Chapter III TRANSPORTATION ELEMENT

This Transportation Element is a supplement to the TRPA Regional Transportation Plan (RTP/AQP) and the Circulation Element of the Placer County General Plan. Consistent with the RTP, this element lists the specific objectives and policies applicable to the Kings Beach Industrial Community Plan and describes the improvements recommended to implement the Plan. Specific capital improvements and schedules are found in Chapter VII, Implementation Element.

A. EXISTING TRANSPORTATION SYSTEM

Streets and Highways

The Kings Beach Industrial Community Plan area is served by a grid system of streets. The Plan Area is centered around Speckled Avenue, an east-west oriented roadway which extends from State Route 267 on the west to Chipmunk Street on the east. Speckled Avenue is a two lane roadway, generally 30 to 40 feet wide, within a 50 foot right-of-way. The roadway is characterized by numerous driveway access to adjacent properties. This access function of the roadway inhibits the ability of the roadway to serve through traffic movements. Speckled Avenue carried approximately 900 vehicle per day just east of State Route 267 in 1988, the last year from which counts are available.

Speckled Avenue is intersected by Wolf, Deer, Bear, and Coon Street within the Plan area. Each of these roadways are north-south oriented roadways, with all except Wolf Street extending from State Route 28 in the Kings Beach Commercial area to Speckled Avenue. All of these roadways are two lane roadways within the Plan area and are generally 24 feet wide within a 50 foot right-of-way. There are no curb, gutter or sidewalk facilities on any of these roadways. Traffic volumes are low on all of these roadways. Although recent counts are not available, the traffic volumes are estimated to be well under 1,000 vehicles per day.

West of the Kings Beach Industrial Plan area, Speckled Avenue intersects with State Route 267, a two lane conventional highway which links the Kings Beach area with the Town of Truckee, in Nevada County.

Transit Services

The Kings Beach area is served by the Tahoe Area Regional Transit (TART) public transit system. TART provides service seven days per week from 6:20 A.M. to 6:30 P.M. Service is provided along State Route 28 through the Kings Beach area. TART does not presently provide service within the Plan area.

The nearest private transit in the vicinity of the Plan area is a ski shuttle operated by Northstar along State Route 267, just west of the Plan area.

Parking Facilities

Parking within the Plan area is provided by each individual property and is governed by Placer County Code. There are presently no public off-street parking facilities.

Pedestrian Facilities

Pedestrians presently use the roadway rights of way or traveled way. There are no sidewalks or off-street pedestrian facilities within the Plan area.

Bicycle Facilities

Bicycles are presently accommodated within the Plan area on the existing street system. There are no designated on-street bike routes, bike lanes, nor any off-street bike paths.

B. TRANSPORTATION OBJECTIVES AND POLICIES

- 1. Provide a safe and efficient transportation system for the residents of the Kings Beach area and others who use the system.
 - a. Policy: The level of service on roadways within the Plan area shall not be worse than level of service "C."
 - b. Policy: Organize the various functions currently accommodated in the public rights of way (e.g. through traffic volumes, local traffic, pedestrian and bicycle activity and parking).
- 2. Provide for sufficient capital improvements to meet the level of service target, meet the target for VMT reductions, and to provide adequate off-street parking facilities as development occurs in the Plan area.
 - a. Policy: All land development activities shall analyze and mitigate their traffic/air quality impacts pursuant to Chapter 93 of the TRPA Code of Ordinances. Improvements listed in this element shall be added to the list of mitigation measures in Subparagraphs 93.3.C(2) and (3).
 - b. Policy: All land development projects shall be subject to the TRPA traffic/air quality mitigation fee program. (Chapter 93 of the TRPA Code.)
 - c. Policy: Provide for sufficient funding to finance the projects in the capital improvement program (CIP).
- 3. The Kings Beach Industrial Community Plan shall promote land use changes and developments, which will encourage the use of alternative transportation modes and reduce travel distances within the Community Plan.
 - a. Policy: The Plan shall provide for the infill of existing land areas, utilizing existing transportation facilities while promoting alternatives to the private automobile.
- 4. The Kings Beach Industrial Community Plan shall encourage the use of public and private transit.
 - a. Policy: Placer County Transit shall investigate the provision of a Kings

Beach Community shuttle which would serve the Industrial Plan area.

- b. Policy: The provision of public and private transit service shall be coordinated to reduce the costs of service and avoid the duplication of services.
- 5. The Kings Beach Industrial Community Plan shall encourage bicycling and walking as alternative modes of travel.
 - a. Policy: Placer County shall investigate the provision of bicycle lanes along Speckled Avenue.
 - b. Policy: Placer County shall investigate strategic abandonment of roadway rights of way as a means of providing pedestrian facilities to link the Plan area with adjacent areas and possibly the Kings Beach Commercial Downtown District.
- 6. The Community Plan should implement transportation demand management measures to reduce the number of vehicle travelling within the Plan area.
 - a. Policy: Reduced transit fares and transit fare subsidies should be used to encourage transit use.
 - b. Home mail delivery should be provided throughout the Plan area.

C. PROPOSED TRANSPORTATION IMPROVEMENTS

The following improvements are a list of improvements needed to implement the policies listed above. A further description, including cost estimates, of the improvements described below may be found in the Implementation Element.

Streets and Highways

The projected level of development within the Plan area is not anticipated to result in the exceedance of level of service "C" traffic conditions. Therefore, no capacity-increasing capital improvements are necessary.

Parking Facilities

Public off-street parking facilities are not necessary within the Plan area. All new development/redevelopment will be required to provide adequate off-street parking.

Transit Facilities

Placer County Transit shall investigate the need for public transit in the Plan area, preferably as part of a feasibility analysis of a Kings Beach Community Shuttle.

Pedestrian Facilities

Placer County Department of Public Works will evaluate the feasibility of abandoning dedicated public rights of way to provide pedestrian facilities which link the Plan area with the downtown Kings Beach area.

Other Transportation Mitigation Improvements

- 1. <u>Information and Contingency Plan</u> The Truckee-North Tahoe Transportation Management Association (TNT/TMA) shall develop a faster and more accurate traffic information system for the travelling public and develop contingency plans for road closure and congested conditions.
- 2. <u>Information and Contingency Plan</u> To insure that the ability of Speckled Avenue to safely and adequately serve through traffic and local traffic, driveway consolidation and will be actively pursued through the land development review process.
- 3. Home Mail Mail delivery should be provided throughout the Plan area.

4. <u>Transportation Management</u>

- a. The State mandated Congestion Management Program (CMP) includes a requirement for a trip reduction ordinance (TRO).
- b. The TNT/TMA is a group of public agencies and private companies which have joined together to develop and implement programs and projects to reduce congestion and provide for the transportation needs of the residents, visitors, and employees in the Lake Tahoe area. Large employers in the Plan area are encouraged to join this association.
- c. Incentives to ride transit can be implemented by commercial, office, industrial, public service, and recreation employers. The incentives could be financial or convenience related. Disincentives to the use of the private automobile could also be pursued.