

ATTACHMENT C PROJECT SUMMARIES

MEYERS WELCOME SIGN

Description
Construct a “Welcome to Meyers” sign on the south side of US 50, west side of the Town Center, for visitors arriving over Echo Summit.
Action
Construct a new sign consistent with Meyers Area Plan sign standards and guidelines in the Caltrans US 50 ROW
Analysis
Construction of a well-designed and attractive welcome sign for visitors is a high priority for Meyers and important for its identity as a community. The design of the sign should complement and reflect the natural setting for the town.
Lead Agency
Tahoe Transportation District
Supporting Agencies
El Dorado County, Tahoe Regional Planning Agency and Caltrans
Funding Needs
Funding is needed for site planning, design, manufacture and placement of the new sign
Potential Funding Sources
El Dorado County funds raised from allocations of commercial floor area; private and civic donations, Caltrans, and other community entities.
Relationship to other Plans
Meyers Area Plan Design Standards and Guidelines for Meyers Gateway Entry Statements
Special Considerations
Opportunities exist for two additional entry signs into Meyers: (1) SR 89 in Christmas Valley, and US 50 near Pioneer Trail. The proposed site must be approved by Caltrans prior to the approval of an Encroachment Permit or Cooperative Agreement (the site should be located in an area where maintenance can be performed safely, be located beyond the clear recovery zone, and follow standards for placement of discretionary fixed objects).

MEYERS AREA-WIDE EROSION CONTROL AND BMP IMPLEMENTATION

Description
Treatment and removal of fine sediment and nutrients from Lake Tahoe's stormwater runoff is a primary goal of the Lake Tahoe TMDL. Establishing a community approach to solving stormwater challenges is critical to restore clarity to Lake Tahoe. Planning, design and implementation of joint stormwater treatment and restoration opportunities between private property owners and the County will assist in meeting TMDL goals and achieving Environmental Threshold Standards.
Action
The Tahoe Resource Conservation District (TRCD) will collaborate with other agencies to identify joint stormwater treatment and water quality improvement opportunities in Meyers. Priorities will include treatment of runoff from commercial properties and County right-of-ways, and enhancement of Meyers Creek.
Analysis
Meyers has very low compliance with BMP implementation, and many properties are site constrained due to slope and groundwater conditions. In these locations it may be possible to encourage private property owners to join forces in developing and financing a joint treatment system in lieu of individual BMP implementation.
Lead Agency
Tahoe Resource Conservation District
Supporting Agencies
El Dorado County - permitting, and engineering design Tahoe Regional Planning Agency - permitting and approval Environmental Protection Agency - planning and approval
Funding Needs
(1) Comprehensive engineering design, (2) Community facilitation (3) Construction and Implementation
Potential Funding Sources
Possibly future EPA sponsored CWP funding through SNPLMA, 319 Federal Grant funds, the state funded IRWM, and the Tahoe Fund.
Relationship to other Plans
Lake Tahoe TMDL, Lahontan Basin Plan, TRPA Code of Ordinances Chapter 60
Special Considerations
Coordinate with TRPA to consider options for private funding of shared treatment facilities or meadow restoration as an alternative to implementing on-site BMPs for certain parcels.

US 50 CORRIDOR STREETScape IMPROVEMENTS

Description
Streetscape improvements along the US 50 corridor from the SR 89 intersection to the east end of the plan area. Improvements include landscaping, seasonal planter and public art placement within the paved shoulder.
Action
El Dorado County will secure an encroachment permit from CalTrans and implement streetscape improvements along the US 50 corridor. Streetscape improvements may include landscaping between the Pat Lowe multi-use trail and Highway 50, the placement of permanent public art between the Pat Lowe trail and the highway, and the placement of seasonal planter boxes and/or public art within the paved shoulder “chain-up” areas of US 50.
Analysis
Streetscape improvements can be completed relatively quickly and inexpensively. These improvements can enhance the aesthetics of Meyers and calm traffic to promote pedestrian activity. The placement of planter boxes and public art must consider the visibility of signs and commercial establishments. Streetscape improvements should present a coordinated appearance and could include banners or other features advertising special events. Streetscape improvements should be designed to minimize irrigation and maintenance needs.
Lead Agency
El Dorado County
Supporting Agencies
Local non-profit organization – materials and/or maintenance CalTrans – encroachment permit
Funding Needs
(1) Landscape design, (2) materials, (3) maintenance
Potential Funding Sources
El Dorado County funds, private donations
Relationship to other Plans
Scenic Quality Improvement Plan, Meyers Area Plan Design Standards and Guidelines
Special Considerations
Vehicular access and visibility of adjacent businesses and streets must be carefully considered in the design of streetscape improvements. Permanent improvements should be designed to handle snow storage. Temporary planter boxes or public art will require ongoing commitments to place and remove the improvements seasonally. Caltrans currently has no excess ROW parcels identified for relinquishment along US Highway 50.

MEYERS SUSTAINABLE MOBILITY PROJECT PHASE 1

Description
Pedestrian and scenic improvements within the unpaved US 50 ROW implemented through an expanded easement or encroachment permit. Improvements may include: creating a landscape buffer between the Pat Lowe bike trail and US 50, an additional crosswalk, maintenance or improvements to the existing Pat Lowe Trail, bollard style lighting along the trail, transit shelters, pedestrian kiosks and benches.
Action
El Dorado County will secure an expanded easement, fee title ownership of the unpaved US 50 Right of way, or an encroachment permit from CalTrans and implement sustainable mobility improvements along the US 50 corridor. Improvements will focus on improving pedestrian, bicycle, and transit transportation within the US 50 corridor. Specific improvements could include additional landscaping and pedestrian features (e.g. kiosks, benches, trash cans, lighting) to improve the pedestrian environment, improvements to the existing Pat Lowe trail, and/or the installation of a one or more additional crosswalks across US 50.
Analysis
An inviting pedestrian environment and supporting infrastructure are critical to promoting pedestrian, bicycle, and transit use. In addition, crossing US 50 is potentially the greatest barrier to pedestrian transportation in Meyers. The implementation of crosswalks and other pedestrian infrastructure should be phased to promote “on-the-ground” improvements while allowing for projects that require more funding or time for planning and design to progress separately.
Lead Agency
El Dorado County
Supporting Agencies
CalTrans – encroachment permit TRPA – permitting and funding assistance
Funding Needs
(1) planning and design, (2) permitting and compliance, (3) construction, (4) operations and maintenance
Potential Funding Sources
El Dorado County funds, Tahoe Transportation District, CalTrans planning or mitigation funds, TMPO transportation planning funds, TRPA Air Quality Mitigation Funds
Relationship to other Plans
Regional Transportation Plan, Meyers Area Plan Design Standards and Guidelines
Special Considerations
Improvements that can move forward quickly should be prioritized, while longer-term improvements should be phased separately. The placement of additional crosswalks should consider pedestrian use patterns and minimize potential conflicts with vehicular access. Caltrans currently has no excess ROW parcels identified for relinquishment along US Highway 50.

SR 89 CLASS 1 TRAIL

Description
Construct a new Class 1 trail in eastern side of the California SR 89 ROW from the terminus of the existing Pat Lowe Bike Trail at Pomo Street, then south to Reindeer Way.
Action
El Dorado County will work the California Department of Transportation (Caltrans) to develop a Class 1 multiple-use trail (or shared-use path) in or along the east side of the SR 89 ROW. Due to topography, short sections of this trail might be best located on National Forest land between Shakori Drive and Reindeer Way. El Dorado County would be responsible for securing funding for construction and maintenance of the trail.
Analysis
The new trail would be approximately one and a half miles in length and would cross several ephemeral streams and one perennial waterway originating from a significant unnamed spring. The trail would also connect with the historic Warr Cabin Trail which leads to various meadowlands in the mountains to the east. The new trail would allow safe access to downtown Meyers for Christmas Valley neighborhoods located on the east side of SR 89, and would not necessitate any highway crossings. The speed limit for SR 89 is 55 mph, which can pose a safety problem for highway crossings. Due to topography, some sections of this trail might be best located on adjacent National Forest land. The final trail location should not impact existing pedestrian and equestrian paths on National Forest land which are popular with residents in the area. Most of the trail would be located on level or slightly sloping land. Consideration should be given to designating Blitzen Road, which parallels SR 89 to the west, as a Class II bicycle route with marked highway crossings at Reindeer Way, Han, Shakori, Wasabe and Pomo Streets.
Lead Agency
El Dorado County
Supporting Agencies
Caltrans – ROW U.S. Forest Service – Special use permit for new trail route on federal land CA Tahoe Conservancy – Funding and design assistance Tahoe Regional Planning Agency – land capability determinations and Lake Tahoe Region Bicycle and Pedestrian Plan modifications Tahoe Metropolitan Planning Organization (TMPO) and Tahoe Transportation District (TTD) – planning and potential funding
Funding Needs
(1) Right-of-way acquisition, (2) planning and design, (3) environmental review, (4) construction, (5) maintenance, and (6) directional and interpretative signage and pavement striping.
Potential Funding Sources
(1) El Dorado County, Measure S (2) CA Tahoe Conservancy (3) Air quality mitigation funds, (4), Tahoe Metropolitan Planning Organization and Tahoe Transportation District, (5) The Tahoe Fund, (6) U.S. Forest Service
Relationship to other Plans
Lake Tahoe Region Bicycle and Pedestrian Plan (TRPA) Meyers Area Plan Transportation and Circulation Element Goal 6, Policy 6.4 Meyers Area Plan Transportation and Circulation Element Implementation Subsection, Pedestrian/Bicycle Facilities Project number 15 Meyers Area Plan Recreation Element Goal 2, Policy 2.1 Meyers Area Plan Public Services Element, Implementation Subsection, Project number 3

Special Considerations

Portions of this trail may be constructed above STPUD's sewer export line to Alpine County.

TAHOE PINES CAMPGROUND REHABILITATION AND ACCESS PROJECT**Description**

Environmental restoration of the former 8.11-acre Tahoe Pines campground property, including the construction of a new passive river-oriented day use area with an access driveway to US 50, 12 parking spaces, picnic tables, new pedestrian bridge(s) over Echo Creek, trails, interpretative signage, bicycle racks and benches along the river bank.

Action

The California Tahoe Conservancy will restore the former campground property to a new passive river-oriented day use area.

Analysis

The successful implementation of a well-used day use area.

Lead Agency

California Tahoe Conservancy

Supporting Agencies

U.S. Bureau of Reclamation – Initial \$200,000 reimbursable planning grant for day use area project design and environmental analysis

State of California – Construction and related funding

Caltrans – Transfer of jurisdiction of approximately 0.46 acres of land to the California Tahoe Conservancy.

Tahoe Regional Planning Agency – land capability determinations, groundwater determinations, planning and potential funding

Funding Needs

(1) planning and design, (2) environmental review, (3) construction, (4) maintenance, and (5) directional and interpretative signage

Potential Funding Sources

(1) State of California (2) TRPA air quality mitigation funds, (3) The Tahoe Fund, (4) U.S. Forest Service (5) Bureau of Reclamation

Relationship to other Plans

Meyers Area Plan Recreation Element Implementation Subsection, Recreational Facilities Project number 6

Special Considerations

Existing and planned river restoration efforts

HIGHWAY 50 UNDERCROSSING

Description
Potential construction of a new north-south pedestrian bridge under the existing east-west US 50 Upper Truckee Bridge with trail connections along the river corridor on public land.
Action
El Dorado County will work with the California Tahoe Conservancy, U.S. Forest Service and Caltrans to develop a trail crossing under the existing under US 50 bridge as a safe passageway beneath this busy highway. The County will also work with the Conservancy to provide pedestrian access to the property from downtown Meyers.
Analysis
Funding for planning and design of the new crossing under US 50 is undetermined. This crossing may need to be located above the 100-year flood level, and a bridge or bridge-like structure may need to be physically attached to existing highway abutments. The existing highway bridge may exceed the height necessary for 100-year floods.
Lead Agency
El Dorado County TTD
Supporting Agencies
State of California – Construction and related funding Caltrans –Provides approvals for a north-south trail bridge located under the existing US 50 Upper Truckee River Bridge to allow safe access to both sides of the highway U.S. Forest Service – Construction of a new hiking trail on property north of US 50 to access the new north-south bridge proposed under the existing US 50 bridge
Funding Needs
(1) planning and design, (2) environmental review, (3) construction, (4) maintenance, and (5) directional and interpretative signage
Potential Funding Sources
(1) State of California (2) TRPA air quality mitigation funds, (3) The Tahoe Fund, (4) U.S. Forest Service (5) Bureau of Reclamation
Relationship to other Plans
Meyers Area Plan Recreation Element Implementation Subsection, Recreational Facilities Project number 6
Special Considerations
100-year and standard project flood plain crossing, construction and mitigation, unusual under-highway pedestrian bridge design

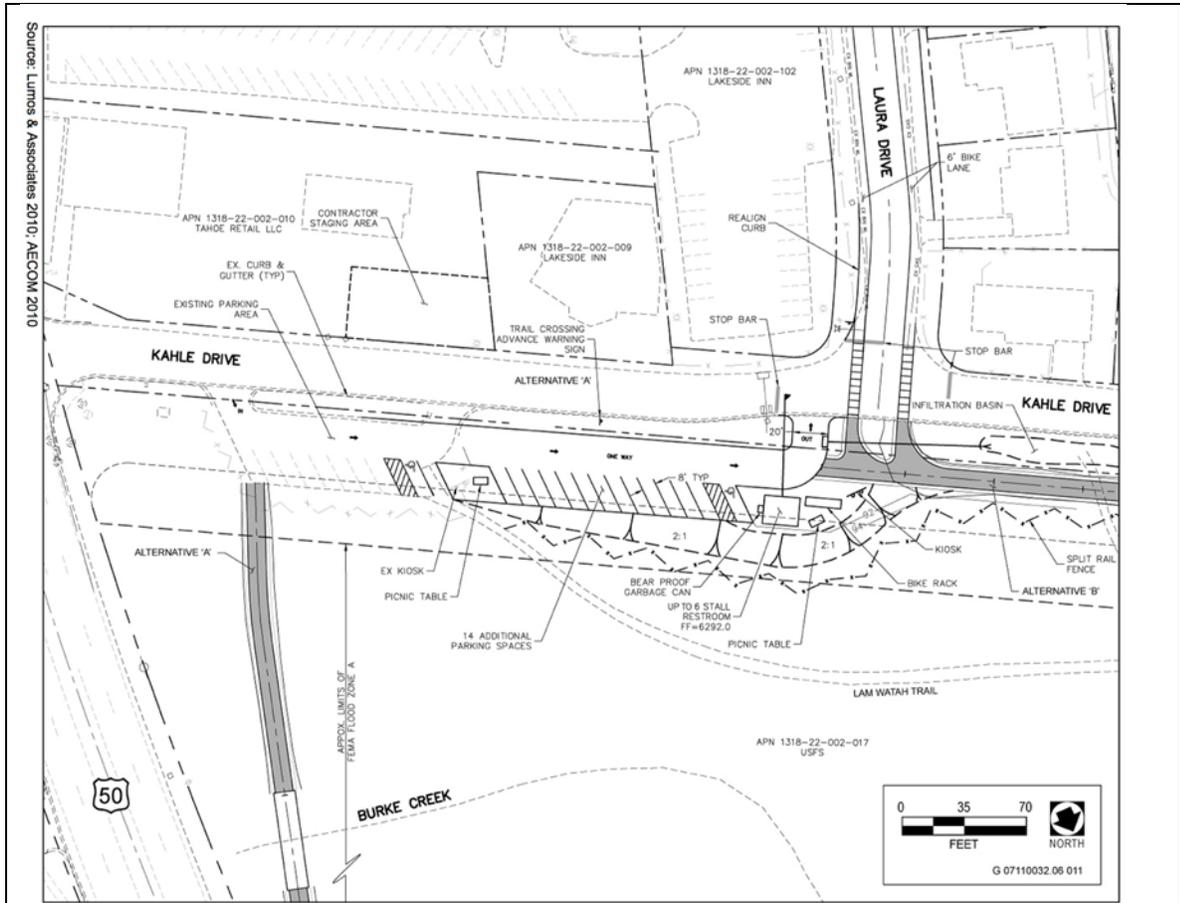
EAST SAN BERNARDINO TRAIL

Description
The construction of a new Class I multi-use or shared-use trail and bridge over the Upper Truckee River, connecting East and West San Bernardino Avenues, would provide a safe and direct year-round connection between North Upper Truckee and Meyers neighborhoods. This trail would pass through Tahoe Paradise Park and cross the river at the general location of the sheet metal/sewer line protection wall constructed in the river by South Tahoe Public Utility District. The proposed trail would be located on land owned or managed by the Tahoe Paradise Park District and the United States Forest Service. A new class II bike route would be designated along West San Bernardino Avenue from Tahoe Paradise Park to Apache Avenue and the Lake Tahoe Environmental Magnet School.
Action
El Dorado County will work with the affected property owners and STPUD to obtain ROW, special use permits (USFS), and other necessary access, construction and maintenance agreements. El Dorado County would be responsible for securing funding for construction and maintenance of the trail, including winter snow removal. The lower parking area at Tahoe Paradise Park could serve as the construction staging area for the trail
Analysis
The new trail would be approximately one-quarter mile in length and would cross the Upper Truckee River in one location. The floodplain for the river would need to be surveyed and the bridge would be constructed to minimize impacts on the floodplain. An environmentally acceptable design for the trail would also need to be developed for construction in the TRPA verified stream environment zone (SEZ). The future of the existing STPUD sheet metal should be determined and considered in the environmental analysis and design for the bridge. This wall was constructed to stop a moving head-cut on that threatened the existing sewer line under the river. As a result, the River Thalweg below the wall is approximately three to four feet lower than the Thalweg above the wall, and is a significant barrier to fish migration and safe navigation on the river. Design of the bridge should be closely coordinated with the Upper Truckee River Tahoe Paradise Reach Enhancement Project.
Lead Agency
El Dorado County
Supporting Agencies
Tahoe Paradise Park District – ROW dedication and snow removal on USFS managed land and in the park with funding from El Dorado County U.S. Forest Service – Special use permit for new trail route on federal land CA Tahoe Conservancy – Funding and design assistance El Dorado County – snow removal on Class II street routes STPUD – Design assistance for construction over or near sewer lines, especially at river crossing California Department of Fish and Game and U.S. Army Corp of Engineers – Bridge design and possible remediation of impacts from river head-cut and STPUD sheet metal wall Tahoe Regional Planning Agency – land capability determinations, groundwater determinations Tahoe Metropolitan Planning Organization (TMPO) and Tahoe Transportation District (TTD) – planning and potential funding
Funding Needs
(1) planning and design, (2) environmental review, (3) construction, (4) maintenance, and (5) directional and interpretative signage and pavement striping
Potential Funding Sources
(1) El Dorado County, Measure S? (2) CA Tahoe Conservancy (3) TRPA air quality mitigation

funds, (4) Tahoe Metropolitan Planning Organization and Tahoe Transportation District (sustainability and safe routes to school grants), (5) The Tahoe Fund, (6) U.S. Forest Service
Relationship to other Plans
Lake Tahoe Region Bicycle and Pedestrian Plan (TRPA) Meyers Area Plan Transportation and Circulation Element Goal 6, Policy 6.2 Meyers Area Plan Transportation and Circulation Element Implementation Subsection, Pedestrian/Bicycle Facilities Project number 15 Meyers Area Plan Recreation Element Goal 2, Policy 2.1
Special Considerations
100-year and standard project floodplain crossing, fish migration, stream environmental zone construction and mitigation, existing and planned river restoration efforts

MEYERS LOOP MULTI-USE TRAIL AND TRAILHEAD

Description
Construct a multi-use trail that provides transportation and recreational connectivity between the Meyers Community Center and surrounding recreation and residential areas. The trail should eventually provide a loop that connects the Meyers Community Center to Washoe Meadows State Park, utilizing existing trails where possible. The project should include a trailhead that includes parking and information on surrounding recreation amenities. Maps and other information on trail connectivity should be provided at public parking areas within the Meyers Town Center to encourage parking at appropriate sites within Meyers and non-motorized access to recreational trails surrounding the plan area.
Action
Construct a trailhead with public parking and signage near the US 50 and SR 89 intersection on the privately owned parcel (former Tveten gas station) or if it cannot be acquired, on USDA Forest Service lands. Provide a Class 1 multi-use trail leading north from the trailhead to access Washoe Meadows State Park utilizing federal, state and Tahoe Paradise Resort Improvement District owned lands. Provide a new Class 1 segment connecting the trailhead to the existing Pat Lowe multi-use trail to the east, and to the North Upper Truckee Road to the west in the Caltrans US 50 ROW.
Analysis
Formal trailhead access to the new Class 1 multi-use trail would be provided adjacent to US 50 near the existing Caltrans chain up area. The existing informal parking area at the northeast corner of the Upper Truckee River/US 50 bridge on Forest Service lands could also be improved or expanded to accommodate additional use of the Upper Truckee River Meadow area. This trailhead would be a regional large-scale trailhead with 20+ parking spaces and developed facilities. Facilities should include some combination of permanent restrooms, interpretive signage, drinking water, picnic tables, benches, bear-proof trash/recycling receptacles, shade trees or structures, and large-scale maps. Regional trailheads may also contain transit stops and/or transit shelter to allow multi-modal access to the trail network; it is intended to draw all types of visitors. The trailhead could be modeled after the Kahle Drive facility (completed on USDA Forest Service lands in 2013) that is approximately 12,000 square feet with 23 parking spaces (including handicapped spaces), a kiosk, two picnic tables, bicycle racks, a bear-proof garbage can, and a six-stall restroom building. The Kahle Drive facility is shown in the following site plan.



Lead Agency

Tahoe Transportation District

Supporting Agencies

- Tahoe Paradise Resort Improvement District – right of way and trail layout
- Caltrans – Access to trailhead through US 50 ROW
- USDA FS – special use permit for activities on federal lands
- El Dorado County – permitting for the site improvements
- CA State Parks – multi-use trail planning and construction on state lands
- CA Tahoe Conservancy – funding assistance

Funding Needs

- (1) Planning Design – Trailhead and multi-use trail design, (2) Agency Processing – Easement acquisition and special use permits, (3) Construction – Trailhead and multi-use trail construction, (4) Operation – Trailhead operation (e.g., kiosk and bathrooms), and (5) Maintenance – Trailhead and multi-use trail maintenance.

Potential Funding Sources

State of California: California Tahoe Conservancy, Wildlife Conservation Board, and Caltrans California Bicycle Transportation Account.

Federal Government. MAP-21, Moving Ahead for Progress in the 21st Century (2012 Federal Transportation Investment bill). MAP-21 is effective October 1, 2012 through September 30, 2014. The most significant changes from the previous authorizing bill, SAFETEA-LU, are program consolidation, performance based planning, and funding

allocations. While Tahoe-specific funding language was not carried forward in MAP-21, two programs provide opportunities for the Lake Tahoe Region. They are the Federal Lands Access Program and Federal Lands Transportation Program. These new programs replace the Federal Lands Highway program going forward and look to improve connections to public lands from urban areas and circulation improvements within federally-managed recreation areas.

Relationship to other Plans

Meyers Area Plan Standards and Guidelines Subsection C.1.g
 Meyers Area Plan Transportation and Circulation Element Goals 5 and 6
 Meyers Area Plan Transportation and Circulation Element Parking Facilities Project number 13, and Pedestrian/Bicycle Facilities Project number 18
 Meyers Area Plan Recreation Element Trail System Project number 3

Special Considerations

Caltrans Encroachment Permit and a USDA FS special use permit would likely be required.

EAST MEYERS TRAILHEAD

Description

Construct a trailhead on State owned property off US 50 at the eastern edge of the Meyers Community Center District. Trailhead should include public parking and signage, and provide access to the existing unpaved trail connecting to Oneidas St., and the existing Class 1 trail through Meyers and along US 50 to the City of South Lake Tahoe.

Action

Construct a trailhead with public parking and signage southeast of the US 50 and Pioneer Trail intersection on state owned lands. Provide a Class 1 multi-use trail connection to the existing Pat Lowe trail that travels southwesterly through Meyers and to the intersection of US 50 and Pioneer Trail to access the County's Sawmill Class 1 multi-use trail. Provide a connection to the existing unpaved trail that traverses USDA FS lands east to Oneidas St.

Analysis

Formal trailhead access to the existing Class 1 multi-use trails and unpaved trail located on USDA FS lands would be provided adjacent to US 50 on state owned lands at the far northeast end of the Area Plan boundary.
 This trailhead would be a small to moderately-sized trailhead with 5-20 parking spaces and support facilities, such as signage/kiosk, bear-proof trash/recycling receptacles, picnic tables, and bicycle racks. Signage will likely include large-scale maps of the trail network. This trailhead is intended to appeal primarily to local users whose primary goal is recreation, but will occasionally be utilized by individuals whose primary goal is transportation (e.g., bicycle commuters).

Lead Agency

Tahoe Transportation District

Supporting Agencies

Caltrans – Access to trailhead through US 50 ROW
 CA Tahoe Conservancy – land transfer or easement and funding assistance
 USDA FS – special use permit for connection to existing informal trails on federal lands
 El Dorado County – permitting for the site improvements

Funding Needs

(1) Planning Design – Trailhead and multi-use trail connection design, (2) Agency Processing – Easement acquisition and special use permits, (3) Construction – Trailhead and multi-use trail construction, (4) Operation – Trailhead operation (e.g., kiosk and trash),

and (5) Maintenance – Trailhead and multi-use trail maintenance.
Potential Funding Sources
State of California: California Tahoe Conservancy, Wildlife Conservation Board, and Caltrans California Bicycle Transportation Account. Federal Government. MAP-21, Moving Ahead for Progress in the 21st Century (2012 Federal Transportation Investment bill). MAP-21 is effective October 1, 2012 through September 30, 2014. The most significant changes from the previous authorizing bill, SAFETEA-LU, are program consolidation, performance based planning, and funding allocations. While Tahoe-specific funding language was not carried forward in MAP-21, two programs provide opportunities for the Lake Tahoe Region. They are the Federal Lands Access Program and Federal Lands Transportation Program. These new programs replace the Federal Lands Highway program going forward and look to improve connections to public lands from urban areas and circulation improvements within federally-managed recreation areas.
Relationship to other Plans
Meyers Area Plan Standards and Guidelines Subsection C.1.g Meyers Area Plan Transportation and Circulation Element Parking Facilities Project number 13, and Pedestrian/Bicycle Facilities Project number 18 Meyers Area Plan Recreation Element Trail System Project number 3
Special Considerations
Conservancy Easement, Caltrans Encroachment Permit and a USDA FS special use permit would likely be required.

MEYERS SUSTAINABLE MOBILITY PHASE II

Description
Roadway and intersection improvements to reduce congestion, calm traffic, and improve pedestrian safety. Improvements may include: stamped concrete center lane, signage improvements, reverse ingress-egress at Visitor Center, and/or turn lanes or other intersection improvements at US 50 and N. Upper Truckee Road, and US 50 and S. Upper Truckee Road.
Action
El Dorado County will implement sustainable mobility improvements along the US 50 corridor to reduce traffic congestion and calm traffic to promote non-automobile forms of transportation. Improvements may include a roundabout at the US 50 and Apache four-way intersection, the installation of stamped concrete shoulders and center turn land to calm traffic, and/or the installation of turn lanes at the North and South Upper Truckee Roads and US 50 intersections.
Analysis
As a major throughway, US 50 presents an obstacle to local vehicular traffic and non-automobile forms of transportation. Intersection improvements and traffic calming features can improve the utility of the US 50 corridor for all transportation users
Lead Agency
El Dorado County

Supporting Agencies
CalTrans – encroachment permit TRPA – permitting and funding assistance
Funding Needs
(1) planning and design, (2) permitting and compliance, (3) construction, (4) operations and maintenance
Potential Funding Sources
El Dorado County funds, Tahoe Transportation District, CalTrans planning or mitigation funds, TMPO transportation planning funds, TRPA Air Quality Mitigation Funds
Relationship to other Plans
Regional Transportation Plan
Special Considerations
Intersection improvements should consider the variable traffic patterns associated with weekend visitors. Caltrans currently has no excess ROW parcels identified for relinquishment along US Highway 50

AGRICULTURAL INSPECTION STATION RELOCATION PROJECT

Description
The California Department of Food and Agriculture maintains and operates the Meyers Inspection Station along US 50 near the center of the plan area. The inspection station's role is to prevent unwanted agricultural pests, hosts or other organisms from entering the state. However, the station presents traffic congestion and impacts the aesthetics and community character of Meyers.
Action
Relocate the agricultural inspection station to outside of the Meyers Area Plan to improve community character, scenic quality, traffic flow, and pedestrian and bicycle safety.
Analysis
Based on a July 2, 2013 conversation with Matt Pastel (CA Department of Agriculture), relocation of the Meyers station is not a high priority because other stations create greater traffic congestion problems. Funding for ongoing operation of the station is uncertain because of budget cuts. Funding is authorized in small increments (e.g., six months at a time). Decisions regarding future funding for operation of the station are at the Department of Agriculture Secretary level (and Governor's office).
Mr. Pastel indicated that a preferred location for the inspection station would be Highway 88 near Woodfords – to capture more of the commercial traffic. Costs to relocate other State inspection stations are upwards of \$34,000,000 (CA share). However, if a station were located in Woodfords, it could be done with a much smaller portable facility (trailer and generator) at a much lower cost. The major relocation costs would be the removal of the existing facility, but no estimate has been prepared for station demolition.
Lead Agency
California Department of Food and Agriculture, Bill Thompson, Meyers Station Manager: 530 577 2196, or Matt Pastel, Sacramento: 916 403 6701
Supporting Agencies
Caltrans – Reconfiguration of US 50 El Dorado County – permitting reuse of the site Alpine County – permitting new Ag inspection station near Woodfords

Funding Needs
(1) Land – Site acquisition in Alpine County, (2) Planning Design – Reuse plans for the Meyers US 50 ROW, and (3) Construction – Demolition of the existing building and roadway reconfiguration.
Potential Funding Sources
No funding sources identified by State for relocation. Operations budget could be reduced for smaller facility in Woodfords.
Relationship to other Plans
Meyers Area Plan Standards and Guidelines Subsection C.1.k Meyers Area Plan Public Services Goal 3 Meyers Area Plan Transportation and Circulation Element Streets and Highways Project Number 2
Special Considerations
N/A

UPPER TRUCKEE RIVER ENHANCEMENT PROJECT

Description
Stabilize eroding banks and remove/improve existing river bed structure of the Tahoe Paradise Reach of the Upper Truckee River.
Action
El Dorado County will work with the Tahoe Resource Conservation District (TRCD) to secure funding for planning, design, environmental documentation and construction to enhance the Tahoe Paradise Reach of the Upper Truckee River, including stabilizing the eroding river banks, improving the existing river bed structure and improving the overall recreational experience.
Analysis
An environmental assessment (EA) of the Upper Truckee River, including the Tahoe Paradise Reach, was prepared by the firm of Swanson Hydrology and Geomorphology in March 2004. The EA evaluated several project alternatives using a variety of river restoration treatments along with estimated costs for each alternative. The TRCD has pursued conceptual ideas for improving sections of the Upper Truckee River near Lake Baron in Meyers. While design ideas are very preliminary at this time, they may involve bank stabilization, removal of debris and structures in the channel, and recreation improvements.
Lead Agency
Tahoe Resource Conservation District
Supporting Agencies
CA Tahoe Conservancy – Funding and design assistance Tahoe Regional Planning Agency – Funding and environmental review assistance Lahontan Regional Water Quality Control Board – Funding and design assistance Department of Interior, Bureau of Reclamation (BOR) U.S. Forest Service Tahoe Paradise Resort Improvement District
Funding Needs
(1) Planning and design, (2) environmental review, (3) construction, and (4) maintenance.
Potential Funding Sources
(1) CA Tahoe Conservancy, (2) TRPA water quality mitigation funds, (3) BOR,

(4) Lahontan, (5) USFS and (6) The Tahoe Fund.
Relationship to other Plans
Meyers Area Plan Environmental Conservation Element Soil Conservation Project number 12 Meyers Area Plan Environmental Conservation Element Goal 7
Special Considerations
Most of the land along the river in this area is in public ownership (USFS), making access for restoration efforts more readily available.

ENHANCED STREET SWEEPING

Description
Enhance ongoing street sweeping operations using the best available technology.
Action
El Dorado County will work with the California Department of Transportation (Caltrans) to develop a coordinated street/highway sweeping operations plan for US 50, SR 89 and all paved County streets and roads in Meyers using sweepers with the best available technology. Said plan shall include enhanced street sweeping operations consistent with the El Dorado County Pollutant Load Reduction Plan, to reduce sources of roadway dust.
Analysis
The El Dorado County Pollutant Load Reduction Plan includes implementation measures, such as enhanced street sweeping and abrasive controls, for achieving required load reduction targets related to the Lake Tahoe TMDL. El Dorado County currently has acquired a high efficiency vacuum sweeper with a regeneration air system. Additional enhancement measures being pursued by El Dorado County include changing sweeping frequencies, targeting high use areas (intersections, high use streets), tandem sweeping and GPS equipped sweepers to track and measure effectiveness. El Dorado County is currently working with Caltrans to coordinate and share information relative to sweeping operations.
Lead Agency
El Dorado County
Supporting Agencies
Caltrans Tahoe Regional Planning Agency Lahontan Water Quality Control Board
Funding Needs
(1) High efficiency sweepers, (2) GPS equipment
Potential Funding Sources
(1) TRPA air quality mitigation funds, (2) El Dorado County Air Quality Management District, (3) The Tahoe Fund, (4) Southern Nevada Lands Management Act (SNPLMA)
Relationship to other Plans
Lake Tahoe TMDL Plan (TRPA) Meyers Area Plan Environmental Conservation Element Water Quality Project number 1
Special Considerations
Street sweeping technologies improve over time.

PAT LOWE TRAIL SNOW REMOVAL

Description
Remove and keep clear snow and ice from the Pat Lowe Trail on both sides of US 50 in downtown Meyers.
Action
El Dorado County will work the California Department of Transportation (Caltrans) and highway frontage property owners to remove and keep clear snow and ice from the Pat Lowe Trail.
Analysis
The Pat Lowe Trail follows both sides of US 50 from the intersection of SR 89 to Pioneer Trail for a distance of about one mile. A short section of this trail follows the east side of SR 89 to Pomo Street. Except for small sections of trail that are occasionally cleared of snow by property owners, this trail is not maintained in winter months, which is a hindrance to non-vehicular circulation in the downtown area.
Lead Agency
El Dorado County
Supporting Agencies
N/A
Funding Needs
(1) Snow removal equipment, (2) operator (either a private contractor or El Dorado County staff), and (3) equipment maintenance,
Potential Funding Sources
(1) El Dorado County Measure R, (2) TRPA Air Quality Mitigation Funds
Relationship to other Plans
Meyers Area Plan Transportation and Circulation Element Goal 8, Policy 8.2 Meyers Area Plan Transportation and Circulation Element Streets and Highways Project number 5 and Pedestrian/Bicycle Facilities Project number 17 Meyers Area Plan Recreation Element Trail System Project number 4
Special Considerations
Deep snow may occasionally prevent complete snow removal, cause the creation of high and/or unstable berms and snow walls, and cause ice build-up.

FORM A NON-PROFIT ORGANIZATION FOR MEYERS

Description
An IRS 501 (c) (3) charitable organization, 501 (c) (6) non-profit business league, or similar non-profit public benefit organization, should be formed in Meyers to assist with fundraising efforts for public works, public benefit, and environmental projects specifically identified in the Meyers Area Plan.
Actions
Meyers citizens or businesses will organize and incorporate a new non-profit charitable organization or business league under federal and state regulations. This will require drafting of bylaws and articles of incorporation; designation of corporate officers; drafting of corporate resolutions; and the establishment of bank accounts, a business location, operational procedures, and other requirements necessary for the establishment of a new non-profit corporation.
Analysis
Charitable organizations, business leagues and other public benefit business associations are common in the United States and help provide alternative funding for public projects, especially in established business districts. Currently, no such association exists for Meyers.
Lead Agency
No lead agencies have been identified – this will be a private endeavor.
Supporting Agencies and Organizations
Internal Revenue Service, California Secretary of State, El Dorado County, Chambers of Commerce, and the National Council of Nonprofits-California Chapter (CalNonprofits)
Funding Needs
Initial funding to cover legal fees and licenses associated with incorporation. Ongoing funding for future operations including legal fees, accounting and staffing.
Potential Funding Sources
Meyers Businesses and individuals.
Relationship to other Plans
Provides alternative funding for Meyers Area Plan implementation projects that may be unfunded or only partially funded by governments.
Special Considerations
Non-profit organizations require financial and time commitments by its members and supporters, and must be sustainable in order to be successful. The bylaws for this organization should be focused on projects identified in the Meyers Area Plan.

MONITORING AND TREATING INVASIVE SPECIES

Description
Treatment and removal of invasive weeds throughout the Meyers corridor allows for the establishment of a more desirable vegetative community, and improves the appearance of the streetscape. Soil amendments and alternate snow removal practices would need to occur simultaneously with weed treatments. Weed control along the bike trail would help prevent the spread of invasive weeds into neighboring areas, and can restore or enhance the ecosystem benefits provided by a more native landscape.
Action
The Tahoe Resource Conservation District (TRCD) will identify invasive weeds for treatment and will contract out to a certified herbicide applicator to perform the control work.
Analysis
Removal and control of invasive weeds in the Meyers corridor is an important consideration for improving the general aesthetics for business owners and bike trail users. It is also critical for preventing the spread of invasive weed species throughout the proposed bike trail connections and improvements included in the Recreation Element.
Lead Agency
Tahoe Resource Conservation District (TRCD)
Supporting Agencies/Organizations
Caltrans - roadway treatment and monitoring on state highways U.S. Forest Service – roadway and trail treatment on federal land CA Tahoe Conservancy – potential funding Tahoe Regional Planning Agency – planning and potential funding Tahoe Metropolitan Planning Organization (TMPO) – planning and potential funding Lake Tahoe Basin Weed Coordinating Group League to Save Lake Tahoe
Funding Needs
(1) Comprehensive weed survey, (2) Weed treatment, (3) Follow-up treatment
Potential Funding Sources
Possibly future EPA sponsored CWP funding through SNPLMA, 319 Federal Grant funds, the state funded IRWM, and the Tahoe Fund.
Relationship to other Plans
Meyers Area Plan Environmental Conservation Element Vegetation and Wildlife Project number 15
Special Considerations
US 50 Snow removal operations will need to be modified to accomplish long term success related to soil health and revegetation. Permission from private landowners is necessary prior to remove of invasive weeds on private properties.

INTEGRATE WASHOE MEADOWS STATE PARKS GENERAL PLAN

Description
Actively participate in the development of the Washoe Meadows State Park General Plan to ensure it provides recreational opportunities, trail connectivity, and environmental improvements consistent with the Meyers Area Plan Vision.
Action
The Meyers Advisory Committee (MAC) will work with California State Parks to provide constructive, written input to the development of the Washoe Meadows State Park General Plan. MAC will meet with CA State Parks staff during the winter/spring of 2014 for educational and informational updates as to the Park General Plan process. MAC will hold community workshops to develop specific comments related to the Washoe Meadows General Plan prior to the formal public input process, and will then participate in the formal General Plan public input process to refine the initial comments and participate fully in the formal process.
Analysis
California State Parks staff has begun gathering information and writing draft sections in the development of the Washoe Meadows State Park General Plan. The public input process phase was scheduled to begin in September 2013; however that process has been delayed due to a law suit filed over a meadow restoration project. If the legal issues are settled, the public input process for development of the General Plan is scheduled to begin in 2014. During the interim, State Parks staff suggests that the Meyers community meet with the Park representatives and review State regulations that govern the uses and activities that can be incorporated into the Washoe Meadows Park General Plan. By convening prior to the public process, the community can be educated as to the State process, opportunities and limitations for the Park. The community should then provide specific written comments to State Parks that will capture ideas and goals of the community for the future of the Park as it relates to the Meyers Vision.
Lead Agency
Meyers Advisory Committee (MAC)
Supporting Agencies
California State Parks El Dorado County Tahoe Regional Planning Agency
Funding Needs
None
Potential Funding Sources
Not needed
Relationship to other Plans
Meyers Area Plan Recreation Element Dispersed Recreation Project number 7
Special Considerations
State of California definitions for Recreation Areas, State Parks, Protection Areas etc., as related to the uses and activities allowed in the Washoe Meadows State Park.

PROVIDE SIERRA JUNIPER SEEDLINGS

Description
Coordinate with local non-profit or community groups to develop a funding source and nursery to provide low cost or free Sierra Juniper seedlings for use in the plan area.
Action
<p>Sierra juniper (<i>Juniperus occidentalis</i> subsp. <i>australis</i>), is a “long-lived and ruggedly picturesque” native, yet uncommon tree found in various locations in Meyers.</p> <p>The Meyers Advisory Committee (MAC) will collaborate with local non-profit groups, such as the Sugar Pine Foundation to coordinate public information campaigns to raise awareness of the species’ value as wildlife habitat and its attractiveness as a special natural landscape feature for Meyers, thereby creating demand for seedlings. MAC will also promote, encourage and coordinate informed seed collection efforts. MAC will apply for grants from national and local sources, and solicit donations from local organizations to fund seedling propagation, raising and holding-area contracts.</p> <p>Contacts and resources:</p> <p>Potential Seed Propagation and Nursery Contacts:</p> <ul style="list-style-type: none"> • Cal Forest Nursery (Etna, CA) for seedling propagation: www.calforest.com • Tahoe Outdoor Living (South Lake Tahoe, CA), (has worked under contract with the Sugar Pine Foundation for seedling care and holding): www.tahoeoutdoorliving.com <p>Assistance with Community Outreach and Education:</p> <ul style="list-style-type: none"> • The Arbor Day Foundation: www.arborday.org • United States Forest Service Urban and Community Forestry program: www.fs.fed.us/ucf/ • American Forest Foundation: www.forestfoundation.org <p>Grants and Technical Assistance:</p> <ul style="list-style-type: none"> • National Forest Foundation: www.nationalforests.org <p>Local Contacts:</p> <ul style="list-style-type: none"> • Sugar Pine Foundation: Phone 650.814.95656; www.sugarpinefoundation.org • USDA Tahoe Resource Conservation District: Phone 530.545.1501; tahoercd.org. <p>Additional Resources:</p> <ul style="list-style-type: none"> • Reforestation, nurseries and genetic resources: www.rngr.net • National Seed Laboratory: www.nsl.fs.fed.us/index.html
Analysis
<p>The species is not well known in terms of public popularity, as is the Sugar Pine, and seedlings were not available from tree nurseries in 2013. Efforts to promote the use of the species will require public information campaigns to create interest and demand. As seeds are difficult to propagate, it is recommended that nursery specialists be contracted specifically for that purpose. Education and training to organize seed collection efforts is also recommended to collect and provide seed materials to the contract nursery for seedling propagation. Seedlings require immediate planting or, if they are to be held for future planting, require longer-term care and potting until they are planted. Establishing a relationship and contract with a local nursery to provide long term care and over-wintering is recommended.</p> <p>Detailed information regarding habitat, characteristics, seed collection and propagation for Sierra Juniper can be found at: http://www.na.fs.fed.us/pubs/silvics_manual/Volume_1/juniperus/occidentalis.htm</p> <p>Additional information can be found at: http://www.conifers.org/cu/Juniperus_occidentalis_australis.php</p>
Lead Agency

Meyers Advisory Committee (MAC)
Supporting Agencies/Organizations
El Dorado County Tahoe Resource Conservation District Sugar Pine Foundation
Funding Needs
N/A for ongoing MAC meetings; grants and donations for public education and outreach; grants and donations for seed propagation contracts and nursery care.
Potential Funding Sources
The Tahoe Fund. Also see the list of potential granting agencies in the Action section.
Relationship to other Plans
Meyers Area Plan Environmental Conservation Element Goal 2 and Vegetation and Wildlife Project number 14
Special Considerations
Seedlings are essentially perishable goods and will require immediate attention and care. Also, Sierra juniper is a very slow growing tree that typically grows in poor high-altitude soils. Long-term commitment by the community is essential for the successful implementation of this strategy.

US 50 SNOW REMOVAL AND STORAGE OPERATIONAL IMPROVEMENTS

Description
Caltrans snow removal and storage operations along US 50 should not create a large berm which reduces visibility of signs, driveways and vehicles. A snow haul should be used following heavy snowfall to move the snow out of the immediate corridor so it does not accumulate over time. Likewise, property owners adjacent to US 50 should not store snow from their site along the highway frontage where it will act to compound visibility of commercial development.
Action
El Dorado County and Caltrans will coordinate to identify and implement feasible changes to snow removal and storage operations along US 50. Operational improvements should consider vehicle, pedestrian, and bicycle safety; the visibility of adjacent businesses; funding sources and cost constraints; year-round use of the Class 1 multi-use trail; and impacts on native vegetation and landscaping.
Analysis
Need to determine creative funding sources. Need to determine where to store the snow. Need to define timing for snow removal operations – will it occur only during major storms (to be defined) or for all snow removal operations?
Lead Agency
Caltrans
Supporting Agencies
El Dorado County – coordinate snow removal on side streets and location(s) for snow storage CA Tahoe Conservancy – potential snow storage locations
Funding Needs
(1) Land – snow storage site(s), (2) regulatory compliance – snow storage site(s), (3) operation – Expansion of snow removal operations and addition of snow hauling equipment, and (4) Maintenance – Maintain BMPs at snow storage site(s)
Potential Funding Sources
(1) El Dorado County Measure R
Relationship to other Plans
Meyers Area Plan Standards and Guidelines Subsections C.1.l and C.5.d Meyers Area Plan Transportation and Circulation Element Goal 8, Policy 8.2 Meyers Area Plan Transportation and Circulation Element Streets and Highways Project number 5 and Pedestrian/Bicycle Facilities Project number 17 Meyers Area Plan Recreation Element Trail System Project number 4
Special Considerations
N/A

BACKCOUNTRY ACCESS – ROCK CLIMBING AND WINTER TRAILS INVENTORY

Description
Coordinate with land management agencies to inventory and advertise existing rock climbing and bouldering areas, and winter backcountry trails.
Action
With the assistance of the U.S. Forest Service, California State Parks; and other land management agencies, private outfitter businesses, and outdoor enthusiasts; inventory and advertise these outdoor amenities to the general public in various forms of popular media. May involve new parking and accessory facilities (restrooms, signs, etc.) at trailheads and staging areas.
Analysis
Meyers is located in close proximity to world-class rock climbing and bouldering areas, and is the hub for winter access into the surrounding backcountry, including the Desolation Wilderness Area and several National Forest Roadless areas and state park lands. These natural attractions are important to the health and well-being of its residents and provide potential business opportunities to climbing and backcountry outfitter businesses.
Lead Agency
Non-profit groups
Supporting Agencies
U.S. Forest Service, California Tahoe Conservancy, California State Parks, interpretative organizations
Funding Needs
Funds are needed to gather data and publish, distribute and advertise results in appropriate media. Funds may also be needed for trailhead facilities for access to some sites.
Potential Funding Sources
Lake Tahoe Visitors Authority, local chambers of commerce, private donations, outfitter businesses; and recreation providers and land management agencies
Relationship to other Plans
Meyers Area Plan Recreation Element Goals 3 and 4 and Dispersed Recreation Project number 9
Special Considerations
The U.S. Forest Service inventories many recreational opportunities at Lake Tahoe and would be a good resource for initial information. In addition, there are several privately published guidebooks that cover the Meyers area.

TRANSIT SERVICE COORDINATION

Description
Improved transit service between Meyers and the City of South Lake Tahoe
Action
El Dorado County will coordinate with the Tahoe Transportation District (TTD), transit providers and recreation area shuttles to improve transit service between Meyers and the City of South Lake Tahoe, and to provide high quality transit stops and facilities which encourage ridership and are designed in accordance with the Area Plan Design Review Guidelines.
Analysis
Transit service between Meyers and the City of South Lake Tahoe is currently limited to a dial-a-ride service for the elderly and disabled only. Previous attempts at providing regular transit service to Meyers in years past were curtailed over a decade ago due to poor ridership and lack of funding. In order to determine the feasibility of providing regular transit service between the City and Meyers, it is recommended that a ridership demand and fiscal analysis be conducted by TTD. In addition, it is recommended that the El Dorado County Transportation Commission work with the Tahoe Transportation District to discuss ways of providing improved service to the Meyers community.
Lead Agency
Tahoe Transportation District (TTD)
Supporting Agencies
BlueGo Tahoe Regional Planning Agency Tahoe Transportation District (TTD) Tahoe Metropolitan Planning Organization (TMPO)
Funding Needs
(1) Right-of-way acquisition for transit stops, (2) transit stop planning and design, (3) environmental review, (4) construction, (5) maintenance, and (6) directional and interpretative signage and pavement striping, (7) advertising.
Potential Funding Sources
(1) El Dorado County, (2) Air quality mitigation funds, (3) Tahoe Metropolitan Planning Organization and Tahoe Transportation District, (4) The Tahoe Fund, (5) Meyers employers
Relationship to other Plans
Regional Transportation Plan (TRPA) Meyers Area Plan Transportation and Circulation Element Goal 3 and Transit Service Project numbers 10, 11 and 12
Special Considerations
Winter conditions and US 50 traffic may impact the efficiency of future transit services.

STREAMLINE APPROVAL OF GUIDE AND OUTFITTER SERVICES

Description
Streamline outfitter and guide permits with the Lake Tahoe Basin Management Unit (LTBMU) of the United States Forest Service.
Action
El Dorado County elected officials and staff will work with the LTBMU leadership to streamline the permitting process for future outfitter and guide services that choose to operate in Meyers.
Analysis
The USFS permit process for guide and outfitter services can be a long and cumbersome process, and is not currently a priority with the Forest Service. This is an obstacle to guide and outfitter services who may want to locate in Meyers and take advantage of public lands surrounding the community for their business.
Lead Agency
El Dorado County
Supporting Agencies
TRPA
Funding Needs
None
Potential Funding Sources
None needed
Relationship to other Plans
Meyers Area Plan Recreation Element Dispersed Recreation Project number 8
Special Considerations
The USFS will require a “needs analysis” to be performed prior to any programmatic environmental review for new outfitter or guide services. This analysis may need to address National Forest resource capacities, existing resource utilization, resource sustainability, and alternate resources available on private lands. USFS permits will require environmental analysis pursuant to the National Environmental Policy Act (NEPA). A prospectus level analysis may be required for resource allocation when limited resources could be potentially over exploited to ensure that multiple applicants are evaluated fairly.