

**Application**

**Project Applicant Information**

<b>Lead Agency or Organization: County of El Dorado</b>			
<b>Mailing Address: 924 B Emerald Bay Rd.</b>			<b>Contact Person Name: Brendan Ferry</b>
<b>City: S. Lake Tahoe</b>	<b>State: CA</b>	<b>Zip: 96150</b>	<b>Title: Principal Planner</b>
<b>Phone: (530) 573-7905</b>			
<b>E-mail: brendan.ferry@edcgov.us</b>			
<b>Website (if available): www.edcgov.us</b>			

**Project Information**

<b>Project Name: Meyers Sustainable Mobility Plan Project</b>
<b>Project Type (Check one):</b>
<b><u>On Our Way Large Grant Program:</u></b>
Street or Neighborhood Project <input checked="" type="checkbox"/> Program or Policy Study _____ Final Design Project _____
<b><u>On Our Way Small Grant Program:</u></b>
Small Project _____
<b>Brief Project Summary. Include a description of the primary project goals:</b>
<p>The Meyers Sustainable Mobility Plan Project (MSMPP) will provide a conceptual multimodal “complete streets” planning strategy for the U.S. Highway 50/State Route 89 corridor, consistent with the vision of the Meyers Area Plan (MAP). The corridor serves as a gateway to the Lake Tahoe basin, which sees an estimated 1.5 million travelers per year (Lake Tahoe Visitor Authority pers. comm.). The corridor provides conveniences, services and access to visitors and locals alike. The MSMPP will assess existing transportation conditions and multimodal opportunities and constraints to develop alternatives based on goals and objectives identified through recent and ongoing MAP public outreach. Bike and pedestrian alternatives to the Highway 50 corridor have been identified through these public workshops and will be studied (underpasses at the Truckee River just west of the Town Center and a bike/pedestrian bridge connecting E. San Bernardino Ave). The County of El Dorado (County) has not selected a consultant at this time; therefore minor changes to the scope of work may be necessary to integrate approaches recommended by the consultant or other participating stakeholders. The County’s intent is that the MSMPP will lead to final planning, environmental analysis, detailed design, and implementation.</p> <p>The primary goals of the MSMPP are:</p> <ul style="list-style-type: none"> <li>• Promoting economic reinvestment through streetscape improvements such as landscaping, lighting, and signage to attract visitors.</li> <li>• Installing traffic calming measures and “complete streets” concepts through the corridor.</li> <li>• Improving mobility and accessibility through the corridor.</li> </ul>

- Providing multimodal transportation improvements to promote sustainable living within the community and to attract visitors to use the existing infrastructure.
- Increasing public safety.
- Identifying enhanced operations and maintenance procedures in the corridor.
- Enhancing health and the environment through water quality improvements and alternative transportation opportunities.

**Describe the geographic area that the project will affect:**

The primary focus of the work will be the Meyers Town Center along the Highway 50 corridor from Pioneer Trail on the east to the Upper Truckee River to the west and extending to East San Bernardino Ave on the northeast.

Meyers still functions as a "way station" for visitors. It is a hub for access to a world-class variety of recreational activities, including but not limited to hiking, biking, climbing, skiing and other winter and summer pursuits. It is the commercial and social center for the Meyers community. Located just south and west of Lake Tahoe, it retains its own character, surrounded by spectacular mountain peaks, mature pine and fir forests, and the Upper Truckee River. It is bounded residential neighborhoods, Washoe Meadows State Park, Lake Valley State Recreation Area, and national forest lands. It is home to facilities that provide a variety of local, state and federal services, including a maintenance facility for the El Dorado County Transportation Division, County Animal Services, a Caltrans Maintenance Facility, California Highway Patrol Dispatch Center, US Forest Service Work Station, US Forest Service Fire Station, the Lake Valley Fire Protection District and the Lake Tahoe Environmental Science Magnet School. Recently, the California Conservation Corps (CCC) relocated its service center to the Meyers Commercial District. Meyers is a unique mountain community that serves a diverse demographic of local residents and visitors from throughout California and the world.

**Project Need (Describe barriers that the project is intended to address. Discuss how the project will lead to improvements in mobility, economic vitality, community capital, and environmental impacts):**

Quoting the Meyers Area Plan, "Perhaps the most significant physical feature in Meyers is the US 50 right-of-way. Originally planned to contain a four lane, limited access freeway and frontage roads, it contains only two travel lanes and a center turn lane. The right-of-way varies in width from approximately 100 feet at the east end of Meyers to 280 feet near the west end of Meyers. Undeveloped land within the right-of-way is mostly disturbed and has adversely affected the community in terms of circulation, water quality, site planning, architectural design and business activity." (MAP 3-1) Highway 50 through Meyers is the busiest gateway in the Tahoe Basin and is the main street of the Meyers community. Residents and visitors alike struggle to cross the highway in automobiles, on bicycles and by foot because there are currently no crosswalks. The statement, "Harder than making a left turn in Meyers" is a local joke. The existing multiuse paths are not well integrated into the larger transit system and are covered by snow for much of the year.

Community input documented from public meetings and Meyers Community Advisory Council (MCAC) meetings over the past two years have confirmed four specific significant issues to address: 1) Inconsistent roadway design to support multi-modal complete streets goals; 2) Lack of adequate bicycle and pedestrian connectivity between residential, school, and commercial areas; 3) Need for

safety enhancements, including intersection and crosswalk improvements; and, 4) Inadequate streetscape and landscaping to support improved appearance and viable function of the Meyers commercial core to attract customers.

This sustainable transportation proposal will consider these issues along with context sensitive issues dealing with the operations and maintenance of the state highway (e.g.: snow removal, chain-up operations, water quality improvements, right of way options, etc.).

**Work Plan and Timeline (Describe in detail the steps that will be taken to achieve project goals, and the timing of these steps. Identify deliverables that are expected throughout the project. Include a description of how public involvement will be integrated into the project):**

The following is the proposed Work Plan for the Project.

**1. Project Initiation**

**Task 1.1 – Project Kick-off Meeting**

The County will hold a kick-off meeting with TRPA staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information.

**Task 1.2 – RFP for Consultation Services**

The County will complete the RFP process to select a consultant using the proper procurement procedures.

**Task 1.3 – Staff Meetings/Coordination**

The County will put together the Project Development Team (PDT). The PDT will be involved in coordination meetings between the County, their Consultant, TRPA, Caltrans, and other potential development team members to ensure open communication on task expectations, schedule, and budget.

- **Responsible Party: El Dorado County Project Manager (Applicant)**

<b>Task</b>	<b>Deliverable</b>
1.1	Electronic meeting minutes e-mailed to the project team
1.2	RFP posted on the County website and executed consultant contract
1.3	Electronic meeting minutes e-mailed to the PDT after meetings

**2. Public Outreach**

**Task 2.1 - Prepare Initial Stakeholder List**

The Consultant will prepare an initial mailing and contact list of agencies, organizations, neighboring

property owners, community members, and other stakeholders that may have interest in the project. All meetings will be publicly noticed through multiple gateways as described in the planning grant application. Public notices will be in English and Spanish and reasonable accommodations for alternate languages or impairments will be made upon request.

**Task 2.2 - Community Workshop #1**

The Consultant will outline streetscape design concepts at a workshop introducing the project to the public, defining the project parameters and goals and objectives, informing the community of project opportunities and constraints, and soliciting community input. The workshop will include a walking tour of the Meyers corridor. If inclement weather limits a walking tour, the Consultant will include a video tour and photosimulations for the public. The Consultant will prepare meeting materials including a PowerPoint presentation, video tour and photosimulations if necessary, a 1-page handout to present at the community workshop and a workshop summary.

**Task 2.3 - Community Workshop #2**

The Consultant will prepare a PowerPoint presentation and photosimulations to present proposed alternative concepts and opportunities and constraints; and will solicit community input to inform the Draft MSMP. The Consultant will prepare meeting materials including a PowerPoint presentation, photosimulations, a 1-page handout to present at the community workshop and a workshop summary.

**Task 2.4 - Community Workshop #3**

The Consultant with assistance from the County will prepare a PowerPoint presentation and photosimulations to present the Preferred “complete streets” Alternative(s) and solicit community input on the Final MSMPP.

- **Responsible Party: El Dorado County Project Manager (Applicant), Consultant(s)**

Task	Deliverable
2.1	Mailing and contact list
2.2	PowerPoint presentation, video tour, photosimulations (if necessary), handout, and workshop summary
2.3	PowerPoint presentation, photosimulations, handout, and workshop summary
2.4	PowerPoint presentation, photosimulations, handout, and workshop summary

**3. Meyers Sustainable Mobility Plan**

The County and Consultant will meet with the PDT to provide background data, define the study area, and tour the area to discuss the identified issues, potential opportunities and constraints, as well as standards that should be used to guide the preparation of the MSMPP.

**Task 3.1 – Data Gathering and Conceptual Ideas for Improved Pedestrian Mobility**

The Consultant’s data gathering investigation will include: existing policies, programs, acquisition, constructability, complete streets concepts, land use compatibility, right of way, and travel projections. Particularly, the pedestrian connection between East and West San Bernardino Avenues will be studied. The Consultant will utilize information developed from the existing U.S. 50 and Apache Avenue Draft Signal Warrant Study (2008) and Meyers Operation Study (Phase II -2010) which evaluated existing transportation conditions at U.S. 50 and Apache Avenue (north)/Santa Fe Road, Pioneer Trail, South Upper Truckee Road and North Upper Truckee Road including traffic counts, accident data, and vehicle speed surveys (prepared by Leigh, Scott, and Cleary Transportation Consultants). The consultant will examine feasibility of bike/pedestrian underpasses of Highway 50 and a bike/pedestrian bridge over the Upper Truckee River connecting East San Bernardino Ave and move these studies toward environmental analysis. The Consultant will also utilize outcomes from the Meyers Area Plan process and the public workshops to help inform the MSMPP.

**Task 3.2 – ROW Enhancement Study**

The Consultant will study potential Caltrans right of way enhancements, including but not limited to: partial relinquishment to the County, business improvement district, and other cooperative agreements. The Consultant will meet with Caltrans, the County and Meyers business owners to investigate potential right of way strategies that would help facilitate the goals of achieving a “complete streets” concept in Meyers.

**Task 3.3 –GHG Reductions Analysis**

The Consultant will perform an analysis of greenhouse gas reductions from the community-scale transportation improvement alternatives that can support updates to the Sustainable Communities Strategies and SB 375.

**Task 3.4 – Complete Streets Conceptual Alternatives**

The Consultant will develop context sensitive "complete streets" conceptual alternatives, consistent with Caltrans' Complete Streets Deputy Directive 64-R1, to accommodate the planning and implementation of traffic calming measures, enhanced streetscape and landscape features, additional bicycle/non-motorized shared use trails and connections to existing trails.

**Task 3.5 – Operations and Maintenance Practices**

The Consultant will meet with Caltrans, the County and the Meyers business owners to study the existing operations and maintenance practices in the corridor. The Consultant will then produce concept level operations and maintenance practices enhancement recommendations.

**Task 3.6 – Sustainable Mobility Plan**

The Consultant will produce a Draft and Final Sustainable Mobility Plan for the Meyers community. The Plan will incorporate all of the elements described above. The Plan will lead to implementable strategies to achieve the “complete streets” goals of the Meyers community.

- **Responsible Party: El Dorado County Project Manager, Consultant(s)**

Task	Deliverable
------	-------------

On Our Way Community Grant Program Round 1

3.1	Improved pedestrian mobility alternatives, meeting minutes
3.2	ROW enhancement strategies and alternatives
3.3	GHG reduction analysis
3.4	Complete streets conceptual alternatives
3.5	Operations and maintenance recommendations
3.6	Draft and Final Sustainable Mobility Plan

**4. Project Management and Administration**

**Task 4.1 – Fiscal Administration**

Submit complete invoice packages to TRPA staff based on milestone completion – at least quarterly, but no more frequently than monthly.

**Task 4.2 – Quarterly Reporting**

Submit complete quarterly reports to TRPA staff providing summary of project progress and grant/local match expenditures.

- **Responsible Party: El Dorado County Project Manager (Applicant)**

Task	Deliverable
4.1	Invoice Packages
4.2	Quarterly Reports

The following table outlines the timelines and costs associated with the proposed Project tasks.

On Our Way Community Grant Program Round 1

Project Title		Meyers Sustainable Mobility Plan Project				Grantee	County of El Dorado																				
Task Number	Task Title	Responsible Party	Budget			FY 2014/15						FY 2015/16						Deliverable									
			Total Cost	Grant Amount	Local Cash Match	Local In-Kind Match	J	A	S	O	N	D	J	F	M	A	M		J	J	A	S	O	N	D	J	F
1.0	<b>Project Initiation</b>																										
1.1	Project Kick-off Meeting	Applicant	\$1,375	\$1,250	\$125																						Electronic meeting minutes e-mailed to the project team
1.2	RFP for Consultation Services	Applicant	\$2,750	\$2,500	\$250																						RFP posted on the County website and executed consultant contract
1.3	Staff Meetings/Coordination	Applicant	\$1,375	\$1,250	\$125																						Electronic meeting minutes e-mailed to the FDT after meetings
2.0	<b>Public Outreach</b>																										
2.1	Prepare Initial Stakeholder List	Consultant	\$1,375	\$1,250	\$125																						Mailing and contact list
2.2	Community Workshop # 1	Consultant	\$4,400	\$4,000	\$400																						Pow erPoint presentation, video tour, photosimulations (if necessary), handout, and workshop summary
2.3	Community Workshop # 2	Consultant	\$4,400	\$4,000	\$400																						Pow erPoint presentation, photosimulations, handout, and workshop summary
2.4	Community Workshop # 3	Consultant	\$4,400	\$4,000	\$400																						Pow erPoint presentation, photosimulations, handout, and workshop summary
3.0	<b>Meyers Sustainable Mobility Plan</b>																										
3.1	Data Gathering and Conceptual Ideas for Improved Pedestrian Mobility	Consultant	\$16,500	\$15,000	\$1,500																						Improved pedestrian mobility alternatives, meeting minutes
3.2	ROW Enhancement Study	Consultant	\$11,000	\$10,000	\$1,000																						ROW enhancement strategies and alternatives
3.3	GHG Reductions Analysis	Consultant	\$11,000	\$10,000	\$1,000																						GHG Reduction analysis
3.4	Complete Streets Conceptual Alternatives	Consultant	\$82,500	\$75,000	\$7,500																						Complete streets conceptual alternatives
3.5	Operations and Maintenance Practices	Consultant	\$7,425	\$6,750	\$675																						Operations and maintenance recommendations
3.6	Sustainable Mobility Plan	Consultant	\$60,500	\$55,000	\$5,500																						Draft and Final Sustainable Mobility Plan
4.0	<b>Project Management and Administration</b>																										
4.1	Fiscal Administration	Applicant	\$5,500	\$5,000	\$500																						Invoice Packages
4.2	Quarterly Reporting	Applicant	\$5,500	\$5,000	\$500																						Quarterly Reports
<b>TOTALS</b>			<b>\$220,000</b>	<b>\$200,000</b>	<b>\$20,000</b>																						

**Project Partnerships (Describe the partners that must be involved in development of this project in order to ensure by-in and commitment to the final product. How will these partners be included in project development?)**

Stakeholders are expected to include business and community leaders from the Meyers area, broader business representation through the Lake Tahoe South Shore and South Lake Tahoe chambers of commerce, Lake Tahoe Unified School District and the Lake Tahoe Environmental Science Magnet School, Bijou Community School Immersion Program, California Conservation Corps, California Tahoe Conservancy, California State Parks, USDA Forest Service - Lake Tahoe Basin Management Unit, Lake Valley Fire Protection District, Tahoe Resource Conservation District, Natural Resources Conservation Service, Tahoe Youth and Family Services, Boys and Girls Club of Lake Tahoe, Lake Tahoe Collaborative (a collaborative of social and human service non-profits), Barton Health Systems, Community Advisory Committee (health focused), City of South Lake Tahoe, Tahoe Transportation District and management of the BlueGo Transit System, South Shore Transportation Management Association, Lake Tahoe Sustainability Collaborative, Sierra-at-Tahoe and Kirkwood Ski Resorts, Washoe Tribe of Nevada and California, League to Save Lake Tahoe, TRPA/TMPO, Lahontan Regional Water Quality Control Board, California Highway Patrol, California Department of Food and Agriculture, State Senator Ted Gaines (District 1), and Assemblyman Frank Bigelow (District 5).

To ensure appropriate technical input into the grant funded planning work, outreach will include establishing a Project Technical Advisory Committee (TAC) comprised of, at a minimum, staff from Caltrans, El Dorado County Transportation Division, TRPA, TMPO, TTD, BlueGo Transit, South Shore TMA, CHP, and other agencies as collaboratively determined to be appropriate.

**Does the project benefit disadvantaged communities? If so, how?**

No, however the Project does propose a needed bike/pedestrian connection to the Magnet School, which would likely be an attractive project for Safe Routes to Schools implementation grants.

**Describe how the project will lead to implementation, action, and long-term sustainability of the capital improvements or policy or program recommendations. How does the project relate to the Area Planning Process, RTP or RPU updates? What commitments are partner agencies providing? If this is a Program or Policy Study, what is the plan for adopting or approving any new policies or programs that result? Is there a monitoring plan for evaluating success over time and changing course if needed? How will long-term maintenance of capital improvements or policy implementation be addressed?**

The overall final product will be a Meyers Sustainable Mobility Plan. It will be developed through community outreach, input from the Technical Advisory Committee, field work, and technical studies and will provide an understanding of the opportunities and constraints of "complete streets" alternatives that implement the vision of the Meyers Area Plan. The Plan will be used to develop a preferred corridor "complete streets" alternative for transportation improvements that can be taken through the environmental process, be fully designed and be shown to potential investors or granters to be implemented. The Plan will also inform various planning and implementation documents that may include: the Meyers Area Plan, Caltrans Transportation Concept Reports (TCR), RTP/SCS, and TRPA Regional Plan.

Work Products will include:

- Documentation of the public engagement process and community input received.
- Conceptual level planning "complete streets" alternatives for the Meyers area consistent with Mobility 2035 and Caltrans' Complete Streets Deputy Directive 64-R1.
- Study and plan (infrastructure/facilities) for improving safety in the corridor, including, but not limited to, improvements to existing pedestrian facilities, the identification and development of new crossings and improvements in signage.
- The analysis of potential GHG emission reductions from the community-scale improvements proposed that can support updates to the SCS and SB 375.
- A Meyers Sustainable Mobility Plan that includes the elements above, and a prioritized recommendation for implementable multi-modal transportation investments.

The County envisions a sense of community ownership of the Meyers Sustainable Mobility Plan that will help move identified improvements through the final planning, design, environmental and implementation phases. Elements of this project have been identified in the County's adopted Capital Improvement and Environmental Improvement Programs (CIP and EIP, respectively), identified as CIP # 73120 and EIP #117 - Apache Avenue/U.S. 50 Intersection Signalization Project. The County currently has a cash match of \$20,000 to specifically support the grant activities and potentially an additional \$100,000 to advance implementation of the prioritized recommendations of the Meyers Sustainable Mobility Plan. The County is also committed, along with its partners, to pursuing additional grant sources to further implement the plan.

Also, the proposed Project would directly contribute to recreation and transportation improvements identified through the Meyers Area Plan process. Specifically, the Project will address the following



Goals and Policies from the MAP Transportation Chapter.

1. *Goal:* Implement transportation and circulation improvements in Meyers to improve existing conditions and achieve the plan's transportation and circulation vision.

*Policy 1.1:* El Dorado County, TRPA and Caltrans shall implement transportation improvements called for in the Regional Transportation Plan and the Lake Tahoe Bicycle and Pedestrian master Plan.

2. *Goal:* Identify opportunities to reduce traffic speeds through Meyers without adversely affecting air quality. Consider using right-of-way improvements and traffic controls to achieve the objective.

5. *Goal:* In consultation with Caltrans, TRPA and the California Highway Patrol cooperatively redesign the chain-up areas and modify chain-up procedures including short term truck parking, along US 50. Consider developing a chain up area that is separated from the travel lane and can serve as public parking and recreational access during non-winter months.

*Policy 5.1:* Caltrans, the California Highway Patrol, TRPA and other interested parties shall develop an action plan to improve chain control operations which minimize adverse impacts to circulation and traffic flow and provide safe and efficient chain-up opportunities. This may include developing a designated chain-up area(s) along US 50, including chain up areas that serve as public parking or trailhead access during non-winter months.

6. *Goal:* Encourage pedestrian and bicycle linkages between land uses. Accommodate pedestrians throughout the Area Plan by providing safe, functional pathways.

*Policy 6.1:* Encourage the development of a Safe Routes to School program in coordination with the Environmental Science Magnet School and local law enforcement agencies. The Safe Routes to School Program should include elements of education, law enforcement, and capital improvements.

*Policy 6.2:* Support development of bicycle and pedestrian facilities identified in the Lake Tahoe Bicycle and Pedestrian Master Plan including the Greenway Multi-Use Trail, and the Upper Truckee River crossing at San Bernardino Avenue.

*Policy 6.3:* Support operations and maintenance of transportation infrastructure consistent with year-round non-motorized access from commercial and residential access points.

*Policy 6.6:* Promote a non-interface or grade separated (e.g. an underpass) pedestrian crossing of US 50 within the Meyers Town Center.

*Policy 6.7:* Promote non-motorized trail access between residential areas including the North Upper Truckee and Country Club Estates neighborhoods, Meyers Town Center, and recreation sites.

7. *Goal:* Reduce the number of vehicular access points and other points of conflict along US 50. Encourage the use of shared driveways along US 50. Coordinate the access locations with the

On Our Way Community Grant Program Round 1

planned US 50 center median.

*Policy 7.1: Encourage the consolidation of access points along US 50 to improve traffic flow and eliminate vehicle conflicts with pedestrians and bicyclists. This policy shall apply to uses with more than one US 50 access and to adjoining uses with access points less than 100 feet apart where the site layouts will accommodate the combined access without major modification.*

8. *Goal: Recognize the status of US 50 and SR 89 as state and regionally-designated scenic highway corridors. Maintain and improve the scenic quality of the corridors and their viewsheds.*

*Policy 8.1: Transportation projects shall be designed consistent with the Community Design Plan and Design Review Guidelines.*

*Policy 8.2: Request Caltrans to implement a snow removal and snow haul program to remove plowed snow from in front of US 50 businesses. Assist in developing alternate snow storage sites and funding sources.*

9. *Goal: Reduce the visual dominance of the US 50 highway corridor through Meyers.*

*Policy 9.2: Develop an enhanced center lane along US 50 through the Area Plan which provides access and visibility to adjoining land uses, and permits turn movements at cross street intersections.*

A strong partnership with Caltrans is critical to the Project's success. Caltrans has been engaged many times during the MAP process and seems willing to participate with the County and community moving forward.

Currently there is no monitoring program developed to measure the Project's success. However, the County and MCAC are committed to seeing the Project succeed.

The County currently has Measure R money dedicated to maintaining the Pat Lowe bike path and surrounding landscape areas.

**Attachments (list all attachments here, including letter of support from agency with implementing authority, other letters of support, other attachments):**

MCAC Letter of Support.

**Budget**

**Requested Grant Amount: \$200,000**

**Matching Funds (if proposed): \$20,000**

**Attach Budget Worksheet. Template available here: <http://www.tahoempo.org/OnOurWay.aspx>.**

**Project Applicant:**

El Dorado County

**Project Name:**

Meyers Sustainable Mobility Plan Project

**OVERALL BUDGET**

\$220,000

	Total	Funding Sources		
		On Our Way Grant	Other Cash	In-Kind
<b>PERSONNEL TOTAL</b>	<b>16,500</b>	<b>15,000</b>	<b>1,500</b>	<b>0</b>
Project Kick-off Meeting	1,375	\$1,250	\$125	
RFP for Consultation Services	2,750	\$2,500	\$250	
Staff Meetings/Coordination	1,375	\$1,250	\$125	
Fiscal Administration	5,500	\$5,000	\$500	
Quarterly Reporting	5,500	\$5,000	\$500	
<b>CONSULTANTS TOTAL</b>	<b>188,925</b>	<b>171,750</b>	<b>17,175</b>	<b>0</b>
Data Gathering and Conceptual Ideas for Improved Pedestrian Mobility	16,500	\$15,000	\$1,500	
ROW Enhancement Study	11,000	\$10,000	\$1,000	
GHG Reductions Analysis	11,000	\$10,000	\$1,000	
Complete Streets Conceptual Alternatives	82,500	\$75,000	\$7,500	
Operations and Maintenance Practices	7,425	\$6,750	\$675	
Sustainable Mobility Plan	60,500	\$55,000	\$5,500	
<b>SUPPLIES TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MEETINGS, WORKSHOPS TOTAL</b>	<b>14,575</b>	<b>13,250</b>	<b>1,325</b>	<b>0</b>
Prepare Initial Stakeholder List	1,375	\$1,250	\$125	
Community Workshop # 1	4,400	\$4,000	\$400	
Community Workshop # 2	4,400	\$4,000	\$400	
Community Workshop # 3	4,400	\$4,000	\$400	
<b>TRAVEL TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OTHER ACTIVITIES NOT FUNDED BY On Our Way TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Totals</b>	<b>220,000</b>	<b>200,000</b>	<b>20,000</b>	<b>0</b>

Meyers Community Advisory Committee

Members: David Reichel  
Greg Daum  
John Dayberry  
John Garofalos  
Rebecca Schwartz  
Rene Brejc

3/10/14

To Whom It May Concern:

This letter is in support of the El Dorado County *Meyers Sustainable Mobility Plan Project* proposal for the On Our Way Community Grant Program.

The Meyers Community Advisory Committee (MCAC) was created to provide input to the creation of the Meyers Area Plan. Throughout this nearly two year process we have spent many hours examining transportation issues in Meyers. Currently no safe method exists for bicyclists or pedestrians to cross busy Highway 50 in Meyers which sees an estimated 1.5 million travelers a year. The bike/pedestrian trails that do exist are not well connected to regional trails and critical connections between neighborhoods are missing. Additionally, along Highway 50, the high speed of traffic and wide setback discourage drivers from stopping at businesses in Meyers and challenge pedestrians as well.

In addition to providing for basic pedestrian and bicycle safety in Meyers, these improvements will benefit the larger region thereby helping the TRPA implement the Regional Plan and assisting Meyers to make progress towards achieving the Meyers Area Plan goals.

Thank you for your consideration.

Sincerely,



David Reichel  
Member, Meyers Community Advisory Council