

# Meyers Area Plan Errata

The following changes are included in the March 2018 Area Plan and were made following the release of the December 2017 Final Draft.

## Chapter 2: Land Use Element

D. Land Use and Zoning Ordinance

Section 100, Page 2-18, add condition A.9.

9. The temporary use includes provisions for trash removal and site cleanup during and immediately following use.

## Chapter 3: Transportation & Circulation Element

A. Existing Transportation System

Pedestrian/Bicycle Facilities Section, Page 3-2 text edits

A Class I shared-use trail, known as the Pat Lowe Memorial Bike Trail, runs along both sides of US 50 from Pioneer Trail to SR 89. On the north side of US 50, the Class I shared-use trail continues along US 50 towards the City of South Lake Tahoe. This trail is proposed to be continued providing non-motorized transportation connectivity between Meyers and South Lake Tahoe and Stateline. Other shared-use trails, bike routes, and bike lanes are proposed in the ~~Lake Tahoe Bicycle and Pedestrian Master Plan~~ Linking Tahoe: Active Transportation Plan to improve connectivity between Meyers and surrounding residential areas and recreation sites. Additional conceptual safety, and access trail connections are shown in Figure 3-1. Other informal dirt paths connect Meyers to adjacent residential neighborhoods or nearby open space.

Traffic conditions and a lack of improved pedestrian crossings across US 50 present a major impediment to pedestrian activity in Meyers. Some pedestrian infrastructure is provided by individual businesses throughout Meyers and a crosswalk was constructed in 2015 at the intersection of US 50 and Apache Avenue. An additional crosswalk and roundabout is expected to be constructed at the intersection of US 50 and SR 89 by Caltrans in 2018 or 2019 and this Area Plan identifies the need for two additional pedestrian crossings (Figure 3-1), and the relocation of the crosswalk at US 50 and Apache Avenue to the west side of Apache with installation of a Rapid Rectangular Flashing Beacon. Caltrans is also contemplating a roundabout improvement at Pioneer Trail/US 50 north of the Area Plan and improvements at US 50/Apache Avenue. Bicycle and pedestrian trails are typically not maintained during winter months limiting their year-round use; however, the class I trail was maintained for year-round use in 2016/17, and is expected to continue to be maintained year-round through use of the measure R/S funds.

## Chapter 3: Transportation & Circulation Element

A. Existing Transportation System

Existing Traffic Conditions Section, Page 3-2 text edits

Congested traffic conditions generally occur during seasonal weekends and holidays. The normal pattern involves visitors entering the basin on Fridays and Saturdays and leaving the basin on Sundays or on weekday holidays. It causes severe backups and queues on US 50 for motorists travelling back and forth over Echo Summit. During winter snowstorms the situation can be easily compounded by chain-up and snow removal procedures. Congestion caused by

US 50 traffic exiting the basin produces backups at intersections within Meyers including SR 89 and most side streets. This is especially true for vehicles (generally local residents) attempting to make left turns. During periods of particularly bad congestion, the backup of traffic on US 50 traffic leaving the basin can extend all the way into the City of South Lake Tahoe. When this occurs, traffic in Meyers can become gridlocked.

Caltrans and ~~Tahoe Metropolitan Planning Organization (TMPO)~~ TRPA traffic counts (count data collected in 2014) on US 50 through Meyers indicate peak hour traffic (peak month summer weekend) of 1,900 vehicles. Average Daily Traffic (ADT) for peak season (August) weekdays is estimated at 17,200 ADT along US 50 just east of the SR 89 intersection, and 5,600 ADT along SR 89 south of US 50.

Level of service (LOS) standards for roadways in Meyers are prescribed in the TRPA Regional Plan, and the Linking Tahoe: Regional Transportation Plan. Roadways must maintain LOS “D” with exceptions during peak periods when LOS “E” may be acceptable for no longer than four hours a day. Individual projects may cause these standards to be exceeded only when multi-modal amenities (i.e. the Transit Service and Pedestrian and Bicycle Facilities listed in section C, below) are provided to mitigate the traffic generation. As of 2010, US 50 through Meyers operated at LOS “E” for up to four hours per day during high season, peak travel. As such, the roadway meets the level of service standard but could exceed the standard if the Transportation and Circulation Implementation Actions listed in section C, below are not implemented concurrently with increases in traffic. Current data on the LOS at the un-signalized intersection of US 50 and SR 89 is not available, but congestion observed at this intersection on peak weekends indicates that it likely operates at LOS “E” for periods of time.

TRPA and ~~TMPO~~ administers regional programs to reduce Vehicle Miles Travelled (VMT) and achieve regional VMT standards in the Tahoe Basin. Data on VMT specific to Meyers is not available, but implementation of measures to reduce VMT contained in this Area Plan (Transportation Element and Land Use Element), are important components of the regional VMT reduction effort. TRPA and ~~TMPO~~ will monitor LOS standards and VMT, and make short-term projections of future conditions every four years. If short-term projections indicate that LOS or VMT standards are likely to be exceeded, TRPA will take actions to ensure standards will be achieved, and may not release additional development allocations until those standards are met.

### **Chapter 3: Transportation & Circulation Element**

#### **B. Transportation Goals & Policies**

Transportation & Circulation Vision Section, Page 3-4, add policy 3.3 and revise policy 4.1.

*Policy 3.3: Support implementation of the Meyers transit service improvements in the Linking Tahoe: Tahoe Transit Master Plan, 2017.*

*Policy 4.1: Develop a community plaza within the ~~community plan~~ Town Center area which can be served by transit and recreation area shuttles.*

### Chapter 3: Transportation & Circulation Element

#### B. Transportation Goals & Policies

Transportation & Circulation Vision Section, Page 3-5, revise policies 6.1, 6.2, and 6.6.

*Policy 6.1: Continue to participate and support the TRPA and Lake Tahoe Unified School District Safe Routes to school program~~Encourage the development of a Safe Routes to School Program in coordination with the Environmental Science Magnet School and local law enforcement agencies. The Safe Routes to School Program should include elements of education, law enforcement, and capital improvements.~~*

*Policy 6.2: Support development of bicycle and pedestrian facilities identified in the Linking Tahoe: Active Transportation Plan including, but not limited to, the Greenway Multi-Use Trail, and the Upper Truckee River crossing at San Bernardino Avenue.*

*Policy 6.6: Promote a ~~non-interface or grade separated (e.g. an underpass)~~ safe pedestrian crossing of US 50 within the Meyers Town Center including consideration of a non-interface/grade separated facility.*

### Chapter 3: Transportation & Circulation Element

#### C. Transportation & Circulation Implementation Actions

Transit Service Section, Page 3-7 text edits

10. Transit Center. Develop an appropriately scaled transit center to reduce vehicle trips and promote multi-modal transportation. Locate the transit center with or adjacent to public parking facilities, ~~and commercial establishments,~~ and bicycle amenities.
11. Transit Shelters. Construct transit shelters at transit stops to promote additional use of public transit and increase safety.

### Chapter 3: Transportation & Circulation Element

#### C. Transportation & Circulation Implementation Actions

Pedestrian/Bicycle Facilities Section, Page 3-7 text edits

14. Proposed Bicycle and Pedestrian Facilities. Construct the bicycle and pedestrian facilities proposed in the Linking Tahoe: Active Transportation Plan to promote non-motorized transportation. Construct, upgrade, and maintain active transportation facilities along major travel routes as part of all roadway improvements. Projects should be designed to maximize visibility at vehicular, bicycle, and pedestrian conflict points through increased safety signage, ~~sign sight~~ distance, and other design features, as appropriate.
15. Snow Removal. Continue to implement snow removal operations on bicycle and pedestrian trails within the Meyers Town Center and eliminate snow storage on trails to promote year-round non-motorized transportation and pedestrian activity.

## **Chapter 5: Recreation Element**

### **A. Existing Recreation Opportunities**

Dispersed Recreation Section, Page 5-2 text edits

Numerous opportunities for dispersed outdoor recreation exist on public lands surrounding Meyers. Popular activities include hiking, mountain biking, backcountry skiing, camping, fishing, snowmobiling where allowed by the land owner, rock climbing, cross country skiing, snowshoeing, rafting or tubing, dog walking, and wildlife viewing. Public lands supporting dispersed recreation are managed by the USFS, CTC and State Parks. Dispersed uses on USFS lands are governed by the Lake Tahoe Basin Management Unit Forest Plan, which is being updated in 2013. Dispersed recreation on State Parks lands will be governed by the future Washoe Meadows State Park General Plan, ~~which is scheduled to be initiated in 2013.~~ Dispersed Recreation on California Tahoe Conservancy lands are governed by Conservancy policies consistent with the purpose of acquisition for each parcel.

## **Chapter 5: Recreation Element**

### **C. Recreation Implementation Actions**

Dispersed Recreation Section, Page 5-5 text edits

9. Washoe Meadows State Park. Coordinate with the California Department of Parks and Recreation to develop a General Plan for the Washoe Meadows State Park. Priorities for the General Plan should include providing a diversity of recreational opportunities, which may include providing non-motorized trail connectivity from Meyers, and potentially may include a ~~providing appropriate~~ visitor center and/or interpretive facilities.

## **Chapter 5: Recreation Element**

### **C. Recreation Implementation Actions**

Figure 5-1: Meyers Recreation Map, Page 5-6

Delete proposed trail alignments shown within the Lake Valley State Recreation Area on Figure 5-1.