



TAHOE CHAMBER

When Tahoe means business.

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June 20, 2019

The Honorable Sue Novasel, Chair
Honorable Members, El Dorado County Board of Supervisors
330 Fair Lane, Building A
Placerville, CA 95667

Dear Chair Novasel and Supervisors:

Members of the Tahoe Chamber Board and staff have attended informational meetings about the options being considered for intersection improvements at Pioneer Trail and US Highway 50. The full Board received a project briefing at our June 20th meeting from Mr. John Kahling of the El Dorado County Department of Transportation.

On behalf of its members in the Meyers business district and other interested parties within our organization, we were active with the County and Meyers community in the development and adoption of the Meyers Area Plan. We also reviewed recommendations of the Road Safety Audit conducted along the Highway 50 corridor in the Meyers area.

We know the existing infrastructure at the Pioneer Trail - US 50 intersection is not acceptable. It is an old design that lacks the contemporary safety features that an intersection handling this level of vehicle, bicycle, and pedestrian volume should include. **Accordingly, we do not support any "no build" option. The intersection must be improved.**

In comparing the **Upgraded Signal** and **Roundabout** options, **we find the Roundabout to be the superior option.** We appreciate and endorse the key design features of this option, including:

- A single lane roundabout but with a separated westbound/southbound bypass lane, and a separated northbound/eastbound free right turn lane onto Pioneer Trail;
- Single lane pedestrian crossings at all crossing directions;
- Bicycle lane and trail connections in all directions;
- A central island with opportunities for landscaping;
- Reduced traffic speeds through the intersection will improve safety for all users.

As you may know, for many of the same reasons of safety and multi-modal functionality, Tahoe Chamber also supported the roundabout currently under construction by Caltrans at the US 50/SR 89 Intersection at the west end of Meyers. It is instructive to note that during our many conversations with local businesses, particularly those located along the Highway 50 corridor, they expressed their belief that roundabouts at each end of Meyers would help define their business district. Today, there is no such definition and the

highway setbacks and speed limit through Meyers, too high in our opinion, makes it difficult for motorists to see the diverse array of local businesses. The high speed through Meyers is also an impediment to improved bicycle and pedestrian safety.

In summary, on behalf of our membership, the Board of Directors of the Lake Tahoe South Shore Chamber of Commerce supports the Roundabout Option as the preferred option for construction at the intersection of Pioneer Trail and US Highway 50.

Respectfully submitted,



John Packer
Board Chair



Steve Teshara
Chief Executive Officer