
From: Theresa Duggan [theresaduggan@sbcglobal.net]
Sent: Wednesday, July 16, 2008 7:02 AM
To: Placer County Board of Supervisors
Cc: Rich Colwell; Peter Kraatz; Ken Grehm; Dan LaPlante
Subject: Roundabout Safety Graphic
Attachments: RAB Safety.pdf

Hello Board Members,

I promised Jim Holmes I would forward the attached graphic explaining roundabout safety.

As you see, the opportunity for impact is **4 times greater at standard intersections than at roundabouts.**

Also remember **the roundabouts designed for KBCCIP are designed to accommodate pedestrians.**

Thanks,

Theresa May

Theresa May Duggan
PO Box 290
Tahoe Vista, CA 96148
530-546-7903 land line office
530-386-0479 cell
theresaduggan@sbcglobal.net

ROUNABOUT : TRAFFIC AND PEDESTRIAN SAFETY

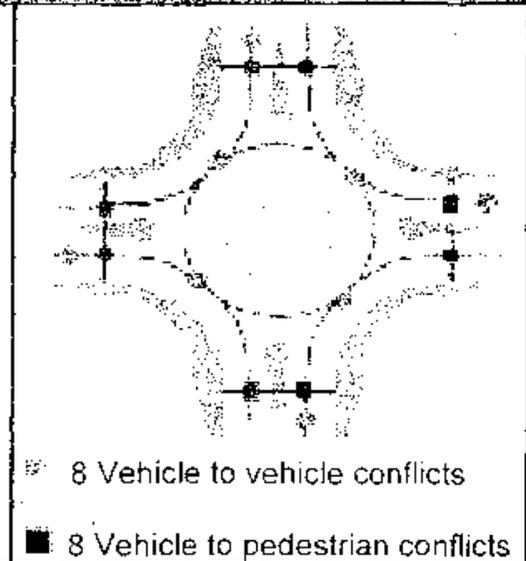
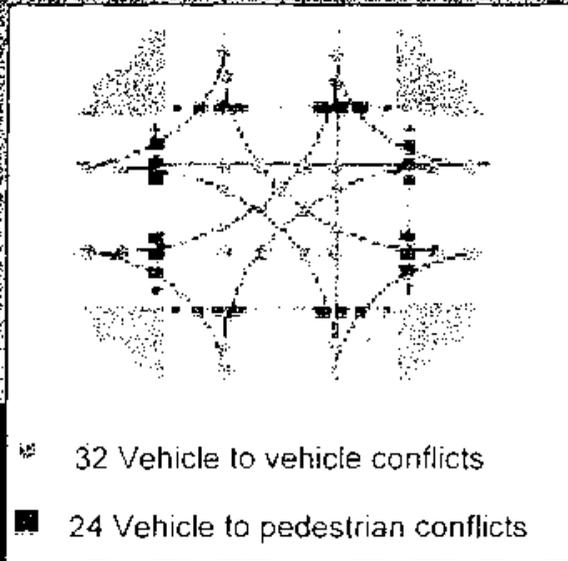


"Modern roundabouts are the prettiest and safest form of traffic control in the world. Roundabouts slow all vehicles and provide refuges for pedestrians." –roundabouts.net

PEDESTRIAN AND MULTIPLE CROSSWALKS

Roundabouts create 75% fewer opportunities for vehicle to vehicle conflict

Roundabouts are very pedestrian friendly. The splitter islands provide a space for pedestrians in the middle of each crossing. Therefore, pedestrians only need to cross one direction of traffic at a time. The pedestrian crosswalks are set at least one full car length back from the yield line. That way pedestrians do not have to cross in front of drivers that are looking for their gap in traffic. Experience has shown that the stopped vehicle one car length back from the yield line is more aware of pedestrians.



2/12

RECEIVED

JUL 16 2008

CLERK OF THE
BOARD OF SUPERVISORS

From: R. Chayo Ayon [rchayoa@gmail.com]
Sent: Wednesday, July 16, 2008 3:19 PM
To: Jim Holmes; Kirk Uhler; Bruce Kranz; Placer County Board of Supervisors; mikehweber@sbcglobal.net; tleslie@cwo.com; shelly@tristatecommercial.com; abiaggi@dcnr.nv.gov; foxglove@etahoe.com; donnaruthe@todaysrealty.com; james-galloway@sbcglobal.net; rossmiller@sos.nv.gov; norma.santiago@edcgov.us; smerrill@benchmark.com; mcdermid@charter.net; JeromeW@innercite.com; syount@fortifiber.com; jsinglaub@trpa.org
Subject: 3-Lanes through King's Beach

Dear TRPA Board Members:

As a frequent visitor to King's Beach, I just wanted to let you know that I support the 3-lane road idea through King's Beach. The traffic speed is crazy through that area. The drivers do not follow the rules and are downright rude and dangerous.

One can't cross the street without the fear of losing one's life. Not a great vacation selling point. Even when cars stop to let a pedestrian go by, other cars speed by narrowly missing the pedestrian trying to cross over to the other side.

One of the best attributes of King's Beach is strolling from the homes, across the road to the beach and to the restaurants. But that is certainly being eroded by the fly-by traffic. If I wanted that kind of "relaxing" stroll, I would stay home and not vacation in King's Beach.

So please reconsider the 3-lane road.

Thank you,
Chayo Ayon,
Redwood City, CA

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From: Theresa Duggan [theresaduggan@sbcglobal.net]
Sent: Tuesday, July 15, 2008 8:04 PM
To: 'Alex Mourelatos'
Cc: Placer County Board of Supervisors; jmcnamara@trpa.org
Subject: Main Street Property Owners with MAP
Attachments: PropertyOwnersLetter7-15-8 with all signatures.pdf, 11x8 50715out MAP.pdf

Hi all,

More information on who on Main Street supports the HYBRID alternative.

All three CEP applicants!

51 Property Owners

Check it out.

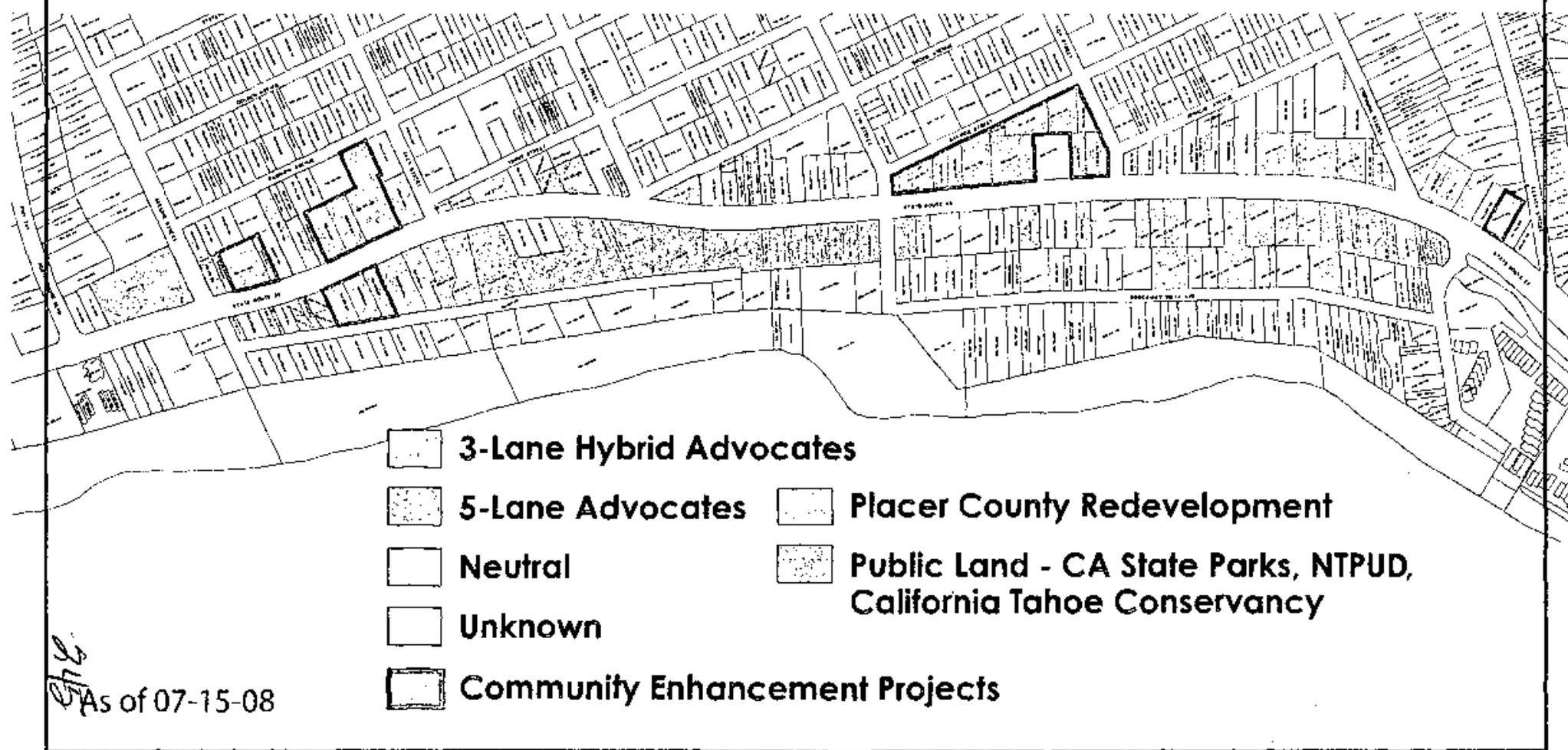
The places left blank, may or may not support, we didn't ask everyone. Some places are neutral.

Tee

Theresa May Duggan
PO Box 290
Tahoe Vista, CA 96148
530-546-7903 land line office
530-386-0479 cell
theresaduggan@sbcglobal.net

Kings Beach

Main Street Property Owners Lane Preference



From: Theresa Duggan [theresaduggan@sbcglobal.net]
Sent: Tuesday, July 15, 2008 6:11 PM
To: alexmourelatos@msn.com
Cc: Placer County Board of Supervisors
Subject: FW: Reconsideration on 3 Lanes Vote

Dear Jeanne and TRPA Governing Board,

On behalf of the North Tahoe Family Resource Center, I want to thank in advance for reconsidering the vote on the Kings Beach Core Improvement Project. As one of the non-profit that resides in the heart of Kings Beach (located on Steelhead) we know for a fact that Kings Beach is a walk able community as majority of the families we serve walk to our location. One of the main concerns that we have seen in the recent years (five years to be exact) is that families feel they are taking a risk when crossing the main road. We understand that not all projects are perfect nor they provide perfect solutions. We know that there are folks that using false information about how the cut through traffic will run over kids on the back roads.

I would recommend that you steer away from misinformation and look at the needs of the community. The needs are a safe and walk able main street (which several kids have been hit by cars) and sidewalks and lights for the back streets all of which will enhance the beautification of the community we work, enjoy and live in.

Thank you for reconsidering your vote and for listening to the community that economically sustains the businesses on the main street and that reside in Kings Beach. If I can be of any further assistance or help provide additional information feel free to contact me at 530-546-0952 or Emilio@ntfrc.org.

With Respect,

Emilio Vaca

Executive Director

North Tahoe Family Resource Center

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From: Kaloie Kopley [kali@uncorkedsquaw.com]
Sent: Tuesday, July 15, 2008 12:44 PM
To: jmcnamara@trpa.org; mara.j@att.net; jsinglaub@trpa.org; syount@fortifiber.com; JeromeW@innercite.com; mikehweber@sbcglobal.net; tieslie@cwo.com; smerrill@benchmark.com; norma.santiago@edcgov.us; Bruce Kranz; rossmiller@sos.nv.gov; james-galloway@sbcglobal.net; donnaruthe@todaysrealty.com; foxglove@etahoe.com; abiaggi@dcmr.nv.gov; shelly@tristatecommercial.com
Cc: Theresa Duggan; Placer County Board of Supervisors; Rick Papaleo; Suzy Shoberg
Subject: Support for RECONSIDERATION

Dear TRPA Governing Board members,

I am a Kings Beach resident who is in strong support of the reconsideration vote before you on July 23, 2008 regarding KBCCIP.

Please affirm the agencies, formal groups, community committees and individuals which support your reconsideration vote. Support which has so diligently focused on all the issues and made attentive decisions. Not decisions based on misinformation or emotion. As a resident I am confident that the "cut thru" traffic in my neighborhood can be mitigated and is only one issue regarding the KBCCIP, one that will have a solution. It would be a shame to abrogate the potential future of Kings Beach for what I consider to be a neighborhood inconvenience 40 days a year.

Hopeful for a better Kings Beach!

Kaloie Kopley
Uncorked at Squaw
1750 Village East Rd 2095
Olympic Valley, CA 96146
530.584.6090
www.uncorkedsquaw.com

RECEIVED
JUL 15 2008
CLERK OF THE
BOARD OF SUPERVISORS

Kings Beach Business and Citizens Alliance

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

July 15, 2008

RE: Kings Beach Commercial Core Improvement Project

Dear Board Members:

On June 25th the TRPA Board of Governors voted unanimously to certify the Final EIS/EIR for the Kings Beach Commercial Core improvement Project. They then voted 7-6 to reject the staff's preferred alternative that calls for reducing State Route 28 from four to two lanes (with single lane roundabouts).

Supervisor Bruce Kranz was one of three California members voting to not accept the environmental degradations of increased congestion, traffic diverted through residential neighborhoods, and reduction of level of service for mass transit. We strongly support Supervisor Kranz in this decision. We have 460 individual signatories and over 125 local businesses that support the four-lane Alternative 3. This includes over half of the Commercial Core businesses such as Jason's, Southwest, Log Cabin, Las Panchitas, Northshore Hardware and many other high volume businesses.

Kings Beach is on the verge of redevelopment and needs highway capacity for reasonable incremental growth. The enhanced four lane alternative (Alternative 3 in the EIS/EIR) avoids any environmental degradation, retains on-street parking year round for businesses, provides wide sidewalks for walkability, and safe signalized pedestrian crossings.

Placer County staff did not identify a preferred alternative in the draft EIS/EIR which was released in April 2007. DPW staff repeatedly said that the four lane alternative was viable as were the alternatives calling for lane reduction. But in the Final EIS/EIR staff stated their preference for the "hybrid" which is very close to Alternative 2 and prohibits on-street parking during peak traffic conditions. Caltrans rejected Alternative 2 as presented in the EIS/EIR and referred to the four-lane alternative as the "superior alternative."

On June 25th Placer County staff was directed by Supervisor Kranz to further develop the four lane alternative; however in a recent conversation the Deputy Director of DPW claimed the four lane alternative was already "developed enough" and they would not do anything until the Boards (TRPA and Placer County Supervisors) are in "alignment". We ask that you help the staff see the alignment of the Boards and give clear direction for them to proceed with Alternative 3 for the KBCCIP.

Sincerely,

David McClure
Board Member
Kings Beach Business and Citizens Alliance

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To the Editor of the Sierra Sun:

IT'S A SHAME!!!!

Ten years ago, we moved to Lake Tahoe from Ohio, and, chose Kings Beach for our post office address. We soon learned that almost all of our neighbors had their post office address in Tahoe Vista. They felt Kings Beach was a less attractive address and had a stigma attached to it. Let's face it, whether we like it or not, Kings Beach is not as attractive as Incline or Tahoe City. Does anyone question how attractive Tahoe City is with its three lanes, the new wide sidewalks, and the abundant street parking? Now we have an opportunity to make Kings Beach as attractive as our neighboring towns, but it won't happen with four lanes [which we currently have] and some new sidewalks. Tourists will speed through Kings Beach on their way to Incline or Tahoe City, just as they have for years. Ten years from now, the only thing different will be some sidewalks. Kings Beach businesses will continue to struggle ten months of the year and when I tell a Tahoe resident I live in Kings Beach, I know he is thinking Kings Beach is not an attractive place to live. I guess we'll have to stop saying we live in Kings Beach, and change our P.O. address to Tahoe Vista. It's a shame!

Those of you with TRPA and the Placer County Board of Supervisors who rejected the three lane plan, are sentencing our town to a future of mediocrity. I hope at the July 23rd meeting, you can explain your "NO" vote, where the 10,000 cars on the side streets come from, and why someone favoring the three lane alternative is for gridlock.

John Eichhorn
Kings Beach

R E C E I V E D			
BOARD OF SUPERVISORS			
5 BOS Rec'd	<input checked="" type="checkbox"/> MB	<input checked="" type="checkbox"/> DW	
Other	<input type="checkbox"/> LS	<input checked="" type="checkbox"/> CCJ	
JUL 14 2006			
Sup D1	Sup IM	Aide D1	Aide D1
Sup D2	Sup OS	Aide D2	Aide OS
Sup D3		Aide D3	* _____

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From: Peter Morris [pwmorris@hotmail.com]
Sent: Friday, July 11, 2008 1:49 PM
To: editor@sierrasun.com; Bruce Kranz
Cc: dan.dunmoyer@gov.ca.gov; will_kempton@dot.ca.gov; jody_jones@dot.ca.gov; rebecca_mowry@dot.ca.gov; elizabeth.ashford@gov.ca.gov; dbonner@bth.ca.gov; darren.bouton@gov.ca.gov; lisa.page@gov.ca.gov; marjorie.berte@bth.ca.gov; karen.scarborough@resources.ca.gov; mike.chrisman@resources.ca.gov; Placer County Board of Supervisors; Linda Brown; Jim Holmes; Kirk Uhler; Robert Weygandt; rockholm@placer.ca.gov; Jennifer Pereira; Rich Colwell; Ken Grehm; Dan LaPlante; Peter Kraatz; foxglove@etahoe.net; shelly@tristatecommercial.com; jeromew@innercite.com; smerrill@benchmark.com; jsinglaub@trpa.org; sosexec@sos.nv.gov; mcdermid@charter.net; mikehweber@sbcglobal.net; donnaruthe@todaysrealty.com; tleslie@cwo.com; abiaggi@dcnr.nv.com; james-galloway@sbcglobal.net; norma.santiago@edcgov.us; syount@fortifiber.com; opinion@sacbee.com; dericr@goldcountrymedia.com; susanb@goldcountrymedia.com
Subject: Bruce Kranz

In his Sierra Sun 'My Turn' column today, Bruce Kranz continues to show his lack of care and attention for Kings Beach. Realizing that the great majority of the population is against him (as of today for example, 75.4% of the Sierra Sun poll is against four lanes - hardly evenly divided!), he now resorts to just plain fear-mongering, exaggeration and downright lies.

Now he claims he actually read the environmental impact statement, yet previously he admitted he had not read it all. Even if we try hard to take him at his word on this new 'fact', he shows a kindergartner's ability at math and reading: he created the number of "10,000" cars as if it were a fact in the EIS. The ERIS did not state such a number, it is a blatant lie made up by Kranz, and the public needs to know this.

The EIS speaks only of the *potential* for just some days - 20 years from now and only then if every single parcel were built up in Tahoe and Truckee - to see peak hours where 2-3,3000 cars may - may - seek to look for alternate routes in the grid on some high-summer days.

My Kranz must stop lying to the public and must stop distorting truth to his own ends.

Face the facts, and stick to the facts, Mr. Kranz: there will not be 10,000 cars and anywhere from 75% and up of the people of Kings Beach do not want your freeway foisted upon them.

Peter Morris
Kings Beach Resident
530.546.7759

From: hazel Hobbs (hazel-hobbs@ntlworld.com)
Sent: Friday, July 11, 2008 4:39 AM
To: Placer County Board of Supervisors; mike.chrisman@dot.ca.gov; daren.bluton@gov.ca.gov; karen.scarborough@resources.ca.gov; will_kempton@dot.ca.gov; lisa.page@gov.ca.gov; elizabeth.ashford@gov.ca.gov; rebecca_mowry@dot.ca.gov; jody_jones@dot.ca.gov; robert.olmstead@sen.ca.gov; regina.evans@gov.ca.gov; darren.bouton@gov.ca.gov; mike.chrisman@resources.ca.gov; sandy.cooney@resources.ca.gov; rossmiller@sos.nv.gov; james-galloway@sbcglobal.net; smerrill@benchmark.com; norma.santiago@edcgov.us; foxglove@etahoe.com; syount@fortifiber.com; jsinglaub@trpa.org; fleslie@cwo.com; mikehweber@sbcglobal.net; donnaruthe@todaysrealty.com; abiaggi@dcnr.nv.gov; shelly@tristatecommercial.com; Bruce Kranz; jeromew@innercite.com; mcdermid@charter.net
Subject: Kings Beach Highway

TITLE: I am FOR three lanes in Kings Beach

Dear TRPA Board Member and Placer County Supervisor, as a tourist to Lake Tahoe with considerable money to spend I want you to know that I am FOR the Three Lane Hybrid option for the redevelopment of Kings Beach Commercial Core.

It has come to my attention that in recently voting against the recommended Three Lane Hybrid option, the TRPA Board acted arbitrarily and without regard for the outcome of the years of efforts and millions of dollars that government, industry, commerce and the general population of Kings Beach have invested in determining the safest, most appropriate outcome for their town.

I understand that TRPA voted against the wishes and recommendations of the vast majority of Kings Beach residents, the TRPA's own Advisory Planning Commission, the Placer County Planning Commission, The Sierra Business Council, The League to Save Lake Tahoe, the Tahoe Chapter of the Sierra Club, 80% of the property owners along the Kings Beach commercial core, the majority of the business owners along the Kings Beach commercial core, and even against the acceptance of CalTrans!

As a tourist, I have the luxury of choosing where I visit and where I do not. It is clear that Kings Beach, in its current state, with effectively a 'Freeway' running through the middle of town, is *not* a place I would prefer to visit.

The knowledge though, that Kings Beach was about to become pedestrian friendly, with significant safety increases through three lanes and roundabouts, had caused me to be hopeful that I could enjoy my visits to the town – especially with its incredible public beach that exists nowhere else on the lake. Being able to drive TO town and STAY there brings a whole new opportunity for me. As it exists today though, like the vast majority of other tourists I see, all I want to do is get through Kings Beach as quickly as possible.

I hope that you can understand the importance of the three lane option to the future of Kings Beach and that you can reverse your decision before it is too late.

Thank you.
Hazel Hobbs
Oxford, England

From: Theresa Duggan [theresaduggan@sbcglobal.net]
Sent: Thursday, July 10, 2008 7:15 PM
To: 'Alex Mourelatos'
Cc: Robert Weygandt; rockholm@placer.ca.gov; Kirk Uhler; Jim Holmes; 'Jon-Paul Harries'; Jennifer Pereira; Placer County Board of Supervisors
Subject: GREAT CAL TRANS PROJECTS!!!! YIPPEE!!!

This editorial was from December 23, 2005 in the Sierra Sun.

We hope Cal Trans does the same EXCELLENT project for our dear Kings Beach! Truckee continues to use the roundabouts to move traffic efficiently and they all have great landscaping to welcome visitors and residents to town! It's a trifecta for the community, the economy and the environment!

Two roundabouts down, more to come

By David Bunker
Sierra Sun

It was all smiles and handshakes Wednesday as a pair of giant scissors snipped the ribbon that officially opened Truckee's two, dual-lane roundabouts.

The back-patting and congratulations were not only signs of a successful project that was years in planning, but also good harbingers for Truckee's quest to convert each major intersection in town into a roundabout. But to do that, Truckee officials will need the blessing of the state since as many as three of the future traffic circles would be on state highways.

"Together we learned a lot from this project," said Jody Jones, director of Caltrans District 3, following the ceremony. "I have no reason to believe we can't do it in other locations."

Jones, who oversees nearly 1,500 miles of state highways, was obviously pleased with the project that Caltrans was admittedly wary of since the planning stages.

"We were very skeptical about [the roundabouts] ability to solve the traffic and safety issues," Jones said.

But with traffic moving smoothly through the roundabouts, Jones and Truckee officials were visibly proud of the \$3.5 million project.

"It turned out great," Jones said.

The project was a big one to tackle right off of the bat. Truckee's dual-lane roundabouts are the only ones of their kind in Northern California. Caltrans had originally proposed spending \$750,000 for stoplights at the intersections. The Town of Truckee, which opposed traffic signals, took the \$750,000 and, with the blessing of Caltrans, began the process of planning the roundabouts.

Now that they are functioning, both state and local officials are happy they don't have to worry about traffic backing up the Interstate 80 offramp and stalling interstate traffic, which was one of the arguments against traffic signals.

"The ramp is fairly short and on a busy weekend a light could have backed things up," Jones said.

Nevada County Supervisor Ted Owens, who was on the town council when the roundabout was approved, said Truckee took into consideration its community character when deciding to push for the roundabout.

"We didn't want to look like Walnut Creek at this particular time," said Owens.

The town is considering three future roundabout projects on state highways that would require the approval of Caltrans.

Meanwhile, just weeks before the ribbon-cutting, the town decided to alter the roundabouts to add a lane on the northern traffic circle. The move allows vehicles in both lanes to pass through the roundabout and head to Donner Pass Road. Construction staff realized the single lane going north had become a trouble spot and added a second lane.

"It wasn't working like we thought it would so we made the change," said Truckee Public Works Director Dan Wilkins.

Theresa May Duggan
PO Box 290
Tahoe Vista, CA 96148
530-546-7903 land line office
530-386-0479 cell
theresaduggan@sbcglobal.net

From: DAVE SCHIESSL [whitewaterhappycampers@usa.net]
Sent: Thursday, July 10, 2008 3:30 PM
To: Placer County Board of Supervisors
Subject: Kings Beach Commercial Core Improvement Project

My name is Dave Schiessl and I have lived on Brook Avenue in Kings Beach for over 10 years. I have monitored the progress of the Kings Beach Commercial Core Improvement Project since I purchased my home in 1998. I have attended a majority of the public meetings and was very pleased with the process and results of the meetings. I am a proponent of the 3-lane hybrid option that was initially recommended by the Placer County Planning Commission. I believe that this is the only option that should be considered by TRPA. Safety should be the foremost concern and with three lanes, this will deter speeders and allow pedestrians a safe area to cross the highway. Safety in other areas of Kings Beach is also a concern but should be addressed another time. As long as I have lived in Kings Beach, I have always had an issue with vehicles speeding in the neighborhood. This will not change, whether 3 or 4 lanes.

Seasonal speed bumps or other options have not been considered in the past. Perhaps in the future they will be. Our neighborhood is a walking area and the 3-lane core improvement project will only increase the safety for my neighbors and other tourists. I also believe that if the core area business's want a 4-lane highway, they have not looked at the whole picture. The 4-lane project will take an additional year to complete. That is additional year of potential marginal revenues due to the construction. We must move forward and make our community safer. The original concerns for the Kings Beach Core Project were 1) Water Clarity, 2) Walkable Community, and 3) Safety for pedestrians and bicycles. I believe the 3-lane hybrid option addresses these concerns the best. Water clarity will be improved by having less area for vehicles to disturb and cause pollutants to enter the lake. The walkable community aspect is self explanatory. The 3-lane option increases sidewalk area and promotes accessibility to businesses in the area. The safety issue I have already addressed. The original intent of the project has nothing to do with traffic flow and congestion. The roundabouts in the 3-lane option will allow the traffic to flow at all traffic levels. The only thing that prevents the flow of traffic in our community is the stoplights. I hope that this will assist in making a reasonable and proper decision for our community. I would be happy to assist you in a tour of the area if you are so inclined. Thanks for your time.

Sincerely,
Dave Schiessl
8663 Brook Avenue
PO Box 446
Kings Beach, CA 96143

From: Bill Thomas [bthomas_rsm@yahoo.com]

Sent: Thursday, July 10, 2008 1:31 PM

To: Placer County Board of Supervisors; mike.chrisman@dot.ca.gov; daren.bluton@gov.ca.gov; karen.scarborough@resources.ca.gov; will_kempton@dot.ca.gov; lisa.page@gov.ca.gov; elizabeth.ashford@gov.ca.gov; rebecca_mowry@dot.ca.gov; jody_jones@dot.ca.gov; robert.olmstead@sen.ca.gov; regina.evans@gov.ca.gov; darren.bouton@gov.ca.gov; mike.chrisman@resources.ca.gov; sandy.cooney@resources.ca.gov; rossmiller@sos.nv.gov; james-galloway@sbcglobal.net; smerrill@benchmark.com; norma.santiago@edcgov.us; foxglove@etahoe.com; syount@fortifiber.com; jsinglaub@trpa.org; fleslie@cwogov.com; mikehweber@sbcglobal.net; donnaruthe@todaysrealty.com; abiaggi@dcnr.nv.gov; shelly@tristatecommercial.com; Bruce Kranz; jeromew@innercite.com; modernmid@charter.net

Subject: I am FOR three lanes in Kings Beach

Dear TRPA Board Member and Placer County Supervisor, as a regular tourist to Lake Tahoe, who spends considerable amounts of money on hotels, food, shops and entertainment I want you to know that I and FOR the Three Lane Hybrid option for the redevelopment of Kings Beach Commercial Core.

It has come to my attention that in recently voting against the recommended Three Lane Hybrid option, the TRPA Board acted arbitrarily and without regard for the outcome of the years of efforts and millions of dollars that government, industry, commerce and the general population of Kings Beach have invested in determining the safest, most appropriate outcome for their town.

I understand that TRPA voted against the wishes and recommendations of the vast majority of Kings Beach residents, the TRPA's own Advisory Planning Commission, the Placer County Planning Commission, The Sierra Business Council, The League to Save Lake Tahoe, the Tahoe Chapter of the Sierra Club, 80% of the property owners along the Kings Beach commercial core, the majority of the business owners along the Kings Beach commercial core, and even against the acceptance of CalTrans!

As a tourist, I have the luxury of choosing where I visit and where I do not. It is clear that Kings Beach, in its current state, with effectively a 'Freeway' running through the middle of town, is *not* a place I would prefer to visit.

The knowledge though, that Kings Beach was about to become pedestrian friendly, with significant safety increases through three lanes and roundabouts, had caused me to be hopeful that I could once again visit the town – especially with its incredible public beach that exists nowhere else on the lake. Being able to drive TO town and STAY there brings a whole new opportunity for me. As it exists today though, like the vast majority of other tourists I see, all I want to do is get through Kings Beach as quickly as possible.

I hope that you can understand the importance of the three lane option to the future of Kings Beach and that you can reverse your decision before it is too late.

Thank you.

Bill Thomas, Seattle, WA

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From: Peter Morris [pwmorris@hotmail.com]

Sent: Thursday, July 10, 2008 11:00 AM

To: Peter Kraatz

Cc: dan.dunmoyer@gov.ca.gov; will_kempton@dot.ca.gov; jody_jones@dot.ca.gov; rebecca_mowry@dot.ca.gov; elizabeth.ashford@gov.ca.gov; dbonner@bth.ca.gov; darren.bouton@gov.ca.gov; lisa.page@gov.ca.gov; marjorie.berte@bth.ca.gov; karen.scarborough@resources.ca.gov; mike.chrisman@resources.ca.gov; Placer County Board of Supervisors; Jim Holmes; Kirk Uhler; Robert Weygandt; rockholm@placer.ca.gov; Jennifer Pereira; Rich Colwell; Ken Grehm; Dan LaPlante; foxglove@etahoe.net; shelly@tristatecommercial.com; jeromew@innercite.com; smerrill@benchmark.com; jsinglaub@trpa.org; sosexec@sos.nv.gov; mcdermid@charter.net; mikhweber@sbcglobal.net; donnaruthe@todaysrealty.com; tleslie@cwo.com; abiaggi@dcnr.nv.com; james-galloway@sbcglobal.net; norma.santiago@edcgov.us; syount@fortifiber.com; Bruce Kranz; editor@sierrasun.com; opinion@sacbee.com; dericr@goldcountrymedia.com; susanb@goldcountrymedia.com

Subject: FW: Traffic Lights Are Dangerous

Take a look at these photographs Mr. Kranz. This major crash happened at a light-controlled crossing on a TWO LANE highway in Incline Village on Monday, July 7, 2008. A woman was taken to hospital, the road was blocked for over an hour and distress was caused to many.

Take another look Mr. Kranz, your plan to have light-controlled four-lane intersections in Kings Beach will provide us many, many more opportunities to see cars crash, people get taken to hospital and people die.

If there had been a roundabout, the crash could *never* have happened, the driver would never have been injured and traffic would never have been stopped for hours! And you want MORE opportunities for such crashes?



Bonanza Photos CJ Drago

This accident slowed traffic Monday afternoon at the corner of Village and Tahoe boulevards for more than an hour. According to the Washoe County Sheriff's Office, the red Toyota, driven by Incline resident Mark Eterman, 54, was turning left from Bank of America onto Highway 28 when it was struck by the silver Audi, driven by Incline resident Joyce Anderson Bock. Anderson Bock was transported to Incline Village Community Hospital for minor injuries.

Peter Morris
Kings Beach Resident
530.546.7759

From: Philip Grosso [philgro@jps.net]
Sent: Thursday, July 10, 2008 9:21 AM
To: Placer County Board of Supervisors
Subject: Kings Beach

Thank you Bruce Kranz,

A politician with principles is indeed a rarity these days.

Phil Grosso

RECEIVED

JUL 10 2008

PLACER COUNTY BOARD OF SUPERVISORS

AGENDA ITEM
DATE: <u>July 22, 2008</u>
<u>KB Commercial Core</u>
TIME: <u>10:30 AM</u>

- DATE 7/10/08
- Board of Supervisors
 - County Executive Off
 - County Counsel
 - Mike Boyle
 - Public Works EA

From: CHRISTINE LANGLEY [christine369@btinternet.com]

Sent: Thursday, July 10, 2008 2:37 AM

To: Placer County Board of Supervisors; mike.chrisman@dot.ca.gov; daren.bluton@gov.ca.gov; karen.scarborough@resources.ca.gov; norma.santiago@edcgov.us; foxglove@etahoe.com

Subject: 3 LANES IN KINGS BEACH

DEAR TRPA BOARD MEMBER

As a regular tourist to Lake Tahoe (my family spent three weeks last year in Lake Tahoe and stayed in Kings Beach) spending money on food, entertainment, hotels etc I would like you to know that I am totally FOR the Three Lane Hybrid option for the redevelopment of Kings Beach. Although KB has fantastic facilities, it did not feel safe for our children as crossing the road was an absolute nightmare and lack of sidewalks made it impossible for us to send our children off on their own to shop or get an ice-cream as an adult had to be with them at all times in order to cross the road safely.

With the freeway as it is, Kings Beach is not a place I would prefer to visit again and would look for a more tourist friendly option i.e. Tahoe City at least has proper sidewalks and only 3 lanes. Coming from the UK I find the lack of controlled crossings for tourists or sidewalks for people who wish to walk absolutely staggering.

Whilst I was there I was told by many locals that Kings Beach was being upgraded to become pedestrian friendly with 3 lanes and roundabouts. I said that we would certainly return once that happened.

However I have since seen that voting by the TRPA Board was against the 3 Lane Hybrid Option and I find that I must write at once to you to tell you that you are WRONG. If you want tourism - and that is the lifeblood of Lake Tahoe, then make it safer and more accessible. Provide a round the lake family cycle route as cycling up and down the Truckee River is great the first and second times but can become boring!

Thank you
Christine Langley
Biddenham
England

Sierra Sun - July 10, 2008

Readers Write: Sensible Move

I want to give Mr. Bruce Kranz and the TRPA a big thank you. Thanks for making a sensible decision based on the needs of a peaceful community and not caving in to private interests. I don't know how anyone can claim that the majority of the community wants three lanes, since no one bothered to ask me and my neighbors how we feel. If these people had the courtesy to ask, I would have laughed. And I think the "majority" of residents in Kings Beach would not choose a plan that endangers their children.

I also don't think they would support a plan that congests the Tahoe Basin. Traffic jams are why I don't make it out of Tahoe often. Some of us don't want to see Tahoe turn into a mini-Bay Area.

Ken Feely
Kings Beach

RESOURCES
JUL 10 2008
KINGS BEACH

AGENDA ITEM
DATE: July 22, 2008
KB Commercial Core
TIME: 10:30 AM

- Board of Supervisors - 5
- County Executive Office
- County Counsel
- Mike Boyle
- Public Works Fax

From: linda mulgrew [lindamulgrew@hotmail.com]
Sent: Wednesday, July 09, 2008 10:18 PM
To: Placer County Board of Supervisors, mike.chrisman@dot.ca.gov; daren.bluton@gov.ca.gov; karen.scarborough@resources.ca.gov; will_kempton@dot.ca.gov; lisa.page@gov.ca.gov; elizabeth.ashford@gov.ca.gov; rebecca_mowry@dot.ca.gov; jody_jones@dot.ca.gov; robert.olmstead@sen.ca.gov; regina.evans@gov.ca.gov; darren.bouton@gov.ca.gov; mike.chrisman@resources.ca.gov; sandy.cooney@resources.ca.gov; rossmiller@sos.nv.gov; james-galloway@sbcglobal.net; smerrill@benchmark.com; norma.santiago@edcgov.us; foxglove@etahoe.com; syount@fortifiber.com; jsinglaub@trpa.org; tieslie@cwo.com; mikehweber@sbcglobal.net; donnaruthe@todaysrealty.com; abiaggi@dcnr.nv.gov; shelly@tristatecommercial.com; Bruce Kranz; jeromew@innercite.com; mcdermid@charter.net
Subject: I am FOR three lanes in Kings Beach

Dear TRPA Board Member and Placer County Supervisor,

As an Australian and regular visitor to Lake Tahoe, and one who spends a large amount of money on the many amenities in your district, I am writing to let you know that , and the persons with whom I usually travel, am FOR the Three Lane Hybrid option for the redevelopment of Kings Beach Commercial Core.

It has come to my attention that in recently voting against the recommended Three Lane Hybrid option, the TRPA Board acted arbitrarily and without regard for the outcome of the years of efforts and millions of dollars that government, industry, commerce and the general population of Kings Beach have invested in determining the safest, most appropriate outcome for their town. It beggars belief that you could go against the wishes of the majority of the population and tell them what they can and cannot have. I thought that your country was a democracy, apparently I was wrong in that belief and the wishes of the populace are not taken into account when decisions are made.

I understand that TRPA voted against the wishes and recommendations of not only the vast majority of Kings Beach residents, but also the TRPA's own Advisory Planning Commission, the Placer County Planning Commission, The Sierra Business Council, The League to Save Lake Tahoe, the Tahoe Chapter of the Sierra Club, 80% of the property owners along the Kings Beach commercial core, the majority of the business owners along the Kings Beach commercial core, and even against the acceptance of CalTrans! How can a quasi autonomous body blatantly disregard the wishes of so many? Obviously your board members think they are better informed than the populace.

As a tourist, I can and do choose where I visit and where I prefer not to go. It is quite clear to me that, in its current state, with a 'Freeway' running through the middle of town, Kings Beach is *not* now high on my list of places I would prefer to visit.

However, if Kings Beach was about to become so much more pedestrian friendly, with a significant increase in safety through having three traffic lanes and roundabouts, I would be quite happy to once

ALD

again visit the town and enjoy its many amenities, including the wonderful beach that is unique to the lake. If we are able to drive TO town and STAY there without the problems that would be faced by visitors to your area if you follow the path which it seems you are determined to follow, we would certainly reconsider visiting other places and giving Kings Beach a wide berth. As it exists today though, like the vast majority of other tourists I see, all I want to do is get through Kings Beach as quickly as possible or alternatively give it a miss altogether.

I hope that you will take to heart a plea from a tourist to your region, who can see the benefits of the three lane option to the future of Kings Beach, and that you will reverse your decision before it is too late and you find your lovely area devoid of tourists and lose the income and benefits that they bring to the town.

I thank you for taking the time to read this email and hope that you can take the recommendations on board.

Regards

Linda Mulgrew,

Brisbane, Queensland, Australia

JUL 10 2008

PLACER COUNTY
BOARD OF SUPERVISORS

AGENDA ITEM
DATE: <u>July 22, 2008</u>
<u>KB Commercial Core</u>
TIME: <u>10:30 AM</u>

- Board of Supervisors - a
- County Executive Office
- County Counsel
- Mike Boyle
- Public Works Fax

From: Peter Morris [pwmorris@hotmail.com]

Sent: Wednesday, July 09, 2008 8:24 PM

To: dan.dunmoyer@gov.ca.gov; will_kempton@dot.ca.gov; jody_jones@dot.ca.gov; rebecca_mowry@dot.ca.gov; elizabeth.ashford@gov.ca.gov; dbonner@bth.ca.gov; darren.bouton@gov.ca.gov; lisa.page@gov.ca.gov; marjorie.berte@bth.ca.gov; karen.scarborough@resources.ca.gov; mike.chrisman@resources.ca.gov; Placer County Board of Supervisors; Jim Holmes; Kirk Uhler; Robert Weygandt; rockholm@placer.ca.gov; Jennifer Pereira; Rich Colwell; Ken Grehm; Dan LaPlante; Peter Kraatz; foxglove@etahoe.net; shelly@tristatecommercial.com; jeromew@innercite.com; smerrill@benchmark.com; jsinglaub@trpa.org; sosexec@sos.nv.gov; mcdermid@charter.net; mikehweber@sbcglobal.net; donnaruthe@todaysrealty.com; tleslie@cwo.com; abiaggi@dcnr.nv.com; james-galloway@sbcglobal.net; norma.santiago@edcgov.us; syount@fortifiber.com; Bruce Kranz; editor@sierrasun.com; opinion@sacbee.com; dericr@goldcountrymedia.com; susanb@goldcountrymedia.com

Subject: Kings Beach Community is NOT Divided

As you continue your consideration of the fate of Kings Beach and your opportunity to 'do the right thing' for the community by voting FOR the Three Lane Hybrid option, I implore you to NOT be swayed by those among you who try and say the community of Kings Beach is divided. We are NOT divided, we are about as united as any community could ever be in our support of the Three Lane Hybrid proposal by Placer County which was approved unanimously by their planning commission and by the TRPA Advisory Planning Committee.

The politicians among you will surely be able to confirm that, if they personally got 51% of all votes in an election, they would state that clearly they had the majority and that the community was with them: I certainly don't think one of them would demand a recount. Now, if they got 80% of the votes, they would be ecstatic, and if they got 100% - well!

The fact of the matter is:

- **80% of residents** at each meeting considering the Kings Beach Downtown core over the past many years have been in favor of the Three Lane Hybrid proposal
- **80% of all property owners** along the Kings Beach commercial core have voted in favor of the Three Lane Hybrid proposal
- **100% of the Placer County Planning Commission** have voted in favor of the Three Lane Hybrid proposal
- **100% of the TRPA APC** have voted in favor of the Three Lane Hybrid proposal

Pray tell me, how can anyone say the community is 'evenly split' when you have factual numbers like this before you?

If we add to this the support - by 80% again, I remind you:

- **The Sierra Business Council** has voted in favor of the Three Lane Hybrid proposal

Then let's add the fact that:

- **The League to Save Lake Tahoe** has voted in favor of the Three Lane Hybrid proposal
- **The Tahoe Chapter of The Sierra Club** has voted in favor of the Three Lane Hybrid proposal
- **The North Lake Tahoe Business Association** has voted in favor of the Three Lane Hybrid proposal

2/2

proposal

- **The majority of business owners** in the Kings Beach downtown core have voted in **favor** of the Three Lane Hybrid proposal

Please, please, do not let anyone tell you that the Kings Beach community is evenly divided. On the subject of road safety, pedestrian safety, bicycle safety, reduced pollution and enhanced esthetics to the downtown core, this community is incredibly united together.

Please act responsibly and ethically and support the Three Lane Hybrid proposal.

Peter Morris
Kings Beach Resident
530.546.7759

From: Carol Savary [csavary@charter.net]
Sent: Wednesday, July 09, 2008 3:19 PM
To: Placer County Board of Supervisors
Subject: Kings Beach Commercial Core Improvement Project

Greetings Placer County Board of Supervisors. I am a resident of Kings Beach, CA, and I wanted to voice my support for the recommended 3-lane road configuration as proposed by Placer County Department of Public Works (PC-DPW). The Kings Beach Commercial Core Improvement Project has been under consideration and planning for over 10 years now, and we have finally reached a point where we have nearly unanimous support for PC-DPW's recommendation for a 3-lane solution to meet the following goals of the project:

1. Pedestrian and bicycle safety and mobility
2. Enhanced water quality in Lake Tahoe
3. Enhanced aesthetic of the downtown area

Near unanimous support for this recommendation includes and is evidenced in public record:

1. Unanimous support from the TRPA Advisory Planning Commission (as voted June 11, 2008)
2. Unanimous support from the Placer County Planning Commission (as voted June 18, 2008)
3. Cal Trans acceptance of the recommendation
4. The project's Value Engineering Study Report as authored by staff from Placer County Department of Public Works, CalTrans and Dokken Engineering (<http://www.placer.ca.gov/Departments/Works/Projects/KingsBeach/~media/dpw/projects/documents/8108>)
5. A consistent expression of 2/3 - 3/4 support from the community over the past several years as evidenced in the following forums where public record exists (TRPA Pathways 2007 Place Based Workshop series held in 2006, the public comment period for the EIR/EIS review in the spring of 2007 where a series of workshops were facilitated by the Sierra Business Council that over 700 people attended, a local Sierra Sun newspaper poll (www.sierrasun.com - the poll results appear at the bottom of the page), and the public comment record for all of the Placer County Board of Supervisor and TRPA Governing Board meetings where the project has been agendized for the last year.
6. North Tahoe Business Association
7. The North Tahoe Main Street program (NTBA is a national Main Street affiliate) Design Committee
8. The North Tahoe Main Street program (NTBA is a national Main Street affiliate) Economic Restructuring Committee
9. North Lake Tahoe Resort Association
10. The League to Save the Lake
11. The Tahoe Chapter of the Sierra Club
12. The Mountain Area Preservation Foundation
13. The Kings Beach (now North Tahoe) Family Resources Center
14. All of the Kings Beach TRPA Community Enhancement Program developer applicants (there are 3 that are participating in this program (http://www.trpa.org/documents/press_room/EDITORIAL%20CEP_9-25-07.pdf))

I was extremely disappointed and surprised by the TRPA Governing Board's recent vote on June 25th to reject that 3 lane recommendation. It is highly unusual in our area to find developers, environmentalists and the majority of a community on the same side of any project, and that is exactly what we have today. While the concerns of the dissenting board members centered around potential public safety issues in the back streets of Kings Beach based on traffic projections 15-20 years into the future, I would hope that the TRPA Governing Board reconsider its vote at its July 23rd meeting and request/require that a mitigation plan be included as part of the recommendation. While PC-DPW had indicated that this plan would be developed and implemented alongside the project, the governing board should reconsider their vote with the caveat that this plan be included

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as part of the recommendation they would vote on, as opposed to flatly rejecting it outright. I also hope that you support this recommendation that has been put forth by your staff and endorsed unanimously by your Planning Commission.

As someone who lives, works and volunteers in Kings Beach, I would like to share with you a video of our pedestrian safety issues and one of the important reasons why the majority of our community supports lane reduction in our downtown area. We cannot continue as a community with a 4-lane highway running through the center of our town where anyone who wants to go to the lake itself, must cross this highway. I respectfully request that you take 7 minutes and 3 seconds of your time to witness what we experience on our roadways – both as pedestrians and as drivers. You have probably experienced it yourself when meeting at our North Tahoe Conference Center. Our pedestrian accident numbers are 3-4 times what the state average is for our traffic conditions, and we are desperately trying to correct that with this project recommendation.

<http://www.youtube.com/watch?v=QfOWqBGYA6A&fmt=6>

I greatly appreciate your time and consideration, as this is a critical decision on which the survival of our community and our local economy depends. I would also greatly appreciate meeting with each of you to discuss my concerns. I have included my cell phone below if you have the time and inclination to meet on this topic – I'd be happy to drive to Auburn to do so.

Thank you,
Carol

Carol Savary
(cell) 530.412.3312
(fax) 530.546.3935
csavary@charter.net

215

From: Karla Osorno [karla@eetechinc.com]

Sent: Wednesday, July 09, 2008 3:15 PM

To: Jim Holmes; Kirk Uhler; Bruce Kranz; Placer County Board of Supervisors; mikehweber@sbcglobal.net; tleslie@cwo.com; shelly@tristatecommercial.com; abiaggi@dcnr.nv.gov; foxglove@etahoe.com; donnaruthe@todaysrealty.com; james-galloway@sbcglobal.net; rossmiller@sos.nv.gov; norma.santiago@edcgov.us; smerrill@benchmark.com; mcdermid@charter.net; JeromeW@innercite.com; syount@fortifiber.com; jsinglaub@trpa.org

Thank you in advance for considering my email and opinion. On many occasions throughout the year, our family drives from Reno to Kings Beach to enjoy the beautiful lake and great restaurants. So when we read in the Reno Gazette that a plan to reduce traffic with the change to 3 lanes and wider sidewalks was no longer being considered, we were very disappointed. There are so few places left that consider the safety and pleasure of people over fast movement and we hoped that Kings Beach would make the right decision. We love your town and hope that you will reconsider this decision. More families will come and spend money in Kings Beach if they can safely walk their children down the streets to enjoy the restaurants and shops. We were there this past Monday and based on the fast moving traffic chose not to walk down the street out of fear for our 17 month old daughter. This cut our stay short which was disappointing to us and the stores we would have visited.

I am happy to speak directly with anyone who has follow up questions or would like to know more about my thoughts on this matter. Thanks again and have an enjoyable day!

Karla, Chad, and Sophia Osorno

Karla Osorno

karla@eetechinc.com

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CE 775-848-1008

FX 775-323-3335

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AKO

From: Kristi Flynn [gkflynn@sbcglobal.net]
Sent: Wednesday, July 09, 2008 2:58 PM
To: Placer County Board of Supervisors
Subject: Kings Beach "Main Street"

Dear Members,

I am a homeowner in Kings Beach. I have lived in Kings Beach for 13 years. I am extremely upset that you have chosen to not listen to the concerns of homeowners and retail shop owners. We live here and see everyday what goes on. I can't count how many times I have witnessed people trying to cross the street and almost getting run down. I always slow down when I come to a cross walk to make sure no one is trying to get across and 9 times out of 10 the car behind me will honk their horn and blast around me (not realizing someone could be walking across). If there was one lane and cars stopped there would be no way for other cars to blast around them, therefore making it much safer for everyone.

As far as traffice is concerned, there are only a couple months of heavy traffic and I think I can speak for tons of Kings Beach residents that we would rather sit in traffic for a little while then have to witness someone else getting hit by a car on our streets.

I hope when you meet on July 23rd you will reconsider your vote. Try thinking about one of your loved ones walking through our town and maybe that will help change your mind.

Sincerely,
Kristi Flynn
274 Chipmunk St.
Kings Beach

RECEIVED

JUL 10 2008

PLACER COUNTY
COUNTY CLERK'S OFFICE

AGENDA ITEM

DATE: July 31, 2008
Kb Commercial Core
TIME: 10:30 AM

DATE 7/10/08
 Board of Supervisors - 5
 County Executive Office
 County Counsel
 Mike Boyle
 PUBLIC HEARINGS FAX

From: Adam Morris [amfmorris@hotmail.com]

Sent: Wednesday, July 09, 2008 1:37 PM

To: Placer County Board of Supervisors; mike.chrisman@dot.ca.gov; daren.bluton@gov.ca.gov; karen.scarborough@resources.ca.gov; will_kempton@dot.ca.gov; lisa.page@gov.ca.gov; elizabeth.ashford@gov.ca.gov; rebecca_mowry@dot.ca.gov; jody_jones@dot.ca.gov; robert.olmstead@sen.ca.gov; regina.evans@gov.ca.gov; darren.bouton@gov.ca.gov; mike.chrisman@resources.ca.gov; sandy.cooney@resources.ca.gov; rossmiller@sos.nv.gov; james-galloway@sbcglobal.net; smerrill@benchmark.com; norma.santiago@edcgov.us; foxglove@atahoe.com; syount@fortifiber.com; jsinglaub@trpa.org; tleslie@cwo.com; mikeheuber@sbcglobal.net; donnaruthe@todaysrealty.com; abiaggi@dcnr.nv.gov; shelly@tristatecommercial.com, Bruce Kranz; jeromew@innercite.com; mcdermid@charter.net

Subject: I am FOR three lanes in Kings Beach

Dear TRPA Board Member and Placer County Supervisor, as a regular tourist to Lake Tahoe, who spends considerable amounts of money on hotels, food, shops and entertainment I want you to know that I and FOR the Three Lane Hybrid option for the redevelopment of Kings Beach Commercial Core.

It has come to my attention that in recently voting against the recommended Three Lane Hybrid option, the TRPA Board acted arbitrarily and without regard for the outcome of the years of efforts and millions of dollars that government, industry, commerce and the general population of Kings Beach have invested in determining the safest, most appropriate outcome for their town.

I understand that TRPA voted against the wishes and recommendations of the vast majority of Kings Beach residents, the TRPA's own Advisory Planning Commission, the Placer County Planning Commission, The Sierra Business Council, The League to Save Lake Tahoe, the Tahoe Chapter of the Sierra Club, 80% of the property owners along the Kings Beach commercial core, the majority of the business owners along the Kings Beach commercial core, and even against the acceptance of CalTrans!

As a tourist, I have the luxury of choosing where I visit and where I do not. It is clear that Kings Beach, in its current state, with effectively a 'Freeway' running through the middle of town, is *not* a place I would prefer to visit.

The knowledge though, that Kings Beach was about to become pedestrian friendly, with significant safety increases through three lanes and roundabouts, had caused me to be hopeful that I could once again visit the town – especially with its incredible public beach that exists nowhere else on the lake. Being able to drive TO town and STAY there brings a whole new opportunity for me. As it exists today though, like the vast majority of other tourists I see, all I want to do is get through Kings Beach as quickly as possible.

I hope that you can understand the importance of the three lane option to the future of Kings Beach and that you can reverse your decision before it is too late.

Thank you.

Adam Morris,

United Kingdom

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From: Schoenweiler, Julie [JSchoenweiler@activision.com]
Sent: Wednesday, July 09, 2008 1:22 PM
To: Placer County Board of Supervisors; mike.chrisman@dot.ca.gov; daren.bluton@gov.ca.gov; karen.scarborough@resources.ca.gov; will_kempton@dot.ca.gov; lisa.page@gov.ca.gov; elizabeth.ashford@gov.ca.gov; rebecca_mowry@dot.ca.gov; jody_jones@dot.ca.gov; robert.olmstead@sen.ca.gov; regina.evans@gov.ca.gov; darren.bouton@gov.ca.gov; mike.chrisman@resources.ca.gov; sandy.cooney@resources.ca.gov; rossmiller@sos.nv.gov; james-galloway@sbcglobal.net; smerrill@benchmark.com; norma.santiago@edcgov.us; foxglove@etahoe.com; syount@fortifiber.com; jsinglaub@trpa.org; tleslie@cwo.com; mikehweber@sbcglobal.net; donnaruthe@todaysrealty.com; abiaggi@dcnr.nv.gov; shelly@tristatecommercial.com; Bruce Kranz; jeromew@innercite.com; mcdermid@charter.net
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I hope that you can understand the importance of the three lane option to the future of Kings Beach and that you can reverse your decision before it is too late.

Thank you.

Julie Schoenweiler

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o: 415.281.4518

c: 415.298.4670

e: jschoenweiler@activision.com

w: www.activision.com

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A handwritten signature in black ink, appearing to be 'Julie' or similar, located in the bottom right corner of the page.

From: Brian Peters [brianjpeters@hotmail.com]
Sent: Wednesday, July 09, 2008 1:13 PM
To: Placer County Board of Supervisors; mike.chrisman@dot.ca.gov; daren.bluton@gov.ca.gov; karen.scarborough@resources.ca.gov; will_kempton@dot.ca.gov; lisa.page@gov.ca.gov; elizabeth.ashford@gov.ca.gov; rebecca_mowry@dot.ca.gov; jody_jones@dot.ca.gov; robert.olmstead@sen.ca.gov; regina.evans@gov.ca.gov; darren.bouton@gov.ca.gov; mike.chrisman@resources.ca.gov; sandy.cooney@resources.ca.gov; rossmiller@sos.nv.gov; james-galloway@sbcglobal.net; smerrill@benchmark.com; norma.santiago@edcgov.us; foxglove@etahoe.com; syount@fortifiber.com; jsinglaub@trpa.org; tleslie@cwo.com; mikeweber@sbcglobal.net; donnaruthe@todaysrealty.com; abiaggi@dnr.nv.gov; shelly@tristatecommercial.com; Bruce Kranz; jeromew@innercite.com; mcdermid@charter.net
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I hope that you can understand the importance of the three lane option to the future of Kings Beach and that you can reverse your decision before it is too late.

Thank you.
Brian Peters, Seattle WA

270

From: Theresa Duggan [theresaduggan@sbcglobal.net]
Sent: Wednesday, July 09, 2008 12:23 PM
To: Dan.Dunmoyer@GOV.CA.GOV; Elizabeth.Ashford@GOV.CA.GOV; will_kempton@dot.ca.gov; 'Jody Jones'; 'Rebecca Mowry'; DBonner@bth.ca.gov; Marjorie.Berte@bth.ca.gov
Cc: JeromeW@innercite.com; mara.j@att.net; smerrill@benchmark.com; shelly@tristatecommercial.com; mcdermid@charter.net; 'John Singlaub'; 'Julie Regan'; tleslie@cwo.com; 'Mike Weber'; donnaruthe@todaysrealty.com; sosexec@sos.nv.gov; Placer County Board of Supervisors
Subject: SIERRA BUSINESS COUNCIL WEIGHS IN on KBCCIP!!!

My Turn: Reconsidering Kings Beach's future

By Steve Frisch

Email Print Comment

Recommend (1)

Two weeks ago the Tahoe Regional Planning Agency Board of Governors made an extremely bad decision that could change the future of Lake Tahoe.

The TRPA board voted 7-6 to reject the proposed three-lane redesign of Kings Beach's "Main Street," State Highway 28.

The rejection of the three-lane alternative was an ill-conceived decision led by Placer County Supervisor Bruce Kranz and California gubernatorial appointee Tim Leslie. The decision does not respect the will of the people and does not contribute to meeting the future needs of Lake Tahoe and its residents.

This decision should be reconsidered and reversed by the TRPA Board for the good of the region and the citizens of Kings Beach.

The proposed pedestrian-friendly, three-lane alternative was the product of 11 years of public process. It was preferred by thousands of Tahoe residents and recommended by numerous public agencies, the vast majority of street-front businesses, the Placer County Planning Commission and TRPA's own Advisory Planning Commission.

The three-lane alternative provides for plenty of on-street parking, reduced pollution running into the lake, safer pedestrian crossings where there have been numerous fatalities and critical injuries, and reduced greenhouse gas emissions.

Instead, the TRPA Governing Board rejected the recommendation of the Placer County Department of Public Works and appears headed toward a five-lane alternative that will mean more stoplights, smog and danger for pedestrians, bicyclists and recreational users for another generation.

Sierra Business Council conducted an extensive effort to engage the public in this process. The process was fair, inclusive and informative. The process included more than 70 stakeholder interviews with community members, local business people, and federal and state agencies. Four workshops were

conducted as part of this process, attended by more than 700 people.

The result of our outreach effort was consistent with every other effort conducted over the last several years. The overwhelming super-majority of the public, businesses and the potential investors in the community, when exposed to the information and the rational choices to be made, prefer the three-lane alternative.

We are calling on the TRPA Board of Governors to step back, take a breath and find a solution.

One concern identified at the TRPA board meeting and a major reason some TRPA board members voted no on the three-lane alternative was the potential for traffic impacting the backstreets of the Kings Beach neighborhood. This potential impact can easily be mitigated with an appropriate traffic-calming plan.

The community of Kings Beach deserves a real "Main Street." It is not too late to reverse this decision and adopt the three-lane alternative. A motion to rehear the decision will be considered by the TRPA Governing Board on July 23. It is not too late for Bruce Kranz, Tim Leslie and the other Governing Board members to do the right thing and create the solution.

It takes real leaders to step up and heal the community. That is what the TRPA board should do. We know they can be real leaders who respond to the needs of the communities they represent. Roll up your sleeves and come up with the creative solution.

<i>Steve Frisch is president of the Sierra Business Council, a regional, non-profit, business membership organization that seeks to foster community vitality, environmental quality, economic prosperity and social fairness in the Sierra Nevada.</i>

Theresa May Duggan
PO Box 290
Tahoe Vista, CA 96148
530-546-7903 land line office
530-386-0479 cell
theresaduggan@sbcglobal.net

From: Jennifer Macaulay [jdmacaulay@gmail.com]
Sent: Wednesday, July 09, 2008 12:05 PM
To: Jim Holmes; Kirk Uhler; Bruce Kranz; Placer County Board of Supervisors; mikehweber@sbcglobal.net; tieslie@cwo.com; shelly@tristatecommercial.com; abiaggi@dcnr.nv.gov; foxglove@etahoe.com; donnaruthe@todaysrealty.com; james-galloway@sbcglobal.net; rossmiller@sos.nv.gov; norma.santiago@edcgov.us; smerrill@benchmark.com; mcdermid@charter.net; JeromeW@innercite.com; syount@fortifiber.com; jsinglaub@trpa.org
Subject: KB Highway

I am a frequent visitor to Kings Beach. I have family who live in Kings Beach and friends who live full or part time throughout the Tahoe area, all of whom, including myself, are in favor of the 3-lane hybrid pedestrian-friendly, environment-friendly, business/economy-friendly option for the KB highway that was recently snuffed out by the TRPA Governing Board.

We are all shocked by this decision to kill a plan supported by the majority of Kings Beach residents and organizations such as: The League to Save Lake Tahoe, The Tahoe Chapter of The Sierra Club, The Placer County Planning Commission, The North Tahoe Business Association, The Mountain Area Preservation, The North Tahoe Family Resource Center, and the North Lake Tahoe Resort Association.

We urge the Board to reconsider their decision. We want a safer Kings Beach. A Kings Beach where we don't have to put our lives in peril to cross the street. Sounds dramatic, but it's true. Traffic needs to SLOW DOWN. Pedestrians need to be able to cross the street. Although Kings Beach is a beautiful place, it is also a neglected, often overlooked community. It could be a great community with the 3-lane hybrid option, a place where people want to spend their time and their money.

Please reconsider your decision.

Sincerely,
Jennifer Macaulay
concerned visitor

From: Jody Jones [jody_jones@dot.ca.gov]
Sent: Wednesday, July 09, 2008 10:20 AM
To: Mike Lefrancois
Cc: abiaggi@dcnr.nv.gov; Placer County Board of Supervisors; Dan.Dunmoyer@GOV.CA.GOV; Darren.Bouton@GOV.CA.GOV; DBonner@bth.ca.gov; donnaruthe@todaysrealty.com; Elizabeth.Ashford@GOV.CA.GOV; foxglove@etahoe.com; james-galloway@sbcglobal.net; JeromeW@innercite.com; jsinglaub@trpa.org; karen.scarborough@resources.ca.gov; Lisa.Page@GOV.CA.GOV; Marjorie.Berte@bth.ca.gov; mcdermid@charter.net; mikehweber@sbcglobal.net; mike.chrisman@resources.ca.gov; norma.santiago@edcgov.us; Rebecca_mowry@dot.ca.gov; Regina.Evans@GOV.CA.GOV; Robert.Olmstead@SEN.CA.GOV; rossmiller@sos.nv.gov; shelly@tristatecommercial.com; smerrill@benchmark.com; syount@fortifiber.com; tleslie@cwo.com; will_kempton@dot.ca.gov
Subject: Re: Kings Beach Video

Mr. Lefrancois,

Thank you for your e-mail and information regarding the 3 lane alternative. I'd like to clarify for you Caltrans position on this issue. We advised the Placer County Board of Supervisors last October that the decision regarding a preferred alternative was the Board's. We also advised that based on the traffic operations studies for the project Caltrans believes that the 4-lane alternative is the superior alternative. There are significant traffic impacts associated with the 3-lane roundabout alternative, including severe congestion during peak periods and significantly increased "cut through" traffic in the adjacent neighborhoods. However, if the County Board of Supervisors chooses the 3-lane alternative Caltrans will accept the alternative and work with the County to implement the project. It is my understanding that the County Board of Supervisors intends to hear the project at their next meeting on July 22, 2008.

Jody Jones
District 3 Director
(530) 741-4233

From: Mike Lefrancois [mike.lefrancois@gmail.com]
Sent: Wednesday, July 09, 2008 10:13 AM
To: will_kempton@dot.ca.gov; jody_jones@dot.ca.gov; Rebecca_mowry@dot.ca.gov; shelly@tristatecommercial.com; abiaggi@dcnr.nv.gov; foxglove@etahoe.com; donnaruthe@todaysrealty.com; james-galloway@sbcglobal.net; rossmiller@sos.nv.gov; norma.santiago@edcgov.us; smerrill@benchmark.com; tlesie@cwo.com; mcdermid@charter.net; mikehweber@sbcglobal.net; JeromeW@innercite.com; syount@fortifiber.com; jsinglaub@trpa.org
Cc: Placer County Board of Supervisors; Robert.Olmstead@SEN.CA.GOV; Elizabeth.Ashford@GOV.CA.GOV; DBonner@bth.ca.gov; Dan.Dunmoyer@GOV.CA.GOV; Darren.Bouton@GOV.CA.GOV; Lisa.Page@GOV.CA.GOV; Marjorie.Berte@bth.ca.gov; karen.scarborough@resources.ca.gov; mike.chrisman@resources.ca.gov; Regina.Evans@GOV.CA.GOV
Subject: Kings Beach Video

Decision makers,

Our community is very concerned about the existing 4-lane configuration and the potential addition of a FIFTH lane at intersections for turning. This incredible video taken this past July 4th weekend illustrates the current dangers of only 4-lanes posed to pedestrians - I ask that you take the time to watch. Please watch all 7 minutes, or at least a few.

<http://www.youtube.com/watch?v=QfOWqBGYA6A>

You should all be aware of the danger posed by the blind spots of 4-lane crosswalks when only some vehicles stop and the others do not yield. Keep an eye on the video for numerous examples including an instance at Bear Street where a vehicle stops in the right-hand lane for a pedestrian and cars continue to pass on the shoulder outside the travel lanes. Evidently we will not be controlling vehicles with signs and paint on the road alone.

In short the video illustrates typical driver characteristics, the lack of crosswalks, excess pedestrian crossing distances, 4-lane dangers, and the danger posed by marked crosswalks. Excess speed and skidmarks are unfortunately commonplace as well. The a 5-lane proposal surely will not solve all these issues and dangers will remain. **Please support the community vision for "3-lane hybrid" which was developed in part due to the present need for greater pedestrian safety on the main street.**

Michael Lefrancois
8683 Dolly Varden Ave.
P.O. Box 1266
Kings Beach, CA
530-546-7393

From: Beckie Perell [bperell@starstream.net]
Sent: Wednesday, July 09, 2008 9:27 AM
To: Placer County Board of Supervisors
Subject: I am in support of the Winery Ordinance
Attachments: image001.jpg

As a local farmer in Loomis I am in support of Placer County Winery Ordinance.

Beckie Perell

Director Placer County Association of Realtors 2007-2008
VP of Membership Women's Council of Realtors 2007
916-768-0735 Mobile
916-644-6524 eFax
e-mail: bperell@interorealestate.com

<http://agent.interorealestate.com/BeckiePerell>



INTERO
REAL ESTATE SERVICES
Independently Owned and Operated

E-mail sent to me on July 9, 2008

Pat Evans [patevans9922@sbcglobal.net]

To: Bruce Kranz; carries66@usamedia.tv; Leslie Chamberlain;
Dan.Dunmoyer@GOV.CA.GOV; Chuck Morgan; will_kempton@dot.ca.gov;
jody_jones@dot.ca.gov; Rebecca_mowry@dot.ca.gov;
Elizabeth.Ashford@GOV.CA.GOV; DBonner@bth.ca.gov;
Darren.Bouton@GOV.CA.GOV; Lisa.Page@GOV.CA.GOV;
Marjorie.Berte@bth.ca.gov; karen.scarborough@resources.ca.gov;
mike.chrisman@resources.ca.gov

I am a business owner and have lived in Kings Beach and Tahoe Vista and drive through Kings Beach almost daily and usually several times. I am AGAINST the 3 lane option and completely agree with the recent decision to be open to the 4 lanes. I don't care for more street lights, however they are better than roundabouts.

Many of the photos taken on the YouTube showed people crossing illegally and not at crosswalks.

If they cross illegally with roundabouts or not at a street light, the same result will occur. Also, are we basing a huge change on the busiest 4 day weekend of the year? If we had street lights these pictures would be irrelevant as the cars would be stopped at the light for the people to cross.

I did not see any filming of people being in danger crossing at Coon street with the traffic light and crosswalk.

I was on a view deck for the 3rd of July fireworks. Afterwards, the 4 lanes were packed with cars and then one of the West bound lanes cleared up first, thankfully, as the sherrifs, fire truck and emergency vehicles had to get around. If there were 3 lanes, one in each direction, the traffic would have been backed up even longer and I could not imagine how the Emergency vehicles would have gotten through.

Why was there not any filming of this scene that night? It clearly showed how negative a 3 lane situation would have been.

The group for the 3 lanes make it sound like it is the huge majority. They are more vocal. The majority of people on the deck that night and many of the business owners in Kings Beach are for 4 lanes.

It really depends on who you talk to as I would say that the majority of people here are for 4 lanes.

We do see how 3 lanes has harmed Tahoe City and its' businesses. We want our businesses in KB to succeed.

We do need an improved Kings Beach and I am looking forward to this moving forward soon. I hope that your majority vote for 4 lanes continues the same and a 4 lane plan gets passed through quickly.

Thank you all for your time and consideration,

Pat Evans

Resident of Kings Beach and Tahoe Vista and business owner since 1996

E-mail sent on July 9, 2008

Thank you for opposing 3 lanes in Kings Beach

clc@ltd.com [clc@ltd.com]

To: Bruce Kranz

Dear Mr Kranz,

Thank you so very much for opposing the 3 lane Highway project in KB, CA.

We are for the 4 lanes and believe it will save our businesses. Three lanes would be a total disaster for the North Shore.

We are business owners in KB and we need a tough stance against the 3-lane proposal. Stand firm and don't let slander or pressure cause you to change your position. Thank you and it was an honor to vote for you.

Sincerely,
Pastor Marty Chamberlain
Christ Life Church
Kings Beach, CA

From: Dana Ash [sierralover@gmail.com]
Sent: Tuesday, July 08, 2008 8:21 PM
Subject: 7 minutes that could save someone's life

To the Placer County Board of Supervisors.

Please watch part or all of this 7 minute video clip to help you understand one of the many reasons why we need a "road diet".

The families of Kings Beach need your help.....

<http://www.youtube.com/watch?v=QfOWqBGYA6A>

Sincerely,
Dana Ash
Registered Voter, Kings Beach Mother and Resident

From: Marshall, Richard (Rick) [RickMarshall@fairisaac.com]

Sent: Tuesday, July 08, 2008 6:52 PM

To: emilio@ntfrc.org; Greyson Howard; Dana Ash; csavary@charter.net Theresa Duggan; Jim Gardiner; Bernard Ash; Rick; shobergs@sbcglobal.net; oris hennessey; Kelley Ogilvy; emilio@ntfrc.org; Info@keptahoeblue.org; Wyatt Ogilvy; csavary@charter.net; alexmourelatos@msn.com; foxglove@etahoe.com; abiaggi@dchnr.nv.gov; shelly@tristatecommercial.com; donnaruthe@todaysrealty.com; james-galloway@sbcglobal.net; rossmiller@sos.nv.gov; norma.santiago@edcgov.us; smerrill@benchmark.com; mcdermid@charter.net; JeromeW@innercite.com; syount@fortifiber.com; jsinglaub@trpa.org; Ken Grehm; Peter.Kraatz; tieslie@cwo.com; tieslie@cwo.com; mikehweber@sbcglobal.net; Hardy, Janice; Ernie@dambach.org; Placer County Planning; info@mapf.org; cheri@ntbamainstreet.org; davepolivy@tahoemountainsports.com; jdelong@rgj.com; editor@sierrasun.com; carinski@charter.net; rick@redwoodinternet.com; wilson_g1@hotmail.com; hbushway@yahoo.com; home@atcivil.com; shobergs@sbcglobal.net; atkelley@earthink.net; crishennessey@yahoo.com; kmchugh@ttusd.org; lmoller@chaseinternational.com; mheredia@ttusd.org; patsalome@sbcglobal.net; reinadecali@hotmail.com; sarah@kbfr.com; walking_with_christ@hotmail.com; gladys marshall; shelly@tristatecommercial.com; abiaggi@dchnr.nv.gov; foxglove@etahoe.com; donnaruthe@todaysrealty.com; james-galloway@sbcglobal.net; rossmiller@sos.nv.gov; norma.santiago@edcgov.us; smerrill@benchmark.com; tieslie@cwo.com; mcdermid@charter.net; mikehweber@sbcglobal.net; JeromeW@innercite.com; syount@fortifiber.com; jsinglaub@trpa.org; rick@redwoodinternet.com; Placer County Board of Supervisors

Cc: rick@redwoodinternet.com

Subject: 7 Minutes Could Save A Life

If someone told you that you could save someone's life by giving 7:03 minutes of your day - would you do it?

<http://www.youtube.com/watch?v=QfOWqBGYA6A&fmt=6>

I urge you to watch Rick Papaleo's video (above) that was filmed in Kings Beach just 4 days ago.

And as you do, please remember that in addition to the near fatality witnessed in this video, yet ANOTHER bicyclist was hit by a car on Highway 28 this July 3rd. (This occurred in front of the Kings Beach Chevron station on Hwy 28.)

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From: Peter Morris [pwmorris@hotmail.com]
Sent: Tuesday, July 08, 2008 1:58 PM
To: mcdermid@charter.net
Cc: Placer County Board of Supervisors; mike.chrisman@dot.ca.gov; daren.bluton@gov.ca.gov; karen.scarborough@resources.ca.gov; will_kernpton@dot.ca.gov; lisa.page@gov.ca.gov; elizabeth.ashford@gov.ca.gov; rebecca_mowry@dot.ca.gov; jody_jones@dot.ca.gov; robert.dlmstead@sen.ca.gov; regina.evans@gov.ca.gov; darren.bouton@gov.ca.gov; mike.chrisman@resources.ca.gov; sandy.cooney@resources.ca.gov; rossmiller@sos.nv.gov; james-galloway@sbcglobal.net; smerrill@benchmark.com; norma.santiago@edcgov.us; foxglove@etahoe.com; syount@fortifiber.com; jsinglaub@trpa.org; fleslie@cwo.com; mikehweber@sbcglobal.net; donnaruthe@todaysrealty.com; abiaggi@dcnr.nv.gov; shelly@tristatecommercial.com; Bruce Kranz; jeromew@innercite.com

Subject: Kings Beach Three Lanes Information

Dear Nancy McDirmid, as a TRPA board member, I believe you have expressed primarily four concerns regarding the three lane option for Kings Beach: pedestrian safety at roundabouts; bus wait times; additional traffic on snow-narrowed roads in the grid during winter; and the general condition of the grid streets.

As I have heard similar concerns raised by other members of the TRPA board who voted 'no', I would like to speak to these concerns with you and with all other TRPA Board members, Placer County Supervisors and all other persons interested in the future of Kings Beach.

I believe overriding most everything for you and your colleagues is the fact that there was not sufficient discussion or information provided regarding both the *safety* benefits in the three lane option (including roundabouts) as well as the *specific and real* traffic volumes and speed mitigation measures that would be deployed in the grid long before any additional traffic actually came to pass.

I believe that if you were able to invest the time to understand these factors, your decisions regarding the three-lane option would be entirely different. You would see it for what it truly is: a wonderful, safe, less environmentally harmful and incredibly more beautifying enhancement to our town that is so in need of this project.

I would like to discuss the specific concerns with you:

Pedestrian Safety at Roundabouts

I would contend that the scientists are right: roundabouts are safer than stop lights.

Roundabouts are, to quote from the extensive study undertaken by Placer County themselves (my emphasis): "... very pedestrian friendly. The splitter islands provide a space for pedestrians in the middle of each crossing. Therefore, pedestrians only need to cross one direction of traffic at a time. The pedestrian crosswalks are set at least one full car length back from the yield line. That way, pedestrians do not have to cross in front of drivers that are looking for their gap in traffic. Experience has shown that the stopped vehicle one car length back from the yield line is more aware of pedestrians."

Roundabouts actually do considerably *slow* traffic absolutely, which is what we all want in Kings Beach – and probably everywhere in fact. Yet they do so while simultaneously allowing *more* traffic to flow through. How can this apparent oxymoron be true? Because the traffic rarely actually has to stop!

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There typically will be no traffic already on the roundabout entering or leaving the side streets when the new vehicle enters the one-way circle to continue along SR 28 – even in the most dire of traffic volume estimates this remains the case. Meanwhile, if there is any pedestrian traffic to cross, it is the *not* the car entering the circle that has to momentarily stop for the brief seconds that a pedestrian needs to walk across just one car's width to the center refuge, it is the second car that halts. Thus, that second car is not looking for his spot in the circle; he is looking at the pedestrian waiting to cross.

Roundabouts also actually reduce the absolute number of potential vehicle-pedestrian impact points if, god-forbid, either pedestrian or driver is careless. How is this so? With four lanes plus a turn lane intersecting with a two lane road (Highway 28 and Coon Street, for example), the total number of potential impact points is 18. With the three lane option, that number is reduced to just 8. ~~If that is not good news in itself, please also consider the impact speed.~~ In the four-lane option, the reason for the impact (without apportioning blame) is essentially that the driver has not stopped. We know that the typical speed on highway 28 can be as much as 40 miles per hour. A pedestrian hit by a vehicle at that speed is in major trouble, in fact, there is an 85% chance *they will die*. In a roundabout configuration, the maximum speed for a vehicle to physically even navigate the circle is 15 miles per hour. Stretching that to even 20 miles per hour, a pedestrian struck by a vehicle at that speed has an 85% chance they will *actually live* to tell the tale.

I would also like to quote this study from "A Review of Roundabout Safety Performance in the United States" by Aimee Flannery, Ph.D., and Lily Elefteriadou, Ph.D. Both are members of The Pennsylvania State University and of the Pennsylvania Transportation Institute. They are also members of the Institute of Transportation Engineers. It shows that roundabouts at 4-way intersection are *twice as safe* as signalized intersections (my emphasis):

"...The study found that for 3 legged intersections, roundabouts had an accident rate of 0.03 while signalized intersections were found to have an accident rate of 0.05. Similar findings were also made for 4 legged intersections, in which the roundabout accident rate was 0.05 and the accident rate for signalized intersections was 0.10. Of the injury accidents for these same sights, only 1 pedestrian and 6 bicyclist accidents were reported for roundabouts. Comparing this to 20 percent of the injury accidents at signalized intersections involving pedestrians, the positive effects of roundabouts on pedestrian safety can be seen..."

Also in their report:

"...A study was conducted in London, England on the safety performance of 38 roundabouts. A before and after study was conducted at the sites, in which the average study period was 19 months and with all study sites operating for more than 5 months. The authors reported a decrease in total accidents of 31% that was statistically significant at the 95% confidence level. Pedestrian accidents were also reported to have reduced by 46%. Fatal and serious injury accidents were also found to be reduced by 69% from 17% of all accidents in the before period to only 10% in the after period..."

Note, the full study can be found at www.ite.org/traffic/documents/CCA99A33.pdf

It is also the case that roundabouts actually consume *less* energy than stop lights: there being no stop lights required, no electricity is used and no maintenance is required – ever!

In addition, for the vast majority of the next 20 years – or longer, depending when the theoretical build-out in the region actually comes to pass – there will be almost no idling and wasted fuel, with

a resultant reduction in chemical output from those vehicles otherwise stopped at lights for 24 hours x 7 days x 356 days x 20 years. That will represent a *huge* reduction in the tonnage of 'junk' we would otherwise be putting into Lake Tahoe – the very thing we are trying to keep clean.

I urge you to determine that roundabouts – especially single-lane roundabouts as has been proposed – are *significantly safer* than five lanes of light-controlled intersections and cross-walks

Bus Wait Times

I believe the idea that busses will wait for 30 minutes is ill-founded and not based on scientific analysis. At the TRPA presentation in June, in answer to a direct question, the presenter stated that, by his estimate, if the theoretical build out really did come to pass, the worst-case situation on the very worst day might slow traffic by perhaps 8 minutes town compared to today. That is a far cry from 30 minutes.

In fact, for the vast majority of the next 20 years, transit wait times will *not* be effected. It is only when – and if – the theoretical build-out occurs and even then, only absent any other traffic mitigation measures that 20 years of environmental and technological progress may bring us, that we would see just some days when transit times are impacted.

Somehow the proportions of these issues seem to have become distorted. While it is important to understand the 'worst-case' scenario for each decision, it is rarely the case that 'that final scenario' comes to pass in any circumstance. It is even more rare that every decision *has* to focus on that worst case as if it is guaranteed 100% to happen to the exclusion of all other scenarios. Were that the case, surely every building in Tahoe would have to be built to withstand a 10.0 earthquake, because it will surely occur one day as it did in millennium past.

Finally, please consider that it is the goal of almost all organizations focusing on Tahoe to get people *out of their cars* in the Tahoe basin and *onto transit*. With everyone working to that goal, we can actually fill those empty busses we see every day now, and we will *remove* considerable numbers of vehicles from the road and thus actually *reduce* overall traffic volumes. In this manner, we will then actually *reduce* wait times for busses on those few busy days, and we will *reduce* air, ground and water pollution *every day*. That is a prime goal for the project anyway, is it not?

So I implore you to revisit the *actual* impact that transit is likely to *actually* experience and not focus only on the theoretical 'one day 20 year from now' situation. If you do revisit it, I believe you will be comfortable that the three lane option is right for us today *and* will remain right for us in the future.

Additional Traffic on Snow-Narrowed Roads

I am very concerned that this red-herring has taken a life of its own. Bought up by the small but very vocal four-lane advocacy group, you were provided photographs of some grid streets with high snow banks and told to wonder how "*n-thousand more cars could possibly travel down those streets...?*"

The fact of the matter is that they would not *have* to and we certainly are *not* talking about the imagined scare of "tens of thousands of cars" as has been portrayed by some. The additional traffic that, only if ever, at theoretical build out, might spill to the side streets is a *summer-only* volume and while it is not what we would desire, it is but a couple of thousand additional cars on *just a couple of streets* for a few hours on a few occasions. It is certainly though, *not* a winter issue at all. Thus, there would be *no* additional traffic on those streets when the snow is on the ground.

It should be noted to the positive however, that those same streets that would carry no more traffic in winter, would still benefit in winter, as in every season, from the very traffic calming measure that would have been implemented as part of the three-lane option.

Therefore I urge you strike this issue from your issues list.

General Condition of the Grid Streets

Of rightful concern to everyone is the current condition and safety of the grid streets – especially those that might carry more traffic if the theoretical build-out ever occurs in the future.

I believe that it is this area above all others that was misunderstood, was perhaps less-well represented at the meeting, and has become the inappropriate hook upon which you felt you needed to cast your vote against the wishes of the population. I urge you to revisit this really important aspect of the project and understand how it is not the problem you fear it is.

It is the case that Placer County has stated that, as part of the three lane option, these grid streets would be addressed with traffic calming measures *at the very start of the project*. These measures actually represent a whole host of 'tools' that Placer County has stated they would deploy. Furthermore, they actually already plan to work with *the residents* themselves to determine the best mix of tools to achieve the right results.

It should be noted that, without the three lane option, these streets will *not be* addressed and current traffic – cut-through and local – will be free to continue to increase its threat to residents who live there.

There is actually a majority of residents in the grid that have stated they would *gladly* accept the risk of additional traffic 20 years from now, for the surety of safer back streets for everyone today, for a considerably safer Highway 28 today, and for a considerably better town today.

Again, I urge you to revisit this issue

My Comments Regarding the Vocal Minority Trying to Thwart the Open Process

This is a highly charged situation as we all know, and I have tried to maintain a factual, well-reasoned argument. I know that, at the TRPA meeting in June you saw a reasonably large and noisy contingent turn out for four lanes. It would be terribly wrong if you took that one last-ditch effort by the vocal minority as an indication of the view of the majority of bona fide Kings Beach residents. It is my firm belief that casual laborers were picked up in Kings Beach and paid for their time to attend that meeting and stand in the back of the room (you will have noted that no women were among them as no women wait in the casual labor pool). I can personally testify that I saw many of these men sitting out on the balcony outside, filling out multiple 'request to speak' forms under the direction of leaders of that minority. I do hold that most of those men had no real grasp of what was occurring.

For the rest of the past several years that this process has been going on, citizens in their hundreds have turned out at meeting after meeting to review options *in detail*, to consider the safety, environmental, esthetic, and commercial aspects of *every* option. Having studied the facts; the *vast* majority have *always* and *overwhelmingly* supported the three lane option.

As I commented in a prior communication, our town was on life-support. The vote against three lanes pulled out the ventilator. I urge you with passion, with facts and with reason, please plug the ventilator back in on July 23rd.

Thank you

Peter Morris
Kings Beach Resident
530.5646.7759

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Sierra Sun – July 8, 2008

My Turn: Protecting a neighborhood's sanctity

BY BY JERRY DINZES ,

On behalf of so many in the community: Thank You Supervisor Bruce Kranz and the six other Tahoe Regional Planning Agency board members who agreed that the three-lane alternative had too many negative consequences. It would be the epitome of poor planning to burden a residential community with through traffic intended for State Route 28, yet thousands of vehicles were nearly diverted into the highly pedestrianized Kings Beach neighborhood, which is adjacent to the commercial corridor (SR 28).

Proponents of the lane reduction have accused me of fear mongering for bringing this issue to the table, but this is, in my mind, the most important issue at stake. My neighborhood doesn't want – and doesn't deserve – this burden, which the county traffic consultant claims will occur on around 100 days of the summer.

Those who have raised families along our residential roadways, and those who have bought into hearty mortgages, thank you for protecting their neighborhood's sanctity. Thank you for not being fooled at the Sierra Businesses Council's claim that the majority of Kings Beach wanted the hybrid alternative.

The SBC's claim is unjust and non-representative of the community. After inviting citizens from across the Truckee and North Shore region to an SBC workshop, the council was able to get approximately 141 citizens to show a preference towards the lane reduction. In 2000, the U.S. census reveals that Kings Beach had a population of 4,037. To claim a majority would require 2019 Kings Beach residents, and not a 141 from Truckee-Tahoe at large.

However, the SBC seemed not as concerned with due process, as they were with advocating a particular position. This is apparent in their decision to place an avid "three-laner" in charge as one of the program directors running the workshops and compiling for informational handouts.

Jerry Dinzes is a Kings Beach resident.

From: Megan Chillemi [megan@chillemi.com]
Sent: Monday, July 07, 2008 3:05 PM
To: timlesietimlesie@gmail.com
Cc: Placer County Board of Supervisors; Mike.chrisman@dot.ca.gov; daren.bluton@gov.ca.gov; Karen.scarborough@resources.ca.gov; will_kempton@dot.ca.gov; lisa.page@gov.ca.gov; elizabeth.ashford@gov.ca.gov; Rebecca_Mowry@dot.ca.gov; Jody_jones@dot.ca.gov
Subject: Walk in my moccasins, Tim, through a Better Kings Beach

An open letter to Tim Leslie --- I think you've got it wrong, Tim, about the three-lane hybrid alternative. First off, three lanes have been discussed in our community for over 11 years, and the overwhelming consensus consistently has been for three lanes and roundabouts. It's about lake clarity and pedestrian safety, **not** for moving cars in the shortest amount of time possible between point A and point B. Secondly, for those of us who live year-round in the Kings Beach grid, having a reinvigorated community is a much better tradeoff for a month of heavier traffic. You want traffic, move to the Bay Area or Southern California. I spent 36 years on LA freeways; I've lived traffic. **Why must we use the tired old paradigm of planning for more cars, and traffic?** Where's the long-term mission or vision, here? With the gas prices, transportation will have to change. Twenty or thirty years into the future, when we're all memories, they probably be bussing or shuttling people to a closed Tahoe basin in a last-ditch effort to save the lake and environment.

Placer County says they've consider traffic-calming, and I believe their planning folks and our Kings Beach "fish and animal" street fulltime residents can find solutions -- where's the imagination? Why not put some one-way streets in the grid, with other traffic calming methods? I'm coming to the conclusion that there is something between the lines for maintaining a freeway through our town. Our community core is unsafe, deteriorated, and becoming the North Shore dumping ground. We've got a golden opportunity, the community wants a change, and it's not a five-lane freeway to sound the final death knell for Kings Beach. We can work together to find the backstreet solutions. **Dump the old paradigm, Tim, and support a new vision for the Tahoe Basin, and a new vision for the KINGS BEACH VILLAGE.**

Megan and Jack Chillemi
8819 Cutthroat Avenue
Kings Beach, CA 96143*

** Property owners on the North Shore for 39 years, owned property in Kings Beach for 27 years. Now full-time residents. Megan is the Tahoe representative County's District Five Citizen Benefit Fund Committee, member of the North Tahoe/Truckee Disaster Action Team for the American Red Cross, and works in Incline Village NV. She is a fifth-generation California. Jack is a retired Advertising executive, and is active in community affairs. Megan and Jack were married in St. Francis of Assisi Church in Incline Village, NV, on August 17, 1968.*

No virus found in this outgoing message.
Checked by AVG.

Version: 7.5.524 / Virus Database: 270.4.5/1533 - Release Date: 7/3/2008 7:19 PM

From: Edwin & Regina Straver [straver@charter.net]
Sent: Monday, July 07, 2008 12:25 PM
To: mcdermid@charter.net; shelly@tristatecommercial.com
Cc: Elizabeth.Ashford@GOV.CA.GOV; karen.scarborough@resources.ca.gov; Darren.Bouton@GOV.CA.GOV; Jody_jones@dot.ca.gov; sandy.cooney@resources.ca.gov; Lisa.Page@GOV.CA.GOV; mike.chrisman@resources.ca.gov; Rebecca_Mowry@dot.ca.gov; Regina.Evans@GOV.CA.GOV; will_kempton@dot.ca.gov; rossmiller@sos.nv.gov; james-galloway@sbcglobal.net; smerrill@benchmark.com; syount@fortifiber.com; mcdermid@charter.net; donnaruthe@todaysrealty.com; jsinglaub@trpa.org; JeromeW@innercite.com; foxglove@etahoe.com; mikehweber@sbcglobal.net; abiaggi@dcnr.nv.gov; norma.santiago@edcgov.us; tleslie@cwo.com; shelly@tristatecommercial.com; Mourelatos Alex; Lisa Buescher; mcdermottas@charter.net; crishennessey@yahoo.com; Duggan Theresa; Chillemi Megan; Gardiner Jim; Savary Carol; Placer County Board of Supervisors; Dan LaPlante; Dunmoyer Dan; Ken Grehm
Subject: KBCCIP

Dear Ms. McDermid and Ms. Aldean,

The first gentleman to speak at June 25th TRPA meeting exclaimed: "they say with roundabouts you never stop moving, what does that mean, what does that mean...I don't know!" Please, let me respond to that poor man's confusion, and hopefully (at the same time) address one of your concerns about traffic flow on our back streets. I believe that mitigating back-street traffic flow is one of the built in benefits (technologies) of the roundabout. **People that are moving (driving their car) have a strong tendency to keep moving in the same direction (their intended direction) if they are not interrupted in their progress.** Please think about that for a moment. If you are driving from point A to point B, why would you drive through point C if you never had to stop on your way to point B. Why would you veer off onto a side street if you are still moving in your intended direction...and if roundabouts keep you moving, then it is a simple mental deduction to assume they also serve the purpose of mitigating traffic flow onto our back-streets. If you can understand the above "psychological" principle of motion, then consequently, even on high traffic volume days, when traffic may slow considerably, less people will use the back-streets if their cars are continually moving than if they constantly have to experience a complete stop (interruption of their progress) - which is the function of stop lights.

Adding more stop lights to the Kings Beach corridor, as called for in the five lane alternative, will, therefore, serve to **increase** back-street traffic flow as compared with the use of roundabouts. The advantage of the two extra travel lanes in the five lane alternative is much negated by the fact they abruptly bottleneck into a two lane road at the intersection of Beaver and SR28. With the five lane alternative Kings Beach remains part of the bulge in the traffic pipe (hose) that is State Route 28 between National Avenue and Beaver Street. If one perceives the flow of traffic as analogous to the flow of water in a hose, then one can imagine the Kings Beach grid sitting next to this bulge in the hose. If one is so concerned about back-street traffic flow, then, when pressure builds up in that traffic hose, wouldn't a rational person much rather have this Kings Beach grid sitting in another part of the hose where there is no bulge. It is impossible to pick up Kings Beach and move it, but it is not impossible to begin working on those factors that create this bulge and that would remove the constrictions that produce it. To me, the solution to traffic flow problems from Tahoe City to Incline Village is simple, plus it can accommodate the safety and environmental needs of its pedestrian centers at the same time. Make all roads uniform (with added places - outside of pedestrian centers - for slow traffic turn outs), and, in residential/commercial areas add a turn lane. Replace the traffic stoplights with

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roundabouts (starting with the intersection at Fanny Bridge in Tahoe City) with their size being made relative to the traffic use of that intersection, and eliminate the pedestrian cross light between the Crystal Bay/Biltmore Hotel Casinos. Sadly, the most critical part of my solution is not implemented in the hybrid alternative, and that is a two lane roundabout at the junction of SR28 and 267.

I argued these points (and other points) many moons ago with Caltrans (and, for the Crystal Bay thru Incline Village corridor, will gladly do so with NDOT) and am putting them to you in the hope that you will perceive the psychology and mechanics behind them.

In 2002 when I did argue (extensively) about the benefits (technology) of the roundabout to CalTrans, I got rolled eyes, shaken head, and "when pigs fly". Well, since then they put in roundabouts in Truckee. No one was more surprised than I when that happened. "Well, I was right", I thought to myself. Then, In 2005 I predicted that this process (the KBCCIP process) would be hijacked from the community (even said I would eat my hat if this process ended with a 3 lane agreement). I was right...again. And AGAIN, I will be right when I say we will see roundabouts in Tahoe City and eventually Kings Beach. Why, because it is the MATHEMATICS involved that will eventually compel this to happen. It just takes time for the numbers to come in. However, when the numbers do become overwhelming, even to the most obtuse mind, I believe NDOT and CalTrans will have to make the roundabout an integral part of their system for moving traffic in the Tahoe Basin. I say this (predict it) because in my "run in" with Caltrans, I realized they deal with statistics, projections, graphs, logic, numbers and "mathematics". They are an analytical organization and the analysis of traffic flow will force them to take roundabouts seriously and not as just some pretty European landscape idea. Unfortunately, if Kings Beach loses this "battle of the bulge", it will have to wait perhaps decades before it sees the necessary trinity of "numbers" (citizens), "enlightened minds" (politicians), and "money" coalesce to provide it with the road system it needs, and should get now.

I must confess though, I do believe this topic of back-street traffic flow is somewhat of a red herring. In 2002 it was presented as a legitimate part, and major concern of Caltran's (infamous, in my opinion) PowerPoint presentation as they presented their case against the 3 lane proposal. Like Caltrans before, if the TRPA is so concerned about our back-street traffic (more than the environmental impact of more asphalt), then there are passive and active methods that could easily be instituted to definitively allay their fears with either proposal. Neither do I believe Tim Leslie's altruistic feelings for poor children playing in our streets to be as sincere as those feelings expressed by many who just want to be able to pass a slow moving tourist when they hit the four lanes in Kings Beach. Our children in the streets do not benefit from this either.

In all the 12 years I have lived in the Kings Beach grid, I have never seen undue (over burdening, dangerous, excessive) traffic because of problems on SR28 (parking problems excluded) – and there have been some major problems each year on that road. Because I am so familiar with how traffic flows in this town, and because I am familiar with the technological superiority of the roundabouts (compared to the stop light), I will state here and now, that with the 3 lane hybrid alternative, if Caltrans would put an appropriate sized roundabout at the junction of SR267 and SR28, then, I am absolutely, unequivocally, without reservation, bet my life on it, convinced that the Kings Beach grid would see very, very little, IF ANY, back street traffic flow from SR28 due to holiday or high season tourist traffic.

There is so much information to be addressed in this matter, explained, fleshed out and understood and an e-mail is an inadequate medium to use for such an endeavor. What is presented can only be cursory in nature. But, I attended all three presentations by the Placer County Dept. of Public Works on the KBCCIP, and, unlike the robust presentations to the Planning Commission and APC, the presentation to the TRPA seemed a tad anemic. This could possibly explain why some members of the board seemed

disinterested, frequently absented themselves, and was reported to have fallen asleep (on the job). I know that Kings Beach is a small speck on a very large California map, but I think its citizens deserve better than that. So, I don't mind expending energy and time I can ill afford to participate, once again, in this project.

So, here are some (but not all) of the benefits/ technologies automatically built into the roundabout.

1) **They slow traffic down by acting as "natural" speed bumps.** When I was driving along a very long highway through a European forest I came upon a roundabout. It was a roundabout in the middle of nowhere, and there were no intersecting roads. I thought to myself, why would anyone put a roundabout out here. Well, as it turns out, wild pig and boar populated this forest and just as we have signs that say "Deer Crossing", this roundabout was their version of that sign. They used a roundabout solely as a speed bump to lessen the chance of boar-car collisions. What an efficacious use of a roundabout, people can ignore a sign, but they can't ignore a roundabout, and they solve the language problem with people driving from other countries. Wow, even the pigs in Europe get their own roundabout. I am absolutely certain that you will agree with me that the residents in Kings Beach who are begging for these roundabouts are more valuable than Europe's pigs.

2) **They mitigate back-street traffic by keeping traffic moving.** As I tried to point out above, there is a dimension to traffic flow that I call the "psychology of driving". What was not mentioned in the above explanations of traffic flow is the extra dimension of pedestrian intervention in the Kings Beach corridor. When pedestrians jump out and stop traffic, so that they and others with them can cross the four lane street (as happened to me this past June and happens all the time in our beach area) then that person becomes a de facto stop light...another stop of traffic that must be added to the stoplights already present. Roundabouts help mitigate this action because, unlike lines on a street, they are easily spotted, gravitated to, and offer a convenience (as well as an added safety factor) in crossing the street that stoplights do not.

3) **They reduce air pollution** (a by-product of no idling engines and slowing traffic, also, they don't take power from the electric grid, nor need additional electrical/mechanical maintenance)

4) **They never stop functioning and they save gas.** We have all experienced waiting at a red light (and waiting and waiting) and no one using the green light, no one using that road, not a car in sight. I know I have and if that were a roundabout the gas I wasted waiting for someone to go through that green light could have got me around the roundabout and a few hundred (if not thousand) feet further down the road. Multiply that by an untold number of vehicles in this country each day waiting at red lights, where no one is using the green light of the other road, and I think you will agree that is a lot of gas being wasted.

5) **They allow for easy and safe lane changes** (u-turns, right turns, left turns). This is such an important built in benefit/technology issue and it is never really examined because it seems so self-evident. I could devote a whole e-mail to the incredible service the roundabout performs in this category and how this service so positively impacts the free flow of traffic.

6) **They are safer** for pedestrians, bicyclist and cars. As an example, you can accidentally run (through) a red light without thinking, or even realizing it (and many accidents happen that way) but you can't "run" a roundabout. Something that big, in the middle of the road, forces the driver to focus his attention...and anything that requires drivers to focus on their driving is, in my book, a very good thing indeed.

In this battle of the bulge, I will conclude this e-mail (with a most sincere apology to Winston

Churchill) as I proclaim about this simple circle we call a roundabout: *Never in the history of geometry has so little, done so much, for so little!*

Regina Straver

From: Priscilla Mills [pmills7624@yahoo.com]
Sent: Monday, July 07, 2008 10:28 AM
To: Jody_jones@dot.ca.gov; Rebecca_Mowry@dot.ca.gov
Cc: Placer County Board of Supervisors
Subject: KBBCIP

Dear Jody Jones and Rebecca Mowry,

You've probably been inundated lately with letters about the lane configuration in Kings Beach, but here's some more! I'm a dedicated three-laner who believes in a vision of a better Kings Beach. The three lanes with roundabouts proposal has generated so much excitement in our community! It has also given rise to a vocal opposition, based I believe, on fear. It's difficult for many people to accept change, but no great accomplishments have ever come about without imagination and courage.

The biggest problems that we have in Kings Beach are the speed at which people fly through our town, and the difficulty that pedestrians have in crossing our busy four lanes. As a local school teacher, I feel I'm taking twenty little lives in my hands whenever I walk my class across our main drag. Three lanes with roundabouts would solve both of these problems, with the added benefits of enhancing our naturally beautiful setting and increasing local business. The disadvantages of the three lanes would be increased auto traffic during the peak times, and increased traffic in the back streets as drivers attempt to avoid this congestion. I believe this increase in traffic on Hwy. 28 should not be seen as a stumbling block because traffic is already a problem during the holidays with the four lane configuration. This simply goes with being a resort community. This fear is based on an automobile-oriented mindset, an attitude that we need to move away from. The benefits that the three lanes bring to the community the other 80-90% of the year would more than offset the inconveniences. Shouldn't we be encouraging people to drive less and walk more? The problem of traffic on the back streets during peak times is, again, already in existence. This issue needs to be addressed now and is a big part of the three lane proposal.

I believe this question comes down to one of philosophy. Do we want to keep what we have when we know it doesn't work? Do we want to continue with mediocrity and give in to our fears? Do we want to write off Kings Beach's chances to redefine itself? Or do we want to embrace a better idea, a progressive vision of a livable, walkable community? Other towns have acted on this vision with overwhelmingly positive results. Kings Beach deserves no less. Let's join the new century, leave the old thinking behind, and make Kings Beach a show place. A town is a terrible thing to waste.

Sincerely,

Priscilla Mills

Kings Beach

(530) 546-3761

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From: Theresa Duggan [theresaduggan@sbcglobal.net]
Sent: Sunday, July 06, 2008 8:58 PM
To: alexmourelatos@msn.com
Cc: mara.j@att.net; 'John Singlaub'; 'Rochelle Nason'
Subject: Dana Ash in Sierra Sun!!!

Readers write: Devastated

Dana Ash
Kings Beach
[Email Print Comment](#)
[Recommend \(1\)](#)

Supervisor Bruce Kranz has devastated and demoralized the community of Kings Beach. Supervisor Kranz just voted against a proposal that has been years in the works and, up until now, was unanimously approved. The three-lane highway alternative proposed for the 1.1 mile stretch of State Route 28 running through the center of Kings Beach was to bring beauty, safety and revitalization to a much needed and neglected community.

My daughter and I feel as though our lives are threatened crossing the highway to get to the beach or walking the shoulder to reach the supermarket. We should not have to feel like we need to get in our cars to drive to the grocery store. Our community is confused as to why Supervisor Kranz and the Tahoe Regional Planning Agency Governing Board voted against The League to Save Lake Tahoe, The Tahoe Chapter of The Sierra Club, The Placer County Planning Commission, The North Tahoe Business Association, The Mountain Area Preservation, The North Tahoe Family Resource Center, the North Lake Tahoe Resort Association, along with a majority of the residents of this town.

I have written supervisor Kranz demanding an explanation for the reasons behind his decision to vote against the majority. He has devastated our community by taking away our chances at revitalization and we are confused as to why he would devastate so many of his constituents shortly before he is up for re-election.

Theresa May Duggan

PO Box 290

Tahoe Vista, CA 96148

530-546-7903 land line office

530-386-0479 cell

theresaduggan@sbcglobal.net

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From: Dana Ash [sierralover@gmail.com]
Sent: Friday, July 04, 2008 1:13 PM
To: will_kempton@dot.ca.gov; Regina.Evans@GOV.CA.GOV; Darren.Bouton@GOV.CA.GOV;
mike.chrisman@resources.ca.gov; karen.scarborough@resources.ca.gov;
sandy.cooney@resources.ca.gov; Lisa.Page@GOV.CA.GOV; Elizabeth.Ashford@GOV.CA.GOV;
rebecca_mowry@dot.ca.gov; Dan.Dunmoyer@gov.ca.gov; Placer County Board of Supervisors;
Robert.Olmstead@SEN.CA.GOV
Subject: Kings Beach Needs You

July 3, 2008

Dear Sirs and Madams:

Thank you for taking one minute to read this email. I am writing to you from Kings Beach- a small Community of the North Shore of Lake Tahoe.

Last week the TRPA made yet another decision that defies logic. The proposal was a plan to reduce our current 4-lane highway down to 3 lanes with sidewalks, bike paths, and roundabouts. Years of work and time by volunteers and organizations were put into the development of this plan, not to mention almost \$5 million dollars so far. It was proven to be the most environmentally friendly, safest alternative for our community that is in much need of change and revitalization. Many people have been killed and maimed crossing our highway to get to the beach. The Kings Beach community is confused as to why Placer County Supervisor Kranz, Tim Leslie, and Mayor Mike Weber voted against unanimous support from The League to Save Lake Tahoe, The Tahoe Chapter of The Sierra Club, The Placer County Planning Commission, The North Tahoe Business Association, The Mountain Area Preservation, The North Tahoe Family Resource Center, the North Lake Tahoe Resort Association, along with many other public and private entities and a majority of the residents of the town.

The vote was unwarranted, undemocratic, and the community is up in arms, many going so far as to call it a political scandal. Our county supervisor, Bruce Kranz and Tim Leslie cannot seem to give our community a reasonable explanation for killing a plan that was to bring improved lake clarity and restore peace and safety to this town.

The "nays" claim that they are concerned about the traffic on the back streets of Kings Beach and I'm hoping there is something we can do to convince them that this traffic problem will be mitigated. After all, most of the families I know in my neighborhood, ourselves included, are not concerned about the threat of increased traffic on the back streets a few days a year if it makes the highway/downtown safer year round. We know this can be mitigated by adding measures later as needed.

I am reaching out to you in hopes that there is something you can do to help encourage an appeal. The TRPA will "consider" an appeal on July 23rd upon the request of Steve Merrill. Anything you can do to help our community is greatly, deeply appreciated.

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Warm Regards,

Dana Ash

Registered Voter and Kings Beach Resident

Placer County, CA

From: Jim Gardiner [jim5166y@yahoo.com]
Sent: Wednesday, July 02, 2008 10:42 PM
To: Rocky Rockholm; Robert Weygandt; Jim Holmes; Kirk Uhler; Bruce Kranz; Placer County Board of Supervisors
Subject: Editorial in the Tahoe Ticker

<https://www.tahoeticker.com/index.php?pld=5&conId=258>



Oh Tim

Today, 3:14 am, By Andrew Pridgen

Commentary: Broken!

By Andrew Pridgen -

That Wednesday's TRPA governing board decision to flush years and literally thousands of hours of staff time, community volunteer time, research time and — Lord only knows how many reams of paper down the proverbial drain isn't the biggest tragedy.

...The fact that construction will never begin on roundabouts, helping create a livable, walkable, viable pedestrian-friendly Kings Beach (the kind of town that could put North Lake Tahoe back on the map with the Park Cities, Aspens, Tellurides and Vails), isn't even the bleakest outcome.

...That a small-but-effective lobby, led by a local restaurateur who'd have you believe that his every motive, down to the bland \$8 sugar-drinks he pours, is driven by the safety of the children, isn't even the worst outcome.

No, the saddest part of all is the byproduct of Wednesday's meltdown... and that is, the system is broken.

It's been said before the TRPA governing board is no longer effective, no longer has its collective finger on the pulse of the basin, no longer can make decisions.

But Wednesday revealed more than that.

You see, even in the not-too-distant past those from political opposite sides of the spectrum on the governing board could literally sit shoulder-to-shoulder and whisper in one another's ear and, in the end, try to at least come up with a compromise.

Wednesday, there was none of that.

And it took the newest board member, Tahoe City's Tim Leslie, to act as the proverbial straw.

Maybe in the future -- Leslie will be nothing more than an Oswald. After all, he didn't know.

How could he? How could Leslie know? After all he can't even get the name of the community in question right (he said "King Beach" five times in a row -- I counted).

Time and again Wednesday, three-month-governing-board-veteran Leslie stopped the meeting to get "caught up" on the agenda, or started comment on an agenda item that was not up for discussion (which took some doing considering only two items were discussed Wednesday).

...And none of this is really fatal, or that telling even. I mean, there's a learning curve and Leslie's there for a reason (besides being Bruce Kranz's friend and a fan of Reagan)--- right?!

Well, he seemed to think so.

Where Leslie messed up was in his make-up portion of the evening. Maybe it was the small mistakes, maybe it was the adrenaline. But, as soon board comments were finally put to rest, it was Leslie who couldn't resist speaking --- one more time.

And out of his mouth shot three minutes of the kind of soap-box breaking, vitriolic, self-aggrandizing spew that would make Dick Cheney put his hunting rifle down and start shopping for hybrids. Leslie's fire-and-brimstone *I'm being asked to take the lives of children with roundabouts* speak is the stuff that entire mockumentaries are made of.

Because Tim, in case nobody spelled it out for you Wednesday evening, it's not about the roundabouts. It's not about traffic studies. It's not about the EIS or the EIR.

It's about progress and taking chances and putting yourself out there. It's about enacting change, and not change for change's sake, but change based on science and facts and hours spent debating your neighbor and "look how well this worked in this mountain town and this mountain town and this mountain town" --- it's about taking what we've learned as a collective over the past seven years --- that the world is now built in shades of gray and sometimes you just gotta look around and view it through the eyes of someone else to get a glimpse.

It's the young mother speaking to you while carrying her toddler. The same mother who spent evenings away from her husband to plan a better community for her daughter... Or the young father who runs a local nonprofit whose heart skips a beat whenever it comes time to cross a four-lane highway's crosswalk. Can't you look at them and know they're not in it for fiscal gain, not there stumbling over words someone else wrote for them --- but there, yep actually present, because they are the community, they are your constituent, and they put in the time and the energy. As they wake today, they have to live with the irony that it's their resolve which led to Wednesday's decision falling in your lap in the first place...

...and...

...Guess 20 years in the assembly didn't teach you much about politickin' did it?

So Tim, someone's got to take the fall here. You're the one who, just seconds before your final tirade, admitted that that certain restaurateur recently bent your car — good move.

At least you're, um, honest.

For now, stand tall. And know you got the change (or lack thereof) you wanted. And those children six decades your junior who play on Coon Street you care so deeply about — are safe from the threat of roundabouts for good.

And know you'll be remembered for your decision; yours was the swing vote after all.

Know you'll be remembered as the one who finally broke not just the system, but the people.

From: Jim Gardiner [jim5166y@yahoo.com]
Sent: Wednesday, July 02, 2008 10:10 PM
To: rockholm@placer.ca.gov; Robert Weygandt; Jim Holmes; Kirk Uhler; Bruce Kranz; Placer County Board of Supervisors
Subject: Sierra Sun Editorial

Wednesday's vote by the Tahoe Regional Planning Agency board reminded Tahoe Basin residents of the enormous downsides of being governed by an unaccountable agency governed by un-elected board members.

The Tahoe Regional Planning Agency has been wandering toward this crisis for years. But so many times in the past when the agency's decisions were criticized, at least the rationale of the board was clear: to uphold the agency's mission of protecting Lake Tahoe.

Last Wednesday's vote to overturn the recommendations of two advisory committees and, more importantly, the opinion of hundreds of local residents on the Kings Beach Commercial Core project was a signal that the agency's board has veered dangerously off course.

The agency effectively told the residents of Kings Beach that the board knew better than they did. And looking at the pros and cons behind each alternative, the decision was made with no clear-cut environmental benefits attached to it.

In effect, the decision showed that no matter the public will, the thousands of hours of public comment or the planning process, the Tahoe Regional Planning Agency board (composed of un-elected representatives from places as far away as Las Vegas, Carson City, Reno, Carmichael, Placerville and San Francisco) can decide whatever it wants.

The sentiment that the public process means little to nothing, something that is being expressed by supporters of the three-lane alternative, is something that the agency must now deal with.

How will community leaders rally public involvement in future projects now that residents know their effort can be disregarded by a vote at the Tahoe Regional Planning Agency board.

It's a unique political paradigm, neither representative nor democratic, that is now, more than ever, blatantly apparent to anyone who took notice of the Kings Beach Commercial Core project.

Perhaps Tim Leslie, a recent appointment to the Tahoe Regional Planning Agency board, said it best in a 2005 guest column in the Sierra Sun where he lambasted the agency as a California assemblyman.

"It boils down to accountability and responsibility of government to the people versus the arbitrary abuse of power. When we ignore the establishment of checks and balances, arrogant and abusive government is sure to follow. Honest criticism is stifled because of the fear of retribution. It is the stuff that dictators are made of, and it fully violates our American system of government.

The Tahoe Regional Planning Agency is a prime example of this type of abusive government," said Leslie.

"TRPA is a bi-state agency with a massive blanket of unaccountable bureaucracy layered over the top of otherwise elected and accountable units of government, with the objective of 'protecting' Lake Tahoe," Leslie continued.

On Wednesday, Leslie voted to scuttle the three-lane plan that was endorsed by area residents, the Placer County Planning Commission and the TRPA's Advisory Planning Commission.

In doing so he became part of the problem he railed so vociferously against, and showed the flaws in the decision-making process in the Tahoe Basin that could cause many local residents to lose faith in their local government.

If Tahoe residents truly desire democracy, accountability and representation in their government, the Tahoe Regional Planning Agency decision-making process must be examined.

History of the project

[Click here to see a list of archived stories about the Kings Beach Commercial Core Improvement Project.](#)

From: cris hennessey [crishennessey@yahoo.com]
Sent: Wednesday, July 02, 2008 8:58 PM
To: Placer County Board of Supervisors; tleslie@cwo.com
Subject: HWY 28 corridor

To whom it may concern:

As Kings Beach grid residents, volunteers, and parents, we are strong supporters of the 3 lane, hybrid alternative.

Though we know traffic is not the only reason for choosing the 3 lane alternative, the picture on the front page of the Sierra Sun (7-1-08), is evidence that traffic is indeed a strong point. Right along side the negative environmental impacts of the 5 lane alternative.

When people argue that roundabouts and three lanes are a bad choice, and they won't work, I always share that what we have now – 4 lanes and crosswalks – don't work. Even with the four lane freeway conditions we currently endure, we have traffic back up during the summer months from Crystal Bay down to Fox St, and sometimes further. This is a compromise Kings Beach residents make for living in this beautiful town. And if we have back up with roundabouts, then at least we'll have a corridor that showcases our redeveloped beach town, is pleasing esthetically and guards stewardship of our environment.

We urge you to reconsider your vote of 6-25-08.

Joe, Cris and Ella Hennessey

530-546-5722
P.O. Box 730
Kings Beach, Ca. 96143

RECEIVED

JUL 02 2008

CLERK OF THE
BOARD OF SUPERVISORS

From: Rick Papaleo [rick@redwoodinternet.com]
Sent: Wednesday, July 02, 2008 3:50 PM
To: Placer County Board of Supervisors
Subject: Fwd: One Last Chance for Kings Beach & the Clarity of Lake Tahoe?

Begin forwarded message:

From: Rick Papaleo <rick@redwoodinternet.com>
Date: July 2, 2008 11:30:02 AM PDT
To: Nancy McDermid <mcdermid@charter.net>, Shelly Aldean <shelly@tristatecommercial.com>
Subject: Re: One Last Chance for Kings Beach & the Clarity of Lake Tahoe?

Dear Nancy McDermid, Shelly Aldean and the TRPA board,

I appreciate your willingness to consider and discuss the decision that was made at the last TRPA board meeting. I can understand why you found concern with the "cut-through" issue. My concern is that there was not adequate understanding of Placer's plan to address the issue, and this issue was not considered in balance with the problems that exist with the four-lane proposal. In addition, I feel there was an obvious lack of understanding among some board members, and yet the board dismissed an alternative that had support of a vast majority of experts, organizations, TRPA staff, Placer County staff, and community members.

Improving pedestrian safety in the mile of roadway that is used most frequently by residents and vacationers is a major benefit and accomplishment of the proposed three-lane alternative. The existing highway and the proposed four-lane alternative present **SERIOUS SAFETY PROBLEMS** that **AFFECT THIS COMMUNITY EVERY HOUR OF EVERY DAY** throughout the year. Kings Beach residents and visitors have a very real, very **NEGATIVE IMPACT CAUSED DIRECTLY BY THE FOUR-LANE CONFIGURATION**. This impact can be observed on a daily basis, and is clearly demonstrated by the fatalities and injuries that are occurring in crosswalks on an ongoing basis. The four-lane proposal can do little to address the problem because the four-lane configuration **IS** the problem.

What really disappoints me is that a group of supporters of the highway managed to hang signs throughout town, hold a 'rally', and bus people off the streets to place the emphasis on an issue with safety in the back streets that might occur during several afternoons a year, while distracting from the very **REAL**, very **EVIDENT**, and very **SIGNIFICANT NEGATIVE IMPACTS** to **SAFETY** in the commercial core **CAUSED BY A FOUR-LANE HIGHWAY** that divides neighborhoods from businesses and beaches. This group has been against this project from the beginning and has grasped at every issue they can imagine to discredit a process that has continued month after month, year after year, until the June TRPA meeting. This group is motivated by a desire to keep the highway; their primary concern is not safety, and it is sad to me that in the name of safety, the alternative that is vastly superior regarding pedestrian safety was dismissed.

It bothered me when Bruce Kranz suggested that there were no negative impacts from the four-lane proposal. I think that is because we are **STARTING** with a four-lane highway, and it is a

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NIGHTMARE. We have had people DIE in the crosswalk within a few hundred feet of my neighborhood. I have personally seen two people be hit by cars in Kings Beach crosswalks. I am aware of other fatalities occurring in Kings Beach crosswalks in recent years that can be directly blamed on the four-lane configuration. We have a freeway that stands between a community and a beach. Why would we build a solution around this problem? How can this be said to be in balance with the needs of a small community on a scenic lake that is seasonally visited by people seeking a calm, peaceful destination? How can it be said that the year round benefits to safety, scenery, and the environment in the area most widely used by residents and visitors do not offset some traffic issues during a small fraction of the year? Would that not set a precedent that eventually mandates a highway through all our towns?

I have studied the four-lane proposal. While I find sidewalks and beautification to be beneficial, the negative effects of a four-lane freeway are still present. For example, if someone wants to cross at a stoplight, they will likely be walking long distances to reach a signal, pressing a button, crossing the five lanes, and then doubling back to their destination. Most people will take their chances and cross wherever they happen to be or cross at an unsafe crosswalk across the highway (even Cal-Trans has admitted that crosswalks are not safe across four lanes). It is not practical to place stoplights everywhere people might cross on a one-mile stretch of roadway -- there will be safety problems with this configuration, it is not friendly to pedestrians, and it will continue to degrade the well being of this town.

The four-lane alternative is also not attractive to me as a driver. Traffic will continue to pass and speed with the aid of an extra lane, and stoplights will require traffic to stop and idle all year long, often when not necessary. Is 12 months of stop-and-go traffic patterns a good design to accommodate a small percentage of peak traffic days? Do you not think some of us will be using back streets to avoid those signals?

I live on a cut-through street. My neighbors and I support the three-lane proposal because the potential benefits to safety, the environment, and the economy far outweigh our concerns about traffic and cut-through traffic. Traffic and cut-through traffic may occur during a few hours of a few days each year. We travel within the commercial core EVERY DAY, all YEAR-ROUND, and we support a SAFE AND ATTRACTIVE ENVIRONMENT there. We can handle cut-through traffic during some afternoons during summer if this occurs, but crossing four to five lanes of traffic every day is not something we feel comfortable with. That said, we have faith that Placer County's proposal will take steps to mitigate and manage the effects of cut-through. At the meeting on June 25, more effort was needed to understand Placer's plan and weigh the traffic issue with against benefits to safety in the commercial core and numerous other benefits to the environment, scenery, and economy provided by the three-lane proposal. The four-lane proposal cannot provide these benefits as well, which is why it is not the preferred alternative.

These alternatives have been discussed, analyzed, re-analyzed, compared, studied, evaluated, weighed and balanced for years by hundreds of experts and community members. The decision to throw out a proposal that had the support of 2/3 of the community and nearly every organization involved without considering the negative impacts created directly by a four-lane configuration needs to be reconsidered. A serious error in the process came into clear view at that meeting, and was documented by the Sierra Sun on July 1, when the Sun stated, "TRPA's decision-making process must be examined".

Please, as you are an important step in a years-long process that has the support of the people, experts, and almost every organization that has been involved with this project, reconsider your decision in favor of a highway over year-round benefits to safety, scenery, environment, economy, and community.

Thank you and best regards,

Rick Papalco
Kings Beach, CA

Subject: One Last Chance for Kings Beach & the Clarity of Lake Tahoe?

Hi All ☐

Is there one last chance to overturn last week's undemocratic decision? Is there one last chance to let the experts dedicated to the science of lake clarity be heard?

Our political system is supposed to be a representative democracy, NOT a Kangaroo Court where the people's voice is summarily dismissed. Has our political system degenerated to the point that the only thing that matters is special interests and their money? I hope not ☐ and I am willing to fight to give us back our voice. Will you join me?

The Governing Board of the TRPA is copied on this email so please respectfully and concisely let them know how important this is to you.

At this point I suggest we try to schedule an appointment with any of TRPA's officers that will meet with us for Tuesday morning, July 1st. Is this a reasonable suggestion? Do we still have time?

**Will any of the Board Members of the TRPA meet with us on Tuesday?
Please let us know if you will.**

I believe the League to Save Lake Tahoe (a group dedicated to the protection of Lake Tahoe) supports with why they support the three-lane roadway alternative over the four-lane roadway alternative:

Water Quality: Scientific research has established that roads are one of the primary sediment loading to the Lake which results in clarity loss. The smaller surface area of the three-lane establishment of roundabouts, and expansion of landscaped areas will reduce the amounts of fine sediment and nutrients entering the lake by decreasing the area needed for sanding, reducing vehicle speed, and increasing infiltration capacity. The Kings Beach Commercial Core is located in close proximity to the lake edge which makes the management of sediments extremely imperative for this community. In fact, the design needs to be going further to maximize the reduction in fine sediments by incorporating the use of semi-pervious materials for the sidewalks.

Air Quality: Roundabouts, bike lanes, and increased side walk areas will improve air quality by reducing dependence on the automobile, as well as produce a walkable and bikeable community for families and children.

Scenic Beauty: The design will achieve a higher degree of compliance with the scenic

Construction Schedule: Only one construction season will be required in contrast to for the four lane plan. This will minimize environmental and traffic impacts.

Please join the overwhelming majority of residents and visitors in making this community a pedestrian and environmentally friendly neighborhood.

I also believe that this letter (drafted by Carina and Tee) captures some critical points.

After a grueling meeting and public hearing that took all day and part of the evening, TRPA's decision to throw out the possibility the three lane option for Kings Beach flies in the face of logic, progress and the general good of the businesses and residents of Kings Beach. I urge TRPA to reconsider this issue immediately and for the following reasons:

1. The residents of Kings Beach have worked on this issue for years and expressed a clear preference for 3 lanes. Does democracy matter anymore?
2. The Main Street property owners in Kings Beach have been polled and a decisive majority support 3 lanes.
3. Placer County supports 3 lanes, noting that statistically roundabouts with narrow crossings are safer than traffic lights with multi-lane crossings.
4. In an unusual example of agency unity, even Caltrans accepts 3 lanes.
5. Law enforcement agencies have stated that the 3 lane option makes traffic easier to enforce.
6. Both options will increase cut-through traffic into the grid during part of the year. The 3 lane option includes traffic calming mitigation for the grid neighborhood. The 4 lane option does not.
7. The Kings Beach residents who were organized, bussed, and (some) PAID to stand up against the 3 lane option did not attend previous informational meetings and were not told by their organizers the following information about the 4 lane option: it is statistically more dangerous than the 3 lane option and it does not include traffic calming mitigation for the grid neighborhood. Three times the number of accidents occurs in our 1.1 mile than elsewhere on California roads.
8. Pedestrians actually cross at multiple points of the highway. Both plans add two more official crossing points on the 1 mile stretch of highway. The 3 lane option slows traffic to make crossing less dangerous along the entire project area. The 4 lane option with timed lights (you need at least 3-4 lights before you can employ a timing strategy) actually increases the danger of crossing the street in all but the 2 new crossing areas.
9. The majority of serious and fatal pedestrian accidents have occurred when one car stops to allow a pedestrian to cross and the car in the next lane speeds by in the same direction, failing to see the pedestrian. If Kings Beach had 1 lane in each direction instead of 2 these deaths would not have occurred.
10. The 4 lane option creates a freeway width barrier that cuts the community in half and disconnects the businesses from each other, a classic example of social injustice.
11. The combination of a wider roadway and speeding cars (when the light is

green) will squelch outdoor business and sidewalk activity.

12. The 3 lane option includes a center turn lane which will make it easier for motorists to visit business on the other side of the street. The roundabouts allow a "free" and safe left turn to change direction.

13. The 4 lane option significantly increases the amount of paving and sediment pollution into the lake. The 3 lane option decreases paving and lake pollution, which makes 3 lanes the choice that is consistent with TRPA's mission. The 3 lane option earns an extra threshold point; the points are very hard to come by.

14. The TRPA did not consider the negative points of the 4 lane option before dismissing the 3 lane option.

15. Many of the TRPA members did not appear to be familiar with the existing Kings Beach problems or the specifics of the plans to fix the problems, and they voted without this knowledge. Uninformed voters will be fatal to future planning at Lake Tahoe.

16. Two members of the TRPA cowed the others into making this decision late in the evening without much chance for the other members to understand the issue or contribute to the decision. I urge your reconsideration of the KBCCIP Hybrid.

The overwhelming number of residents, agency employees and even middle school students who have spent the time to learn about the issues and specifics of the options support 3 lanes. Please familiarize yourselves with the issues and the plans and consider the many years of hard work by the local agencies and hundreds of concerned residents of Kings Beach that culminated in the support of the 3 lane option.

On a closing note I want to remind everyone that roundabouts have been proven to work throughout California. In fact, Santa Barbara is switching to roundabouts wherever possible to help ease its traffic problems. Let's get the facts straight, let the scientists and experts on lake clarity be heard and try to take back our democracy.

The future of our town - as well as our nation - depends on it!

With kind regards,

Rick Marshall

This email and any files transmitted with it are confidential, proprietary and intended solely for the individual or entity to whom they are addressed. If you have received this email in error please delete it immediately.

Ann Holman

From: Teri Sayad on behalf of Placer County Board of Supervisors
Sent: Wednesday, July 02, 2008 10:20 AM
To: Ann Holman
Subject: Save the Kings Beach Community! Dump that freeway through our town!

From: Megan Chillemi [mailto:megan@chillemi.com]
Sent: Tuesday, July 01, 2008 7:08 PM
To: Placer County Board of Supervisors
Subject: Save the Kings Beach Community! Dump that freeway through our town!

Gentlemen:

I attended last Wednesday's TRPA meeting, and am shocked that our own Supervisor could disregard the wishes of the community, his own Planning commission and Department of Public Works. My husband and all participated in all the community sessions in good faith and with great enthusiasm. Our disappointment rates a 25 on a 10-point scale. It was Kings Beach's opportunity for revitalization. Please do what you can to reconsider and review this absolutely appalling reversal, and give our community A CHANCE FOR A FUTURE.

Megan and Jack Chillemi
8819 Cutthroat Avenue
Kings Beach, CA 96143

P.S. I am the Supervisor's representative for North Lake Tahoe on District Five's Citizen Benefit Fund Committee

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Checked by AVG.

Version: 7.5.524 / Virus Database: 270.4.3/1529 - Release Date: 7/1/2008 7:23 PM

E-mail sent on July 2, 2008

Meera Beser [mbeser@sbcglobal.net]

You forwarded this message on 7/2/2008 09:28.

To: shelly@tristatecommercial.com; 't'; james-galloway@sbcglobal.net;
Bruce Kranz; tleslie@cwo.com; mcdermid@charter.net;
mikehweber@sbcglobal.net

Cc:

You guys were great! Thank you for recognizing the problems inherent in Alternative 4 the 3 lane with roundabouts. Don't cave under pressure. Educate the others so that they can see the problems. Let's work together to make Kings Beach a great place for everyone, without sacrificing the community and the businesses that currently exist. You have my support.

Meera Beser

Midge1234@aol.com [Midge1234@aol.com]

To: Bruce Kranz

Dear Supervisor Kranz,

Thank you for taking the time to study the documents and the tremendous list of pros and cons for the Kings Beach plan. I studied the project late in the game, and although I wanted to go along with those who had been devoting time and energy to the process, I found the traffic issue a tremendous concern. I understand that many Kings Beach residents are not concerned as the opinion is that only a few days in peak season will cause a problem. I find the traffic on those peak days already a problem, and have had to turn back on several occasions to wait until the traffic flow improves. I cannot imagine the wait on those high peak days, and I anticipate a good long wait throughout the summer worsening annually. It feels irresponsible to knowingly create a situation that will negatively impact traffic flow now and in the future.

As for safety, I foresee people taking risks as they pass to skirt traffic making an unstable situation at best. I have seen several of the letters sent to you by angry residents who have worked hard on this plan, and I understand their disappointment. However, I am relieved that the Hybrid plan is not a done deal. I also worry about the challenge of evacuation in case of fire as Hwy 237 would be difficult to access. The roundabouts also create a concern as many of the large boats will be unable to navigate the turn to the boat ramp and will have to seek alternate ramps out of Kings Beach.

Thank you for standing for your constituents. I attended the meeting in Kings Beach last week and felt that most of the speakers were part of a well organized group whose goal was to speak as a vocal majority. In the crowd, there were many who opposed the plan but were reluctant to speak against those who were obviously working together to present a unified front. I was one who did not have the nerve to stand and speak. Thanks again for looking carefully at the plan and deciding on its merits rather than allowing your vote to be swayed by a vocal group.

Regards,

Elyse Pasha

From: Megan Chillemi [megan@chillemi.com]
Sent: Tuesday, July 01, 2008 7:08 PM
To: Placer County Board of Supervisors
Subject: Save the Kings Beach Community! Dump that freeway through our town!

Gentlemen:

I attended last Wednesday's TRPA meeting, and am shocked that our own Supervisor could disregard the wishes of the community, his own Planning commission and Department of Public Works. My husband and all participated in all the community sessions in good faith and with great enthusiasm. Our disappointment rates a 25 on a 10-point scale. It was Kings Beach's opportunity for revitalization. Please do what you can to reconsider and review this absolutely appalling reversal, and give our community A CHANCE FOR A FUTURE.

Megan and Jack Chillemi
8819 Cutthroat Avenue
Kings Beach, CA 96143

P.S. I am the Supervisor's representative for North Lake Tahoe on District Five's Citizen Benefit Fund Committee

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Version: 7.5.524 / Virus Database: 270.4.3/1529 - Release Date: 7/1/2008 7:23 PM

From: Mike Lefrancois [mike.lefrancois@gmail.com]
Sent: Tuesday, July 01, 2008 12:24 PM
To: shelly@tristatecommercial.com; abiaggi@dnr.nv.gov; foxglove@etahoe.com;
donnaruthe@todaysrealty.com; james-galloway@sbcglobal.net; rossmiller@sos.nv.gov;
norma.santiago@edcgov.us; smerrill@benchmark.com; tleslie@cwo.com; mcdermid@charter.net;
mikehweber@sbcglobal.net; JeromeW@innercite.com; syount@fortifiber.com; jsinglaub@trpa.org
Cc: Placer County Board of Supervisors
Subject: Kings Beach - Please Reconsider

Hello Governing Board,

I urge your support in reconsideration of the Kings Beach Core project, certainly the circumstances upon which last Wednesday's decisions were made call for this. Kings Beach NEEDS 3 lanes. This is an admittedly difficulty decision for all, and a BALANCE of many issues. Kings Beach has very REAL dangers evident TODAY which need consideration over the PERCEIVED fear of the FUTURE. And in light of Mr. Leslie's letter in today's Sierra Sun again I will point out the need for balance on the issues. I counted at least 4 talking points on traffic, however none on pedestrian safety or water quality. He noted that the 5-LANE proposal would have "no degrading provisions". There was no mention that 59% of the roadway will be 5-LANES WIDE! More paint on the road and lights in the sky is like putting lipstick on a pig, errant vehicles will speed up and blind-sight collisions will continue to occur, and pedestrians will struggle to cross this distance. The community also looks forward to backstreet mitigation's including resolving TODAY's speeding issues within the Grid which is independent of any traffic volumes. Please understand the TRUE balance of benefits here and give the community its voice. VOTE FOR 3-LANES!

Michael Lefrancois
Kings Beach, CA

From: Renee Deinken [rshadforth@yahoo.com]
Sent: Tuesday, July 01, 2008 8:13 AM
To: jsinglaub@trpa.org
Cc: rockholm@placer.ca.gov; Robert Weygandt; Jim Holmes; Kirk Uhler; Bruce Kranz; Placer County Board of Supervisors; shelly@tristatecommercial.com; abiaggi@dchnr.nv.gov, foxglove@etahoe.com; donnaruthe@todaysrealty.com; james-galloway@sbcglobal.net; rossmiller@sos.nv.gov; norma.santiago@edcgov.us; smerrill@benchmark.com; tleslie@cwo.com; mcdermid@charter.net; mikehweber@sbcglobal.net; JeromeW@innercite.com; syount@fortifiber.com
Subject: Editorial in today's Sierra Sun ...

In case you haven't seen it:

<http://www.sierrasun.com/article/20080630/OPINION/876651997/1020>

Regards,
Renee Deinken
Kings Beach

Our View: TRPA's decision-making process must be examined

Wednesday's vote by the Tahoe Regional Planning Agency board reminded Tahoe Basin residents of the enormous downsides of being governed by an unaccountable agency governed by un-elected board members.

The Tahoe Regional Planning Agency has been wandering toward this crisis for years. But so many times in the past when the agency's decisions were criticized, at least the rationale of the board was clear: to uphold the agency's mission of protecting Lake Tahoe.

Last Wednesday's vote to overturn the recommendations of two advisory committees and, more importantly, the opinion of hundreds of local residents on the Kings Beach Commercial Core project was a signal that the agency's board has veered dangerously off course.

The agency effectively told the residents of Kings Beach that the board knew better than they did. And looking at the pros and cons behind each alternative, the decision was made with no clear-cut environmental benefits attached to it.

In effect, the decision showed that no matter the public will, the thousands of hours of public comment or the planning process, the Tahoe Regional Planning Agency board (composed of un-elected representatives from places as far away as Las Vegas, Carson City, Reno, Carmichael, Placerville and San Francisco) can decide whatever it wants.

The sentiment that the public process means little to nothing, something that is being expressed by supporters of the three-lane alternative, is something that the agency must now deal with.

How will community leaders rally public involvement in future projects now that residents know their effort can be disregarded by a vote at the Tahoe Regional Planning Agency board.

It's a unique political paradigm, neither representative nor democratic, that is now, more than ever, blatantly apparent to anyone who took notice of the Kings Beach Commercial Core project.

Perhaps Tim Leslie, a recent appointment to the Tahoe Regional Planning Agency board, said it best in a 2005 guest column in the Sierra Sun where he lambasted the agency as a California assemblyman.

"It boils down to accountability and responsibility of government to the people versus the arbitrary abuse of power. When we ignore the establishment of checks and balances, arrogant and abusive government is sure to follow. Honest criticism is stifled because of the fear of retribution. It is the stuff that dictators are made of, and it fully violates our American system of government.

The Tahoe Regional Planning Agency is a prime example of this type of abusive government," said Leslie.

"TRPA is a bi-state agency with a massive blanket of unaccountable bureaucracy layered over the top of otherwise elected and accountable units of government, with the objective of 'protecting' Lake Tahoe," Leslie continued.

On Wednesday, Leslie voted to scuttle the three-lane plan that was endorsed by area residents, the Placer County Planning Commission and the TRPA's Advisory Planning Commission.

In doing so he became part of the problem he railed so vociferously against, and showed the flaws in the decision-making process in the Tahoe Basin that could cause many local residents to lose faith in their local government.

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If Tahoe residents truly desire democracy, accountability and representation in their government, the Tahoe Regional Planning Agency decision-making process must be examined.

History of the project

[Click here to see a list of archived stories about the Kings Beach Commercial Core Improvement Project.](#)

<http://www.sierrasun.com/apps/pbcs.dll/article?AID=/20080630/OPINION/876651997/1020/SPORTS&template=printart>

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E-mail sent on July 1, 2008

Kings Beach Commercial Core Improvement Project

Meera Beser {mbeser@sbcglobal.net}

To: shelly@tristatecommercial.com; donnaruthe@todaysrealty.com; james-galloway@sbcglobal.net; Bruce Kranz; tleslie@cwo.com; mcdermid@charter.net; mikehweber@sbcglobal.net; abiaggi@dcnr.nv.gov; foxglove@etahoe.com; JeromeW@innercite.com; norma.santiago@edcgov.us; smerrill@benchmark.com; rossmiller@sos.nv.gov

Cc

To all the members of the TRPA Governing Board,

I want to thank you for your participation in the KBCCIP vote last week. It was a grueling and emotional day and I appreciate all of you for your attentiveness and wisdom. Even those who didn't vote "the way I wanted" have earned my respect by the insightful questions and the intense consideration you all gave to the issue at hand.

I truly hope that while Placer County Department of Public Works goes back to the drawing board that you all carefully study the EIR/EIS document that was a huge part of the controversy we all experienced that day. Most all of the community members who support the 4 lane alternative do so because of the findings in that report. We didn't exaggerate or make up statistics or flaws they all exist in the document as we stated. In addition there are many more of us than the 2 laners would have you believe and we have been involved in the entire process. Our poster is valid as are all the names listed.

One of the flaws, as I see it, is that DPW did not put a "3 lane, no roundabouts" alternative in the study. I think that this option would have been more acceptable with fewer traffic issues. (this is because most of the problems with traffic, highway parking and pedestrians comes with the roundabouts) In addition the 4 lane alternative was under studied and left off all the traffic calming ideas that would also benefit the community. I am hoping that the 4 lane project brought forth by Placer County is as thoroughly vetted as their 2 lane roundabout option.

Additionally, in their refusal to add traffic to the purpose and needs section of the study they tried to deliberately avoid the problems with gridlock and push through traffic while saying that traffic had nothing to do with thresholds relating to lake pollution. If you read the "purpose and needs" section of the report you will see where the authors of the study indicate a problem regarding traffic. Please also study the Gordon Shaw's report on traffic and note that his numbers are conservative and realistic while at the same time showing that the traffic impacts are completely unacceptable. This is a report requested by DPW then deliberately discredited by the same people. It isn't the "30 days of gridlock sometime 20 years in the future" as Mr Polivy would have you believe. It's bad in the immediate future getting even worse as time goes by.

Believe me when I say that we all want the BMP's, sidewalks and curbs done as soon as possible but accepting a project as flawed as the 2 lanes with roundabouts is not the way to get it done. As we wait for DPW's report please take the time from your busy schedules to research, on your own, the issues that we presented. I think you will see that although it might make things pretty in a superficial fashion it is not the best management practices for the Lake or the community.

Sincerely,

Meera Beser

530-546-9475

775-230-1066

E-mail sent on July 1, 2008

Support the four lane alternative

Ellie [tahoellie@yahoo.com]

To: John Singlaub TRPA; Shelly Aldean TRPA GB; Mike Weber TRPA GB; Steven Merrill TRPA GB; Nancy McDermid TRPA GB; Stuart Yount TRPA GB; Jerome Waldie TRPA GB; Norma Santiago TRPA GB; Ross Miller TRPA GB; James Galloway TRPA GB; Joanne Marchetta TRPA GB; Mara Bresnick TRPA GB
Chair; Allen Biaggi TRPA Vice Chair; Bruce Kranz

Cc: Jeff Cowen

TRPA Governing Board Members

I'm glad you're (TRPA Governing Board) not waiting the mandatory 12 month period to bring back another three lane/roundabout adaptation. I think that the residents, tourists and locals alike will embrace the four lanes, new sidewalks, street-scape, water quality measures, and overall beautification.

The four lane supporters did not fire an attack at the TRPA Advisory Planning Commission or the Placer County Planning Commission when they made their decisions-

We came with the same message to the Governing Board. I still feel the same- a vote was taken, **clearly identifying that safety in the grid and level of service for traffic flow are the most important aspects when analyzing the issues.**

The three lane alternative failed- lets just get on with a four lane improvement and start beautifying Kings Beach.

Your decision to "reconsider" will open up a wide range of debate for future projects.

Respectfully,

Ellie Waller

Tahoe Vista Resident

From: Peter Morris [pwmorris@hotmail.com]
Sent: Monday, June 30, 2008 9:53 PM
To: Placer County Board of Supervisors
Subject: KBCCIP HYBRID PREFERRED ALTERNATIVE

Please note this letter I sent to Governor Schwarzenegger regarding the Kings Beach hijack by Supervisor Kranz. PLEASE support the right decision: support the Hybrid Three Lanes with Roundabouts Alternative that your own Clerk of the Works recommended.

Peter Morris, Kings Beach Resident
530.546.7759

From: pwmorris@hotmail.com
To: governor@governor.ca.gov
CC: james-galloway@sbcglobal.net; smerrill@benchmark.com; norma.santiago@edcgov.us; foxglove@etahoe.com; syount@fortifiber.com; mcdermid@charter.net; jsinglaub@trpa.org; tleslie@cwv.com; mikehweber@sbcglobal.net; rossmiller@sos.nv.g; donnaruthe@todaysrealty.com; abiaggi@dcnr.nv.gov; shelly@tristatecommercial.com; bkranz@placer.ca.gov; jeromew@innercite.com
Subject: Governor: URGENT -- Kings Beach Needs Your Help NOW
Date: Mon, 30 Jun 2008 12:21:30 -0700

To: Governor Schwarzenegger

CC: TRPA Board and Local Newspaper Editors

Dear Governor Schwarzenegger, I need to draw at your attention to the reckless, unreasonable and shameless action of elected officials in this state you govern. Wednesday June 25, 2008, saw perhaps the most devastating robbery in the history of this fine state.

On that day, stolen from the people Kings Beach was the opportunity for life, for safety, for financial prosperity, for environmental improvement and for hope. On June 25, 2008, the California representatives on the Tahoe Regional Planning Agency (TRPA) went against the will of the people, the advice of the professionals, and the support of every formally constituted group that has the interests of the Tahoe region at heart: they decided, without due cause and certainly without due care for the people, to vote against the 3-Lane with Roundabouts option for the Highway 28 improvements and the overall revitalization of Kings Beach.

In particular, I need to draw your attention to the actions of Supervisor Bruce Kranz (Placer Country, District 5), for he was the mastermind behind this robbery and the architect of the coup against the people. What makes that fact obvious is that Supervisor Kranz had previously and continually stated he 'would keep an open mind' about the Kings Beach options and that he would 'wait until the last moment to hear *all* the evidence and debate' before making a decision. Then, comes June 25, 2008: the day of that evidence and 'final

debate' and where is Supervisor Kranz? anywhere but in the meeting. Certainly he was OUT of the meeting for large parts, laughing and joking with Tom Turner and other supporters, deliberately ignoring the very people giving the testimony that he had promised he would be listening to and which, according to him, was to be the most important decider for his vote. Then, when he did finally deign to return to the meeting, he promptly fell asleep.

Then, after all the testimony had been given, it was Supervisor Kranz who bullied the other members of the TRPA board into immediately voting up or down the proposed option without *any* meaningful debate and certainly with *no* real airing of the facts. He made sure, by word, by tone of voice and by body language that he was not to be trifled with. Despite the obvious hints from counsel, it was clear that this man was going to have it his way and not consider the implications of the vote. And he did. He got his way and the board caved and went against the will of everyone – not just *the people*, but all parties– and as quickly as possible, voted down the chance to save our town.

How one could say that this man acted in a democratic manner, or upheld the true principals of democratic process would be impossible to do. It is also impossible to believe that Supervisor Kranz was operating under anything other than some other personal agenda, for had been truly representing the people (as he was elected to do), he would have worked with them – with us, his constituents – and supported the proposal. Yet he did not.

Please know that the proposal before the TRPA board to finally improve and help Kings Beach was supported by every body of merit and by almost every person who lives here. Specifically in favor were: the unanimous support of the Placer County Planning Commission, the unanimous support of TRPA's own Advisory Planning Commission, Caltrans, The North Tahoe Business Association, 80% of the property owners abutting the projected highway change, every one of the developers previously planning to invest hundreds of millions of dollars in improvements along the projected highway change, the League to Save Lake Tahoe, the Tahoe Chapter of the Sierra Club, the Sierra Business Council and two thirds of the people of Kings Beach.

Governor Schwarzenegger, whatever powers you have over this process, I ask that you exercise them. The people of Kings Beach and North Lake Tahoe deserve to understand how the process of government can be hijacked like this, they deserve to know what logic and process was used by Supervisor Kranz and his cohorts to justify this, the most devastating robbery in the history of California.

Thank you
Peter Morris, Kings Beach Resident
530.546.7759

From: Peter Morris [pwmorris@hotmail.com]
Sent: Monday, June 30, 2008 9:43 PM
To: Placer County Board of Supervisors
Subject: KBCCIP HYBRID PREFERRED ALTERNATIVE

Please be aware of this email I also sent to Supervisor Kranz on the subject of his behavior at the TRPA meeting on the future of Kings Beach

Peter Morris, Kings Beach Resident
530.546.7759

From: pwmorris@hotmail.com
To: bkranz@placer.ca.gov
Subject: tleslie@cw.com, foxglove@etahoe.com, abiaggi@dcnr.nv.gov, shelly@tristatecommercial.com, donnaruthe
Date: Thu, 26 Jun 2008 01:51:57 -0700

Supervisor Kranz, I write to you as the apparent – and to my mind, obvious – ring-leader of the decision to ride rough-shod over everything that the community of Kings Beach has worked on in absolute good faith for more years than I can count. I copy the other people on this email because sadly those are all the emails of people I could find who I know would be interested in your immediate response. If I could have found more, I would certainly have included them.

Please explain to us all how you incredulously arrived at a decision to totally ignore the advice and counsel of every – every – formal, professionally constituted entity, organization and body that had reviewed the proposed three-lane hybrid solution to Kings Beach's ills and thrown their support behind it.

Perhaps more importantly, please explain to us the taxpayers and voters in this region, how it will ever be possible to have faith in an 'due' process again?

This was never to be about only traffic – indeed it was about anything but. So it is clear that you need to account for the fact that, absent any other explanation from you, you appear to have hidden some other objective behind something that may never actually happen: where possibly, and only possibly, 20 years from now we may see a little over 40 days per year where more cars travel along a couple of streets than we would like to see. Not more cars traveling than those streets can take, just more than we would like to see – all the while being actually slowed down to a safe speed by multiple measures. Meaning that certainly, for the next 20 years and forever, for every one of the 365 days in each and every one of those years, you have, at a stroke and willy-nilly, excluded us from the wonderful, safe, slower, more beautiful, more peaceful, and definitely more vibrant

commercial core that the vast majority of residents and property owners have continuously and repeatedly selected for themselves.

You have condemned our town Supervisor Kranz, it was on life-support before today, you just pulled out the ventilator. I firmly believe that, as an elected official, you really do need to show how and why you were influenced by some previously undiscovered fact and reason that escaped every – every – other reasonable person.

Peter Morris
Kings Beach Resident
Phone: 530.546.7759

From: Peter Morris [pwmorris@hotmail.com]
Sent: Monday, June 30, 2008 9:40 PM
To: Placer County Board of Supervisors
Subject: KBCCIP HYBRID PREFERRED ALTERNATIVE

All Supervisors, I sent this the email below to Bruce Kranz previously to ask FOR his support at the TRPA Board meeting on the Kings Beach Improvement project. As you surely know, he railroaded the decision to ensure a vote AGAINST the preferred alternative (three lanes with roundabouts).

We must not allow this to happen at your decision time on the future of Kings Beach. I urge you to follow the professionals, and vote FOR the preferred alternative (3 lanes and roundabouts). These groups include your very own Clerk of the Works, your very own Planning Commission, the TRPA ATC, the vast majority of Kings Beach residents, 80% of the commercial property owners in the affected area, most business owners, the League to Save Lake Tahoe, the Sierra Club Tahoe chapter, the Sierra Business Council and the North Lake Tahoe Business Association among others.

Please do not be fooled by Supervisor Kranz's par excellence use of FUD (fear, uncertainty and doubt). He is in a minority of one when he talks his hypothetic FUD about traffic on the back streets of Kings Beach THAT FOR 20 YEARS WILL NEVER EVEN HAPPEN IF AT ALL! In the meantime, ON DAY ONE of this PREFERRED ALTERNATIVE, the Clerk of the Works stated that traffic calming measures will be implemented SIMULTANEOUSLY with the proposed project in those same back streets Supervisor Kranz so suddenly seems to care about: meaning that, with the preferred alternative, we would actually see safety IMPROVE IMMEDIATELY in the back streets of Kings Beach. Whereas the four lane alternative means there will be NO safe back streets in Kings Beach and 'freeway speeds' traffic going through town.

Also, the four lane alternative is actually five lanes: again do not be fooled by Supervisor Kranz's FUD on this one: there really would be 5 lanes, because at every junction a turn lane would HAVE to be implemented, thus two lanes in each direction, plus a turn lane, that makes five lanes in my math and it is not fuzzy either. By the way, Supervisor Kranz's little idea would actually make highway 28 in Kings Beach wider than Interstate 80!!!

So five lanes and freeway danger, or three lanes and roundabouts, the choice was so easy that EVERY SINGLE ENTITY that cares about Lake Tahoe voted FOR it -- even Caltrans was OK with it for goodness sake!! Only Supervisor Kranz was the Luddite in the group, preferring to tear down the looms rather than see progress that helps everyone.

Last week, Supervisor Kranz would NOT help the people he said he was elected to serve, I sincerely hope you have a better sense of care and compassion for the people of Placer county, and I certainly hope you have a better sense of the need for safety, pedestrian-friendly, cycle-safe, water quality, scenic improvements and above all, revitalization that Kings Beach needs.

Please: support the Hybrid Alternative for kings Beach with three lanes and roundabouts.

Peter Morris, Kings Beach Resident
530.546.7759

From: pwmorris@hotmail.com
To: bkranz@placer.ca.gov
Subject: Please vote FOR the Kings Beach hybrid three lanes and roundabouts
Date: Tue, 24 Jun 2008 22:04:16 -0700

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Dear Supervisor Kranz, as a concerned constituent of yours, I implore you to confirm the recommendations of the TRPA Advisory Planning Commission, the Placer County Planning Commission and the significant great majority of Kings Beach residents in supporting the hybrid option for the improvement of Kings Beach downtown core.

The option with three-lanes and roundabouts is far and away the best option for our town. It improves pedestrian and bicycle safety, it improves water quality and it significantly improves the beauty of the down town core.

This is not simply about 'getting traffic through town' indeed, it should not really even be about that, but even if that is taken into account, Cal Trans has already gone on record that they could support this option.

We do not need OR want a freeway through our city, we want a way for people to willingly desire to come into and out of the town, to take time to enjoy their time here, spend their tax dollars here and overall make it a safer, more beautiful place to live.

Please do not listen to the small but 'noisy' minority about a supposed need for four lanes, I have attended all the workshops and public sessions, at each and EVERY one the majority of people have supported the option that has ended up before you supervisors.

This is truly critical time for us in Kings Beach. It is our last chance. We need to count on your support and I am sure we can.

Please: Vote FOR the hybrid three lanes and roundabouts

Thank you.

Peter Morris
PO Box 1292
Kings Beach, CA 96143
530.546.7739

From: Kelley Ogilvy [tahoe-lovers@hotmail.com]
Sent: Monday, June 30, 2008 8:26 PM
To: Placer County Board of Supervisors
Subject: KBCCIP- Letter From a Parent, please read

Hello. My name is Kelley Swarberg-Ogilvy and I am parent, teacher and homeowner of Kings Beach. We, parents of Kings Beach are here today to show our support for the three lane hybrid alternative. We are a group of parents that are educated about the alternatives as we have attended meetings, spoken with agencies as well as reviewed presentations. We know the facts. We know that at peak season, maybe eight weeks out of the year, that traffic on the side streets will be greater than today. We also know that with the three lane alternative, solutions for the side streets will be addressed.

We would like to get some things straight. Our alternatives for the Kings Beach Commercial Core Project are not between three and four lanes, our alternatives for the project are between two lanes with a center turn lane and four lanes with a center turn lane. With the five lane option, at pedestrian crossings, people would be crossing five lanes of traffic. Last time we checked five lanes was one lane wider than Interstate 80.

We have several reasons why we support the three lane hybrid alternative such as; the environmental impact and aesthetics of the neighborhood, but we are here today to impress the importance of safety. In Placer County's summary of preferred alternatives rationale, they state that: the narrowing of roadway and use of roundabouts maximizes pedestrian safety and mobility. In TRPA's Kings Beach Community Plan, it states that State Route 23 will function more as town main than as limited access highway.

We the parents of Kings Beach choose to live here for its proximity to shops, beaches, parks, schools, library, post office, and restaurants so we do not have to be so car dependent. Currently, when walking or biking with our families in Kings Beach our knuckles are white from grasping the handle bars so tight from the fear that we have of speeding traffic and the lack of sidewalks. What we want is for traffic to slow down.

We the parents of Kings Beach feel safe knowing that with the three lane alternative, the sidewalks will be 9.5 feet wide and we will only be crossing one lane and one direction of traffic at a time with a safety island. No more vehicles passing vehicles, weaving in and out of traffic, no more speeding through yellows and running reds.

Our town is adorable and has so much opportunity to reinvent itself with character. A town with five lanes is not going to encourage people to stop and walk around and spend money, a town with three lanes however is attractive, environmentally better for the basin and most importantly safe.

Please listen to Placer County, please listen to the League to Save Lake Tahoe, please listen to Sierra Business Council, please listen to your TRPA APC board, and most importantly listen to the future of Kings Beach, and all of its families who have been with this project since day one hoping for safe streets in its neighborhood.

Thank you

Kelley Swarberg Ogilvy
Kings Beach Parent and Homeowner

Introducing Live Search cashback . It's search that pays you back!
<http://search.live.com/cashback/?&pkw=form=MIJAAF/publ=KRTGL/crea-introsrchcashback>

June 27, 2008

Supervisor F. C. Rockholm
Supervisor Robert Weygandt
Supervisor Jim Holmes
Supervisor Kirk Uhler
Supervisor Bruce Kranz
175 Fulweiler Ave.
Auburn, CA 95603

RE: KINGS BEACH

Dear Placer County Supervisors:

I am writing to express my frustration at the arrogance of the TRPA, as exemplified by their ill-considered split vote to cancel years of hard work to improve Kings Beach. I attended one of many workshops that were held to get community input on the various options, and came away feeling I had made a well-informed decision on the matter of which alternative to support. (Did the TRPA members attend any of those workshops, I wonder?) A substantial majority of the local community, which lives with the traffic and congestion every day, made its wishes clearly known to local planners. Placer County supervisors considered the issue carefully and made a *unanimous* decision. Even the TRPA advisory panel voted in favor. Most of us thought the matter was resolved, and it was a matter of when, not if, it would all happen. My written comments to the TRPA were to say please let's move along with this quickly.

But no. The TRPA, master of choosing colors of guard rails that weaken their structural integrity, ignorantly votes to cancel all this hard work. Decided on by voting members that don't live here, won't benefit from the improvements, and clearly haven't a clue on all that led up to this when they are quoted in the press as saying the issue is "clearly about half and half" among the locals. The most limited amount of inquiry would reveal there is nothing "half and half" about it among the locals nor among the supervisors who voted unanimously for it. We deserve much better than an ill-informed vote made by people who clearly did not invest the time necessary to familiarize themselves with the issue and earn the right to vote on it. That is simply irresponsible.

Please, can you stop this nonsense? TRPA voting members don't appear to have any more expertise in the subject of downtown planning than the local and county folks who have been working on this issue for years now. Their own advisory panel, which should have some expertise in the matter, was ignored. It is just not right for people with no expertise or direct involvement in the matter to deal this setback to Kings Beach and delay much-needed improvements. The very large majority of us are immensely frustrated by this and I can only imagine each of you is, too. Thank you for whatever you can do to get us back on track again with some desperately needed improvements for Kings Beach

Sincerely yours,

Kathryn Kelly

Kathryn E. Kelly
Kings Beach resident
PO Box 1116
Crystal Bay, NV 89402

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BOARD OF SUPERVISORS			
3 Days Rec J	MS	DB	
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JUN 30 2008			
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Sup D3		Aide D3	Aide D6

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June 25, 2008

To the TRPA Governing Board:

We are property owners on Main Street, Kings Beach. We are writing about the Kings Beach Commercial Core Improvement Project (KBCCIP). We understand you are our public officials charged with the responsibility to make the decision on the future of Kings Beach. **We support the Placer County Department of Public Works and the Community Preferred Choice for three lanes with the traffic managed by roundabouts, now called the PREFERRED HYBRID ALTERNATIVE.**

Now the time has come for you, the "deciders", to lead us forward. The decision made in this process will revitalize Kings Beach and contribute to the economic well being of the entire North Shore. It will move us forward to seek a new prosperity for our businesses, for our residents and for our visitors.

The KBCCIP has three goals:

- **Improve Water Quality**
- **Improve Pedestrian and Bicyclist mobility**
- **And Improve the Aesthetics of the Commercial Core**

The realization of those goals is desperately needed in Kings Beach. In Kings Beach we have learned that we have a significant opportunity to reduce the amount of fine sediment particles that threaten Lake clarity. **If we reduce the width of the road, there will be a need for less sand in the winter months. This would then reduce the amount of sand that enters the lake as "re-entrained fugitive dust in the immediate project vicinity."** (Draft EIS, pg. 3.1-23). It should also be noted that the reducing the speed of the vehicles through Kings Beach (an obvious safety by-product of the three lane alternatives) will also reduce the amount of the same roadway dust because **"lower amount of re-entrained roadway dust are associated with lower speeds."** (Draft EIS, pg. 3.1-23). **It is the width of the road, not the number of vehicles that impair Lake clarity.**

For property owners, for business owners, for residents and for visitors, Lake clarity is crucial to our success as a community.

In the short span of 1.1 miles, our current four lane configuration with no sidewalks and no defined bike lanes have proven fatal too many times in the past few years. In the last 10 years there have been almost 300 accidents, resulting in 2 deaths and 122 injuries and a total of 210 vehicles damaged. And those are just the collisions reported.

We have seen far too many people injured and killed in Kings Beach trying to cross four lanes of fast-moving traffic. Frequently when pedestrians use our crosswalks, one lane stops, only to have a vehicle in the next lane continue on, narrowly missing the pedestrian. Close calls are frequent, and we believe the preferred alternative will greatly improve the situation.

The three lane alternatives manage our automobile traffic with roundabouts. Over the decade long process, and in our neighboring community of Truckee, we have learned that roundabouts decrease the opportunities for life threatening contact between pedestrians and vehicles, and between competing vehicles, making pedestrian crossing safer. We are lucky in

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Kings Beach to enjoy a relatively level environment and we need to enhance the opportunity for our residents and visitors to combine exercise and utility with safe bike lanes.

We have learned that crosswalks do not have to be located at intersections. They can be installed mid-block; locations where pedestrians naturally tend to cross. **The preferred alternative will significantly improve safety for all pedestrians and become a model for a handicapped accessible and handicapped friendly community.**

A side benefit of the preferred alternative will be noise levels that are closer to the required environmental thresholds. Cars traveling at slower speeds make less noise, making a friendlier neighborhood and a nicer downtown environment.

For property owners, for business owners, for residents and for visitors, public safety must be a top priority.

The third goal of the KBCCIP is to improve the aesthetics of Kings Beach. Your decision will help us revitalize our community. During recent community meetings on "Liveable, Walkable Communities" we learned the current trend of commercial redevelopment is to de-emphasize the "strip center-parking in front" model creating "complete streets". Now visitors and residents prefer a community where one can park and walk to several destinations all within a short distance. We only have to look to the improvements at Northstar and Squaw Valley to see those developments have created vibrant walkable communities with lively and sustainable economies. Kings Beach deserves the same opportunity.

Kings Beach has enticed the interest of several developers. Some of these developers are signatories on this letter, some are local, some are from other parts of Placer County and some from farther away. But they all share a desire to see Kings Beach a showcase for Lake Tahoe. We must honor their commitment to our community with a newly revitalized Kings Beach. **We can't afford to wait, the time is now, the future of Kings Beach hangs in the balance.**

Sales tax revenues and sales in general have declined in Kings Beach for years, and we believe this decline can be attributed to our current 4 lane highway. Kings Beach has not kept up with the redevelopment occurring at Squaw Valley, Northstar, Tahoe City, or Truckee. All of these towns/destinations have improved their pedestrian experiences. All have seen an improvement in their infrastructure, business mix, business climate, and bottom lines. In other words, Kings Beach is losing to these other communities because of the existing amenities

For property owners, for business owners, for residents and for visitors, the community aesthetics and economic revitalization of Kings Beach is long overdue.

Time is of the essence. This project has been ongoing for over 10 years. The County and the other regulatory agencies have listened every step of the way and have incorporated ideas that came from our community. **Over and over again, a majority of Kings Beach residents and businesses have expressed a clear preference for the current recommendation by Placer County Department of Public Works (Placer DPW).** Placer DPW has made their recommendation of a 3 lane hybrid alternative after years of public comment, community engagement, and listening. They, along with the community are the experts.

The outreach and community input for the Kings Beach Core Improvement Project has been unprecedented. The enclosed timeline illustrates the financial and human resource commitments to the process, completed community planning meetings and the public outreach meetings surrounding the project from inception through the planned certification of the EIR and on to Project Design.

- Placer County should be commended for its commitment to the project and the community. Many residents and business owners are thankful for the opportunity to have participated.
- The Sierra Business Council Workshops of May 2007 were attended by over 600 local residents, seasonal residents and visitors to Lake Tahoe. A clear preference for the three lane alternatives was the outcome and should be adopted by the partners.
- The NTBA adopted the Main Street program as a methodology to revitalize the commercial core. The NTBA/Main Street program facilitated many of the public meetings. Staff, committee members and board members have attended numerous public outreach and planning meetings.
- Hundreds of meetings and thousands of volunteer hours have been invested in the planning process over the last seven years.
- TRPA sponsored and managed the Placed Based Planning process that was the largest public outreach effort in Basin history. Consistently, Kings Beach received overwhelming feedback confirming the need for revitalization.

The process has been open, transparent, informed, interactive and inclusive.

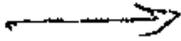
All stakeholders (Cal Trans, Federal Highways, Lahontan Regional Water Quality Control Board, Placer County, the TPRA, the California Tahoe Conservancy, the NTPUD, the TNTTMA, the NLTRA, the NTBA, the NTFPD, the Kings Beach Citizens Action Committee and dozens of interested non-governmental organizations and hundreds citizens and seasonal residents and visitors) should be proud of the participation and cooperation of the parties to reach a consensus on the project. **The "deciders" should be confident in the process and confirm the results of that process with an appropriate decision.**

We cannot prevent change, and we cannot afford to ignore its inevitability. ***We implore you to support the preferred alternative***, as recommended by Placer County DPW, the TRPA Advisory Planning Commission and the Kings Beach Community

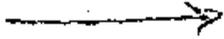
Sincerely,



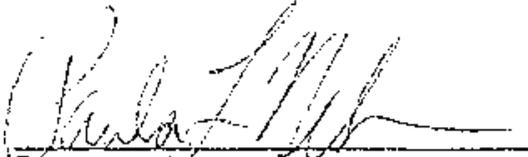
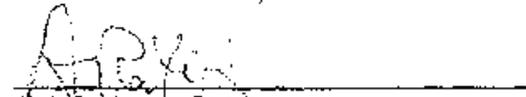
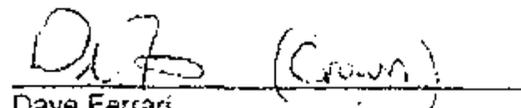
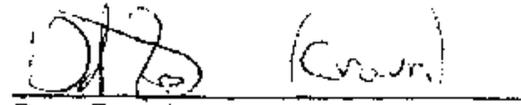
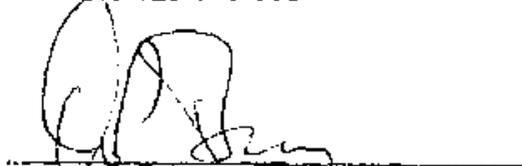
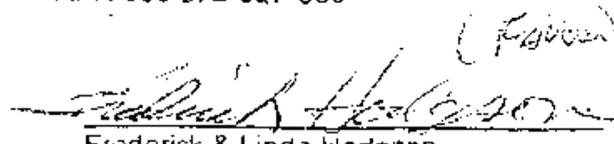
Owner of:



**KING BUILDING- 8401-8445 No. Lake Blvd., Kings Beach
(Intersection of No. Lake Blvd., Bear Street, Brook Ave.)**



JENKINS BUILDING- 8581 No. Lake Blvd. Kings Beach, CA


Paula L. Nelson
8581 North Lake Boulevard
APN 090-123-008-000
Anil & Nayna Patel
8742 North Lake Boulevard
APN 090-142-026-000
APN 023-000
Mark A Sura
8130 North Lake Boulevard
APN 090-072-004-000
Dave Ferrari
Ferrari Investments
8194 North Lake Boulevard
APN 090-072-006-000
Mark A Sura
8150 North Lake Boulevard
APN 090-072-023-000
Dave Ferrari
Ferrari Investments
8226 North Lake Boulevard
APN 090-072-009-000
David & Barbara Breuning
8487 North Lake Boulevard
APN 090-123-026-000
Dave Ferrari
Ferrari Investments
8200 North Lake Boulevard
APN 090-072-027-000
David & Barbara Breuning
8491 North Lake Boulevard
APN 090-123-027-000
Frederick & Linda Hodgson
8258 North Lake Boulevard
APN 090-072-028-000

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Dave Ferrari (Rube Ad)

Dave Ferrari
Ferrari Family Investments
8245 North Lake Boulevard
APN 090-071-030-000

Dave Ferrari (Little Bear Cottages)

Dave Ferrari
Ferrari Investments
8091 North Lake Boulevard
APN 090-071-023-0000

Dave Ferrari

Dave Ferrari
Ferrari Family Investments
8023 North Lake Boulevard
APN 090-071-033-000

Dave Ferrari (Little Bear)

Dave Ferrari
Ferrari Investments
8111 North Lake Boulevard
APN 090-071-022-000

Dave Ferrari (Sunset Cottages)

Dave Ferrari
Ferrari Investments
8199 North Lake Boulevard
APN 090-071-017-000

Anil & Nayna Patel

Anil & Nayna Patel
8308 North Lake Boulevard
APN 090-072-026-000

James P Gardiner

James P Gardiner
8748 North Lake Boulevard
APN 090-142-026-000

Mark Hollerbach

Mark Hollerbach
8727 North Lake Boulevard
APN -090-192-038-000

Arthur & Mische Sable

Arthur & Mische Sable
8762 North Lake Boulevard
APN 090-142-007-000

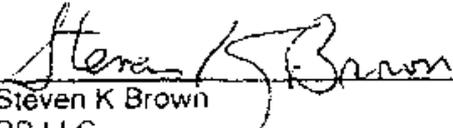
William M Johnson Sr

William M Johnson Sr
Chipmunk and North Lake Boulevard
APN 090-221-012-000

Phil M Johnson
1217 11th Street
8796 North Lake Boulevard
APN 90-221-026

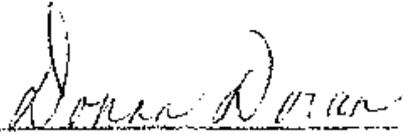
William M Johnson Sr
8798 North Lake Blvd
APN 090-221-027

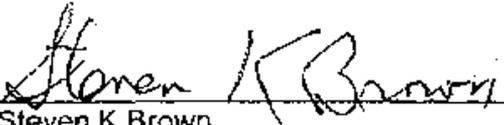
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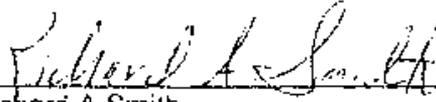

Steven K Brown
BB LLC
8635 North Lake Boulevard
APN 090-133-003-000

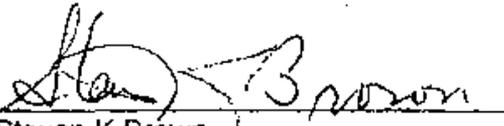

Steven K Brown
BB LLC
8803 North Lake Boulevard
APN 090-133-018-000


Steven K Brown
BB LLC
8645 North Lake Boulevard
APN 090-133-005-000

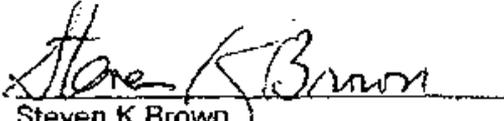

John & Donna S Doran
8703 North Lake Boulevard
APN 090-192-001-000

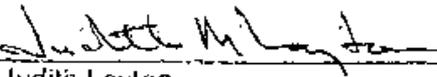

Steven K Brown
BB LLC
8675 North Lake Boulevard
APN 090-133-015-000

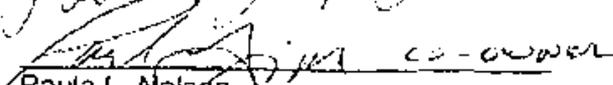

Richard A Smith
8696 North Lake Boulevard
APN 090-134-043-000


Steven K Brown
BB LLC
8693 North Lake Boulevard
090-133-011-000


Andrew Ryan/Tony Pastore
8931 North Lake Boulevard
APN 090-222-012-000


Steven K Brown
BB LLC
8697 North Lake Boulevard
APN 090-133-010-000


Judith Layton
8331 North Lake Boulevard
APN 090-075-025-000


 co-owner
Paula L. Nelson
8080 North Lake Boulevard
APN 090-072-001-000

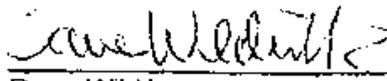

Dave Wilderotter
8299 North Lake Boulevard
APN 090-071-029-000

Fig 3

DZ (The Bike + Ski)

Saarman-Ferrari Trust
8499 North Lake Boulevard
APN 090-123-016-000

092-43-216

✓ Robert Spano

Robert Spano
8141 North Lake Boulevard
APN 090-071-005-000

Waldman & Wegener inc.

Waldman & Wegener inc.
8785 North Lake Boulevard
APN 090-192-017-000

Waldman & Wegener

Waldman & Wegener
8775 North Lake Boulevard
APN 090-192-057-000

Day Bear

LAKE TAHOE FIREPLACES, LLC
8731 N. LAKE BLVD
090-192-031-000

Cary Kaufman

Partner Grant + Assoc.
090-192-061

William Bronson

William Bronson
8772 North Lake Boulevard
APN 090-221-002-000

Bryant La Ferriere
BRYANT LA FERRIERE
2368 N. LAKE BLVD.
090-072-029

Bryant La Ferriere
BRYANT LA FERRIERE
8290 N. LAKE BLVD.
090-072-030

Bryant La Ferriere
BRYANT LA FERRIERE
8299 N. LAKE BLVD.
090-071-029

✓ Andreas Hye
Andreas Hye

8720 North Lake Blvd
Kings Beach, CA
APN 090-142-002-002

✓ Kaye & Brandon LTD Partnership

Kaye & Brandon LTD Partnership
8159 North Lake Boulevard
APN 090-071-019-000

Karen Kightly

Dennis & Karen Kightly
8443 N Lake
NPN 090-123-015

1/s/ Susan Smith

Susan F Smith
8863 North Lake Boulevard
APN 090-222-013-000

1/s/ JMB Properties

Mr. JMB Properties LLC
8612 North Lake Boulevard
APN 090-134-002-000

Steven K Brown

Steven K Brown
BB LLC

090-133-016

Adria Carbett

8720 North Lake Blvd.
King Beach, Ca.
APN 090-142-001

Sig 5

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