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South Shore Transportation Management Association

*A non profit community forum advocating
transportation and mobility solutions*

April 12, 2007

*Mr. Andrew Strain, Chair
Members, Lake Tahoe Federal Advisory Committee
c/o U.S. Forest Service
Lake Tahoe Basin Management Unit
35 College Drive
South Lake Tahoe, CA 96150*

Dear Chairman Strain and Members:

Founded in 1994, the South Shore Transportation Management Association is a non-profit community forum active in advocating for transportation and community mobility solutions. A variety of private sector and public agency stakeholder organizations and other interested parties participate in our forum. As is the case with the Lake Tahoe Federal Advisory Committee, SS/TMA uses a consensus process to determine priority projects which become the focus of our advocacy efforts.

We greatly appreciate your Committee's support for transportation projects in the Round 8 package of the Southern Nevada Public Land Management Act (SNPLMA) - Tahoe Program. We are pleased to offer our strongest support for two projects in the package - the U.S. Highway 50 Stateline Corridor Project (FHWA - \$1.5 million) and the Nevada Stateline to Stateline Bike Facility (USFS - \$500,000). This letter transmits our formal written support for these projects.

U.S. Highway 50 Stateline Corridor Project

The SS/TMA has been a champion of this project for many years. Along with other stakeholders and the general public, we participated in a planning process in 2003 and 2004 that resulted in publication of the U.S. Highway 50/Stateline Area Transportation Planning Project Final Report (May 2004). A Fact Sheet produced as part of this public planning process is attached for your review and background information.

The project area is a highly urbanized commercial core which, in its current configuration, lacks a comprehensive ability to achieve and maintain key Environmental Thresholds, including those for water quality and air quality and community mobility. While we will not prejudge the outcome of a formal environmental analysis of the project alternatives, this project has the potential to address three specific transportation project goals deemed so important that they are specifically listed in Public Law 96-551 (Tahoe Regional Planning Compact).

These specific projects are: completion of a "Loop Road" system around the Stateline (California and Nevada) area, fixed guideway transit serving this area, and a transit terminal serving this area. We fully anticipate that this project, once an environmentally sound alternative is selected, consistent with all applicable standards and community needs, will be able to take advantage of the latest information from the scientific community in terms of how to best address water quality protection and urban stormwater management (such as we expect to be determined by the forthcoming TMDL for Lake Tahoe).

The May 2004 planning document (funded by Caltrans) recommended that an EIR/EIS/EIS be prepared for this project, given its magnitude and complexity. A previous SNPLMA allocation of just over \$1 million is being used to continue work on key components of the planning process. It is now time to move forward with the formal environmental analysis. The \$1.5 million in funds endorsed by your Committee will be used for this purpose. The environmental review process must proceed while we can still rely on the planning documents prepared as a foundation for development of the EIR/EIS/EIS. Since the project involves the likely need to reconfigure U.S. Highway 50 in order to help meet Lake Tahoe's environmental standards, it is appropriate that the Federal Government continue to participate in the project planning process.

Nevada Stateline Stateline Bike Facility

The SS/TMA is on record as an advocate for the planning, design and ultimate construction of a multi-use trail on the Nevada side of the Lake that will have significant air quality and other threshold-related benefits. The \$500,000 endorsed by the Committee, to be allocated to the U.S. Forest Service, will be used in conjunction with state and local funds to work toward the vision of a Class 1 bike trail connecting Tahoe's south and north stateline areas. Our particular interest is that one of the demonstration projects planned for construction be along that stretch of U.S. 50 between Kahle Drive and Elks Point Road. We plan to actively participate in the planning process in support of both the vision of the larger project, and the need for a development of the specific project referenced herein.

We also take this opportunity to express our support for the Committee's support of \$4 million in SNPLMA funds to ensure NDOT's ability to construct vital water quality, erosion control and stormwater management improvements on Nevada Highway 207, the Kingsbury Grade.

Thank you for the opportunity to express our views as part of the LTFAC's public hearing process on the Preliminary Round 8 package of projects.

Sincerely,



Mike Riley

Officer, SS/TMA Board of Directors

on behalf of the SS/TMA Board and forum participants

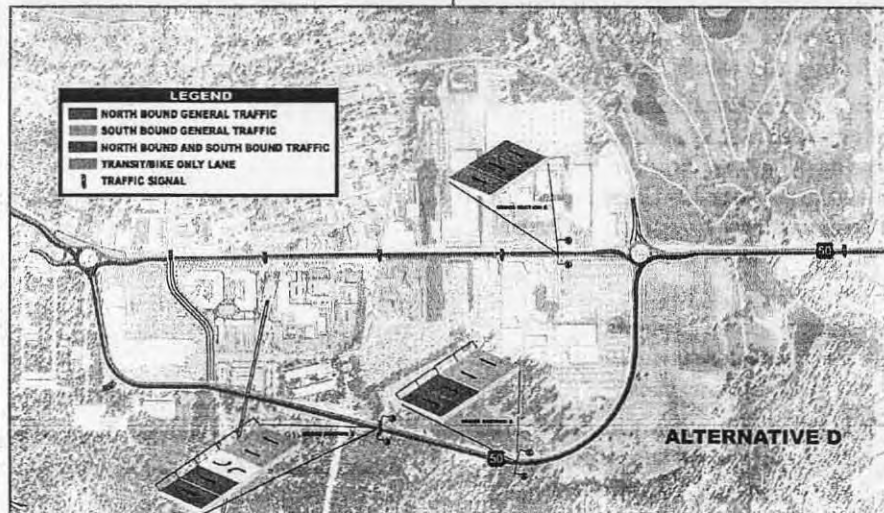
Fact Sheet



TAHOE
REGIONAL
PLANNING
AGENCY

(775) 588-4547

February 2004 Highway 50 / Stateline Transportation Planning Project



The Tahoe Regional Planning Agency **TRPA** is working to complete the US 50/Stateline Corridor Study in partnership with the Federal Highway Administration **FHWA**, the California Department of Transportation **Caltrans**, the Nevada Department of Transportation **NDOT**, the City of South Lake Tahoe, Douglas County, the Stateline resort properties and other interested parties.

Study Area Limits

The study area boundaries include: US Highway 50 just west of its intersection with Pioneer Trail

- Pioneer Trail just south of its intersection with US 50
- The US Highway 50 "Loop Road" consisting of Pine Boulevard to the north, Park Avenue to the west, and Lake Parkway to the north, south, and west
- US Highway 50 just east of its intersection with Kingsbury Grade

Why Project is Needed

US 50 plays a vital role in moving people and goods through the US 50/Stateline Corridor on the south shore of Lake Tahoe. Over the next 25 years, traffic volumes on US 50 are forecasted to increase by an average of 22 percent through the Stateline Corridor. This area becomes highly congested during peak travel times and does not provide accessible or safe conditions for motorists, transit riders, bicyclists, or pedestrians during peak travel times.

Project Goals

- Identify options to reduce traffic congestion and improve traffic flow patterns, while maintaining the current overall capacity of the roadway network in the project area
- Identify options to improve pedestrian and bicycle access, public safety, and transit services in the project area
- Develop design solutions that reflect the community and the adjoining land uses
- Help achieve scenic resources, recreation, air quality, water quality and other TRPA thresholds
- Balance transportation needs with other community goals such as economic vitality and visitors' interests
- Reflect the need to address snow removal and emergency access requirements

Existing Conditions

- Traffic levels are highest in July and August, with traffic levels 124% of the annual average
- Traffic volumes on busy winter weekends may reach 1,550 vehicles per hour, while volumes in summer weekends often exceed 1,650 vehicles per hour
- There are 55,000 average vehicles per day on US 50 east of Park Avenue during the month of August
- Sidewalks exist on US 50, but sidewalks are limited along other streets within the project area
- Few bicycle facilities exist in the study area, although a Class I facility occurs along the northwest side of US 50 between Pioneer Trail and Ski Run Boulevard

Alternatives Evaluated

All alternatives include substantial improvements to transit, pedestrian, and bicycle facilities in the area, including a transit/bicycle lane separate from general traffic.

Alternative A - Highway 50 between Park Avenue on the south and Lake Parkway on the north would be converted to two eastbound traffic lanes plus one transit only lane. Lake Parkway West (lake side), Pine Boulevard, and Park Avenue to the north of US 50 would be improved to provide two through lanes westbound plus a single eastbound lane for local access and a center two-way left turn lane. Existing US 50 would be re-designated US 50 eastbound while the Lake Parkway West/Pine/Park alignment would become US 50 westbound.

Alternative B - Similar to Alternative A, except that Cedar Avenue would be used for the westbound US 50 movement.

Alternative C - Lake Parkway East (mountain side) would be expanded to accommodate traffic passing through the area. This roadway would be designated as US 50 and would provide two travel lanes in each direction, with turn pockets at major intersections and driveways. The existing US 50 alignment would be converted to provide two eastbound lanes, plus a single two-way transit only lane.

Alternative D - Identical to Alternative C except that modern double-lane roundabouts would be constructed in place of intersections at US 50/Pioneer Trail and US 50/Lake Parkway. A one-way eastbound drive would be provided along the north side of the western roundabout to provide access to the driveways along the north side of US 50.

Alternative C and D allow for temporary roadway closures on existing US 50 at Stateline for the purpose of temporary events.

US 50 Recommended Alternative

In order to improve air and water quality, as well as traffic signal improvements, the following alternative is recommended.

Lake Parkway East (mountain side) would be expanded to accommodate traffic passing through the area. This roadway would be designated as US 50 and would provide two travel lanes in each direction, with turn pockets at major intersections and driveways.

The existing US 50 alignment would be converted to provide two eastbound lanes, plus a single two-way transit only lane.

Modern double-lane roundabouts would be constructed in place of intersections at US 50/Pioneer Trail and US 50/Lake Parkway.

A one-way eastbound drive would be provided along the north side of the western roundabout to provide access to the driveways along the north side of US 50.

Temporary roadway closures on existing US 50 at Stateline would be allowed for the purpose of special events such as street fairs, and jazz festivals, similar to the New Year's Eve closure every year.

Community Input

Community input has been sought through www.highway50stateline.com, surveys, and several public workshops. In addition, a Steering Committee has been formed from partners and interested community stakeholders.

Next Steps

- Our final public meeting for presentation and to gain input regarding the US 50 Preferred Alternative is scheduled for **Thursday, March 4, 2004 from 3:30 pm to 6:00 pm at Inn by the Lake.**
- The Final Project Report including the Preferred Alternative is due May 2004.
- EIR/EIS (Environmental Impact Report/Environmental Impact Statement), Preliminary Engineering and Design to meet the requirements of the California Environmental Quality Act, the National Environmental Policy Act, and the TRPA.

For More Information

Visit the project website at www.highway50stateline.com or contact Keith Norberg, TRPA Transportation Team Project Coordinator, at (775) 588-4547, ext. 289 or knorberg@trpa.org



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