

# Truckee Transit Development Plan Community Workshop

April 15<sup>th</sup>, 2024  
Town Hall, Truckee  
4:30PM – 6:00PM



# 2024 Truckee Transit Development Plan Update Community Workshop

## Meet the Project Team

### LSC Transportation Consultants

Genevieve Evans, Principal

Justine Marmesh, Senior Planner

### Town of Truckee

Alfred Knotts, Transportation Manager

Danielle LaPointe, Transportation Program Analyst

### Nevada County

### Transportation Commission

Mike Woodman, Executive Director

Kena Sannar, Transportation Planner



## Agenda

- Overall Project Approach
- What is a Transit Development Plan?
- Eastern Nevada County (Truckee) Demographics
- Current Truckee Local Services Performance
- Service Alternatives
- Next Steps
- Question and Answers



## Project Approach



Gather and  
analyze data



Listen to drivers, staff,  
and stakeholders to  
understand  
needs/priorities



Develop strategies  
& service  
alternatives

# What is a Transit Development Plan?

1. Create a "business plan" to guide transit development and investment over the next five years.
2. Engage with the community through stakeholder interviews and community workshop.
3. Provide more effective and efficient service to best meet the growing mobility needs of the region.

*This process allows staff and decision-makers the chance to take an in-depth look at the transit systems currently in place, identify how transit can meet the public's needs within Truckee, and carefully identify where transit resources should be devoted over the plan period.*

## Existing Conditions - Population

- There are 97,775 people in Nevada County and just over 17,000 people in Truckee.
- Nevada County's population is expected to decrease slightly by less than one percent from 2020 to 2030 while the Town of Truckee is anticipated to grow by 7 percent.
- The Nevada County population of senior retirees (ages 85 or more) is projected to grow by 118 percent between 2020 and 2040. Youth populations (ages 5-17) will stay relatively the same over the coming 20 years, while "College Age" (18-24 years) and "Working Age" (25-61 years) populations are expected to decline moderately (by 32 percent and 15 percent, respectively).

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## Transit Needs Index

Neighborhoods experiencing the highest need for transit include Lower Sierra Meadows, Southern Downtown Truckee, and Central Glenshire.

Census Tract	Block Group	Area Description	Total Sq Mi	Youth (Ages 5 to 17)	Seniors (Age 65 and older)	Below Poverty Level	Individuals with Disabilities	Zero Vehicle Households	Score Total
9	4	Eastern Nevada County outside of Truckee	193.5	1	1	1	1	1	5
12.05	1	Airport / S Polaris / S Glenshire	14.8	1	1	1	1	1	5
	2	Central Glenshire	2.7	2	1	1	1	5	10
	3	Old Greenwood / Between Truckee and Glenshire	5.5	1	1	1	1	1	5
12.07	1	Ponderosa Palisades	0.9	1	2	1	1	1	6
	2	Prosser Lakeview/Gray's Crossing	2.1	2	1	2	2	1	8
	3	Lower Sierra Meadows	0.6	5	5	5	5	1	21
	4	Southern Downtown Truckee	1	2	1	2	2	3	10
12.08	1	Tahoe Donner near ski areas	1.5	1	1	1	1	1	5
	2	Armstrong Tract	6.5	1	1	1	1	1	5
12.09	1	Northern Gateway	1.6	1	1	1	1	1	5
	2	Donner Lake Area	2.9	1	1	1	1	1	5
12.11	1	Tahoe Donner Golf Course Area	1.2	1	1	1	1	2	6
	2	Prosser Lake Heights / Alder Hill	0.8	1	1	1	1	1	5
	3	Northeast Tahoe Donner	2	1	1	1	1	1	5
12.11	1	Pioneer Trail/Comstock Drive	0.9	1	1	1	1	1	5
	2	Alder Hill	3.3	1	1	1	1	1	5

## Commuter Conditions

Using 2021 Census Commute Data by zip code, the following commuter patterns of those living in Truckee and commuting to Truckee for employment revealed the following patterns:

- 41.2 percent of people residing in Truckee also work within Truckee.
- 7.5 percent of Truckee Residents commute to Olympic Valley or Alpine Meadows for work, followed by 5.3 percent of Truckee Residents commuting to Tahoe City.
- Of those employed in Truckee\*, 37 percent also reside in Truckee with another 14.7 percent commuting from various parts of Washoe County, Nevada including Verdi, Northwest Reno, North Valleys, and Southwest Reno.

*\*It should be noted that Northstar shares a zip code with Truckee and therefore those commuting to Northstar for employment are shown as working within Truckee.\**

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## Truckee TART Services

Truckee currently operates several types of transit services within the region. The study evaluates the following services in detail:

- Truckee TART
  - Local Route and Night Service to Northstar
- Dial A Ride
- Special Events (Truckee Thursdays and 4<sup>th</sup> of July)
- Truckee TART Connect

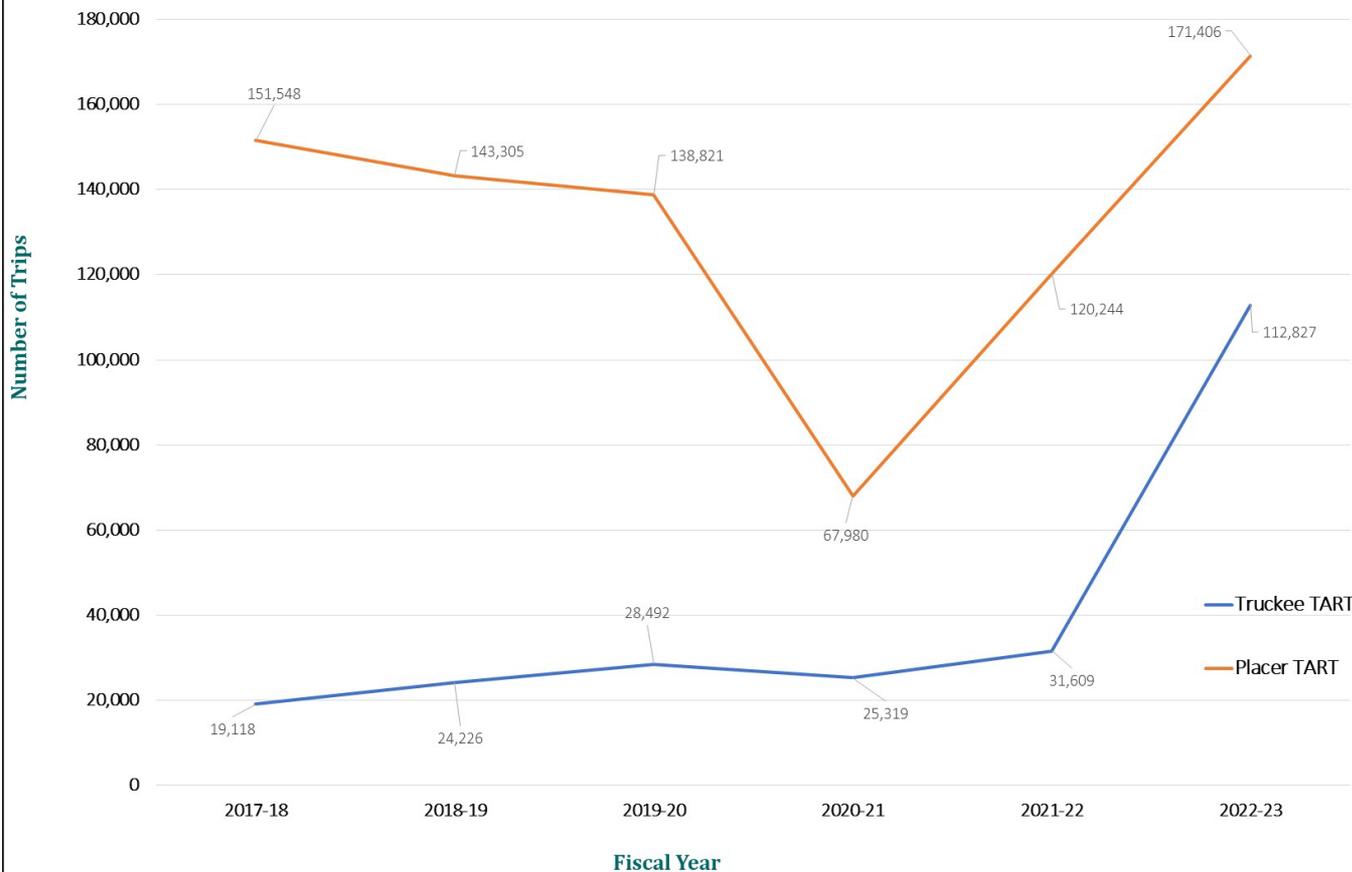
Other regional services: Placer TART, Greyhound/Flixbus, North Lake Tahoe Express, and Amtrak.



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## Ridership Trends

Figure 13: Placer Hwy 89 and Hwy 267 Routes and Truckee TART Historical Ridership

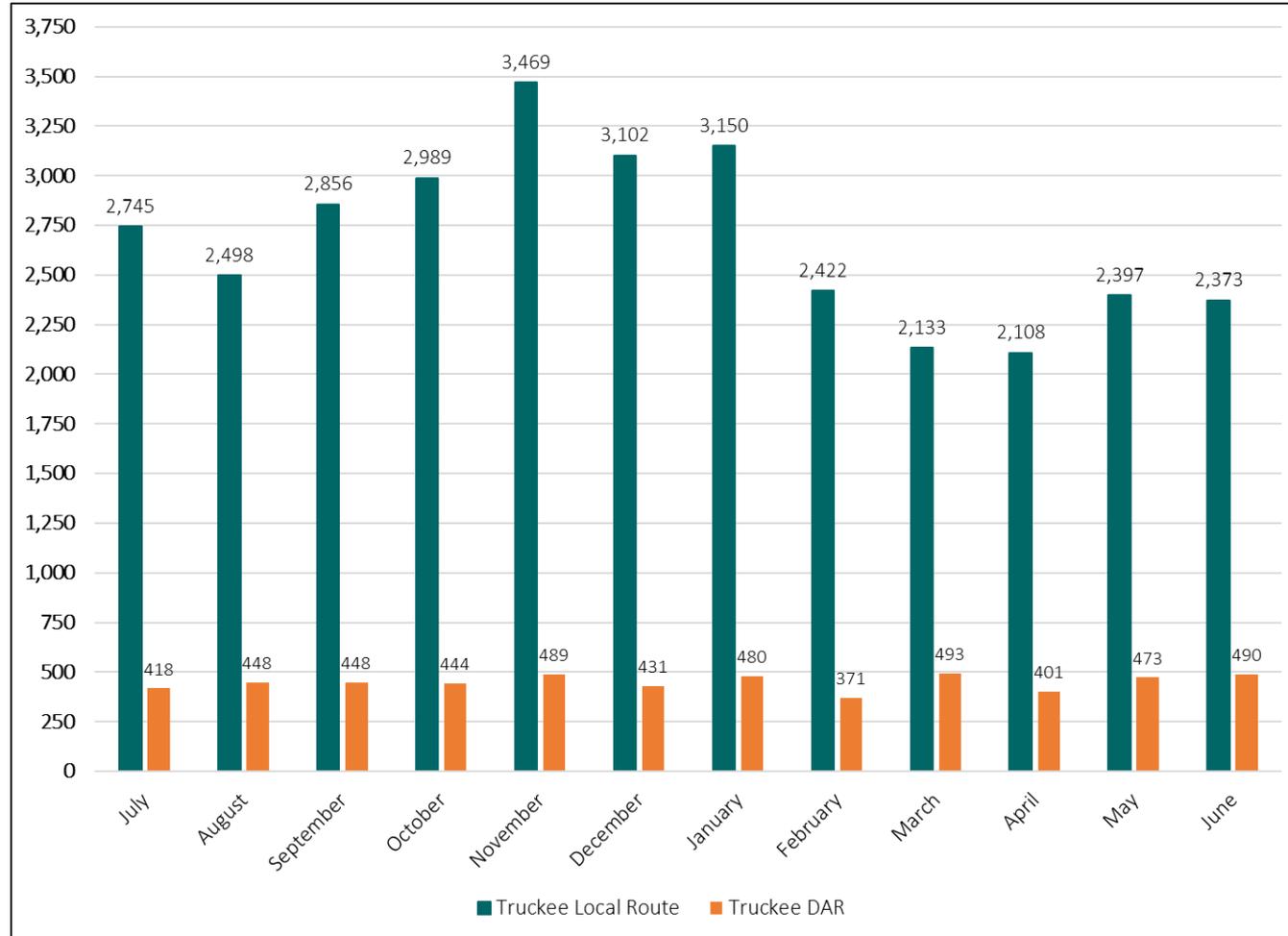


## Ridership Trends: Fiscal Year to Date Comparison (July 23 to March 24)

- **Fixed Route - ↓ 27%**
- **DAR - ↑ 4%**
- **Truckee TART Connect – ↑ over 200%**

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## Truckee Local Route and DAR Ridership (FY 2022/23)

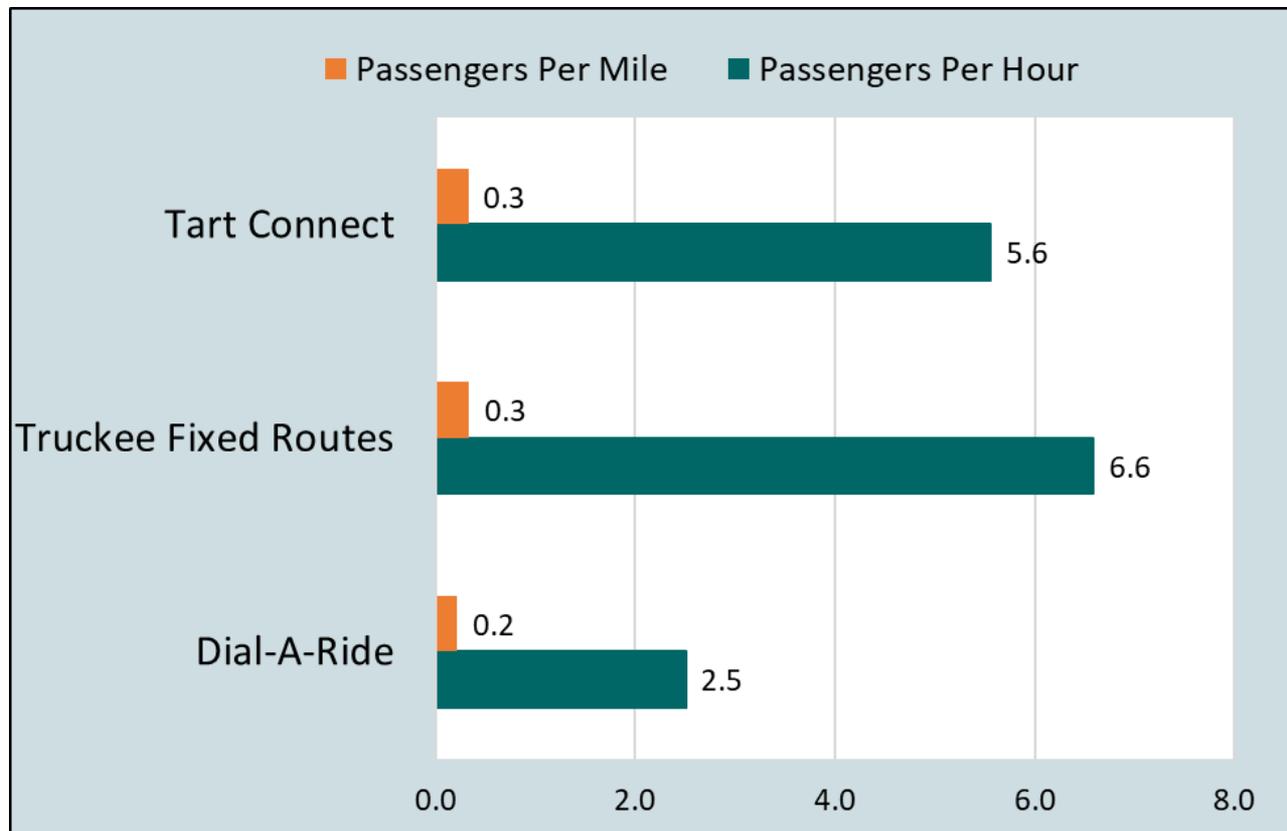


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## Truckee TART Connect Performance Summer 2022-Present

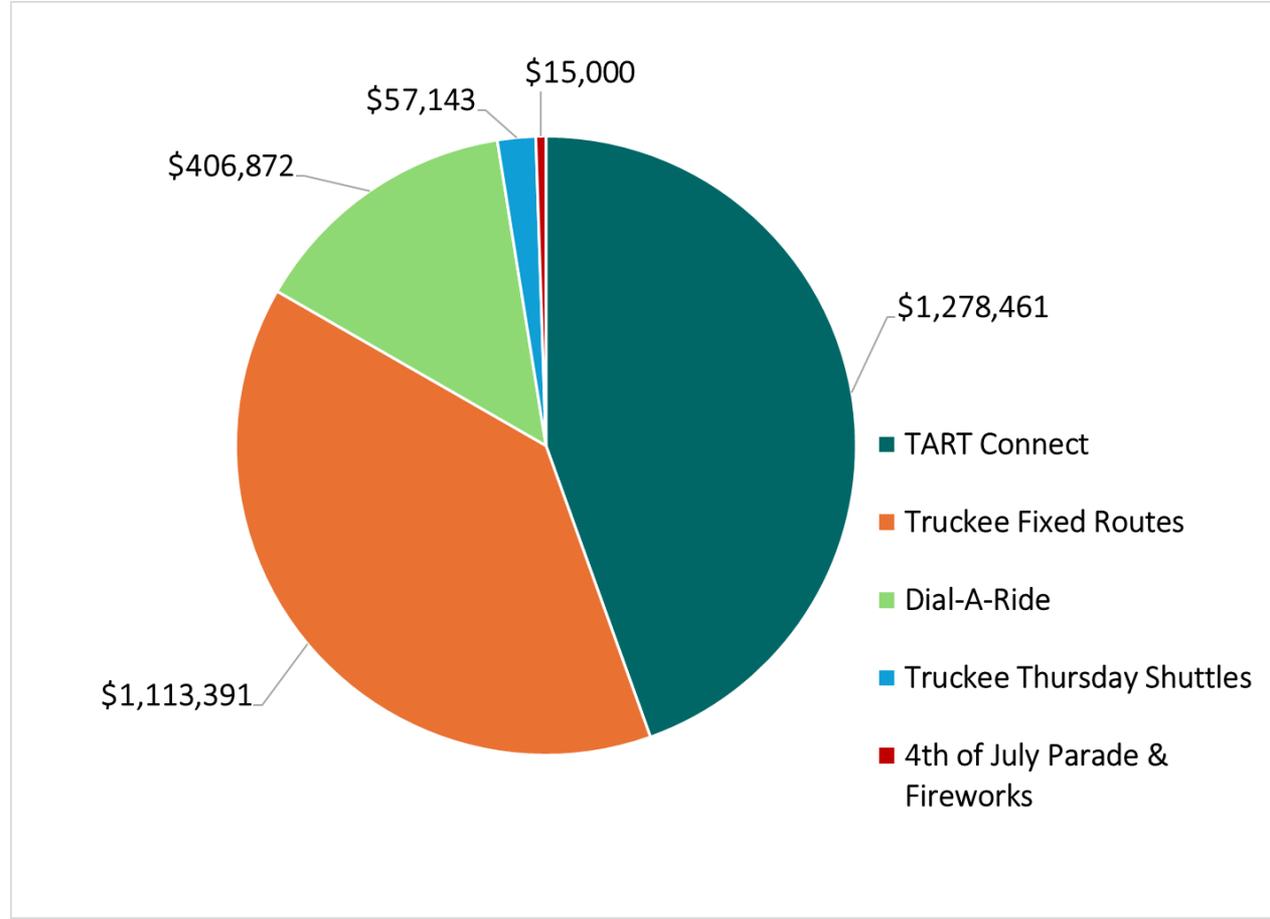
Season	Passenger Trips	Avg. Daily
<b>Spring 2023</b>		
April	9,062	302
May	9,169	296
June	9,990	333
<i>Full Season</i>	<b>28,221</b>	<b>310</b>
<b>Summer 2023</b>		
July	15,607	503
August	15,219	491
<i>Full Season</i>	<b>30,826</b>	<b>497</b>
<b>Fall 2023</b>		
September	13,127	438
October	11,809	394
November	11,766	392
<i>Full Season</i>	<b>36,702</b>	<b>403</b>
<b>Winter 2023-24</b>		
December	17,567	567
January	18,980	612
February	16,782	579
March	18,512	597
<i>Full Season</i>	<b>36,547</b>	<b>589</b>

## Truckee Services Performance (FY 2022/23)

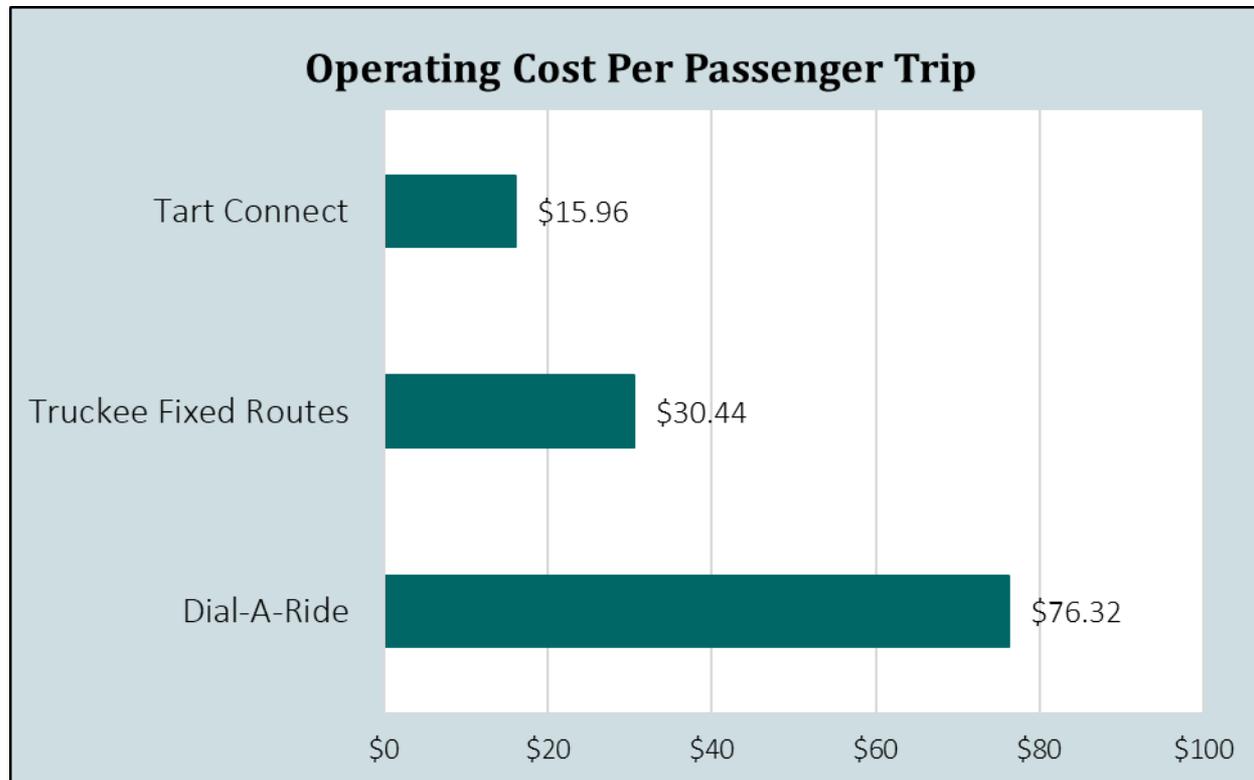


## Truckee Services Performance (FY 2022/23)

### Operating Cost By Service



## Truckee Services Performance (FY 2022/23)

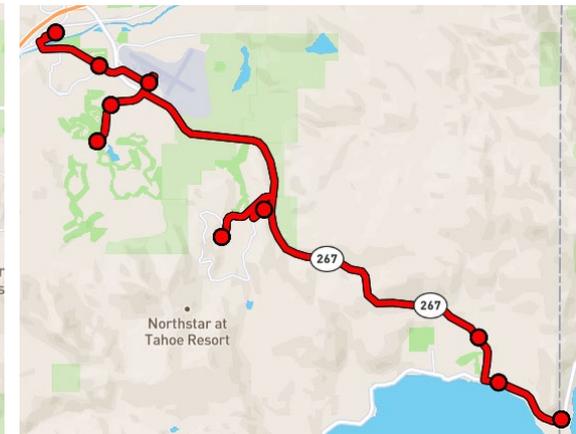
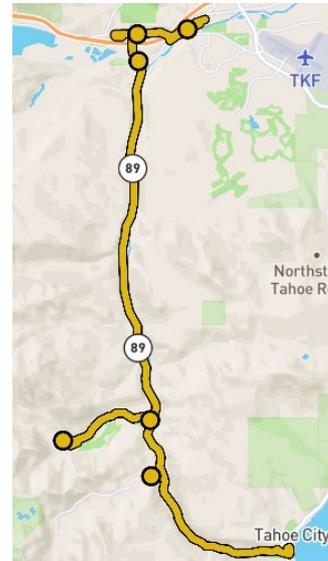
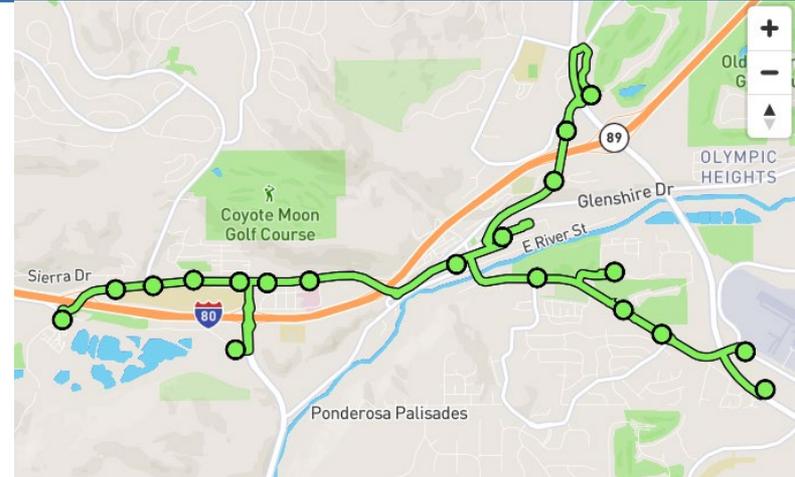


**So, how can we improve Truckee TART services?**

## Connectivity to North Lake Tahoe

### Improve Regional Connections to Placer TART

- Long wait times persist between different trip connections, particularly those coming from Hennes Flats and Coldstream trying to connect to Placer Tart 89 Southbound.
- Ultimately, all possible scenarios to improve wait times along one spoke would negatively impact another connection.
- “Standing reservations” for TART Connect
- Station TART Connect vehicles at Mobility Hub



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## Cost Efficiency

### Replace Fixed Route with TART Connect during Low Ridership Hours of Service

- Average daily boarding by hour is lowest during that last service hour (5:30PM-6:30PM).
- Potential annual cost savings of \$13,700.
- During peak summer, would need to add another Truckee TART Connect vehicle to available fleet.

### Average Hourly Passenger Boardings

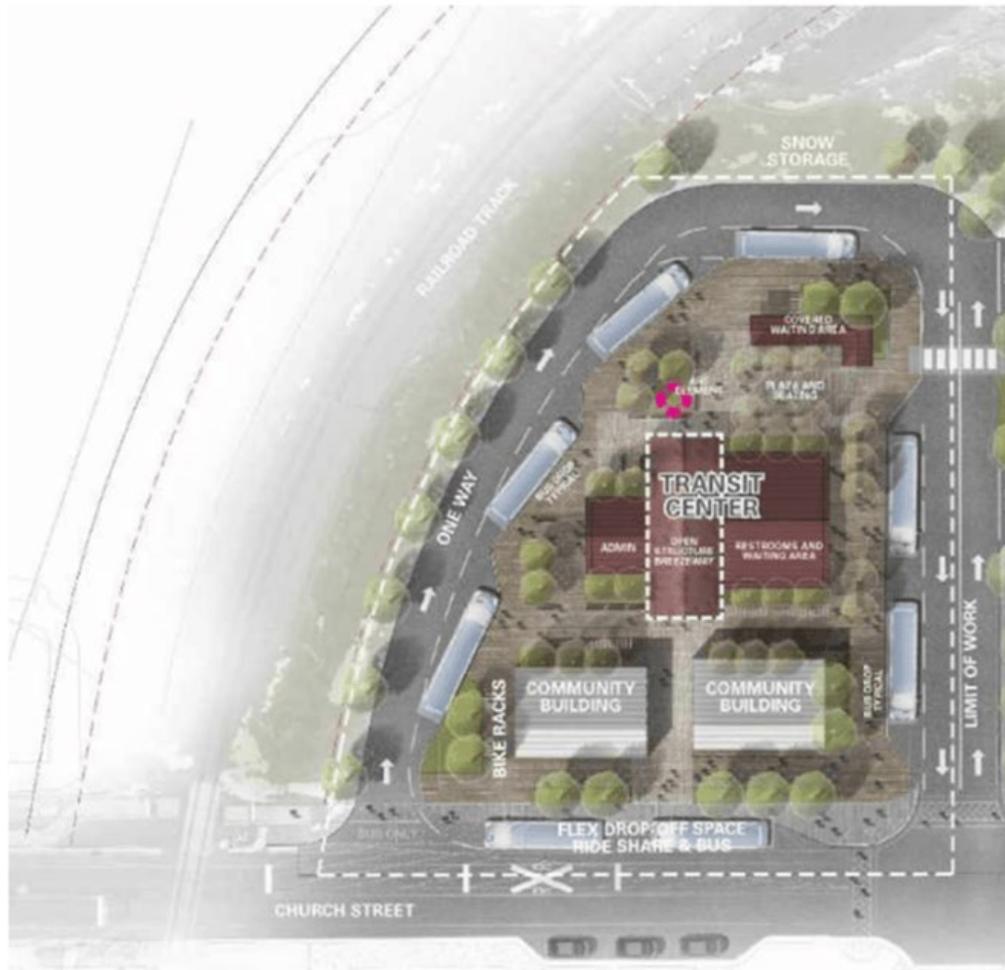
FY 2022-23

Hour Beginning	Average Passengers Per Hour of Day
6:30 AM	8.1
7:30 AM	7.2
8:30 AM	6.1
9:30 AM	6.9
10:30 AM	7.3
11:30 AM	7.6
12:30 PM	7.3
1:30 PM	6.8
2:30 PM	9.0
3:30 PM	8.4
4:30 PM	7.7
5:30 PM	5.6

## Increase Frequency

### Half Hourly Service on Truckee Local Route

- Add a second bus with same route pattern.
- Increase annual operating cost: \$457,600.
- Increase ridership by 11,400 trips annually or 2.7 trips per vehicle hour.
- Also reviewed splitting route into East and West “Loops”.



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## **Truckee TART Connect** - Ridership increased significantly but no long-term funding source identified

### Reductions to Service Hours to Reduce Costs

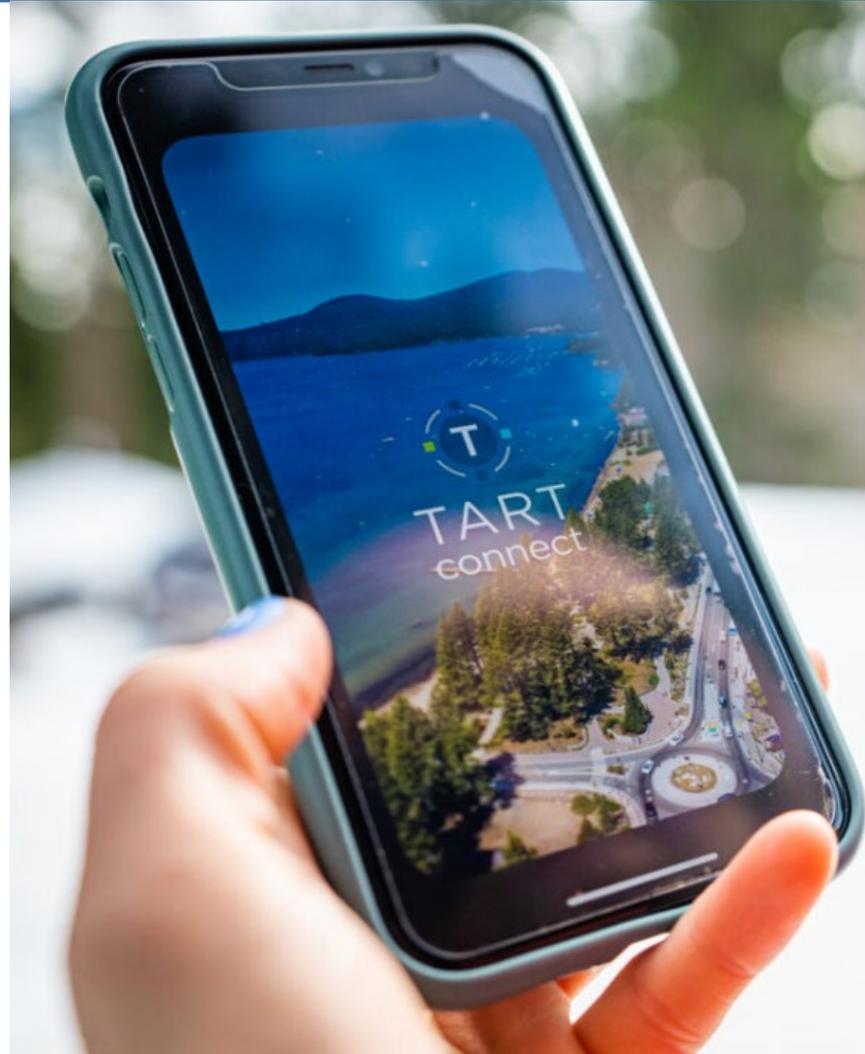
- **Reduce Service to 6:00 PM to 10:00 PM**
  - Ridership would decrease by about 75% or 128,900 passenger-trips.
  - Results in operational cost savings of \$1.55 million per year.
- **Reduce Peak Season Service to 6:30 AM to 10:00 PM on Mon. through Wed.**
  - Ridership would decline by only 2,400 passenger-trips per year.
  - Results in operational cost savings of \$33,700 per year.



## Truckee TART Connect Alternatives

### Modifications to Existing Service

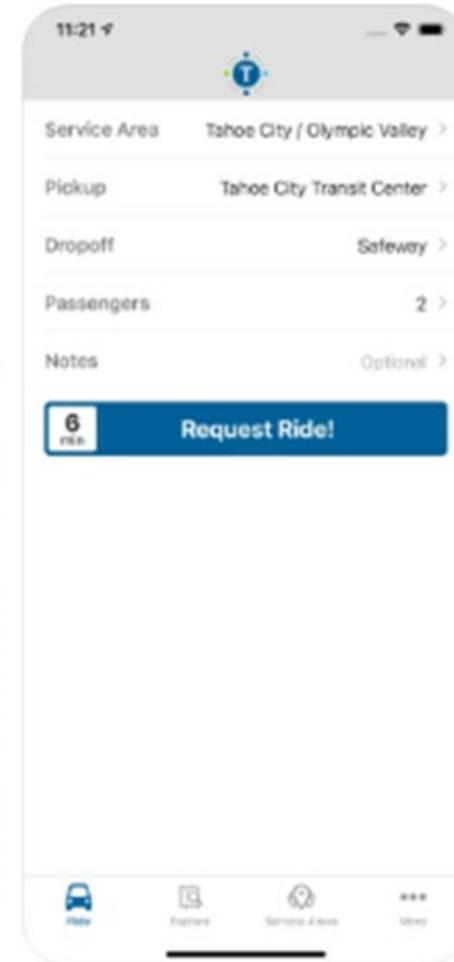
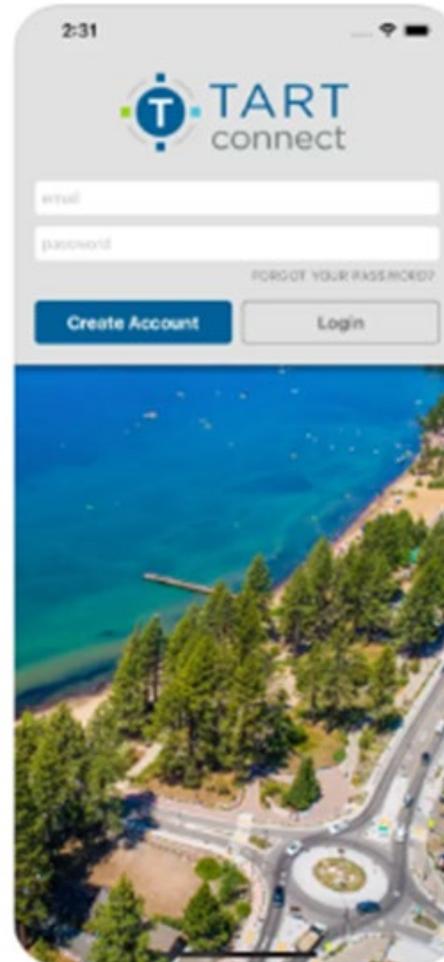
- **Limit Service to Glenshire to Top of the Hour:**
  - Ridership would decrease by 3,300 passenger-trips annually.
  - Would equate to an annual reduction of 10,400 vehicle service miles and marginal cost savings of \$8,800.
- **Establish Min. Trip Length Req. of ½ mile:**
  - Reduction of 2,300 passenger-trips annually.
  - Savings of \$1,800 per year.



## Truckee TART Connect Alternatives

### Service Area Modifications

- Limit Service to Downtown, Hospital, and Sierra Meadows Zones.
  - Ridership would drop by 94,400 passenger-trips per yr.
  - Results in 17,800 vehicle service hours and 328,500 vehicle service miles per year, resulting in marginal cost savings of \$973,600.



## Truckee TART Connect Alternatives

### Service Area Modifications

- Service to Adjacent Placer County Neighborhoods:
  - *Ponderosa Palisades*
    - ✓ Vehicle service miles would increase by about 9,500 per yr.
    - ✓ 1,825 passenger trips per yr.
    - ✓ Increase the annual marginal operating cost by \$35,400.
  - *Hopkins Village and Meadow View Place*
    - ✓ Increase of 600 passenger-trips per yr.
    - ✓ Increase in marginal costs by \$20,200.



## Should Truckee TART Connect Replace Fixed Route?

### Truckee Local Route

- Fixed route still carries more passenger-trips per vehicle hour than TART Connect
- Other advantages to fixed route service with set timed stops

### Truckee Thursday Shuttles

- This service carries 21.3 passenger-trips per vehicle hour
- Not recommended.

### Northstar Night Service

- Potential for cost savings (\$32,000) if operated as hybrid/microtransit
- Potential for a moderate increase in ridership

Other Option: “Comingle” TART Connect and DAR

# Take Our Online Survey!



- Open until April 30<sup>th</sup>

<https://www.surveymonkey.com/r/2024TruckeeTDPsurvey>

## Next Steps

- Online survey and Online Workshop will be available for two weeks.
- Incorporate public, staff, and stakeholder input into recommendations.
- Develop Capital and Institutional Plan
- Present Draft Plan to NCTC Board and Town Council
- Final Plan

# Questions?

- Clarification Questions?
- Concerns with options presented?
- Additional suggestions?

Contact: LSC Transportation Consultants

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Justine Marmesh – [justine@lsctrans.com](mailto:justine@lsctrans.com)

**Thank you!**