

LTUSD looking to appoint board member

Sept. 16 is the deadline for people to apply for the vacancy on the Lake Tahoe Unified School District board that was created when Ginger Nicolay-Davis resigned.

Nicolay-Davis is now an employee of the district's so she couldn't be on the board. She left the board last month to be a speech specialist.

Those interested must live in area 2, be 18, and a resident in the school district's boundaries. The term ends Dec. 7, 2018.

The remaining board members will interview candidates in public on Sept. 27, with a decision to be made that evening. Here is an application.

– Lake Tahoe News staff report

Lilburn “Jonesy” Jones – 1925-2016



Jonesy Jones

Lilburn "Jonesy" Jones died Sept. 4, 2016. He was 91.

He was in Newburyport, Mass., on March 27, 1925, to G. Howard Murley and Louise May Jones.

Jonesy was an honored member of the Tenth Mountain Division who served in Italy during World War II. As a sergeant, he was proud to have brought all his men home safely.

Taking advantage of the GI Bill, he headed west, first graduating from Lassen Junior College, then Chico State, where he met and married Donna Marie Elliott.

With skiing in his blood, he relocated to the mountains, working in various aspects of the ski business, including ski instructor, ski patrol, and finally mountain manager at Heavenly Valley Ski Resort. He worked to open the first ski lift at Mt. Shasta, served as ski patrol leader at Squaw Valley, and helped create the first 10-year master plan at Heavenly Valley with the assistance of Robert Shedd. He also wrote the master plan for Kirkwood Ski Area and was instrumental in establishing Silver Basin Ski Area, now known as Iron Mountain.

An avid skier and mountain man, he liked nothing better than to be out in nature, sniffing the breezes, and watching wildlife.

Jonesy is survived by his wife of 62 years, Donna, daughters Louisa and Carroll-Sue, and grandsons Marcale and Brandon.

Honoring Jonesy's wishes there are no services scheduled for this time. Donations may be made in his name to **Lake Tahoe Wildlife Care**.

David: STPUD 6.5% rate hike was wrong

Publisher's note: *Lake Tahoe News asked candidates for South Lake Tahoe City Council, Lake Tahoe Community College, Lake Tahoe Unified School District, Douglas County School District, South Tahoe Public Utility District and Lake Valley Fire Protection District a series of questions. We are running the responses in the order received. All profiles may be found under the Special Projects listing and then the 2106 November Candidate Profiles category.*



Kirk David is running for one of two open seats on the South Tahoe Public Utility District board.

Name: Kirk A David

Age: 48

Job/profession: General contractor

What boards, commissions, or other experience, including

volunteering, do you have?: Youth coach for last 17 years. AYSO and club soccer, ASA and high school softball, Pop Warner football, high school basketball (boys and girls), Little League and Babe Ruth baseball.

Why are you running for the South Tahoe PUD board?: I want to be involved in our community and I feel this is a good opportunity to help and be a service by having a voice on the board. Life is full of challenges and learning experiences and I look forward to the opportunity.

Why should voters vote for you over another candidate?: My wife, Jennifer, and I were very fortunate to raise our two children here. I have roots in Tahoe and I am invested in our community and our future. I care about Tahoe's unique environment and understand and appreciate what our community requires.

What distinct experience or competency makes you uniquely qualified to lead effectively as an elected official?: My environmental studies degree and background in construction are two strong qualities in a board candidate. The skills I have acquired in owning and operating my business have given me the ability to develop efficient leadership skills that can motivate groups in a positive direction toward a common goal.

Public agencies have been under scrutiny the last few years for lack of transparency and accountability. What will you do to ensure both?: I am honest and fair and I would work with the district to ensure the same values and clarity that I believe in.

What stands out for you in the current budget that you support and that you would change?: I agree that the budget should not be dependent or reliant on guaranteed property tax increases. I don't agree with the 6.5 percent annual rate hike.

Describe three attributes for a successful board: The ability to work well together, work through tough conflicts, and

provide good service.

What are your thoughts about public employee defined benefits?: Great for an employee. Paying for the benefits is costly.

Please explain your position on contracting out work normally done by staff: If contracting out is costing more money, I would like to find a way for the work to be done in house.

What is your 10-year vision for STPUD?: Continue to provide the great services they provide. Continue and improve upon the environmental commitment our district currently has. Provide an affordable service for our local community.

What one vote in the last four years that the current board made do you disagree with and why?: The 6.5 percent annual rate hike. I understand the need for meters and improvements in our district, but I don't like the path of increased rates we are on.

How many meetings have you attended this year for the board you are running for?: I have yet to attend a meeting; I regularly read the board minutes.

What do you know about the strategic plan, finances, debt, goals of the district?: I've read the plan and I have seen their finances and goals online.

Being on a board means working as a team. How will you work with the other board members for the greater good of the community?: I work well with other people, and I have no doubt that I would work well with the board to serve our community.

What should be the three main priorities for the board?: Ensure the continued outstanding service our district provides, control our rate increases, work well with district staff.

How do you balance the economic situation of the community

with the infrastructure needs of the district?: The district must run as efficiently as possible to ensure rates stay controlled.

STPUD is often criticized for having some of the highest paid public employees on the South Shore. Any comment?: STPUD is known as being a good workplace, if elected I would know more about this topic.

When it comes to permits for construction, the district has high fees. Do you believe they are fair? Why or why not?: I feel the connection fees are high, as with water and sewer rates the connection fees increase each year.

Tell us something about yourself that people may not know: I worked as a deckhand on a whale watching/snorkel boat in Kaanapali for six months.

Opinion: Remembering Sept. 11

By Cedric Yeh

Three months after the attacks of Sept. 11, 2001, Congress officially charged the Smithsonian and the National Museum of American History with collecting and preserving artifacts that would tell the story of that day.

But where to start? If you were given the task, what objects would you collect?

Curators working at the attack sites were grappling with those questions. If they tried to collect the whole story, they would have quickly been overwhelmed. Instead they identified three points of focus to guide them: the attacks themselves, first responders, and the recovery efforts.

Fifteen years later, the collection includes more than a thousand photographs and hundreds of objects, among them memorials, thank you letters, pieces of the Pentagon, first responder uniforms from the World Trade Center, personal items such as wallets and clothing, emergency medical technician equipment, parts of fire trucks, and portions of the plane from United Flight 93 recovered from Shanksville, Pa.

The objects in the museum's September 11 collection show both the ordinary and extraordinary moments in the midst of the devastation, reminding us of the chaos, the bravery, the loss and the unity that we all felt that horrifying day.

We see it in the handwritten note from Daria to Frank Galliard. Both worked at the Pentagon, and in the chaos after the attack, not knowing one another's whereabouts or condition, they each separately made their way to a prearranged emergency meeting spot. Daria arrived first and scrawled a note in black pen on a scrap of yellow paper: "Sweetie I am okay," the "okay" underlined three times.

We see it in the hard hat of Dennis Quinn, an ironworker from Chicago who journeyed to New York to help clear debris. The skullguard-style helmet is practical—it's designed to withstand high temperatures and is equipped with welder's lugs. But it's also personal—the owner's name and union affiliation are carefully written in permanent black marker, surrounded by union and 9/11 stickers bearing the American flag, a bald eagle, and the statue of liberty.

And we can see it in the twisted metal and scratched stripes of blue, pink, and orange in the fuselage of Flight 93, whose passengers and crew lost their lives fighting to ensure that no more buildings would be hit.

To commemorate Sept. 11, the National Museum of American History is offering visitors the opportunity to interact and respond directly to select objects from our collections. The

artifacts will be presented in an unmediated physical display, with no glass or casework between the visitors and the collection. We invite visitors to share their memories and thoughts, either in conversations with staff and other visitors, or sharing through our Talkback boards, which provide the opportunity for written comments. .

As historians, we continue to ask ourselves: How will Americans remember these events 25, 50, or 100 years from now? What questions will future generations ask? We can't know for sure, but we do know that places like the National Museum of American History enable us to reflect on what it means to be a part of history, to contemplate how historic events affect our lives as individuals and as a nation.

Cedric Yeh is Deputy Chair of the Division of Armed Forces History at the National Museum of American History. He wrote this for What It Means to Be American, a partnership of the Smithsonian and Zócalo Public Square.

How bikes helped create U.S. highways

By Margaret Guroff

Before there were cars, America's country roads were unpaved, and they were abysmal. Back then, roads were so unreliable for travelers that most state maps didn't even show^[1] them. This all started to change when early cyclists came together to transform some U.S. travel routes, and lay the groundwork for the interstate highways we use today.

Through the 1880s, spring and fall rains routinely turned dirt

lanes into impassable mud pits that brought rural life to a standstill, stranding farmers at home with their produce and leaving grocers' shelves bare. In the summer, the roads bore deep, sunbaked ruts; in the winter, treacherous ice slicks. The nearby farmers who were responsible for[2] maintaining these roads didn't have the means or desire to pave them, or even to post signs identifying them.

City streets weren't much better. Though many were paved with cobblestones or wood blocks, they were also slashed through with trolley tracks and scattered with trash and horse manure. In 1892, British novelist Rudyard Kipling savaged New York's "slatternly pavement" in a travel essay, calling the city's uneven, stinky streets "first cousins to a Zanzibar foreshore."

But the same ravaged paths that seemed primitive to foreigners like Kipling were normal for Americans. And they might have stayed that way if it hadn't been for bicycles, and cyclists who banded together to lobby for government funding of better roads.

The first bicycle, called a "pedal velocipede," was patented in 1866, and its heavy wood-spoked wheels were no match for America's rough roadways. By the late 1870s, though, builders had started making wheels with lightweight wire spokes under tension. This technique, still seen in modern bicycle wheels, allowed makers to enlarge the front driving wheel so that the bike would go farther with each crank of the pedals.

Bikes took on the penny-farthing silhouette: a chest-high front wheel and a knee-high rear wheel. This design made cycles faster and more roadworthy, since the tall wheels' gentle arcs rolled right over smaller holes in the road.

As soon as American cyclists began riding high-wheelers outdoors, they began kvetching about the roadways. "The majority [of Americans] do not know what a good road is,"

wrote one rider in 1882, “and their horses—who do know and could explain the differences in roads—are debarred from speaking.”

Cyclists, however, could speak— and organize. Since high-wheel bicycles cost many times the average tradesman’s weekly wages, they were affordable only to the well-to-do, and the first bicycle clubs were upper-crusty fraternities for racing and socializing.

The groups quickly developed a political agenda, as cyclists had to fight for the right to ride. Police routinely stopped riders and shooed them off city streets, inspiring cyclists to join together and press for access to public thoroughfares. A national coalition of clubs called the League of American Wheelmen (LAW) came to lead these efforts.

Early court cases went against bikers. In 1881, three cyclists who defied a ban on riding in New York’s Central Park were jailed. But the cyclists eventually prevailed, and in 1890, the landmark Kansas case *Swift v. Topeka* established bicycles as vehicles with the same road rights as any other conveyance.

By then, the bicycle had undergone another transformation. Makers had discovered that by using a chain and sprockets they could make a wheel rotate more than once with each turn of the pedals. Wheels got smaller again, seats got closer to the ground, and the so-called “safety bicycle” — cushioned by new, air-filled tires — started selling like mad. A safety bicycle looked pretty much like a modern commuter bike, and by the early 1890s, more than a million Americans were riding them. With that many cyclists on the road, the demand for smoother roadways began to go mainstream.

Farmers weren’t on board yet, though. If better roads meant more unpaid work for them, most preferred the status quo. But then cyclists launched a full-bore PR campaign, one of the first of the modern era. Both in books and in a new monthly

magazine called "Good Roads", the LAW made the case to farmers in pocketbook terms.

Because pulling loaded wagons through muck or over ruts required extra horsepower, American farmers owned and fed at least 2 million more horses than they would need if the roads were smooth, LAW official Isaac B. Potter informed his rural reader. "A bad road is really the most expensive thing in your agricultural outfit," he wrote. Potter argued that farmers deserved a cut of their urban countrymen's taxes to pay for road paving. Many farmers were convinced, and began to work with cyclists to lobby state and local governments for better roads.

In mid-1892, Col. Albert A. Pope, a leading bicycle manufacturer, printed thousands of copies of a petition demanding that Congress create a federal department to promote "knowledge in the art of constructing and maintaining roads." He enlisted cyclists' help to collect signatures and return signed copies, which he pasted into an enormous scroll.

Pope delivered this scroll to the U.S. Capitol in 1893, displaying it on a pair of hand-cranked oak spools that stood 7-feet high. The so-called "monster petition," now housed in the National Archives, bore 150,000 signatures. That same year, Congress authorized the creation of the Office of Road Inquiry, a two-man fact-finding operation that was a precursor to the Federal Highway Administration.

In 1896, the U.S. Postal Service further boosted rural support for good roads by launching the first rural free delivery routes. Rather than having to trek miles over iffy roads to the nearest post office to check for mail, farmers could now receive the same daily drop-off service as city residents. The catch was that the postmaster would authorize home delivery only if the local roads were passable, a strong incentive for farmers to see that they were.

As roads improved, city-dwellers increasingly used bikes to explore the flyover country of their day: the terra incognita between railroad stations. Wayside inns that had averaged one guest a week for years were suddenly overrun with wheelmen, some of whom installed signposts and created road maps to help other cyclists find their way.

This didn't last long, though. By the end of the 1890s, the bicycle boom had collapsed, and fashionable swells had moved on to other passions. Working people in cities still used bikes for commuting or making deliveries, but the touring fad and the power of the bicycle lobby were done. Nevertheless, when automobile tourists took to the roads in large numbers in the 1910s and 1920s, they often found the way marked, mapped, and paved by cyclists who had come before.

The bicycle, meanwhile, was largely erased from America's roadways. Painted, car-width lanes seemed to leave no space for cycles. The new practice of parking private vehicles along the edges of public roads crowded bikes out of that space. Postwar suburbs separated housing from workplaces by long distances, making bicycle commuting impractical. Late-century exurbs, with their cul-de-sacs and collector roads, maximized driving speeds within developments, which added to the danger of cycling there. Interstate highways, for which early cyclists are partly responsible, are almost all closed to cyclists.

Now comes a new call for road space for bikes. In the past 10 years, as middle-class Americans have moved back to urban cores—where shorter travel distances make cycling more practical—riders have pressed governments for safer bike routes. And governments have begun to deliver. In the 50 most populous cities, the average mileage of on-street bicycle lanes has doubled since 2007, while nationwide, the number of physically separated bike lanes has more than tripled since 2011, with many more miles in the works.

Some drivers bemoan the loss of asphalt. Much like farmers of the 1880s, they prefer the imperfect status quo to changes they perceive as serving a small, self-regarding elite at their expense. And, much like good-roads lobbyists of the 1880s, it falls upon bicycle advocates to make the case that facilities for cyclists are worth the cost, not only in construction (which tends to be cheap) but also in lost access to part of an existing roadway for driving and parking.

There are strong arguments being made here: More and better bike lanes have been shown to smooth traffic flow and diminish deadly collisions between bikes and cars. They can also help clear the air, reduce the demand for downtown parking, and improve public health by encouraging exercise. But to judge by the furious responses that usually erupt when plans for a new bike lane are announced, those arguments haven't convinced everyone.

Bicycle advocates are already following the historical example of the League of American Wheelmen by banding together in advocacy groups such as the League of American Bicyclists, a gender-neutral revival of the old organization. Isaac Potter might advise bike lane supporters to seek common cause with their most vocal opponents, stressing the money and time saved for drivers when all road users are safely accommodated.

Another thing Potter might say is that the future is fickle. We may do our best to shape roads that work for all current users, only to find we've paved the way for some new mode of transport that is beyond our imagining.

Margaret Guroff is the author of "The Mechanical Horse: How the Bicycle Reshaped American Life" (2016), from which this essay is adapted. She wrote this for What It Means to Be American, a partnership of the Smithsonian and Zócalo Public Square.

Federal audit rips Nev.'s Hardest Hit Fund contractor

By Sandra Chereb, Las Vegas Review-Journal

CARSON CITY – Millions of dollars meant to help distressed Nevada homeowners stay in their homes at the height of the recession were squandered by a state contractor on excessive rent, holiday parties, employee gift cards and other lavishness, according to a scathing federal audit released Friday.

The 60-page audit by the Inspector General for the Troubled Asset Relief Program said Nevada should reimburse the U.S. Treasury \$8.2 million for inappropriate expenses paid out of the state's Hardest Hit Fund.

"We did not find isolated incidents, or that waste was under certain leadership," Special Inspector General Goldsmith Romero said in a statement. "We found a pervasive culture of waste and abuse, coupled with a lack of performance."

Read the whole story

Power outage in Stateline

An equipment failure is being blamed for the power outage in the Stateline area this evening.

NV Energy expects the lights to come back on about 9:30pm

Sept. 10. The power has been out since 6pm.

More than 2,400 customers are affected. A few customers in the Round Hill-Zephyr Cove areas are also without out power.

– *Lake Tahoe News staff report*

Multimillion-dollar fines for starting forest fire

By Wes Siler, Outside

In Oregon, two elderly men are being billed \$37 million for a fire the state says they started with their lawn mowers. In California, a homeowner is being charged \$25 million for a fire authorities claim was sparked by a known electrical problem at his house. Could you be stuck with a similar multimillion-dollar tab for accidentally starting a wildfire?

The answer used to be no. “In the United States, we’ve had a very cavalier attitude toward fires,” says J. Curtis Varone, a former firefighter who now practices law and specializes in fire litigation. “We consider fires to be an accident that’s really nobody’s fault.”

But with wildfires exploding across the American West—the number is up 70 percent in California so far in 2016—local and state governments have decided that typical civil penalties for causing a fire are no longer good enough. The two men in Oregon were fined just \$550 for a fire that ultimately cost the state at least \$37 million to extinguish.

[Read the whole story](#)

Cyclists in SLT hit by suspected drunken driver

A suspected drunken driver struck a group of cyclists riding west on Highway 50 near Lodi Avenue in South Lake Tahoe this morning.

The two cyclists who were hit refused medical treatment.

The driver of the small Ford SUV, according to a witness, switched lanes, accelerated and never stopped to see what he had done.

According to law enforcement, Charles English, 27, was located at his house in South Lake Tahoe and arrested on two felony driving under the influence charges, including causing bodily injury. Bail was set at \$150,000.

“That was not an accident; he did that on purpose,” a woman who witnessed the incident just before 11am Sept. 10 told *Lake Tahoe News*. “They were on their side of the bike lane and he purposefully turned into them. He had the front end of his car in their lane.”

She said it looked like six of the cyclists went down; adding that the group was all dressed alike as if they were a team.

Sunday is the annual Tour de Tahoe bike ride around the lake. More cyclists than usual have been on area roads training for the 72-mile event.

– *Lake Tahoe News staff report*

Meyers lands 1-year job working with kids

Jeremy Meyers, the ex-superintendent of El Dorado County Office of Education who had two DUIs in a year, has employment at a West Slope school for this entire year.



Jeremy Meyers

At the Sept. 8 board meeting the Black Oak Mine Unified School District board in Georgetown agreed to hire Meyers to be principal of Golden Sierra Junior Senior High School for this school year. In July 6 the board hired him on a 90-day contract.

The plan is to look for someone more permanent to be the superintendent-principal for the 7-12 school starting with the 2017-18 school year.

Meyers pleaded no contest to the first offense and guilty to the second. Both were misdemeanors. Both occurred during the work day.

The county board was not able to fire him because the superintendent is an elected position. Meyers told the board the only way he would leave is if they paid him through June 30, 2016. He was gone in November with two checks –

\$114,821.55 was essentially his salary, with another \$10,930 for the value of his medical, dental and life insurance for that same time period.

– *Lake Tahoe News staff report*