
TRPA Regional Plan Update

Transportation Goals, Policies, and Implementation Strategies

January 27, 2010

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Alternative 1 – Transportation Goals, Policies, and Implementation Strategies

Alternative 1 -- TRANSPORTATION (no changes proposed)										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures

Alternative 2 – Transportation Goals, Policies, and Implementation Strategies

Alternative 2 -- TRANSPORTATION										
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1.9 Transportation/K. Fink	T.DC-1. A multimodal transportation system that promotes viable alternatives for mobility needs, encourages alternative mode use, and decreases dependency on the private automobile.	T1 Participate in state and local transportation planning efforts to ensure coordination and consistency in the transportation system.	NONE	A	This goal was deleted and moved to be policy T-5.1 under Goal T-5, Inter-Intra Regional Transportation	NONE	T-5.1 Participate in state and local transportation planning efforts to ensure coordination and consistency in the transportation system, and to strengthen linkages of both inter- and intra-regional transportation.	A	This policy is meant to facilitate inter- and intra-regional transportation.	
1.9 Transportation/K. Fink	T.DC-1	T1	NONE	A	This goal was deleted and moved to be policy T-5.1 under Goal T-5, Inter-Intra Regional Transportation	T1.A TRPA shall work with appropriate public entities and private interest groups in the Region to ensure coordination and consistency in transportation planning efforts within multijurisdictional transportation corridors.	T-5.4 Work with appropriate public entities, tribal governments, and private interest groups in the Region to ensure coordination and consistency in transportation planning efforts within multijurisdictional transportation corridors.	A	Added "tribal governments" to the list of groups with whom to coordinate. Moved to Inter-Intra regional transportation section because this policy is meant to facilitate inter- and intra-regional transportation.	
1.9 Transportation/K.	T.DC-1	T1	NONE	A	This goal was deleted and moved to be	T1.B TRPA shall work with federal, state	DELETED	D	Previous policy was too specific. Different types of	

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Fink					policy T-5.1 under Goal T-5, Inter-Intra Regional Transportation	and local agencies to develop a rail system which will provide access from northern California and Nevada population centers.			access to Lake Tahoe are covered under T5.A (above), and in other inter- and intra-regional transportation policies.	
1.9 Transportation/K. Fink	T.DC-1	T1	NONE	A	This goal was deleted and moved to be policy T-5.1 under Goal T-5, Inter-Intra Regional Transportation	T1.C TRPA shall participate in the Community Plan process to provide consistency between Community Plans and the RTP.	DELETED	D	Community Plan process is covered in other sections.	
1.9 Transportation/K. Fink	T.DC-1	T1	NONE	A	This goal was deleted and moved to be policy T-5.1 under Goal T-5, Inter-Intra Regional Transportation	T1.D TRPA will work with organizations that facilitate public-private transportation partnerships and coordination for the benefit of improved transportation in the Lake Tahoe Region.	T-5.7 Work with organizations (including the Lake Tahoe Transportation and Water Coalition) that advocate and facilitate public-private transportation partnerships, new sources of funding, and seek coordination among various transit operators and providers for the benefit of improved transportation in the Lake Tahoe Region.	A	Expanded for clarity and to highlight need to identify new sources of funding.	

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1.9 Transportation/K. Fink	T.DC-1	T2 Plan for and promote land use changes and development patterns which will encourage the use of alternative transportation modes and minimize impacts on the existing transportation system.	T-1 Pedestrian Transit Oriented Development. Plan for and promote land use changes and development patterns encouraging walkable, mixed-use centers and supporting transportation enhancements. Promote environmental improvements that improve the viability of transit systems.	A	Specifies that focus of development should be on walkable, mixed-use centers.	NONE	T-1.1 Mixed-use development strategies are encouraged at key locations around existing and planned transit stops in redevelopment areas.	N	Highlights the need for transit-supportive development at transit stops in urban areas.	
1.9 Transportation/K. Fink	T.DC-1	T2	T-1	A	Specifies that focus of development should be on walkable, mixed-use centers.	T2.A Community Plans shall promote land use development patterns and designs which will increase the ability to use public transportation, waterborne, bicycle and pedestrian facilities.	T-1.2 Promote redevelopment that encourages walking, bicycling and easy access to transit stops	A	Simplification.	
1.9 Transportation/K. Fink	T.DC-1	T2	T-1	A	Specifies that focus of development should be on walkable, mixed-use	T2.B Community Plans shall promote the development of neighborhood commercial areas	T-1.3 Redevelopment is encouraged to employ shared (bundled) parking and other parking management	A	Highlights the need for shared parking to reduce development footprint and walking	T.IMP-1. Eliminate parking minimums, establish parking maximums region-wide, and set minimum standards

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					centers.	which will reduce travel distances.	strategies for mixed-use centers where shared parking is managed at a district scale and not site-by-site. There may be a combination of both off-street and on-street parking reinforcing the pedestrian nature of mixed-use centers.		distances.	for bicycle parking facilities.
1.9 Transportation/K. Fink	T.DC-1	T2	T-1	A	Specifies that focus of development should be on walkable, mixed-use centers.	T2.C Development patterns shall provide for the in-fill of existing areas, making use of existing transportation facilities and promoting the use of alternative transportation modes.	T-1.7 Redevelopment is encouraged to make use of existing transportation facilities. At priority locations, transit facilities should be expanded and encouraged with appropriate economic incentives.	A	Deletes wording about in-fill, because this is covered in land-use section. Adds language about expanding transit with economic incentives.	
1.9 Transportation/K. Fink	T.DC-1	T2	T-1	A	Specifies that focus of development should be on walkable, mixed-use centers.	T2.D New, expanded or revised developments and land uses shall fully mitigate their regional and cumulative traffic impacts.	T-1.4 Provide incentives to redevelopment areas encouraging mixed-use development, transit, walking and bicycling. These incentives include, but are not limited to: reduced parking requirements, and height exceptions.	A	Shifts focus to incentivizing re-development instead of requiring new development to mitigate impacts. Mitigation can be handled in the Code.	T.IMP-1.

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1.9 Transportation/K. Fink	NONE	T2	T-1	A	Specifies that focus of development should be on walkable, mixed-use centers.	T2.E Parking for residential usage shall meet TRPA standards and shall be provided on-site.	DELETED	D	Deleted old Policy E. Parking language is handled under Goal #7, Parking. A policy regarding residential usage is not needed here, since it merely refers to TRPA standards.	
1.9 Transportation/K. Fink	T.DC-1	T2	T-1	A	Specifies that focus of development should be on walkable, mixed-use centers.	NONE	T-1.5 Site planning and design shall emphasize transit, walkability and pedestrian-friendly features and respond to a variety of site conditions and context.	N	New policy emphasizes designing for non-auto modes.	T.IMP-6. Require all commercial, multifamily, tourist, recreation, and public-service (including roadway) projects to incorporate pedestrian and bicycle facilities into their plans, consistent with the Lake Tahoe Region Bicycle and Pedestrian Plan. Implementation of the facilities will be through construction, easements, or in-lieu fees, to be determined by TRPA as appropriate to the scale of development.
1.9 Transportation/K.	T.DC-1	T2	T-1	A	Specifies that focus of development	T2.F Parking for non-residential uses	T-1.6 A “park once” environment shall be	A	Changes focus from meeting standards to a	T.IMP-1. T.IMP-2. Generate revenue from private

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Fink					should be on walkable, mixed-use centers.	shall be the minimum/maximum required to meet the demand for parking generated by the use, except as may be offset by reducing parking demand through parking management and trip reduction programs.	encouraged for accessing local services, encouraging residents and visitors to use non-auto modes for trips within the Region.		balance of vehicle and non-auto mode access.	vehicle use, and/or parking management plans as described in Mobility 2030. While each Community Plan or individual jurisdiction may develop its own set of parking management plans, strategies could include shared lots in central areas; incentives to visitors to arrive without a car (such as reduced hotel room rates and/or overnight parking charges, free transit or discount passes, and deep discount transit passes for community residents. Market-rate parking charges, parking charges based on congestion levels, or in-lieu parking fees in accordance with Urban Land Institute standards would be required. T.IMP-3. Increase usage of Intelligent Transportation Systems (ITS) technology.

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1.9 Transportation/K. Fink	T.DC-1	T2	T-1	A	Specifies that focus of development should be on walkable, mixed-use centers.	T2.G Driveways shall be designed and sited to minimize impacts on public transportation, adjacent roadways and intersections, bicycle and pedestrian facilities.	T-2.6 Intersections and driveways shall be designed and sited to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities. GIVE PRIORITY TO BICYCLISTS AND PEDESTRIANS AT SIGNALIZED INTERSECTIONS.	A	Moved to Goal #2, Pedestrian and Bicycle Friendly Communities section. Added language about giving bicyclists and pedestrians priority at intersections.	T-IMP-6.
1.9 Transportation/K. Fink	NONE	T2	T-1	A	Specifies that focus of development should be on walkable, mixed-use centers.	T2. H Public land management agencies shall develop transit services that manage access.	DELETED	D	Deleted T2.H. T4.G. in Mass Transit section contains language about Forest Service responsibility for providing access to recreation areas.	
1.9 Transportation/K. Fink	T.DC-1	T2	T-1	A	Specifies that focus of development should be on walkable, mixed-use centers.	NONE	T-1.8 PTOD sites are recommended to be designed with sensitivity to the local context and honoring the difference in scale between the North Shore and South Shore.	N	Importance of honoring differences between North and South Shores was emphasized by the public during Pathway process.	

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1.9 Transportation/K. Fink	T.DC-1	T3 Actively pursue programs that promote the use of mass transit as an alternative to the automobile.	T-4 Mass Transit: Actively encourage the development and implementation of services and programs to expand the operation and use of environmentally conscious public transit in the Lake Tahoe region.	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	T3.A Expansion of transit services shall be provided to residential areas of the Region with the system being appropriate for the area to be served, and shall be consistent with the Action element of the TRPA Regional Transportation Plan.	T-4.1 ENCOURAGE, AND SUPPORT AS APPROPRIATE, IMPROVEMENTS TO EXISTING TRANSIT SYSTEMS SUCH AS INCREASES IN FREQUENCY, PREFERENTIAL SIGNAL CONTROLS, EXPANSION OF SERVICE AREA, OR EXTENSION OF SERVICE HOURS.	A	Deletes reference to other document, just calls out types of transit service expansions to be encouraged.	
1.9 Transportation/K. Fink	T.DC-1	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	T3.B Public or private transit services shall be given preference in mitigating traffic and transportation related impacts due to new, expanded or revised development or land use activities.	T-1.9 GIVE PREFERENCE TO FUNDING NON-AUTO MODES WHEN MITIGATING TRAFFIC AND TRANSPORTATION RELATED IMPACTS FOR NEW PROJECTS OR REDEVELOPMENT AREAS.	A	Clarification and simplification, changed "transit" to "non-auto modes" to broaden application, and moved to the PTOD goal.	
1.9 Transportation/K. Fink	T.DC-1	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	T3.C Transit facilities shall be provided which encourage the use of public transit services, with new or revised developments incorporating	T-4.2 Provide transit facilities that encourage transit, bicycle, and pedestrian usage.	A	Clarification and expansion of role of transit facilities.	

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						transit facilities into their designs or plans.				
1.9 Transportation/K. Fink	T.DC-1	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	NONE	T-4.3 New transit vehicles shall seek to maximize bicycle carrying capacity using best available technology.	N	Encourages integration of bicycling and transit.	
1.9 Transportation/K. Fink	T.DC-1	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	T3.D Transit service shall be expanded to cities, towns, and recreational areas outside of the Tahoe Region, and be coordinated with other transportation modes.	SAME, T-5.2	U	Moved to Goal #5, Inter- Intra-Regional Transportation, but no changes to language.	
1.9 Transportation/K. Fink	T.DC-1	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	T3.E Bus lanes with preferential signal controls should be implemented along U.S. 50, California 89 and California/Nevada 28.	T-4.7 Dedicated transit rights-of-way shall be acquired where feasible.	A	Deleted old Policy E. Shifts focus to acquisition of right-of-way instead of only on implementation of a fixed-guideway system.	T.IMP-4. Provide dedicated transit right-of-way in Community Plans.
1.9 Transportation/K. Fink	T.DC-1	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just	T3.F Alternative transit modes including fixed guideway systems should be	T-4.7 Dedicated transit rights-of-way shall be acquired where feasible.	A	Shifts focus to acquisition of right-of-way instead of only on implementation of	T.IMP-4.

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					mass transit.	implemented.			a fixed-guideway system.	
1.9 Transportation/K. Fink	NONE	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	T3.G Multi-modal transfer facilities shall be located in activity centers in both the North and South Shore areas.	DELETED	D	Redundant.	
1.9 Transportation/K. Fink	NONE	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	T3.H Transit shelters shall be provided at major transit stops.	DELETED	D	This is covered under T4.C.	
1.9 Transportation/K. Fink	T.DC-1	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	T3.I Transit services shall be provided to connect the North and South Shore areas of the Tahoe Region.	T-5.5 Conduct and implement the recommendations of inter- and intra-regional transit studies that include North-South and other connections from outside of the Region.	A	Moved to Goal #5, Inter- Intra-Regional Transportation. Expansion of language.	
1.9 Transportation/K. Fink	T.DC-1	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	T3.J Transit services shall be provided to beaches, campgrounds and other summer-time recreational areas.	T-4.5 Transit service shall be provided to major summer and winter recreational areas, with assistance from the Forest Service.	A	Simplification, and expansion to cover winter-time recreation areas.	
1.9 Transportation/K.	T.DC-1	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	T3.K Transit excursion	T-4.6 The expansion of	A	Since transit excursion	

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Fink					conscious" mass transit, as opposed to just mass transit.	services should be provided in the Region.	private and public transit excursion services should be encouraged in the Region.		services are generally private enterprises, language changed from "provided" to "encouraged".	
1.9 Transportation/K. Fink	T.DC-2 The transportation system is integrated with environmental goals.	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	NONE	T-4.8 Public transit fleets will use best available technology to reduce emissions and support air quality goals.	N	Supports air quality goals.	T.IMP-5. Increase fixed-route transit frequency on the North Shore between land use districts designated as Town Center/Tourist Center to 20 minutes, and extend service to evening hours where not currently available. On the South Shore, the goal would be to increase fixed-route transit frequency between land use districts designated as Town Center/Tourist Center to 10-15 minutes, extend transit into neighborhoods and recreation sites, and provide free transit on all fixed routes.
1.9 Transportation/K. Fink	T.DC-1	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just	NONE	T-4.9 Public transit services shall be operated efficiently and effectively.	N	Supports air quality goals.	

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					mass transit.					
1.9 Transportation/K. Fink	T.DC-1	NONE	T-3 Technology: THE UTILIZATION OF INTELLIGENT TRANSPORTATION SYSTEMS (ITS) TECHNOLOGY SHALL BE CONSIDERED AND IMPLEMENTED, AND TECHNOLOGY WILL BE USED TO INCREASE USAGE OF ALTERNATIVE MODES.	N	Highlights technology as an important transportation solution.	NONE	T-3.1 Develop and maintain real-time information services on changeable message signs, via the internet and over the telephone for road conditions, transit services, and bicycle routes.	N	Real-time information helps reduce traffic queues, improves transit service quality. Web information about bicycle routes makes the information available to more people, encouraging use.	T.IMP-3.
1.9 Transportation/K. Fink	T.DC-1	NONE	T-3	N	Highlights technology as an important transportation solution.	NONE	T-3.2 Implement electronic and automated payment systems for transit systems and parking areas where appropriate.	N	Improves transit service quality and reduces parking management costs.	T.IMP-3.
1.9 Transportation/K. Fink	T.DC-1	T4 Develop and encourage the use of pedestrian and bicycle facilities as a safe and viable alternative to automobile use.	T-2 Pedestrian & Bicycle Friendly Communities: Design an atmosphere that encourages bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from	T4.A There shall be a high priority on constructing pedestrian and bicycle facilities in urbanized areas of the Region and where reductions in congestion will result.	T-2.3 PRIORITIZE CONSTRUCTING PEDESTRIAN AND BICYCLE FACILITIES IN URBANIZED AREAS OF THE REGION, FACILITIES THAT INCREASE CONNECTIVITY OF THE PEDESTRIAN AND BICYCLE	A	Clarification and expansion.	T.IMP-6. T-IMP-7. Pedestrian and Class II bicycle facilities (bike lanes) must be constructed, upgraded, and maintained along major travel routes when the edge of roadway is altered or improved.

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					"viable" to "viable and significant".		NETWORK, AND FACILITIES THAT CAN BE CONSTRUCTED CONCURRENTLY WITH OTHER PROJECTS.			
1.9 Transportation/K. Fink	T.DC-1	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from "viable" to "viable and significant".	T4.B Pedestrian and bicycle facilities shall be constructed, or upgraded, and maintained along major travel routes.	T-2.2 Construct, upgrade and maintain pedestrian and bicycle facilities along major travel routes. Provide for the needs of different non-motorized user groups by providing separated facilities where feasible. Where bicycle lanes are not feasible due to environmental or land ownership constraints, provide as much shoulder area as possible.	A	Adds language that encourages separate facilities for separate non-motorized uses, in particular bicycle lanes. This is a change from the previous language, where bicycle lanes were only encouraged where there were no bicycle paths planned.	T-IMP-6. T-IMP-7.
1.9 Transportation/K. Fink	NONE	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates	T4.C Where it is not feasible to construct or maintain Class I bicycle paths along the Region's major travel routes, Class II bicycle lanes should be provided on roadway	DELETED	D	Both Class I and Class II facilities should be provided where feasible.	

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					the modes from "viable" to "viable and significant".	shoulders.				
1.9 Transportation/K. Fink	T.DC-1	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from "viable" to "viable and significant".	T4.D Bicycle racks or storage facilities shall be provided at non-residential developments, transit stops, and on transit vehicles.	T-2.5 Bicycle storage capacity shall be increased at commercial and recreational areas, transit centers, lodging properties and government buildings.	A	Expands list of where bicycle storage capacity shall be provided.	T-IMP-6.
1.9 Transportation/K. Fink	T.DC-1	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from "viable" to "viable and significant".	NONE	T-2.4 New development in proximity to major pedestrian or bicycle routes shall include pedestrian and bicycle access equal to or greater than private vehicle access.	N	Emphasizes the need to encourage bicycle and pedestrian friendly development and get people out of their cars.	T-IMP-6.
1.9 Transportation/K.	NONE	T4	T-2	A	Broadens encouragement	T4.E Bicycle and	DELETED	D	Covered under other policies,	

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Fink					of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from "viable" to "viable and significant".	pedestrian linkages shall be provided between residential and non-residential areas.			such as 2C.	
1.9 Transportation/K. Fink	T.DC-1	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from "viable" to "viable and significant".	T4.F Bicycle and pedestrian facilities in urbanized areas and along transportation routes used for commuting should be maintained to allow year-around use of the facilities.	T-2.8 ALL JURISDICTIONS MUST MAINTAIN THE USE AND CONDITION OF ALL SIDEWALKS AND BIKE FACILITIES, INCLUDING SNOW REMOVAL FOR FACILITIES IN URBANIZED AREAS OR ALONG TRANSPORTATION ROUTES WITH HIGH USE YEAR-ROUND.	A	Encourages snow removal on the most heavily used routes, also calls for maintenance of all facilities year-round.	
1.9 Transportation/K. Fink	NONE	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important	T4.G The unconstructed Route 50 right-of-way remains an integral component of the overall transportation system in the South Shore by	DELETED	D	Deleted old Policy G related to the unconstructed Route 50 right-of-way. Goals and Policies should not call out specific projects.	

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Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
					components as well). Elevates the modes from "viable" to "viable and significant".	providing commuting and recreational bicycle options which will maximize the function of the highway network.				
1.9 Transportation/K. Fink	T.DC-1	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from "viable" to "viable and significant".	NONE	T-2.7 REQUIRE THAT PROJECTS INCLUDE MEASURES TO ACCOMMODATE BICYCLISTS AND PEDESTRIANS IN THE EARLIEST STAGES OF PROJECT DEVELOPMENT. THE TRPA WILL NOT APPROVE PROJECTS THAT DO NOT SHOW ACCOMMODATION OF BICYCLE AND PEDESTRIAN NEEDS.	N	Added new Policy G, that stipulates that all new projects accommodate bicyclists and pedestrians to increase usage of biking and walking.	T-IMP-6.
1.9 Transportation/K. Fink	T.DC-1	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as	T4.H The RTP shall contain bicycle and pedestrian policies for the development of any new bicycle/pedestrian facilities in the Lake Tahoe	T-2.1 THE RTP AND LAKE TAHOE REGION BICYCLE AND PEDESTRIAN MASTER PLAN (BIKE/PED PLAN) WILL CONTAIN A LIST OF EXISTING AND PROPOSED	A	Expanded, simplified	

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					well). Elevates the modes from "viable" to "viable and significant".	Region.	BICYCLE AND PEDESTRIAN FACILITIES AND POLICIES FOR IMPLEMENTATION.			
1.9 Transportation/K. Fink	T.DC-1	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from "viable" to "viable and significant".	NONE	T-2.9 Promote the incorporation of programs and policies of the Bike/Ped Plan into regional and local land use plans and regulatory processes.	N	Promotes increased activity by jurisdictions and other agencies.	T-IMP-6. T-IMP-7.
1.9 Transportation/K. Fink	T.DC-1	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from "viable" to "viable and significant".	NONE	T-2.10 Safety awareness signage, road markings and educational programs, as well as programs that encourage bicycling and walking, shall be implemented where appropriate.	N	Adds emphasis on safety.	T-IMP-6.

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1.9 Transportation/K. Fink	T.DC-1	NONE	T-5 Inter-Intra Regional Transportation: Strengthen inter- and intra-regional transportation options into the Lake Tahoe Region that reduce dependency on the automobile.	N	Elevate focus on inter-intra-regional transportation from a policy to a goal.	NONE	T-5.2 Transit service shall be expanded to cities, towns, and recreational areas outside of the Tahoe Region, and be coordinated with other transportation modes.	N	Increase transit connectivity, provide transit to/from the Basin.	
1.9 Transportation/K. Fink	T.DC-1	NONE	T-5	N	Elevate focus on inter-intra-regional transportation from a policy to a goal.	NONE	T-5.6 Actively support Transportation Management Associations (TMAs) in the Tahoe Region.	N	Emphasize TRPA support for TMAs.	
1.9 Transportation/K. Fink	T.DC-1	NONE	T5	N	Elevate focus on inter-intra-regional transportation from a policy to a goal.	NONE	T-5.8 ENCOURAGE WATERBORNE TRANSPORTATION SYSTEMS AS AN ALTERNATIVE TO AUTOMOBILE TRAVEL WITHIN THE REGION USING BEST AVAILABLE TECHNOLOGY TO MINIMIZE AIR QUALITY IMPACTS TO THE MAXIMUM EXTENT FEASIBLE. COORDINATE WATERBORNE SERVICES WITH, AND PROVIDE ACCESS TO, OTHER	N	Introduce waterborne transportation as a transportation option to be pursued.	T-IMP-8. Provide North-South waterborne connection.

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							PUBLIC AND PRIVATE TRANSPORTATION SYSTEMS.			
1.9 Transportation/K. Fink	T.DC-1	NONE	T-6 Economic Vitality: Support the economic vitality of the region by preserving and enabling an efficient system to move people and goods.	N	Ensure that transportation's focus on alternative modes does not cause economy to suffer.	NONE	T-6.1 Develop and track measures of economic vitality related to transportation, i.e. traffic and pedestrian counts, employment, hotel-motel occupancies, and other visitation trends as part of the adaptive management system.	N	Ensure that transportation's focus on alternative modes does not cause economy to suffer.	
1.9 Transportation/K. Fink	T.DC-1	NONE	T-6	N	Ensure that transportation's focus on alternative modes does not cause economy to suffer.	NONE	T-6.2 Develop a fully-integrated, multimodal transportation system to serve as a catalyst for attracting business and employment opportunities for both current and future residents of the Tahoe Region.	N	Emphasizes that multi-modal transportation system should attract business, and improve economy. Multi-modal system may be an attraction in and of itself.	
1.9 Transportation/K. Fink	T.DC-1	NONE	T-6	N	Ensure that transportation's focus on alternative modes does not cause economy to suffer.	NONE	T-6.3 Enhance the economic vitality of the Tahoe Region by efficiently connecting people to jobs, goods, services and other communities.	N	Ensure that transportation's focus on alternative modes does not cause economy to suffer.	

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1.9 Transportation/K. Fink	T.DC-1	NONE	T-6	N	Ensure that transportation's focus on alternative modes does not cause economy to suffer.	NONE	T-6.4 Support public-private partnerships and business improvement districts for planning, financing, and implementation of transportation and air quality programs and projects.	N	Highlights good strategies for implementing transportation and air quality improvements.	
1.9 Transportation/K. Fink	T.DC-1	T5 Implement transportation demand management (TDM) measures to reduce the number of vehicle trips on the Region's highways.	T-8 Transportation Demand Management: Implement transportation demand management (TDM) measures to reduce the number of vehicle trips on the Region's highways.	U	Goal renumbered	T5.A Transit fare reductions, including free fares, should be used to encourage transit use.	T-4.4 Fare options such as free fares, deeply discounted passes, or other fare alternatives will be investigated and implemented, where appropriate.	A	This policy is more appropriate in the transit section, so it was moved there. Expands scope of fare options.	
1.9 Transportation/K. Fink	T.DC-2.	T5	T-8	U	Goal renumbered	T5.B Employers shall implement vehicle trip reduction programs, including carpool and vanpool matching programs, employee shuttles, flexible work hours, and transit use incentives.	T-8.1 Require employers to implement vehicle trip reduction programs, including but not limited to: carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, parking and	A	Expands	

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							transit use incentives.			
1.9 Transportation/K. Fink	T.DC-2.	T5	T-8	U	Goal renumbered	NONE	T-8.2 Facilitate the TMA's coordination of Chapter 97 (Employer-Based Trip Reduction Program) of the TRPA Code of Ordinances.	N	The TMAs help implement Chapter 97.	
1.9 Transportation/K. Fink	T.DC-1	T5	T-8	U	Goal renumbered	T5.C Public and private employers shall develop parking management programs including preferential parking and reduced parking rates for carpools and vanpools, parking charges for employee parking and paid patron parking.	T-7.2 Encourage parking management that recognizes: minimum and maximum parking standards, payment in lieu strategies, shared parking between uses, on-street parking, parking along major regional travel routes, handicapped-disabled parking, bicycle parking and the implementation of localized parking management programs that focus on transit, bicycle, and pedestrian improvements.	A	Expands, changes from "shall" to "encourage".	T-IMP-2.
1.9 Transportation/K. Fink	T.DC-1	T5	T-8	U	Goal renumbered	T5.D Condominiums, timeshares, hotels and motels shall participate in public transit and private	SAME	U		

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						shuttle programs, and provide transit information and incentives to their guests and residents.				
1.9 Transportation/K. Fink	T.DC-1	T5	T-8	U	Goal renumbered	T5.E Commercial interests providing gaming, recreational activities, or excursion services shall provide or participate in joint shuttle services or provide transit use incentives to their guests or patrons.	SAME	U		
1.9 Transportation/K. Fink	T.DC-1	T5	T-8	U	Goal renumbered	T5.F Park-and-Ride facilities shall be provided by local jurisdictions to encourage ridesharing.	T-5.3 ENCOURAGE THE DEVELOPMENT AND USE OF "PARK AND RIDE" FACILITIES IN LOCATIONS WHERE EXISTING PARKING LOTS MAY FACILITATE A SHIFT TO NON-AUTO MODES OR RIDESHARING.	A	Park and Ride lots no longer required, but encouraged. "Non-Auto modes" added to ridesharing.	T-IMP-2.
1.9 Transportation/K. Fink	T.DC-2.	T5	T-8	U	Goal renumbered	T5.G Automobile rentals should be discouraged within	T-8.4 AUTOMOBILE RENTALS SHOULD BE DISCOURAGED	A	Took out reference to alternative fuel technology,	

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						the Tahoe Region, and alternative fuel vehicle technology should be used if feasible. Air quality and traffic mitigation fees shall be assessed on vehicles rented in the Region.	WITHIN THE TAHOE REGION. TRAFFIC MITIGATION FEES SHALL BE ASSESSED ON VEHICLES RENTED IN THE REGION.		because this appears in the transit section and air quality sections. Took out air quality mitigation fee reference because aq fees and traffic fees will be separate in new plan.	
1.9 Transportation/K. Fink	T.DC-2.	T5	T-8	U	Goal renumbered	T5.H Ski areas and other recreational activity areas shall control the rate of departure of patrons from parking areas to minimize the impact on congested transportation facilities.	T-8.3 Require the development of traffic management plans consistent with temporary seasonal activities. These management plans shall account for the coordination and timing of other activities that may occur simultaneously.	A	Makes focus more general, to all seasonal activities, not just ski activities.	
1.9 Transportation/K. Fink	T.DC-1	NONE	T-7 Parking: Develop parking management strategies for the Lake Tahoe Region.	N	Elevate focus on parking to a goal.	NONE	T-7.1 Encourage parking management programs that provide incentives to fund improvements benefiting transit users, pedestrians, and bicyclists.	N	Highlights the possibility of paid parking as a possible revenue source for non-auto modes.	T-IMP-2.
1.9 Transportation/K.	T.DC-1	NONE	T-7	N	Elevate focus on parking to a	NONE	T-7.3 Coordinate with the	N	Highlights the need for	T-IMP-2.

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Fink					goal.		business community and key stakeholders in the development and implementation of any parking management strategy or other potential sources of basin-wide local funding.		coordination between agencies before implementing paid parking.	
1.9 Transportation/K. Fink	NONE	T6 Transportation System Management (TSM) measures shall be used to improve the efficiency of the existing transportation system.	DELETED	D	Incorporated TSM policies into other goals.	T6.A High occupancy and reversible vehicle lanes should be considered in high traffic demand areas, provided existing roadway capacities can be maintained.	NONE	D	Specific prescriptions not appropriate.	
1.9 Transportation/K. Fink	T.DC-2	T6	DELETED	D	Incorporated TSM policies into other goals.	T6.B Traffic conflicts should be reduced by limiting or controlling access to major regional travel routes and major local road ways	T-9.5 Traffic conflicts shall be reduced by limiting or controlling access to major regional travel routes and major local roadways. Driveways shall be designed and sited to minimize impacts to regional traffic flow and safety.	A	Expanded.	
1.9 Transportation/K. Fink	NONE	T6	DELETED	D	Incorporated TSM policies into other goals.	T6.C Intersection improvements	NONE	D	Redundant with Policy T9.C.	

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						required to upgrade existing levels of service including lane restriping, turn lanes, channelization and traffic signals should be implemented when warranted.				
1.9 Transportation/K. Fink	T.DC-1	T6	DELETED	D	Incorporated TSM policies into other goals.	T6.D Roadway designs shall accommodate bicycle lanes and transit stops and reduce conflicts between vehicles and bicycle and pedestrians.	T-9.2 Roadway improvement projects shall incorporate stormwater and erosion control improvements, transit stops, and bicycle and pedestrian accommodation.	A	Expanded to include stormwater and erosion control projects	T-IMP-6. T-IMP-7.
1.9 Transportation/K. Fink	NONE	T6	DELETED	D	Incorporated TSM policies into other goals.	T6.E New on-street parking shall be prohibited along major regional travel routes and existing parking should be discouraged along major regional travel routes and local roads.	NONE	D	Not necessary to prohibit parking along major travel routes--in some cases parking on travel routes may be desired for mixed-use, walkable designs.	
1.9 Transportation/K. Fink	T.DC-1	T6	DELETED	D	Incorporated TSM policies into other goals.	T6.F View turn-outs should be provided	T-9.4 View turn-outs should be provided along	A	Expanded.	

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						along scenic highways.	scenic highways to maintain traffic flow and improve safety.			
1.9 Transportation/K. Fink	NONE	T6	DELETED	D	Incorporated TSM policies into other goals.	T6.G Left-turn lanes and right-turn lanes shall be provided to reduce turning conflicts along major travel routes.	DELETED	D	Incorporated in other policies.	
1.9 Transportation/K. Fink	T.DC-1	T6	DELETED	D	Incorporated TSM policies into other goals.	T6.H Utilization of Intelligent Transportation Systems (ITS) technology shall be implemented consistent with the Tahoe Metropolitan Planning Organization (TMPO) Tahoe Basin ITS Strategic Plan.	T-3.3 Implement measures consistent with the Federal Intelligent Transportation Systems Program and the Tahoe Basin ITS Strategic Plan, including Traffic Management, Traveler Information Services and Emergency Management Techniques.	A	Expands, bases recommendations on previously existing plans.	T-IMP-3.
1.9 Transportation/K. Fink	T.DC-2	T7 Limit improvements to the regional highway system to those necessary to meet the Goals and Policies of the Regional Plan.	T-9 Regional Roadways: Upgrade regional roadways as necessary to meet environmental requirements and objectives, improve safety, address community design objectives, and	A	Expands.	T7.A The construction of roadways to freeway design standards is inappropriate in the Tahoe Region. However, grade separations may be appropriate at locations where	DELETED	D	The possibility of doing grade separations is addressed through other policies.	

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			provide for a more efficient, integrated transportation system.			traffic volumes exceed the capability of intersection improvements and local trip reduction measures to meet LOS criteria.				
1.9 Transportation/K. Fink	NONE	T7	T-9	A	Expands.	T7.B Highway design criteria shall be developed for the Tahoe Region which minimizes the environmental impact of highway projects while providing for the needs of the traveling public.	DELETED	D	Incorporated in other policies.	
1.9 Transportation/K. Fink	T.DC-2	T7	T-9	A	Expands.	T7.C New roadways or projects which expand the capacity of existing roadways shall be consistent with traffic and circulation elements of TRPA adopted redevelopment plans or community plans.	T-9.3 USE TRANSPORTATION SYSTEM MANAGEMENT (TSM) MEASURES (SUCH AS DEDICATED TURN LANES, INTERSECTION IMPROVEMENTS, SIGNAL SYNCHRONIZATION, BICYCLE-ACTIVATED SIGNALS, ROUNDABOUTS,	A	Previous T7.C. goes without saying. New T9.C. describes possible measures for improving traffic flow, while not trading off opportunities for bicyclists and pedestrians.	

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							ETC.) TO IMPROVE THE EXISTING TRANSPORTATION SYSTEM, WHILE TAKING CARE NOT TO REDUCE OPPORTUNITIES FOR PROVISION OF BICYCLE AND PEDESTRIAN FACILITIES.			
1.9 Transportation/K. Fink	NONE	T7	T-9	A	Expands.	T7.D Local roadways connecting residential areas, and connecting residential areas with non-residential areas, may be constructed provided these roadways are designed to improve local circulation and will not induce through traffic.	DELETED	D	Local road construction is not prohibited by our code, however, so there is no need to state expressly that it is allowed.	
1.9 Transportation/K. Fink	T-DC-1	T7	T-9	A	Expands.	T7.E Roadway projects designed to correct hazardous roadway conditions shall be encouraged provided these projects are limited to needed safety	T-9.1 Roadway projects designed to correct hazardous roadway conditions shall be encouraged, provided such projects are restricted to needed safety improvements.	U	Same, minor changes to language.	

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						improvements				
1.9 Transportation/K. Fink	T-DC-1	T7	T-9	A	Expands.	<p>T7.F Level of service (LOS) criteria for the Region's highway system and signalized intersections during peak periods shall be:</p> <ul style="list-style-type: none"> •Level of service "C" on rural recreational/scenic roads; •Level of service "D" on rural developed area roads; •Level of service "D" on urban developed area roads; •Level of service "D" for signalized intersections; •Level of service "E" may be acceptable during peak periods in urban areas, not to exceed four hours per day. 	<p>T-9.6 Traffic operational criteria for the Region's signalized and unsignalized intersections shall be a measure of person-delay or a multi-modal level of service indicator in Town Centers/Tourist Centers. Traditional level-of-service indicators may be used on rural roads.</p>	A	Detailed LOS requirements will be moved to code.	<p>T-IMP-9. Update Level-of-Service (LOS) measurement protocols for Town Centers/Tourist Centers in accordance with those under consideration for the National Transportation Research Board Highway Capacity Manual (HCM) 2010. In addition to measuring and setting standards for vehicle LOS, measure and set standards for pedestrian, bicycle, and transit LOS using the measurement protocols described in NCHRP Web-Only Document 128. At this time, we propose evaluating a requirement of minimum level of service C for pedestrians and bicyclists, and level of service D for transit. Vehicle LOS would remain the same as in the current</p>

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										Regional Plan, however, it could be exceeded on a case-by-case basis when necessary to attain the minimum LOS noted above for the other modes. In order to fully develop this implementation measure, the following timeline is proposed: January 1 – Develop descriptive definitions for each LOS for each mode, so that a lay-person can visualize what this condition would look like on the ground; February 1 – Develop a draft table showing which LOS levels may be traded off (i.e., conduct more research to confirm that the proposal above is sound); Summer 2010 – pilot test the proposed methodology and standards in the field.
1.9 Transportation/K. Fink	NONE	T7	T-9	A	Expands.	T7.G TRPA will work with roadway maintenance agencies that	DELETED	D	Incorporated in other policies.	

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						manage roadway runoff and erosion.				
1.9 Transportation/K. Fink	T-DC-1	T8 Encourage air service as a viable alternative for travel to the Tahoe Region, provided all impacts can be mitigated.	T-11 Aviation: Maintain and encourage air service to the extent that it increases mobility and public safety without compromising environmental thresholds.	A	Clarification.	T8.A The location of aviation facilities within the Tahoe Region shall be limited to existing facilities.	T-11.2 Aviation facilities within the Tahoe Region shall be limited to existing facilities.	U	Same, minor changes to language.	
1.9 Transportation/K. Fink	T-DC-1	T8	T-11	A	Clarification.	T8.B Expansion of aviation facilities shall be limited to service levels identified in a TRPA-approved Airport Master Plan.	T-11.3 Expansion of aviation facilities shall be limited to service levels identified in an updated TRPA approved Airport Master Plan.	A	Same, just added the word "updated" (because the Plan is out of date).	
1.9 Transportation/K. Fink	NONE	T8	T-11	A	Clarification.	T8.C Public and private mass transportation systems shall be given preference in serving air service passengers.	DELETED	D	Incorporated in other policies.	
1.9 Transportation/K. Fink	NONE	T8	T-11	A	Clarification.	T8.D Multi-modal transit links are to be provided to the Lake Tahoe Basin	DELETED	D	Incorporated in other policies, but not explicitly.	

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						from primary commercial air services in Reno and Sacramento.				
1.9 Transportation/K. Fink	NONE	T8	T-11	A	Clarification.	T8.E All operations for the Lake Tahoe Airport are subject to the terms of the Lake Tahoe Airport Settlement Agreement/Master Plan.	DELETED	D	Goes without saying.	
1.9 Transportation/K. Fink	T-DC-1	T8	T-11	A	Clarification.	T8.F The Airport Master Plan/Settlement Agreement shall be updated. This update shall be predicated on a study evaluating: (1) the potential for both aviation and non-aviation uses of the site; (2) the role of the proposed uses in Tahoe's transit system; and (3) the appropriate scale of facilities related thereto. Any update that includes regional commercial service shall additionally require a	T-11.1 Maintain an updated Airport Master Plan/Settlement Agreement.	A	Simplification. The specifics of the Airport Master Plan are not up to TRPA, but are spelled out in the Airport Settlement Agreement.	

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						comprehensive feasibility study of the viability of regional commercial air service.				
1.9 Transportation/K. Fink	NONE	T9 Encourage waterborne transportation systems as an alternative to automobile travel within the Region.	DELETED	D	Specific transit treatments do not need to be called out in the Goals and Policies.	T9.A Waterborne point-to-point services are encouraged.	DELETED	D	Specific transit treatments do not need to be called out in the Goals and Policies. Already mentioned in Inter-Intra Regional section.	
1.9 Transportation/K. Fink	NONE	T9	DELETED	D		T9.B Waterborne excursion services are encouraged.	DELETED	D	Specific transit treatments do not need to be called out in the Goals and Policies.	
1.9 Transportation/K. Fink	NONE	T9	DELETED	D		T9.C Waterborne services shall coordinate with, and provide access to, other public and private transportation systems.	DELETED	D	Specific transit treatments do not need to be called out in the Goals and Policies.	
1.9 Transportation/K. Fink	T-DC-1	T10 Improve the mobility of the elderly, handicapped and other	T-10 Transit-Dependent Groups: Improve the mobility of the elderly, handicapped,	A	Expands.	T10.A Provide specialized public transportation services with subsidized fare	T-10.1 Provide specialized public transportation services with subsidized fare programs for transit,	U	Same.	

Alternative 2 – Transportation Goals, Policies, and Implementation Strategies

Alternative 2 -- TRANSPORTATION										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
		transit-dependent groups.	traditionally under-represented and under-served populations and other transit-dependent groups.			programs for transit, taxi, demand responsive, and accessible van services.	taxi, demand responsive, and accessible van services.			
1.9 Transportation/K. Fink	T-DC-1	T10	T-10	A	Expands.	T10.B Ensure access to the public transportation system by providing and maintaining sidewalks with curb cuts and ramps.	T-10.2 Ensure that transit and pedestrian facilities, including transit shelters, vehicles, sidewalks and shared-use paths, as well as all new public developments are ADA compliant and consistent with the TMPO Coordinated Human Services Transportation Plan.	A	Expands.	
1.9 Transportation/K. Fink	NONE	T10	T-10	A	Expands.	T10.C Provide and maintain accessible transit stops and shelters with ramps and paved areas.	DELETED	D	Incorporated into T10.B.	
1.9 Transportation/K. Fink	NONE	T10	T-10	A	Expands.	T10.D Provide and maintain accessible transportation vehicles with adequate lifts and ramps and	DELETED	D	Incorporated into T10.B.	

Alternative 2 – Transportation Goals, Policies, and Implementation Strategies

Alternative 2 -- TRANSPORTATION										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
						wheelchair tiedowns.				
1.9 Transportation/K. Fink	T-DC-2	T11 Postal Carrier service shall be provided Region wide, with the U.S. Postal Service Tahoe Regional Master Plan identifying priority areas and a timeframe for implementation. The following Regional Goals establish the objectives of the U.S. Postal Service, and the TRPA concerning mail service.	DELETED	D	Simplified and moved to Policy E under Goal 8, Transportation Demand Management.	NONE	T-8.5 POSTAL SERVICE DELIVERY SHALL BE PROVIDED IN ACCORDANCE WITH THE US POSTAL SERVICE TAHOE REGIONAL MASTER PLAN TO REDUCE VEHICLE MILES TRAVELED IN THE BASIN.	A	Simplified and merely references the Postal Service Master Plan.	
1.9 Transportation/K. Fink	NONE	T11	DELETED	D	Simplified and moved to Policy E under Goal 8, Transportation Demand Management.	T11.A The U.S. Postal Service shall provide mail service for areas not currently served in the Tahoe Region that encourages residents to drive fewer miles for the service. U.S. Postal Service	DELETED	D	Already implemented.	

Alternative 2 – Transportation Goals, Policies, and Implementation Strategies

Alternative 2 -- TRANSPORTATION										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
						facilities and operations shall maximize reductions in vehicle miles traveled by postal customers to the extent practicable.				
1.9 Transportation/K. Fink	NONE	T11	DELETED	D	Simplified and moved to Policy E under Goal 8, Transportation Demand Management.	T11.B In fulfillment of its national environmental values, the U.S. Postal Service will develop future facilities and implement future operations in ways that meet its desire to protect and preserve the environment.	DELETED	D	Already implemented.	
1.9 Transportation/K. Fink	NONE	T11	DELETED	D	Simplified and moved to Policy E under Goal 8, Transportation Demand Management.	T11.C Locating new or expanded U.S. Postal Service facilities near population and commercial concentrations is a priority for both the U.S. Postal Service and the TRPA.	DELETED	D	Already implemented.	
1.9 Transportation/K. Fink	NONE	T11	DELETED	D	Simplified and moved to Policy E under Goal 8,	T11.D Many existing U.S. Postal Service	DELETED	D	References to the Postal Services Master Plan are	

Alternative 2 – Transportation Goals, Policies, and Implementation Strategies

Alternative 2 -- TRANSPORTATION										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
					Transportation Demand Management.	facilities require replacement and/or renovation to meet minimum health, safety, operational, environmental, and business requirements. Many elements of the Tahoe Regional Master Plan, such as new services, cannot be realized without improvements in facilities.			incorporated into Goal 8, TDM, Policy E.	
1.9 Transportation/K. Fink	NONE	T11	DELETED	D	Simplified and moved to Policy E under Goal 8, Transportation Demand Management.	T11.E U.S. Postal Service facilities and operations that can meet multiple goals require a partnership between the USPS, TRPA, local and regional agencies, and individual and community groups. These groups should work in partnership to conduct collaborative planning, to identify the appropriate organization to undertake the	DELETED	D	References to the Postal Services Master Plan are incorporated into Goal 8, TDM, Policy E.	

Alternative 2 – Transportation Goals, Policies, and Implementation Strategies

Alternative 2 -- TRANSPORTATION										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
						leadership role on specific issues, and to facilitate project approval.				
1.9 Transportation/K. Fink	NONE	T11	DELETED	D	Simplified and moved to Policy E under Goal 8, Transportation Demand Management.	T11.F To maximize benefit from available financial resources, new facilities and operations shall be prioritized in large measure based on their contribution to overall Master Plan goals.	DELETED	D	References to the Postal Services Master Plan are incorporated into Goal 8, TDM, Policy E.	
1.9 Transportation/K. Fink	NONE	T11	DELETED	D	Simplified and moved to Policy E under Goal 8, Transportation Demand Management.	T11.G U.S. Postal Service facilities and operations that implement TRPA RTP/AQP control strategies (including carrier service) shall receive credit for impact fees equal to the financial contribution. Future consideration may be given to provision of alternative fuel fleet vehicles.	DELETED	D	References to the Postal Services Master Plan are incorporated into Goal 8, TDM, Policy E.	
1.9 Transportation/K. Fink	NONE	T11	DELETED	D	Simplified and moved to Policy E under Goal 8, Transportation Demand Management.	T11.H The U.S. Postal	DELETED	D	Goes without saying.	

Alternative 2 – Transportation Goals, Policies, and Implementation Strategies

Alternative 2 -- TRANSPORTATION										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
Fink					E under Goal 8, Transportation Demand Management.	Service and TRPA will diligently pursue Master Plan implementation within the constraints of future available resources.				
1.9 Transportation/K. Fink	T-DC-2	T12 Increase the use of alternative fuel vehicles within the Lake Tahoe Basin.	DELETED	D	Should be part of Air Quality Chapter.	T12.A Future public transit vehicles purchased for operations in the Lake Tahoe Basin shall be alternative fuel powered.	T-4.10 Public transit fleets shall utilize alternative fuels to the maximum extent feasible to reduce emissions and support air quality goals.	A	Alternative fuels are not always well-suited to the Tahoe environment (cold, mountainous) and may not always be feasible here, however low-emission vehicles must be used in order to ensure that the transit system does not pollute more than the private vehicle system.	T-IMP-5
1.9 Transportation/K. Fink	NONE	T12	DELETED	D	Should be part of Air Quality Chapter.	T12.B When considering new or replacement vehicles for public and private fleets alternative fuel vehicles should be purchased.	DELETED	D	Should be part of Air Quality Chapter.	

Alternative 2 – Transportation Goals, Policies, and Implementation Strategies

Alternative 2 -- TRANSPORTATION										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
1.9 Transportation/K. Fink	NONE	T12	DELETED	D	Should be part of Air Quality Chapter.	T12.C TRPA shall phase in alternative fuel vehicle requirements for public and private fleet purchases above 15 vehicles in size.	DELETED	D	Should be part of Air Quality Chapter.	
1.9 Transportation/K. Fink	NONE	T13 The Regional Transportation Plan shall include an Action Plan and Project List containing transportation capital improvement projects, plans and programs needed to achieve transportation goals, carry out transportation policies, and implement transportation objectives.	DELETED	D	No need to state.					
1.9 Transportation/K. Fink	T-DC-1	NONE	T-12 Regional Revenue: Develop on-going sources of regional revenue to fund the local share of	N	Emphasize the importance of a Regional Revenue source.	NONE	T-12.1 Research and pursue sources of regional revenue such as parking fees, and other sources of local	N	Emphasize the importance of a Regional Revenue source and the direction	T-IMP-2.

Alternative 2 – Transportation Goals, Policies, and Implementation Strategies

Alternative 2 -- TRANSPORTATION										
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			transit, bicycle, pedestrian, and other non-auto-transportation improvements, operations and maintenance.				or regional revenue.		for pursuit.	
1.9 Transportation/K. Fink	T-DC-1	NONE	T-12	N	Emphasize the importance of a Regional Revenue source.	NONE	T-12.2 Recognize that the success or failure of many transportation systems is linked to local/regional funding sources, particularly for transit operating subsidies.	N	Emphasize the importance of a Regional Revenue source and the direction for pursuit.	
1.9 Transportation/K. Fink	T-DC-1	NONE	T-12	N	Emphasize the importance of a Regional Revenue source.	NONE	T-12.3 Acknowledge that appropriate local/regional funding mechanisms are bound by legislative and legal constraints that are solved at the local jurisdictional level.	N	Recognize that different jurisdictions will have different level of interest and acceptance of different funding mechanisms.	

Alternative 3 – Transportation Goals, Policies, and Implementation Strategies

<p style="text-align: center;">Alternative 3 – TRANSPORTATION</p> <p style="text-align: center;">(Alternative 3 continues the Goals, Policies, and Implementation Measures of Alternative 1 except for the following modifications listed below)</p>										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
1.9 Transportation/K. Fink	T.DC-1. A multimodal transportation system that promotes viable alternatives for mobility needs, encourages alternative mode use, and decreases dependency on the private automobile.	None.	T-3 Technology: The utilization of Intelligent Transportation Systems (ITS) technology shall be considered and implemented, and technology will be used to increase usage of alternative modes.	N	Highlights technology as an important transportation solution.	None.	T-3.1. Develop and maintain real-time information services on changeable message signs, via the internet and over the telephone for road conditions, transit services, and bicycle routes.	N	Real-time information helps reduce traffic queues, improves transit service quality. Web information about bicycle routes makes the information available to more people, encouraging use.	T.IMP-3. Increase the usage of Intelligent Transportation Systems (ITS) Technology.
1.9 Transportation/K. Fink	T.DC-1	None.	T-3	N	Highlights technology as an important transportation solution.	None.	T-3.2. Implement electronic and automated payment systems for transit systems and parking areas where appropriate.	N	Improves transit service quality and reduces parking management costs.	T.IMP-3.
1.9 Transportation/K. Fink	T.DC-1	T4. Develop and encourage the use of pedestrian and bicycle facilities as a safe and viable	T-2 Pedestrian & Bicycle Friendly Communities: Design an atmosphere that	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education,	T4.A There shall be a high priority on constructing pedestrian and bicycle facilities in urbanized	T-2.3. PRIORITIZE CONSTRUCTING PEDESTRIAN AND BICYCLE FACILITIES IN URBANIZED	A	Clarification and expansion.	T.IMP-6. Require all commercial, multifamily, tourist, recreation, and public-service (including roadway) projects to incorporate pedestrian

Alternative 3 – Transportation Goals, Policies, and Implementation Strategies

Alternative 3 – TRANSPORTATION										
(Alternative 3 continues the Goals, Policies, and Implementation Measures of Alternative 1 except for the following modifications listed below)										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
		alternative to automobile use.	encourages bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.		outreach important components as well). Elevates the modes from "viable" to "viable and significant".	areas of the Region and where reductions in congestion will result.	AREAS OF THE REGION, FACILITIES THAT INCREASE CONNECTIVITY OF THE PEDESTRIAN AND BICYCLE NETWORK, AND FACILITIES THAT CAN BE CONSTRUCTED CONCURRENTLY WITH OTHER PROJECTS.			and bicycle facilities into their plans, consistent with the Lake Tahoe Region Bicycle and Pedestrian Plan. Implementation of the facilities will be through construction, easements, or in-lieu fees, to be determined by TRPA as appropriate to the scale of development.
1.9 Transportation/K. Fink	T.DC-1	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from "viable" to "viable and significant".	T4.D Bicycle racks or storage facilities shall be provided at non-residential developments, transit stops, and on transit vehicles.	T-2.5. Bicycle storage capacity shall be increased at commercial and recreational areas, transit centers, lodging properties and government buildings.	A	Expands list of where bicycle storage capacity shall be provided.	T-IMP-6.
1.9 Transportation/K. Fink	T.DC-1	T4	T-2	A	Broadens encouragement of bicycling and walking beyond	None.	T-2.7. REQUIRE THAT PROJECTS INCLUDE	N	Added new Policy G, that stipulates that all new projects	T-IMP-6.

Alternative 3 – Transportation Goals, Policies, and Implementation Strategies

<p style="text-align: center;">Alternative 3 – TRANSPORTATION</p> <p style="text-align: center;">(Alternative 3 continues the Goals, Policies, and Implementation Measures of Alternative 1 except for the following modifications listed below)</p>										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
					just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from "viable" to "viable and significant".		MEASURES TO ACCOMMODATE BICYCLISTS AND PEDESTRIANS IN THE EARLIEST STAGES OF PROJECT DEVELOPMENT. THE TRPA WILL NOT APPROVE PROJECTS THAT DO NOT SHOW ACCOMMODATION OF BICYCLE AND PEDESTRIAN NEEDS.		accommodate bicyclists and pedestrians to increase usage of biking and walking.	
1.9 Transportation/K. Fink	T.DC-1	T4	T-2	A	Broadens encouragement of bicycling and walking beyond just focusing on facilities. (ie. Education, outreach important components as well). Elevates the modes from "viable" to "viable and significant".	None.	T-2.9. Promote the incorporation of programs and policies of the Bike/Ped Plan into regional and local land use plans and regulatory processes.	N	Promotes increased activity by jurisdictions and other agencies.	T-IMP-6.
1.9 Transportation/K.	T.DC-1	T3. Actively pursue	T-4 Mass Transit:	A	Shifts focus to "environmentally	T3.A Expansion of	T-4.1. ENCOURAGE, AND	A	Deletes reference to	

Alternative 3 – Transportation Goals, Policies, and Implementation Strategies

Alternative 3 – TRANSPORTATION										
(Alternative 3 continues the Goals, Policies, and Implementation Measures of Alternative 1 except for the following modifications listed below)										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
Fink		programs that promote the use of mass transit as an alternative to the automobile.	Actively encourage the development and implementation of services and programs to expand the operation and use of environmentally conscious public transit in the Lake Tahoe region.		conscious" mass transit, as opposed to just mass transit.	transit services shall be provided to residential areas of the Region with the system being appropriate for the area to be served, and shall be consistent with the Action element of the TRPA Regional Transportation Plan.	SUPPORT AS APPROPRIATE, IMPROVEMENTS TO EXISTING TRANSIT SYSTEMS SUCH AS INCREASES IN FREQUENCY, PREFERENTIAL SIGNAL CONTROLS, EXPANSION OF SERVICE AREA, OR EXTENSION OF SERVICE HOURS.		other document, just calls out types of transit service expansions to be encouraged.	
1.9 Transportation/K. Fink	T.DC-1	None.	T-5 Inter-Intra Regional Transportation: Strengthen inter- and intra-regional transportation options into the Lake Tahoe Region that reduce dependency on the automobile.	N	Elevate focus on inter-intra-regional transportation from a policy to a goal.	None.	T-5.8. ENCOURAGE WATERBORNE TRANSPORTATION SYSTEMS AS AN ALTERNATIVE TO AUTOMOBILE TRAVEL WITHIN THE REGION USING BEST AVAILABLE TECHNOLOGY TO MINIMIZE AIR QUALITY IMPACTS TO THE MAXIMUM EXTENT FEASIBLE. COORDINATE WATERBORNE	N	Introduce waterborne transportation as a transportation option to be pursued.	T-IMP-8. Provide North-South waterborne connection.

Alternative 3 – Transportation Goals, Policies, and Implementation Strategies

Alternative 3 – TRANSPORTATION										
(Alternative 3 continues the Goals, Policies, and Implementation Measures of Alternative 1 except for the following modifications listed below)										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
							SERVICES WITH, AND PROVIDE ACCESS TO, OTHER PUBLIC AND PRIVATE TRANSPORTATION SYSTEMS.			
1.9 Transportation/K. Fink	T.DC-2	T7. Limit improvements to the regional highway system to those necessary to meet the Goals and Policies of the Regional Plan.	T-9 Regional Roadways: Upgrade regional roadways as necessary to meet environmental requirements and objectives, improve safety, address community design objectives, and provide for a more efficient, integrated transportation system.	A	Expands.					

Alternative 4 – Transportation Goals, Policies, and Implementation Strategies

Alternative 4 – TRANSPORTATION (same as Alternative 2 except for the following modification/additions)										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
1.9 Transportation/K. Fink	T.DC-2. The transportation system is integrated with environmental goals.	T3. Actively pursue programs that promote the use of mass transit as an alternative to the automobile.	T-4 Mass Transit: Actively encourage the development and implementation of services and programs to expand the operation and use of environmentally conscious public transit in the Lake Tahoe region.	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	None.	T-4.8. Public transit fleets will use best available technology to reduce emissions and support air quality goals.	N	Supports air quality goals.	T.IMP-10. Increase fixed-route transit frequency on the North Shore and South Shore between land use districts designated as Town Center/Tourist Center to 15 minutes or better, extend service to evening hours where not currently available, extend transit into neighborhoods and recreation sites, and provide free transit on all fixed-routes.
1.9 Transportation/K. Fink	T.DC-1	T3	T-4	A	Shifts focus to "environmentally conscious" mass transit, as opposed to just mass transit.	T3.B. Public or private transit services shall be given preference in mitigating traffic and transportation related impacts due to new, expanded or revised development or land use activities.	T-1.9. GIVE PREFERENCE TO FUNDING NON-AUTO MODES WHEN MITIGATING TRAFFIC AND TRANSPORTATION RELATED IMPACTS FOR NEW PROJECTS OR REDEVELOPMENT AREAS.	A	Clarification and simplification, changed "transit" to "non-auto modes" to broaden application, and moved to the PTOD goal.	T-IMP-16. Require projects that are used as traffic and air quality mitigation to be within a quarter-mile of the projects they are mitigating.

Alternative 4 – Transportation Goals, Policies, and Implementation Strategies

Alternative 4 – TRANSPORTATION (same as Alternative 2 except for the following modification/additions)										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
1.9 Transportation/K. Fink	T.DC-1. A multimodal transportation system that promotes viable alternatives for mobility needs, encourages alternative mode use, and decreases dependency on the private automobile.	None.	T-5 Inter-Intra Regional Transportation: Strengthen inter- and intra- regional transportation options into the Lake Tahoe Region that reduce dependency on the automobile.	N	Elevate focus on inter-intra regional transportation from a policy to a goal.	None.	T-5.B. Transit service shall be expanded to cities, towns, and recreational areas outside of the Tahoe Region, and be coordinated with other transportation modes.	N	Increase transit connectivity, provide transit to/from the Basin.	T-IMP-11. Construct external intercept lots with shuttles to land use districts designated as Town Center/Tourist Center
1.9 Transportation/K. Fink	T.DC-1	T5. Implement transportation demand management (TDM) measures to reduce the number of vehicle trips on the Region's highways.	T-8 Transportation Demand Management: Implement transportation demand management (TDM) measures to reduce the number of vehicle trips on the Region's highways.	U	Same.	T5.B. Employers shall implement vehicle trip reduction programs, including carpool and vanpool matching programs, employee shuttles, flexible work hours, and transit use incentives.	T-8.1. Require employers to implement vehicle trip reduction programs, including but not limited to: carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, parking and transit use incentives.	A	Expands	T-IMP-12. Establish a database of all employers participating in the Trip Reduction Ordinance, and require biannual written reports from each participating employer that document participation activities and level of trip reduction success.
1.9 Transportation/K. Fink	T-DC-2.	T5	T-8	U	Same.	T5.F. Park-and-Ride facilities shall be provided by local jurisdictions to	T-5.3. REQUIRE THE DEVELOPMENT AND USE OF "PARK AND RIDE"	A	Requires development of Park and Ride lots. "Non-Auto modes" added	T-IMP-11.

Alternative 4 – Transportation Goals, Policies, and Implementation Strategies

Alternative 4 – TRANSPORTATION (same as Alternative 2 except for the following modification/additions)										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
						encourage ridesharing.	FACILITIES IN LOCATIONS WHERE EXISTING PARKING LOTS MAY FACILITATE A SHIFT TO NON-AUTO MODES OR RIDESHARING.		to ridesharing.	
1.9 Transportation/K. Fink	T-DC-2	None.	T-7 Parking: Develop parking management strategies for the Lake Tahoe Region.	N	Elevate focus on parking to a goal.	None.	T-7.1. Require parking management programs that support improvements benefiting transit users, pedestrians, and bicyclists.	N	Requires parking management programs in order to shift improvements to other modes, such as transit, bicycling, and walking.	T-IMP-11. T-IMP-13. In addition to setting parking maximums for all land use types, require coverage restoration of parking capacity that exceeds parking maximums.
1.9 Transportation/K. Fink	T-DC-1	None.	T-7	N	Elevate focus on parking to a goal.	None.	T-7.3. Coordinate with the business community and key stakeholders in the development and implementation of any parking management strategy or other potential sources of basin-wide local funding.	N	Highlights the need for coordination between agencies before implementing paid parking or other revenue generation plan.	T-IMP-11. T-IMP-14. Encourage the Tahoe Transportation District to implement a road user fee on Basin roadways, primarily to fund shuttles from intercept lots.
1.9 Transportation/K. Fink	T-DC-2	T12. Increase the use of alternative fuel vehicles	Deleted.	D	Should be part of Air Quality Chapter.	T12.A. Future public transit vehicles purchased for	T-4.10. Public and private vehicle fleets shall utilize alternative	A	Alternative fuels are not always well-suited to the Tahoe	T-IMP-10. T-IMP-15. Require that owners and operators of public

Alternative 4 – Transportation Goals, Policies, and Implementation Strategies

Alternative 4 – TRANSPORTATION (same as Alternative 2 except for the following modification/additions)										
Element or Subelement/ Author	Pathway Desired Condition	Existing Goal	Proposed Goal	Goal Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Goal Rationale	Existing Policy	Proposed Policy	Policy Status: (N)ew, (A)mended, (D)eleted, (U)nchanged	Policy Rationale	Implementation Measures
		within the Lake Tahoe Basin.				operations in the Lake Tahoe Basin shall be alternative fuel powered.	fuels to the maximum extent feasible to reduce emissions and support air quality goals.		environment (cold, mountainous) and may not always be feasible here, however under Alternative 4 vehicles that meet a strict emissions standard would need to be purchased.	and private vehicle fleets use the best available fuel technologies that reduce emissions as they replace their fleets.
1.9 Transportation/K. Fink	T-DC-1	None.	T-12 Regional Revenue: Develop on-going sources of regional revenue to fund the local share of transit, bicycle, pedestrian, and other non-auto-transportation improvements, operations and maintenance.	N	Emphasize the importance of a Regional Revenue source.	None.	T-12.1. Research and pursue sources of regional revenue such as parking fees, and other sources of local or regional revenue.	N	Emphasize the importance of a Regional Revenue source and the direction for pursuit.	T-IMP-14.