

Fanny Bridge Bypass Project: Frequently Asked Questions

Will the project reduce congestion at the Tahoe City Wye and on SR 89?

It may temporarily (for a few years). However, according to information from Caltrans, the State of California, and other studies, when highway capacity is increased, people begin to drive more and eventually the roadways tend to reach the same level of congestion as before the project. Such projects also tend to encourage more driving. Also, whether the new bypass adds 2 or more lanes crossing the river in addition to Fanny Bridge, the roadway will still be connected to 2-lane highways at both ends, where drivers will have to merge into two lanes.



Simulated Image of previously considered alternative; provided by Jim Sajdak

We heard Fanny Bridge could fall down any day. Is this true?

Luckily, this is not true. The Caltrans Bridge Inspection Report dated June 9, 2014, notes that the girders and columns on Fanny Bridge are structurally sound. The bridge improvement cost is noted at \$400,000 (meanwhile, the bypass will cost taxpayers upwards of \$30,000,000). Caltrans has confirmed that once the minor maintenance work is completed the “structurally deficient” rating on Fanny Bridge will be removed.

How could this impact my business in Tahoe City?

There is a projected income loss of 60% for businesses in the bypass area based on an economic report provided by Economic & Planning Systems. Businesses in Tahoe City east of the Wye can also expect no relief of traffic congestion. The new bypass may also encourage more people to skip Tahoe City and drive straight down highway 89.

Will the project add more traffic to the West Shore?

It’s likely. The bypass would make it easier and ‘more inviting’ for people entering the Basin to turn south along SR 89. More tourism-based developments are being added in and around the area (such as Squaw Valley/Alpine Meadows, Truckee), which will mean more visitors driving to Lake Tahoe and places like Emerald Bay.

Will the bypass have scenic impacts?

The bypass will be elevated 10 feet above ground level from the west roundabout (mountain-side of the Truckee River) to cross the river, and will then cross the 64-acre tract. As a result, the views coming into the Basin, leaving Tahoe City, and leaving West Shore will be substantially impacted.

What about night lighting?

The environmental document talks mostly about the angle of street lamps and other non-moving light sources. However, there are questions about the light pollution from headlights on the elevated bypass. Not only will nearby areas experience more light at night, but it is unclear whether the headlights will be viewable from on the Lake and other areas in the Basin.

Will the project impact recreation on the 64-acre Tract?

The draft environmental document claims it will not have a negative impact, but there are no surveys to support this. In fact, the document appears to 'assume' people should not feel the new 80-100 foot wide elevated bypass through the area has any impact on their recreational experience.

Will the bypass have noise impacts?

Yes. Although the environmental documents claim minor noise impacts based on a lot of modeling and very little monitoring of noise, the bypass will add noise to new areas, plus more traffic will mean more vehicle noise.

How much will the bypass improve emergency access?

Although the bypass would provide two crossings over the Truckee River, SR 89 is a 2-lane highway on each end. Therefore, emergency services will still be affected by traffic having to merge into two lanes on either side of the bypass. Because the project will not reduce congestion in the long term, and will likely mean more traffic on SR 89, long-term improvements to emergency services along the West Shore are questionable.

I've heard this referred to as a "Community Revitalization Project." Isn't this a good thing for Tahoe City?

The project area does not include any area east of the Tahoe City Wye. It doesn't even get into Tahoe City's core commercial area on highway 28.

What can we do if we have concerns or questions about this project?

You can contact the TRPA and TTD staff noted below. Also, the Placer County Board of Supervisors is not currently required to certify the environmental document. However, they will have to eventually approve any project, so you are encouraged to contact them as well.

Comments on the [draft environmental document](#) are due by **February 17, 2015**.

Send comments to:

Tahoe Regional Planning Agency
Attn: Mr. Brian Judge
PO Box 5310
Stateline, NV 89449
bjudge@trpa.org

Tahoe Transportation District
Attn: Mr. Alfred Knotts
PO Box 499
Zephyr Cove, NV 89448
aknotts@tahoetransportation.org

And: Matthew Ambroziak at: Matthew.Ambroziak@dot.gov

If you would also like to contact the Placer County Board of Supervisors, their contact information is as follows:

Supervisor Jennifer Montgomery
jmontgomery@placer.ca.gov

*** Representative for Tahoe Basin**

Supervisor Jack Duran
tivaldi@placer.ca.gov, crivera@placer.ca.gov

Supervisor Robert M. Weygandt
JMerino@placer.ca.gov, lgrey@placer.ca.gov, hpaoli@placer.ca.gov

Supervisor Jim Holmes
jholmes@placer.ca.gov, lrosasco@placer.ca.gov

Supervisor Kirk Uhler
lbrown@placer.ca.gov

Mail written correspondence to Supervisor at:

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

Phone Number:

(530) 889-4010