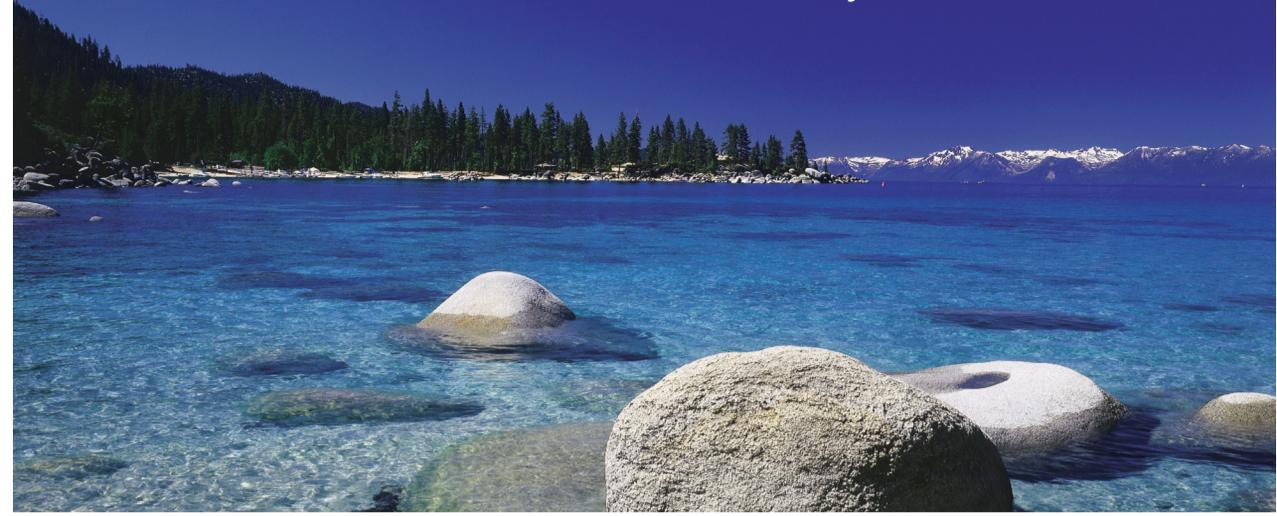


SR 89/Fanny Bridge Community Revitalization Project

Know The Answers to the Most Commonly Asked Questions



The Tahoe Transportation District (TTD) SR 89/Fanny Bridge Community Revitalization Project plans to reconstruct the historic 83 year-old structurally deficient Fanny Bridge, while working to alleviate traffic in the following areas: on State Route 89 (West Shore Drive) heading into Tahoe City, the Truckee River Crossing and along SR 89 north of Tahoe City. Other project goals include enhancing the economic and social vitality of the area along with providing additional emergency access and evacuation egress.

The TTD has made presentations in the Tahoe City community since January 2011 about the proposed SR 89/ Fanny Bridge Community Revitalization Project and its alternatives. Several questions are frequently asked. In an effort to more widely disseminate the answers to these questions, the TTD is presenting the answers in the Sierra Sun.

Where did the idea for this project come from?

Residents and local and regional planning documents. The Project is included in and/or consistent with the following:

- Tahoe City Community Plan 1994
- SR 89 Caltrans Transportation Concept Report 2000 (web link)
- Lake Tahoe Environmental Improvement Program
- Lake Tahoe Regional Transportation Plan – Mobility 2030
- Caltrans Project Study Report 2002
- Purpose and Needs Statement
- North Lake Tahoe Tourism and Community Investment Master Plan
- Lahontan Regional Water Quality Control Board – TMDL Report

To review these documents, visit: www.tahoetransportation.org.

Why is the project necessary now?

•Fanny Bridge, built in 1928 and on the National Register of Historic Places, is structurally deficient. The bridge is in need of both historic preservation as well as structural

rehabilitation.

- The community needs to plan ahead for future and peak transportation demands.
- Provide additional emergency access and evacuation routes.
- Promote economic health by keeping traffic moving during peak times, so people can get (or plan to go) to various locations.
- To ensure on time reliability of existing and future transit services.
- To make the Wye area in Tahoe City safer for bicyclists and pedestrians.
- To reduce the impact to environmental thresholds. Up to 70% of the fine sediments in Lake Tahoe are a result run-off from the urban/developed areas.
- Gives the community an opportunity for a street area to use for street fairs, farmers markets, parades, etc on the existing SR 89 alignment once complete.

How would the project be paid for?

Upon selection of a preferred alternative, the project would be funded by various federal and state funding sources which could include funds from Prop 1B, a seismic retro-fit program; from 40 million Californians; only 3000 are in the Tahoe Basin, Placer County.

Why was the project not completed the first time?

There were funding and contract constraints.

Is there an alternative to fix the existing bridge being considered?

The Tahoe Transportation District Project Delivery Team evaluated replacing the bridge in-kind. Just replacing the bridge does not meet the project's Need and Purpose for several reasons. Two travel lanes will not accommodate future year traffic to an acceptable level of service and would not enhance emergency ingress and egress. Traffic models indicate that a five-lane bridge will be necessary for future traffic volumes. The size of a five-lane bridge would have significant impacts to adjacent businesses.

How would visitors know where Tahoe City and Lake Tahoe are located?

New signage. State Highways allow for easy to read signs. Essential facilities would be listed, for example, gas stations, eateries, public bathrooms. Access to Tahoe City, Lake Tahoe, Fanny Bridge and the historic district would be clearly noted as part of this new and improved signage.

What does the Tahoe Transportation District (TTD) do and how did it originate?

The TTD is responsible for facilitating and implementing safe, environmentally positive, multi-modal transit plans, programs and projects.

In 1969 Congress authorized the first bi-state Compact for sharing Lake Tahoe resources/responsibilities. The U.S. Congress amended the Compact in 1980 (with Public Law 96-551) which also established the Tahoe Transportation District (TTD).

Who are the project development partners?

Caltrans/D3; Lahontan Regional Water Quality Control Board; United States Forest Service (USFS) /R5; Tahoe Regional Planning Agency (TRPA); CA State Parks; Tahoe Transportation District; Placer County Public Works, Tahoe City Public Utility District (TCPUD).

Learn more at:

www.tahoetransportation.org

To schedule a presentation or for additional information on the project, contact Margaret Skillicorn, Community Outreach Specialist at: suggestions@fannybridge.org



**Tahoe Transportation
DISTRICT**

The Project did not come from these documents. These documents were developed as part of the Project.