

**TRPA
APC
PACKETS**

**MAY
1986**

~~APC~~
APC

NOTICE OF AMENDED AGENDA

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that the location of the
Wednesday, May 14, 1986, Advisory Planning Commission meeting
has been changed to the Zephyr Cove Branch of the Douglas County
Library, Warrior Way, Zephyr Cove Park, Zephyr Cove, Nevada.

Date: May 7, 1986

By:

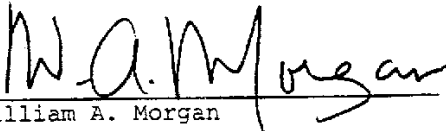
W.A. Morgan
William A. Morgan
Executive Director
Tahoe Regional Planning Agency

NOTICE OF REGULAR MEETING
TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that on Wednesday, May 14, 1986, commencing at 9:30 a.m., the Advisory Planning Commission of the Tahoe Regional Planning Agency will conduct its regular meeting at the TRPA office, 195 U.S. Highway 50, Round Hill, Zephyr Cove, Nevada. The agenda for said meeting is attached to and made a part of this notice.

Date: May 1, 1986

By:


William A. Morgan
Executive Director
Tahoe Regional Planning Agency

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA Office, 195 U.S. Highway 50
Round Hill, Zephyr Cove, Nevada

May 14, 1986
9:30 a.m.

MEETING AGENDA

- I CALL TO ORDER AND DETERMINATION OF QUORUM
- II APPROVAL OF AGENDA
- III DISPOSITION OF MINUTES
- IV PLANNING MATTERS
 - A. Discussion on the Tahoe Queen EIS
 - B. Discussion and Recommendations Regarding Adoption of the Short Range Transit Program
 - C. Discussion and Recommendations Regarding the U.S. Forest Service Proposed Land and Resource Management Plan for the Lake Tahoe Basin
 - D. Discussion and Recommendations on Supplement to the EIS for Regional Plan Revisions
 - E. Review of Goals and Policies Revisions
 - F. Bijou Community Park and Golf Course Draft EIR/EIS, Notice of Circulation
 - G. Scheduling of Ordinance Committee Meetings
- V REPORTS
 - A. Staff
 - B. Legal Counsel
 - 1. Tenth Stipulation Amending Order Granting Preliminary Injunction (Plan for 1986) and Resolution 86-8 Adopting 1986 Rules and Regulations and Residential Conditions of Approval
 - C. Public Interest Comments
 - D. APC Members
- VI RESOLUTIONS
- VII CORRESPONDENCE
- VIII PENDING MATTERS
- IX ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY

195 U.S. Highway 50
Round Hill, Zephyr Cove, NV

P.O. Box 1038
Zephyr Cove, Nevada 89448-1038

(702) 588-4547

MEMORANDUM

May 6, 1986

To: The Advisory Planning Commission
From: The Staff
Subject: Discussion on the Tahoe Queen EIS

At the April meeting of the APC, TRPA staff made a brief presentation on the status of the Tahoe Queen EIS. The draft EIS is currently in circulation, with comments due by June 3, 1986. The final EIS will be prepared and presented to the APC at the June 11 meeting.

The consultant is reviewing comments on the draft EIS which have been received to date. A summary of these comments and the first responses will be sent under separate cover when they are received from the consultant.

The APC is requested to review and present its comments on the draft Tahoe Queen EIS to the staff and the consultant at the May 14, 1986 meeting.

If you have any questions concerning this agenda item, please call either Curtis Jordan or Leif Anderson at (702) 588-4547.

LA:jf
5/6/86

AGENDA ITEM IV A.

TAHOE REGIONAL PLANNING AGENCY

195 U.S. Highway 50
Round Hill, Zephyr Cove, NV

P.O. Box 1038
Zephyr Cove, Nevada 89448-1038

(702) 588-4547

MEMORANDUM

May 6, 1986

To: The Advisory Planning Commission

From: The Staff

Subject: Discussion and Recommendations Regarding
Adoption of the Short Range Transit Program

The Tahoe Transportation District (TTD) contracted with ATE Management and Service Company, Inc. to update the existing Short Range Transit Program (SRTP). This work was to include the development of a service and financial plan for improving public transit service in the Lake Tahoe Basin. Elements of the SRTP update include a service plan, a financial analysis, a management options analysis, and transit plan.

The SRTP was adopted, with revisions, by the TTD Board at its May 2, 1986 meeting. This adopted SRTP is to be submitted by the TTD to the TRPA Board at its May meeting.

The SRTP contains several amendments which were approved by the TTD and are included in the document. These amendments include the following:

- a. An addendum from the consultant responding to comments received on the final draft of the SRTP;
- b. An addendum which was prepared by the consultant retained by the Tahoe Tomorrow Foundation detailing specific routing and schedule modifications to the outline contained in the SRTP; a detailed capital outlay schedule setting forth the required facilities and equipment needed to implement the basic plan; a detailed financial plan complementing the capital outlay schedule and providing the needed refinements to the SRTP; and a schedule of financing and capital equipment needed to provide a special casino shuttle service as a part of the overall SRTP;
- c. A description of summer beach bus service to be implemented in the South Shore area; and
- d. A statement adopted by the TTD Board to clarify the purpose of the SRTP and revisions to it.

LA:jf
5/6/86

AGENDA ITEM IV B.

Memo to the APC
Short Range Transit Program
May 6, 1986 Page Two

The SRTP update, as amended, identifies transit services for both the North and South Shore areas of the Lake Tahoe Basin. Transit service in the South Shore will be provided to the residents by a fixed route system which expands and modifies existing transit services. This service will extend from South Lake Tahoe into Nevada to the Round Hill area. The SRTP recommends that those areas that are not as densely populated be served with a demand-responsive type of system. Service on the North Shore is also provided by an expanded fixed route system along the existing routes, extending from Incline Village to Tahoma. Summer service would be extended to include Sand Harbor and Meeks Bay. As in the South Shore, service will be provided to the less densely populated areas by a form of demand-responsive service.

Capital and operational funding for the implementation of the SRTP is proposed to be derived from several sources. An UMTA Section 3 Grant application is currently being prepared to fund the capital equipment needs of the SRTP. A proposed sales tax to support public transportation in the Basin will be presented to the voters in September of this year. These sales tax revenues will be used to fund operational expenses. In addition, both State of California Local Transportation Funds (LTF) and State Transit Assistance (STA) funds will be available to the TTD as an operating agency. Fare box revenues will also be expected to provide a significant portion of the required operating funds for the transit system. Funds to operate the visitor shuttle service will be derived from fare box revenues and from private sources.

Attached for your review are relevant sections of the SRTP Update and the adopted amendments to the SRTP. The sections of the SRTP which have been included contain a discussion of the public transit issues in the Tahoe area, Goals and Objectives, a five-year plan for implementation, which describes the service to be implemented in the North Shore. The addendums to the SRTP describe the service to be implemented in the South Shore, the capital requirements to implement the services Basinwide, and a financial summary. A copy of the base SRTP is available for your review at the TRPA office. A complete review of the SRTP update will be presented by staff at the APC meeting. The staff will then request recommendations from the APC on the adequacy of the SRTP and consistency of the SRTP with the Regional Plan, for transmittal to the Governing Board.

If you have questions regarding this agenda item, please contact Leif Anderson at (702) 588-4547.

5/6/86

AGENDA ITEM IV B.

**POOR
QUALITY
ORIGINAL (S)
TO FOLLOW**



**HIGH DESERT MICROIMAGING, INC.
1225 FINANCIAL BLVD
RENO, NV 89502
(775) 359-6980**

TAHOE TRANSPORTATION DISTRICT

SHORT RANGE TRANSIT PLAN

FINAL REPORT

April, 1986

II. PUBLIC TRANSIT ISSUES IN THE TAHOE AREA

II. PUBLIC TRANSIT ISSUES IN THE TAHOE AREA

As an area of outstanding natural beauty, residents of the Tahoe Basin are constantly attempting to assure the protection of their environment. Vehicular traffic, congestion, noise and vehicle emissions are undesirable. Because of the area's geography, the highway roadspace is limited. The road space limitations reach a critical condition in the South Lake Tahoe, Stateline area where the density of demand for access to the casino facilities substantially exceeds system capacity in peak periods. Related congestion considerations around the lake have caused the area to look eagerly at the prospect of public transit system improvements to relieve the current situation. In this chapter the important issues surrounding public transit improvements are considered. At the end of the chapter an assessment of these issues is provided.

A. CONCERN FOR ENVIRONMENTAL QUALITY

The Bi-State Tahoe Regional Planning Compact of 1980 placed several responsibilities upon the TRPA. These responsibilities included development of standards known as "environmental threshold carrying capacities" to be part of a Regional Plan. The Regional Plan was developed and adopted in April, 1984. The plan contains land use and transportation related policies that, when implemented, would permit additional development and population growth.

Because of air pollution caused by motor vehicle emissions, the reduction of single passenger automobile trips into and within the Basin was identified as a key element in the successful implementation of the Regional Plan. The plan considers several techniques such as carpooling, increased mass transit ridership and other mitigation measures to reduce automobile travel and consequently, emissions (see Appendix A).

The principal policy direction set in the Regional Plan was to reduce vehicle miles travelled (VMT) in the Basin by 10 percent of the 1981 base year values over a 20 year period. Also, to meet California carbon monoxide standards, the Regional Plan seeks to reduce traffic volumes in the U.S. 50 corridor during the winter months by 35 percent from the 1981 base year figures. For each goal public mass transportation is assigned a significant role. Twenty-four (24) percent of the reduction in VMT is to be achieved by public mass transportation programs. Other significant reductions are to be achieved by private mass transportation, ridesharing and trip reduction programs and lesser reductions by aviation, waterborne, bicycle and pedestrian facilities, and neighborhood mail delivery.

Further policy direction of the Regional Plan seeks to reduce fumes from diesel engine to the extent possible to reduce particulates in the air and reduce NO_x emissions.

B. TRAFFIC CONGESTION

During the peak travel months of summer and winter, heavy traffic conditions cause long travel delays in both the North Shore and South Shore of the Basin. Also, during prime periods parking facilities at beaches and campgrounds are crowded and capacity is often exceeded. These conditions contribute to environmental degradation and in general, make the Basin a less attractive area for visitors.

C. THE ROLE OF TRANSIT IN THE COMMUNITY

An effective transit system plays an important role in a region's economy, helping to maintain the existing economy as well as to expand. Transit can play an important role in the community's infrastructure. A transit system which effectively serves the needs of the Basin will focus on delivery of workers to jobs. In particular, the gaming industry has a strong interest in getting people to work. There is also a strong interest in a reliable transportation system that will be able to reach new pools of employees, get them to the job on time, and reduce the need for employee parking.

Transit also has a major role in the issue of overall economic development to the individual. Of the current ridership, a large proportion are transit dependent. To these people, transit often means the only way of getting to work, job training, educational, health care, and social opportunities.

Along with employment centers, educational facilities are scattered throughout the Basin. Some of these resources are currently served by transit, but many residents are unable to easily reach a campus at the appropriate time of day. For example, Lake Tahoe Community College has transit service for the people of South Lake Tahoe, but other Basin residents are not well served.

Of similar importance is transit service to medical facilities. The Basin's medical facilities are located in areas scattered from one another. In terms of medical needs, particularly for those who are transit dependent, medical centers require good bus service.

Because of the large number of tourists in the basin it is important that the system be attractive to the areas visitors. Accordingly the service needs to provide reasonable access to the areas tourist attractions.

D. HOURS, FREQUENCIES, TRANSFERS, SCHEDULES

Although the current transit operators provide evening, night, and weekend service, from a practical standpoint it is

not extensive. With the nearly twenty-four hour, 7 day per week casino operations, a strong demand for adequate evening, night, and weekend service must be addressed.

Along with hours of operation, frequency of operation is also a major concern. Frequencies, or headways, vary among routes and by time of day. At the present time, no common frequencies are observed along U.S. 50, the primary corridor of demand. In addition, circuitous or meandering routings create lengthy and annoying travel times.

While it is anticipated that the geographical layout of the Basin and routes of a regional transit system will require transferring, transfer waits should not be lengthy.

Relating in part to transfers, schedules of routes constitute an issue, since they are often inconsistent and difficult to remember. Proper scheduling must address both passenger requirements and operational considerations.

E. ACCESSIBILITY FOR THE ELDERLY AND HANDICAPPED

The demand responsive transportation service for disabled residents of the Basin is limited. Persons wanting service on the North Shore are served by a Volunteer Agency and lift-equipped fixed-route transit buses which are difficult for disabled persons to reach. El Dorado County and South Lake Tahoe disabled residents are served by a demand responsive service that has no lift-equipped vehicles and lift-equipped fixed-route transit buses which are also difficult for disabled persons to reach. This current situation does not provide a satisfactory accessible transit system.

F. BUS FLEET NEEDS AND MAINTENANCE

Relating to the issue of air quality, bus maintenance is an important concern. Maintenance facilities are currently limited and require modifications or replacement. Maintenance of the vehicles themselves depends upon a skilled labor force, adequate supplies and equipment.

Acquisition of new buses, whether replacements to the existing fleet or additions, is of concern to the community in a number of ways. There is a requirement that buses be accessible to the handicapped through the use of wheelchair lifts. In the cold winters, reliable heating is imperative. Destination signs must be accurate and legible. Another issue concerning buses is their size. In residential area streets with lower than average ridership, with tight dimensions for mobility, or with poor pavement, smaller vehicles may be appropriate. Conversely, where passenger loads may exceed bus

funded only by California TDA funds and fares. TART funding has been provided through fares, California TDA and LTF funds, and Washoe Regional Transportation Commission funds.

The South Shore Dial-a-Ride Service for the elderly and handicapped is administered by the El Dorado County Department of Community Services. Funding is provided from fares and California LTF funds. It is anticipated that provision of this service would become the responsibility of the TTD.

Except for the California TDA and LTF funds, the Washoe County transportation sales tax, and system fares; there are no other funds in the Basin dedicated to transit. Therefore, if transit service is to be expanded and made more effective, an expanded source of funding is necessary. The federal government has been reassessing its funding support for transit capital and operating programs with a goal of reducing or eliminating these programs. The recently enacted Gramm-Rudman legislation will almost certainly decrease the level of federal support for mass transit. Loss of federal support places the transit financing responsibility on state and local government agencies.

The Bi-State Compact that created the TTD authorized the TTD to determine and propose a transit support tax to the District voters. After considering the options available, it was determined that a sales tax would fall most equitably upon visitors and residents to support a family of transit services that would benefit both groups.

While it is expected that the TTD will be the principal transit provider in the Basin, the method of providing the service may be one of several options which include direct operation by the TTD, private contract service provision of all or part of the service, or contract management of the District's service operations.

K. TAHOE TOMORROW FOUNDATION DEMONSTRATION

The Tahoe Tomorrow Foundation's dynamic demonstration program will focus on the highly utilized U.S. 50 service corridor. With adequate marketing support the program may demonstrate favorable reductions in automobile vehicle movements. If the operation is successful, the TTD will need to consider mechanisms to assure the continuation of this high intensity service in the future.

L. LAKE TAHOE AIRPORT

The City of South Lake Tahoe is currently operating an airport facility which is along U.S. 50 and California 89 just south of the "Y" intersection. This airport is served by two regional commercial carriers and general aviation. Expansion of airport operations is

significantly constrained by environmental concerns. Additionally, the City of South Lake Tahoe indicates inadequate financial resources to sustain operations and make necessary capital improvements.

During the course of our investigation of public transit system improvements, limited consideration was addressed to the Tahoe Transportation District's potential role in airport operations. The appropriate role of the TTD and the Lake Tahoe Airport should be considered through an independent study.

M. ANALYSIS

A number of important issues confront the Tahoe Transportation District in developing an effective plan for the future. These issues focus on developing an economical approach to improved public transportation resources that will reduce automobile travel and protect the area's outstanding environment.

This primary issue is much easier to articulate than it is to achieve. Over the past twenty years our nation has invested billions of public dollars in an effort to enhance the role of public transportation. While some measureable progress in terms of capital stock and overall service capability is observed, this investment has done little to lessen our dependence on private automobile transportation.

The density of origin and destination patterns in the Tahoe Basin are sufficiently dispersed as to suggest a difficult role for public transportation. Fiscally responsible development of public transportation system capabilities at Lake Tahoe would appear to suggest a less aggressive implementation strategy than has been previously suggested in other planning documents.

Lake Tahoe airport operations have not been considered in the plan at this time. The primary focus has been on the identification and financing of appropriate public transportation improvements for the Lake Tahoe Basin.

III. GOALS AND OBJECTIVES

III. GOALS AND OBJECTIVES

Goals and objectives guide an organization in the formulation of its plans and operating policies. In consideration of the issues surrounding public transit in the Tahoe Area and past planning efforts, ATE has drafted a set of goals and objectives for the Tahoe Transportation District.

A. MISSION STATEMENT

The Tahoe Transportation District endeavors to provide safe, accessible public transit service that meet the transportation needs of the Lake Tahoe Region in an efficient, cost-effective and environmentally sound manner consistent with the Regional Plan.

Goals and Objectives

- I. Provide accessible transit service seven days a week to and from major travel destinations during the morning, afternoon and evening at frequencies based primarily on demand.

Specific Objectives:

- o Provide fixed-route public transportation where economically and geographically feasible to all residents of the Lake Tahoe Basin.
- o Provide an intensive bus service system along the Highway 50 Corridor.
- o Provide expanded Tahoe Area Regional Transit (TART) service by extending service areas and providing more frequent service.
- o Provide a Basin-wide, summer beach/campground fixed-route scheduled bus service.
- o Provide extended STAGE Transit System service into Douglas County, Nevada.
- o Expand the current route network to include routes linking the North and South Shores, the Carson Valley, and the Truckee area with major employment, educational, shopping and recreational generators in the Basin.
- o Provide paratransit service in Incline Village, Nevada.
- o Provide service to the South Lake Tahoe Airport.

- o Improve and expand neighborhood circulation to provide access to local shopping and community facilities.
 - o Provide extended STAGE Transit System service in the residential areas along Upper Truckee and Pioneer Trail with either fixed-route or paratransit service.
2. Provide a demand responsive transit service that effectively meets the transportation needs of the disabled residents of the Lake Tahoe Basin.

Specific Objectives:

- o Offer advanced reservation service without regard to trip purpose.
 - o Provide service Monday through Saturday from approximately 6:00 AM to 10:00 PM.
 - o Provide service on Sunday and holidays from approximately 6:00 AM to 6:00 PM.
 - o Provide driver sensitivity training to cover the special needs and concerns that different disability groups have while utilizing public transportation.
 - o Provide hearing impaired individuals access to all public information through the purchase and marketing of an adequate TDD (Telecommunication Device for the Deaf) system.
 - o Provide braille bus time schedules and routes to visually impaired persons upon request.
3. Provide safe, handicapped accessible, efficient pick-up points for public transit passengers.

Specific Objectives:

- o Construct additional lighted bus shelters throughout the Basin at heavily used bus stops or where conditions require.
- o Establish and sign transit stops at convenient and safe locations throughout the Basin.
- o Establish small park and ride lots along transit routes to encourage reduction in automobile movement.

- o Work with local and state agencies and property owners to improve pedestrian crossing facilities along major roadways particularly in the casino area.

4. Assist private and public organizations in developing a rideshare program to serve the basin.

Specific Objectives:

- o Establish carpool matching services with TRPA assistance with a focus on major employment centers.
- o Develop a vanpool program with TRPA assistance utilizing vans serving major employers.
- o Promote the use of these programs as part of the TTD marketing program.

5. Improve maintenance operations in order to minimize breakdowns and provide reliable and comfortable transit service.

Specific Objectives:

- o Establish an effective preventive maintenance program including an orderly inventory and stock control program.
- o Improve the training and skills of maintenance personnel through on-the-job training programs and appropriate schools.
- o Improve North and South Shore maintenance facilities.

6. Provide a marketing program which is adequate to inform all visitors and residents of the Basin about available public transit services.

Specific Objectives:

- o Make use of the expertise of the private sector to develop and implement public transit marketing programs.
- o Provide adequate budgetary resources for marketing purposes.
- o Increase the use of mass media in selling the benefits of public transportation.
- o Coordinate marketing efforts with the Chamber of Commerce, Visitor's Bureau, etc. to advise prospective visitors of service availability prior to their trip to the Basin.

- o Prepare programs directed to the specific needs of residents and to the specific needs of visitors.
- o Provide information centers at major traffic generators and attractors.
- o Install route and schedule information displays throughout the Basin.

7. Provide adequate capital equipment and new construction in order to operate an accessible public transportation system at an optimum level.

Specific Objectives:

- o Purchase only lift-equipped vehicles.
- o Modify the existing STAGE maintenance facility to accommodate more vehicles, provide office space, and provide alternative fuels capability.
- o Replace the existing TART maintenance facility to accommodate more vehicles, provide office space and provide alternative fuels capability.
- o Establish a fleet replacement program.
- o Construct transit terminals as necessary to support the five-year service plan.
- o Provide timetable for the purchase of all transit support equipment (i.e., supervisory vehicles, maintenance support vehicles, passenger shelters, bus stops, information displays, fareboxes, radios, pedestrian crossing improvements).
- o Undertake a program to establish small park and ride lots near transit routes.

8. Implement a public transportation system in such a manner as to protect the interests and benefits of all individuals currently employed with the STAGE and TART systems.

Specific Objectives:

- o Assume job security for all existing transit employees.
- o Develop uniform work rules and conditions for all employees.