

EL DORADO COUNTY TRAFFIC ADVISORY COMMITTEE MEETING

SOUTH LAKE TAHOE Meeting Minutes

Wednesday, April 17, 2024 at 9:00 A.M.

Meeting Location: Zoom Conference Call

VOTING COMMITTEE MEMBERS:

Rafael Martinez, Director of Transportation – Present
Brian Mullens, Deputy Director of Maintenance and Operations – Present
Lieutenant Derek Crangle, California Highway Patrol (South Lake Tahoe Office) – Present
Lieutenant Lance Bryant, El Dorado County Sheriff's Department – Present
Lavleen Cheema, County's Risk Management Office – Present

STAFF:

Jim Hunnicutt, Department of Transportation, Traffic Superintendent – Present
Liz Hess, Department of Transportation - Present

PUBLIC ATTENDANCE:

A total of one (1) attendee of the public and two (2) panelists attended this Traffic Advisory Committee Meeting.

Donaldo Palaroan, Sr Civil Engineer, Department of Transportation South Lake Tahoe
Matt Moody, Maintenance Superintendent, Department of Transportation South Lake Tahoe
Lisa Watson, Assistant to Supervisor Brooke Laine

MINUTES

Chairman Rafael Martinez called the meeting of the Traffic Advisory Committee to order at 9:07 a.m. with Brian Mullens, Lieutenant Derek Crangle, Lieutenant Lance Bryant and Lavleen Cheema present.

ADOPTION OF AGENDA:

Chairman Rafael Martinez motioned to adopt the agenda and consent calendar which was seconded by Brian Mullens. Motion passed by voting members unanimously.

OPEN FORUM:

N/A

“ENGINEERING AND TRAFFIC SURVEYS” ON CONSENT CALENDAR:

The Committee may approve any or all the following “Engineering and Traffic Surveys” in an omnibus approval. Items not approved in the omnibus Consent Calendar will be addressed separately by the Committee. Brian Mullens motioned to approve the consent calendar, seconded by Chairman Rafael Martinez.

- 1. Speed Zone Survey on South Upper Truckee Road from US Highway 50 to Memory Lane (Study Length 3.18 Miles):**
Staff recommendation to retain the existing “35 MPH” speed limit with radar enforcement.
- 2. Speed Zone Survey on Cold Creek Trail from Pioneer Trail to Del Norte Street (Study Length 1.02 Miles):**
Staff recommendation to retain the existing “25 MPH” speed limit with radar enforcement.
- 3. Speed Zone Survey on Mandan Street from Apache Avenue north to Pioneer Trail (Study Length 0.88 of a Mile):**
Staff recommendation to retain the existing “35 MPH” speed limit with radar enforcement.
- 4. Speed Zone Survey on North Upper Truckee Road from US Highway 50 to Lake Tahoe Boulevard (Study Length of 2.32 Miles):**
Staff recommendation to retain the existing “40 MPH” speed limit with radar enforcement.
- 5. Speed Zone Survey on View Circle from Lake Tahoe Boulevard (S) to Lake Tahoe Boulevard (N) (Study Length 0.55 of a Mile):**
Staff recommends a 5-year extension for the “35 MPH” speed limit survey due to low traffic volume. Staff will re-evaluate the speed zone after 5 years to determine if the speed zone is warranted. Until that time, staff recommends continuing radar enforcement by the California Highway Patrol.

COUNTY TRAFFIC ITEMS:

N/A

OPEN DISCUSSION:

- 1. Discuss the existing 10-ton weight limit on Pioneer Trail and whether or not it should be changed. Also discuss whether a weight limit on North Upper Truckee and Lake Tahoe Boulevard would help or hinder traffic flows, residential access, and enforcement during snow removal operations.**

Jim Hunnicutt summarized the history of the 10-ton weight limit on Pioneer Trail back to the late 1980's when it was established. The County and the City of South Lake Tahoe have a similar condition on Lake Tahoe Boulevard which includes truck traffic using Lake Tahoe Boulevard to Sawmill or North Upper Truckee Road. This is a tool we can use to establish a weight limit restricting trucks and redirecting them back to Highway 50. Brian Mullens mentioned during the winter months, the accidents which occur in the Angora area prevents County snowplows from access.

Donaldo Palaroan expressed concern of two drainpipe crossings on Lake Tahoe Boulevard and North Upper Truckee Road with shallow cover. Overweight vehicles could potentially damage this infrastructure.

Staff was directed to conduct a study to confirm if the City has eliminated their weight restrictions from Highway 50 to D Street on Lake Tahoe Boulevard. If so, do not place a weight restriction which will allow commercial vehicles to access Highway 50 via Sawmill.

Additionally, look into placing weight restrictions from Sawmill to Highway 50 on North Upper Truckee as this will give CHP authority to cite commercial vehicles avoiding chain control.

- 2. Discuss continuity between South Lake Tahoe and West Shore snow removal ordinances. Snow removal to commence November 1 and continue to the following May 1. Amend the following Ordinance:**

Sec. 10.12.184. - Same—Lake Tahoe Basin Watershed Area; interference prohibited.

A. In unincorporated areas of the County within the Lake Tahoe Watershed Area, no person shall park any vehicle on a County-owned public road, highway, or right-of-way, except in areas specifically designated by signs to permit such parking, during the period for which the Director of Transportation has declared a "snow removal condition" exists. In addition to the foregoing, it is unlawful to park on a County-owned public road, highway, or right-of-way in that portion of the County lying south of the Placer/El Dorado County line, and north of the Placer/El Dorado County line, and north of the Bliss State Park's north boundary within the Lake Tahoe Basin Watershed Area, during the period commencing November 1 of each year, and continuing to the following May 1, except in areas specifically designated by signs to permit such parking.

1. In addition to citation powers, any officer specified in Vehicle Code § 22651 may remove or cause to be removed a vehicle in violation of this section.

2. For purposes of this section, the term "park" or "parking" means the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaging in loading or unloading of merchandise or passengers.

B. Whenever any officer, as defined in Vehicle Code § 22651, finds a vehicle standing upon a highway in violation of Subsection A of this section, the officer may move the vehicle or require the driver or other person in charge of the vehicle to move it, or may remove and store the vehicle.

C. No person shall throw or deposit or cause to be thrown or deposited upon a highway any snow or ice in an amount or manner likely to constitute a hazard to vehicular traffic.

Brian Mullens summarized his experience and numerous requests to change the, "When snow removal conditions exist," ordinance to match West Shore (Tahoma), "No Parking November 1 to May 1." The phrase, "When snow removal conditions exist," can have different meanings and is open to interpretation. CHP Lieutenant Derek Crangle, Sheriff Lieutenant Lance Bryant, and Lavleen Cheema all expressed support for something transparent with set guidelines. The set dates will be less ambiguous with both residents and visitors, while creating continuity with neighboring jurisdictions.

Brian Mullens directed staff to evaluate, prepare findings, and make recommendations for the next meeting.

3. Discuss lane configuration on Lake Tahoe Boulevard between D Street and Sawmill Road, reduce 4 lanes to 2 lanes. (SLT Road Maintenance)

Brian Mullens would like feedback from the committee and staff about reducing striping to one lane each direction, down from the existing two in each direction. There were plans to develop residential communities in this area in the 1960's which never came to fruition. In 2007, Lake Tahoe Boulevard was a prominent evacuation route during the Angora Fire. The roadway width was an important asset during the evacuation. This discussion is to re-stripe from two to one lane while not removing the width/capacity of the roadway. Donald Palaroan described the proposed lane configuration with a 2-foot paved shoulder, 12-foot standard travel lane, and a bike lane on the outside. The County was not successful in securing grant funding in 2014, to create a bike/pedestrian safety project.

Chairman Rafael Martinez compared traffic volumes of Pioneer Trail, a two-lane road with 8,000 vehicles per day, to Lake Tahoe Boulevard with 4,000 vehicles per day. There is ample room for daily capacity growth even as a two-lane roadway.

Traffic Operations will continue to work closely with Tahoe Engineering as we move forward to explore grant funding and implement the proposed lane configurations into those future projects.

ADJOURNMENT:

With no further questions or matters for the Committee's attention, Brian Mullens motioned to adjourn the meeting, seconded by Chairman Rafael Martinez at 10:14 a.m.

Minutes Approved By:  on May ^{21^{RM}} ~~21~~ 24
Chairman Rafael Martinez Date

JH:bm