

**TRPA
APC
PACKETS**

**FEBRUARY
1997**

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that the Advisory Planning Commission of the Tahoe Regional Planning Agency will conduct its regular meeting at 9:30 a.m. on Wednesday, February 12, 1997, at the North Tahoe Conference Center, 8318 North Lake Boulevard, Kings Beach, California. The agenda for the meeting is attached hereto and made a part of this notice.

February 3, 1997

By: 

Jerry Wells
Deputy Director

This agenda has been posted at the TRPA office and at the following post offices: Zephyr Cove and Stateline, Nevada, and Tahoe Valley and Al Tahoe, California. The agenda has also been posted at the North Tahoe Conference Center in Kings Beach, the Incline Village GID office, and the North Lake Tahoe Chamber of Commerce.

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

North Tahoe Conference Center
8318 North Lake Boulevard,
Kings Beach, California

February 12, 1997
9:30 a.m.

All items on this agenda are action items unless otherwise noted.

AGENDA

Page #

I. CALL TO ORDER AND DETERMINATION OF QUORUM

II. APPROVAL OF AGENDA

III. PUBLIC INTEREST COMMENTS (No Action)

Any member of the public wishing to address the Advisory Planning Commission on an agenda item not listed as a Public Hearing or a Planning Matter item, or on any other issue, may do so at this time. However, public comment on Public Hearing and Planning Matter items will be taken at the time those agenda items are heard.

NOTE: THE ADVISORY PLANNING COMMISSION IS PROHIBITED BY LAW FROM TAKING IMMEDIATE ACTION ON, OR DISCUSSING ISSUES RAISED BY THE PUBLIC THAT ARE NOT LISTED ON THIS AGENDA.

IV. DISPOSITION OF MINUTES

V. PUBLIC HEARING AND RECOMMENDATION TO THE GOVERNING BOARD

- A. Amendment of the Stateline/Ski Run Community Plan to Add Personal Services as a Permissible Use in the Stateline Pedestrian Land Use District and Amendments to the Tourist Accommodation Bonus Unit Program and the Commercial Floor Area Allocation Program 1
- B. Presentation of Environmental Improvement Program (EIP) and Items for 1997 Federal Legislative Agenda 15
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VII. RESOLUTIONS

- A. For Former APC Member Romany Woodbeck

VIII. REPORTS

- A. Executive Director

- 1. Lake Tahoe-Related Bills Introduced in the Nevada Legislature

99

- B. Legal Counsel

- C. APC Members

IX. ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY

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Elks Point, Nevada

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MEMORANDUM

January 28, 1997

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Amendment Of The Stateline/Ski Run Community Plan To Add Personal Services As A Permissible Use In The Stateline Pedestrian Land Use District And Amendments To The Tourist Accommodation Bonus Unit Program And The Commercial Floor Area Allocation Program

Proposed Action: The City of South Lake Tahoe proposes that TRPA amend the Stateline/Ski Run Community Plan to:

- a. amend the matrix of permissible land uses in the Stateline/Ski Run Community Plan to permit certain types of Personal Services (offsite rental of sporting equipment and beauty salons), as defined in Chapter 18 of the Code, as allowable uses in Land Use District 2a, the Stateline Pedestrian District;
- b. modify the maximum amount of commercial floor area allowed per project from 1,600 square feet to 2,000 square feet in District 3b, Ski Run Village; and
- c. modify Land Use Strategy and Economic Feasibility Goal, Objective 1, Policy B to permit tourist accommodation bonus units to be used in all land use districts of the plan which permit hotels, motels, and other transient dwelling units.

The proposed language changes and the City's rationale for the changes are shown in Attachment A.

Staff Recommendation: Staff recommends the APC conduct the public hearing as noticed and, based on its outcome, recommend approval of the amendments to the TRPA Governing Board. The City of South Lake Tahoe Planning Commission is scheduled to consider the amendments at its February 12 meeting, so no recommendation is available from them at this time.

Discussion: The City considers the amendments necessary to "fine tune" implementation of the Community Plan.

AS/rd

AGENDA ITEM V.A.

1

District 2a is the Stateline Pedestrian District along U.S. 50 between Embassy Suites and the Crescent V Center. It includes the site of the recently approved Park Avenue Project. It is intended to offer tourist-serving retail opportunities. Refer to Attachment B, Community Plan Permissible Uses Matrix. The intent of the Plan was to permit only tourist-serving types of retail commercial uses in this area which would attract pedestrians in a browsing and window-shopping type of experience. Personal services generally do not include that type of commercial use. The definition is shown below:

Personal Services: Establishments primarily engaged in providing non-medically related services generally involving the care of persons including beauty and barber shops; shoe repair shops; saunas and hot tubs; laundromats (self-service laundries); dry cleaning pick-up stores and small-scale dry cleaners without pick-up and delivery services; clothing rental; dating and escort services; funeral parlors, cemetery real estate sales and related facilities, offsite rental of sporting equipment, and wedding chapels. These uses may also include accessory retail sales of products related to the services provided.

Adding this use to the Plan for District 2a may slightly alter the character of the area by introducing non tourist-related commercial uses. It is not, however, expected to substantially detract from the overall design and land use concept for the area unless the U.S. 50 frontage becomes dominated by services which are not tourist oriented.

The City proposes to resolve this potential inconsistency by limiting the types of personal services permissible in District 2a to offsite rental of sporting equipment and beauty salons.

The increase in the amount of commercial floor area which would be allowed per project in District 3b (Ski Run Village) from 1,600 to 2,000 square feet is intended to make larger projects on larger parcels relatively more feasible without the need to acquire additional commercial floor area.

Permitting tourist accommodation bonus units to be used outside of the areas where they are presently allowed is intended to encourage rehabilitation or demolition and reconstruction of existing substandard motel units. Presently, the bonus units are allowed to be used only for bed and breakfast style accommodations in three land use districts along Ski Run Boulevard (3b, 5a, and 5b). The amendment would permit them to be used in nine additional districts (1a, 1b, 1c, 1d, 1e, 1f, 2a, 2b, and 3a) covering a much larger portion of the Plan. The Stateline area would be the most significant addition, and includes several districts in which the bonus units would be available. Attachment C shows the location of the Plan's Land Use Districts.

Required Findings: The following findings must be made prior to adopting the proposed amendments:

A. Chapter 13 Findings:

1. Findings: The amendment is substantially consistent with the plan area designation criteria in Subsections 13.5.B and 13.5.C.

Rationale: The proposed community plan amendments will add two additional service-oriented commercial uses to an adopted community plan area when the land use theme is tourist and will enhance implementation of the plan's goals. Community plan areas are areas where commercial uses are intended to be concentrated.

The management strategy, redirection, will not change with the amendments. The strategy has the opportunity to be enhanced by offering tourist accommodation bonus units as an incentive for rehabilitation or reconstruction.

The proposed plan amendments are consistent with the general planning direction for the plan area.

B. Chapter 6 Findings:

1. Findings: The project is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code, and other TRPA plans and programs.

Rationale: The proposed amendments will be consistent with, and will not adversely affect, implementation of the Regional Plan because they will allow additional commercial uses to be concentrated within an adopted community plan area. Further, they will stimulate additional development contemplated by the plan. The incentive system is intended to encourage additional development in exchange for threshold-related and other improvements. This is consistent with the land use goals and policies of the Plan, with the air quality and transportation goals and policies of the Plan, and with the urban design and development and land use strategy and economic feasibility goals of the adopted Stateline/Ski Run Community Plan.

2. Finding: That the project will not cause the environmental thresholds to be exceeded.

Rationale: The proposed community plan amendments will not cause the environmental thresholds to be exceeded because they represent minor changes to the community plan. The permissible use amendments may help to incrementally attain and maintain applicable air quality thresholds through the concentration of complimenting land uses thereby reducing the number of single purpose vehicle trips.

3. Finding: Wherever federal, state and local air and water quality standards applicable for the Region, whichever are strictest, must be attained and maintained pursuant to Article V(d) of the Compact, the project meets or exceeds such standards.

Rationale: Any new development will continue to be subject to the Regional Plan Package, Plan Area Statements, including maintenance of applicable air and water quality standards.

4. Finding: The Regional Plan and all of its elements, as implemented through the Code, Rules and other TRPA plans and programs, as amended, achieves and maintains the thresholds.

Rationale: For reasons stated in Findings 1 and 2 above, the Regional Plan will continue to achieve and maintain the threshold.

5. Finding: The Regional Plan, as amended, achieves and maintains the thresholds.

Rationale: For the reasons stated in Findings 1 and 2 above, the Regional Plan, as amended, achieves and maintains the thresholds.

Environmental Documentation: Staff has completed an Initial Environmental Checklist (IEC) for the proposed action and recommends a Finding of No Significant Effect (FONSE) for the following reasons:

- a. Potential land use inconsistencies in the Stateline district which may result from the proposed action will be resolved by limiting which Personal Service uses may be permitted, by requiring them to be consistent with the adopted urban design concept (door/window /door/window) and by making them special uses. Special uses require TRPA to find prior to approval that the area's land use pattern and character are not adversely affected.

- b. The Stateline Pedestrian District is a pedestrian-oriented area designed to take advantage of the high concentration of lodging properties within walking distance of the district and to discourage the use of automobiles (i.e., additional vehicle trips). Permissible land uses in District 2a are primarily visitor oriented and are not oriented to the general public which require additional vehicle trips. The proposed use amendments are consistent with the visitor orientation.

- c. Use of the 25 additional tourist accommodation bonus units was analyzed in the certified programmatic EIR/EIS for the Stateline/Ski Run Community Plan. No significant adverse impacts were identified with their use. Modifying areas within the plan boundary in which they can be used is represents a minor change to the plan and is not expected to result in significant impacts. Further, projects which use the additional tourist bonus units are required by the plan to meet adopted parking standards.

Staff will begin this item with a brief presentation. Please contact Andrew Strain at (702) 588-4547 if you have any questions or comments regarding this agenda item.

- a. **Add:**
"Personal Services" to district 2a, with footnote 10 to read
"offsite rental of sporting equipment and beauty shops only and
to be consistent with the 'window, door, window, door' concept".

Basis:

The addition will allow only the identified Personal Service uses that are consistent with the tourist oriented character of the Stateline Pedestrian District (2a).

With the strong recreational component of the gondola accessing the year round Heavenly Ski Area as well as the connection and construction of bikeways, the offsite rental of sporting equipment in a concentrated lodging area, the amendment is appropriate.

Further, with the amount of visitors either staying in the District, visiting the District or who are within the immediate lodging area of the District, beauty salons are an appropriate visitor amenity.

In addition, the location of the "Personal Service" use must be found consistent with the 'window, door, window, door' concept. Specifically, as pedestrians walk along the U.S. 50 streetscape, the "Personal Service" use shall contribute to the shopping (browsing) experience.

- b. **Modify:**
Modify the maximum of commercial square footage allowed per project in District 3b from 1600 sq. ft. to 2,000 sq. ft.

Basis:

By increasing the maximum square footage per project to 2,000 sq. ft., larger projects can be built on larger undeveloped parcels thereby eliminating, or at least reducing, the need to acquire additional square footage. Further, this increase will also facilitate implementation of the infrastructure improvements.

- c. **Modify:**
Modify the Landuse Strategy and Economic Feasibility Goal, Objective 1, Policy B as follows:

"Provide 25 Bonus TAU's, which can be used in accordance with Chapter 35 (TRPA Code) as an incentive for the conversion of existing residential structures to bed and breakfast style accommodations, or the construction of new bed and breakfast style tourist units within Districts 5a, 3b, and 5b on Ski Run Blvd. *or for an incentive to rehabilitate substandard motel structures or for the demolition of the substandard motel structures and transfer of units to any buildable property within districts which permit motels, 1a, 1b, 1c, 1d, 1e, 1f, 2a, 2b, 3a, 3b, 5a and 5b.* (see TAU distribution system, Objective 2, Policy E)". Note: Modification is in Italics.

Basis:

To provide incentives to rehabilitate or demolish substandard motel units.

KEY:

1 = Tourist Accommodation	a Lakeside	b Van Sickle	c Montreal	d Midway
	e Tahoe Marina Hotel	f Lower Ski Run-west		
2 = Tourist Related Retail	a Stateline Pedestrian	b Lower Ski Run-south		
3 = Local Serving Retail	a Crescent V	b Ski Run Village		
4 = Recreation	a Van Sickle	b Basin E	c Osgood Basin	
5 = B & B & Professional Offices	a Upper Ski Run North	b Upper Ski Run South		
6 = Affordable Housing	a Van Sickle	b Fern	c Pentagon	d Upper Ski Run
7 = Transportation Corridor				

LAND USE CATEGORIES	DISTRICTS																				MAXIMUM UNITS/ACRE
	1a	1b	1c	1d	1e	1f	2a	2b**	3a	3b	4a	4b	4c	5a	5b	6a	6b	6c	6d	7a	
I. RESIDENTIAL																					
Domestic Animal Raising																				S	
Employee Housing	S	S	S	S	S	S	S	S	S	S					S	S	A1	A1	A1	A1	15
Mobile Home Dwelling																					
Multiple Family Dwelling	S	S	S	S	S	S	S	S	S	S					S	S	A1	A1	A1	A1	15
Multi-Person Dwelling	S	S	S	S	S	S	S	S	S	S					S	S	A1	A1	A1	A1	25 Persons/acre
Nursing & Personal Care																					
Residential Care																S					
Single Family Dwelling	A	S	S	S		S					S2				S	S		A			1 per parcel
Summer Home																					1 per parcel
II. TOURIST ACCOMMODATION																					
Bed & Breakfast Facilities	A1			A1		A1				S					A1	A1					10
Hotel, Motel, Other Transient Dwelling Units	A1	A1	A1	A1	A1	A1	S	S	S	S					A1	A1					40
*Time Sharing (Hotel/Motel Design)	A1	A1	A1	S		S	S	S							A1	A1					40
*Time Sharing Residential Design	A1	A1	A1	S		S	S								A1	A1					15
III. COMMERCIAL																					
A. Retail																					
Auto, Mobile Home and Vehicle Dealers																					
Building Material & Hardware										S4											
General Merchandise Stores						S5	A1	A1	A1	A1					S5	S5					
Mail Order and Vending								S1	A1												
Nursery																A1					
Outdoor Retail Sales							S	S	S	S											
Eating & Drinking Places	S6	S6		S6	S6	A1	A1	A1	A1	A1			A1								
Food and Beverage Retail Sales							S	S	S	S			S								
Furniture, Home Furnishings & Equipment							S	S	S	S											
Service Stations	S									S						S					
B. Entertainment																					
Amusement & Recreation Services	S	S					S7	S7	S												
Privately Owned Assembly and Entertainment	S	S																			
Outdoor Amusements	S	S				S			S	S					S	S					

LAND USE CATEGORIES	DISTRICTS																					MAXIMUM UNITS/ACRE
	1a	1b	1c	1d	1e	1f	2a	2b**	3a	3b	4a	4b	4c	5a	5b	6a	6b	6c	6d	7a		
C. Services																						
Animal Husbandry Services						S								S	S							
Auto Repair and Service															S	S						
Broadcasting Studios						S		S							S	S						
Business Support Services						S		S							S	S						
Contract Construction Services																						
Financial Services							S8	S8	A1										A1			
Health Care Services						A1			A1	A1					A1	A1						
Laundries & Dry Cleaning Plant																						
Personal Services						S5	S10	S	A1	A1					S5	S5						
Professional Offices						A1		A1	A1	A1					A1	A1						
Repair Services							S9	S9	S9													
Sales Lot																						
Schools- Business and Vocational						S			S						S	S						
Secondary Storage																						
D. Light Industrial																						
Batch Plants																						
Food & Kindred Products																						
Fuel & Ice Dealers																						
Industrial Services																						
Printing & Publishing																						
Recycling & Scrap																						
Small Scale Manufacturing							S	S	S	S												
E. Wholesale/Storage																						
Storage Yards																						
Vehicle & Freight Terminals																						
Vehicle Storage & Parking	S	S	S	S	S	S	S	S	S	S			S		S	S	S					
Warehousing																						
Wholesale & Distribution																						

ADDED



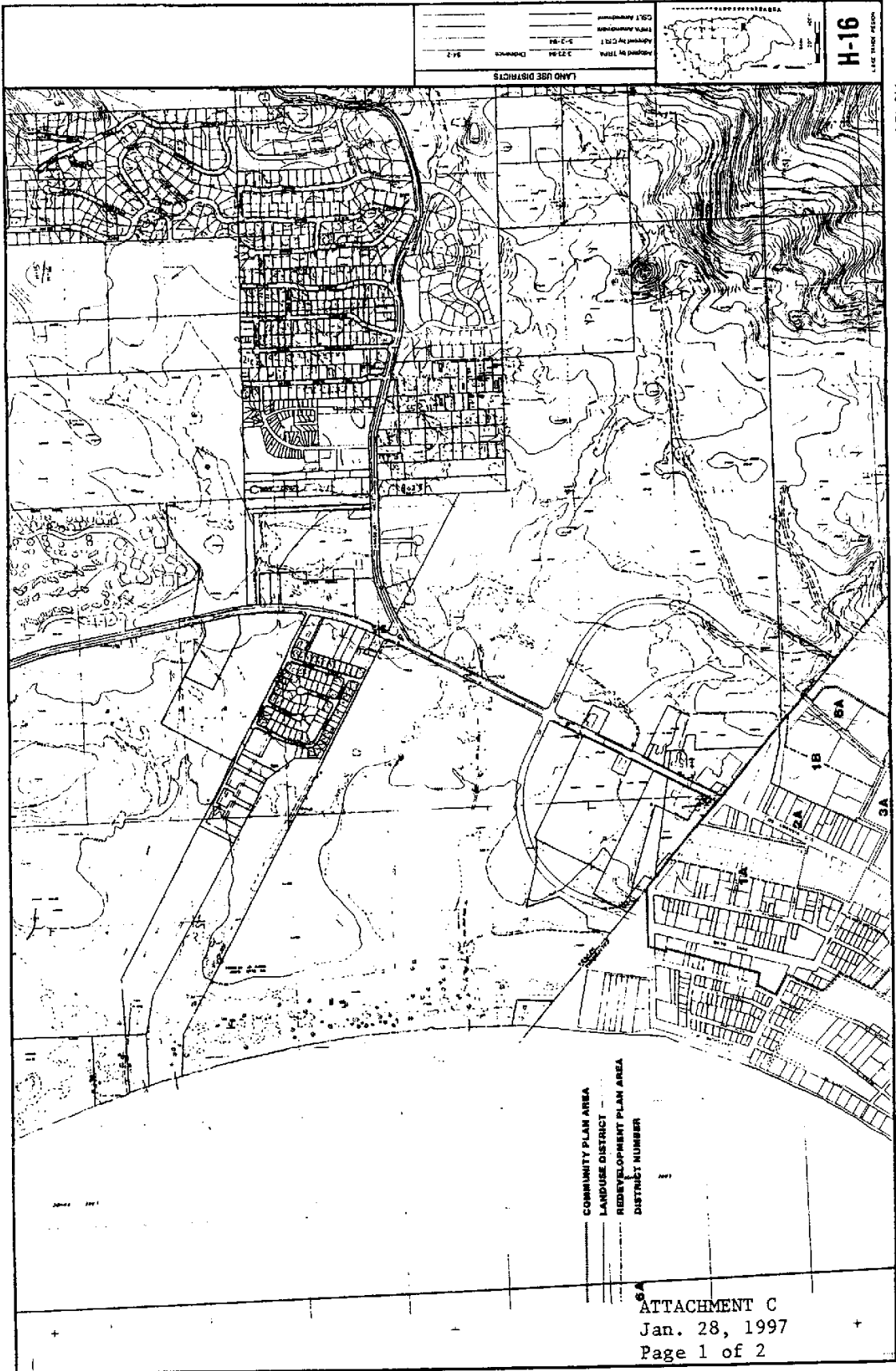
LAND USE CATEGORIES	DISTRICTS																	MAXIMUM UNITS/ACRE		
	1a	1b	1c	1d	1e	1f	2a	2b**	3a	3b	4a	4b	4c	5a	5b	6a	6b		6c	6d
IV. PUBLIC SERVICE																				
A. General																				
Airfields, Landing Strips & Heliports (New Non-Emergency Sites Prohibited)																				
Cemeteries																				
Churches	S					S								S	S				S	
Collection Stations									S											
Cultural Facilities	S	S					S	S	S	S		S								
Daycare Centers/Preschool	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1				A1	A1	A1	A1	A1	A1	
Government Offices															A1					
Hospitals																				
Local Assembly and Entertainment																				
Local Post Office																				
Local Public Health and Safety Facilities	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	
Power Generating																				
Public Owned Assembly & Entertainment	S	S					S				S									
Public Utility Centers	S																			
Regional Public Health & Safety Facilities																				
School - College																				S
Schools - Kindergarten through Secondary																				
Social Service Organizations						A1			A1					A1	A1					
B. Linear Public Facilities																				
Pipelines & Power Transmission	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
Transit Stations & Terminals	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
Transportation Routes	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
Transmission & Receiving Facilities	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
V. RECREATION																				
Beach Recreation						A1						A1								
Boat Launching Facilities												S								
Cross Country Ski Courses												S				S				
Day Use Areas	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	
Developed Campgrounds																				
Downhill Ski Facilities																				
Golf Courses																				
Group Facilities											S					S				25 Persons/acre
Marinas												A1								
Off-Road Vehicle Courses																				
Outdoor Recreation Concessions												S								
Participant Sports Facilities		S					S				S					S				
Recreation Centers											S					S				
Recreational Vehicle Parks	S																S			10 Sites/acre
Riding and Hiking Trails											S					S				
Rural Sports											S					S				

LAND USE CATEGORIES	DISTRICTS																			MAXIMUM UNITS/ACRE
	1a	1b	1c	1d	1e	1f	2a	2b**	3a	3b	4a	4b	4c	5a	5b	6a	6b	6c	6d	
Snowmobile Courses											S					S				
Sport Assembly																				
Undeveloped Campgrounds																				
Visitor Information Centers	A1	S					S				S									
VI. RESOURCE MANAGEMENT																				
A. Timber Management																				
Reforestation	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Regeneration Harvest																				
Sanitation Salvage Cut	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Selection Cut																				
Special Cut																				
Thinning																				
Timber Stand Improvement	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Tree Farms	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
B. Wildlife and Fishes																				
Early Succession Vegetation Management	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Nonstructural Fish Habitat Management	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
C. Range																				
Farm/Ranch Structures											A					A				
Grazing											A					A				
Range Pasture Management											A					A				
Range Improvement											A					A				
D. Open Space																				
Allowed in all Areas of Region	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
E. Vegetation Protection																				
Fire Detection and Suppression	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Fuels Treatment/Management	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Insect & Disease Suppression	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Prescribed Fire/Burning Management																				
Sensitive Plant Management	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Uncommon Plant Community Management	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

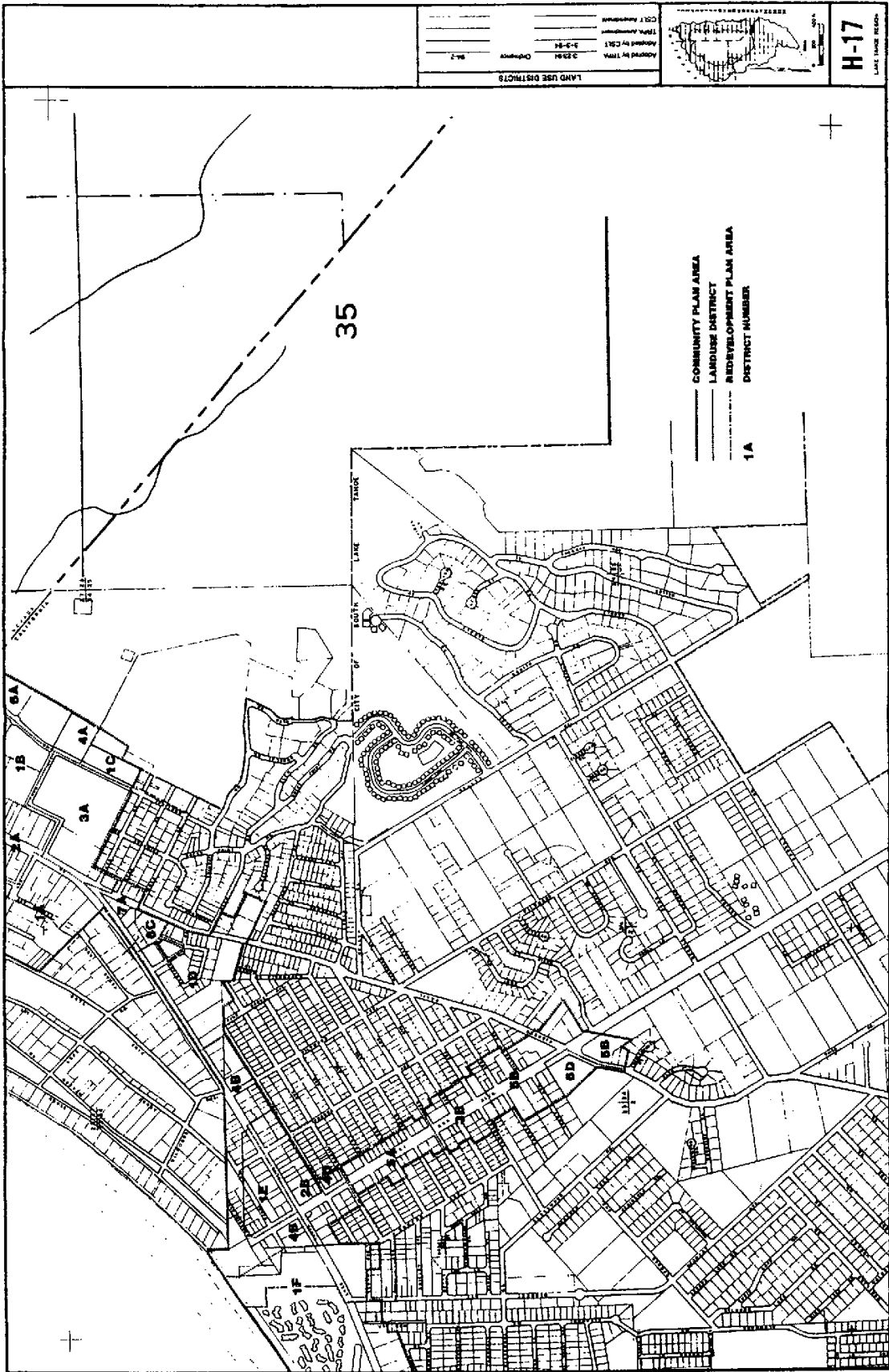
LAND USE CATEGORIES	DISTRICTS																					MAXIMUM UNITS/ACRE
	1a	1b	1c	1d	1e	1f	2a	2b**	3a	3b	4a	4b	4c	5a	5b	6a	6b	6c	6d	7a		
F. Watershed Improvements																						
Erosion Control	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1		
Runoff Control	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1		
Stream Environment Zone Restoration	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1		
Footnotes:																						
A = Allowed																						
S = Special Use Permit Required																						
**Note all special uses within 2b are appropriate for development on SW Corner. Refer to Redevelopment Demonstration Plan.																						
1. Requires CSLT Design Review																						
2. Caretaker Residence Only																						
3. New Auto Parts Only																						
4. Wallpaper, Paint, Hardware Only																						
5. Sporting Goods, Equipment and Accessory Bike and Moped																						
6. Not Freestanding Building																						
7. Entrance Only Fronting Highway 50																						
8. ATM Only																						
9. Jewelry Repair Only																						
10. Off-site rental of sporting equipment and beauty shops only, and consistent with the window, door, window, door design concept.																						

ADDED





TAHOE REGIONAL PLANNING AGENCY



TAHOE REGIONAL PLANNING AGENCY

ATTACHMENT
 Jan. 28, 19
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TAHOE REGIONAL PLANNING AGENCY

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MEMORANDUM

February 3, 1997

To: The TRPA Advisory Planning Commission
From: The TRPA Staff
Subject: Presentation of Environmental Improvement Program (EIP)
and Items for 1997 Federal Legislative Agenda

The staff will be making a presentation on the EIP and legislative agenda at the February 12 meeting.

jf

jf

AGENDA ITEM V.B.

TAHOE REGIONAL PLANNING AGENCY

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MEMORANDUM

January 28, 1997

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Adoption of the 1997-2001 List of Additional Recreation Facilities
Pursuant to Section 33.6

Proposed Action: Staff requests the Advisory Planning Commission (APC) review the new projects and amended projects proposed for inclusion on the 1997-2001 Five-Year List of Additional Recreation Facilities and make a recommendation to the Governing Board to adopt the List and accompanying resolution. (The list is included in this mailing under separate cover for APC members. Others wishing a copy should call the TRPA office at 702-588-4547.)

Please Note: In the interest of conserving paper, the cost of printing and postage, only new or amended, projects are included in this packet.

Recommendation: Staff recommends that the APC conduct the public hearing and based on its outcome, recommend adoption of the 1997-2001 Five-Year List of Additional Recreation Facilities and accompanying resolution to the Governing Board.

Background: Section 33.6 of the Code of Ordinance requires TRPA to prepare a Five-Year List of Additional Recreation Facilities annually. The list is to be adopted by the Governing Board. The list serves as a regional recreation planning and coordination tool in lieu of a regional recreation master plan. It also serves as a method to track implementation of TRPA's 20-year target for outdoor recreation.

The recreation master plan that addresses measurable performance targets, recreational resource allocation, priority list of facilities and lands for recreation, and reservation of a fair share of the Region's capacity for additional development for recreation is scheduled to be completed in December of 1999. The master plan is part of the TRPA Recreation Threshold Schedule of Implementation for 1997-2001 (B List).

JH:jf
1/28/97

AGENDA ITEM V.C.

Discussion: This year, nine new projects have been added to the list. The majority of amended projects, involve delayed project construction dates. Only one project was completed in 1996, the Incline Village General Improvement District Incline Beach Bathroom and Concession Remodel, and has been removed from the list. Also partially completed are various segments of the Tahoe Rim Trail.

Environmental Documentaion: Staff has completed an Initial Environmental Checklist (IEC) for the projects and proposes a Finding of No Significant Effect (FONSE) because the action is administrative in nature and does not constitute a project approval. Projects on the list which apply for TRPA permits must be found to be consistent with all applicable elements of the Regional Plan prior to project approval.

The finding of need for the project is made in the context of a five-year planning process and does not preclude an analysis and inquiry into the need for the project, including the size, at the time of project review.

The additions of new projects to the list for future consideration is consistent with the Regional Plan.

Staff will begin this item with a brief presentation. Please contact John Hitchcock at (702) 588-4547 or Email to trpa@sierra.net if you have any questions or comments on this agenda item.

TAHOE REGIONAL PLANNING AGENCY
RESOLUTION NO. 97_____

ADOPTING TRPA 1997-2001 LIST OF ADDITIONAL
RECREATION FACILITIES PURSUANT TO CHAPTER 33 OF THE
TRPA CODE OF ORDINANCES

WHEREAS, Section 33.6 of the TRPA Code of Ordinances sets forth the need for and the applicability of a list of additional recreation facilities anticipated for construction during each five-year period of the Regional Plan; and

WHEREAS, TRPA has consulted with the appropriate recreation entities in the Region and pursuant to such consultations has prepared a list; and

WHEREAS, projects which are within a TRPA-adopted specific or master plan are not required to be on the list; and

WHEREAS, projects which require adoption of a master plan prior to expansion are not to be included on the list; and

WHEREAS, subparagraph 33.6.A(4) sets forth the eligibility findings for inclusion on the list; and

WHEREAS, the list shall be amended, as appropriate, at the beginning of each calendar year;

WHEREAS, the Advisory Planning Commission ("APC") conducted a public hearing and recommended adoption of the resolution.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency hereby finds that the projects on the 1997-2001 List of Additional Recreation Facilities, as set forth in Exhibit A, attached hereto and incorporated herein by reference, meet the criteria set forth in subparagraph 33.6.A(4) and that the amendment of the Recreation Facilities List has no significant environmental effect.

BE IT FURTHER RESOLVED that the findings of need for the projects are made in the context of a five-year planning process and do not preclude an analysis and inquiry into the need for the projects, including their size, at the time of project review.

BE IT FURTHER RESOLVED that adoption of the addition to the 1997-2001 List of Additional Recreation Facilities shall not be deemed to constitute a project approval, preliminary or otherwise, or a finding of no significant environmental effect, with respect to an individual project on the list, and that each project thereon shall require the review and approval of TRPA, in accordance with the Code of Ordinances, including Chapter 5, prior to issuance of a permit therefor.

BE IT FURTHER RESOLVED THAT THE GOVERNING BOARD adopts the additional projects, as listed in Exhibit A, as an amendment to the 1997-2001 List of Additional Recreation Facilities.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held _____, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

Drake DeLaney, Chairman
Tahoe Regional Planning Agency

TAHOE REGIONAL PLANNING AGENCY

308 Doria Court
Elks Point, Nevada

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

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MEMORANDUM

January 28, 1997

To: Advisory Planning Commission

From: TRPA Staff

Subject: Adoption of the 1997-2001 List of Additional Public Service Facilities Pursuant to Section 33.5

Proposed Action: Staff requests the Advisory Planning Commission (APC) review the new projects and amended projects proposed for inclusion on the 1997-2001 Five-Year List of Additional Public Service Facilities and make a recommendation to the Governing Board to adopt the List and accompanying resolution. (The list is included in this mailing under separate cover for APC members. Others wishing a copy should call the TRPA office at 702-588-4547)

Please Note: In the interest of conserving paper, the cost of printing and postage, only new, or amended, projects are included in this packet.

Recommendation: Staff recommends that the APC conduct the public hearing and based on its outcome, recommend adoption of the 1997-2001 Five-Year List of Additional Public Service Facilities and accompanying adopting resolution to the Governing Board.

Background: Section 33.5 of the Code of Ordinance requires TRPA to prepare a Five-Year List of Additional Public Service Facilities annually. The list is to be adopted by the Governing Board. The list serves as a regional public service planning and coordination tool in lieu of a Capital Improvement Program.

Staff has finished the Draft Environmental Improvement Program (EIP), which currently is in circulation for review. The EIP will lay the framework for all environmental improvement projects in the Basin. The EIP is expected to replace the Public Service Facilities List, once adopted.

JH:jf
1/28/97

AGENDA ITEM V.D.

21

Discussion: This year, seventeen new projects have been added to the list. The majority of amended projects, involved either delayed project construction dates or updated project definitions. In 1996, fourteen public service projects were completed. For a complete list of completed projects for the year 1996 see Appendix X.

Environmental Documentaion: Staff has completed an Initial Environmental Checklist (IEC) for the projects and proposes a Finding of No Significant Effect (FONSE) because the action is administrative in nature and does not constitute a project approval. Projects on the list which apply for TRPA permits must be found to be consistent with all applicable elements of the Regional Plan prior to project approval.

The finding of need for the project is made in the context of a five-year planning process and does not preclude an analysis and inquiry into the need for the project, including the size, at the time of project review.

The additions of new projects to the list for future consideration is consistent with the Regional Plan.

Staff will begin this item with a brief presentation. Please contact John Hitchcock at (702) 588-4547 or Email to trpa@sierra.net if you have any questions or comments on this agenda item.

TAHOE REGIONAL PLANNING AGENCY
RESOLUTION NO. 97 _____

ADOPTING TRPA 1997-2001 LIST OF ADDITIONAL
PUBLIC SERVICE FACILITIES PURSUANT TO CHAPTER 33 OF THE
TRPA CODE OF ORDINANCES

WHEREAS, Section 33.5 of the TRPA Code of Ordinances sets forth the need for and the applicability of a list of additional public service facilities anticipated for construction during each five-year period of the Regional Plan; and

WHEREAS, TRPA has consulted with the appropriate public service entities in the Region and pursuant to such consultations has prepared a list; and

WHEREAS, the list shall be amended, as appropriate, at the beginning of each calendar year;

WHEREAS, the Advisory Planning Commission ("APC") conducted a public hearing and recommended adoption of the resolution.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency hereby finds that the projects on the 1997-2001 List of Additional Public Service Facilities, as set forth in Exhibit A, attached hereto and incorporated herein by reference, meet the criteria set forth in subparagraph 33.5.A(4) and that the amendment of the Public Service Facilities List has no significant environmental effect.

BE IT FURTHER RESOLVED that the findings of need for the projects are made in the context of a five-year planning process and do not preclude an analysis and inquiry into the need for the projects, including their size, at the time of project review.

BE IT FURTHER RESOLVED that adoption of the addition to the 1997-2001 List of Additional Public Service Facilities shall not be deemed to constitute a project approval, preliminary or otherwise, or a finding of no significant environmental effect, with respect to an individual project on the list, and that each project thereon shall require the review and approval of TRPA, in accordance with the Code of Ordinances, including Chapter 5, prior to issuance of a permit therefor.

BE IT FURTHER RESOLVED THAT THE GOVERNING BOARD adopts the additional projects, as listed in Exhibit A, as an amendment to the 1997-2001 List of Additional Public Service Facilities.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held _____, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

Drake DeLanoy, Chairman
Tahoe Regional Planning Agency

TAHOE REGIONAL PLANNING AGENCY

308 Doria Court
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MEMORANDUM

January 29, 1997

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Amendment of Regional Plan Land Capability Overlay Map
Pursuant to Man-Modified Determination, HCC Corporation, Incline
Village Hyatt, APN 127-010-02, 111 Country Club Drive, Incline
Village, Nevada Washoe County

Proposed Action: To amend the Land Capability Overlay Map (H-4) to indicate a determination of man-modified on a portion of Washoe County APN 127-010-02, Incline Village Hyatt (See attached map).

Staff Recommendation: Staff recommends that the Advisory Planning Commission recommend approval of the plan amendment which changes the land capability of a portion of the parcel from land capability class 1b to land capability class 6 and 2, with the following conditions:

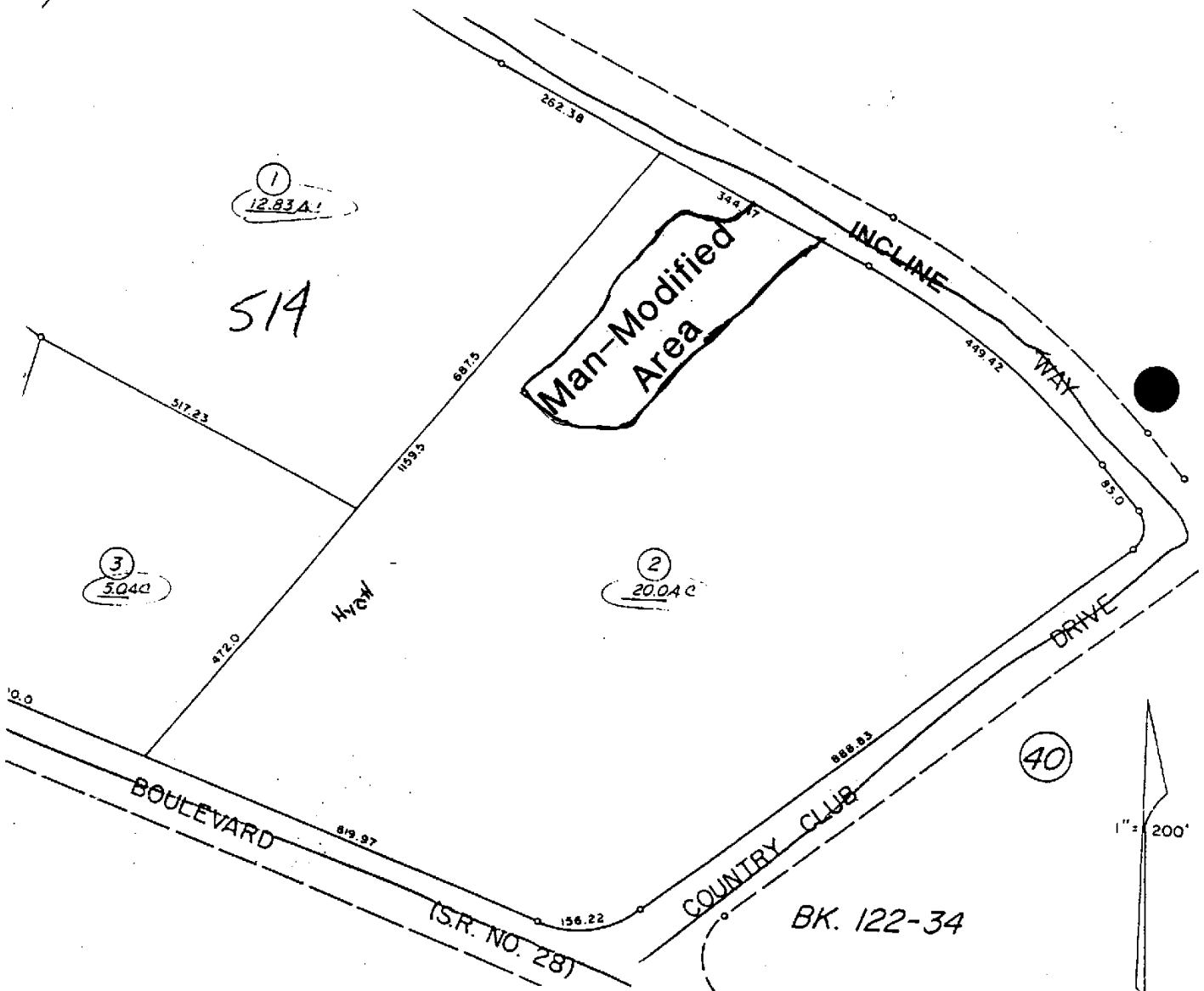
1. A schedule for the installation of standard BMPs be completed by the owner and a security deposit be posted prior to the acknowledgement of any permits on this parcel. All BMPs must be installed prior to October 15, 2000. Implementation of BMPs relating to, but not limited to, ripping of compacted areas, revegetation, and stabilization of fill sideslopes, shall be required as part of onsite mitigation. The owner shall post a security equal to 110 percent of the BMP cost as determined by a licensed Civil Engineer or equivalent, to ensure completion of the necessary BMPs on the parcel.
2. Prior to the acknowledgement of a permit for a new project on the man-modified portion of parcel which relies on the increase in the allowable land coverage associated with this man-modified determination, the owner shall restore 48,720 square feet of stream environment zone (SEZ). A funded and TRPA approved plan for the removal of the employee parking lot in the southwest corner of the Hyatt parcel and restoration of a functional SEZ in this portion of the property, covering approximately 30,000 square feet, shall be completed by the applicant prior to acknowledgement of any permits. The remaining 18,649 square

JP/rd
1/29/97

AGENDA ITEM V.E.

MAN-MODIFIED DETERMINATION

APN 127-010-02



feet of SEZ restoration shall be mitigated by the payment a fee of \$80,915 by the HCC Corporation to TRPA based on an average SEZ restoration cost of \$189,000 per acre. The location of SEZ restoration for which this fee is being paid, shall be in the area bounded by Highway 28 and Lakeshore Drive between Third and Incline Creek in a location deemed to be the most feasible and appropriate by TRPA and the Incline Village General Improvement District (IVGID).

3. HCC Corporation will grant to TRPA, IVGID, and Washoe County access to the Hyatt property (APN 127-010-02) for the purposes of designing and restoring the Incline Creek SEZ, as well as fisheries improvements as part of the Incline Creek EIP project. The final area of restoration associated with the Incline Creek EIP project will be limited to the area within the TRPA verified SEZ boundary on the Hyatt parcel.

This condition ensures access for SEZ mitigation which requires construction of flood plain and fisheries improvements to the Incline Creek area and/or to provide for high flow water diversions to IVGID lands for water quality treatment in restored SEZ areas to the north and/or west.

Background: The Hyatt property is a 20 acre parcel located at 111 Country Club Drive, Incline Village, Nevada U.S. Highway 50, Meyers, California (see map, Exhibit 1). The field work for a man-modified determination was conducted in December, 1996 by a team of TRPA experts. At the time the man-modified determination request was filed in December 1996, a soils investigation report was prepared by TRPA Staff in conjunction Hugh Ezzel, a registered engineer with Soils Engineering, Inc. The soils investigations were conducted by Joseph Pepi, TRPA's Certified Professional Soil Scientist, and the hydrologic evaluations and other field investigations were conducted by Kevin Hill, hydrologist and Larry Benoit, revegetation specialist, of TRPA staff.

A soils report was prepared and concluded the soils located on this parcel consisted of approximately 15 feet of imported fill material placed over the native soils. This information is based on soil borings taken in close proximity to the soil boring locations completed by Pezonella Geotechnical and Environmental Engineers. These reports support the conclusion that this parcel has been modified by the placement of fill material to the extent that the land capability has been significantly altered.

Chapter 20, Subsection 20.2.F of the TRPA Code of Ordinances, sets forth the standards for processing man-modified determinations. A man-modified determination is appropriate when land has been altered such that it no longer exhibits the characteristics of the original mapped land capability.

Analysis: The following analyses are provided to complete the man-modified report:

- (a) Geomorphic characteristics - The Geomorphic Analysis of the Lake Tahoe Basin (Bailey, 1974) maps this area within geomorphic units, E-2 (Outwash, till, and lake deposits, low hazard lands). The soils mapped on the parcel (see item c) are consistent with the mapped geomorphic hazard rating.
- (b) Surface and subsurface hydrology - There is no evidence of near surface groundwater on the filled.
- (c) Physical/chemical soil characteristics - TRPA Land Capability Map H-4 shows this parcel in one land capability district and soil map unit. The land capability is Class 1b - Stream Environment Zone (SEZ) This parcel is mapped within one Geomorphic Unit, E-2 (Outwash, till, and lake deposits, low hazard lands), in the Bailey Geomorphic Analysis of the Lake Tahoe Basin. The portion of the parcel being considered for the man-modified determination is mostly devoid of natural vegetation or is under the asphalt tennis courts.

The soils on the man-modified portion of the parcel consist of moderately coarse textured fill material placed over the native soils. The soils report prepared by Joseph Pepi is on file. Two soil map units were found on this parcel. Although the soils found on this parcel are not currently recognized in the Lake Tahoe Basin Soil Survey (Rodgers, 1974), the soils on the flat portion of the are most similar to the IsC (Inville stony coarse sand loam, 0 to 9 percent slopes) map unit, which is in land capability class 6. The soils on the steep sideslopes of the filled area would be in land capability class 2.

- (d) Erosion hazard - The top portion of filled area on this parcel is flat, with a large area is under tennis courts. The soils on this portion have moderately low runoff potential and a slight relative erosion hazard. The sides of the filled area are steep and have a moderately low runoff potential and a high relative erosion hazard.
- (e) Vegetation - There is little native vegetation on this parcel and the vegetation on the unpaved disturbed areas is sparse.
- (f) Land capability district - There was two land capability classes found in this detailed soil investigation of the fill area under the tennis courts. The flat portion of the fill pad is in land capability class 6, most closely associated with IsC (Inville stony coarse sand loam, 0 to 9 percent slopes) map unit, as identified in the Soil Survey for the Lake Tahoe Basin and the Land Capability Classification of the Lake Tahoe Basin (Bailey, 1974). The steep sideslopes of the fill area with slopes greater than 30 percent would be placed in land capability class 2.

Required Findings: The following is a list of required findings as set forth in Chapters 6 and 20 of the TRPA Code of Ordinances. Following each finding, TRPA staff has briefly summarized the evidence on which the required finding may be made.

A. Chapter 6 Findings:

1. Finding: The project is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code, and other TRPA plans and programs.

Rationale: The proposed amendment of the Regional Plan to amend TRPA land Capability Overlay Map H-4 is consistent with the procedures set forth in Chapter 20 of the Code. No significant impacts on the Regional Plan, Goals and Policies, Plan Area Statements, the Code and other TRPA plans and programs are anticipated.

2. Finding: That the project will not cause the environmental thresholds to be exceeded.

Rationale: The amendment is consistent with the Regional Plan and will help attain the environmental thresholds.

3. Finding: Wherever federal, state and local air and water quality standards applicable for the Region, whichever are strictest, must be attained and maintained pursuant to Article V(d) of the Compact, the project meets or exceeds such standards.

Rationale: See findings 1 and 2 above.

4. Finding: The Regional Plan and all its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains the thresholds.

Rationale: For the reasons stated in support of findings 1, 2, and 3 above, the proposed amendment will result in the Regional Plan Package continuing to achieve and maintain thresholds.

B. Section 20.2.F. Findings

Finding: The land was modified prior to February 10, 1972.

Rationale: The fill material was placed on the parcel in the late-1960's prior to the 1972 cutoff date. Documentation of this is contained in the administrative record.

Finding: Further development will not exacerbate the problems resulting from the modification of the land and will not adversely impact sensitive lands adjacent to or nearby the man-modified area.

Rationale: Development of the graded area will not increase runoff or erosion provided all new development is completed with properly designed and installed BMPs which are properly maintained. Revegetation of the graded areas not utilized for development would enhance nutrient uptake and minimize surface erosion potential. There is no evidence of near surface groundwater and further development would not interfere with groundwater.

Finding: The land no longer exhibits the characteristics of land bearing the original land capability classification.

Rationale: The land capability of the parcel was mapped class 1b, based on the soil survey completed in 1972. The placement of fill material has raised the surface of the parcel so that no groundwater is encountered within 5 feet. Before the fill was placed the parcel had native soils in which a seasonal high water table was found at a depth of 12 to 24 inches. Due to the change in ground surface level by placement of fill, the soils now exhibit the characteristics of a land capability classes 6 and 2.

Finding: Restoration of the land in question is infeasible because of factors such as the cost thereof, a more positive cost-benefit ration would be achieved by off-site restoration, onsite restoration would cause environmental harm, restoration onsite would interfere with an existing legal use and the land is not identified for restoration by any TRPA program.

Rationale: Onsite restoration of the parcel to the original land form and corresponding slope gradient would require removal of existing tennis courts and up to 15 feet of fill material to recreate the original land surface. Restoration of the parcel to the original land surface level would severely impact the existing legal use of the parcel. There are no current TRPA plans for restoration of this parcel. The parcel is within the area designated by the Incline Village Community Plan for additional Tourist development.

Finding: Further development can be mitigated offsite.

Rationale: The major impact related to the change in land capability of this parcel would be related to increased allowed land coverage. This loss of SEZ could be mitigated by other onsite and offsite restoration of SEZ within the Incline Village Tourist Community Plan Area. All new land coverage would be subject to the standard TRPA water quality mitigation fees.

Finding: Mitigation to offset the losses caused by the modification of the land and pertinent land capability district shall be as follows: (i) onsite and offsite mitigation, (ii) pursuant to a maintenance program, including a schedule of maintenance proposed by the owner and approved by TRPA, and (iii) collection of a security, if deemed necessary by TRPA, to guarantee mitigation.

Rationale: The man-modifications of this parcel has resulted in an increased benefit to the owner in that there is an increase in allowed land coverage. The onsite mitigation for development of land coverage would entail runoff control of storm water by infiltration. Revegetation of disturbed areas would reduce runoff and erosion potential onsite. Onsite mitigation measures shall be in compliance with the TRPA BMP Handbook. The owner of the property shall include appropriate onsite mitigation measures with any project proposal submitted to TRPA, for review and approval.

There will be an increase of 14,129 square feet in allowable coverage over the allowed land coverage associated with the previous mapped land capability, as a result of the man-modified determination. This increase in land coverage would not have been available to the property owner had the parcel remained in its natural state. This increase in land coverage can be mitigated offsite by restoration of 48,720 square feet of SEZ. The restoration of SEZ within the Incline Village Tourist Community Plan Area can be accomplished by the owner restoring SEZ area on the site of the current Hyatt employee parking lot (30,000 square feet), and by paying a fee of \$80,915 to TRPA for use in completing SEZ restoration on other parcels designated for SEZ restoration along Incline and Third Creek within the boundaries of the Incline Village Tourist Community Plan Area.

The owner of the property shall include a program and schedule for maintenance of the required BMPs as a condition of approval by TRPA.

Conclusions: Agency staff has found that due to the placement of fill material that the original land surface has been covered to such an extent that it now has characteristics which would place the flat portion of the fill area in a higher land capability class (class 6) and the steep sideslopes of the fill area in land capability class 2, rather than the present class 1b. It is feasible to restore the 1b land capability class on this portion of APN 127-010-02, however a greater benefit to the TRPA SEZ restoration goal.

For questions on this agenda item contact Joe Pepi at 702-588-4547.

TAHOE REGIONAL PLANNING AGENCY

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Email: trpa@sierra.net

January 29, 1997

To: TRPA Advisory Planning Commission (APC)
From: TRPA Staff
Subject: Review of South Lake Tahoe "Y" Intersection Study

Proposed Action: No action is proposed.

Purpose of Review: TRPA staff recommend review of the South Tahoe "Y" Intersection Study to gain familiarity with the intersection improvements proposed. The study will be used as a planning aid and guide for both City of South Lake Tahoe staff and TRPA staff.

Background: In the 1992 Regional Transportation and Air Quality Plan (RTP-AQP), improvements to the South Lake Tahoe "Y" Intersection (the Intersection of U.S. Highway 50/Lake Tahoe Boulevard and SR 89) were identified in the Capital Improvements Program. Prior to implementation, a study was required. The purpose of the study is to analyze current and future intersection conditions and recommend relatively low-cost, short term improvements to traffic operations, transit circulation, and pedestrian/bicycle crossings at the intersection, as well as two other nearby intersections; Third Street and Tahoe Keys Boulevard intersections with U.S. Highway 50.

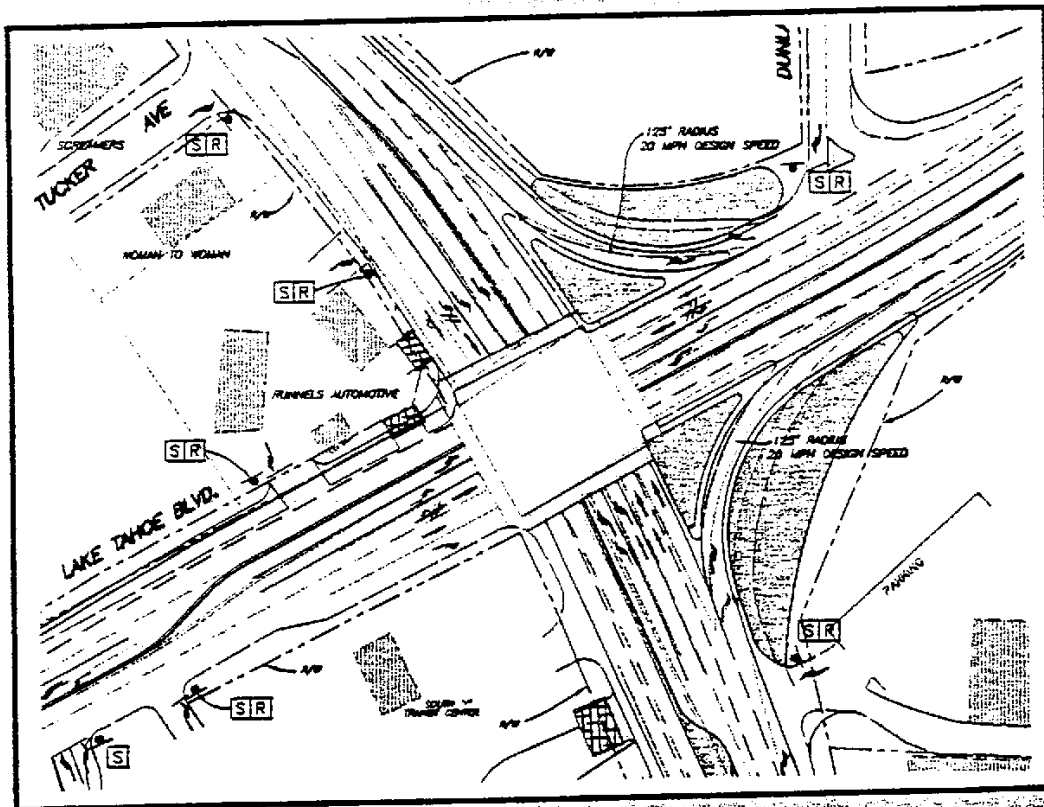
The South "Y" intersection serves very high levels of local and regional travel. The demands placed on the intersection from various forms of transportation (passenger cars, trucks, buses, bicycles, and pedestrians) create substantial delays to motorists, restricted access for local business, and potentially hazardous situations for pedestrians and bicyclists. Recognizing this, the City of South Lake Tahoe undertook this traffic engineering study to evaluate a series of short-range and long-range improvements to the area. A technical advisory committee was formed to assist in the development of the study which included representatives from the City Planning and Public Works Departments, the Tahoe Regional Planning Agency, California Department of Transportation, and the California Tahoe Conservancy. Fehr and Peers Associates, Inc., Transportation Consultants, performed the study and analysis under contract with the City of South Lake Tahoe. A summary of the study is attached for reference.

Existing and future development was included in the study in coordination with the City of South Lake Tahoe and TRPA staff. Various design alternatives were analyzed and a preferred alternative was selected. The short and long term recommendations of the study include additional turn lanes, access point control measures, and additional landscaping. With the improvements, level of service at the South "Y" intersection, and Third Street and Tahoe Keys Boulevard intersections with U.S. Highway 50 will experience improvement. In addition, transit will be better served and the intersection will be safer for pedestrians and bicycles.

If you should have questions regarding this agenda item, please contact Jim Allison at 702-588-4547, extension 229.

Draft Executive Summary
for the
SOUTH "Y" INTERSECTION STUDY

submitted to:
City of South Lake Tahoe



submitted by:
fp Fehr & Peers Associates, Inc.
Transportation Consultants

January 15, 1997

SOUTH "Y" INTERSECTION STUDY

Prepared for:

City of South Lake Tahoe
Tahoe Regional Planning Agency
California Tahoe Conservancy
California Department of Transportation - District 3

Prepared by:

Fehr & Peers Associates, Inc.

In Association with:

Veit Associates

Technical Committee Representatives

Teri Jamin
Brad Vidro
Richard Wiggins
Bruce Eisner
Jim Brake

City of South Lake Tahoe
City of South Lake Tahoe
Tahoe Regional Planning Agency
California Tahoe Conservancy
Caltrans, District 3

South "Y" Intersection Study

Draft Executive Summary

The intersection of U.S. Highway 50, State Route 89, and Lake Tahoe Boulevard, known as the South "Y" intersection, has long been regarded as one of the most congested intersections in the Lake Tahoe Basin. Recognizing the need for solutions to the problems at this location, the City of South Lake Tahoe undertook a traffic engineering study to evaluate a series of short-range and long-range improvements to the area. The City formed a Technical Advisory Committee (TAC) comprised of representatives from the City Planning and Public Works Departments, the Tahoe Regional Planning Agency (TRPA), the California Department of Transportation (Caltrans), and the California Tahoe Conservancy (CTC). The TAC provided the overall direction for the development of the study including the study scope, the technical approach, review of work products, and recommendations.

This report has been prepared by Fehr & Peers Associates under contract to the City of South Lake Tahoe. The purpose of this study was twofold:

1. Analyze the current conditions and recommend cost-effective, short-term improvements to traffic operations, transit circulation, and pedestrian/bicycle crossings at the South "Y" intersection; and
2. Analyze future conditions to recommend improvements to traffic operations, transit circulation, and pedestrian/bicycle crossings at the South "Y" intersection, as well as the Third Street and Tahoe Keys Boulevard intersections with U.S. Highway 50.

Analysis of Short-Term Conditions

The first major section of the report is *Chapter 2.0 - Analysis of Short-Term Conditions*. It focuses on current conditions and improvement options for the South "Y" intersection. The following provides a brief summary of the study process and the key findings.

Existing Conditions Analysis

An extensive data collection effort was undertaken for all travel modes in the South "Y" area. Historical count data showed that the peak hour of operations occurs between 11:00 a.m. and 1:00 p.m. during both weekdays and weekends. Traffic counts were collected at the South "Y" intersection and several adjacent driveways for both weekday and weekend peak hours

in July, 1996. Pedestrian count data showed high volumes of crossings at uncontrolled locations near *Raley's* along U.S. Highway 50 and Lake Tahoe Boulevard.

A total of 30 accidents have been reported at the South "Y" intersection over the past five years, none of which involved a fatality. The total accident rate for the South "Y" intersection is lower than the average rate, which is based on similar facilities statewide.

Traffic operations for the South "Y" intersection were analyzed using a sophisticated traffic simulation model called TRAF-NETSIM developed by the Federal Highway Administration. This program simulates traffic operations to graphically replicate actual traffic behavior for a roadway. The results indicated that the South "Y" intersection currently operates at level of service (LOS) F during both weekday and weekend peak hours. Weekend drivers experience the worst congestion with the average travel speed less than seven miles per hour.

Alternatives Analysis

To address the short-term needs, a total of eight improvement alternatives were considered in detail. Options ranged from minor widening at the South "Y" intersection to new parallel roadways bypassing the intersection behind the *Factory Stores at the "Y"*. Each alternative was evaluated based on several factors including its improvement to traffic operations and safety, its impact on transit operations, bicycle and pedestrian circulation, and its benefits to air emissions.

Description of the Recommended Improvements

Based on the alternatives analysis, the recommended improvements reflect input from the TAC as well as interested property owners in the area. Figure ES-1 shows the specific improvements associated with the recommended improvements, which affect intersection operations, transit operations, bicycle/pedestrian crossing, local access, and aesthetics. Each aspect of the improvement is described below.

Additional left-turn lanes are proposed for all approaches of the South "Y" intersection, which will allow greater operating efficiency of the traffic signal by eliminating shared through/left-turning movements. Most of the widening occurs within the existing right-of-way with the exception of the Lake Tahoe Boulevard approach. Right-of-way acquisition is required on the north side of Lake Tahoe Boulevard to accommodate dual left-turn lanes and to provide a proper alignment of the westbound through lanes. Approximately 12-15 feet is necessary from properties along the north side of Lake Tahoe Boulevard adjacent to the intersection.

The proposed modifications to the intersection also include the reduction of the radii of the free flow right-turn lanes on northbound and westbound U.S. Highway 50. This modification slightly reduces capacity and vehicle speed for these movements, but it also limits the exposure of pedestrians and bicyclists to the, uncontrolled turning movements. Although these travel lanes accommodate high traffic volumes, TAC members agreed that the reduction in capacity was an appropriate trade-off for the improvement to pedestrian and bicycle crossings. Crosswalk striping is not recommended for these right-turning movements because of the lack of signalized control.

Another major component of the recommended improvements is the reconstruction of the existing raised medians on the eastbound and southbound approaches. While it was recognized the median complicates snow removal process for the State maintenance efforts, the median was deemed important by the TAC to control access and improve overall safety and efficiency in the area. Specific access control improvements proposed for each quadrant of the South "Y" intersection are described below.

Southeast Quadrant

A new raised median on the south leg of U.S. Highway 50 is proposed to replace the existing median that has nearly been eliminated by road resurfacing over the past several years. The improvement will better restrict the left-turning movements into and out of the driveways within approximately 250 feet of the intersection. Improvements are also proposed at the driveway to *McDonalds* and the *New Lakeside Theaters* to provide separated left-and right-turn egressing lanes. No change in access is proposed for the two driveways serving the *Factory Stores at the "Y"* on the east leg of U.S. Highway 50.

Northeast Quadrant

In this quadrant, the driveway serving the *Miller/Mikasa Center* from SR 89 would be relocated further north out of the merge area of the free flow right-turn lane from U.S. Highway 50. A new triangular-shaped raised median would be reconstructed at the *Dunlap Drive* intersection to prevent the illegal left-turning movements at that location.

Southwest Quadrant

The primary access control feature in the southwest quadrant involves the consolidation of the northern two driveways serving the *Shell* gas station into a single location. In addition, the existing driveway on *Lake Tahoe Boulevard* serving the *Raley's Center* would be improved

to provide separated left-and right-turn egressing lanes. While no median channelization is proposed, "RIGHT TURN ONLY" signs would be installed at several driveways.

Northwest Quadrant

Similar to the northbound U.S. Highway 50 approach, the existing median on the southbound SR 89 approach would be replaced. The new median would extend beyond Tucker Avenue to prohibit left-turn ingress and egress at that location. Right-turn only access would be maintained at Tucker Avenue, although some traffic would be expected to shift to Lake Tahoe Boulevard and Glorene Avenue to access land uses on Tucker Avenue.

Landscaping of the island areas is also an important recommendation for the preferred alternative. Figure ES-1 shows several areas proposed for landscaping including the large areas inside the radii of the free right-turning movements on U.S. Highway 50. Although the TAC members recognized that this proposal may not be supported by the Caltrans Maintenance Division, landscaping was deemed an important aesthetic feature for the gateway to the City. As the improvements proceed into the design phase, details such as planting type, location, and maintenance responsibilities will need to be investigated further.

Operational Benefits of the Recommended Improvements

For comparison purposes, the TRAF-NETSIM model was executed for the recommended improvements using the weekday and weekend peak hour traffic counts. The results indicate that the recommended improvements provide substantial operational benefit to the area during both weekday and weekend conditions. LOS D operations can be achieved with average vehicle delay at the South "Y" intersection declining by as much as 116 percent during the weekend peak hour. Average travel speed is expected to increase substantially during both weekday and weekend peak hours. Along with the improvement in traffic operations, fuel consumption and air pollutant emissions will also be reduced.

Recommended Funding Strategy

The recommended improvements are estimated to cost \$730,000, which includes both construction and right-of-way acquisition. In terms of improvement funding, it is recommended that the City and TRPA pursue Flexible Congestion Relief (FCR) funds in the 1998 State Transportation Improvement Program (STIP) for the majority of the cost of the improvement, with 5-10 percent local matching funds. TRPA recently nominated improvements at the South "Y" intersection as a potential candidate for these funds. The local

matching funds could be generated from a combination of STP funds, TRPA air quality mitigation funds, and development impact fees.

Analysis of Future Conditions

The second major section of the report is *Chapter 3.0 - Analysis of Future Conditions*. It considers the future (year 2016) operations of not only the South "Y" intersection, but also the U.S. Highway 50 intersections with Third Street and Tahoe Keys Boulevard. The following provides a brief summary of the study process and the key findings.

Existing Conditions Analysis

Weekday peak hour traffic counts were collected at the U.S. Highway/Third Street and U.S. Highway 50/Tahoe Keys Boulevard intersections in July, 1996. The operations analysis indicated that both the Third Street and Tahoe Keys Boulevard intersections currently operate at LOS D during the weekday peak hour. Although the high volumes on U.S. Highway 50 have a major impact on these intersections, the lack of key lanes on the cross street approaches also contributes to the LOS D operations.

The five-year historical accident data shows that the accident rates for the South "Y" intersection and the U.S. Highway 50/Third Street intersection are below statewide averages for similar locations. The U.S. Highway 50/Tahoe Keys Boulevard intersection is currently operating equivalent to the statewide average.

Bicycle and pedestrian activity was observed during in the vicinity of the Third Street and Tahoe Keys Boulevard intersections. In general, more bicyclists were observed than pedestrians, and the highest concentration of activity for both modes occurred along U.S. Highway 50. Bicyclists typically used the shoulders on U.S. Highway 50, but no sidewalks are available for pedestrians.

Transit stops for the STAGE are located on the westbound and eastbound approaches of U.S. Highway 50 at the Third Street and Tahoe Keys Boulevard intersections. At Third Street, traffic operations are impacted because no turnout is provided. A bus turnout is provided on the eastbound departure lane at the Tahoe Keys Boulevard intersection. Neither bus stop location includes pedestrian shelters.

Future Conditions Analysis

TRPA staff provided average daily traffic projections for the area roadways using the most recent projections from the traffic model for the year 2016. Projections were provided for two future land use scenarios as described below.

- *Background Growth* - includes only the general growth in traffic expected from background sources by 2016; and
- *Background + Community Plan Growth* - includes the background traffic plus the additional development anticipated in the Community Plan areas by 2016. This scenario included the 15,000 square-foot allocation for the South "Y" Community Plan area.

The traffic forecasts developed for each scenario were input into the TRAF-NETSIM software to analyze the 2016 operations assuming no improvements in place (i.e., existing configuration for each intersection). For the Background Growth scenario, the results show that operations at the South "Y" intersection are expected to worsen significantly, with delays increasing by 150 percent. Also, the operations of the Third Street and Tahoe Keys intersections are projected to worsen to LOS E. With the additional traffic from the Community Plan Growth, operations degrade slightly more at the South "Y" and Tahoe Keys Boulevard intersections. Operations at the Third Street intersection would worsen from LOS E to LOS F if no improvements are implemented.

Alternatives Analysis

A series of alternatives to improve future traffic operations were identified and evaluated. These included the short-range improvements to the South "Y" intersection as described in Chapter 2.0, additional turn lanes at each study intersection, access control improvements, and improvements to bicycle, pedestrian and transit facilities.

Description of the Recommended Improvements

Based on the analysis presented above, several improvements are recommended for intersection operations, access provisions, and bicycle, pedestrian, and transit facilities (see Figure ES-2).

Intersection Improvements

For the South "Y" intersection, the short-range improvements will provide LOS E operations in 2016, even with the cumulative development in the area. In addition, the short-range improvements will improve operations at both the Third Street and Tahoe Keys Boulevard intersection to LOS C and D by reducing the queuing on U.S. Highway 50. Nevertheless, additional improvements for these intersections are recommended to further benefit operations and air quality in the area. Specifically, the northbound and southbound Third Street approaches should be restriped to include an exclusive left-turn lane and a shared through/right-turn lane. The southbound Tahoe Keys Boulevard approach should be widened (if necessary) and restriped to add an exclusive right-turn lane. Signal timing and phasing modifications would also be required at both intersections.

Access Improvements

The segment of U.S. Highway 50 between Dunlap Drive and Dave Gay Road is proposed to serve two of the largest new developments in the South "Y" area (i.e., the proposed *Meeks Lumber Store* and the Caltrans Maintenance Station site). As such, it will be important to minimize the number of new access locations on U.S. Highway 50, share access between adjacent developments, and align driveways across U.S. Highway 50 where possible. Figure ES-2 shows the existing configuration and the recommendations for access control in that area.

Redevelopment of the Caltrans Maintenance Station provides an opportunity to relocate the western driveway near the western property boundary to be aligned with the easternmost driveway for the *Factory Stores at the "Y"*. This new driveway should provide shared access with the new parking area serving *Blockbuster Video* and *Grass Roots*.

For the proposed *Meeks Lumber* site, it is recommended that a single driveway be located near the eastern property boundary. The two existing driveways serving the Tahoe Valley Pharmacy should be consolidated into a single location directly across from Dave Gay Road.

Access Improvements for Bicycle, Pedestrian, and Transit Facilities

To facilitate improved connections between bicycle, walking, and transit facilities, a number of improvement operations are recommended. Specific improvements include the following:

- Class II bike lane striping on the standard width shoulders along U.S. Highway 50 and State Route 89 in the corridor;

- Pedestrian shelters at existing transit stops along U.S. Highway 50 in the vicinity of Third Street and Tahoe Keys Boulevard; and
- Improved turnouts at existing transit stops along U.S. Highway 50 in the vicinity of the signalized intersections at Third Street and Tahoe Keys Boulevard.

Operational Benefits of the Recommended Improvements

The recommended improvements were analyzed under 2016 conditions using the TRAF-NETSIM software. The results show that the additional improvements at the Third Street and Tahoe Keys Boulevard intersections cause decreases in delay and air pollution emissions to varying levels. The striping improvements proposed at the Third Street intersection provides only a minimal improvement to the LOS C operations expected with the short-range improvements at the South "Y" intersection. However, at the Tahoe Keys Boulevard intersection, the additional approach lanes improve the operations from LOS D (with the short-range improvements to the South "Y" intersection) to LOS B in 2016.

Recommended Funding Strategy

Planning level cost estimates were developed for each component of the recommended improvements. Each is summarized below.

- Turn-lane improvements and modifications to the traffic signal at the U.S. Highway 50/Third Street intersection is expected to cost approximately \$30,000.
- Turn-lane improvements and modifications to the traffic signal at the U.S. Highway 50/Tahoe Keys Boulevard intersection is expected to cost approximately \$250,000 assuming no major right-of-way acquisitions are necessary. If property acquisition is necessary, the estimated cost is \$2,500,000-\$3,000,000.
- Improvements to the bus turnouts and provision of pedestrian shelters at the bus stops are estimated to cost approximately \$20,000 per location.

Likely sources of funding for these improvements include State Flexible Congestion Relief funds, Minor Program funds, Surface Transportation Program funds, TRPA Air Quality Mitigation funds, and development impact fees. The City has also programmed some funds for improvements to the Tahoe Keys Boulevard intersection in the current Capital Improvement Program.

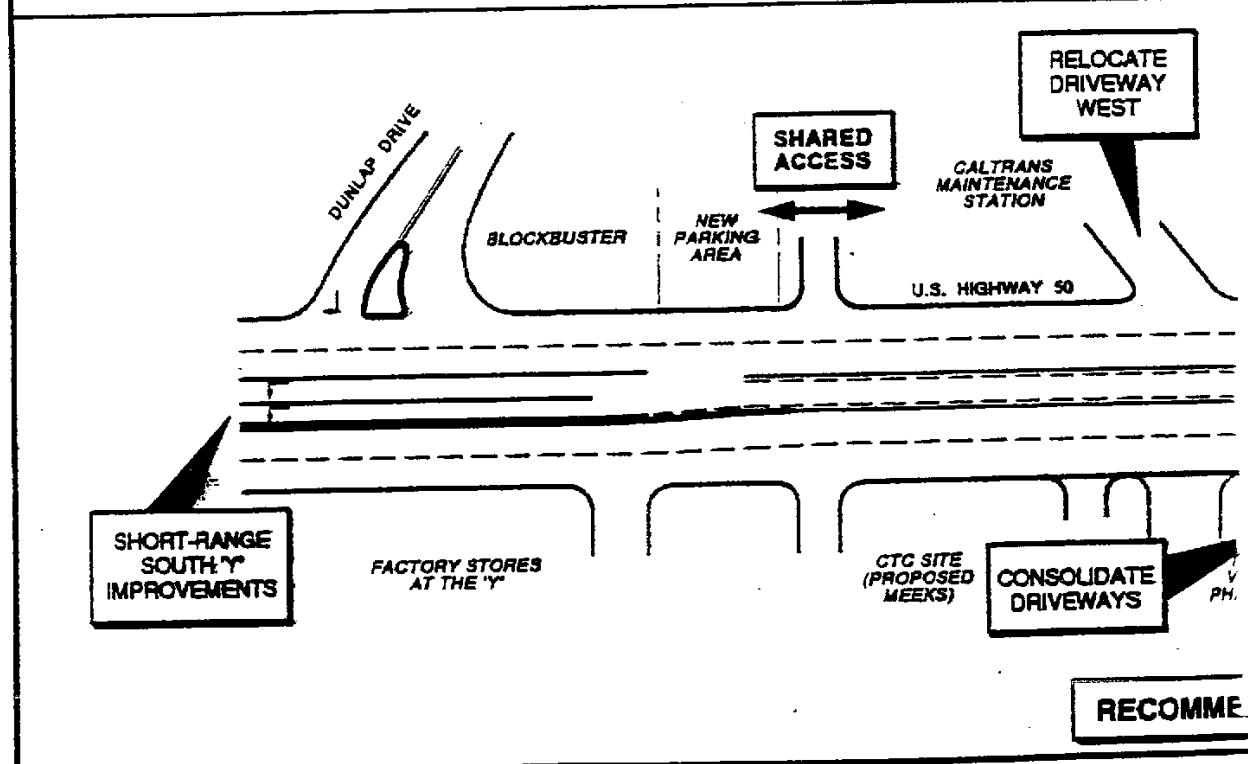
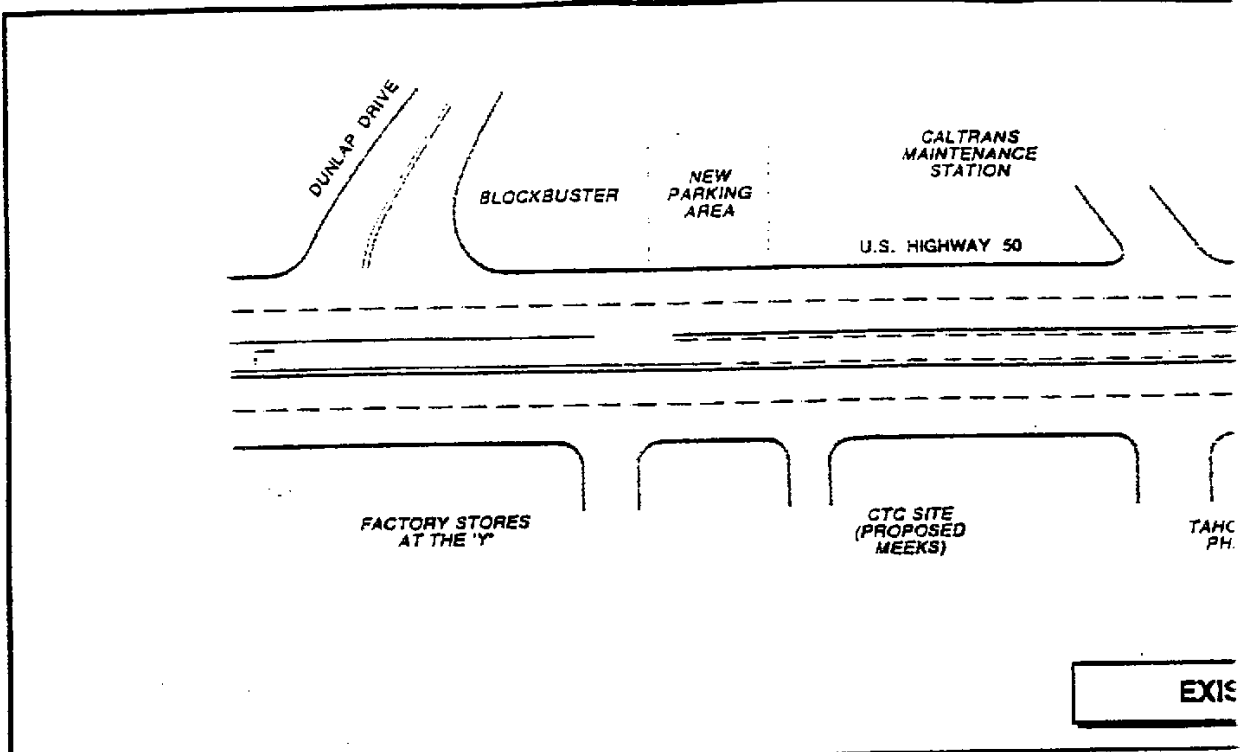
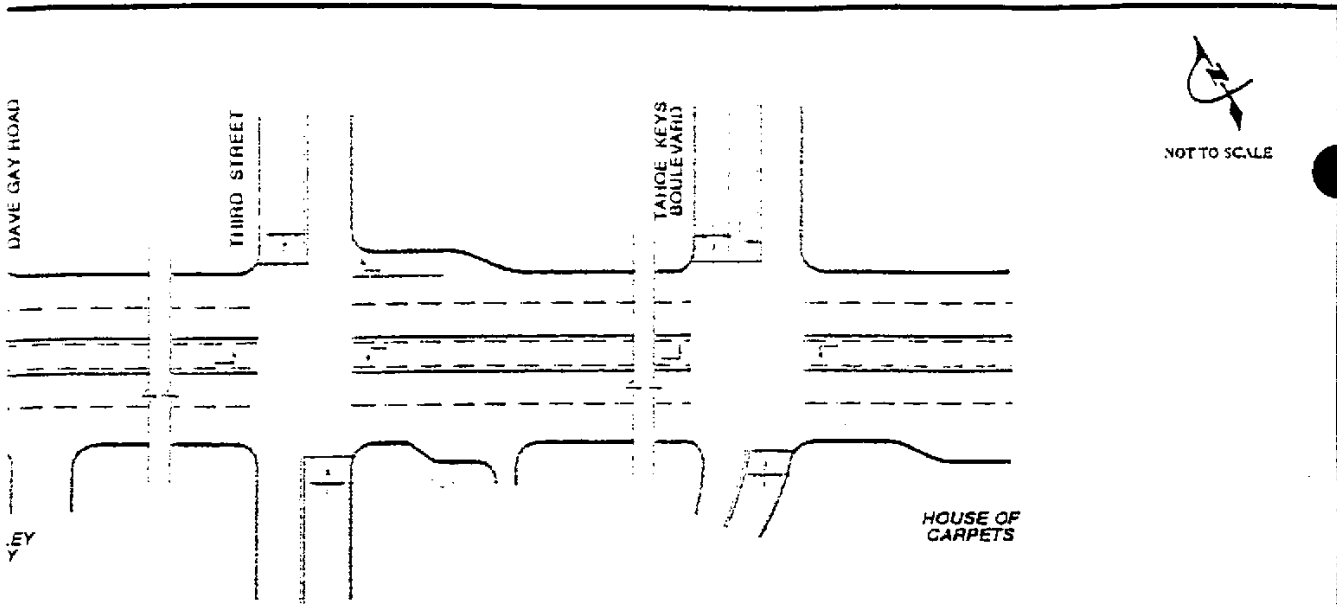
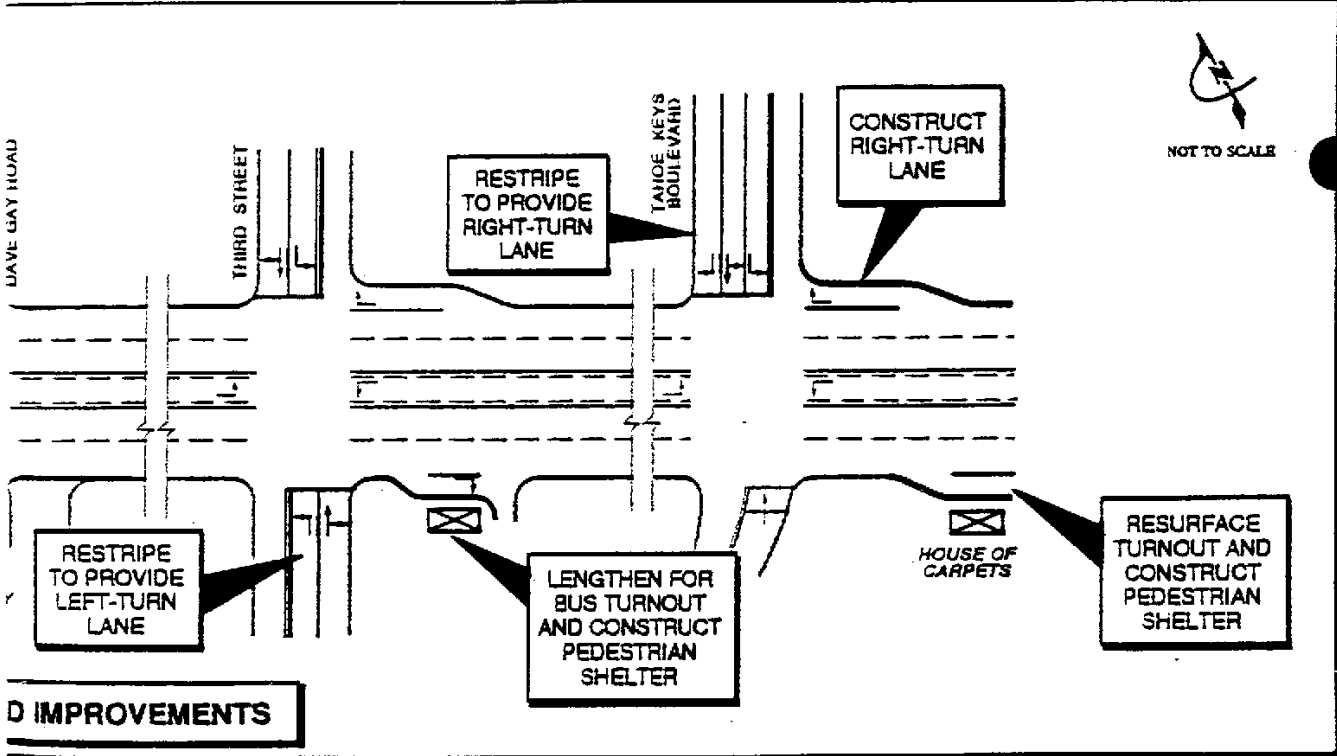


FIGURE ES-2

RECOMMENDED IMPF



EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



TAHOE REGIONAL PLANNING AGENCY

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Elks Point, Nevada

P.O. Box 1038
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January 28, 1997

To: TRPA Advisory Planning Commission
From: TRPA Staff
Subject: Lake Tahoe Related Bills Introduced in the Nevada Legislature

In 1995, the Nevada Legislative Commission's Committee to Continue the Review of the Tahoe Regional Planning Agency held several public hearings at which they heard testimony on a number of topics ranging from streamlining Agency operations to capital financing of environmental projects.

The Committee took a number of actions, several of which were recommendations to the Nevada Legislature to approve specific legislation. Other Committee actions resulted in the drafting of letters to the TRPA Governing Board, to Nevada state agencies with whom we work in partnership, and others.

Copies of the final recommendations will be handed out at the APC. In addition, we will have copies of a letter from the Committee chairman to John Upton, former Chairman of the TRPA Governing Board, and Mr. Upton's response. We will also have copies of the bills and resolutions which will be acted upon by the full Nevada Legislature in 1997.

If you have any questions regarding the activities of the Nevada Legislature, please contact Pam Drum at (702) 588-4547, extension 237.

PD/mmi

AGENDA ITEM VIII.A.1.



Waterborne Program Development

Unlike the aviation program, the waterborne program has no current history with which to use a model for project implementation; all waterborne projects will be "new" to the Lake Tahoe Region. Because of this, prior to implementation of waterborne services it may be necessary to conduct studies and market the potential of such services. In addition, with large scale ferry service such a high capital and operating cost is required that a broad consensus for such a project would be required which takes into account the need and the opportunity costs associated with providing such service. It is very important that any waterborne service not draw moneys away from other existing and proposed transportation services which serve the Region today, such as transit.

1-5 Year Priority Action Plan

Project 1: Coordinate with existing and proposed transit projects to ensure that public transportation is provided from public pier/marina locations.

1-5 Year Supplemental Plan

Project 1: Study a waterborne transportation system between existing public (or private) marina/pier locations with use of small capacity (25 or less passengers) vessels along a transit/water taxi concept with an emphasis on making such a system affordable and feasible.

5-10 Year Projects

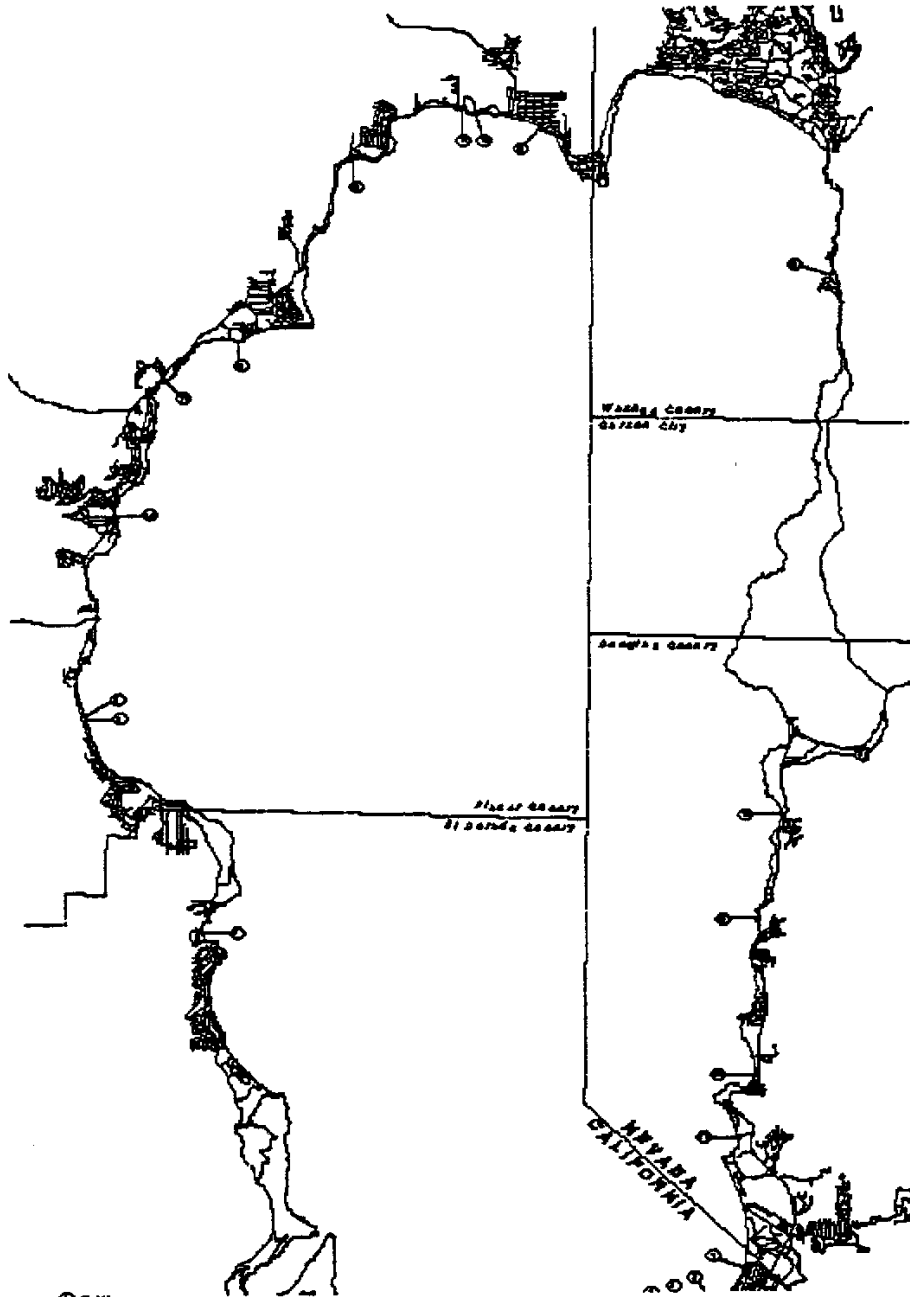
Project 1: If water transit/taxi service proves worthwhile based on study, obtain capital and financial support required and implement service.

10-20 Year Projects

Project 1: Study expansion to larger passenger vessels and greater service areas similar to that identified in existing waterborne transportation studies.

Project 2: Implement Code of Ordinance changes as evaluated to enhance larger scale waterborne transportation alternatives.

Figure 12: Existing Public Marina Locations



performed, this may be an untapped market for private operators. Figure 12 shows the existing public pier facilities/marinas and their location. Water taxi drop-off/pickup locations have the potential of serving these existing locations as an attractive alternative to ground transportation.

transportation component of a region's infrastructure. The Pacific Northwest, Puget Sound area, is an excellent example of a region that places heavy reliance upon the ferry shuttle services to reach islands or otherwise distant peninsula areas separated by bodies of water. Around the world where such services are provided, they are developed according to the scale of the economy or because of government involvement to achieve some social purpose. At Lake Tahoe, size of the economy, competing alternatives (automobile), and development/operation costs have thus far hindered implementation of waterborne transportation on a large scale.

Lake Tahoe Waterborne Transportation Past and Present

Historically, waterborne transportation played a role before roads were constructed around Lake Tahoe. Indeed, boat service was once responsible for mail delivery and attracting people to the basin as a means of getting to resorts. Even after the establishment of roadways around Lake Tahoe, waterborne transportation was still provided to some locations. The Tahoe Waterborne Transit System operated an eighty passenger vessel with service between Tahoe City and the Timber Cove Pier in South Lake Tahoe as late as 1981. This represented the last large scale waterborne transportation service offered on Lake Tahoe. At this time, no waterborne transportation alternatives exist.

Several excursion vessels conduct tours/cruises at different points around Lake Tahoe but these are not considered passenger ferries in the sense that they provide alternate means of travel to and from origin destination points. These excursion vessels may replace vehicle trips, occasionally, for those travelers who had the opportunity to see a point of interest from the boat rather than driving to the site. The excursions in Emerald Bay are a good example of this. But as this is not quantified and not a typical origin-destination path, these existing services do not fulfill the waterborne transportation objectives of the TRPA Regional Plan.

Waterborne Studies for Lake Tahoe

Throughout the years, several studies have examined the feasibility, costs, and project suggestions for implementation of waterborne transportation. In general, these various studies have examined different points of origin and destination, but for the most part, the routes have been between the City of South Lake Tahoe and Tahoe City. The studies suggest passenger ferries with passenger capacity ranging between 50 to 200. Recommended operations would fluctuate between 1 hour service intervals to 2 hour service during the off-season. The cost of providing and maintaining waterborne transportation in all cases was extremely high.

The most recent of these studies is the Lake Tahoe Waterborne Transit Analysis prepared by Pacific Transit Management Corporation for the Tahoe Transportation District. In the study, with hourly service between Tahoe City and South Lake Tahoe, summer days would generate approximately 1,200 to 1,500 passengers. The ferries themselves were a catamaran design capable of carrying 149 passengers. According to the study the capital costs for the service would be approximately \$14 million. As proposed, the expected farebox recovery would be approximately 50 percent, requiring an annual subsidy ranging from \$600,000-\$900,000. The fare was proposed at \$5 for adults and \$3 for children. A difficulty with the study's conclusions are associated with the predicted ridership. Unfortunately it is difficult to predict the ridership as no mode choice model for this type of service exists which is entirely applicable to the Lake Tahoe situation. As a result it is unclear whether the predicted ridership would be low, high, or some where in the middle of what the study predicts, yet this figure is very important to the financial sustainability of this service. In addition, the study identified that public transit services should be coordinated at the ferry terminal to provide connection to attractions in the respective area, Tahoe City/North Shore or South Lake Tahoe.

Water Taxi Service

No waterborne studies have been implemented for the purpose of establishing a water taxi service which would be a much smaller operation than the passenger ferry systems already examined. Because it is on a smaller scale, the possibility of operating water taxi services may be feasible with the existing shorezone infrastructure. In the TRPA shorezone ordinances, there are additional allowances afforded public piers which could allow for operation of water taxis. Existing public piers would allow for such use. While no economic analysis of the feasibility has been

Lead Agency: City of South Lake Tahoe

Project 4: Pursuant to the Settlement Agreement, the City of South Lake Tahoe shall maintain contractual commitments for gratuitous transport and for-hire transit for passengers arriving at Lake Tahoe Airport.

Financial Summary: Ongoing project but subject to modifications based on passengers arriving at the Lake Tahoe Airport.

Capital Source:

Operating Source: CSLT

Lead Agency: City of South Lake Tahoe

Project 5: If regular commercial service is established pursuant to the marketing plan, expand the commercial terminal facility at Lake Tahoe Airport according to the Settlement Agreement.

Project 6: Perform the FAA required runway safety improvements which are required for safely operating commercial aircraft.

1-5 Year Supplemental Priorities (Marketing)

Project 1: Study feasibility of an air service shuttle from Reno/Tahoe International Airport to Lake Tahoe Airport which could replace or supplement ground transportation.

Project 2: Lower the Reno passenger shuttle cost by subsidy of passenger fare.

1-5 Year Supplemental Priorities (Physical)

Project 1: Pursuant to the Master Plan, construct a new maintenance hangar at Lake Tahoe Airport.

Project 2: Reconstruct and replace the existing general aviation terminal at Lake Tahoe Airport according to Master Plan and Settlement Agreement.

5-10 Year Projects

Project 1: Depending on feasibility study for Reno to Tahoe air shuttle service, implement plan according to funding, planning, and marketing needs identified. *Marketing*

Project 2: Continue 1-5 year priority projects and expand or modify the projects as necessary. *Marketing*

Project 3: If permissible pursuant to the Settlement Agreement, construct additional T-hangars at Lake Tahoe Airport consistent with the Master Plan. *Physical*

Project 4: If permissible pursuant to the Settlement Agreement, construct additional maintenance hangar. *Physical*

10-20 Year Projects

Project 1: Continue projects identified for previous years.

Waterborne Transportation

Throughout human history, waterborne transportation play an extremely important role. It was a vital component of trade and still plays the key role in the export/import business. Aside from trade, it also served a role in moving people from one place to another. Whether for pleasure or business, waterborne transportation can be a vital

Capital Source:

Operating Source:

Lead Agency:

Project 5: Market travel and ski packages with airport shuttle included at a reduced rate.

Financial Summary:

Capital Source:

Operating Source:

Lead Agency:

1-5 Year Priority Physical Projects

Project 1: The City of South Lake Tahoe shall enforce all noise requirements and restrictions as outlined in the Settlement Agreement and Master Plan.

Financial Summary: Ongoing project but subject to modifications based on future aviation operations. The modifications are not expected to require significant additional financial support.

Capital Source: CSLT

Operating Source: CSLT

Lead Agency: City of South Lake Tahoe

Project 2: Pursuant to the Settlement Agreement, the City of South Lake Tahoe shall implement passenger surveys to assess VMT control strategies as outlined in the Settlement Agreement.

Financial Summary: Ongoing project but subject to modifications based on future aviation operations. The modifications are not expected to require significant additional financial support.

Capital Source: CSLT

Operating Source: CSLT

Lead Agency: City of South Lake Tahoe

Project 3: Pursuant to the Settlement Agreement, the City of South Lake Tahoe shall contribute funds used for transit projects based on the calculations and process outlined in the Settlement Agreement.

Financial Summary: Ongoing project but subject to modifications based on passengers arriving at the Lake Tahoe Airport.

Capital Source:

Operating Source: CSLT

Another category of projects are physical in nature and apply to the aviation improvements that focus on improving the airport facilities at Lake Tahoe Airport as a whole. The airport Master Plan outlines the improvements that are suggested (and allowed) for the airport property. Expansion of the current facilities is somewhat restricted as a result of the airport settlement agreement which set parameters for operations and improvements. The improvements outlined in the Master Plan serve the airport at two levels. On one level, the improvements may help service, safety and the like for all aircraft operations. On the other level, there are projects outlined which are only necessary in connection with commercial service operations. While commercial improvements may be considered projects, expenditure of funds (both City of South Lake Tahoe and FAA funds) to implement these projects may not be fiscally prudent without regularly scheduled commercial service. The order of project implementation, marketing for commercial service vs. physical commercial projects, should be considered.

AVIATION PROJECTS

1-5 Year Priority Marketing Projects.

Project 1: Complete and implement marketing plan to establish regular scheduled commercial air service to Lake Tahoe Airport

Financial Summary:

Capital Source: City of South Lake Tahoe

Operating Source: City of South Lake Tahoe

Lead Agency: City of South Lake Tahoe

Project 2: Increase marketing efforts for Reno-Tahoe International Airport passengers demonstrating car-free transportation at and to Lake Tahoe.

Financial Summary:

Capital Source:

Operating Source:

Lead Agency: TMA, LTVA, RSCVA

Project 3: Complete an implementation plan study to provide intercity shuttle service from Reno-Tahoe International Airport to the North Shore of Lake Tahoe and implement the plan.

Financial Summary:

Capital Source: TRPA (for the study)

Operating Source:

Lead Agency:

Project 4: For those who use airport shuttles to access Lake Tahoe, provide discounts to use other transit services available at Tahoe.

Financial Summary:

International Airport. Together, the realities of the two markets, the local Tahoe environmental regulations, federal regulations, and the various economic and social factors which come into play must be taken into account in the development of projects designed to enhance aviation access to Lake Tahoe.

1996 RTP/AQP Aviation Program Development

The development of projects within the aviation program of the RTP/AQP operates on two levels given the two regional aviation facilities that serve Lake Tahoe. On the one hand, Reno/Tahoe International Airport currently and in the future, is expected to be the primary aviation facility utilized by travelers whose ultimate destination is Lake Tahoe. On the other hand, Lake Tahoe Airport has demonstrated the potential that it can serve significant numbers of commercial aviation passengers, as well as the steady base of general aviation passengers.

These two airports present problems both in terms of existing impacts, the high rental car visitation to Tahoe from Reno, and the uncertainty associated with the airline industry responding to the potential marketability of Lake Tahoe Airport. In addition, the two airports compete for the traveler dollar and the projects which follow may compete for resources amongst each other as well as with other RTP/AQP projects covered in other programs. In some instances, there may even be competition for resources with other municipal programs entirely unrelated to transportation. The ability of the RTP/AQP to influence strict regulation at Reno-Tahoe International Airport, for instance with rental-car mitigation fees, is not supported. Similarly, the ability of South Lake Tahoe to significantly influence the airport industry and market appears to be limited. Two categories of projects are distinguishable; those that fall under the broad category of marketing and those that are physical.

At this time, no projects are proposed for the Truckee and Minden/Gardnerville airports. However, future growth of these airports may require project consideration in the future.

Marketing Projects

TRPA and the RTP/AQP has little influence over operations at Reno-Tahoe International Airport, but TRPA may implement projects which attempt to modify traveler behavior. Projects in this category include marketing shuttle services and providing incentives to use shuttle services which are usually financial. Existing shuttle services provided at the two airports, BusPlus demand responsive service at Lake Tahoe Airport, and the Tahoe Casino Express at the Reno-Tahoe International Airport, are examples of projects that support "good" traveler behavior. Projects which would encourage more of this behavior can be developed in a number of ways. The level of effectiveness for "encouragement" projects such as these will in large part be dependent upon traveler mode choice. The combination of effective marketing, traveler information, pricing, combined with the user friendliness of the service, can influence the travelers' mode choice.

At another level, projects which can significantly influence the aviation industry will also be difficult to implement. In this category falls the marketing efforts to the airline industry for use of the Lake Tahoe Airport. The marketing plan has identified the potential markets which have in the past, and could in the future, serve Lake Tahoe Airport. The draft Lake Tahoe Airport marketing plan states that, "without a low cost, low fare carrier serving Lake Tahoe Airport, local airport services will always be at a price disadvantage relative to Reno in attracting the value sensitive consumer of the 1990's, even those whose ultimate destination is the Lake Tahoe area". A variety of projects may be implemented to effectively compete with Reno for a market share. A subsidy project may be effective, but only to the extent that it is successful in inducing more air travelers to Lake Tahoe than currently visit. If successful, the subsidy would be less than the returns gained by additional visitors (usually acquired through the transient occupancy tax). However, as service to Lake Tahoe Airport would primarily involve shifting passengers out of Reno, as identified in the marketing study, it is unlikely that additional tax moneys would be available for sustainable long term support of the project. Much more effective would be marketing geared toward the airline industry which works within the routing, strategies, and concerns of the industry. Again, these types of projects which involve marketing the airlines do not represent projects where the Lake Tahoe Region has much control as the decision to serve Lake Tahoe would sit primarily with the airlines themselves.

Physical Projects

Table 38: Tahoe Casino Express Ridership Numbers*, September 1994 through October 1996

Month	1996/1997	1995/1996	1994/1995	Over/Under
September	8,553	7,036	5,807	1,517
October	7,018	6,310	5,364	708
November	-	4,839	6,962	-2,133
December	-	11,843	12,310	-467
January	-	16,355	15,286	1,069
February	-	20,202	13,755	6,447
March	-	19,236	15,013	4,223
April	-	7,895	6,174	1,721
May	-	6,198	5,314	884
June	-	7,176	6,297	879
July	-	8,132	6,267	1,865
August	-	9,656	7,167	2,489
Total		124,878	105,716	19,162

*Ridership numbers represent two-way travel

Comparison of Reno-Tahoe International Airport and Lake Tahoe Airport Markets

Attracting aviation passengers to Lake Tahoe Airport should take into account the drastic differences between current and projected commercial aviation enplanements between the Lake Tahoe and Reno airports. Due to the variety of reasons discussed above (see Lake Tahoe Airport Master Plan and History, page 155) commercial service into the Lake Tahoe Airport has been on the decline and at times, non-existent. This situation is not expected to change without unforeseen federal airline regulation changes, modification to the Lake Tahoe Airport Settlement Agreement, changes within the airline industry, and/or unprecedented economic change. In contrast, the Reno-Tahoe International Airport has been serving a growing number of Tahoe bound travelers (see Table 36). Evidently, using Reno as an access point for Lake Tahoe has also been sufficient for travelers either as a first choice for accessing Lake Tahoe or as an adequate substitute for direct Lake Tahoe access as evidenced by the passenger levels bound for the Lake Tahoe Region. Over the years, whether entering the Lake Tahoe Region via Reno or a combination, including traffic at the Lake Tahoe Airport, the absolute numbers have stayed relatively constant.

A draft marketing study developed for the Lake Tahoe Airport identified some important characteristics of the Lake Tahoe and Reno airport markets. An important conclusion to gain from the study identified that, "improved air service to the Lake Tahoe Airport will occur only if such service can be shown to be profitable- i.e., the market potential of the airport service area can be demonstrated, and such service also can be shown to fit the carriers' corporate growth strategy". As demonstrated above (see Impact of the Reno-Tahoe International Airport on Lake Tahoe, page 157), Reno has many low fare flights which effectively serve the western states. To compete in the commercial service category, Lake Tahoe Airport will require a low cost, low fare carrier. If this can't be achieved, travelers will continue to be attracted to the frequent, low fare flights available to and from Reno, even if their ultimate destination is Lake Tahoe. In the marketing plan, the possibility of providing service from the major hubs (Denver, Dallas/Ft. Worth, Salt Lake City, Minneapolis/ St. Paul) that serve Reno into Lake Tahoe was not suggested. However, the demand for travel direct to Lake Tahoe from the western markets that today bring many passengers to Reno, whose ultimate destination is Tahoe, could be the appropriate market to serve Lake Tahoe Airport. However such service may be developed, the study also cautioned that the same numbers of passengers who accessed Lake Tahoe Airport in 1978 is not a realistic goal given the market share of Reno-Tahoe

Table 37: Transportation Characteristic Percentages for Tahoe Bound Air Travelers

Tahoe Destination	Area of Residence	Purpose for the Trip	Ground Transportation	Does Air Travel Replace Auto Trip?
South Shore	Southern California: 18.8%	Gaming: 8.9%	Rental Car: 78.6%	Yes: 18.8%
	Northern California: 10.7%	Vacation/ Sightseeing/ Getaway: 39.3%	Private Car: 4.5%	No: 81.3%
North Shore	Western States: 22.5%	Honeymoon/ Anniversary/ Wedding: 7.1%	Limousine: 0.9%	
	Eastern and Midwest States: 46.2%	Show/ Special Event: 5.4%	Shuttle Bus: 10.7%	
	Foreign: 1.8%	Business: 15.2%	Taxi: 0.9%	
		Convention/ Trade Show: 3.6%	None: 1.8%	
		Skating: 9.8%	Other: 2.7%	
		Visit Friends/ Relatives: 7.1%		
		Golf: 0.9%		
		Other: 2.7%		
North Shore	Southern California: 21.0%	Gaming: 4.8%	Rental Car: 59.7%	Yes: 16.1%
	Northern California: 14.5%	Vacation/ Sightseeing/ Getaway: 29.0%	Private Car: 29.0%	No: 83.9%
	Western States: 24.2%	Honeymoon/ Anniversary/ Wedding: 4.8%	Limousine: 3.2%	
	Eastern States: 38.7%	Show/ Special Event: 0%	Shuttle Bus: 6.5%	
	Foreign: 1.6%	Business: 19.4%	Taxi: 1.6%	
		Convention/ Trade Show: 3.2%	None: 0%	
		Skating: 17.7%	Other: 0%	
		Visit Friends/ Relatives: 14.5%		
		Golf: 4.8%		
		Other: 1.6%		

The Tahoe destined traveler in Reno also has many ground transportation options available to reach the Region. One of those options is the Tahoe Casino Express which provides service to the South Shore Stateline area. This service costs \$17 each way for visitors (\$12 for local residents with ID) and has served a growing number of people as shown in Table 38. However, between 60% to 70% of the travelers get to Tahoe destinations via rental car. The high use of the rental car conflicts with the transportation goals of reducing reliance upon the private automobile.

Table 36: Reno Airport Passenger Distribution Study Results for Lake Tahoe Destinations 1993-1995

Destination	1993		1994		1995	
	% of Total Airport Passengers	Passengers	% of Total Airport Passengers	Passengers	% of Total Airport Passengers	Passengers
South Lake Tahoe	13.4	218,576	14.8	290,113	15.3	337,549
North Lake Tahoe	7.1	115,813	8.1	158,778	6.6	145,810

Source: Air Passenger Distribution Study, August 12, 1996, Reno/Sparks Convention Visitor Authority

Program development should take into account the existing travel behavior of airline passengers use to reach the Lake Tahoe Basin. The "Airport Traffic Distribution Study, Second Quarter 1996", which was produced in cooperation with the regional visitor authorities and the Airport Authority of Washoe County, includes some visitor travel behavior information for visitors destined for Tahoe via the Reno-Tahoe International Airport. Table 37 includes pertinent information from that study. Of those visitors sampled (754), 113 were destined for South Shore and 64 for North Lake Tahoe (this includes Truckee). Although the data is a small, second quarter sample, it provides some indication as to what ground transportation services air travelers currently choosing. Data for general air travel at Reno indicates the following:

- Visitors come from a wide variety of states, with the most frequent from California (28 percent), Washington (9 percent), Oregon (6 percent), Texas (6 percent), Illinois (4 percent), Arizona (4 percent).
- Sixty percent of the visitors final destination is Reno, 16 percent to South Lake Tahoe, and 9 go to North Lake Tahoe/Truckee
- Primary purposes for visitor trips are vacation/sightseeing/getaway (34 percent), business (21 percent), visiting friends/relatives (15 percent), gaming (12 percent), and honeymoon/anniversary wedding (5 percent), skiing (4 percent).
- Transportation after leaving the airport is rental car (52 percent), private car (24 percent), shuttle bus (15 percent), and taxi (6 percent).
- Over four-fifths of the respondents (80 percent) do not feel that the trip replaces a trip that would normally be made by car.

Increasing the sample size, especially for Lake Tahoe Basin destinations and similar information from other quarters would be desirable before program development is completed.

Kyung-Il Ed Ghymn, University Nevada-Reno, indicated that commercial passengers spend approximately 5.4 days on average and their daily expenditure averages approximately \$67.

Lake Tahoe Airport is operated by the City of South Lake Tahoe and funded through a variety of sources described in Table 35. The budget expenditures are also shown in Table 35. The Airport Advisory Commission for El Dorado County is the airport planning land use organization in charge of land use planning for the Lake Tahoe Airport as indicated in the 1992 California Aviation System Plan published by Caltrans.

Table 35: Funding Sources and Budgets for Lake Tahoe Airport, 1994-1995, 1995-1996, and 1996-1997 CSLT Budgets

Funding Sources	Actual 1994-1995	Budget 1995-1996	Adopted Budget 1996-1997	Change From 95/96 to 96/97	Percent of Change
Licenses & Permits	\$59,051	\$23,500	\$13,100	(\$10,400)	-44.26%
Fines/ Forfeits/ Penalties	\$0	\$3,000	\$0	(\$3,000)	-100.00%
Receipts for Use of Assets	\$187,937	\$220,000	\$414,893	\$194,893	88.59%
Misc. Governments	\$517,962	\$145,151	\$7,500	(\$137,651)	-94.83%
Charges for Service	\$95,920	\$128,090	\$112,120	(\$15,970)	-12.47%
Other Receipts	\$842	\$51,500	\$2,000	(\$49,500)	-96.12%
TOT Transfer In	\$313,268	\$267,429	\$292,000	\$24,571	9.19%
Fund Balance (lay over)	\$106,888	\$50,000	\$0	(\$50,000)	-100.00%
	\$1,281,868	\$888,670	\$841,613	\$47,057	-5.30%
Division Budgets					
Terminal Building	\$164,674	\$189,399	\$134,605	(\$54,794)	-28.93%
Airfield Area	\$153,011	\$102,329	\$54,018	(\$48,311)	-47.21%
Other Areas	\$12,916	\$124,666	\$275,026	\$150,360	120.61%
Crash/ Fire/ Rescue	\$15,226	\$55,817	\$21,915	(\$33,902)	-60.74%
General Shop	\$108,505	\$105,462	\$80,352	(\$25,110)	-23.81%
Administration	\$306,935	\$271,721	\$243,670	(\$28,051)	-10.32%
Airport Advisory Comm.	\$415	\$1,004	\$564	\$440	-43.82%
Environmental Operations	\$520,636	\$38,272	\$31,463	(\$6,809)	100.00%
	\$1,282,318	\$888,670	\$841,613	\$47,057	-5.30%

Impact of the Reno-Tahoe International Airport on Lake Tahoe

Data indicates that the Reno-Tahoe International Airport is the primary air service access point for Lake Tahoe Region destined travelers. As a major airport, Reno has connections with a wide variety of cities. Reno-Tahoe International Airport is situated northeast of Lake Tahoe approximately 55 miles away by car from South Lake Tahoe and 25 to 50 miles from various locations on the North Shore of Lake Tahoe. The Reno-Tahoe International Airport is accessible to national base of customers, some of whom are ultimately bound for Tahoe destinations or will visit Tahoe as a day user. The Reno market is primarily driven by travel from the San Francisco Bay Area, Southern California, and the Las Vegas/Phoenix markets. Other western states such as Oregon and Washington also contribute travelers. Aside from the four western states of Washington, Oregon, California, Nevada, and Arizona, nonstop jet service is provided to only four hub cities: Salt Lake City, Denver, Dallas/Ft. Worth, and Minneapolis/St. Paul. In the 1990s, the Reno airport has been growing primarily by the short haul/regional carriers who provide convenient low fare air service from the western statesⁱⁱⁱ.

until 1992 culminating in a settlement agreement and Master Plan (and accompanying EIR/EIS). Commercial air service ceased in 1991 due to a variety of reasons which, together, resulted in a loss of regular commercial air service to Lake Tahoe. Certainly the fact of litigation and the associated costs incurred by the airlines had an effect. Additionally, airline industry deregulation on a national scale had its effect on regional airports. Since that time, additional federal regulations created an environment where regional airports in close proximity to major airports (Lake Tahoe Airport to Reno-Tahoe International Airport) are not federally supported in ways they once were. The variety of these internal and external forces have worked to discourage the flights in the first place and affect the commercial use of Lake Tahoe Airport today. Commercial service by smaller regional commercial airlines has been sporadic but may return sometime in the future. Throughout the litigation period and today, general aviation traffic at Lake Tahoe Airport has remained somewhat steady.

The master plan, which was developed as a means out of litigation, is the guiding document for airport operations and development. Particularly due to the unique environmental resources at Lake Tahoe, the master plan includes many restrictions which are consistent with the environmental concerns and regulations at Lake Tahoe. The elements of the master plan which are most unique, relative to other regional airports, are the noise limitations, passenger levels, and transportation and water quality mitigations designed to mitigate airport impacts to less than significant levels.

Of particular note are the noise limitations and restrictions associated with the master plan. Numerous noise monitoring sites were required and have been installed consistent with the master plan. However, as relates to transportation, the noise limitations also have limited the type of aircraft that can regularly take off and land at the airport. A list of presumptively banned general aviation aircraft is maintained by the City of South Lake Tahoe which restricts noise to lower than 84 dBa (Lmax) on arrival and 80 dBa (Lmax) on departure. In addition, commercial aircraft (aircraft greater than 65 seats and weighing more than 60,000 pounds) has noise limitations of 80 dBa (Lmax) for departure and arrival.

Other noteworthy elements of the master plan include the passenger limits and other miscellaneous mitigations. The airport master plan is broken into three phases over its twenty year life span. For years one through ten, passenger enplanements may not exceed 300,000. If the environmental mitigations implemented to offset phase one impacts are complied with and effective, then during years eleven through fifteen, phase two, enplanements may reach 430,000 and years sixteen through twenty, phase three, may reach 560,000 enplaned passengers. Commencement of phase one operations, which began with scheduled commercial service, was also the same time many environmental mitigations were required to begin. In December of 1994, commercial service operations commenced triggering mitigation implementation. Since then, that service ceased yet the mitigations remain in effect even though today no service exists. Some of these mitigations relate to water quality based on the deposition of nitrates from the air while others require participation in providing and encouraging passenger use of public transportation. These mitigations are designed such that all passengers could be met with public ground transportation to get to their ultimate Tahoe destination. As commercial service is not in effect at this time, many of the mitigations which are tied to passengers are functionally suspended. There are, however, several mitigations which were triggered upon commencement of phase one operations and will be reflected as projects of the aviation program.

Lake Tahoe Airport Operations

Lake Tahoe Airport serves an important component of charter and general aviation, and at times, commercial aircraft. General aviation operations, are a steady source of direct access to Lake Tahoe Airport and a source of revenue for the South Lake Tahoe area. In 1994 and 1995, the numbers of general aviation operations was 19,591 and 19,019, respectively, based on the tower count. An economic study conducted in 1984 by Kyung-Il Ed Ghymn, University Nevada-Reno, indicated the general aviation passenger stays on average four days and spends about \$88 per day, amounting to about 2.85 million dollars per year (based on 10,000 1995 GA passengers) for the local economy.

Most recently, commercial service was provided between December 1994 and continued through February 1996. During that period roughly 17,500 enplaned passengers arrived directly to Lake Tahoe in the commercial transport category aircraft. Since February 1996 no regional commercial service has been utilizing Lake Tahoe Airport, although the City of South Lake Tahoe is trying to attract such service. An economic study conducted in 1984 by

Aviation

Any discussion of aviation must take into account the variety of aviation and aviation facilities within the Lake Tahoe Region. Aviation trips are commonly referred to in one of four categories; commercial, charter, military, and general aviation. Table 34 lists the regional airports and the types of aviation operations allowed at each airport. The regional airports provide an inventory of sites where aviation passengers potentially access Lake Tahoe. Of the regional airports, Lake Tahoe Airport and Reno/Tahoe International Airport contribute the greatest share of travelers to the Lake Tahoe Region. As such, the focus of program development is made for them but within the context of facilities available at Truckee and Minden/Gardnerville airports. The identified aviation programs are geared towards the improvements that can be made at the Lake Tahoe Airport and the Lake Tahoe Region destined passengers using Reno/Tahoe International Airport.

Table 34: Lake Tahoe Regional Aviation Facilities and Operations Allowed

Airport	Commercial	Charter	Military	General
Lake Tahoe	Yes	Yes	Yes	Yes
Reno/Tahoe International	Yes	Yes	Yes	Yes
Truckee	No	Yes	Yes	Yes
Minden/Gardnerville	No	Yes	Yes	Yes

The Truckee and Minden/Gardnerville Airports

The airports serving Truckee and Minden/Gardnerville Airports primarily serve general aviation aircraft. Particularly the Truckee Airport, located in Nevada County, California, with its proximity to the North Shore of Lake Tahoe, serves a significant portion of general aviation with about 50,000 operations per year. The facilities there include 191 "T" hangars and there are 190 tie downs. Of those who use the Truckee airport, the percentage whose ultimate destination is Lake Tahoe is not know but assumed to be 50%. The North Shore transit service, TART, serves the airport but rental cars and taxis are available for transportation to final destinations. The Minden/Gardnerville Airport has approximately 77,000 annual operations, with 54 "T" hangars and approximately 75 tie-downs. Other than taxi services or rental cars, no public transit options to Lake Tahoe destinations exist at this time. As with the Truckee Airport, the percentage of those travelers who are bound for Tahoe destinations is not known.

The Lake Tahoe Airport

The City of South Lake Tahoe owns and operates the Lake Tahoe Airport, purchasing it from El Dorado County in 1983. The current facilities at the airport include the following:

Existing Airport Facilities

Runway (8,544 ft.)	Navigational Aids	Access Roads
Taxiways	Passenger Terminal building	Fuel Facilities
Airplane parking aprons	General Aviation terminal	Air Traffic Control Tower
Lighting	Hangars	Parking Facilities
Rescue (AARF) and Snow Removal Facility	Runway protection zones	Drainage and Erosion Controls

There number of permanent tie-downs at the airport are limited to 115 permanent aircraft, which includes aircraft housed in hangars. In 1995 there were a total of 61 aircraft based at the airport.

Lake Tahoe Airport Master Plan and History

Since its construction in 1959, the Lake Tahoe Airport has seen a period of high usage, litigation, and now is in a period of change. The late 1970's/early 1980's saw the peak of enplanements for the airport. In 1984, operations at the Lake Tahoe Airport were subject to flight restrictions which lead toward litigation which was not settled

AVIATION / WATERBORNE TRANSPORTATION

Aviation and waterborne transportation have a role in the Lake Tahoe transportation picture. Traditionally, these types of transportation are alternatives to the primary transportation routes (roads) but these systems can support and are supported by traditional transportation programs (i.e. transit). Aviation transportation is seen as an effective means of bringing people to the Lake Tahoe Region without the use of private automobiles, provided passengers use public/quasi-public transit for travel within the Region thereafter. Waterborne transportation is an alternative means of travel within the Region which, when coupled with public ground transportation, provides an attractive alternative to private automobile use. Within the two program areas there are differences; air service is a means of *bringing people to Lake Tahoe* and waterborne transportation is to provide service *within Lake Tahoe*.

Relative to the transportation benefit, public and private investment in aviation and waterborne transportation can be very costly, but it can also have great rewards. With these programs, any up-front costs (acquisition, capital, etc.) and operational costs must be weighed against competing programs/projects and the benefits that are expected from all the alternatives. For instance, the moneys that are available to implement these programs may draw moneys away from or compete with other programs (e.g. transit) that may have lower cost to benefit ratios. Also, as is the case with aviation and waterborne transportation, in order to be effective, these programs must have the support of public or quasi-public transportation services as aviation and waterborne transportation only delivers the traveler near the ultimate destination. Such strong linkage to the transit program requires that on a regional basis aviation and waterborne transportation programs be supported to the extent that those passengers use public transportation. In the case of aviation, this means a program which gets the aviation passenger to and within Lake Tahoe without the use of the private automobile. For waterborne transportation, this means it is an alternative to the private vehicle, as well as being an alternative to public transportation (i.e., the Lake Lapper bus service).

The Role of Aviation and Waterborne Transportation at Lake Tahoe

Aviation and waterborne transportation is used throughout the world to increase the accessibility of particular locations and regions from various points of origin. In rare cases, these services are the only means to access given locations. More commonly, however, these services are just some of the choices available to reach various destinations. Factors including cost and time affect the decision to use a particular mix of transportation for passengers and in some instances travel would not even be considered without availability of such transportation services. When communities or regions provide such transportation services, they can enhance the local economy.

Historically, in the Lake Tahoe Region, aviation and waterborne transportation have played a role or continue to do so. For example, before a road was provided around Lake Tahoe, waterborne transportation was the only means of access for many areas. In recent years, aside from existing popular excursion services, the provision of waterborne transportation has been non-existent. Since the construction of the airport in South Lake Tahoe (1959), aviation has played a role in direct access to the Lake Tahoe Region. However, the number of aviation passengers coming into South Lake Tahoe has been in general decline since a peak in the late 1970's and early 1980's. Much of the aviation travel destined for Lake Tahoe Region has shifted toward Reno with ground transportation thereafter to access Tahoe destinations. About 75% of those travelers are renting automobiles to access Lake Tahoe Region.

Both aviation and waterborne services have been the subject of studies and environmental review. In the case of aviation, the City of South Lake Tahoe completed an airport master plan in 1992. For waterborne transportation, several studies have explored the ideas of providing passenger ferries between North and South Shores. The use of aviation and waterborne services has been on decline. Separation of the aviation and waterborne issues, which follows, provides a clearer picture of each system and the environment in which policies and objectives must be implemented.

By improving the pedestrian facilities in the casino core, it will encourage pedestrian activity that otherwise may have been vehicle traffic.

Estimated Cost:

Impact Evaluation

Each of these projects will be individually evaluated as they come forward for a permit. Because bicycle and pedestrian projects provide for alternate modes of transportation (other than the automobile), the projects proposed in this program will have a positive impact on air quality and transportation.

Program Policies And Regulations

As outlined in the Air Quality Program, Chapter 93 of TRPA's Code of Ordinances includes mitigation requirements for proposed projects. A proposed project is required to offset the impacts to traffic and air quality. One option is to pay a regional air quality mitigation fee, or to provide for mitigation measures. Some mitigation measures that are recommended, both for local and regional impacts, include bicycle and pedestrian facilities. By implementing these facilities as part of a project, it provides for access to the project site by bicycle or pedestrian modes, or options to the automobile.

One of the advantages of identifying bicycle and pedestrian projects in the RTP and in the bicycle Master Plan is that the state departments of transportation in the Region must try to implement portions of the projects when possible. For example, if Caltrans is going to be doing some major road work on SR 28 on the North Shore, they will try to coordinate the Class II bicycle facility into the project as well. This process will help to get the Class II bicycle lanes constructed.

D STREET, U.S. 50 TO LAKE TAHOE BOULEVARD

PIONEER TRAIL, EL DORADO COUNTY LINE TO EXISTING BIKE LANE

CA SR 89, U.S. 50 TO BASIN BOUNDARY (EXTENDING TO CA SR 88).

CA 267: CA SR 28 TO SUMMIT (EXTENDING TO TRUCKEE).

NATIONAL AVENUE: CA SR 28 TO NORTH TAHOE REGIONAL PARK

In addition to the recommended facilities within the Basin, TRPA should help facilitate the implementation of bicycle facilities to connect the Tahoe system with the surrounding areas. These facilities should include connections with Truckee along California State Route 89 from Tahoe City to Truckee, and along 267 from Kings Beach to Truckee. These two connections should also connect in Truckee to form a complete loop. Douglas County also has plans for a facility over Kingsbury grade. This should connect with facilities in Carson Valley to provide access to the Minden/Gardnerville areas, and also to provide access to CA SR 88. CA SR 88 should also have a facility to connect with CA SR 89, that will provide access back into the Tahoe Basin. A connection should also be provided to the Carson Valley and Reno areas.

Class III bicycle routes are encouraged where Class I bicycle paths or Class II bicycle lanes are not feasible. Bicycle routes should be implemented in local areas to provide designated routes connecting local land uses or activities. These routes would not normally be considered as segments of the regional bicycle system except where no feasible alternative exists to bypass an area with unique impediments to constructing bicycle paths or lanes.

1-5 Year Supplemental Priorities

5-10 Year Projects

Pedestrian

South Stateline Loop Road

Sidewalks will be constructed along both sides of both the North and South Loop Roads. The project/s should be consistent with the recommendations of the Douglas County and Stateline/Ski Run Community Plans.

Involved entities include the City of South Lake Tahoe, Douglas County, Caltrans and NDOT.

The area in between the North and South Loop Roads contains a dense number of both trip productions and attractions. The construction of pedestrian facilities would allow for and encourage pedestrian trips. A good part of this area will also be affected by the parking management program associated with the Park Avenue Project, which includes disincentives for vehicle trips.

Estimated Cost:

Casino Core Pedestrian Improvements

Upon completion of the Loop Road Project and the 3-laning of the roadway through the casino core, pedestrian facilities within the casino core (from Park Avenue to Lake Parkway) will be upgraded. The upgrade will include wider sidewalks and accompanying amenities.

Involved entities include the City of South Lake Tahoe, Douglas County, Caltrans and NDOT.

Estimated cost:

CA SR 28: THROUGH TAHOE CITY

A Class II bike lane will be constructed along SR 28 through the Tahoe City commercial core area. This includes the area from SR 28/SR 89 intersection (the Tahoe City "Y") to the Tahoe State Recreation Area.

Involved entities include Caltrans, and Placer County.

Estimated cost:

CA SR 28: DOLLAR HILL TO NORTH STATELINE

A Class II bike lane will be constructed along SR 28 from Dollar Hill to the north California/Nevada state line.

Involved entities include Caltrans, and Placer County.

Estimated cost:

In areas where Class I bicycle paths or Class II bicycle lanes are not feasible, Class III bicycle routes are recommended. A Class III bike route would entail signing for a bike route on an existing roadway. Class III bike routes should only be considered as a temporary solution, until a Class I or Class II facility can be constructed.

The above listed bicycle facilities are recommended for construction by the year 2000. These will be the highest priority projects to complete the loop circling the Lake. TRPA will also be concentrating efforts on the entry points to the Region, and connections of these systems with the loop system.

General Bicycle Projects

In addition to the above projects for the Lake Tahoe Bikeway 2000, the projects listed below are required to help complete the local systems.

Class I

UNCONSTRUCTED ROUTE 50 RIGHT-OF-WAY, MEYERS TO STATELINE.

U.S. 50, ARAPAHOE DRIVE.

Class II

COUNTRY CLUB DRIVE, LAKE SHORE DRIVE TO DRIVER WAY

NORTHWOOD BOULEVARD, VILLAGE BOULEVARD EAST TO NEVADA 28

INCLINE WAY, COUNTRY CLUB DRIVE TO SOUTHWOOD BOULEVARD

CAMPBELL ROAD, MOUNT ROSE HIGHWAY TO VILLAGE BOULEVARD

SKI WAY, COUNTRY CLUB DRIVE TO FAIRVIEW BOULEVARD.

KINGSBURY GRADE, U.S. 50 TO SUMMIT

area. The North Tahoe Public Utility District (NTPUD) has planned this facility, and been very involved in trying to get it constructed.

Involved entities include the NTPUD, and Placer County.

Estimated cost:

Class II

The Class I facilities recommended for construction above can serve several functions. The trails allow for bicycling as a means of transportation, and, because of the design, will also serve recreation purposes. In order to more efficiently serve those using the system for transportation purposes, some Class II bike lanes along the highways are proposed, even in the same areas where Class I facilities are also recommended.

The following Class II bicycle facilities are recommended for construction:

NV SR 28: NORTH STATELINE TO NV SR 431 (MOUNT ROSE HIGHWAY)

A Class II bike lane will be constructed along Nevada State Route 28 (SR 28), from the north state line to the intersection with Nevada State Route 431 (SR 431) (Mount Rose Highway).

Involved entities include NDOT, Washoe County, the Incline Village General Improvement District (IVGID), and the north Stateline property owners.

Estimated cost:

NV SR 28: SAND HARBOR TO U.S. 50 (WITH SOME CLASS I, WHERE NECESSARY)

A Class II bike lane will be constructed from along SR 28 from Sand Harbor to the intersection with U.S. 50. In restricted areas where this is not possible, a Class I bike lane will be constructed apart from the roadway.

Involved entities include NDOT, Washoe County, Carson City, Douglas County, Nevada State Parks, and the U.S. Forest Service.

Estimated cost:

U.S. 50: NV SR 28 TO CAVE ROCK, AND CAVE ROCK TO STATELINE

In addition to the Class I bike path proposed for this section, a Class II bike lane will be constructed adjacent to U.S. 50, from the intersection with SR 28 to Cave Rock, and from Cave Rock to Stateline. A bike lane can not be constructed through the Cave Rock tunnel; a bike path will be constructed around it.

Involved entities include NDOT, and Douglas County.

Estimated cost:

U.S. 50: STATELINE TO SOUTH LAKE TAHOE WYE

A class II bike lane will be constructed along U.S. 50, from Stateline to the "Y" intersection of U.S. 50 and SR 89.

Involved entities will include Caltrans, and the City of South Lake Tahoe.

Estimated cost:

CA SR 89: 15TH STREET TO CURRENT US FOREST SERVICE CLASS I PATH

A Class II bike lane will be constructed along SR 89 from the end of the Class III bike route on 15th Street North to the beginning of the U.S. Forest Service bike path.

Involved entities include Caltrans, the City of South Lake Tahoe, and the California Tahoe Conservancy.

A class I bicycle path will be constructed from the Nevada/California state line to El Dorado Beach. The alignment of this segment will not necessarily follow the alignment of the highway for the entire segment, but may in some areas.

Involved entities include Caltrans, the City of South Lake Tahoe, and the California Tahoe Conservancy (CTC).

Estimated cost:

CALIFORNIA STATE ROUTE 89 (SR 89): SPRING CREEK TO CASCADE PROPERTIES

This project includes the construction of a Class I bicycle path from the end of the existing path near Spring Creek to the Cascade Properties area.

Involved entities include Caltrans, El Dorado County, US Forest Service, and potentially the Cascade property owners.

Estimated cost:

CA SR 89: CASCADE TO EMERALD BAY

A Class I bicycle path will be constructed along SR 89 from the Cascade properties area to Emerald Bay. This will connect with Class I segments on either side, and be part of the Lake Tahoe Bikeway 2000.

Involved entities include Caltrans, El Dorado County, California State Parks, and possibly the U.S. Forest Service.

Estimated cost:

CA SR 89: EMERALD BAY (VIKINGSHOLM PARKING LOT) TO MEEKS BAY

A Class I facility will be constructed connecting the Vikingsholm parking lot at Emerald Bay with Meeks Bay. This facility may include portions of Class II bike lanes along the highway.

Involved entities include El Dorado County, Caltrans, and the Tahoe City Public Utility District.

Estimated cost:

CA SR 89: MEEKS BAY TO SUGAR PINE POINT STATE PARK

A Class I facility will be constructed along the SR 89 from Meeks Bay to the end of the existing trail at Sugar Pine Point State Park.

Involved entities include the Tahoe City Public Utility District, El Dorado County, and Caltrans.

Estimated cost:

CA SR 28: TAHOE CITY (FANNY BRIDGE TO TAHOE STATE RECREATION AREA)

A Class I bike trail will be constructed through Tahoe City, from Fanny Bridge to the Tahoe State Recreation Area. Placer County and TCPUD have begun plans for the Lakeside bike trail, which will run along the Lake in this area.

Involved entities include the Tahoe City Public Utility District, and Placer County.

Estimated cost:

DOLLAR HILL TO NORTH TAHOE REGIONAL PARK

A Class I bicycle facility will be constructed connecting the end of the existing bike trail at Dollar Hill with North Tahoe Regional Park. This segment will provide a connection between the Tahoe City area with Kings Beach

groups have been participating in this process, and are all supportive of the project. The Lake Tahoe Bikeway 2000 project will be described separately from other bicycle projects in the Region.

There are large segments of this system that currently exist. There are, however, large gaps that need to be constructed to connect the existing systems, and complete the loop. In order to complete a continuous bicycle facility around the Lake by the year 2000, the projects listed below are required.

Class I

NEVADA STATE ROUTE 28 (SR 28): INCLINE VILLAGE TO SAND HARBOR

A bicycle facility will be constructed to connect Incline Village and Sand Harbor. Depending on feasibility, the alignment may be any one of a number of ways. To encourage higher usage, the alignment should generally follow the alignment of the highway.

Involved entities include NDOT, Nevada State Parks, Washoe County and the US Forest Service.

This segment will provide a connection between the Incline Village and North Shore bicycle systems and Sand Harbor State Park, as well as other recreation spots in between. It will also provide a connection between to a system to the South of Sand Harbor upon its completion. This will encourage bicycle trips in place of auto trips.

Estimated Cost:

UNITED STATES HIGHWAY 50 (U.S. 50): SR 28 TO CAVE ROCK

A bicycle facility will be constructed along U.S. 50 from the intersection with State Route 28 at Spooner Summit to Cave Rock. Along this segment, a Class II bike lane should be constructed along the highway, and a Class I bike trail alignment should be considered apart from the roadway. This segment will be a part of the connection between North Shore and South Shore by connecting facilities along SR 28 with the South Shore area.

Involved entities will include NDOT, and Douglas County.

Estimated Cost:

AROUND CAVE ROCK

A bike trail will be constructed around Cave Rock on U.S. Highway 50. A segment is needed to connect the proposed facilities that will be leading to either side of the Rock. This segment will provide connection for the Lake Tahoe Bikeway 2000.

Involved entities include US Forest Service, Douglas County, NDOT, and the Washoe Tribe.

Estimated Cost:

U.S. 50: CAVE ROCK TO STATELINE

A bicycle facility will be constructed along U.S. Highway 50 from Cave Rock to the Nevada/California state line. Where possible, a Class II bike lane should be constructed along the highway, in addition to a Class I bike path detached from the roadway. Where other Class I facilities exist, segments should be constructed to provide a connection.

Involved entities include NDOT, and Douglas County.

Estimated cost:

U.S. 50: STATELINE TO EL DORADO BEACH

Estimated Cost:

Pioneer Trail: Ski Run Boulevard to U.S. 50 and the Stateline area

Sidewalks will be constructed along Pioneer Trail from Ski Run Boulevard to the intersection with U.S. 50 and the Stateline area.

Involved entities include the City of South Lake Tahoe, and Caltrans.

This area is currently used by pedestrians. The existing conditions are unsafe for pedestrian use because they are forced to share the roadway with vehicles. Providing pedestrian facilities would create a much safer situation, and would increase pedestrian use.

Estimated Cost:

North Stateline area

Pedestrian facilities will be constructed along CA and NV SR 28 in the North Stateline area. The facilities should connect the casinos that currently exist in this area.

Involved entities include Placer County, Washoe County, NDOT, Caltrans, and IVGID.

There are four casinos in the North Stateline area in close proximity to each other. There is currently a lot of pedestrian activity between these uses. Providing pedestrian facilities would create a safer situation, and would make the area much more pedestrian friendly.

Estimated Cost:

Proposed Bicycle Projects

The existing bicycle system in the Lake Tahoe Region consists of a collection of facilities in different areas. These are separate systems in South Lake Tahoe, West Shore to Tahoe City, Tahoe City to Dollar Point, and Incline Village. These individual systems need to be completed, as well as connecting them to form a continuous facility around the Lake.

The bicycle facility classifications, Class I, II, and III, as described earlier in this program. These classifications are evaluated as to relevant usage environments. The use of parallel facilities is often considered as the best way to reduce bicycle and vehicle conflicts. However, it has been found that the use of parallel facilities for bike routes has not always been successful. Bicyclists want to use the most direct route and tend to continue to use the main and most direct roadways. It is generally better to maximize the safety of the routes that are most likely to be used by bicyclists rather than trying to change bicyclist's habits. Providing Class II bicycle facilities on major roadways with appropriate lane striping and warning signs is recommended where feasible. Highways should be designed and constructed to provide adequate space on roadway shoulders for commuting bicyclists.

Recreational routes can make successful use of both separate and parallel routes. Gaps in the existing Class I routes should be closed and the system should be extended around the Lake. Class I and Class II bicycle facilities are encouraged to provide access to recreational areas and facilities.

In addition to the construction of new bicycle facilities, the maintenance of existing and future facilities needs to be provided for. The condition of some existing facilities is degrading. Plans for maintenance, and proposed funding for such, should be included in future projects as well.

Lake Tahoe Bikeway 2000

TRPA has been facilitating a project to provide a continuous bicycle facility circling the Lake by the year 2000. This is going to be a combination of Class I (separate paths), Class II (on road bike lanes), and Class III (on road signed bike routes) facilities. Through a public-private partnership approach, local jurisdictions and local interest

Estimated Cost:

U.S. 50: Ski Run Boulevard to Al Tahoe Boulevard

Pedestrian facilities will be constructed along both sides of U.S. 50, from Ski Run Boulevard to Al Tahoe Boulevard.

Involved entities would include Caltrans and the City of South Lake Tahoe.

The area between Ski Run Boulevard and Al Tahoe Boulevard has a lot of commercial and recreational uses. The construction of sidewalks would allow for pedestrian access in and among these uses.

Estimated Cost:

U.S. 50: Lake Parkway to Kingsbury Grade

In this area, there is currently a sidewalk on the north side of the highway. A pedestrian facility will also be constructed along the south side of U.S. 50, from the intersection with Lake Parkway to the intersection with Kingsbury Grade.

Involved entities include NDOT and Douglas County.

There is heavy pedestrian traffic in this area, with little improved pedestrian facilities. The construction of pedestrian facilities along the south side of U.S. 50 will prevent pedestrians from having to cross the street and then back again, and will encourage pedestrian trips in place of vehicle trips.

Estimated Cost:

Kingsbury Grade from U.S. 50 to Lower Kingsbury Commercial area

This will include Sidewalks will be constructed along Kingsbury Grade (SR 207) from the intersection with U.S. 50 through the Lower Kingsbury commercial area.

Involved entities include Douglas County and NDOT.

By connecting this area in with the proposed pedestrian facilities along U.S. 50, it will allow for pedestrian access from residential areas to the commercial core.

Estimated Cost:

South Tahoe "Y" Commercial Area

Sidewalks will be constructed along U.S. 50 and CA SR 89 around the South Tahoe "Y" commercial area.

Involved entities include the City of South Lake Tahoe, and Caltrans.

Because most of the land use around the "Y" is commercial, there is a lot of traffic. Providing sidewalks between uses would allow for some of the trips to be pedestrian.

Estimated Cost:

Incline Village Commercial and Recreational Areas

Sidewalks will be constructed in Incline Village throughout the commercial core, and recreational areas. Pedestrian connections should be provided between these uses as well.

Involved entities include Washoe County, Incline Village General Improvement District (IVGID) and NDOT.

Currently, there are not pedestrian connections between commercial uses in Incline Village. Providing these connections will allow some vehicle trips to be replaced by pedestrian trips.

During the winter months, pedestrian facilities should be kept clear of snow and ice. Snow and ice control, and removal, through the use of heated pavement is encouraged.

In addition to the pedestrian projects identified below, all pedestrian projects identified for construction as part of any adopted community plans are also hereby recommended as part of the RTP-AQP by reference.

Priority regional pedestrian project areas include the following:

California State Route (SR) 28: Tahoe City urbanized area

This project includes the construction of sidewalks along CA SR 28 through the Tahoe City commercial core. Sidewalks should be constructed along both sides of the highway, and should be consistent with the recommendations of the Tahoe City Community Plan and the Tahoe City Urban Improvement Project.

Involved entities will include Placer County, Caltrans, and the Tahoe City Commercial Property Owners.

By providing for pedestrian access to land uses, it will encourage walking and will allow for better coordination with local transit systems.

Estimated Cost: \$ 200,000

South Shore Redevelopment area

As part of the South Shore redevelopment projects, pedestrian facilities will be constructed throughout the redevelopment area.

Involved entities will include the City of South Lake Tahoe, Redevelopment Agency, Caltrans, and affected property owners.

By providing for pedestrian access to land uses, it will encourage walking and will allow for better coordination with local transit systems. By providing for pedestrian trips to be made between land uses, it will also discourage vehicle trips.

Estimated Cost:

U.S. Highway 50: Kingsbury Grade to Kahle Drive

Sidewalks will be constructed along both sides of U.S. Highway 50 from Kingsbury Grade (SR 207) to Kahle Drive. This area currently has a lot of pedestrian activity, and the sidewalks would connect a large residential area with other uses.

Involved entities will include Douglas County and NDOT.

Because there are large residential areas on Kahle Drive, providing sidewalks would allow for pedestrian access from these areas to the surrounding land uses. The County Administration Center is in this area, as well as Kahle Community Park, which are two popular destinations.

Estimated Cost:

California SR 28: Kings Beach and Tahoe Vista areas

Sidewalks will be constructed along CA SR 28 in both the Kings Beach and Tahoe Vista areas. These projects will be consistent with the respective Community Plans.

Involved entities will include Placer County and Caltrans, and possibly NTPUD.

Both of these areas have a mixture of land uses, and are currently not pedestrian friendly. Providing sidewalks in these areas would allow for trips between uses to be made on foot, rather than by vehicle. It would also allow for better usage of transit, if it is easier to get around on foot at a destination.