

## INTRODUCTION - EXECUTIVE SUMMARY

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The Kings Beach Commercial Core Improvement Project (KBCCIP) Environmental Impact Report (EIR) identified a significant and unavoidable impact in the cumulative condition (2028+) for the proposed project associated with traffic congestion on State Route (SR) 28 leading to some vehicles choosing to divert through the adjacent residential community. While analysis indicates that periods when volumes exceed capacity would be limited to only a limited number of days per year under current transportation activity levels, potential future growth in traffic volumes could significantly increase the number of hours and days per year that drivers would be tempted to use local streets.

The *Final Environmental Assessment/Environmental Impact Report/Environmental Impact Statement* for the KBCCIP identifies a mitigation measure (TRAF-1) that calls for preparation of a Neighborhood Traffic Management Plan (NTMP) to minimize some of the impacts associated with the contemplated cut through traffic. The description in the environmental document presents some education and enforcement strategies, as well as a generic list of potential roadway modifications. This proposed traffic calming plan was developed to provide a draft mitigation plan that would be implemented after further public input (and possible modification) during project design.

The proposed plan will not stop cut through traffic from occurring. Strategies to accomplish this (such as seasonal closures or diversions) were evaluated as part of the KBCCIP process, and found to be infeasible. Specifically, these infeasible strategies would concentrate remaining traffic on specific streets by forcing a redistribution of traffic through the neighborhood. For instance, closing Speckled Avenue and Dolly Varden Avenue at SR 267 would require the commercial traffic generated by the light industrial land uses in the northern portion of the grid to use the north-south streets to access SR 28.

Instead, this plan is intended to minimize some of the side effects of the cut through traffic. The plan proposes to control traffic speeds, minimize any noise and air impacts, and enhance safety by minimizing conflicts between vehicles, pedestrians, and cyclists. It is also intended to maximize the overall “live-ability” of the residential streets, despite any increase in traffic volumes associated with traffic conditions along SR 28.

To develop the plan, a Focus Group was formed with five community members (3-Lane and 4-Lane project advocates), fire officials, transportation professionals, and County staff. This group brainstormed ideas while touring the Kings Beach community that were then incorporated into the Plan. Although the focus of the Plan is to address the issue of future traffic diverting into the neighborhood, the Focus Group identified current issues that needed to be addressed (particularly in regards to local school traffic). The Plan was developed to enhance current conditions in the residential grid as well as minimize some of the impacts associated with future cut through traffic.

In addition, two public open houses were held in Kings Beach to gain public input on the draft conceptual plan. The first, held at the North Tahoe Conference Center on Tuesday, October 7th, was conducted in English and was attended by approximately 120 persons. A second open house conducted in Spanish was held at the Kings Beach Elementary School on Thursday, October 9th and was attended by approximately 15 persons. At both presentations, attendees were encouraged to discuss the conceptual plans with County and consultant staff, and to fill

out comment cards. In addition, the draft plan was presented at a meeting of Project MANA at the Family Resource Center on Wednesday October 16th. Approximately 80 persons were provided with the opportunity to review materials and provide input. A summary of all written comments received through this process is presented as Appendix A to this document.

The draft plan was subsequently refined based upon comments received. In particular, additional sidewalks were added along Fox Street, and additional speed humps added along Dolly Varden Avenue and Beaver Street.

The proposed traffic calming plan (see Figure 8) focuses on placing traffic calming devices (gateway constriction and traffic circles) at all community entries and additional devices (traffic circles, raised crosswalks and speed humps) regularly along streets receiving the most traffic. Existing stop signs combined with the new devices are intended to slow drivers down. Roads receiving the greatest traffic increases will receive a rubberized asphalt overlay to minimize any effects of road noise. Pedestrian connectivity (north/south as well as east/west) is realized with the installation of a pedestrian path/sidewalk on Steelhead Avenue, Coon Street, Fox Street and Secline Street (in addition to the sidewalks to be provided along and immediately off of SR 28 as part of the overall project). An option for east/west pedestrian connectivity is to install one or two one way streets on Steelhead Avenue and/or Loch Levon Avenue. The area no longer being used by cars could be striped for pedestrians and maybe bicyclists.

The proposed traffic calming plan, with or without the proposed one way street option, could be implemented as proposed but could be made stronger with more broad public involvement and continued monitoring. Public Works has indicated that it believes the plan may be further refined with community involvement during the project design phase.