

### 3.6 TRAFFIC AND TRANSPORTATION

This section evaluates the impacts on the vehicular, transit, bicycle, and pedestrian components of the transportation system that may result from implementation of each of the alternatives. The traffic and transportation regulatory framework and existing environmental setting are described, and the impacts of each alternative are identified and assessed.

The build alternatives involve improvements to existing transportation infrastructure that are scheduled to be constructed by 2020 (or shortly thereafter) and are evaluated for impacts in that year (opening day). Daily trip increases on opening day are the result of trips generated by currently planned development in the project area that is anticipated to be completed by 2020, and by a year-over-year traffic growth rate applied to the region. The adopted Tourist Core Area Plan (TCAP) includes planned development for the vicinity of the project. Total development in that plan area and the Lake Tahoe Region would be controlled by the Lake Tahoe Regional Plan and its limits on land use commodities, such as tourist accommodation units (with or without the project). The proposed transportation improvements are intended to help support revitalization of the tourist core area in a manner consistent with existing plans by enhancing the quality of vehicular and non-vehicular mobility in the area. No new daily trips would be created as a direct result of the transportation improvements under any of the alternatives because the project is a traffic operations project and does not increase overall highway system capacity. The project would accommodate traffic generated by full build out of the TCAP, anticipated to occur by 2040. Because the primary controlling factors on the amount of development in the tourist core area at buildout are the local and regional plans and their limits on land use commodities and because the overall capacity of the highway system would not be increased, indirect growth or inducement of trips beyond those included in the transportation modeling would not occur.

Construction of the mixed-use development sites as a relocation opportunity for displaced uses is proposed with Alternatives B, C, and D. It would be constructed after opening day (2020) and before the long-term planning Design Year (2040). The generation of new daily trips would occur only after occupancy of the mixed-use development, so it is evaluated in the 2040 Design Year analysis presented in this section and is summarized in Section 3.19, “Cumulative Impacts,” of the EIR/EIS/EIS.

Several scoping comments were received that related to issues or topics addressed in this section. The City of South Lake Tahoe requested that the EIR/EIS/EIS analyze impacts at all affected intersections and road segments, including surrounding local streets; impacts on bicycle and pedestrian traffic and transit service; and short-term impacts during construction, including construction traffic routing and potential impacts on business access and parking. Other comments requested analysis of vehicle and pedestrian access, traffic flow for businesses in the US 50/Casino Corridor area, impacts on parking, and the potential impact of a roundabout configuration on large semi-trucks traveling through the area.

One TRPA and two CEQA threshold topics are dismissed from further evaluation in this section. Because the project involves improvements to existing transportation infrastructure without providing access to previously unserved property or increasing the overall highway system capacity, no new daily trips are anticipated to occur as a result of implementation of the project in this time frame. Thus, the generation of new daily vehicle trips would not occur with project implementation in 2020 and this topic is not discussed further. No alternative would result in increasing, creating, or interfering with waterborne, rail traffic, or air traffic. The project alternatives would have no impact on waterborne or rail traffic and these issues are not discussed further in the EIR/EIS/EIS. None of the build alternatives would install sharp curves or dangerous intersections, or result in incompatible uses, such as farm equipment. Thus, impacts related to increased traffic safety hazards because of a design feature are not discussed further in the EIR/EIS/EIS. In addition, impacts related to recreation access are addressed in Section 3.3, “Parks and Recreational Facilities.”

The primary source of information referenced for this section is the *US 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report Traffic Operations Analysis Update* (Wood Rodgers 2016a; included as Appendix I of this EIR/EIS/EIS).

## 3.6.1 Regulatory Setting

### FEDERAL

Federal environmental laws or regulations related to traffic or transportation are applicable to the alternatives evaluated in this EIR/EIS/EIS.

Federal Highway Administration (FHWA) directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR Part 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to Federal-aid projects, including Transportation Enhancement Activities.

### TAHOE REGIONAL PLANNING AGENCY

#### Revised Tahoe Regional Planning Compact (Public Law 09-551)

The Tahoe Regional Planning Compact originally adopted in 1969 was revised in 1980, which provided TRPA with the mission to lead the cooperative effort to preserve, restore, and enhance the unique natural and human environment of the Lake Tahoe Region. In addition to providing direction for TRPA to adopt Environmental Threshold Carrying Capacities (thresholds) among other duties and operating requirements, the Compact also includes prescriptions for transportation planning as part of the regional plan. As identified by the Compact, the goal of the transportation plan is to reduce dependency on the automobile by making more effective use of existing transportation modes and public transit. Additionally, Article V(2) of the Compact specifically requires consideration of “completion of the Loop Road in the States of California and Nevada.”

#### Lake Tahoe Regional Plan

The Regional Plan describes the needs and goals of the Lake Tahoe Region and provides statements of policy to guide decision making as it affects the region’s resources and remaining capacities (TRPA 2012c). The intent of the Regional Plan is to help guide decision making as it affects the growth and development of the Lake Tahoe Region. The Regional Plan directs the planning activities of numerous governmental jurisdictions and utility service districts within the Region. In addition to the Goals and Policies, TRPA’s authority to regulate growth and development in the Region is carried out through implementation of the thresholds, Code of Ordinances, and other guidance documents that include plan area statements (PASs), community plans, and area plans.

#### Level of Service Requirements

Chapter 3, Transportation Element, of the Regional Plan provides goals and policies that are intended to establish a safe, efficient, and integrated transportation system that provides quality mobility options for all sectors of the population, supports the region’s economic base, enhances quality of life, and maximizes opportunities for environmental benefits.

The Transportation Element includes transportation goals, policies, and implementation measures that address multiple aspects of transportation planning and interact to create a successful multi-modal

transportation system. TRPA's Goals and Policies set standards for vehicle level of service (LOS) (defined in "Affected Environment" below). The TRPA Goals and Policies require that peak-period traffic flow not exceed the following:

- ▲ LOS C on rural recreational/scenic roads;
- ▲ LOS D on rural developed area roads;
- ▲ LOS D on urban developed area roads;
- ▲ LOS D for signalized intersections; and
- ▲ LOS E may be acceptable during peak periods in urban areas, not to exceed four hours per day.

## Code of Ordinances

Changes in daily vehicle trips as a result of a change in project operation are discussed in Section 65.2, Traffic and Air Quality Mitigation Program, of the TRPA Code of Ordinances. A trip is defined as one directional vehicle movement to or from a project area. The Code does not address transportation or traffic related to construction activities.

Chapter 65: Air Quality/Transportation of the TRPA Code provides the following definitions related to traffic volumes:

- ▲ Significant Increase - an increase of more than 200 daily vehicle trips, as determined from the TRPA trip table or other competent technical information;
- ▲ Minor Increase - an increase of more than 100 but not more than 200 daily vehicle trips, as determined from the TRPA trip table or other competent technical information; and
- ▲ Insignificant Increase - an increase of 100 or fewer daily vehicle trips, as determined from the TRPA trip table or other competent technical information.

If a project results in a significant increase in daily vehicle trips, all traffic and air quality impacts must be mitigated consistent with the environmental thresholds, the Goals and Policies, the Regional Transportation Plan, and the 1992 Air Quality Plan.

## Environmental Threshold Carrying Capacities

In August 1982, TRPA adopted Resolution No. 82-11, which included the thresholds related to a variety of resource topics for the Lake Tahoe Region. Although threshold standards are not assigned specifically to transportation, two air quality standards are set forth in terms of basin-wide vehicle miles traveled (VMT) that are applicable to transportation analyses. VMT is a computed value that correlates with the extent of an area's reliance on the private automobile for trip-making. The TRPA TransCad Transportation Demand model provides a forecast of the number of trips made on the highway network and the distance between trip origins and destinations for each trip purpose. Total VMT is the sum of all these trip lengths.

The TRPA threshold standards includes two air quality standards that relate to transportation in the Region: (1) the reduction in VMT by 10 percent from 1981 base year conditions to reduce nitrate deposition; and (2) the reduction in VMT by 10 percent from 1981 base year conditions to improve visibility. Since the threshold standards were established, and continuing through completion of the most recent TRPA Threshold Evaluation Report (TRPA 2012b), traffic volumes in the Tahoe Basin have continued an overall declining trend, indicating that the basin-wide VMT threshold is currently in attainment. While in attainment, TRPA is mandated to maintain attainment status or develop control measures that will achieve attainment.

## Regional Transportation Plan

The Tahoe Metropolitan Planning Organization (TMPO) and TRPA jointly developed the *Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy: Mobility 2035* (TMPO and TRPA 2012c) as Lake Tahoe's blueprint for a regional transportation system that enhances the quality of life in the Tahoe Region, promotes sustainability, and offers improved mobility options for people and goods. Important objectives of

the Regional Transportation Plan (RTP) are to reduce the overall environmental impact of transportation in the Region, create walkable and vibrant communities, and provide real alternatives to driving. The RTP update included a Sustainable Communities Strategy (SCS), in accordance with California Senate Bill 375, statutes of 2008 (Sustainable Communities and Climate Protection Act). The RTP presents 14 goals consistent with regional and federal requirements that focus on reducing dependency on the automobile and giving preference to projects that increase the capacity of the Region's transportation system through public transportation projects and programs. TMPO is updating the 2012 RTP in 2016; the update will include a review of the actions included to carry out the existing goals, so it reflects the same overall direction for transportation in the Region and is a refinement of the current plan's implementation approach.

#### **Level of Service Requirements**

The RTP focuses on long-range transportation planning and has established LOS criteria consistent with those in the Regional Plan. These vehicle LOS standards may be exceeded when provisions for transit, bicycling, and walking facilities would provide a mobility level proportional to the mobility level that would be provided in the existing plus project condition on affected roadways.

#### **Parking Requirements**

The RTP identifies parking-related policies to encourage shared parking (Policy 8.1), parking management programs with incentives to improvements benefiting transit users, pedestrians, and bicyclists (Policy 8.2), and parking management strategies that are tailored to the needs of each specific location and promote pedestrian and transit use (Policy 8.3).

#### **Bicycle and Pedestrian Requirements**

The RTP identifies a goal to encourage bicycle and pedestrian movement as viable and significant modes of transportation in Lake Tahoe. The adopted policies to support this overarching goal are designed to promote walkable, mixed-use centers and bicycle- and pedestrian-friendly communities. RTP Policy 2.4 states that intersections and driveways shall be designed and sited to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities.

#### **Transit Access**

The RTP provides goals and policies that increase the viability of transit systems through improvement of mass transit (Policy 4.1), inter- and intra-regional transportation (Policies 5.1, 5.2, and 5.3), and intermodal transportation facilities (Policy 7.1). Policy 7.2 requires major commercial interests and employers to provide or participate in joint shuttle services or provide transit use incentives to their guests, patrons, and employees. Such programs could include carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, and parking and transit use incentives.

#### **Safety**

The RTP places heavy significance on safety along regional roadways as demonstrated through the stated goals and policies. The overall goal of upgrading regional roadways as necessary to improve safety, and provide for a more efficient, integrated transportation system is supported by Policy 10.4, which minimizes the number of driveways and access points to parking lots from major travel routes and major local roadways.

### **Linking Tahoe: Active Transportation Plan**

The *Linking Tahoe: Active Transportation Plan* (ATP), formerly the *Lake Tahoe Bicycle and Pedestrian Plan*, presents a guide for planning, designing, constructing, and maintaining a regional active transportation network that includes innovative infrastructure, support facilities, and awareness programs. The infrastructure network includes on-street bicycle lanes and bicycle routes, and off-street paths and sidewalks. The ATP depicts existing and planned, shared-use paths, bike lanes, bike routes, and sidewalks within the study area in addition to the rest of the Tahoe Basin (TMPO and TRPA 2016:4-31). The existing network includes 120 miles of bicycle and pedestrian shared-use paths, bicycle lanes, bicycle routes, and sidewalks and proposes another 68 miles of new bicycle and pedestrian facilities. The built-out bicycle and pedestrian network is estimated to reduce vehicle miles traveled (VMT) by 8,500 miles on a peak summer day (TMPO and TRPA 2016:1-20).



The ATP also identifies goals, policies, actions, and performance measures for local governing bodies and transportation agencies. The policies relevant to the locally preferred action pertain to the active transportation network design, facility maintenance, multi-modal connections, and project implementation.

## STATE

### California

#### California Department of Transportation

Caltrans is responsible for the operation and maintenance of the state highway system in California. Caltrans has the following concept LOS for Caltrans facilities in the study area:

- ▲ Concept LOS D: The concept LOS for US 50 is LOS D in rural areas (east of the community of Cedar Grove in El Dorado County)

Additionally, Caltrans staff has indicated that LOS E is acceptable on Caltrans facilities, if such operations meet the TRPA standard of LOS E for no more than four hours per day (Wood Rodgers 2016a).

Caltrans, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

### Nevada

#### Nevada Department of Transportation

NDOT is responsible for the operation and maintenance of the state highway system in Nevada. NDOT defines a significant impact on traffic operations as deterioration of state highway facility operations (intersections, state highways, and ramp terminals) beyond LOS D.

## LOCAL

Local plans that are relevant to the portion of the project in California are the TCAP and the City of South Lake Tahoe General Plan. For the portion of the project located in Nevada, the South Shore Area Plan (SSAP) and the Douglas County Master Plan are the relevant local plans. A summary of relevant policies from these planning documents are included below.

### Tourist Core Area Plan

#### Level of Service Requirements

Section 6, “Traffic and Circulation,” of the TCAP (City of South Lake Tahoe 2013) sets forth goals and policies for transportation and recommends strategies to enhance mobility patterns by enabling users to satisfy their travel needs while supporting the area’s environmental, social, and recreational goals. Policy T-1.2 sets a standard of LOS D or better on all arterials, collectors and at signalized intersections, with limited exceptions for peak-periods for up to 4 hours per day when provisions for multi-modal amenities and/or services are adequate to provide mobility for users.

#### Parking Requirements

The TCAP presents the goal of providing adequate parking facilities that are integrated with and support a walkable, vibrant tourist core. Policies supporting this goal include encouraging underground, shared, and on-street parking to promote a pedestrian-friendly main street (Policy T-6.1) and to reducing the parking

requirement for projects in pedestrian areas, areas with concentration of overnight accommodations, and in areas served by transit (Policy T-6.2).

#### **Bicycle and Pedestrian Requirements**

The TCAP encourages the provision of adequate pedestrian and bicycle facilities, such as continuous sidewalks, bike paths, and bike lanes throughout the plan area that connect commercial, entertainment and recreation areas of the plan (Policy T-2.2). The TCAP is also guided by the principle of creating complete streets in the South Shore Area that allow for multiple uses including automobiles, bikes and pedestrian (Goal 5 and Policy T-5.1).

#### **Transit Access**

The TCAP provides transit-related goals and policies that promote the use and expansion of multi-modal transportation options, including transit for visitors and residents. Policies include ensuring that the TCAP is served by frequent bus service along US 50 and along routes that provide access to the lake and other recreation opportunities and ensuring that adequate bus shelters and bus pullout are installed throughout the tourist core (Policy T-4.1).

### **South Shore Area Plan**

The SSAP (Douglas County and TRPA 2013a) was developed consistent with the Goals and Policies of the Lake Tahoe Regional Plan and includes four separate components that are integrated into Douglas County planning documents: the Douglas County Master Plan, Zoning Map, Development Code, and Design Criteria and Improvement Standards.

#### **Parking Requirements**

The SSAP includes design standards and guidelines (Douglas County and TRPA 2013b) in Section 2.3, “Parking Structures,” that encourage structured parking as a means of reducing overall site coverage where parking demand necessitates such a solution. Additionally, the SSAP encourages such structures to be intuitively located without visually dominating a project.

#### **Bicycle and Pedestrian Requirements and Transit Access**

The design standards and guidelines included within the SSAP encourages that separate vehicular and pedestrian systems be provided (Section 2.5.2). Additionally, the SSAP states that pedestrian linkages within developments, and linkages to surrounding developments and trails/bikeways should be provided and emphasized. The design standards and guidelines promote alternative transportation modes such as walking, bicycling, transit use, and shared parking strategies that, at a minimum, shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways with connections to other major activity centers (Section 2.5.8).

### **City of South Lake Tahoe General Plan**

#### **Level of Service Requirements**

The Transportation and Circulation Element of the City of South Lake Tahoe General Plan (City of South Lake Tahoe 2011) provides the policy context for the City of South Lake Tahoe to achieve its vision for future transportation and circulation. The General Plan contains goals and policies designed to create a well-connected transportation network that serves all residents and visitors. Policy TC-1.2 identifies LOS D as the minimum level for all city streets and intersections, with up to four hours per day of LOS E being acceptable.

#### **Bicycle and Pedestrian Requirements**

The Transportation and Circulation Element of the City of South Lake Tahoe General Plan provides goals and policies that encourage the improvement of bicycle and pedestrian connections between all neighborhoods and communities, and the integration and linking of existing city bicycle paths with the regional bicycle network.

## Douglas County Master Plan

The Transportation Element of the Douglas County Master Plan (Douglas County 2011) describes existing conditions and highlights current and future issues related to transportation and traffic in the county. It identifies proposed roadway projects required to maintain target LOS and describes both vehicular transportation and transit, as well as bicycle, pedestrian, trail, and aviation systems.

The Transportation Element contains specific references to the US 50/South Shore Community Revitalization Plan. Lake Tahoe Transportation (LTT) Policy 1 commits Douglas County to participate in and support transportation projects at Lake Tahoe consistent with the Tahoe Revitalization initiative. LT T Action 1.1 specifically commits the county to participate in the US 50/South Shore project.

### Transit Access / Bicycle and Pedestrian Requirements

Through a set of goals, policies, and actions, the Douglas County Master Plan encourages alternative modes of transportation to reduce VMT and improve the Lake Tahoe experience. These policies include the implementation of planned bicycle and pedestrian paths and the continual development of bicycle and pedestrian plans and facilities throughout the area covered by the Douglas County Master Plan. Under LT T Policy 1, LT T Action 1.2 commits Douglas County to continual participation in efforts to complete the Nevada Stateline-to-Stateline Bikeway Project and other identified bicycle and multi-use trail projects within Douglas County at Lake Tahoe.

## 3.6.2 Affected Environment

The project site is within a 1.1-mile-long corridor encompasses the casino tourist core in the Stateline area, the Heavenly Village area, and adjacent commercial, lodging, and residential areas. The study area is defined by the following boundary points:

- ▲ US 50, 1,800 feet west of its intersection with Pioneer Trail;
- ▲ Pioneer Trail, 1,400 feet south of its intersection with US 50;
- ▲ The “Loop Road,” consisting of Pine Boulevard to the west and Lake Parkway to the east; and
- ▲ US 50, 200 feet north of its intersection with Kingsbury Grade (Nevada State Route 207)

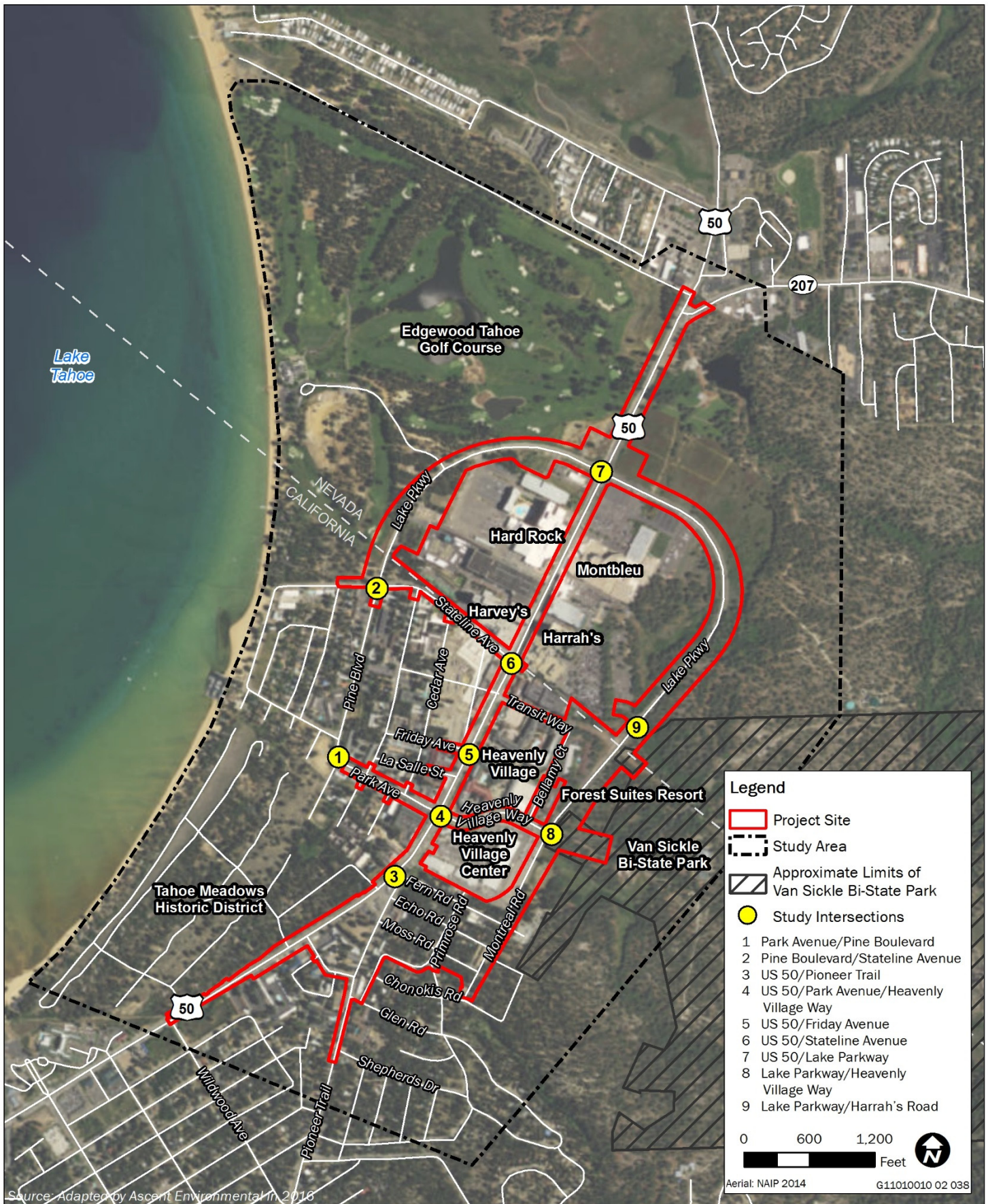
See Exhibit 3.6-1 for a map of the project vicinity and the intersections analyzed in this section.

## EXISTING TRANSPORTATION FACILITIES

**US Highway 50 (US 50)** is a State and trans-continental highway that traverses east-west through the study area. Caltrans District 3’s US 50 Transportation Concept Report and Corridor System Management Plan (Caltrans 2014a) categorizes the study corridor segment of US 50 as a “4-lane conventional urban arterial with a center turn lane.” The US 50 study corridor segment is functionally classified as a “Freeway & Expressway” and Terminal Access Route. The corridor is considered a National Highway System route and an Interregional Road System route, but not a scenic route or lifeline route.

Regionally, US 50 connects the Sacramento metropolitan region in California to Carson City in Nevada and beyond. Within the study area, US 50 is a four-lane arterial with a continuous two-way left-turn median lane that transitions to dedicated left-turn pockets at major intersections. In the vicinity, US 50 has signal-controlled intersections at Kingsbury Grade (Nevada State Route 207), Lake Parkway, Stateline Avenue, Friday Avenue, Park Avenue, Pioneer Trail, and Wildwood Avenue. Based on a review of Caltrans 2014 traffic count data, the US 50 segment east of Pioneer Trail and west of Park Avenue experiences AADT of 27,500 vehicles and a peak month ADT of 34,500 vehicles (Caltrans 2015). Based on 2014 NDOT traffic counts, the AADT on US 50 was 21,500 vehicles approximately 300 feet east of the California-Nevada border (NDOT 2015a).





**Exhibit 3.6-1**

**Project Vicinity and Study Intersections**

**Pioneer Trail** is a two-lane arterial that connects US 50 in the unincorporated community of Meyers to US 50 (Lake Tahoe Boulevard) near Stateline. Within the study area, Pioneer Trail intersects US 50 at a signalized intersection east of its intersection with Ski Run Boulevard. As the only east-west parallel alternative route to US 50, Pioneer Trail currently carries approximately 10,800 vehicles per day according to the most recent 2014 traffic counts from El Dorado County's Hourly Traffic Count Reports database (El Dorado County 2015).

**Lake Parkway** is a two-lane bi-directional loop road that intersects Stateline Avenue and Pine Boulevard on the west side of US 50 and intersects Heavenly Village Parkway on the east side of US 50. The posted speed limit on Lake Parkway varies from 25 to 35 miles per hour (mph). **Lake Parkway West** forms the secondary access loop roadway on the west (Lake Tahoe) side of US 50 in Nevada, providing access to/from the Edgewood Tahoe Golf Course, a bank building, and the rear of Harvey's and the Hard Rock Hotel on the Nevada side of Stateline. At the state line, it connects to Pine Boulevard, which extends farther west to connect with Park Avenue. **Lake Parkway East** is the loop roadway on the east (mountain) side of US 50 and on the Nevada side. It provides access to/from the rear of Montbleu Resort and Casino and Harrah's and connects to Montreal Road at Heavenly Village Way. Lake Parkway West and East intersect with US 50 at a signalized intersection that provides protected left-turn movements from US 50.

**Stateline Avenue** is a two-lane local roadway in the Stateline area that is aligned immediately adjacent to the California/Nevada border in California. Land uses along Stateline Avenue consist mainly of hotel and motel lodging units, with some single-family residences on the north end near Lake Tahoe. Stateline Avenue intersects US 50 at a signalized intersection that operates with protected left-turn movements from US 50. The fourth (southern) leg of this intersection provides an entrance-only driveway access to the Lake Tahoe Resort Hotel.

**Park Avenue/Heavenly Village Way** is a two-lane local roadway serving the Stateline area. **Park Avenue** serves residential traffic, as well as recreational traffic associated with the various hotel/casino and retail uses in the Stateline area. The Park Avenue intersection with US 50 is signalized, with protected east-west left-turn movements from US 50. **Heavenly Village Way** forms the southeast leg of this intersection and provides direct access to the Heavenly Village redevelopment area south of US 50. Heavenly Village Way continues southeast and connects with Montreal Road/Lake Parkway East.

**Pine Boulevard** is a two-lane bi-directional roadway with a posted speed limit of 25 mph that runs west of and parallel to US 50. Pine Boulevard runs north/south within South Lake Tahoe and becomes Lake Parkway West when it crosses the Nevada/California state line to the north. The predominant land uses along this roadway consist of hotel/motel and residential land uses.

**Montreal Road** is a two-lane local roadway that extends from Chonokis Road on the west to Heavenly Village Way on the east and continues as Lake Parkway East farther east to connect to US 50. Montreal Road is an alternate route to US 50 for the critical segment between Pioneer Trail and Heavenly Village Way. Montreal Road currently carries approximately 6,000-7,000 vehicles per day (Hauge Brueck Associates 2015).

Local roads within/near the study area include Chonokis Road, Moss Road, and Echo Road. These two-lane residential roadways are located east of Pioneer Trail just south of the Heavenly Village Center. These three local roads provide access between Pioneer Trail and Montreal Road and are heavily used as "cut-through" routes to access Lake Parkway East from Pioneer Trail, bypassing congestion on US 50 through the tourist core. Because of the large volume of cut-through traffic, these local roadways experience higher-than-typical daily traffic volumes and speeds.

## HISTORIC AND EXISTING TRAFFIC VOLUMES

### Historic Traffic Trends

Caltrans and NDOT- AADT count data from 1992 through 2014 were reviewed for the study segments of US 50 that extend from west of Pioneer Trail to east of Stateline Avenue. Table 3.6-1 illustrates the US 50 study segment traffic volumes from 1992 through 2014.

**Table 3.6-1 US 50 Segments through Study Intersections - Recent Traffic Trends (1992-2014)**

Year	US 50 Two-Way AADT Volumes					
	Just west of Pioneer Trail	Between Pioneer Trail and Park Avenue	Just east of Park Avenue	Just west of Stateline Avenue	Just east of Stateline Avenue	Just east of Kingsbury Grade
1992	40,000	47,000	46,000	34,000	31,100	n/a
1993	40,000	47,000	46,000	34,000	29,300	n/a
1994	40,000	47,000	46,000	34,000	29,070	n/a
1995	38,000	44,000	44,000	33,000	28,740	n/a
1996	35,500	41,000	44,500	33,000	27,900	n/a
1997	35,500	41,000	44,500	33,000	27,900	n/a
1998	35,500	41,000	44,500	33,000	26,700	n/a
1999	35,500	41,000	44,500	29,500	26,700	n/a
2000	35,500	41,000	44,500	28,000	27,800	n/a
2001	35,500	41,000	44,500	29,000	27,300	n/a
2002	35,500	41,000	34,000	33,000	27,600	n/a
2003	32,000	37,500	34,000	33,000	30,500	n/a
2004	32,500	37,500	33,500	33,000	30,800	n/a
2005	32,500	36,000	32,000	33,000	28,900	27,700
2006	32,500	35,500	29,000	30,500	26,500	23,700
2007	32,500	35,000	29,000	30,500	25,000	20,000
2008	31,500	33,000	28,500	28,000	25,000	20,000
2009	31,500	31,500	27,500	27,500	24,000	21,000
2010	31,500	28,500	26,500	26,500	24,000	22,000
2011	31,500	29,000	26,500	26,000	27,000	24,000
2012	31,500	29,000	26,500	25,500	22,500	21,000
2013	31,500	29,000	26,500	25,500	21,500	22,000
2014	31,500	27,500	24,600	25,000	21,500	25,000

Notes: At certain locations, Caltrans and NDOT counts may have been actually conducted only once in every 3 years.

AADT = average annual daily traffic; n/a = data not available

Sources: Caltrans 2015, NDOT 2015a

As seen in Table 3.6-1, traffic volumes along the identified US 50 study segments have been decreasing, for the most part, over the last 22 years. However, AADT on US 50 east of Kingsbury Grade Road has increased by approximately 20 percent between 2012 and 2014. This is likely because of increased “cut-through” traffic using Montreal Road and Lake Parkway East to bypass US 50 near the casinos. “Cut-through” traffic refers to the travel patterns of vehicles through the Rocky Point neighborhood throughout the year to move quickly around the tourist core. Travelers knowledgeable about the local street network tend to use back streets as diversion routes to bypass the tourist core that are faster than using US 50. Based on 5-year AADT counts on Pioneer Trail, AADT on Pioneer Trail at South Lake Tahoe city limit has increased from 9,218 in 2011 to 10,772 in 2014 (approximately 17 percent growth). This growth in traffic on Pioneer Trail west of the study area and on US 50 near Kingsbury Grade, combined with the decrease in volumes on US 50 through the tourist core, also suggests that vehicles are likely bypassing US 50 near the casinos by using Montreal Road and Lake Parkway East.

## Existing Traffic Volumes

As stated above, this traffic analysis relies on the US 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report – Traffic Counts, Forecasts and Operations Update (Wood Rodgers 2016a). Several development and highway projects were being evaluated during the timeframe for preparation of



this EIR/EIS/EIS; to provide a level of consistency in the various traffic analyses, the Wood Rodgers study relied initially on traffic counts conducted for the Heavenly Mountain Resort Epic Discovery Project EIR/EIS (Hauge Brueck Associates 2015). Although those traffic counts were conducted in December 2013, a comparison of the data to Caltrans Performance Measurement System (PeMS) data from summer 2013 and 2015 indicates that, for the most part, the differences between those periods were minimal (+/- 1 percent). Minor adjustments were made in some cases where current conditions warranted them. (See the Wood Rodgers traffic study [Appendix I of this EIR/EIS/EIS] for a more detailed description of these adjustments.) Therefore, the existing traffic volumes discussed in this analysis reflect 2015 conditions.

Summer peak hour is defined as the highest one-hour traffic volume between 3:00 p.m. and 6:00 p.m. in July and/or August. Existing (2015) annual average peak hour and summer peak hour traffic volumes for study area roadway intersections are presented in Exhibit 3.6-2.

## EXISTING INTERSECTION AND ROADWAY SEGMENT LEVELS OF SERVICE

Intersection traffic operations were quantified for the study area intersections under existing traffic conditions, as presented in this section. Note that for traffic operational analysis purposes, US 50 is considered an east-west route and all intersecting cross-streets are regarded as north-south streets.

### Intersection Operations

Table 3.6-2 summarizes intersection traffic operations in the study area for existing traffic volumes (shown in Exhibit 3.6-2) and current intersection geometrics and controls.

As shown in Table 3.6-2, all study area intersections are operating at annual average and summer peak hour LOS D or better under existing conditions.

**Table 3.6-2 Intersection Traffic Operations for Existing Conditions**

#	Intersection	Control Type	Annual Average Peak Hour		Summer Peak Hour	
			Delay (S/V)	LOS	Delay (S/V)	LOS
1	Park Avenue / Pine Boulevard	TWSC <sup>1</sup>	9.9	A	10.3	B
2	Pine Boulevard / Stateline Avenue	AWSC <sup>2</sup>	8.1	A	8.5	A
3	US 50 / Pioneer Trail	Signal <sup>2</sup>	18.7	B	37.5	D
4	US 50 / Park Avenue / Heavenly Village Way	Signal	15.6	B	22.8	C
5	US 50 / Friday Avenue	Signal	5.0	A	7.5	A
6	US 50 / Stateline Avenue	Signal	8.1	A	11.1	B
7	US 50 / Lake Parkway	Signal	14.8	B	19.9	B
8	Lake Parkway / Heavenly Village Way	AWSC	10.5	B	12.6	B
9	Lake Parkway / Harrah's Road	TWSC	14.3	B	17.1	C

Notes: AWSC = all-way stop controlled; LOS = level of service; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

<sup>1</sup> "Worst case" control delays (in seconds/vehicle [S/V]) are indicated for two-way stop-controlled (TWSC) intersections.

<sup>2</sup> "Average" control delays (in seconds/vehicle [S/V]) are indicated for signal-controlled and all-way stop-controlled (AWSC) intersections.

Source: Wood Rodgers 2016a

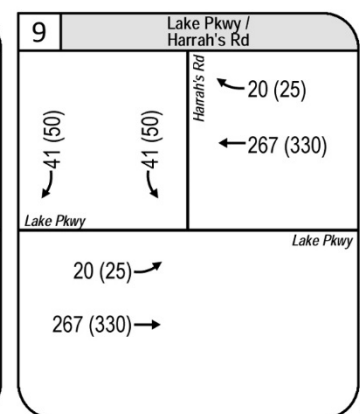
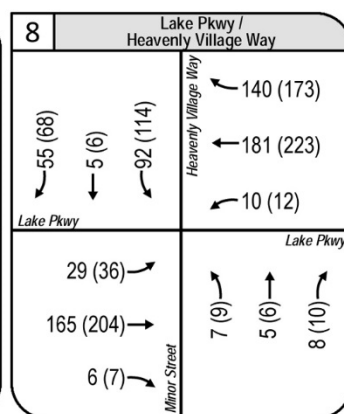
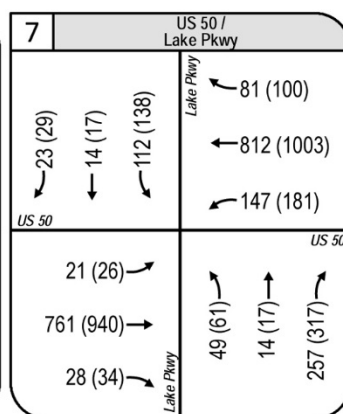
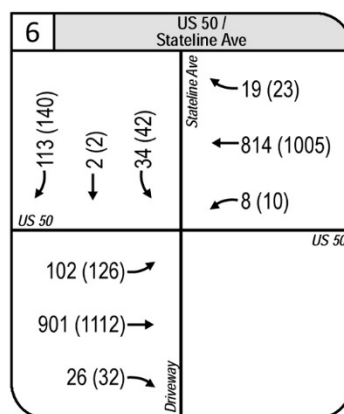
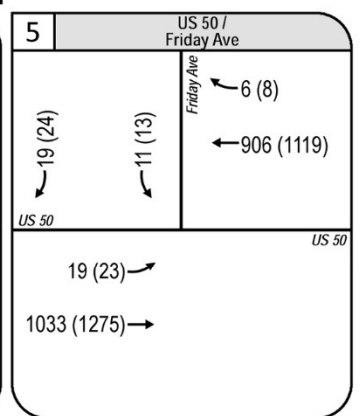
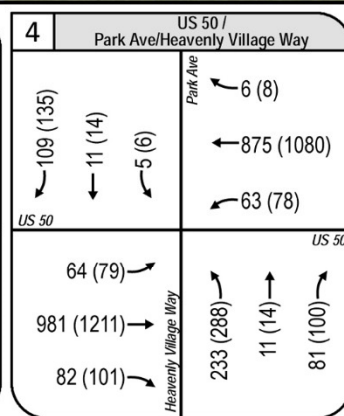
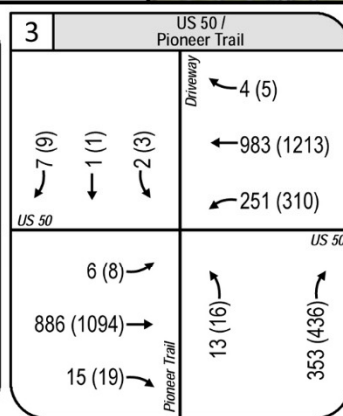
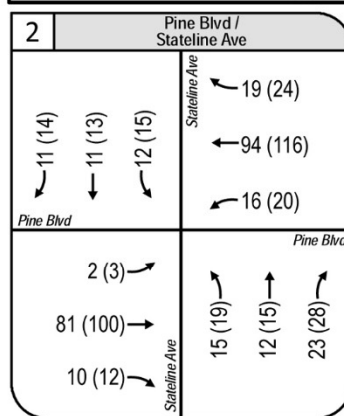
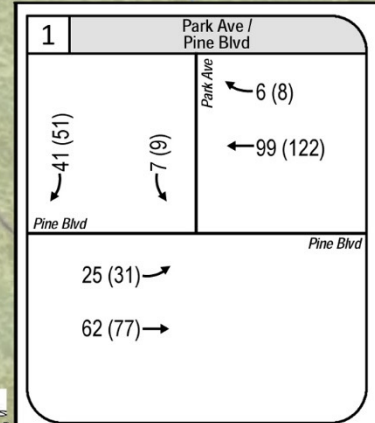
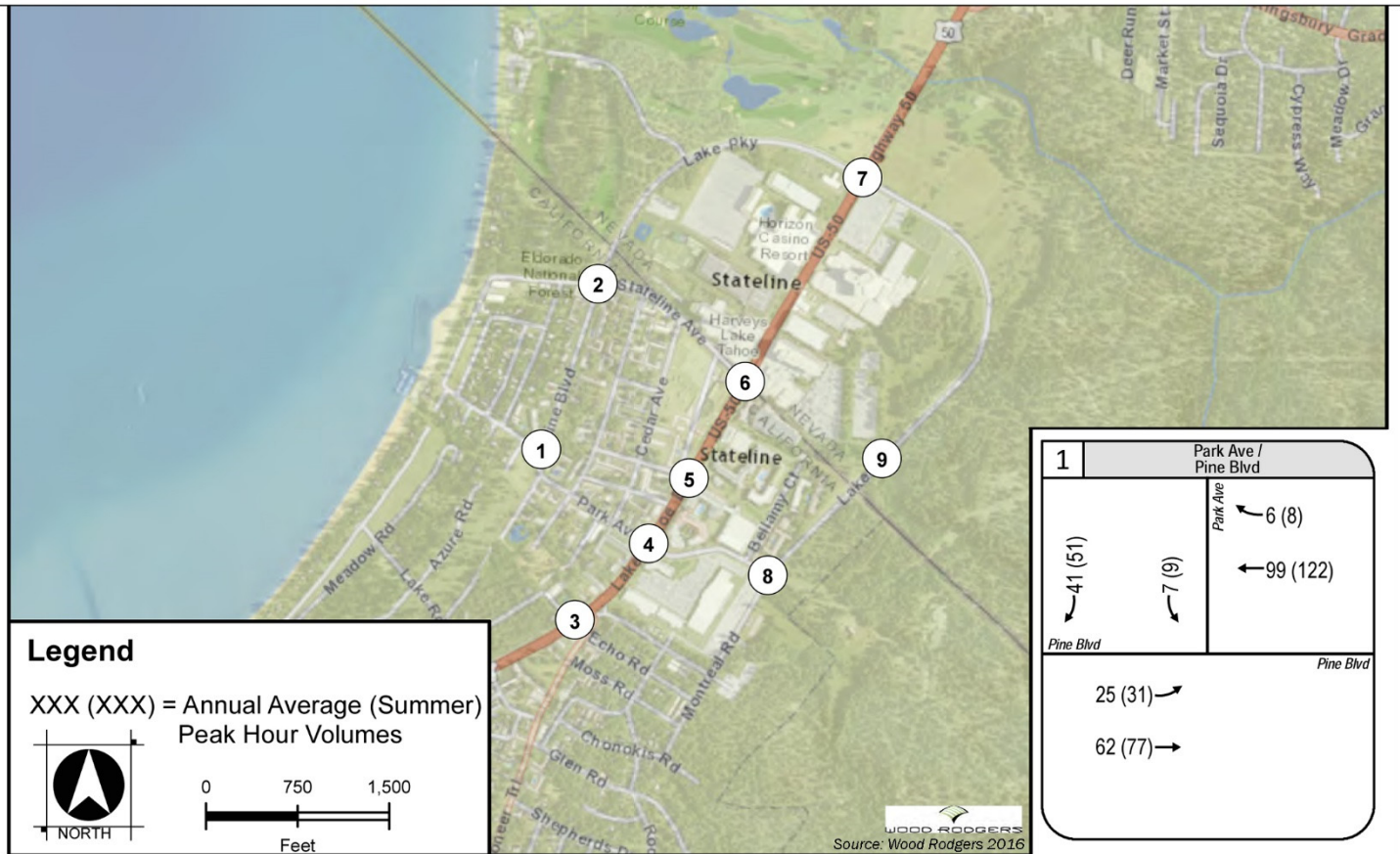


Exhibit 3.6-2

Existing Traffic Volumes (Year 2015)



## Roadway Segment Operations

Table 3.6-3 shows peak hour operations by directional segment for arterials/highways in the study area under existing conditions.

**Table 3.6-3 Arterial/Highway Segment Traffic Operations under Existing Conditions**

Arterial Segment	Arterial Class <sup>1</sup>	Direction	Annual Average Peak Hour		Summer Peak Hour	
			Speed <sup>2</sup>	LOS	Speed <sup>2</sup>	LOS
US 50 (between Pioneer Trail and Lake Parkway)	III	EB	22.2	C	19.1	C
US 50 (through Pioneer Trail and Lake Parkway)	III	WB	21.6	C	20.5	C

Notes: EB = eastbound; LOS = level of service; WB = westbound.  
<sup>1</sup> With a free-flow speed of approximately 35 mph for US 50, the study area roadway segments are regarded as a Class III Arterial as defined in the Highway Capacity Manual, 2010 edition (Transportation Research Board 2010).  
<sup>2</sup> Speed = average travel speed in miles per hour.  
Source: Wood Rodgers 2016a

As shown in Table 3.6-3, segment operations (progression) at study area arterials are currently LOS C or better under both annual average and summer peak-hour conditions.

## TRAFFIC ACCIDENTS

Caltrans provided accident data for the study area's US 50 roadway segments within California for the 3-year period between January 1, 2010, and December 31, 2013. NDOT provided accident data for the 3-year period from October 1, 2012, through October 1, 2015. As shown in Table 3.6-4, at the US 50 and Pioneer Trail, Park Avenue, and Stateline Avenue intersections, the accident rates are lower than the state average accident rates for fatal, fatal + injury (F+I), and total accidents. The US 50/Lake Parkway Loop intersection had the most reported accidents (14), as well as the most reported injury accidents (4). The US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for F+I and total accidents. Of the 14 accidents at the US 50/Lake Parkway Loop intersection, most (10) were collisions between multiple vehicles. "Rear-end" (6) was the most commonly reported type of collision.

**Table 3.6-4 Accident Data Summary (Intersections)**

Intersection Location (Post Mile) – Jurisdiction	Number of Accidents							Persons		Actual Accident Rates (# of accidents / MV)			Average Accident Rates (# of accidents / MV)		
	Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Kld	Inj	Fat	F+I	Tot	Fat	F+I	Tot
US 50/ Pioneer Trail (PM 80.015) – Caltrans <sup>1</sup>	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.001	0.09	0.21
US 50/ Park Avenue (PM 80.140) – Caltrans <sup>1</sup>	2	0	1	1	1	0	0	0	2	0.00	0.02	0.04	0.001	0.11	0.27
US 50/Stateline Avenue (PM 80.439) – Caltrans <sup>1</sup>	2	0	0	0	1	0	2	0	0	0.00	0.00	0.06	0.001	0.11	0.27
US 50/Lake Parkway Loop - NDOT <sup>2</sup>	14	0	4	4	10	6	8	0	5	0.00	0.13	0.46	0.001	0.11	0.27

Note: Caltrans = California Department of Transportation; Fat = fatalities; F+I = fatalities + injuries; Inj = injuries; Kld = killed; MV = million vehicles; NDOT = Nevada Department of Transportation; PM = post mile; Tot = total; Veh = vehicles.

<sup>1</sup> Caltrans District 3 accident data covers the period from January 1, 2011, to December 31, 2013. (All data and accident rates were provided by Caltrans.)

<sup>2</sup> NDOT accident data cover the period from October 1, 2012, to October 01, 2015. Average accident rates from Caltrans segments were used for the NDOT segment for comparison purposes. (Accident data were provided, but accident rates were calculated to match Caltrans format.)

Sources: Caltrans 2014b, NDOT 2015b

## TRANSIT ACCESS AND FACILITIES

The South Shore area is currently served by the Tahoe Transportation District's (TTD's) BlueGO transit system, which includes local fixed-route and commuter bus services. The Stateline Transit Center is located at the intersection of US 50 and Transit Way, within the study area. Three BlueGO bus routes operate within the study area:

- ▲ Route 50 operates between the South Y and Kingsbury Transit Centers from 5:00 a.m. to 11:00 p.m. with 1-hour headways.
- ▲ Route 53 operates between the South Y and Kingsbury Transit Centers at 1-hour headways from about 7:00 a.m. to 11:00 p.m. Monday through Saturday with special hours offered on Sundays, holidays, and late nights.
- ▲ Route 23 operates between the Stateline and Kingsbury Transit Centers and The Ridge Resort/Heavenly Mountain Resort from approximately 7:00 a.m. to 12:30 a.m. at 1-hour headways with extended service hours on Fridays and Saturdays.

BlueGO offers wintertime ski shuttle routes from Heavenly Mountain Resort to various South Shore and ski destinations. TTD offers a Demand Response Service to serve patrons under the Americans with Disabilities Act throughout the area, available during fixed-route service hours. Additionally, TTD offers two commuter routes with the Lake and Valley Express:

- ▲ Route 20x operates between South Lake Tahoe and Gardnerville on the Kingsbury Grade. Weekday service is provided from 5:15 a.m. to 9:40 a.m. and from 3:40 p.m. to 6:40 p.m. Weekend service is provided from 5:25 a.m. to 9:00 a.m. and from 2:35 p.m. to 7:30 p.m.
- ▲ Route 21x operates between South Lake Tahoe and Carson City on US 50. Weekday service is provided from 5:30 a.m. to 9:33 a.m. and from 2:05 p.m. to 7:43 p.m. Weekend service is provided from 5:30 a.m. to 9:28 a.m. and from 2:30 p.m. to 7:28 p.m.

Since 2000, ridership on the BlueGo has been somewhat declining (see Table 3.6-5). Between 2002 and 2006, ridership peaked with approximately one million to 1.2 million riders (Norberg, pers. comm., 2016). In 2013, BlueGo had approximately 765,000 riders.

**Table 3.6-5 South Shore BlueGo Ridership**

Year	Total Riders	Year	Total Riders
2000	975,998	2007	831,384
2001	939,127	2008	984,134
2002	1,009,720	2009	752,699
2003	1,222,548	2010	846,795
2004	1,123,825	2011	826,738
2005	1,160,166	2012	808,826
2006	1,048,906	2013	765,348

Source: Norberg, pers. comm., 2016

## BIKEWAYS AND PEDESTRIAN FACILITIES

The study area currently includes bicycle and pedestrian facilities through much of the Lake Tahoe perimeter area. In South Lake Tahoe, bike lanes exist on Heavenly Village Parkway and Pioneer Trail. A separated Class I facility is provided within the linear park along the northwest side of US 50 between Pioneer Trail and Ski Run Boulevard.

Caltrans classifies bikeways as follows:

- ▲ Class I Bikeway (Bike Path) provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- ▲ Class II Bikeway (Bike Lane) provides a striped lane for one-way bicycle travel on a street or highway.
- ▲ Class III Bikeway (Bike Route) provides for shared use by bicycle or motor vehicle traffic, typically on lower volume roadways.
- ▲ Class IV Bikeway (Separated Bikeway/Cycle Track) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic; the separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Exhibit 3.6-3 shows the existing bicycle facilities in the area.

Within the study area, some segments of sidewalks are present on US 50 and Heavenly Village Way east of US 50. A pedestrian underpass beneath US 50 between Harvey's Hotel and Casino and Harrah's Resort allows pedestrians to travel between the casino buildings. Protected pedestrian crossing of US 50 is provided at Pioneer Trail, Park Avenue, Friday Avenue, Stateline Avenue, and Lake Parkway. A pedestrian scramble is provided on US 50 east of Stateline Avenue, between Montbleu Resort and Casino and Hard Rock Hotel and Casino. Sidewalks are limited along most local street within the study area and have frequent discontinuities.

### 3.6.3 Environmental Consequences

#### ANALYSIS METHODS AND ASSUMPTIONS

Traffic operations have been quantified through the determination of LOS. LOS is a qualitative measure of traffic operating conditions, whereby a letter grade (A through F) is assigned to an intersection or roadway segment, representing progressively worsening traffic operations.

LOS in the study area was calculated for all intersection control types using methods documented in the Transportation Research Board publication *Highway Capacity Manual, Fifth Edition, 2010* (HCM-2010). For signalized and all-way-stop-controlled (AWSC) intersections, the intersection delay and corresponding LOS were determined for each approach and the average calculated for the entire intersection. For roundabouts and two-way-stop-controlled (TWSC) intersections, delay and corresponding LOS for each approach was determined. The delay-based HCM-2010 LOS criteria for signalized and stop-controlled intersections are outlined in Table 3.6-6.

The roadway segment analysis uses average travel speed to determine LOS. Table 3.6-7 shows the speed-based LOS threshold for different types of urban street classifications.

The Caltrans' Guide for the Preparation of Traffic Impact Studies (2002) states:

Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.

During completion of the *US 50 Bypass Project Study Report Development, March 18, 2009*, Caltrans staff indicated that LOS E is acceptable on Caltrans facilities if such operations meet the TRPA standard of LOS E for no more than four hours per day (Wood Rodgers 2016b).



**Exhibit 3.6-3** Existing Bicycle and Pedestrian Facilities

**Table 3.6-6 LOS Definitions and Criteria for Intersections**

LOS	Flow Type	Operational Characteristics	Intersection Control Delay (seconds/vehicle)	
			Signal Control	Roundabouts or Two-Way-Stop or All-Way Stop Control
A	Stable Flow	Free-flow conditions with negligible to minimal delays. Excellent progression with most vehicles arriving during the green phase and not having to stop at all. Nearly all drivers find freedom of operation.	≤ 10	0 – 10
B	Stable Flow	Good progression with slight delays. Short cycle-lengths typical. Relatively more vehicles stop than under LOS “A.” Vehicle platoons are formed. Drivers begin to feel somewhat restricted within groups of vehicles.	> 10 – 20	> 10 – 15
C	Stable Flow	Relatively higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, although many still pass through without stopping. Most drivers feel somewhat restricted.	> 20 – 35	> 15 – 25
D	Approaching Unstable Flow	Somewhat congested conditions. Longer but tolerable delays may result from unfavorable progression, long cycle lengths, and/or high volume-to-capacity ratios. Many vehicles are stopped. Individual cycle failures may be noticeable. Drivers feel restricted during short periods because of temporary back-ups.	> 35 – 55	> 25 – 35
E	Unstable Flow	Congested conditions. Significant delays result from poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures occur frequently. Typically long queues of vehicles waiting upstream of the intersection. Driver maneuverability is very restricted.	> 55 – 80	> 35 – 50
F	Forced Flow	Jammed or grid-lock type operating conditions. Generally considered to be unacceptable for most drivers. Zero or very poor progression, with over-saturation or high volume-to-capacity ratios. Several individual cycle failures occur. Queue spillovers from other locations restrict or prevent movement.	> 80	> 50

Source: Transportation Research Board 2010, Exhibits 18-4 and 19-1

**Table 3.6-7 Speed-based LOS Criteria for Roadway/ Highway Segments**

Travel Speed as a Percentage of Base Free-Flow Speed (%)	LOS by Volume to Capacity Ratio <sup>1</sup>	
	≤1.0	>1.0
>85	A	F
>67-85	B	F
>50-67	C	F
>40-50	D	F
>30-40	E	F
≤30	F	F

<sup>1</sup> Volume to Capacity ratio of through movement at downstream boundary intersection

Source: Transportation Research Board 2010, Exhibit 17-2

NDOT has established LOS D as its minimum objective for planned improvements.

For study area facilities that are under local agency jurisdiction, TRPA-defined LOS D operations remains the minimum acceptable threshold; however, during peak-hour conditions, LOS E is regarded as acceptable if the duration of such operations does not exceed four hours per day. These are the intersection LOS targets used for this environmental analysis. TRPA-defined vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways.

Synchro and SimTraffic 8 operational analysis software was used to implement the HCM-2010 analysis procedures for intersection and arterial segment operations, respectively. SIDRA Version 6.0 software was used to evaluate roundabout operations.

For LOS analysis, a general suburban peak-hour factor of 0.92 (as recommended by HCM-2010) has been used in the study area intersection analyses under all scenarios. Based on a review of Caltrans and NDOT AADT and truck counts for 2007-2014, a heavy-vehicle factor of 3 percent in the peak-hour periods was applied to US 50 east-west through approaches at the study area intersections and a 2 percent peak-hour heavy-vehicle factor was used for the north-south local street approaches. The heavy-vehicle percentages mentioned are based on truck AADT volumes and are representative of the AADT conditions.

Saturation flow rates of 1,300 vehicles per hour per lane (vphpl) for summer peak hour, and 1,500 vphpl for annual average peak hour, were used for eastbound and westbound movements at the US 50 study area intersections west of and including the US 50/Stateline Avenue intersection. A saturation flow rate of 1,750 vphpl was used for all other study area intersections and turning movements, including facilities on Pine Boulevard and Lake Parkway. Saturation flow rate represents the number of vehicles that can pass through an intersection during an hour of green time. The saturation flow rates were reduced for the purpose of this analysis to reflect the observed conditions of low travel speeds and significant queueing along US 50 during the peak period. The low travel speed and queueing are caused by a variety of factors, including high volumes of bicycle and pedestrian crossings, the large number of high-volume driveways along the corridor, and smaller-than-typical lane widths in some locations.

## **TRAFFIC FORECAST METHODS AND ASSUMPTIONS**

This discussion explains the methods and assumptions used in development of the 2020 and 2040 traffic forecasts and the resulting roadway and intersection operational analyses.

### **Assumptions and Analysis Techniques**

#### **Analysis Timeframes**

Construction of the US 50/South Shore Community Revitalization Project is scheduled for completion by 2020, or shortly thereafter. As described above, the proposed transportation improvements in the build alternatives would not directly result in the generation of new traffic trips in the study area; however, 2020 (opening day) conditions for this analysis does include trips generated by planned development in the project area that is anticipated to be completed by 2020 and by a year-over-year traffic growth rate applied to the region, as well as trips lost as a result of residential and business acquisitions required under Alternatives B, C, and D. The traffic analysis addresses the traffic effects of redistributing existing and forecasted traffic in the study area with implementation of the build alternatives. To do so, the traffic analysis developed 2020 forecasted traffic volumes and distributions.

TTD has committed to constructing replacement housing for displaced residents associated with Alternatives B, C, and D before initiating right-of-way acquisition and constructing transportation improvements in California. For the purposes of this analysis, it is assumed that a portion or all of one or more of the mixed-use development sites would be constructed before 2020. The remainder of the mixed-use development sites are expected to be constructed subsequent to the completion of the transportation improvements (opening day), but before 2040. The analysis focuses on Site 3, because redevelopment of Site 1 before the transportation improvements is not feasible given its location on existing US 50, and Site 2 is located at the edge of the existing Rocky Point neighborhood and would displace businesses that generate similar traffic volumes where the impact on existing intersection operations is expected to be minimal.

The trip generation at Site 3 is evaluated for a period leading up to opening day—a time when Site 3 is developed on the existing roadway network—and before completion of the transportation improvements. This analysis is compared with the Alternative A: No Build condition when the residents located in their existing homes in the Rocky Point Neighborhood. Complete buildout of the mixed-use development sites would be expected by 2040, so trip generation for the three sites is included in the long-term buildout analysis. Intersection operations for the build alternatives are discussed in comparison to Alternative A: No Build (No



Project); the analysis focuses on intersection operations, rather than roadway segment operations, because they have a higher likelihood of being adversely impacted.

Traffic operations for major transportation improvement projects are typically evaluated over a 20-year planning/design horizon. With the proposed US 50 transportation improvements anticipated to be complete by 2020, 2040 is regarded as the long-term planning horizon and design year. The 2040 (design year) traffic conditions were developed by assuming full build-out of the TCAP by 2040 in a manner that is consistent with the Regional Plan. The 2040 conditions also assumed the full build-out of the mixed-use development, including replacement housing, so that the transportation improvements would accommodate the traffic of this redevelopment.

### **Pedestrian Conflicts**

The analysis conducted for the study area accounts for pedestrian conflicts by incorporating pedestrian volumes and pedestrian signal phases, with estimated calls per hour, for the existing pedestrian crossings at each study area intersection. Pedestrian conflicts per hour at each study area intersection were estimated based on proximity to the commercial/retail core of the study area network (i.e., the US 50/Stateline Avenue intersection). Additionally, the existing signalized intersection with pedestrian scramble located between Harrah's Hotel and Casino and Hard Rock Hotel and Casino was modeled for those alternatives under which it continues to exist which includes Alternatives A, B, C, and D.

### **LOS E Conditions**

For study area facilities that are under local agency jurisdiction, TRPA-defined LOS D operations were used as the minimum acceptable threshold; however, peak-hour LOS E is regarded as acceptable if the duration of such operations do not exceed four hours per day. Caltrans staff has indicated that LOS E is acceptable on Caltrans facilities if such operations meet the TRPA standard of LOS E for no more than four hours per day. To determine whether a location is projected to operate at LOS E for more than four hours per day, hourly traffic volumes were obtained from the PeMS database for Fridays and Saturdays during summer 2015 on US 50 near Midway Road (closest available count station to the study area). It was determined from the summer hourly counts that the fifth highest hour of traffic volumes throughout a summer day was typically about 6 percent lower than the traffic volumes during the peak hour. Therefore, any facilities projected to operate at LOS E during the peak hour were reanalyzed with 6 percent lower volumes (i.e., analyzed under the fifth highest hour traffic conditions). If these 6 percent lower volumes still resulted in the facility operating at LOS E, it was determined that the LOS E conditions lasted for more than four hours.

### **Year 2020 (No Build) Traffic Forecasts**

Year 2020 (No Build) traffic forecasts were calculated by estimating trips that would be generated by local projects that are expected to be completed by 2020 and distributing/adding those trips onto the 2015 annual average and summer peak traffic counts. Approved projects that are currently under construction, or scheduled to begin construction prior to 2020, were identified based on information from local business owners and TRPA staff, knowledge of the study area, and projects coded into the TRPA travel demand model. The following development projects were assumed to be completed under 2020 conditions:

- ▲ Edgewood Lodge Development: approximately 154 hotel rooms and 40 timeshare residences, as well as a health spa, restaurant, and conference center;
- ▲ Zalanta Resort at the Village: 30 condominiums;
- ▲ Beach Club redevelopment: approximately 143 single family detached homes as well as a recreational beach, swim club, and pier;
- ▲ Sierra Colina Village development: 42 townhouse units in 21 duplex buildings and eight single family detached homes; and
- ▲ pedestrian scramble at US 50/Stateline Avenue intersection.

More information about these future improvements is provided in Appendix I (Wood Rodgers 2016a).

### Trip Generation

Trip generation rates from the *Trip Generation Manual, 9<sup>th</sup> Edition* (ITE 2012) were used to estimate trips generated by the future developments listed above. A detailed summary of all trip generation rates, reduction factors, and total estimated trips for each project alternative are shown in the *US 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report Traffic Operations Analysis Update* (Appendix I; Wood Rodgers 2016a).

### Trip Distribution

Existing (2015), 2020 No Build, and 2040 No Build traffic volumes were redistributed as necessary to calculate “with project” traffic forecasts for Alternatives B (Triangle), C (Triangle One-Way), and D (PSR Alt 2). Alternatives B and D have the same traffic volume forecasts because the only major difference between the two is the location of the realigned US 50/Pioneer Trail intersection (farther west of the existing intersection under Alternative B because of right-of-way considerations). Alternative E (Skywalk) utilizes No Build forecasts because the only proposed changes are pedestrian improvements, which have minimal impact on vehicular volume forecasts.

## 2020 (No Build) Intersection and Roadway Segment LOS

Estimated 2020 (No Build) trips were developed using trip generation rates from the *Trip Generation Manual, 9<sup>th</sup> Edition* (ITE 2012). A detailed summary of all trip generation rates, reduction factors, and total estimated trips for the proposed local projects is shown in the *US 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report Traffic Operations Analysis Update* (Appendix I; Wood Rodgers 2016a).

2020 (No Build) lane geometrics and traffic volume forecasts are shown in Exhibit 3.6-4 and Exhibit 3.6-5, respectively.

### Intersection Operations

2020 (No Build) intersection traffic operations were quantified using 2020 traffic volumes (Exhibit 3.6-4), which have taken into account planned projects and transportation improvements, and are summarized in Table 3.6-8.

**Table 3.6-8 2020 (No Build) Intersection Traffic Operations**

#	Intersection	Control Type	Annual Average Peak Hour		Summer Peak Hour	
			Delay (S/V)	LOS	Delay (S/V)	LOS
1	Park Avenue/Pine Boulevard	TWSC <sup>1</sup>	10.1	B	10.6	B
2	Pine Boulevard/Stateline Avenue	AWSC <sup>2</sup>	8.3	A	8.7	A
3	US 50/Pioneer Trail	Signal <sup>2</sup>	18.9	B	45.1	D
4	US 50/Park Avenue/Heavenly Village Way	Signal	13.3	B	39.4	D
5	US 50/Friday Avenue	Signal	5.1	A	9.4	A
6	US 50/Stateline Avenue	Signal	27.9	C	56.9	E*
7	US 50/Lake Parkway	Signal	18.1	B	22.7	C
8	Lake Parkway/Heavenly Village Way	AWSC <sup>2</sup>	10.7	B	13.0	B
9	Lake Parkway/Harrah's Road	TWSC <sup>1</sup>	14.5	B	17.5	C

Notes: AWSC = all-way stop-controlled; LOS = level of service; MUTCD = Manual on Uniform Traffic Control Devices; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

\*Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable in accordance with TRPA standards.

<sup>1</sup> “Worst case” delays are indicated for two-way stop-controlled (TWSC) intersections.

<sup>2</sup> “Average” control delays (in seconds/vehicle [S/V]) are indicated for signal-controlled and all-way stop-controlled (AWSC) intersections.

Source: Wood Rodgers 2016a

As shown in Table 3.6-8, all study area intersections are projected to operate at acceptable annual average and summer peak-hour LOS under 2020 No Build conditions.



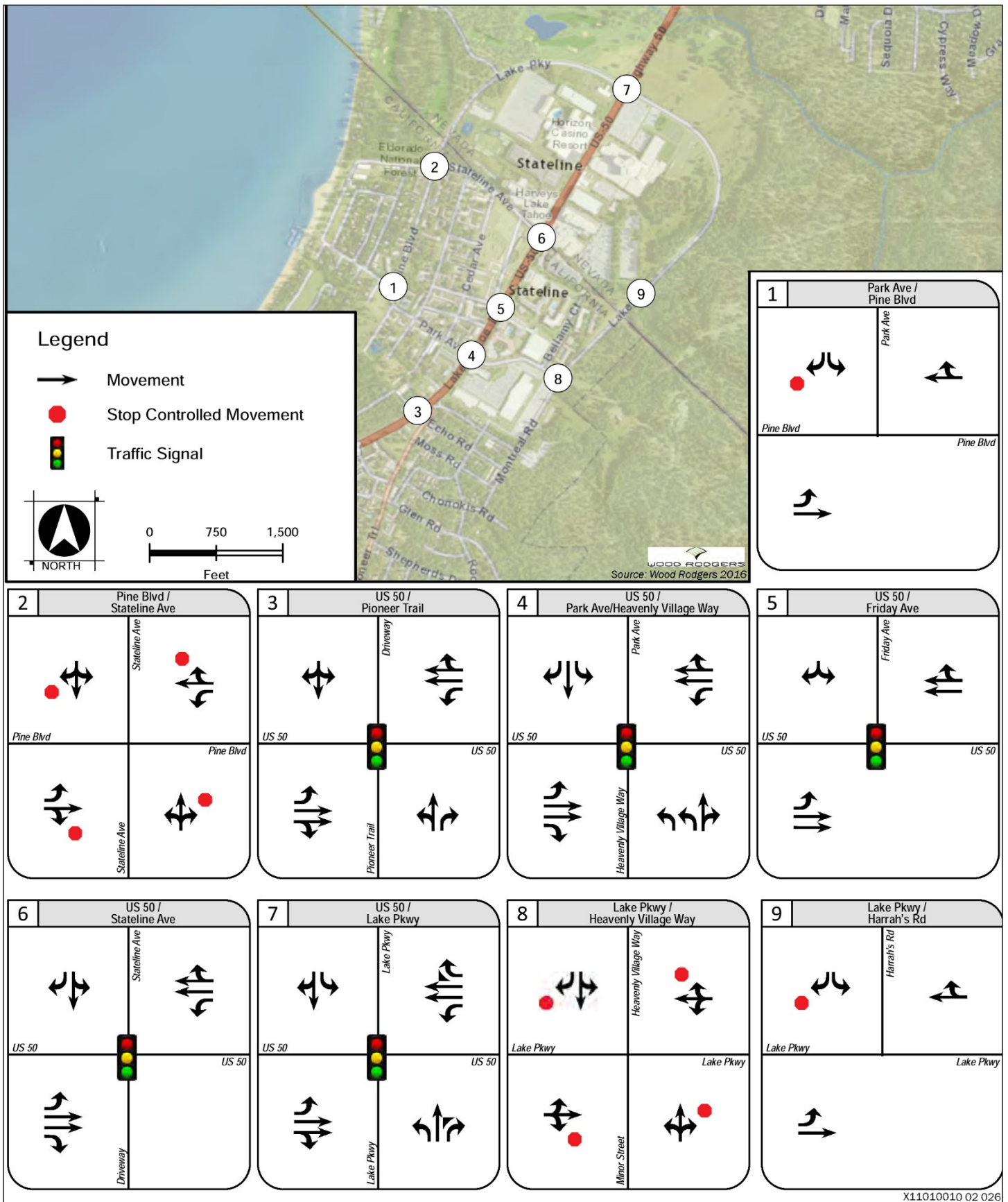
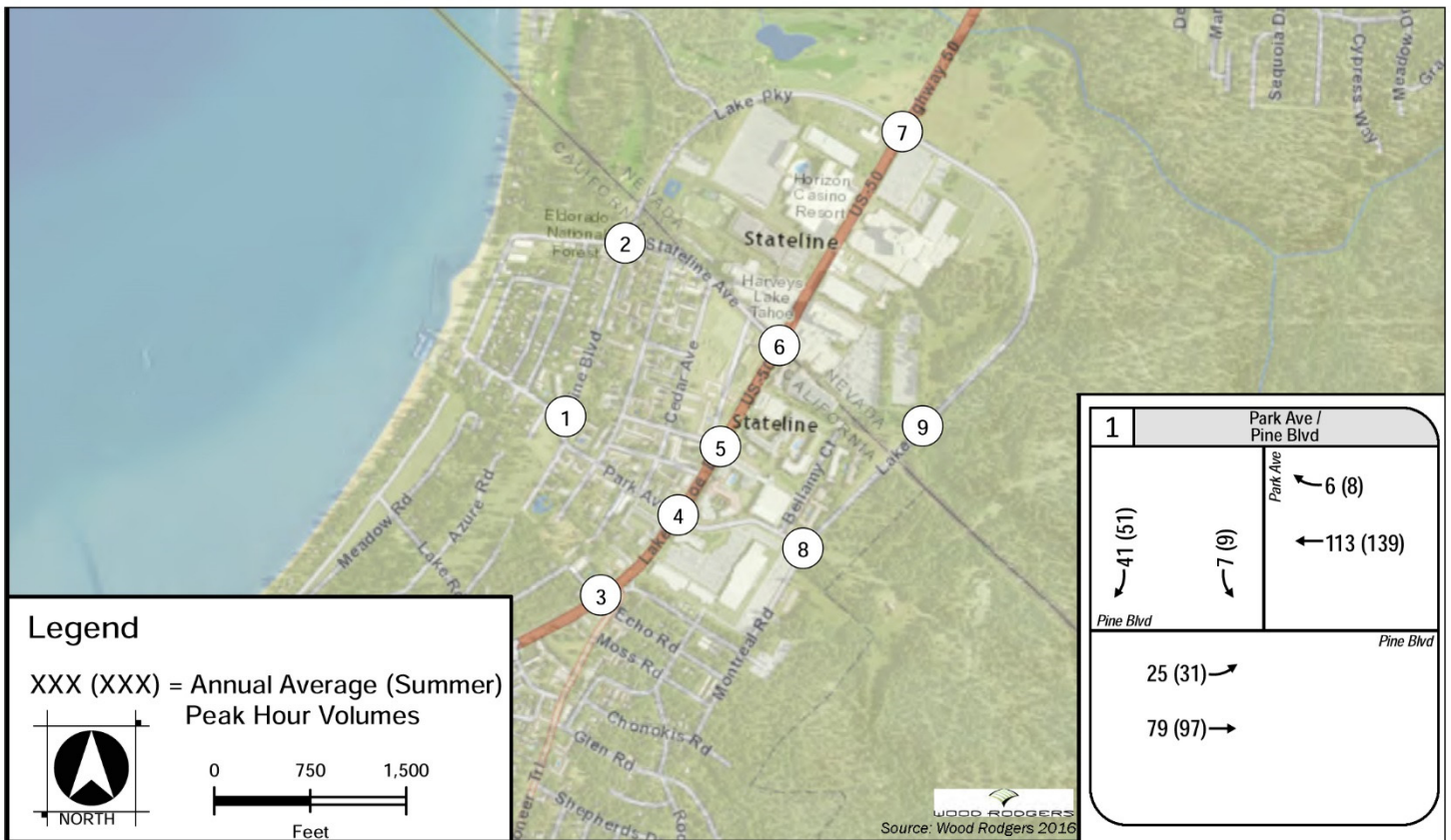


Exhibit 3.6-4

2020 (No Build) Lane Geometrics



1	Park Ave / Pine Blvd
<div> <div> <div>41 (51)</div> <div>7 (9)</div> </div> <div> <div>25 (31)</div> <div>79 (97)</div> </div> </div>	<div> <div>6 (8)</div> <div>113 (139)</div> </div>

2	Pine Blvd / Stateline Ave
<div> <div> <div>11 (14)</div> <div>11 (13)</div> <div>12 (15)</div> </div> <div> <div>2 (3)</div> <div>97 (120)</div> <div>10 (12)</div> </div> </div>	<div> <div> <div>19 (24)</div> <div>108 (133)</div> <div>16 (20)</div> </div> <div> <div>15 (19)</div> <div>12 (15)</div> <div>23 (28)</div> </div> </div>

3	US 50 / Pioneer Trail
<div> <div> <div>7 (9)</div> <div>1 (1)</div> <div>2 (3)</div> </div> <div> <div>6 (8)</div> <div>934 (1153)</div> <div>15 (19)</div> </div> </div>	<div> <div> <div>4 (5)</div> <div>1037 (1280)</div> <div>269 (332)</div> </div> <div> <div>13 (16)</div> <div>369 (456)</div> </div> </div>

4	US 50 / Park Ave/Heavenly Village Way
<div> <div> <div>123 (152)</div> <div>11 (14)</div> <div>5 (6)</div> </div> <div> <div>80 (99)</div> <div>1021 (1261)</div> <div>89 (110)</div> </div> </div>	<div> <div> <div>6 (8)</div> <div>923 (1140)</div> <div>63 (78)</div> </div> <div> <div>243 (300)</div> <div>11 (14)</div> <div>81 (100)</div> </div> </div>

5	US 50 / Friday Ave
<div> <div> <div>33 (41)</div> <div>24 (30)</div> </div> <div> <div>34 (42)</div> <div>1058 (1306)</div> </div> </div>	<div> <div> <div>22 (27)</div> <div>941 (1162)</div> </div> </div>

6	US 50 / Stateline Ave
<div> <div> <div>113 (140)</div> <div>2 (2)</div> <div>34 (42)</div> </div> <div> <div>102 (126)</div> <div>940 (1160)</div> <div>26 (32)</div> </div> </div>	<div> <div> <div>19 (23)</div> <div>864 (1067)</div> <div>8 (10)</div> </div> </div>

7	US 50 / Lake Pkwy
<div> <div> <div>30 (37)</div> <div>14 (17)</div> <div>130 (161)</div> </div> <div> <div>30 (37)</div> <div>791 (977)</div> <div>28 (34)</div> </div> </div>	<div> <div> <div>108 (133)</div> <div>856 (1057)</div> <div>156 (192)</div> </div> <div> <div>49 (61)</div> <div>14 (17)</div> <div>264 (326)</div> </div> </div>

8	Lake Pkwy / Heavenly Village Way
<div> <div> <div>55 (68)</div> <div>5 (6)</div> <div>100 (123)</div> </div> <div> <div>29 (36)</div> <div>165 (204)</div> <div>6 (7)</div> </div> </div>	<div> <div> <div>150 (185)</div> <div>181 (223)</div> <div>10 (12)</div> </div> <div> <div>7 (9)</div> <div>5 (6)</div> <div>8 (10)</div> </div> </div>

9	Lake Pkwy / Harrah's Rd
<div> <div> <div>41 (50)</div> <div>41 (50)</div> </div> <div> <div>20 (25)</div> <div>275 (339)</div> </div> </div>	<div> <div> <div>20 (25)</div> <div>276 (341)</div> </div> </div>

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**Exhibit 3.6-5**

**2020 (No Build) Traffic Volumes**

### Roadway Segment Operations

Table 3.6-9 shows peak-hour arterial/highway directional segment operations under 2020 No Build traffic conditions.

**Table 3.6-9 2020 (No Build) Arterial/Highway Segment Traffic Operations**

Arterial Segment	Arterial Class <sup>1</sup>	Direction	Annual Average Peak Hour		Summer Peak Hour	
			Speed <sup>2</sup> (mph)	LOS	Speed <sup>2</sup> (mph)	LOS
US 50 between Pioneer Trail and Lake Parkway	III	EB	20.1	C	17.3	D
US 50 through Pioneer Trail and Lake Parkway	III	WB	20.2	C	13.3	E*

Notes: EB = eastbound; LOS = level of service; WB = westbound.  
 \*Projected to operate at LOS "E" for less than 4 hours per day based on analysis of 5<sup>th</sup> highest hour, which is considered acceptable per TRPA standards.  
<sup>1</sup> With a free flow speed of approximately 35 mph for US 50, the study area roadway segments are regarded as an HCM-2010 Class III Arterial.  
<sup>2</sup> Average travel speed in miles per hour.  
 Source: Wood Rodgers 2016a

As shown in Table 3.6-9, all study area arterial/highway segments are projected to operate at acceptable annual average and summer peak-hour LOS under 2020 No Build conditions.

### 2040 (No Build) Traffic Forecasts

Estimated 2040 traffic forecasts were calculated by estimating trips that would be generated by local projects that are expected to be completed between 2020 and 2040 and distributing/adding those trips onto the 2020 No Build forecasts. Additionally, it was assumed that traffic on US 50 in the Stateline area would grow at a rate of up to approximately 0.5 percent per year, based on projections from the *US 50 Transportation Concept Report and Corridor System Management Plan* (Caltrans 2014a) and is consistent with the TRPA travel demand model. Additional growth in through traffic was assumed on top of the local growth as necessary to achieve an overall growth rate of approximately 0.5 percent per year on US 50 in the study area. Projects likely to be completed by 2040 were identified based on discussions with local business owners and TRPA staff, knowledge of the study area, and projects included in the TRPA travel demand model. In addition to the recently approved development projects considered to be completed under 2020 conditions, the following long-term projects were considered completed under 2040 conditions:

- ▲ Gondola Vista: 22 townhouse units in 10 duplex buildings
- ▲ Chateau/Zalanta development (full buildout): up to an additional 287 hotel rooms, 20,000 square feet of retail, and 60 recreational condominiums

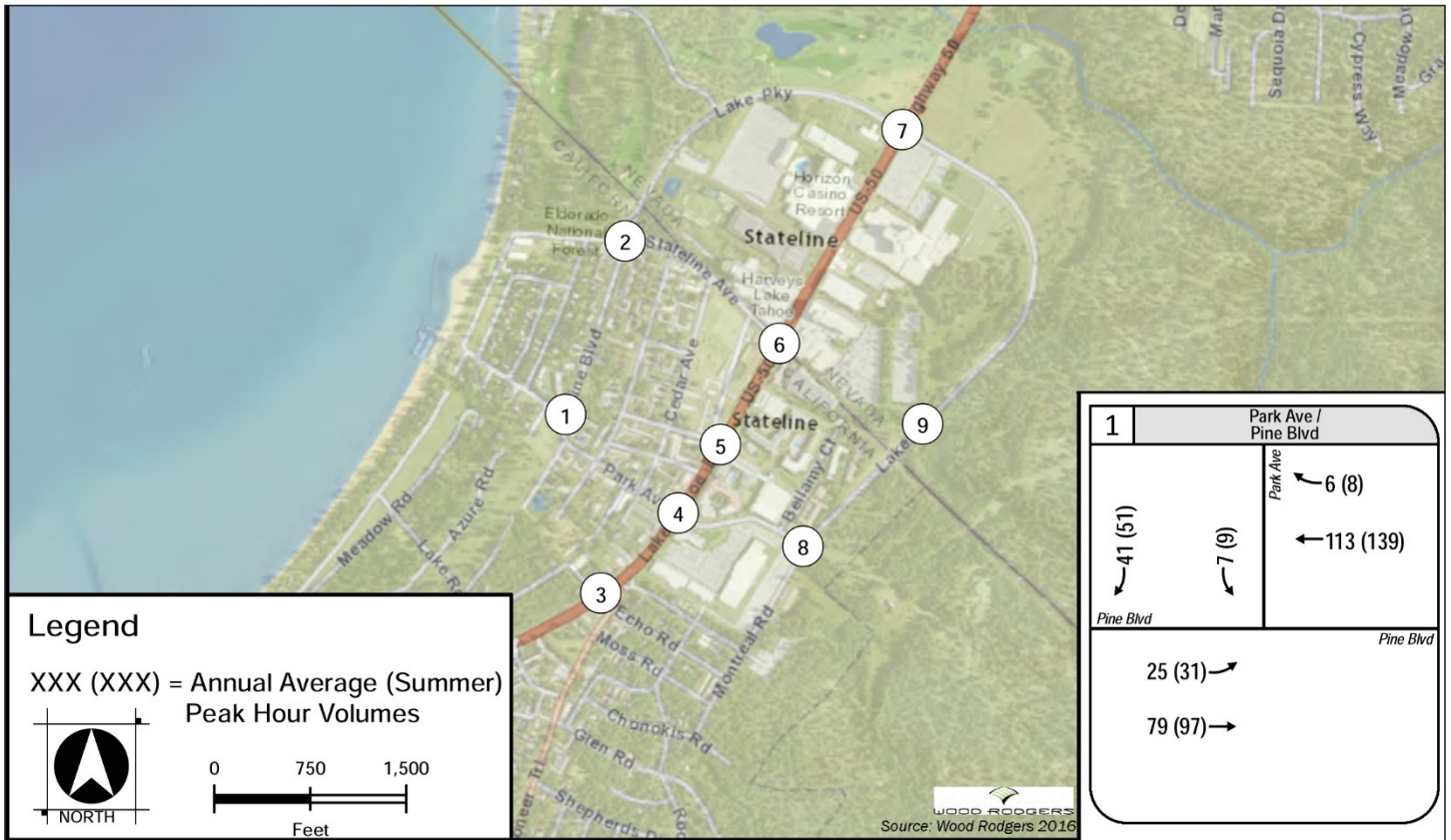
More information about these future improvements is provided in Appendix I (Wood Rodgers 2016a).

### 2040 (No Build) Intersection and Roadway Segment LOS

Estimated 2040 project trips were calculated using trip generation rates from the *Trip Generation Manual, 9<sup>th</sup> Edition* (ITE 2012). A detailed summary of all trip generation rates, reduction factors, and total estimated trips for the proposed local projects is shown in the *US 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report Traffic Operations Analysis Update* (Appendix I; Wood Rodgers 2016a).

2040 No Build traffic volume forecasts are shown in Exhibit 3.6-6 below.





1	Park Ave / Pine Blvd
<div> <div> <div>41 (51)</div> <div>7 (9)</div> </div> <div> <div>25 (31)</div> <div>79 (97)</div> </div> </div>	<div> <div>6 (8)</div> <div>113 (139)</div> </div>

2	Pine Blvd / Stateline Ave
<div> <div> <div>11 (14)</div> <div>11 (13)</div> <div>12 (15)</div> </div> <div> <div>2 (3)</div> <div>97 (120)</div> <div>10 (12)</div> </div> </div>	<div> <div> <div>19 (24)</div> <div>108 (133)</div> <div>16 (20)</div> </div> <div> <div>15 (19)</div> <div>12 (15)</div> <div>23 (28)</div> </div> </div>

3	US 50 / Pioneer Trail
<div> <div> <div>8 (10)</div> <div>8 (10)</div> <div>8 (10)</div> </div> <div> <div>8 (10)</div> <div>1007 (1243)</div> <div>16 (20)</div> </div> </div>	<div> <div> <div>8 (10)</div> <div>1119 (1381)</div> <div>301 (371)</div> </div> <div> <div>16 (20)</div> <div>8 (10)</div> <div>404 (499)</div> </div> </div>

4	US 50 / Park Ave/Heavenly Village Way
<div> <div> <div>136 (168)</div> <div>32 (40)</div> <div>8 (10)</div> </div> <div> <div>96 (119)</div> <div>1093 (1349)</div> <div>100 (123)</div> </div> </div>	<div> <div> <div>8 (10)</div> <div>990 (1222)</div> <div>69 (85)</div> </div> <div> <div>277 (342)</div> <div>19 (24)</div> <div>94 (116)</div> </div> </div>

5	US 50 / Friday Ave
<div> <div> <div>46 (57)</div> <div>58 (71)</div> </div> <div> <div>51 (63)</div> <div>1116 (1378)</div> </div> </div>	<div> <div> <div>54 (67)</div> <div>1034 (1277)</div> </div> </div>

6	US 50 / Stateline Ave
<div> <div> <div>126 (156)</div> <div>8 (10)</div> <div>45 (56)</div> </div> <div> <div>117 (144)</div> <div>1010 (1247)</div> <div>32 (40)</div> </div> </div>	<div> <div> <div>32 (40)</div> <div>940 (1161)</div> <div>16 (20)</div> </div> <div> <div>30 (37)</div> <div>873 (1078)</div> <div>32 (40)</div> </div> </div>

7	US 50 / Lake Pkwy
<div> <div> <div>30 (37)</div> <div>16 (20)</div> <div>130 (161)</div> </div> <div> <div>30 (37)</div> <div>873 (1078)</div> <div>32 (40)</div> </div> </div>	<div> <div> <div>114 (141)</div> <div>946 (1168)</div> <div>185 (228)</div> </div> <div> <div>58 (71)</div> <div>16 (20)</div> <div>278 (343)</div> </div> </div>

8	Lake Pkwy / Heavenly Village Way
<div> <div> <div>58 (71)</div> <div>8 (10)</div> <div>116 (143)</div> </div> <div> <div>32 (40)</div> <div>172 (212)</div> <div>8 (10)</div> </div> </div>	<div> <div> <div>162 (200)</div> <div>188 (232)</div> <div>16 (20)</div> </div> <div> <div>8 (10)</div> <div>8 (10)</div> <div>16 (20)</div> </div> </div>

9	Lake Pkwy / Harrah's Rd
<div> <div> <div>52 (64)</div> <div>45 (56)</div> </div> <div> <div>28 (34)</div> <div>284 (350)</div> </div> </div>	<div> <div> <div>24 (30)</div> <div>277 (342)</div> </div> </div>

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**Exhibit 3.6-6**

**2040 Alternative A (No-Build) Traffic Volumes**

### Intersection Operations

2040 No Build intersection traffic operations were quantified using 2040 No Build traffic volumes and existing study area transportation facilities, along with construction of the Stateline Avenue pedestrian scramble. Results are summarized in Table 3.6-10.

**Table 3.6-10 2040 (No Build) Intersection Traffic Operations**

#	Intersection	Control Type	Annual Average Peak Hour		Summer Peak Hour	
			Delay (S/V)	LOS	Delay (S/V)	LOS
1	Park Avenue/Pine Boulevard	TWSC <sup>1</sup>	10.1	B	10.6	B
2	Pine Boulevard/Stateline Avenue	AWSC <sup>2</sup>	8.3	A	8.7	A
3	US 50/Pioneer Trail	Signal <sup>2</sup>	23.7	C	64.5	E
4	US 50/Park Avenue/Heavenly Village Way	Signal	15.8	B	52.4	D
5	US 50/Friday Avenue	Signal	6.6	A	19.1	B
6	US 50/Stateline Avenue	Signal	35.9	D	90.6	F
7	US 50/Lake Parkway	Signal	19.9	B	27.6	C
8	Lake Parkway/Heavenly Village Way	AWSC <sup>2</sup>	11.5	B	15.3	C
9	Lake Parkway/Harrah's Road	TWSC <sup>1</sup>	15.1	C	18.8	C

Notes: AWSC = all-way stop-controlled; LOS = level of service; MUTCD = Manual on Uniform Traffic Control Devices; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

Red-highlighted cells indicate that the intersection is projected to operate at unacceptable LOS under TRPA standards.

1 "Worst case" delays are indicated for two-way stop controlled (TWSC) intersections.

2 "Average" control delays (in seconds/vehicle [S/V]) are indicated for signal-controlled and all-way stop controlled (AWSC) intersections.

Source: Wood Rodgers 2016a

As shown in Table 3.6-10, the US 50/Pioneer Trail intersection is projected to operate at LOS E for more than four hours per day and the US 50/Stateline Avenue intersection is projected to operate at LOS F under 2040 No Build conditions during the summer peak hour. The remaining study area intersections are projected to operate at annual average peak-hour LOS D or better under 2040 No Build conditions.

### Roadway Segment Operations

Table 3.6-11 shows peak-hour arterial/highway directional segment operations for 2040 No Build traffic volumes.

**Table 3.6-11 2040 (No Build) Arterial/Highway Segment Traffic Operations**

Arterial Segment	Arterial Class <sup>1</sup>	Direction	Annual Average Peak Hour		Summer Peak Hour	
			Speed <sup>2</sup> (mph)	LOS	Speed <sup>2</sup> (mph)	LOS
US 50 between Pioneer Trail and Lake Parkway	III	EB	19.3	C	13.8	E (< 4 hrs)*
US 50 through Pioneer Trail and Lake Parkway	III	WB	18.7	C	10.5	E

Notes: EB = eastbound; LOS = level of service; WB = westbound.

\*Projected to operate at LOS E for less than 4 hours per day based on analysis of 5<sup>th</sup> highest hour, which is considered acceptable per TRPA standards.

Red-highlighted cells indicate that the intersection is projected to operate at unacceptable LOS under TRPA standards.

<sup>1</sup> With a free flow speed of approximately 35 mph for US 50, the study roadway segments are regarded as an HCM-2010 Class III Arterial.

<sup>2</sup> Average travel speed in miles per hour.

Source: Wood Rodgers 2016a

As shown in Table 3.6-11, the westbound US 50 arterial segment between Lake Parkway and Pioneer Trail is projected to operate at summer peak-hour LOS E (for more than four hours per day) under 2040 No Build volumes and existing capacity configurations. All remaining study area arterial segments are projected to operate at annual average and summer peak-hour LOS E for less than four hours per day or better under Year 2040 No Build volumes and existing capacity configurations.

## 2040 (Design Year) Traffic Forecasts

Under Alternatives B, C, and D, some existing residences and businesses would be acquired and removed to provide right-of-way for the proposed new alignment of US 50. Three sites have been identified that could be developed with a mixture of multi-family residential, including for replacement housing, and commercial land uses to replace the residences and businesses removed. All three proposed mixed-use development sites combined could contain up to approximately 150 more housing units and 40,000 square feet more of commercial area than would be removed.

The 2040 (Design Year) analysis includes the mixed-use component, including replacement housing. This scenario considers the traffic impacts of the proposed mixed-use development, assuming all three sites are built to accommodate the maximum size and density allowed by current City of South Lake Tahoe land use and zoning ordinances and TRPA thresholds (Exhibits 3.6-7 through 3.6-9).

### Methodology

Trip generation rates from the *Trip Generation Manual, 9<sup>th</sup> Edition* (ITE 2012) were used to estimate trips generated by the mixed-use development. Trips generated by the land uses to be removed were subtracted from the trips generated by the mixed-use development to calculate net new trips generated by the mixed-use development. It was determined that the mixed-use development, including replacement housing, would generate approximately 1,400–1,700 net new trips per day.

Net new trips generated by the mixed-use development, including replacement housing, were assigned to the scenario with the highest traffic volumes (i.e., 2040 with project conditions) under Alternatives B, C, and D to generate estimates for 2040 with project and mixed-use development including replacement housing.

## SIGNIFICANCE CRITERIA

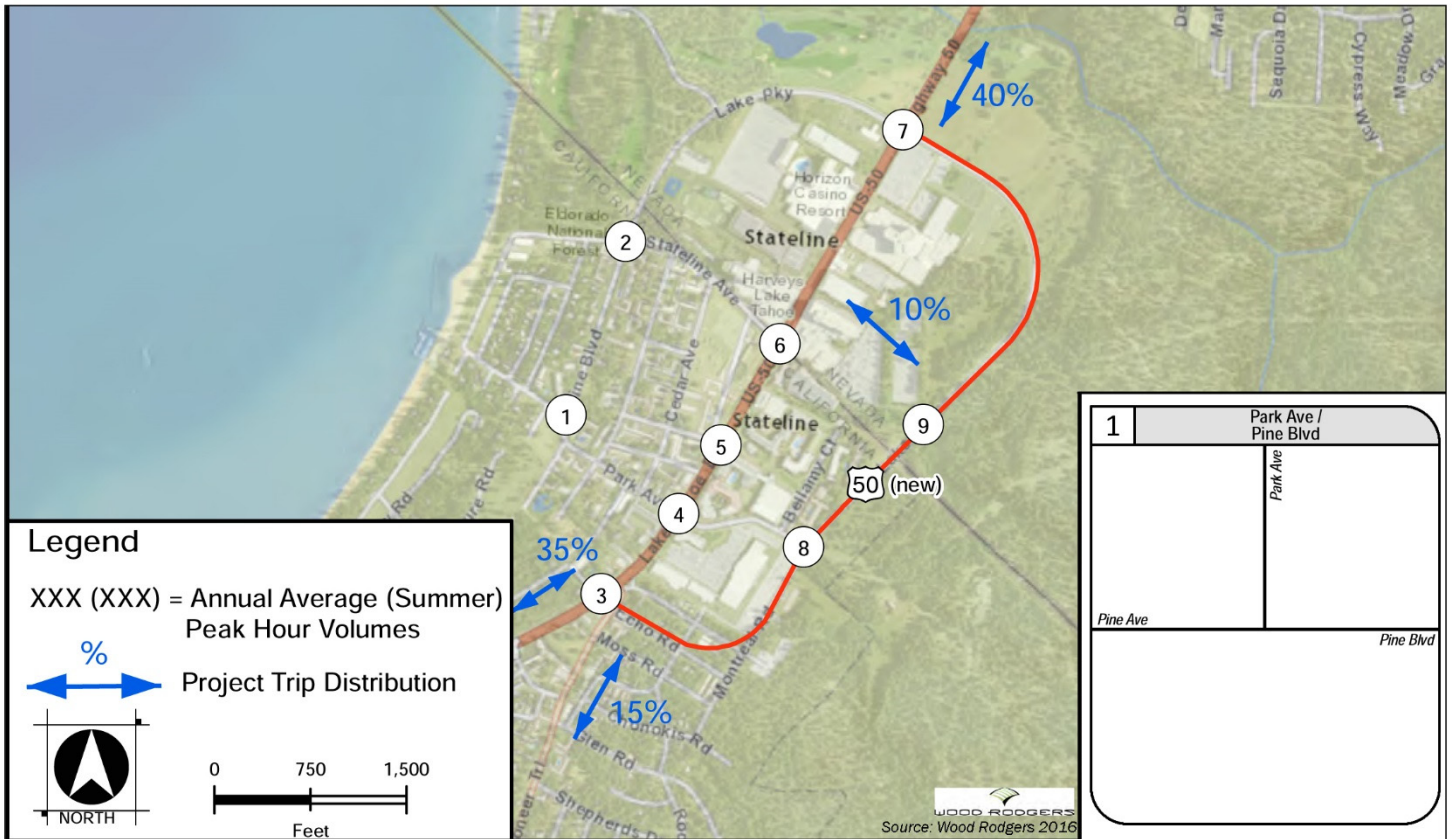
### NEPA Criteria

An environmental document prepared to comply with NEPA must consider the context and intensity of the environmental effects that would be caused by or result from the locally preferred action. Under NEPA, the significance of an effect is used solely to determine whether an EIS must be prepared. The factors that are taken into account under NEPA to determine the significance of an action in terms of the context and intensity of its effects are encompassed by the TRPA and CEQA criteria used for this analysis. The 20-year minimum acceptable LOS for US 50 through the study area is LOS D for NDOT facilities and LOS E for no more than four hours per day for Caltrans and local agency facilities.

### TRPA Criteria

The “Transportation/Circulation” criteria from the TRPA Initial Environmental Checklist for Determination of Environmental Impact (TRPA 2014) were used to evaluate the transportation impacts of the alternatives for TRPA compliance. The project would result in a significant impact if it would result in:

- ▲ generation of 100 or more new DVTE during operation;
- ▲ changes to existing parking facilities, or demand for new parking;
- ▲ substantial impact on existing transportation systems, including highway, transit, bicycle, or pedestrian facilities;
- ▲ alteration of present patterns of circulation or movement of people and/or goods;
- ▲ alteration of waterborne, rail, or air traffic; or
- ▲ increased traffic hazards to motor vehicles, bicyclists, or pedestrians.



1	Park Ave / Pine Blvd
	Park Ave
Pine Ave	Pine Blvd

2	Pine Blvd / Stateline Ave
	Stateline Ave
Pine Blvd	Pine Blvd
	Stateline Ave

3	New US 50 / Pioneer Trail/Old US 50
	Old US 50
(4) (1)	← (15)
US 50	← (6)
(13) →	New US 50
(17) →	(6) (7)
	Pioneer Trail

4	Old US 50 / Park Ave/Heavenly Village Way
	Park Ave
	← (13)
Old US 50	Old US 50
(19) →	Heavenly Village Way

5	Old US 50 / Friday Ave
	Friday Ave
	← (13)
Old US 50	Old US 50
(19) →	

6	Old US 50 / Stateline Ave
	Stateline Ave
	← (13)
Old US 50	Old US 50
(15) →	
(4) →	Driveway

7	New US 50 / Lake Pkwy/Old US 50
	Lake Pkwy
	← (9)
	← (25)
Old US 50	US 50
(15) →	(14) →
	New US 50

8	New US 50 / Heavenly Village Way
	Heavenly Village Way
	← (24)
	← (6)
(9) (17)	New US 50
(19) →	New US 50
	Minor Street

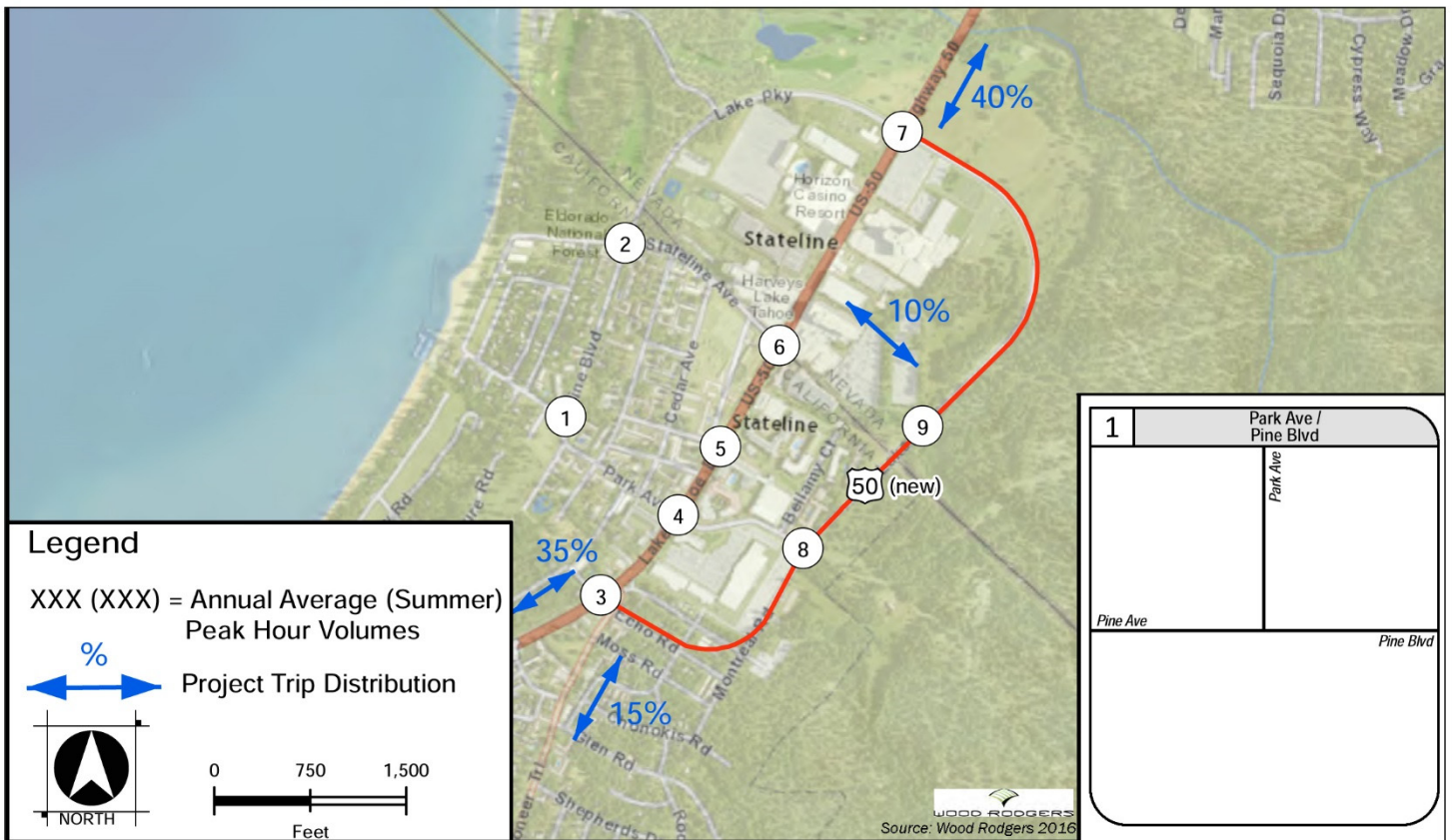
9	New US 50 / Harrah's Rd
	Harrah's Rd
	← (25)
(5)	New US 50
(3) →	New US 50
(14) →	

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Exhibit 3.6-7

2040 Alternative B (Triangle) New Development Only Traffic Volumes





1	Park Ave / Pine Blvd
	Park Ave
Pine Ave	Pine Blvd

2	Pine Blvd / Stateline Ave
	Stateline Ave
Pine Blvd	Pine Blvd
	Stateline Ave

3	New US 50 / Pioneer Trail/Old US 50
	Old US 50
(4) (1)	← (15)
US 50	← (6)
(29) →	↑ (12)
	New US 50
	Pioneer Trail

4	Old US 50 / Park Ave/Heavenly Village Way
	Park Ave
Old US 50	Old US 50
(19) →	(12) →
(24) →	(17) →
	Heavenly Village Way

5	Old US 50 / Friday Ave
	Friday Ave
Old US 50	Old US 50
(36) →	

6	Old US 50 / Stateline Ave
	Stateline Ave
Old US 50	Old US 50
(29) →	
(7) →	Driveway

7	New US 50 / Lake Pkwy/Old US 50
	Lake Pkwy
Old US 50	US 50
(29) →	← (33)
	New US 50

8	New US 50 / Heavenly Village Way
	Heavenly Village Way
New US 50	New US 50
(9) →	← (36)
	← (5)
	Minor Street

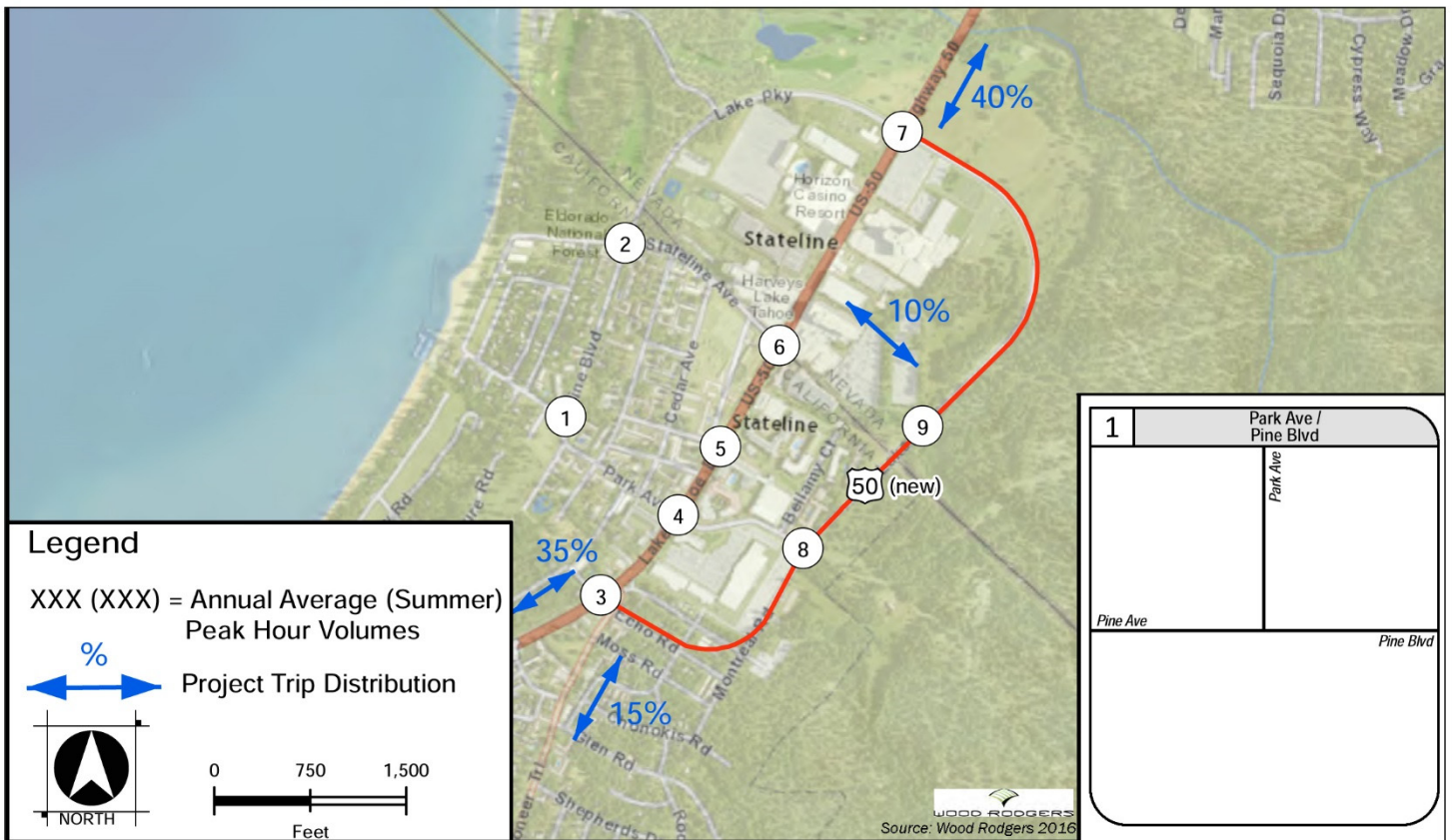
9	New US 50 / Harrah's Rd
	Harrah's Rd
New US 50	New US 50
(6) →	← (33)

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**Exhibit 3.6-8**  
**New Development Only Traffic Volumes**

**2040 Alternative C (Triangle One-way)**





<p><b>2</b> Pine Blvd / Stateline Ave</p> <p>Stateline Ave</p> <p>Pine Blvd</p> <p>Stateline Ave</p> <p>Pine Blvd</p>	<p><b>3</b> New US 50 / Pioneer Trail/Old US 50</p> <p>Old US 50</p> <p>US 50</p> <p>New US 50</p> <p>Pioneer Trail</p> <p>(14) ←</p> <p>(13) ↖</p> <p>(5) ↗</p> <p>(15) →</p> <p>(2) ↘</p> <p>(3) ↖</p> <p>(2) ↑</p> <p>(12) ↗</p>	<p><b>4</b> Old US 50 / Park Ave/Heavenly Village Way</p> <p>Park Ave</p> <p>Old US 50</p> <p>Old US 50</p> <p>Heavenly Village Way</p> <p>(5) →</p>	<p><b>5</b> Old US 50 / Friday Ave</p> <p>Friday Ave</p> <p>Old US 50</p> <p>Old US 50</p> <p>(5) →</p>
<p><b>6</b> Old US 50 / Stateline Ave</p> <p>Stateline Ave</p> <p>Old US 50</p> <p>Old US 50</p> <p>(4) →</p> <p>(1) ↘</p> <p>Driveway</p>	<p><b>7</b> New US 50 / Lake Pkwy/Old US 50</p> <p>Lake Pkwy</p> <p>Old US 50</p> <p>US 50</p> <p>New US 50</p> <p>(29) ↖</p> <p>(4) →</p> <p>(17) ↘</p>	<p><b>8</b> New US 50 / Heavenly Village Way</p> <p>Heavenly Village Way</p> <p>New US 50</p> <p>New US 50</p> <p>Minor Street</p> <p>(8) ↖</p> <p>(16) ↖</p> <p>(22) ↖</p> <p>(14) ←</p> <p>(22) ↗</p> <p>(5) →</p>	<p><b>9</b> New US 50 / Harrah's Rd</p> <p>Harrah's Rd</p> <p>New US 50</p> <p>New US 50</p> <p>(7) ↖</p> <p>(29) ←</p> <p>(4) ↗</p> <p>(17) →</p>

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**Exhibit 3.6-9**

**2040 Alternative D (PSR) New Development Only Traffic Volumes**

For study area facilities that fall under local agency jurisdiction, TRPA-defined LOS D is used as the minimum acceptable threshold for operations; however, peak-hour LOS E is regarded as acceptable if the duration of such operations does not exceed four hours per day. TRPA vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways.

Vehicle miles traveled (VMT) are the miles traveled by vehicles within a specific region over a certain period. VMT per capita is defined as total VMT in a region divided by the total population of the region. Total VMT and VMT per capita are both measures of efficiency of the transportation system. As stated above, TRPA has a total VMT standard of reducing overall VMT within the Region to at least 10 percent below 1981 levels. Achievement of the VMT standard is addressed in the 2012 Regional Plan Update through a combination of transportation improvements and land use policies that incentivize redevelopment in urban centers and mixes of urban uses that help reduce VMT. Total VMT has been analyzed for the Regional Plan in Impact 3.3-3 of its EIS. The 2012 Regional Plan Update EIS concluded a less-than-significant effect on total regional VMT after implementation of land use and transportation policies, along with Mitigation Measure 3.3-3, Implement Additional VMT Reduction (TRPA 2012a). Therefore, a project that would be consistent with the Regional Plan, would not have an adverse effect on regional VMT. If a project results in a net decrease in regional VMT or VMT per capita, it is regarded as having a beneficial effect helping attain the mobility and air quality goals for the Region.

### **CEQA Criteria**

Based on the Appendix G Environmental Checklist of the State CEQA Guidelines, an alternative would have a significant impact on traffic and transportation if it would:

- ▲ conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- ▲ conflict with an applicable congestion management program, including, but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- ▲ result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- ▲ substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- ▲ result in inadequate emergency access; or
- ▲ conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

## ENVIRONMENTAL EFFECTS OF THE PROJECT ALTERNATIVES

### Impact 3.6-1: Impacts on intersection operations related to the redevelopment of the mixed-use development sites to accommodate replacement housing (Before Opening Day)

Redevelopment of the mixed-use development sites to accommodate displaced residents would not affect intersection operations on the existing roadway network. For Alternatives B, C, and D, TTD would construct replacement housing and relocate residents before initiating construction of the transportation improvements in California. This analysis focuses on Site 3, because redevelopment of Site 1 before the transportation improvements is not feasible given its location on existing US 50, and Site 2 is located at the edge of the existing Rocky Point neighborhood and would displace businesses that generate similar traffic volumes where the impact on existing intersection operations is expected to be minimal. The Site 3 redevelopment potential would be the same under all three alternatives. Modeled intersections operations would remain at acceptable levels for Alternatives B, C, and D. Alternatives A and E would not displace residents and would not include any residential displacement or redevelopment. Intersection operations under Alternatives A and E would remain unchanged.

NEPA Environmental Consequences: The design features of Alternatives B, C, and D would avoid or minimize the impacts on intersection operations such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternatives A and E

CEQA/TRPA Impact Determinations: Less Than Significant for Alternative B, C, and D; No Impact for Alternatives A and E

#### Alternative A: No Build (No Project)

Under Alternative A the no-build condition, existing residents within the Rocky Point neighborhood would not be displaced. They would remain in their existing homes, and the mixed-use development sites would not be redeveloped. Table 3.6-12 below shows that under Alternative A the analyzed intersections would all continue to operate at acceptable LOS within the existing roadway network. Because operations at all modeled intersections would be unchanged, Alternative A would result in **no impact** to intersection operations for the purposes of NEPA, CEQA and TRPA.

#### Alternative B: Triangle (Locally Preferred Action)

##### **Transportation Improvements**

This impact discussion contemplates short-term adverse impacts resulting from the redevelopment of the mixed-use development sites to accommodate replacement housing before completion of the right-of-way acquisition and transportation improvements in California. This analysis focuses on Site 3, because redevelopment of Site 1 before the transportation improvements is not feasible given its location on existing US 50, and Site 2 is located at the edge of the existing Rocky Point neighborhood and would displace businesses that generate similar traffic volumes where the impact on existing intersection operations is expected to be minimal. For Site 3, Table 3.6-12 compares shows how the three modeled intersections near the Rocky Point neighborhood would operate with redevelopment of Site 3 to accommodate displaced residents, with the existing roadway network and with the proposed transportation improvements. As shown in the last column of Table 3.6-12, with Alternative B the analyzed intersections would all continue to operate at acceptable LOS with the proposed transportation improvements. Notably the delay at each of the modeled intersections would be reduced, and the LOS improved with implementation of the proposed transportation improvements. For the reasons stated above, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the Alternative B transportation improvements would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

### **Mixed-Use Development including Replacement Housing**

TTD has committed to constructing replacement housing for displaced residents associated with Alternative B before initiating right-of-way acquisition and constructing transportation improvements in California. For the reasons described above, this analysis focuses on the impacts of redevelopment of Site 3 if it were to be constructed before 2020. The trip generation at Site 3 is evaluated for a period leading up to opening day—a time when Site 3 is developed on the existing roadway network—and before completion of the transportation improvements.

Table 3.6-12 shows that study intersections would continue to operate at acceptable LOS with the existing roadway network and the development at Site 3 and prior to completion of the transportation improvements. Thus, because intersection operations would remain at an acceptable LOS for studied intersections, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, with Alternative B, the redevelopment of one or more of the mixed-use development sites on the existing roadway network would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the mixed-use development sites could result in similar impacts on intersection operations as described above. However, because the location of replacement housing elsewhere is unknown, analysis of the potential for short-term intersection operational impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and redevelopment of one or more of the redevelopment sites to include replacement housing would result in a **less-than-significant** impact on intersection operations on the existing roadway network.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and redevelopment of one or more of the mixed-use development sites to include replacement housing with Alternative B would minimize the impacts on intersection operations on the existing roadway network such that no additional mitigation measures are needed or feasible to implement.

### **Alternative C: Triangle (Locally Preferred Action)**

#### **Transportation Improvements**

This impact discussion contemplates short-term adverse impacts resulting from the redevelopment of the mixed-use development sites to accommodate replacement housing before completion of the right-of-way acquisition and transportation improvements in California. This analysis focuses on Site 3 for the reasons described above under Alternative B. For Site 3, Table 3.6-12 compares shows how the three modeled intersections near the Rocky Point neighborhood would operate with redevelopment of Site 3 to accommodate displaced residents, with the existing roadway network and with the proposed transportation improvements. As shown in the last column of Table 3.6-12, with Alternative C the analyzed intersections would all continue to operate at acceptable LOS with the proposed transportation improvements. Notably the delay at each of the modeled intersections would be reduced, and the LOS improved with implementation of the proposed transportation improvements. For the reasons stated above, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the Alternative C transportation improvements would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

### Mixed-Use Development including Replacement Housing

TTD has committed to constructing replacement housing for displaced residents associated with Alternative C before initiating right-of-way acquisition and constructing transportation improvements in California. For the reasons described above under Alternative B, this analysis focuses on the redevelopment of Site 3. The trip generation at Site 3 is evaluated for a period leading up to opening day—a time when Site 3 is developed on the existing roadway network—and before completion of the transportation improvements.

Table 3.6-12 shows that study intersections would continue to operate at acceptable LOS with the existing roadway network and the development at Site 3 and prior to completion of the transportation improvements. Thus, because intersection operations would remain at an acceptable LOS for studied intersections, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, with Alternative C, the redevelopment of one or more of the mixed-use development sites on the existing roadway network would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the mixed-use development sites could result in similar impacts on intersection operations as described above. However, because the location of replacement housing elsewhere is unknown, analysis of the potential for short-term intersection operational impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and redevelopment of one or more of the mixed-use development sites to include replacement housing would result in a **less-than-significant** impact on intersection operations on the existing roadway network.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and redevelopment of one or more of the mixed-use development sites to include replacement housing with Alternative C would minimize the impacts on intersection operations on the existing roadway network such that no additional mitigation measures are needed or feasible to implement.

### Alternative D: Triangle (Locally Preferred Action)

#### Transportation Improvements

This impact discussion contemplates short-term adverse impacts resulting from the redevelopment of the mixed-use development sites to accommodate replacement housing before completion of the right-of-way acquisition and transportation improvements in California. This analysis focuses on Site 3 for the reasons described above under Alternative B. For Site 3, Table 3.6-12 compares shows how the three modeled intersections near the Rocky Point neighborhood would operate with redevelopment of Site 3 to accommodate displaced residents, with the existing roadway network and with the proposed transportation improvements. As shown in the last column of Table 3.6-12, with Alternative D the analyzed intersections would all continue to operate at acceptable LOS with the proposed transportation improvements. Notably the delay at each of the modeled intersections would be reduced, and the LOS improved with implementation of the proposed transportation improvements. For the reasons stated above, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the Alternative D transportation improvements would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

### Mixed-Use Development including Replacement Housing

TTD has committed to constructing replacement housing for displaced residents associated with Alternative D before initiating right-of-way acquisition and constructing transportation improvements in California. For the reasons described above under Alternative B, this analysis focuses on the redevelopment of Site 3. The trip generation at Site 3 is evaluated for a period leading up to opening day—a time when Site 3 is developed on the existing roadway network—and before completion of the transportation improvements.

Table 3.6-12 shows that study intersections would continue to operate at acceptable LOS with the existing roadway network and the development at Site 3 and prior to completion of the transportation improvements. Thus, because intersection operations would remain at an acceptable LOS for studied intersections, this impact would be **less than significant** for the purposes of CEQA and TRPA.

**Table 3.6-12 Intersection Traffic Operations with Replacement Housing Constructed at Site 3**

No.	Intersection	Alternatives A and E Current Location in Rocky Point Neighborhood with Existing Roadway Network (Before Opening Day)		Alternatives B, C, and D Relocated Residents at Site 3 Under Existing Roadway Network (Before Opening Day)		Alternatives B, C, and D Relocated Residents at Site 3 with Proposed Transportation Improvements (Opening Day)	
		Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS
3	US 50/Pioneer Trail	45.1	D	45.6	D	22.5	C
4	US 50/Park Avenue-Heavenly Village	39.4	D	39.4	D	22.7	C
8	Lake Parkway/Heavenly Village Way	13.0	C	13.0	B	10.5	B

Notes: LOS = level of service; S/V = seconds per vehicle.

Source: Wood Rodgers 2016c

For the purposes of NEPA, with Alternative D, the redevelopment of one or more of the mixed-use development sites on the existing roadway network would avoid or minimize impacts on intersection operations under this scenario such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the mixed-use development sites could result in similar impacts on intersection operations as described above. However, because the location of replacement housing elsewhere is unknown, analysis of the potential for short-term intersection operational impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and redevelopment of one or more of the mixed-use development sites to include replacement housing would result in a **less-than-significant** impact on intersection operations on the existing roadway network.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and redevelopment of one or more of the mixed-use development sites to include replacement housing with Alternative D would minimize the impacts on intersection operations on the existing roadway network such that no additional mitigation measures are needed or feasible to implement.

**Alternative E: Skywalk**

Alternative E would not include right-of-way acquisition or displace any residents in the Rocky Point neighborhood, nor would it include redevelopment of mixed-use development. Similar to Alternative A, under Alternative E the modeled intersections would remain unchanged. For this reason, Alternative E would result in **no impact** to intersection operations for the purposes of NEPA, CEQA and TRPA.

### **Impact 3.6-2: Impacts of transportation improvements on intersection operations – 2020 (Opening Day)**

The US 50/South Shore Community Revitalization Project would not generate additional 2020 (opening day) vehicle trips that could affect intersection operations; rather, it would implement improvements to existing transportation infrastructure and change circulation patterns within the study area. For Alternatives B, C, and D, US 50 would be realigned to connect to and approximately follow the existing Lake Parkway East alignment. Under Alternatives A and E, the existing US 50 roadway alignment would remain the same as existing conditions. Under Alternative E, LOS intersection operations would remain at acceptable levels in 2020 and LOS at the intersection of Old US 50/Stateline Avenue would improve substantially. Under Alternatives B and D, LOS would improve at several intersections compared to existing conditions. All intersections would operate at acceptable LOS under Alternative A. The implementation of Alternative C would result in unacceptable intersection LOS at the new US 50/Pioneer Trail/Old US 50, Old US 50/Park Avenue/Heavenly Village Way, and new US 50/Lake Parkway/Old US 50 (roundabout option) intersections during summer peak-hour conditions. Exhibits 3.6-10 through 3.6-18 show the lane geometry and study area volumes associated with each of the project alternatives. Because redevelopment of one or more of the mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites were not analyzed under this 2020 (opening day) scenario.

**NEPA Environmental Consequences:** The design features of Alternatives A, B, D, and E would avoid or minimize the impacts on intersection operations in 2020 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-2 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to impacts on intersection operations in 2020.

**CEQA/TRPA Impact Determinations:** Beneficial for Alternatives B, D, and E; Less Than Significant for Alternative A; Less Than Significant for Alternative C after implementation of Mitigation Measure 3.6-2

**Alternative A: No Build (No Project)**

As shown in Table 3.6-13, all Alternative A intersections are projected to operate acceptable levels in 2020. Because all intersections would operate at acceptable LOS under 2020 conditions, Alternative A would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize the impacts on intersection operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

**Alternative B: Triangle (Locally Preferred Action)****Transportation Improvements**

Exhibit 3.6-12 shows the study area intersection volumes associated with Alternative B transportation improvements on opening day. As shown in Table 3.6-13, all study area intersections are projected to operate at annual average and summer peak-hour LOS C or better under opening day conditions. Alternative B is projected to improve LOS compared to Alternative A at the following intersections during summer and/or annual average peak-hour conditions:

- ▲ Park Avenue/Pine Boulevard;
- ▲ New US 50/Pioneer Trail/Old US 50 (both roadway geometry options);
- ▲ Old US 50/Park Avenue/Heavenly Village Way (both roadway geometry options);
- ▲ Old US 50/Stateline Avenue;
- ▲ New US 50/Lake Parkway/Old US 50 (signal and roundabout options); and
- ▲ New US 50/Heavenly Village Way.

Thus, because intersection operations would remain at acceptable LOS for all study area intersections and would improve for the intersections listed above, implementation of transportation improvements included in Alternative B on opening day would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the impacts on intersection operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

#### **Alternative C: Triangle One-Way**

##### **Transportation Improvements**

Exhibit 3.6-14 shows the study area intersection volumes associated with Alternative C transportation improvements on opening day. As shown in Table 3.6-13, two study area intersections are projected to operate at unacceptable LOS during opening day peak-hour operations:

- ▲ New US 50/Pioneer Trail/existing US 50;
- ▲ New US 50/Lake Parkway/existing US 50 (signal option);
- ▲ New US 50/Lake Parkway/existing US 50 (roundabout option).

The heavy left-turn movements for the eastbound approach of the new US 50/Pioneer Trail/existing US 50 intersection are the primary cause of the LOS degradation at this intersection. The LOS of the signalized new US 50/Lake Parkway/Old US 50 intersection degrades to LOS F primarily due to the high volume of left-turn movements of the westbound approach. The new US 50/Lake Parkway/Old US 50 roundabout option fails (LOS F) due to the high volume of circulating left turns that would be made from westbound US 50 onto the new US 50 Loop. For these reasons, in the development of the alternatives, the Project Development Team (PDT) dismissed a roundabout as an option at new US 50/Lake Parkway/Old US 50 for Alternative C.

Thus, because of LOS intersection operations exceeding acceptable levels at the intersections detailed above, implementation of Alternative C transportation improvements on opening day would result in a **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements included in Alternative C to further reduce to the extent feasible the environmental consequences related to unacceptable LOS during opening day peak-hour operations.

#### **Mixed-Use Development including Replacement Housing**

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.



## Alternative D: Project Study Report Alternative 2

### **Transportation Improvements**

Exhibit 3.6-16 shows the study area intersection volumes associated with Alternative D transportation improvements on opening day. As shown in Table 3.6-13, all Alternative D study area intersections are projected to operate at annual average and summer peak-hour LOS C or better under opening day conditions. This alternative is projected to reduce delay compared to Alternative A at the following intersections during summer and/or annual average peak-hour conditions:

- ▲ Park Avenue/Pine Boulevard;
- ▲ New US 50/Pioneer Trail/Old US 50;
- ▲ Old US 50/Park Avenue/Heavenly Village Way;
- ▲ Old US 50/Stateline Avenue;
- ▲ New US 50/Lake Parkway/Old US 50 (signal and roundabout options); and
- ▲ New US 50/Heavenly Village Way.

Thus, because operations would be at acceptable LOS for all study area intersections and would improve for the intersections listed above, implementation of transportation improvements included in Alternative D on opening day would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the impacts on intersection operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

### **Mixed-Use Development including Replacement Housing**

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

### Alternative E: Skywalk

Exhibit 3.6-18 shows the study area intersection volumes associated with Alternative E on opening day. As shown in Table 3.6-13, all Alternative E study area intersections are projected to operate at annual average and summer peak-hour LOS D or better under opening day conditions. Under Alternative E, several intersections would experience substantial LOS improvements; most notably, the US 50/Stateline Avenue intersection would improve from LOS E for up to 4 hours per day under Alternative A during the summer peak hour to LOS B: Alternative E is projected to reduce delay compared to Alternative A at the following intersections during summer and/or annual average peak-hour conditions:

- ▲ US 50/Park Avenue/Heavenly Village Way;
- ▲ US 50/Stateline Avenue; and
- ▲ US 50/Heavenly Village Way.

Thus, because all study area intersections would operate at acceptable LOS and LOS at several intersections would improve, implementation of Alternative E on opening day would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on intersection operations – 2020 (opening day) such that no additional mitigation measures are needed or feasible to implement.

**Table 3.6-13 2020 (Opening Day) Intersection Traffic Operations**

#	Intersection	Control Type	Alternative A (No Build)				Alternative B (Triangle)				Alternative C (Triangle One-Way)				Alternative D (PSR Alt 2)				Alternative E (Skywalk)			
			Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk	
			Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS
1	Park Avenue/Pine Boulevard	TWSC <sup>1</sup>	10.1	B	10.6	B	9.5	A	9.8	A	9.6	A	10.0	B	9.5	A	9.8	A	10.1	B	10.6	B
2	Pine Boulevard/Stateline Avenue	AWSC <sup>2</sup>	8.3	A	8.7	A	8.3	A	8.7	A	8.5	A	8.9	A	8.3	A	8.7	A	8.3	A	8.7	A
3	New US 50/Pioneer Trail/Old US 50 <sup>3</sup>	Signal A	18.9	B	46.1	D	19.9	B	24.5	C	60.1	E*	99.2	F	19.8	B	22.4	C	20.0	C	46.1	D
		Signal B	-	-	-	-	20.5	C	23.6	C	-	-	-	-	-	-	-	-	-	-	-	-
4	Old US 50/Park Avenue/Heavenly Village Way <sup>4</sup>	Signal A	13.3	B	39.4	D	17.4	B	21.2	C	13.6	B	16.7	B	18.1	B	22.2	C	17.2	B	31.9	C
		Signal B	-	-	-	-	21.2	C	27.7	C	-	-	-	-	-	-	-	-	-	-	-	-
5	Old US 50/Friday Avenue	Signal <sup>2</sup>	5.1	A	9.4	A	9.1	A	10.0	A	3.9	A	16.3	B	7.7	A	9.9	A	5.0	A	6.9	A
6	Old US 50/Stateline Avenue	Signal	27.9	C	56.9	E*	16.1	B	22.4	C	7.0	A	54.5	D	16.7	B	20.5	C	8.6	A	11.2	B
7	New US 50/Lake Parkway/Old US 50 <sup>5</sup>	Signal	18.1	B	22.7	C	16.3	B	20.0	B	40.5	D	82.4	F	16.1	B	19.8	B	16.3	B	25.7	C
		Rndabt <sup>6,7,10</sup>	-	-	-	-	7.4 (13.9)	A (B)	7.9 (15.5)	A (C)	21.5 (41.7)	C	104.4 (219.6)	F (F)	7.4 (13.9)	A (B)	7.9 (15.5)	A (C)	-	-	-	-
8	New US 50/Heavenly Village Way	Signal (AWSC <sup>8</sup> )	14.5	B	17.5	C	8.9	A	11.1	B	4.4	A	5.1	A	9.3	A	10.3	B	10.7	B	13.0	B
9	New US 50/Harrah's Road	Signal (TWSC <sup>9</sup> )	5.1	A	9.4	A	4.3	A	4.8	A	1.6	A	4.9	A	4.4	A	4.9	A	14.5	B	17.5	C

Notes: AWSC = all-way stop-controlled; EB = eastbound; LOS = level of service; SB = southbound; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

Red-highlighted cells indicate that the intersection is projected to operate at unacceptable LOS under TRPA standards.

\*Projected to operate at LOS E for less than 4 hours per day based on analysis of 5<sup>th</sup> highest hour, which is considered acceptable per TRPA standards.

- = Intersection does not exist under the specified alternative or is otherwise not applicable.

1. "Worst-case" delays are indicated for Two-way-stop (TWSC) controlled intersections.

2. "Average" control delays (in seconds/vehicle (S/V)) are indicated for signal-controlled and All way stop control (AWSC) intersections.

3. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right lane, 1 left turn pocket.

Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right turn pocket, 1 left turn pocket.

4. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through lane, 1 right turn trap lane, 1 left turn pocket. NB approach: dual left turn pockets.

Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through-right lane, 1 left turn pocket. NB approach: single left turn pocket.

5. US 50/Lake Parkway intersection is controlled by a signal under Alternative E and by either a roundabout or a signal under Alternatives B, C, and D.

6. A layout drawing of the roundabout option for the US 50/Lake Parkway intersection is provided in Appendix I, Exhibit 6.

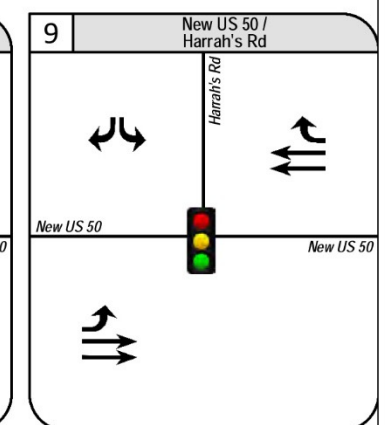
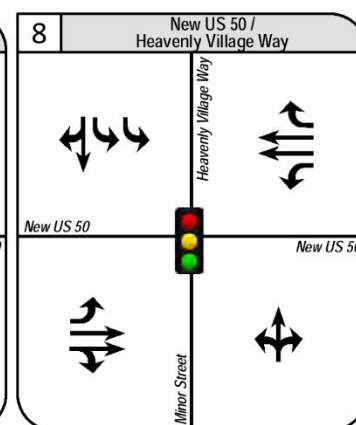
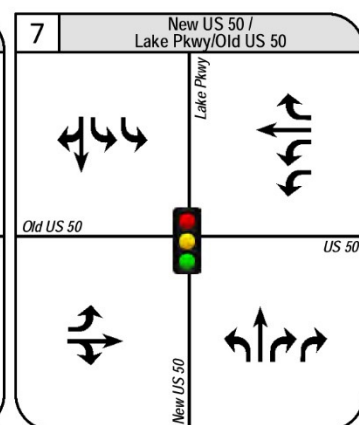
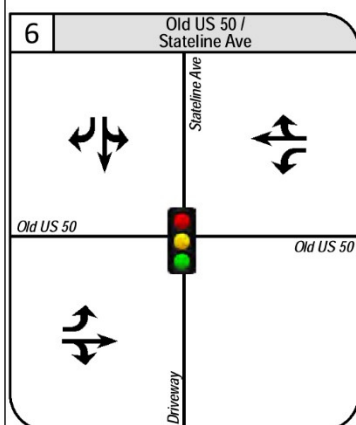
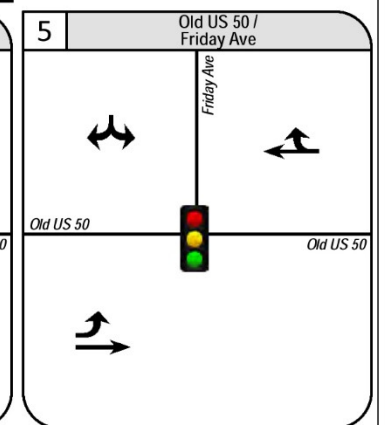
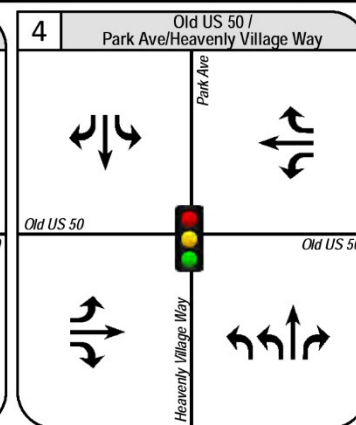
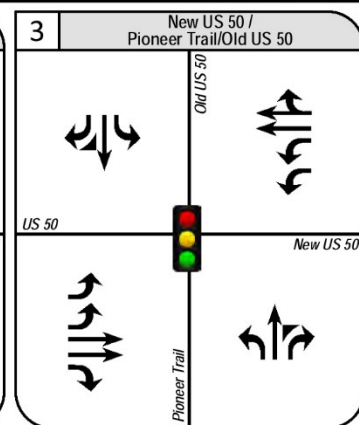
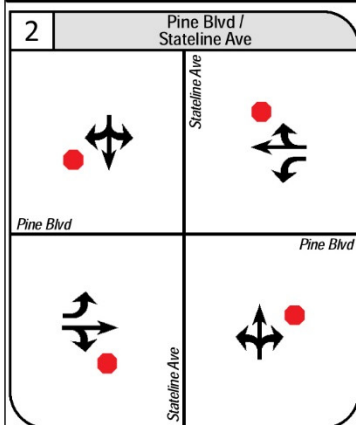
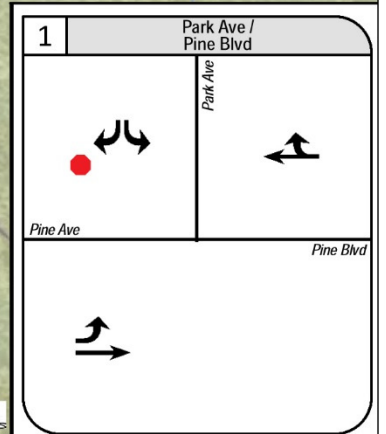
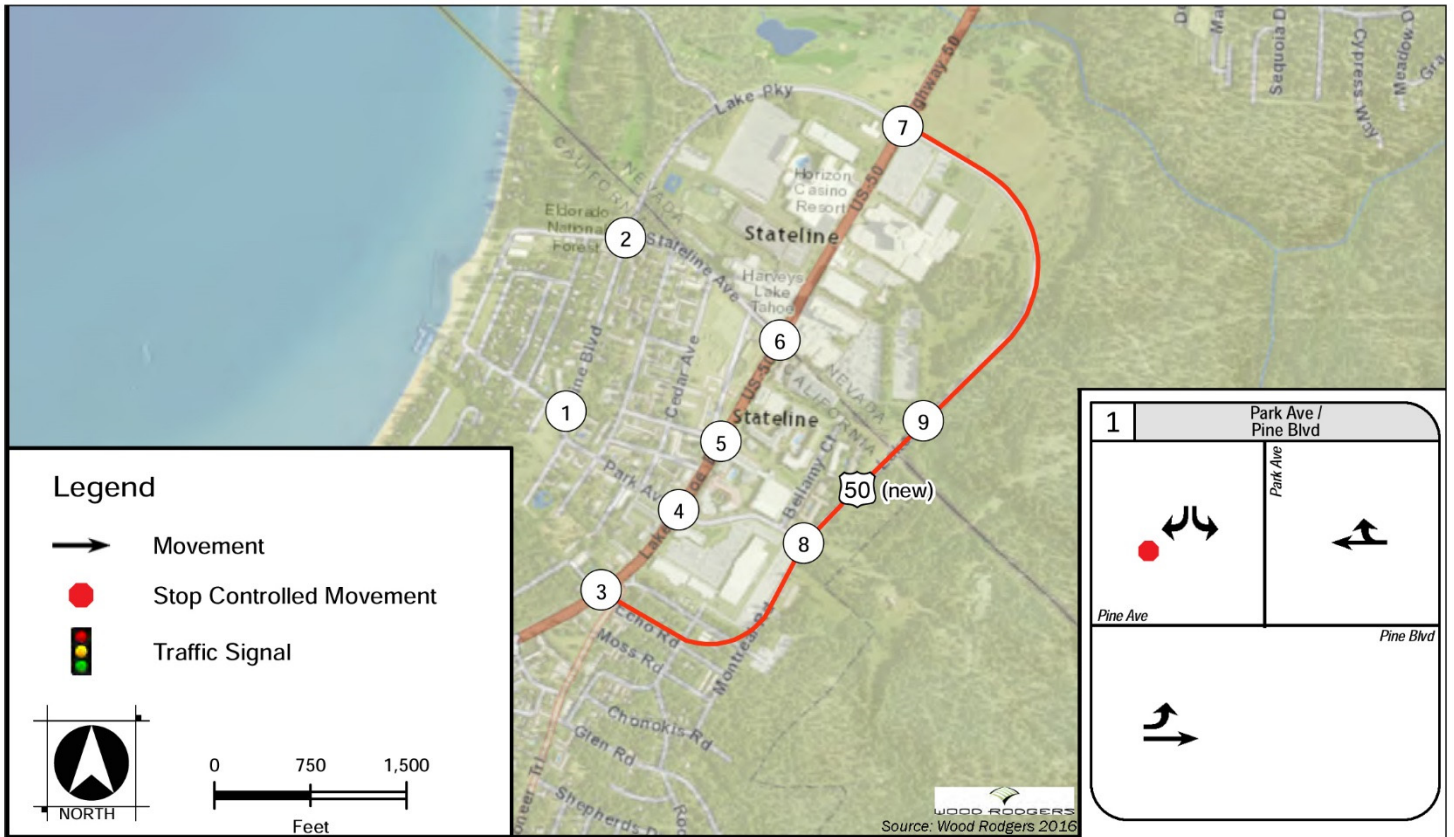
7. "Average" and "Worst case" control delays are indicated for roundabout intersection in "average (worst case)" format.

8. Control type for this intersection is AWSC under Alternative A and Alternative E conditions.

9. Control type for this intersection is TWSC under Alternative A and Alternative E conditions.

10. Alt B and D Roundabout "average annual" and "summer peak" V/C ratios are 0.62 (0.77), and Alt C "Average Annual" and "summer peak" V/C ratios are 0.98 (1.43) in "average annual (summer peak) format"

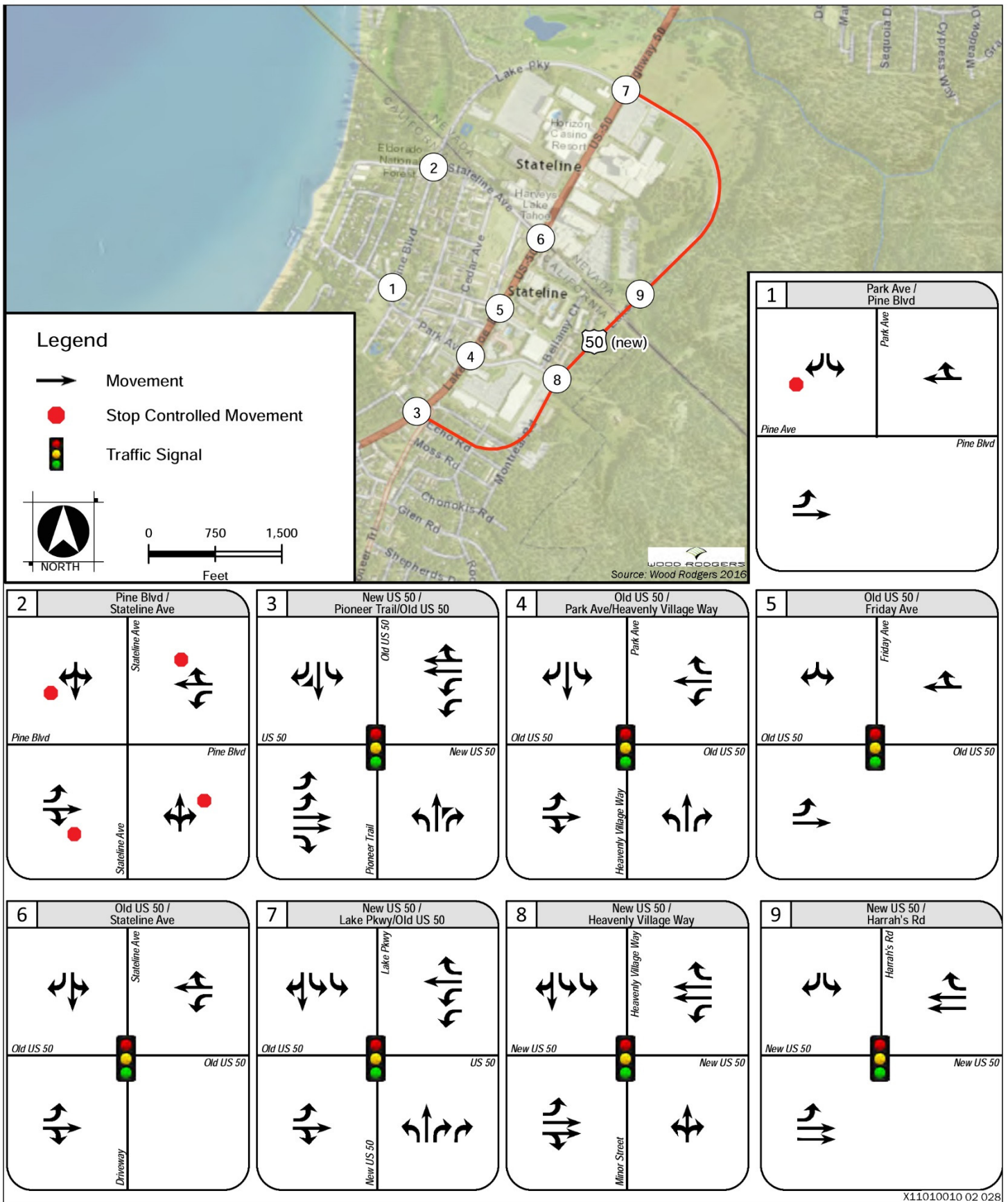
Source: Wood Rodgers 2016a



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Exhibit 3.6-10

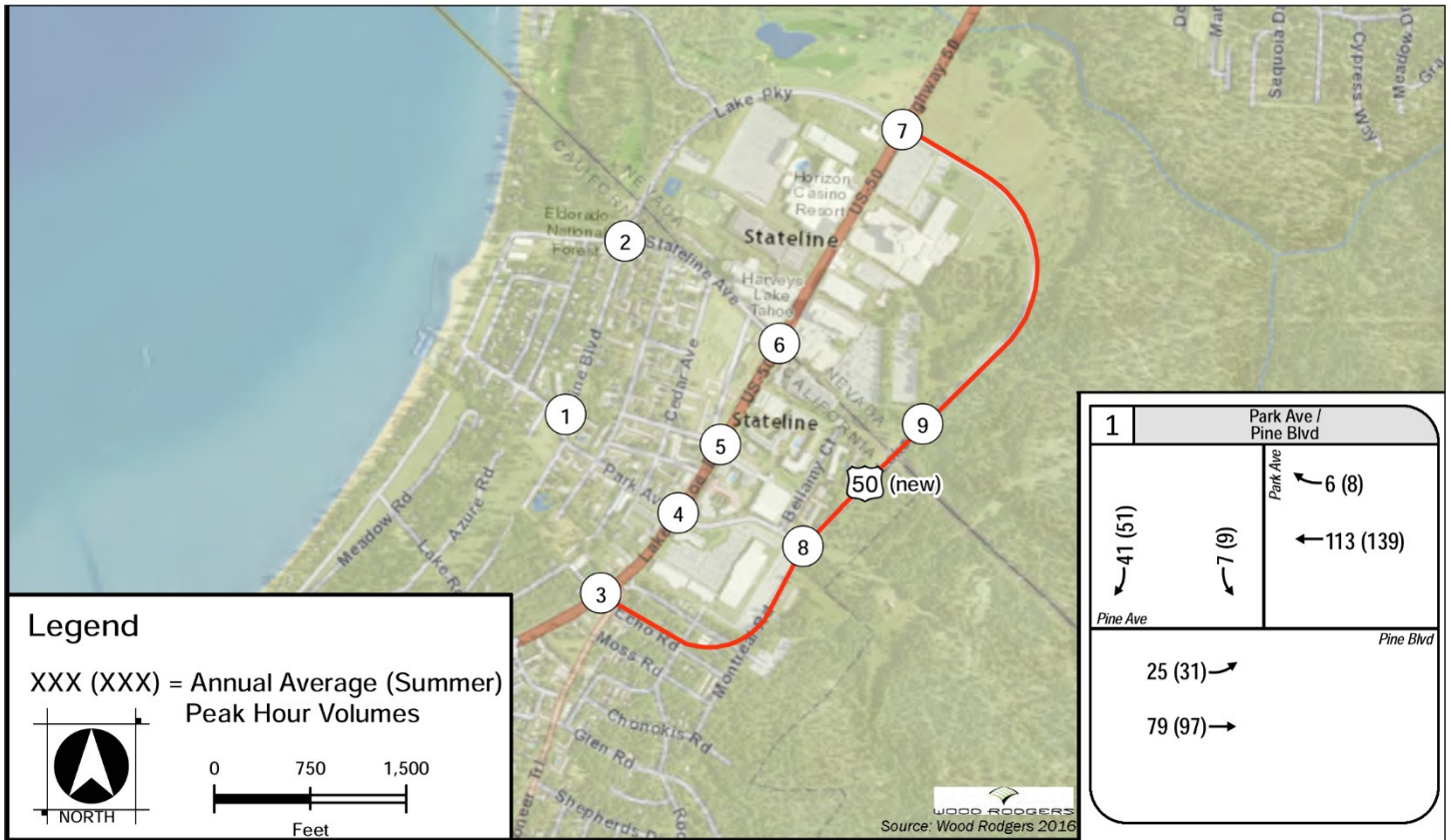
2020 Alternative B (Triangle) Lane Geometrics



**Exhibit 3.6-11**

**2020 Alternative B (Triangle with Options) Lane Geometrics**





1	Park Ave / Pine Blvd
<div> <div> <div>41 (51)</div> <div>7 (9)</div> </div> <div> <div>25 (31)</div> <div>79 (97)</div> </div> </div>	<div> <div>6 (8)</div> <div>113 (139)</div> </div>

2	Pine Blvd / Stateline Ave
<div> <div> <div>11 (14)</div> <div>11 (13)</div> <div>12 (15)</div> </div> <div> <div>2 (3)</div> <div>97 (120)</div> <div>10 (12)</div> </div> </div>	<div> <div> <div>19 (24)</div> <div>108 (133)</div> <div>16 (20)</div> </div> <div> <div>15 (19)</div> <div>12 (15)</div> <div>23 (28)</div> </div> </div>

3	New US 50 / Pioneer Trail/Old US 50
<div> <div> <div>394 (487)</div> <div>143 (177)</div> <div>4 (5)</div> </div> <div> <div>356 (440)</div> <div>681 (841)</div> <div>15 (19)</div> </div> </div>	<div> <div> <div>8 (10)</div> <div>722 (891)</div> <div>277 (342)</div> </div> <div> <div>13 (16)</div> <div>74 (91)</div> <div>393 (485)</div> </div> </div>

4	Old US 50 / Park Ave/Heavenly Village Way
<div> <div> <div>123 (152)</div> <div>11 (14)</div> <div>5 (6)</div> </div> <div> <div>80 (99)</div> <div>207 (256)</div> <div>36 (44)</div> </div> </div>	<div> <div> <div>6 (8)</div> <div>277 (342)</div> <div>63 (78)</div> </div> <div> <div>122 (150)</div> <div>11 (14)</div> <div>81 (100)</div> </div> </div>

5	Old US 50 / Friday Ave
<div> <div> <div>33 (41)</div> <div>24 (30)</div> </div> <div> <div>34 (42)</div> <div>259 (320)</div> </div> </div>	<div> <div> <div>22 (27)</div> <div>313 (387)</div> </div> </div>

6	Old US 50 / Stateline Ave
<div> <div> <div>113 (140)</div> <div>2 (2)</div> <div>34 (42)</div> </div> <div> <div>51 (63)</div> <div>207 (255)</div> <div>26 (32)</div> </div> </div>	<div> <div> <div>19 (23)</div> <div>222 (274)</div> <div>8 (10)</div> </div> </div>

7	New US 50 / Lake Pkwy/Old US 50
<div> <div> <div>30 (37)</div> <div>14 (17)</div> <div>130 (161)</div> </div> <div> <div>30 (37)</div> <div>121 (149)</div> <div>28 (34)</div> </div> </div>	<div> <div> <div>108 (133)</div> <div>214 (264)</div> <div>798 (985)</div> </div> <div> <div>49 (61)</div> <div>65 (80)</div> <div>941 (1162)</div> </div> </div>

8	New US 50 / Heavenly Village Way
<div> <div> <div>177 (218)</div> <div>5 (6)</div> <div>100 (123)</div> </div> <div> <div>83 (102)</div> <div>990 (1222)</div> <div>6 (7)</div> </div> </div>	<div> <div> <div>150 (185)</div> <div>823 (1016)</div> <div>10 (12)</div> </div> <div> <div>7 (9)</div> <div>5 (6)</div> <div>8 (10)</div> </div> </div>

9	New US 50 / Harrah's Rd
<div> <div> <div>41 (50)</div> <div>41 (50)</div> </div> <div> <div>83 (102)</div> <div>1015 (1253)</div> </div> </div>	<div> <div> <div>20 (25)</div> <div>919 (1134)</div> </div> </div>

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**Exhibit 3.6-12**

**2020 Alternative B (Triangle) Traffic Volumes**

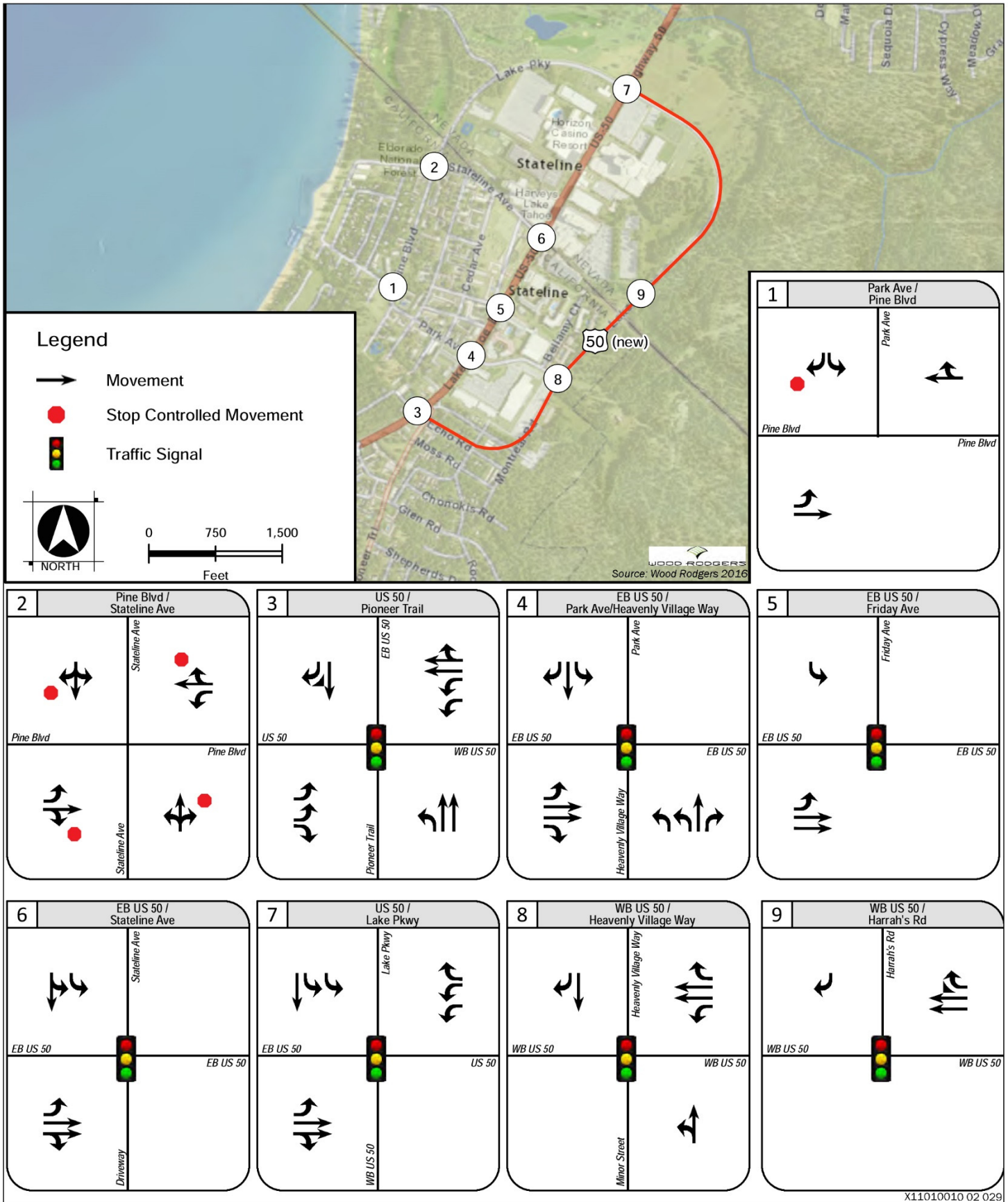
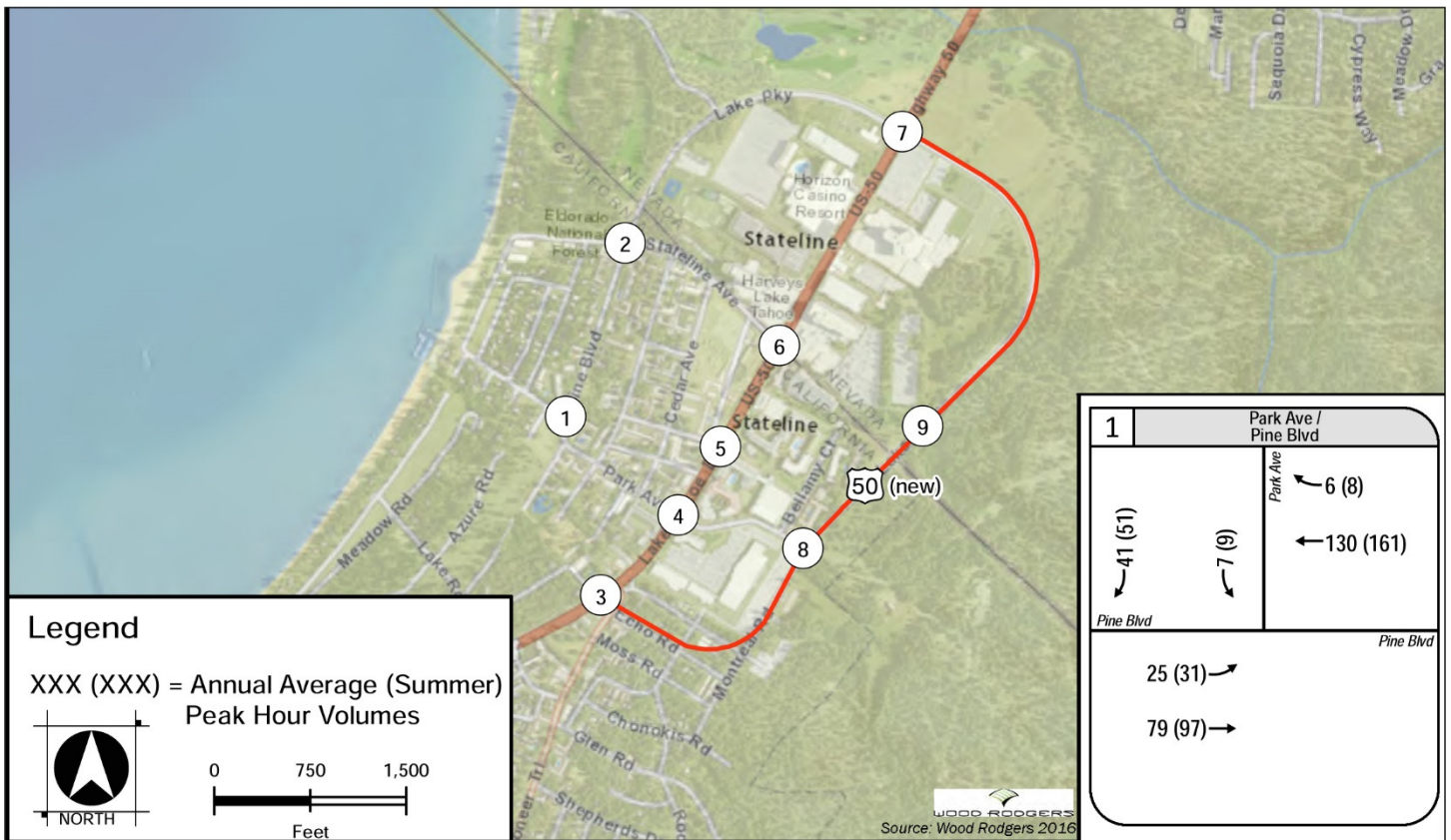


Exhibit 3.6-13

2020 Alternative C (Triangle One-Way) Lane Geometrics





1	Park Ave / Pine Blvd
<div> <div> <div>41 (51)</div> <div>7 (9)</div> </div> <div> <div>25 (31)</div> <div>79 (97)</div> </div> </div>	<div> <div> <div>6 (8)</div> <div>130 (161)</div> </div> </div>

2	Pine Blvd / Stateline Ave
<div> <div> <div>11 (14)</div> <div>11 (13)</div> <div>12 (15)</div> </div> <div> <div>2 (3)</div> <div>97 (120)</div> <div>10 (12)</div> </div> </div>	<div> <div> <div>19 (24)</div> <div>126 (155)</div> <div>46 (57)</div> </div> <div> <div>15 (19)</div> <div>12 (15)</div> <div>23 (28)</div> </div> </div>

3	US 50 / Pioneer Trail
<div> <div> <div>304 (375)</div> <div>108 (133)</div> </div> <div> <div>1041 (1285)</div> <div>15 (19)</div> </div> </div>	<div> <div> <div>8 (10)</div> <div>816 (1007)</div> <div>309 (382)</div> </div> <div> <div>13 (16)</div> <div>470 (580)</div> </div> </div>

4	EB US 50 / Park Ave/Heavenly Village Way
<div> <div> <div>270 (333)</div> <div>11 (14)</div> <div>5 (6)</div> </div> <div> <div>80 (99)</div> <div>1200 (1481)</div> <div>124 (153)</div> </div> </div>	<div> <div> <div>122 (150)</div> <div>11 (14)</div> <div>181 (223)</div> </div> </div>

5	EB US 50 / Friday Ave
<div> <div> <div>24 (30)</div> </div> <div> <div>34 (42)</div> <div>1351 (1668)</div> </div> </div>	

6	EB US 50 / Stateline Ave
<div> <div> <div>2 (2)</div> <div>34 (42)</div> </div> <div> <div>102 (126)</div> <div>1227 (1515)</div> <div>46 (57)</div> </div> </div>	

7	US 50 / Lake Pkwy
<div> <div> <div>44 (54)</div> <div>130 (161)</div> </div> <div> <div>44 (54)</div> <div>1056 (1304)</div> <div>28 (34)</div> </div> </div>	<div> <div> <div>155 (191)</div> <div>965 (1191)</div> </div> </div>

8	WB US 50 / Heavenly Village Way
<div> <div> <div>177 (218)</div> <div>11 (13)</div> </div> <div> <div>7 (9)</div> <div>13 (16)</div> </div> </div>	<div> <div> <div>213 (263)</div> <div>949 (1171)</div> <div>10 (12)</div> </div> </div>

9	WB US 50 / Harrah's Rd
<div> <div> <div>41 (50)</div> </div> </div>	<div> <div> <div>28 (35)</div> <div>1107 (1367)</div> </div> </div>

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**Exhibit 3.6-14**

**2020 Alternative C (Triangle One-Way) Traffic Volumes**



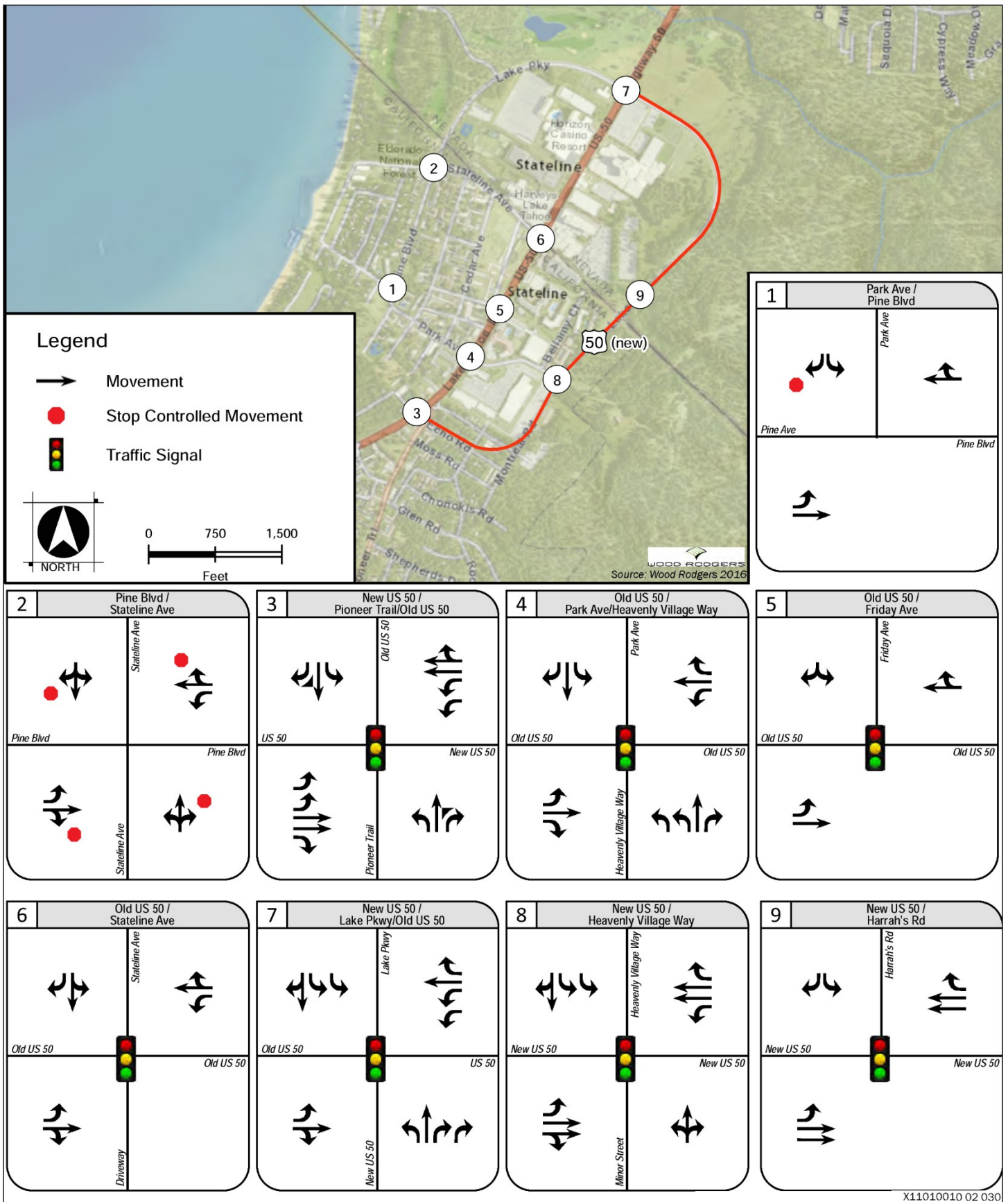
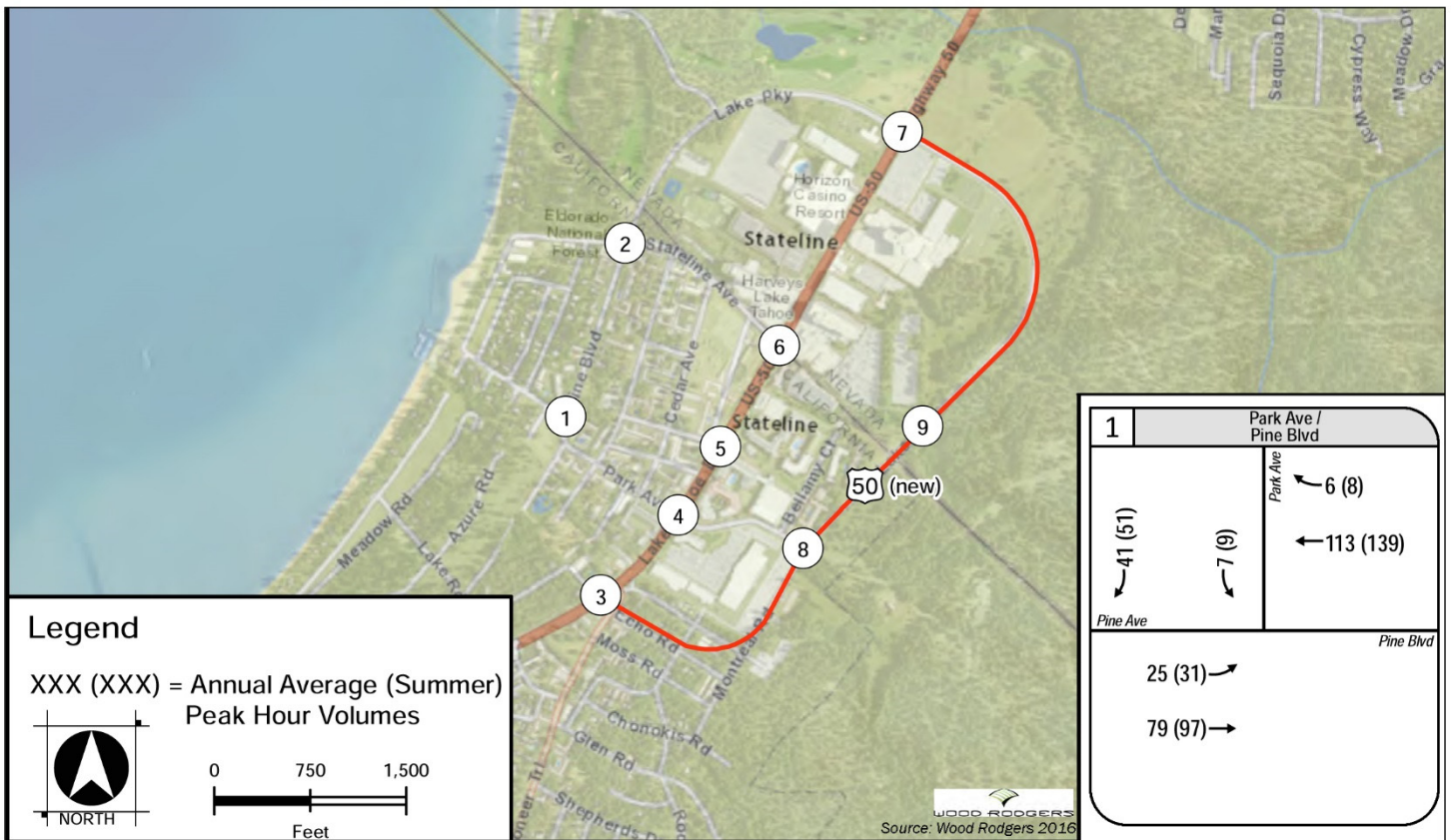


Exhibit 3.6-15

2020 Alternative D (PSR) Lane Geometrics



1	Park Ave / Pine Blvd
<div> <div> <div>← 41 (51)</div> <div>← 7 (9)</div> </div> <div> <div>← 6 (8)</div> <div>← 113 (139)</div> </div> </div>	<div> <div>← 25 (31)</div> <div>← 79 (97)</div> </div>

2	Pine Blvd / Stateline Ave
<div> <div> <div>← 11 (14)</div> <div>← 11 (13)</div> <div>← 12 (15)</div> </div> <div> <div>← 19 (24)</div> <div>← 108 (133)</div> <div>← 16 (20)</div> </div> </div>	<div> <div>← 2 (3)</div> <div>← 97 (120)</div> <div>← 10 (12)</div> </div>

3	New US 50 / Pioneer Trail/Old US 50
<div> <div> <div>← 394 (487)</div> <div>← 143 (177)</div> <div>← 4 (5)</div> </div> <div> <div>← 8 (10)</div> <div>← 722 (891)</div> <div>← 277 (342)</div> </div> </div>	<div> <div>← 356 (440)</div> <div>← 681 (841)</div> <div>← 15 (19)</div> </div>

4	Old US 50 / Park Ave/Heavenly Village Way
<div> <div> <div>← 123 (152)</div> <div>← 11 (14)</div> <div>← 5 (6)</div> </div> <div> <div>← 6 (8)</div> <div>← 277 (342)</div> <div>← 63 (78)</div> </div> </div>	<div> <div>← 80 (99)</div> <div>← 207 (256)</div> <div>← 36 (44)</div> </div>

5	Old US 50 / Friday Ave
<div> <div> <div>← 33 (41)</div> <div>← 24 (30)</div> </div> <div> <div>← 22 (27)</div> <div>← 313 (387)</div> </div> </div>	<div> <div>← 34 (42)</div> <div>← 259 (320)</div> </div>

6	Old US 50 / Stateline Ave
<div> <div> <div>← 113 (140)</div> <div>← 2 (2)</div> <div>← 34 (42)</div> </div> <div> <div>← 19 (23)</div> <div>← 222 (274)</div> <div>← 8 (10)</div> </div> </div>	<div> <div>← 51 (63)</div> <div>← 207 (255)</div> <div>← 26 (32)</div> </div>

7	New US 50 / Lake Pkwy/Old US 50
<div> <div> <div>← 30 (37)</div> <div>← 14 (17)</div> <div>← 130 (161)</div> </div> <div> <div>← 108 (133)</div> <div>← 214 (264)</div> <div>← 798 (985)</div> </div> </div>	<div> <div>← 30 (37)</div> <div>← 121 (149)</div> <div>← 28 (34)</div> </div>

8	New US 50 / Heavenly Village Way
<div> <div> <div>← 177 (218)</div> <div>← 5 (6)</div> <div>← 100 (123)</div> </div> <div> <div>← 150 (185)</div> <div>← 823 (1016)</div> <div>← 10 (12)</div> </div> </div>	<div> <div>← 83 (102)</div> <div>← 990 (1222)</div> <div>← 6 (7)</div> </div>

9	New US 50 / Harrah's Rd
<div> <div> <div>← 41 (50)</div> <div>← 41 (50)</div> </div> <div> <div>← 20 (25)</div> <div>← 919 (1134)</div> </div> </div>	<div> <div>← 83 (102)</div> <div>← 1015 (1253)</div> </div>

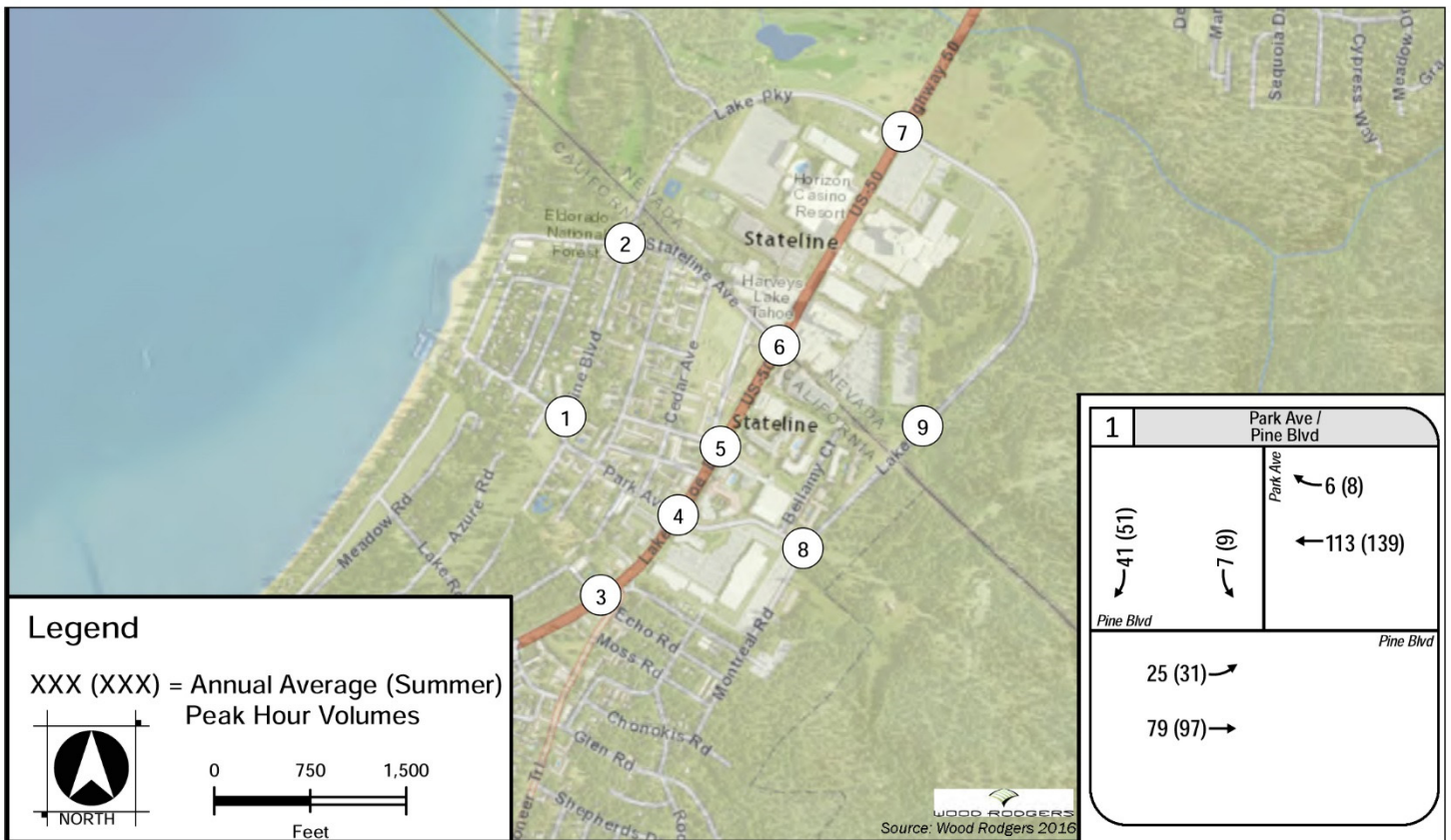
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**Exhibit 3.6-16**

**2020 Alternative D (PSR) Traffic Volumes**







1	Park Ave / Pine Blvd
<div> <div> <div>41 (51)</div> <div>7 (9)</div> </div> <div> <div>25 (31)</div> <div>79 (97)</div> </div> </div>	<div> <div>6 (8)</div> <div>113 (139)</div> </div>

2	Pine Blvd / Stateline Ave
<div> <div> <div>11 (14)</div> <div>11 (13)</div> <div>12 (15)</div> </div> <div> <div>2 (3)</div> <div>97 (120)</div> <div>10 (12)</div> </div> </div>	<div> <div> <div>19 (24)</div> <div>108 (133)</div> <div>16 (20)</div> </div> <div> <div>15 (19)</div> <div>12 (15)</div> <div>23 (28)</div> </div> </div>

3	US 50 / Pioneer Trail
<div> <div> <div>7 (9)</div> <div>1 (1)</div> <div>2 (3)</div> </div> <div> <div>6 (8)</div> <div>934 (1153)</div> <div>15 (19)</div> </div> </div>	<div> <div> <div>4 (5)</div> <div>1037 (1280)</div> <div>269 (332)</div> </div> <div> <div>13 (16)</div> <div>369 (456)</div> </div> </div>

4	US 50 / Park Ave/Heavenly Village Way
<div> <div> <div>123 (152)</div> <div>11 (14)</div> <div>5 (6)</div> </div> <div> <div>80 (99)</div> <div>1021 (1261)</div> <div>89 (110)</div> </div> </div>	<div> <div> <div>6 (8)</div> <div>923 (1140)</div> <div>63 (78)</div> </div> <div> <div>243 (300)</div> <div>11 (14)</div> <div>81 (100)</div> </div> </div>

5	US 50 / Friday Ave
<div> <div> <div>33 (41)</div> <div>24 (30)</div> </div> <div> <div>34 (42)</div> <div>1058 (1306)</div> </div> </div>	<div> <div> <div>22 (27)</div> <div>941 (1162)</div> </div> </div>

6	US 50 / Stateline Ave
<div> <div> <div>113 (140)</div> <div>2 (2)</div> <div>34 (42)</div> </div> <div> <div>102 (126)</div> <div>940 (1160)</div> <div>26 (32)</div> </div> </div>	<div> <div> <div>19 (23)</div> <div>864 (1067)</div> <div>8 (10)</div> </div> </div>

7	US 50 / Lake Pkwy
<div> <div> <div>30 (37)</div> <div>14 (17)</div> <div>130 (161)</div> </div> <div> <div>30 (37)</div> <div>791 (977)</div> <div>28 (34)</div> </div> </div>	<div> <div> <div>108 (133)</div> <div>856 (1057)</div> <div>156 (192)</div> </div> <div> <div>49 (61)</div> <div>14 (17)</div> <div>264 (326)</div> </div> </div>

8	Lake Pkwy / Heavenly Village Way
<div> <div> <div>55 (68)</div> <div>5 (6)</div> <div>100 (123)</div> </div> <div> <div>29 (36)</div> <div>165 (204)</div> <div>6 (7)</div> </div> </div>	<div> <div> <div>150 (185)</div> <div>181 (223)</div> <div>10 (12)</div> </div> <div> <div>7 (9)</div> <div>5 (6)</div> <div>8 (10)</div> </div> </div>

9	Lake Pkwy / Harrah's Rd
<div> <div> <div>41 (50)</div> <div>41 (50)</div> </div> <div> <div>20 (25)</div> <div>275 (339)</div> </div> </div>	<div> <div> <div>20 (25)</div> <div>276 (341)</div> </div> </div>

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Exhibit 3.6-18

2020 Alternative E (Skywalk) Traffic Volumes

### Impact 3.6-3: Impacts on roadway segment operations – 2020 (Opening Day)

Under the opening day conditions, Alternatives B, D, and E would result in acceptable roadway segment LOS during annual average and summer peak hours. Alternative E would actually improve roadway segment LOS for both roadway study segments during summer peak conditions. However, with Alternative C, three roadway segments within the study area (eastbound and westbound existing US 50 between Pioneer Trail and Park Avenue and one-way eastbound US 50 between Park Avenue and Lake Parkway) would be reduced to unacceptable roadway segment LOS. LOS segment operations would remain at acceptable levels for all study area arterial segments with Alternative A. Because redevelopment of one or more of the mixed-use redevelopment sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites were not analyzed under this 2020 (opening day) scenario.

NEPA Environmental Consequences: The design features of Alternatives A, B, D, and E would avoid or minimize the impacts on roadway segment operations in 2020 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-3 has been incorporated into Alternative C to further reduce to the extent feasible the impacts on roadway segment operations in 2020.

CEQA/TRPA Impact Determinations: Beneficial for Alternative E; Less Than Significant for Alternative A and for Alternatives B and D; Significant and Unavoidable for Alternative C after implementation of Mitigation Measure 3.6-3

Project-generated traffic volumes were added to 2020 (No Build) traffic volumes along the study segments to obtain LOS estimates for road segment operations under 2020 (opening day) with project conditions. Table 3.6-14 shows the peak-hour arterial/highway directional segment operations under 2020 with project conditions for all project alternatives.

#### Alternative A: No Build (No Project)

As shown in Table 3.6-14, all study area arterial segments under Alternative A are projected to operate at LOS E for less than 4 hours per day or better during the annual average and summer peak under opening day conditions. Thus, because LOS segment operations would remain at acceptable levels for all study area arterial segments, implementation of Alternative A would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize the impacts on roadway segment operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

#### Alternative B: Triangle (Locally Preferred Action)

##### **Transportation Improvements**

As shown in Table 3.6-14, all study area arterial segments after implementation of Alternative B transportation improvements are projected to operate at annual average and summer peak-hour LOS D or better under opening day conditions. Thus, because LOS segment operations would remain at acceptable levels for all study area arterial segments, implementation of Alternative B would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative B would avoid or minimize the impacts on roadway segment operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

##### **Mixed-Use Development including Replacement Housing**

Because redevelopment of one or more of the mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

**Table 3.6-14 2020 with Project Arterial Segment Traffic Operations**

Arterial Segment	Arterial Class <sup>1</sup>	Dir	Alternative A (No-Build)				Alternative B (Triangle)				Alternative C (Triangle One-Way)				Alternative D (PSR Alt 2)				Alternative E (Skywalk)			
			Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk	
			Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS
New US 50 between Pioneer Trail and Lake Parkway	II	EB	-	-	-	-	24.8	C	24.2	C	-	-	-	-	23.4	C	24.2	C	-	-	-	-
	II	WB	-	-	-	-	32.7	B	31.8	B	-	-	-	-	31.3	B	31.1	B	-	-	-	-
Old US 50 between Pioneer Trail and Lake Parkway, w/ 5-lane segment between Pioneer Trail and Park Avenue	III	EB	20.1	C	17.3	D	18.8	C	17.4	D	-	-	-	-	18.3	C	15.7	D	23.2	C	19.5	C
	III	WB	20.2	C	13.3	E*	16.7	D	14.0	D	-	-	-	-	16.4	D	14.9	D	22.4	C	20.7	C
Old US 50 between Pioneer Trail and Lake Parkway, w/ 3-lane segment between Pioneer Trail and Park Avenue	III	EB	-	-	-	-	18.2	C	17.7	D	-	-	-	-	-	-	-	-	-	-	-	-
	III	WB	-	-	-	-	15.4	D	14.9	D	-	-	-	-	-	-	-	-	-	-	-	-
Old US 50 between Pioneer Trail and Park Avenue	III	EB	-	-	-	-	-	-	-	-	25.1	B	20.2	C	-	-	-	-	-	-	-	-
	III	WB	-	-	-	-	-	-	-	-	12.8	E	13.1	E	-	-	-	-	-	-	-	-
One-way EB US 50 between Park Avenue and Lake Parkway	III	EB	-	-	-	-	-	-	-	-	21.8	C	12.9	E*	-	-	-	-	-	-	-	-
One-way WB US 50 between Pioneer Trail and Lake Parkway	II	WB	-	-	-	-	-	-	-	-	19.6	D	19.8	D	-	-	-	-	-	-	-	-

Notes: EB = eastbound; LOS = level of service; Spd = average travel speed in miles per hour; WB = westbound.

- = Roadway segment does not exist under the specified alternative or is otherwise not applicable.

\* Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable in accordance with TRPA standards.

Red-highlighted cells indicate that the segment is projected to operate at unacceptable LOS under TRPA standards.

1. The study roadway segments with a free flow speed of approx. 40 mph are regarded as HCM-2010 Class II Arterial. The study roadway segments with a free flow speed of approximately 30-35 mph are regarded as HCM-2010 Class III Arterial.

Source: Wood Rodgers 2016a



### **Alternative C: Triangle One-Way**

#### **Transportation Improvements**

As shown in Table 3.6-14, with implementation of transportation improvements included in Alternative C, one arterial/highway segment is projected to operate at LOS E or worse for more than 4 hours per day during the summer peak under opening day conditions:

- Westbound Old US 50 between Pioneer Trail and Park Avenue – operations would be unacceptable as follows:
  - Summer peak hour: LOS E

Thus, because segment operations for one roadway segment would be reduced to unacceptable LOS, implementation of Alternative C transportation improvements on opening day would result in a **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements included in Alternative C to further reduce to the extent feasible the environmental consequences related to unacceptable LOS on a roadway segment in 2020.

#### **Mixed-Use Development including Replacement Housing**

Because redevelopment of one or more of the mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

### **Alternative D: Project Study Report (Alternative 2)**

#### **Transportation Improvements**

As shown in Table 3.6-14, with implementation of Alternative D transportation improvements, all study area arterial/highway segments are projected to operate at annual average and summer peak-hour LOS D or better under opening day conditions. Thus, because segment operations would remain at acceptable LOS, implementation of Alternative D transportation improvements on opening day would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative D transportation improvements would avoid or minimize the impacts on roadway segment operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

### **Alternative E: Skywalk**

As shown in Table 3.6-14, under Alternative E, all study area arterial/highway segments are projected to operate at annual average and summer peak-hour LOS C or better under opening day conditions. Thus, because LOS segment operations would improve for the study area roadway segments, implementation of Alternative E would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on roadway segment operations in 2020 such that no additional mitigation measures are needed or feasible to implement.

### Impact 3.6-4: Impacts on vehicle miles of travel – 2020 (Opening Day)

Realignment of US 50 to create the opportunity for community revitalization in the Stateline/South Lake Tahoe tourist core is included in the approved RTP (originally named Alternative 3 in the *Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy Draft Environmental Impact Report/Draft Environmental Impact Statement* [RTP/SCS EIR/EIS]) and the RTP would have a net beneficial effect by reducing regional per capita VMT. The opportunity for community revitalization would be a source of reduced VMT, because visitor uses could be concentrated in a compact, pedestrian/bicycle/transit-served urban core, decreasing the need to take vehicle trips to reach some tourism destinations (e.g., hotel to restaurant or entertainment venue trip, retail shopping trips). The realignment, itself, would cause a small, localized increase in VMT for through traffic with Alternatives B, C, and D, because the route of US 50 would be slightly longer around the tourist core than through it; however, its mobility enhancements and support of planned development in an urban center would be consistent with attaining the regional total VMT threshold (as required by the Lake Tahoe Regional Plan and evaluated in the Regional Plan Update EIS). The realignment of US 50, would remain consistent with the VMT per capita goal of RTP/SCS EIR/EIS Alternative 3 and would support achievement of the Regional Plan VMT requirements, so the beneficial impact of the RTP on regional VMT would be sustained. Alternative A would affect VMT because it would not support revitalization of the tourist core and would retain the same length of US 50 in the corridor. For Alternative E, the existing roadway alignment would remain the same with separation of pedestrians on an elevated structure. It would not support revitalization in the tourist core as effectively as the realignment alternatives and the through-traffic trip length on US 50 would be unchanged. Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites are not analyzed under the 2020 (opening day) scenario.

NEPA Environmental Consequences: The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, and D; Less Than Significant for Alternatives A and E

VMT is a measure of the efficiency of the transportation system and its level of integration with planned land use patterns. For the Tahoe Region, VMT may be influenced by variables such as land use location, emphasis on personal motor vehicle travel modes compared to other modes (such as walking, cycling, or transit), walking and bicycling opportunities in compact urban centers, and implementation of vehicle trip reduction strategies. Environmental consequences are indirectly related to a change in the volume or efficiency of VMT. Motor vehicle travel involves air pollutant emissions, greenhouse gas emissions, and noise generation; therefore, VMT increases result in indirect environmental impacts related to air pollutant, GHG, and noise emissions.

The US 50/South Shore Community Revitalization Project is a part of several transportation strategy packages and alternatives proposed and analyzed in the RTP/SCS EIR/EIS (TMPO and TRPA 2012a). Alternative 3 of the RTP/SCS EIR/EIS was selected and approved by the TRPA Governing Board as the alternative that would best achieve TRPA's regional transportation objectives. The RTP/SCS EIR/EIS Alternative 3 involved construction of various transportation improvement projects, including the US 50/South Shore Community Revitalization Project, as well as reduced development in the Region, plus highly incentivized redevelopment in Town Centers, Regional Center, and the High Density Tourist District. The RTP/SCS EIR/EIS found that Alternative 3 would have a beneficial impact on VMT, because it would cause VMT per capita to decrease from 36.4 in 2010 to 35.3 in 2035, a 3.1 percent reduction. The RTP/SCS Final EIR/EIS addresses VMT issues in Master Response 11 (TMPO and TRPA 2012b:3-57 to 3-61).

Realignment of US 50 to create the opportunity for community revitalization in the Stateline/South Lake Tahoe tourist core is also consistent with the Lake Tahoe Regional Plan, including its attainment of the regional VMT threshold of total VMT that is at least 10 percent below 1981 levels. The Lake Tahoe Regional Plan Update EIS (RPU EIS) addresses the VMT issue in Impact 3.3-3 and includes adoption of Mitigation Measure 3.3-3, Implement Additional VMT Reduction, to achieve a less-than-significant impact outcome (TRPA 2012a).

Because the project is included in and consistent with RTP Alternative 3, which was shown to reduce VMT per capita during environmental review of the RTP, the regional VMT quantitative projections prepared for the RTP are applicable to this project. A separate quantitative analysis is not needed for this EIR/EIS/EIS, because the project would be consistent with RTP Alternative 3. Instead, a qualitative analysis was prepared based on the following information:

- ▲ Alternatives B, C, and D would implement the realignment of US 50 around the tourist core to provide the opportunity for community revitalization, consistent with the approved RTP. One of the intended outcomes of the revitalization of the tourist core addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. For instance, trips between a hotel and a restaurant, for retail shopping, and to reach entertainment venues could be accomplished without using personal vehicles. This urban center concept is one of the foundations of the US 50/South Shore Community Revitalization Project's contribution to reduced regional VMT, which was the conclusion of the RTP's regional VMT modeling analysis.
- ▲ Alternatives B, C, and D would result in lengthening the localized trip distance for through trips in the Stateline area for both eastbound and westbound traffic, because the distance around the tourist core is slightly longer than through the center of the core area (i.e., about 0.4 miles longer). This increase in route length would require vehicles on US 50 to travel a longer distance through the Stateline area, which would lead to a small increase in regional VMT. This localized increase was also incorporated into the regional VMT modeling when the RTP was reviewed and determined to result in beneficial future VMT reductions.
- ▲ A significant number of induced trips would not occur as a result of improved levels of service, because the project only involves a little over 1 mile of travel corridor and the difference in travel time would not be sufficient for motorists to decide that more trips should be taken. Also, regional induced trips would not occur, recognizing that the capacity of the overall highway system would not be changed as a result of the project, because the number of lanes and the intersection configurations on US 50 east and west of the project vicinity would be unchanged.

Based on this assessment, it is reasonable to conclude that the 2020 (opening day) condition for Alternatives A and E would result in a less-than-significant change to the existing VMT; Alternatives B, C, and D would result in a VMT benefit, because of consistency with the RTP (TMPO and TRPA 2012a:3.3-50).

#### **Alternative A: No Build (No Project)**

Alternative A assumes that the US 50/South Shore Community Revitalization Project, which is included in RTP/SCS EIR/EIS Alternative 3, would not be constructed. Therefore, the community revitalization opportunity of the highway realignment would not be realized, including the reduction of VMT made possible by revitalization of a more walkable, bikable, and transit-served urban center. Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT based on such reduction of trips, Alternative A would not substantially change VMT nor contribute toward the Region reaching its goal of reducing VMT below 1981 levels. Thus, Alternative A in 2020 would have an adverse and **less-than-significant** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement.

## Alternative B: Triangle (Locally Preferred Action)

### Transportation Improvements

Alternative B transportation improvements would implement the realignment of US 50 around the tourist core, providing the opportunity for community revitalization that is consistent with the approved RTP. One of the intended outcomes of the revitalization of the tourist core addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. This would be accomplished by the close proximity of mixed, visitor-serving facilities in the tourist core area, the interconnections of pedestrian paths and bicycle facilities, and access to enhanced transit facilities. For instance, trips between a hotel and a restaurant, for retail shopping, and to reach entertainment venues could be accomplished without using personal vehicles. This urban center concept is one of the foundations of the US 50/South Shore Community Revitalization Project's contribution to reduced regional VMT, which was the conclusion of the RTP's regional VMT modeling analysis.

Because US 50 would be aligned around the tourist core area, the length for through trips on US 50 in the Stateline area for both eastbound and westbound traffic would increase by approximately 0.4 mile. This increase in roadway length would require vehicles on US 50 to travel a longer distance through the Stateline area, which would lead to a small increase in local VMT. This increased through trip length was considered during the VMT modeling for the RTP, and is accounted for in the determination of a beneficial reduction in per capita VMT for the approved RTP.

While the highway realignment in Alternative B would result in a small increase in VMT when through trips are analyzed on their own, it is consistent with the community revitalization objectives of the approved RTP Alternative 3, which results in a beneficial reduction in regional VMT. Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT, implementation of Alternative B would support the Region's pursuit of its goal of reducing VMT below 1981 levels. Thus, implementation of transportation improvements included in Alternative B on opening day would have a **beneficial** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement.

### Mixed-Use Development including Replacement Housing

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

## Alternative C: Triangle One-Way

### Transportation Improvements

As described for Alternative B, the RTP implementation includes a version of the US 50/South Shore Community Revitalization Project (Alternative 3) similar to this Alternative C. One of the intended outcomes of the revitalization of the tourist core addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. This would be accomplished by the close proximity of mixed, visitor-serving facilities in the tourist core area, the interconnections of pedestrian paths and bicycle facilities, and access to enhanced transit facilities. Thus, implementation of transportation improvements included in Alternative C would support the RTP's **beneficial impact** on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement.

**Mixed-Use Development including Replacement Housing**

Because redevelopment of one or more of the mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

**Alternative D: Project Study Report Alternative 2****Transportation Improvements**

As described for Alternative B, the RTP implementation includes a version of the US 50/South Shore Community Revitalization Project (Alternative 3) similar to this Alternative D. One of the intended outcomes of the revitalization of the tourist core addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. This would be accomplished by the close proximity of mixed, visitor-serving facilities in the tourist core area, the interconnections of pedestrian paths and bicycle facilities, and access to enhanced transit facilities. Thus, implementation of transportation improvements included in Alternative D would support the RTP's **beneficial** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement.

**Mixed-Use Development including Replacement Housing**

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

**Alternative E: Skywalk**

Alternative E would result only in pedestrian improvements on the deck above US 50. Alternative E assumes that a realigned US 50, which is included in RTP/SCS EIR/EIS Alternative 3, would not be constructed. Therefore, the community revitalization opportunity of the highway realignment would not be realized as effectively as one of the realignment alternatives, including the reduction of VMT made possible by revitalization of a more walkable, bikable, and transit-served urban center. Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT based on such reduction of trips from the community revitalization component, which would not be realized as effectively for Alternative E, it would not substantially change VMT nor contribute toward the Region reaching its goal of reducing VMT below 1981 levels. Thus, Alternative E in 2020 would have a **less-than-significant** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features Alternative E would avoid or minimize impacts on VMT in 2020 such that no additional mitigation measures are needed or feasible to implement.

**Impact 3.6-5: Impacts on bicycle and pedestrian facilities – 2020 (Opening Day)**

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Because of their design, Alternatives B, C, D, and E would not disrupt or interfere with existing or planned bicycle/pedestrian facilities; rather, they would enhance the existing infrastructure and create a bicycle and pedestrian network with enhanced connectivity. Furthermore, Alternatives B, C, D, and E would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. No modifications to the existing bicycle or pedestrian infrastructure would occur under Alternative A. Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents, relocated residents would have access to the same pedestrian and bicycle facilities as under existing conditions, and the remaining site(s) would be constructed between 2020 and 2040, the Alternatives B, C, and D mixed-use development sites were not analyzed under this 2020 (opening day) scenario.

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NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on bicycle and pedestrian facilities in 2020 such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, D, and E; No Impact for Alternative A

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#### **Alternative A: No Build (No Project)**

Because no modifications to the existing conditions would occur, implementation of Alternative A would result in **no impact** for the purposes of NEPA, CEQA, and TRPA.

#### **Alternative B: Triangle (Locally Preferred Action)**

##### **Transportation Improvements**

Implementation of transportation improvements for Alternative B under opening day conditions would include minimum 5-foot-wide shoulders/bicycle lanes and minimum 6-foot-wide pedestrian sidewalks along Lake Tahoe Boulevard (existing US 50) for the full length of the study segment. In some sections, the sidewalks could be constructed up to 20 feet wide. The realigned US 50 would include construction of 5-foot-wide bicycle lanes/shoulders, along with 6-foot-wide sidewalks on at least one side of the roadway.

A pedestrian bridge would be constructed over the realigned US 50 near the California/Nevada state line connecting Van Sickle Bi-State Park to the Stateline area. Additionally, a new traffic signal at the Van Sickle Bi-State Park entrance would provide a dedicated pedestrian crossing phase where none exists today.

The Alternative B cycle track option would replace the proposed bicycle lanes described above with a cycle track path along the lake side of existing US 50. The two-way cycle track would be separated from vehicular traffic by a barrier and would connect with the Linear Park that extends from Ski Run Boulevard to the end of the Tahoe Meadows District. This dedicated bike path with barrier separation from vehicular traffic would provide a more desirable bicycle environment along the study segment of US 50, as well as providing connectivity to the existing Class I Bike Path at the west end of the study segment.

Bicycles would be able to navigate the Eastbound US 50/Lake Parkway/Westbound US 50 roundabout with vehicular traffic or use the pedestrian/bicycle crossings that would be provided on all legs of the roundabout.

Alternative B includes an option to restripe the lake side of Lake Parkway, resulting in removing existing bike lanes and shoulders. Bicycle traffic would be Class 3 or shared travel lane with vehicular traffic.

Alternative B would improve existing bicycle/pedestrian infrastructure and improve connectivity within the study area. Furthermore, Alternative B would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, the impact of Alternative B transportation improvements on opening day would be **beneficial** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize any inconsistencies with adopted policies related to bicycle or pedestrian systems such that no additional mitigation measures are needed or feasible to implement.

##### **Mixed-Use Development including Replacement Housing**

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents, relocated residents would have access to the same pedestrian and bicycle facilities as under existing conditions, and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.



### **Alternative C: Triangle One-Way**

#### **Transportation Improvements**

Alternative C would add minimum 5-foot-wide shoulders/bicycle lanes and minimum 6-foot-wide pedestrian sidewalks along eastbound US 50 for the full length of the study segment. In some sections, the sidewalks could be constructed up to 20 feet wide.

Five-foot-wide bicycle lanes/shoulders would be constructed along the new US 50 westbound alignment, along with 6-foot-wide sidewalks on at least one side of the roadway. A pedestrian bridge would be constructed over the new US 50 westbound alignment near the California/Nevada state line connecting Van Sickle Bi-State Park to the Stateline area. A new traffic signal at the Van Sickle Bi-State Park entrance would provide a dedicated pedestrian crossing phase where none exists today. The proposed additions and improvements to the existing pedestrian and bicycle facilities would increase pedestrian and bicycle connectivity throughout the study area. Although Alternative C includes an option to restripe the lake side of Lake Parkway, resulting in removing existing bike lanes, the shoulder would continue to be wide enough for bicycle travel.

Alternative C would improve existing bicycle/pedestrian infrastructure and improve connectivity within the study area. Furthermore, Alternative C would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, the impact of Alternative C transportation improvements on opening day would be **beneficial** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize any inconsistencies with adopted policies related to bicycle or pedestrian systems such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents, relocated residents would have access to the same pedestrian and bicycle facilities as under existing conditions, and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

### **Alternative D: Project Study Report Alternative 2**

#### **Transportation Improvements**

Alternative D would add minimum 5-foot-wide shoulders/bicycle lanes and minimum 6-foot-wide pedestrian sidewalks along Lake Tahoe Boulevard (existing US 50) for the full length of the study segment. In some sections, the sidewalks could be constructed up to 20 feet wide.

Five-foot-wide bicycle lanes/shoulders would be constructed along the realigned US 50, along with 6-foot-wide sidewalks on at least one side of the roadway. A pedestrian bridge would be constructed over the realigned US 50 near the California/Nevada state line connecting Van Sickle Bi-State Park to the Stateline area. A new traffic signal at the Van Sickle Bi-State Park entrance would provide a dedicated pedestrian crossing phase where none exists today.

Bicycles would be able navigate the new US 50/Lake Parkway/Lake Tahoe Boulevard roundabout with vehicular traffic or use the pedestrian/bicycle crossings that would be provided on all legs of the roundabout.

Although Alternative D includes an option to restripe the lake side of Lake Parkway, resulting in removing existing bike lanes, the shoulder would continue to be wide enough for bicycle travel.

Alternative D would improve existing bicycle/pedestrian infrastructure and improve connectivity within the study area. Furthermore, Alternative D would not create an inconsistency with any adopted policies related

to bicycle or pedestrian systems. Therefore, the impact of Alternative D transportation improvements on opening day would be **beneficial** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize any inconsistencies with adopted policies related to bicycle or pedestrian systems such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Because redevelopment of one or more of the three mixed-use development sites would not generate new trips as it would provide replacement housing for displaced residents, relocated residents would have access to the same pedestrian and bicycle facilities as under existing conditions, and the remaining site(s) would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario.

#### **Alternative E: Skywalk**

Alternative E would involve construction of a new pedestrian skywalk between the Montbleu Resort and Casino and Stateline Avenue through the resort-casino portion of the tourist core and replace the existing at-grade pedestrian scramble at this location. Furthermore, the project would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Thus, implementation of Alternative E would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize any inconsistencies with adopted policies related to bicycle or pedestrian systems such that no additional mitigation measures are needed or feasible to implement.

### **Impact 3.6-6: Impacts on transit – 2020 (Opening Day)**

Alternatives B, C, D, and E would not disrupt or interfere with existing transit facilities and would enhance the existing transit infrastructure. Furthermore, the build alternatives would be consistent with adopted policies related to transit systems. No modifications to the existing transit infrastructure would occur under Alternative A. Because Alternatives B, C, and D mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing for these alternatives would be constructed at one or more of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario. Transit demand associated with the replacement housing could shift within the project site, but there would be no net increase in the number of residents in the project site that would result in an increase in demand for transit.

NEPA Environmental Consequences: The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, D, and E; Less Than Significant for Alternative A

#### **Alternative A: No Build (No Project)**

Because no modifications to the existing conditions would occur, implementation of Alternative A would result in no new transit facilities. However, the projected increase in vehicular traffic through the study area would result in LOS degrading. The segment of US 50 between Pioneer Trail and Park Avenue would experience a reduction of speed as result, as shown below:

- ▲ Eastbound US 50 between Pioneer Trail and Park Avenue – average vehicular speed would degrade as follows:

- Annual average peak hour: Reduction from 22.2 mph to 20.1 mph
- ▲ Westbound US 50 between Pioneer Trail and Park Avenue – average vehicular speed would degrade as follows:
  - Annual average peak hour: Reduction from 21.6 mph to 20.2 mph

The reduction in average mph anticipated with Alternative A would increase travel times along US 50, however, the overall increased travel time would be minimal. Thus, this would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features Alternative A would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

#### **Alternative B: Triangle (Locally Preferred Action)**

##### **Transportation Improvements**

Implementation of transportation improvements included in Alternative B would not alter existing transit circulation. Transit operations would be improved as a result of wider shoulders and the potential provision of bus pullouts, resulting in safer bus stop operations. The decreased traffic volumes through the tourist core anticipated under Alternative B would enhance safety and improve transit service by reducing travel times and delays associated with congestion in the area. Alternative B would also include the construction of new bus shelters at bus stop locations where existing features are limited to signs and, in some cases, benches.

Alternative B would improve transit service and facilities within the study area. Furthermore, Alternative B would be consistent with adopted policies related to transit systems. Therefore, the impact of Alternative B transportation improvements on transit on opening day would be **beneficial** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

##### **Mixed-Use Development including Replacement Housing**

Because Alternative B mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative B would be constructed at one or more of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The replacement housing located at the mixed-use development sites as part of Alternative B for the 2020 scenario would be limited to the number of housing units that would be displaced by the project. Therefore, there would be no net increase in the number of residents in the project site that would result in an increase in demand for transit. Depending on the location of the replacement housing units, it is possible that the demand for transit could shift to different transit stops within the project site. Therefore, Alternative B

replacement housing at one or more of the three mixed-use development sites for the 2020 scenario would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at Site 3 as part of Alternative B would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar impacts on transit in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on transit in 2020 would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on transit in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at the mixed-use development sites as part of Alternative B would minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

### Alternative C: Triangle One-Way

#### Transportation Improvements

Implementation of transportation improvements included in Alternative C would reroute westbound transit circulation along the new US 50 alignment. Eastbound transit circulation would remain along existing US 50. Transit operations would be improved through the creation of wider shoulders and the potential provision of bus pullouts, resulting in safer bus stop operations. Alternative C would also include the construction of new bus shelters at bus stop locations where existing features are limited to signs and, in some cases, benches.

Alternative C would improve transit infrastructure and safety within the study area. Furthermore, Alternative C would be consistent with adopted policies related to transit systems. Therefore, the impact of Alternative C transportation improvements on opening day would be **beneficial** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

#### Mixed-Use Development including Replacement Housing

Because Alternative C mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative C would be constructed at one or more of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project Alternatives"). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The replacement housing located at the mixed-use development sites as part of Alternative C for the 2020 scenario would be limited to the number of housing units that would be displaced by the project. Therefore, there would be no net increase in the number of residents in the project site that would result in an increase in demand for transit. Depending on the location of the housing units, it is possible that the demand for transit could shift to different transit stops within the project site. Therefore, Alternative C replacement housing at the three mixed-use development sites for 2020 would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at Site 3 as part of Alternative C would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar impacts on transit in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on transit in 2020 would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on transit in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at the mixed-use development sites as part of Alternative C would minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

## **Alternative D: Project Study Report Alternative 2**

### **Transportation Improvements**

Implementation of transportation improvements included in Alternative D would not alter existing transit circulation. Transit operations would be improved as a result of wider shoulders and the potential provision of bus pullouts, resulting in safer bus stop operations. The decreased traffic volumes through the tourist core anticipated under Alternative D would enhance safety and improve transit service by reducing travel times and delays associated with congestion in the area. Alternative D would also include the construction of new bus shelters at bus stop locations where existing features are limited to signs and, in some cases, benches.

Alternative D would improve transit service and facilities within the study area. Furthermore, Alternative D would be consistent with adopted policies related to transit systems. Therefore, the impact of Alternative D transportation improvements on transit on opening day would be **beneficial** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

### **Mixed-Use Development including Replacement Housing**

Because Alternative D mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative D would be constructed at one or more of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project

Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The replacement housing located at the mixed-use development sites as part of Alternative D for the 2020 scenario would be limited to the number of housing units that would be displaced by the project. Therefore, there would be no net increase in the number of residents in the project site that would result in an increase in demand for transit. Depending on the location of the housing units, it is possible that the demand for transit could shift to different transit stops within the project site. Therefore, Alternative D replacement housing at the three mixed-use development sites for 2020 would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at the mixed-use development sites as part of Alternative D would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar impacts on transit in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on transit in 2020 would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on transit in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at the mixed-use development sites as part of Alternative D would minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

#### Alternative E: Skywalk

Under Alternative E, there would be no changes to transit facilities in the study area; however, the existing pedestrian scramble between the Montbleu Resort and Casino and Hard Rock Hotel and Casino would be replaced by a pedestrian skywalk, resulting in improved safety for pedestrians and vehicles, including transit. Thus, the impact of Alternative E on opening day would be **beneficial** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on transit in 2020 such that no additional mitigation measures are needed or feasible to implement.

### Impact 3.6-7: Construction-related traffic impacts – 2020 (Opening Day)

Construction of the transportation improvements for Alternatives B, C, D, and E would result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. The transportation improvements could be constructed over three construction seasons. In accordance with Caltrans requirements, the construction phase of the project would include a Transportation Management Plan (TMP) that would be implemented during construction operations. The TMP would be completed in coordination with Caltrans, TTD, TRPA, NDOT, City of South Lake Tahoe, and Douglas County. Implementation of the TMP would minimize transportation disruptions during construction. No construction would occur under Alternative A. Lane closures and temporary full closure of US 50 would occur with construction of Alternative E. The replacement housing would be constructed at one or more of the mixed-use development



sites prior to construction of transportation improvements. Construction activities for the replacement housing would maintain access to businesses and residences and would conform with City of South Lake Tahoe standards, as applicable. Because construction of mixed-use development at the remaining site(s) would be constructed after 2020, Alternatives B, C, and D mixed-use development were not analyzed under the 2020 (opening day) scenario.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are needed or feasible to implement; The design features of Alternative E would minimize the construction-related traffic impacts in 2020, but there are no other feasible mitigation, avoidance, or minimization measures that could further reduce construction-related traffic impacts; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less Than Significant for Alternatives B, C, and D; No Impact for Alternative A; Significant and Unavoidable for Alternative E

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#### **Alternative A: No Build (No Project)**

Because no modifications to the existing conditions would occur, implementation of Alternative A would result in **no impact** regarding construction-related traffic for the purposes of NEPA, CEQA, and TRPA.

#### **Alternative B: Triangle (Locally Preferred Action)**

##### **Transportation Improvements**

Construction of Alternative B transportation improvements is expected to occur over three construction seasons. The first phase would include right-of-way acquisition, building demolition, and utility improvements. The second phase would include construction of the realigned US 50. The last phase would include construction on existing US 50 through the tourist core. Each of these phases is expected to require one construction season. Traffic on affected roadways would either be carried through or detoured onto other roadways. Construction of the roundabout at US 50/Lake Parkway would be phased to allow through access during construction.

In accordance with Caltrans requirements, any project impacting or occurring within the State Highway System requires the preparation of a TMP. Prior to construction activities, a TMP would be developed in coordination with Caltrans, TRPA, the City of South Lake Tahoe, Douglas County, NDOT, and other agencies as appropriate. During the project planning phase, Caltrans would review the project to determine which traffic management strategies would need to be deployed based on project conditions and the anticipated work zone safety and mobility impacts. Implementation of the TMP would minimize traffic flow disruption through the construction work zones and enhance the safety of the work zones for the traveling public and workers, in accordance with Caltrans standards. Because implementation of the TMP would minimize transportation disruptions and maintain safe travel conditions during the construction seasons in accordance with Caltrans standards, impacts would be maintained at a **less-than-significant** level for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are needed or feasible to implement.

##### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing at one or more of the mixed-use development sites (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project Alternatives"). If replacement housing is not constructed at one of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any

residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one or more of the mixed-use development sites for Alternative B could result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. The construction activities would be limited to the mixed-use development site and the construction staging would be located on-site, on right-of-way acquired for the project, or through agreement with a private property owner for use of their land.

Access to businesses and residences would be maintained during construction of the replacement housing. Furthermore, project construction would be scheduled in late spring or early fall, rather than the summer peak tourist season, to reduce effects on businesses, residents, and visitors. All construction activities would be implemented in conformance with City of South Lake Tahoe standards, as applicable.

However, specific construction details for the replacement housing are not known at this time. As part of approval and permitting process, the mixed-use development, including replacement housing, for Alternative B would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements. Because construction of the replacement housing on one or more of the mixed-use development sites would occur in existing developed areas and would avoid or minimize construction-related traffic impacts, construction-related traffic impacts from Alternative B replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one or more of the mixed-use development sites included in Alternative B would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than one of the mixed-use development sites could result in similar potential for construction-related traffic impacts in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related traffic impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

Because Alternative B mixed-use development on the remaining site(s) would be constructed after 2020, the construction-related traffic impacts of this development is not analyzed under the 2020 (opening day) scenario.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and replacement housing at one or more of the mixed-use development sites would result in a **less-than-significant** construction-related traffic impact.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one or more of the mixed-use development sites as part of Alternative B would minimize the construction-related traffic impacts such that no additional mitigation measures are needed or feasible to implement.

### Alternative C: Triangle One-Way

#### Transportation Improvements

Implementation of Alternative C transportation improvements would result in the same construction-related traffic effects as Alternative B because it would include similar construction elements as described for

Alternative B. Implementation of Alternative C transportation improvements on construction-related traffic impacts on opening day would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses at one or more of the mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one or more of the mixed-use development sites for Alternative C could result in construction-related traffic similar to that described above for Alternative B mixed-use development, including replacement housing. As described above for Alternative B, as part of approval and permitting process, the mixed-use development, including replacement housing, for Alternative C would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements. Because construction of the replacement housing on one or more of the mixed-use development sites would occur in an existing developed area and would avoid or minimize construction-related traffic impacts, construction-related traffic impacts from Alternative C replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one or more of the mixed-use development sites included in Alternative C would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than one of the mixed-use development sites could result in similar potential for construction-related traffic impacts in 2020 as described for the replacement housing at one of the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related traffic impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

Because Alternative C mixed-use development on the remaining site(s) would be constructed after 2020, the construction-related traffic impacts of this development is not analyzed under the 2020 (opening day) scenario.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and replacement housing at one or more of the mixed-use development sites would result in a **less-than-significant** construction-related traffic impact.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one or more of the mixed-use development sites as part of Alternative C would minimize the construction-related traffic impacts such that no additional mitigation measures are needed or feasible to implement.

## Alternative D: Project Study Report Alternative 2

### Transportation Improvements

Implementation of Alternative D transportation improvements would result in the same construction-related traffic effects as Alternative B because it would include similar construction elements as described for Alternative B. Implementation of Alternative D transportation improvements on construction-related traffic impacts on opening day would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are needed or feasible to implement.

### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses at one or more of the mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at this site, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one or more of the mixed-use development sites for Alternative D could result in construction-related traffic similar to that described above for Alternative B mixed-use development, including replacement housing. As described above for Alternative B, as part of approval and permitting process, the mixed-use development, including replacement housing, for Alternative D would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements. Because construction of the replacement housing on one or more of the mixed-use development sites would occur in an existing developed area and would avoid or minimize construction-related traffic impacts, construction-related traffic impacts from Alternative D replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one or more of the mixed-use development sites included in Alternative D would avoid or minimize the construction-related traffic impacts in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than one of the mixed-use development sites could result in similar potential for construction-related traffic impacts in 2020 as described for the replacement housing at one of the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related traffic impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

Because Alternative D mixed-use development on the remaining site(s) would be constructed after 2020, the construction-related traffic impacts of this development is not analyzed under the 2020 (opening day) scenario.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and replacement housing at one or more of the mixed-use development sites would result in a **less-than-significant** construction-related traffic impact.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one or more of the mixed-use development sites as part of Alternative D would

minimize the construction-related traffic impacts such that no additional mitigation measures are needed or feasible to implement.

#### **Alternative E: Skywalk**

Alternative E would require a TMP per Caltrans requirements similar to Alternatives B, C, and D. However, construction of Alternative E would require full closure of existing US 50 through the affected area at times during construction. Additionally, it is likely that Alternative E would require construction outside of the established daytime hours to minimize traffic conflicts. Construction of Alternative E would occur in a single phase. The implementation of Alternative E would result in temporary delays during construction as a result of the lane closures and periodic full closures. Lane closures during construction would exacerbate this existing condition. In addition, weather conditions and noise requirements constrain the timing of construction to hours that would generally be subject to reduced traffic flow rates. Therefore, there is no feasible mitigation to reduce significant construction-related traffic impacts under Alternative E. Thus, construction-related traffic impacts would be **significant and unavoidable** under Alternative E for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would minimize the construction-related traffic impacts in 2020. However, there are no other feasible mitigation, avoidance, or minimization measures that could further reduce construction-related traffic impacts.

### **Impact 3.6-8: Impacts on vehicular, bicycle, and pedestrian safety – 2020 (Opening Day)**

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Alternatives B, C, D, and E would enhance the existing infrastructure and improve safety throughout the vehicular, bicycle, and pedestrian network within the study area. No modifications to the existing vehicular, bicycle, or pedestrian infrastructure would occur under Alternative A, however vehicular traffic would increase within the study area thus impacting bicycle safety and the existing above state average traffic accidents and injuries occurring at the US 50/Lake Parkway Loop intersection. Construction of replacement housing at one or more of the mixed-use development sites would not substantially alter vehicular travel within the study area and would have no effect on bicycle or pedestrian infrastructure. Mixed-use development at the remaining site(s) would be constructed between 2020 and 2040; therefore, the Alternatives B, C, and D mixed-use development at these sites is not analyzed under the 2020 (opening day) scenario.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement; There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize impacts on vehicular, bicycle, and pedestrian safety in 2020 from Alternative A

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, D, and E; Significant and Unavoidable impact for Alternative A

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#### **Alternative A: No Build (No Project)**

Alternative A would result in no modifications to the existing conditions. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). The most commonly reported type of collision was of the “rear-end” variety, which is frequently associated with signalized intersections and stop-and-go traffic conditions. Under Alternative A, this intersection would remain as it is today, and vehicular traffic through the intersection would increase. Increased traffic through the US 50/Lake Parkway Loop intersection would likely exacerbate the number of vehicular accidents at this location. Additionally, the absence of continuous striped bicycle facilities along US 50, combined with the increase in traffic along this roadway segment would expose bicyclists to higher volumes of vehicles. Because with the no build alternative (Alternative A) there would be

no mechanism by which to implement or enforce mitigation, this impact would remain **significant and unavoidable** for the purposes of CEQA and TRPA.

For the purposes of NEPA, adverse effects on vehicular, bicycle, and pedestrian safety in 2020 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures.

### **Alternative B: Triangle (Locally Preferred Action)**

#### **Transportation Improvements**

In 2020, implementation of transportation improvements included in Alternative B would reduce vehicular traffic along existing US 50 in the tourist core area, thus reducing bicycle, pedestrian, and vehicular exposure to safety hazards along this roadway segment and reducing the potential for vehicular accidents to occur.

Pedestrian and bicyclist exposure to vehicular traffic would be reduced with the improvements associated with Alternative B, including a pedestrian bridge over the new US 50 alignment connecting Van Sickle Bi-State Park to the Stateline area; shoulders/bicycle lanes and pedestrian sidewalks along Lake Tahoe Boulevard (existing US 50) for the full length of the study segment; and bicycle lanes/shoulders along the new US 50 alignment with sidewalks on at least one side of the roadway. The cycle track option would further reduce bicyclist exposure to vehicular traffic and enhance bicyclist safety. The cycle track option includes a two-way bike path separated from vehicular traffic by a barrier along the westbound side of Lake Tahoe Boulevard.

Safety of the existing pedestrian crossings along US 50 would be improved because of reduced traffic volumes and shorter crossing lengths associated with the narrowing of the existing US 50 roadway geometry. Additionally, Alternative B would include a new traffic signal at the Van Sickle Bi-State Park entrance that would provide a dedicated pedestrian crossing phase where none exists today.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection could be constructed as either a roundabout or a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Roundabouts tend to reduce the severity of traffic accidents because the geometric design of the entry points eliminates right-angle collisions and high-entry speeds as well as reducing conflict points. Thus, implementation of the roundabout option for this intersection would reduce the severity of the traffic accidents occurring at this location, and in turn reduce the number of fatalities and injuries.

Thus, because the proposed design features would improve vehicular, bicycle, and pedestrian safety, implementation of Alternative B transportation improvements on opening day would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize environmental consequences related to vehicular, bicycle, and pedestrian safety such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project Alternatives"). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.



The construction of replacement housing at one or more of the mixed-use development sites as part of Alternative B prior to construction transportation improvements would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements. Prior to permit approval of the replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access, in compliance with existing regulations. Therefore, Alternative B replacement housing would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects on vehicular, bicycle, and pedestrian safety in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2020 would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and replacement housing at one or more of the three mixed-use sites would result in a **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one of the three mixed-use development sites as part of Alternative B would minimize the impacts on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement.

### **Alternative C: Triangle One-Way**

#### **Transportation Improvements**

In 2020, implementation of transportation improvements included in Alternative C would reduce pedestrian and bicyclist exposure to vehicular traffic because improvements would include a new pedestrian bridge over the new US 50 alignment connecting Van Sickle Bi-State Park to the Stateline area; shoulders/bicycle lane and pedestrian sidewalks along eastbound US 50 for the full length of the study segment; and bicycle lanes/shoulders along the new westbound US 50 alignment with sidewalks on at least one side of the roadway. Additionally, Alternative C would include a new traffic signal at the Van Sickle Bi-State Park entrance that would provide a dedicated and safe pedestrian crossing phase where none exists today.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection would be constructed as a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Because Alternative C would not change the type of intersection at this location, a change in accident rates or severity of accidents would not be anticipated to change at this intersection over existing conditions.

Because the proposed design features would improve vehicular, bicycle, and pedestrian safety, implementation of Alternative C transportation improvements on opening day would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize environmental consequences related to vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement.

### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The construction of replacement housing at one or more of the mixed-use development sites as part of Alternative C prior to construction transportation improvements would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements. Prior to permit approval of the replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access, in compliance with existing regulations. Therefore, Alternative C replacement housing would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects on vehicular, bicycle, and pedestrian safety in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2020 would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and replacement housing at one or more of the three mixed-use sites would result in a **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one of the three mixed-use development sites as part of Alternative C would minimize the impacts on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement.

### **Alternative D: Project Study Report Alternative 2**

#### **Transportation Improvements**

In 2020, implementation of transportation improvements included in Alternative D would reduce vehicular traffic along existing US 50 in the tourist core area, thus reducing pedestrian and bicycle exposure to safety hazards along this roadway segment and reducing the potential for vehicular accidents to occur. Existing pedestrian crossings along US 50 would be maintained; however, reduced traffic volumes and shorter crossing lengths associated with the narrowing of the existing US 50 roadway geometry would enhance bicycle and pedestrian safety. Additionally, Alternative D would include a new traffic signal at the Van Sickle Bi-State Park entrance that would provide a dedicated and safe pedestrian crossing phase where none exists today.

Pedestrian and bicyclist exposure to vehicular traffic would be reduced because Alternative D would provide a pedestrian bridge over the new US 50 alignment connecting Van Sickle Bi-State Park to the Stateline area;

shoulders/bicycle lanes and pedestrian sidewalks along Lake Tahoe Boulevard (existing US 50) for the full length of the study segment; and bicycle lanes/shoulders along the new US 50 alignment, with sidewalks on at least one side of the roadway.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection could be constructed as either a roundabout or a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Roundabouts tend to reduce the severity of traffic accidents because the geometric design of the entry points eliminates right-angle collisions and high-entry speeds as well as reducing conflict points. Thus, implementation of the roundabout option for this intersection would reduce the severity of the traffic accidents occurring at this location, and in turn reduce the number of fatalities and injuries.

Thus, because the proposed design features would improve traffic, bicycle, and pedestrian safety, implementation of Alternative D transportation improvements on opening day would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize environmental consequences related to vehicular, bicycle, and pedestrian safety such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The construction of replacement housing at one or more of the mixed-use development sites as part of Alternative D prior to construction transportation improvements would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements. Prior to permit approval of the replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access, in compliance with existing regulations. Therefore, Alternative D replacement housing would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects on vehicular, bicycle, and pedestrian safety in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2020 would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and replacement housing at one or more of the three mixed-use sites would result in a **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one of the three mixed-use development sites as part of Alternative D would minimize the impacts on vehicular, bicycle, and pedestrian safety in 2020 such that no additional mitigation measures are needed or feasible to implement.

#### **Alternative E: Skywalk**

In 2020, Alternative E would construct a pedestrian skywalk over the entire width and length of existing US 50 within the tourist core between approximately 100 feet south of Stateline Avenue and near the northern end of the Montbleu Resort (about 450 feet south of Lake Parkway) and removal of the existing pedestrian scramble. This alternative would not result in any other transportation-related changes.

The construction of a new pedestrian skywalk over existing US 50 between Stateline Avenue and Montbleu Resort and Casino would provide complete grade separation of pedestrians and bicyclists from vehicular traffic, thus reducing pedestrian and bicyclist exposure to vehicular traffic. Additionally, elimination of the at-grade pedestrian crossing, which requires motorists to stop, reduces the potential for rear-end vehicular accidents at this location.

Thus, because the proposed design features would improve traffic, bicycle, and pedestrian safety, implementation of Alternative E on opening day would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize environmental consequences related to vehicular, bicycle, and pedestrian safety such that no additional mitigation measures are needed or feasible to implement.

### **Impact 3.6-9: Impacts on emergency access – 2020 (Opening Day)**

The build alternatives could affect police services, fire protection, and emergency medical services response times and delivery of emergency services. Alternatives B, D, and E would reduce congestion along existing US 50 and thereby improve long-term emergency access within the study area. There would be no changes under Alternative A. Alternative C would result in increased congestion and reduced emergency access to a segment of existing US 50 due to the new circulation patterns. Because mixed-use development would be constructed between 2020 and 2040, Alternatives B, C, and D mixed-use development were not analyzed under this 2020 (opening day) scenario. Replacement housing constructed at one of the three mixed-use development sites under the 2020 scenario would not interfere with existing emergency access and would be constructed to meet City requirements for emergency access.

**NEPA Environmental Consequences:** The design features of Alternatives A, B, D, and E would avoid or minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-9 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to emergency access in 2020

**CEQA/TRPA Impact Determinations:** Less Than Significant for Alternatives A, B, D, and E; Significant and Unavoidable for Alternative C with implementation of Mitigation Measure 3.6-9

#### **Alternative A: No Build (No Project)**

No modifications to the existing conditions would occur under Alternative A, and emergency access routes would be maintained. However, during summer peak hours, traffic operations along US 50 between Pioneer Trail and Lake Parkway would experience degraded LOS and reduced speeds compared to existing conditions. However, the reduced speeds would be minimal, even during the summer peak hours. Thus, the no build alternative would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement.

#### **Alternative B: Triangle (Locally Preferred Action)**

##### **Transportation Improvements**

US 50, with Alternative B transportation improvements, would remain four lanes wide and provide improved traffic flow, allowing emergency vehicles to travel from Pioneer Trail to Lake Parkway as quickly as today. Emergency access to the parcels along existing US 50 between Park Avenue and Lake Parkway would be maintained and, although the roadway would be narrowed, traffic flow would be improved during the summer peak. Back and side street access to the parcels between Park Avenue and Lake Parkway would remain, thus providing multiple emergency routes.

Additionally, as required by Caltrans, the TMP for the construction phase of the project would be coordinated with emergency services and all emergency service entities would be notified of any lane or road closures during construction to ensure adequate access for emergency vehicles throughout the construction period.

Therefore, Alternative B would maintain current emergency access routes and points to existing land uses in the study area and even with the narrowing of existing US 50, the improved traffic flow would at least maintain emergency response time. Additionally, emergency access during the construction phase would be coordinated and ensured as an element of the TMP. Thus, the impact on emergency access from Alternative B transportation improvements would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the emergency access environmental consequences such that no additional mitigation measures are needed or feasible to implement.

##### **Mixed-Use Development including Replacement Housing**

Because Alternative B mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative B would be constructed at one of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project Alternatives"). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one of the three mixed-use development sites for Alternative B would not interfere with any existing emergency access. The replacement housing would require local jurisdictional review and approval. This process would include ensuring that the replacement housing has adequate emergency access, in compliance with existing regulations. Emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed on a project specific level during the project permitting process. Thus, the impact on emergency access for Alternative B replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one of the three mixed-use development sites as part of Alternative B would avoid or minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for impacts on emergency access in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential emergency access impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and replacement housing at Site 3 would result in a **less-than-significant** impact on emergency access in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one of the three mixed-use development sites as part of Alternative B would minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement.

### Alternative C: Triangle One-Way

#### Transportation Improvements

Alternative C transportation improvements would result in increased congestion along the existing US 50 between Pioneer Trail and Park Avenue in the westbound direction. The increase in study area congestion would result in emergency services response times declining. Additionally, the conversion of existing US 50 to a one-way street in the eastbound direction would result in emergency access from the Nevada side no longer being an option for the section of existing US 50 between Stateline Avenue and Lake Parkway. For this roadway segment, back and side streets along with parking lots would need to be used as emergency access routes. This change in circulation patterns would result in increased emergency response times due to indirect emergency access routes for some areas and increased congestion along multiple roadway segments. Thus, this would be a **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements included in Alternative C to further reduce to the extent feasible the environmental consequences related to the emergency access.

#### Mixed-Use Development including Replacement Housing

Because Alternative C mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative C would be constructed at one of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one of the three mixed-use development sites for Alternative C would not interfere with any existing emergency access. The replacement housing would require local jurisdictional review and approval. This process would include ensuring that the replacement housing has adequate emergency access, in compliance with existing regulations. Emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed



on a project specific level during the project permitting process. Thus, the impact on emergency access for Alternative C replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one of the three mixed-use development sites as part of Alternative C would avoid or minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for impacts on emergency access in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential emergency access impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and replacement housing at Site 3 would result in a **less-than-significant** impact on emergency access in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing at one of the three mixed-use development sites as part of Alternative C would minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement.

### **Alternative D: Project Study Report (Alternative 2)**

#### **Transportation Improvements**

US 50, with Alternative D transportation improvements, would remain four lanes wide and provide improved traffic flow, allowing emergency vehicles to travel from Pioneer Trail to Lake Parkway as quickly as today. Emergency access to the parcels along existing US 50 between Park Avenue and Lake Parkway would be maintained and although the roadway would be narrowed, traffic flow would be improved during the summer peak. Back and side street access to the parcels between Park Avenue and Lake Parkway would remain, thus providing multiple emergency routes.

Additionally, as required by Caltrans, the TMP for the construction phase of the project would be coordinated with emergency services and all emergency service entities would be notified of any lane or road closures during construction to ensure adequate access for emergency vehicles throughout the construction period.

Therefore, Alternative D would maintain current emergency access routes and points to existing land uses in the study area and even with the narrowing of existing US 50, the improved traffic flow would at least maintain emergency response time. Additionally, emergency access during the construction phase would be coordinated and ensured as an element of the TMP. Thus, the impact on emergency access for Alternative D would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the emergency access environmental consequences such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Because Alternative D mixed-use development would be constructed between 2020 and 2040, this condition is not analyzed under the 2020 (opening day) scenario. However, replacement housing with Alternative D would be constructed at one of the three mixed-use development sites prior to implementation of the transportation improvements in California and is analyzed here for the 2020 scenario.

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the replacement housing at one of the three mixed-use development sites for Alternative D would not interfere with any existing emergency access. The replacement housing would require local jurisdictional review and approval. This process would include ensuring that the replacement housing has adequate emergency access, in compliance with existing regulations. Emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed on a project specific level during the project permitting process. Thus, the impact on emergency access for Alternative D replacement housing would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the replacement housing at one of the three mixed-use development sites as part of Alternative D would avoid or minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for impacts on emergency access in 2020 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential emergency access impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and replacement housing would result in a **less-than-significant** impact on emergency access in 2020.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and replacement housing as part of Alternative D would minimize the impacts on emergency access in 2020 such that no additional mitigation measures are needed or feasible to implement.

### Alternative E: Skywalk

Alternative E would maintain existing roadway geometry and would improve arterial segment operations along existing US 50. Therefore, emergency access would be maintained as it currently exists and emergency services response times would improve. However, construction of Alternative E would require full closure of existing US 50 through the affected area at times. As required by Caltrans, the TMP for the construction phase of the project would be coordinated with emergency services and all emergency service entities would be notified of any lane or road closures during construction to ensure adequate access for emergency vehicles throughout the construction period. Thus, Alternative E would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the emergency access environmental consequences such that no additional mitigation measures are needed or feasible to implement.

### Impact 3.6-10: Construction-related parking impacts

Construction staging areas for transportation improvements associated with Alternatives B, C, D, and E could be located on one or more parking lots at Harvey's Lake Tahoe, Hard Rock Hotel and Casino, and Montbleu Resort and Casino. These property owners have indicated there is sufficient parking in their parking garages. A construction staging area on the Harvey's parking lot would not interfere with the annual summer concert series. The use of any of these sites would be implemented through a willing agreement between the property owner and construction contractor. Construction impacts on parking associated with project construction would be temporary in nature and would only occur leading up to 2020 (opening day).

Although construction details associated with the mixed-use component, including replacement housing, of each of the build alternatives where it is proposed (Alternatives B, C, and D) are not known at this time; it is anticipated that these alternatives with mixed-use development would meet their needs for a construction staging area on-site, on right-of-way acquired for the project, or through agreement with a private property owner for use of their land. The mixed-use development, including replacement housing, would be subject to all applicable regulations and permit requirements. Construction staging for Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 would result in the amount of parking at the Heavenly Village Center to be below city parking requirements. Construction staging for Alternatives B, C, and D mixed-use development, including replacement housing, at Sites 1 and 2 would not result in temporary loss of parking beyond the loss of parking located at the businesses that would be displaced, which would no longer be required.

There would be no construction activities as part of Alternative A.

NEPA Environmental Consequences: Mitigation Measure 3.6-10 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to temporary loss of parking; The design features of Alternative E would avoid or minimize construction-related parking environmental consequences such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less than Significant for Alternatives B, C, D, and E; No Impact for Alternative A

#### Alternative A: No Build (No Project)

Because no modifications to the existing conditions would occur, implementation of Alternative A for the 2040 design year would result in **no impact** on supply of parking for purposes of NEPA, CEQA, and TRPA.

#### Alternative B: Triangle (Locally Preferred Action)

##### **Transportation Improvements**

One or more parking lots at Harvey's Lake Tahoe, Hard Rock Hotel and Casino, and Montbleu Resort and Casino may be temporarily closed during construction periods for Alternative B transportation improvements for use as a construction staging area. The parking stalls closed at Harvey's Lake Tahoe are the same parking stalls that are closed every summer for the Lake Tahoe Outdoor Arena. It is anticipated that only one or two of the sites would be used for staging, but all three sites are potential staging areas. All parking would be reopened at the end of construction. In consultation with South Tahoe Association of Resorts, which includes the casino properties, during outreach in 2014 and 2015, they acknowledged that there is substantial available parking in their parking garages. The use of any of these sites would be implemented through a willing agreement between the property owner and construction contractor. If the Harvey's parking lot would be used for construction staging, the use of the parking lot would only occur outside of the period during which the parking lot is used for the annual summer concert series (in general, before July and after mid-September). Table 3.6-15 shows the total number of parking stalls at each location that may be impacted.

**Table 3.6-15 Temporary Parking Impacts**

Location	Temporary Parking Stalls Removed	Total Existing Parking Stalls	Maximum Percent of Lost Parking Stalls
Harvey's Lake Tahoe	415	415	100%
Hard Rock Hotel and Casino	415	510	82%
Montbleu Resort and Casino	155	760	20%

Note: Parking stall total and lost parking stall percentage does not include parking stalls available within onsite parking garages.

Source: compiled by Wood Rodgers in 2016

Construction impacts to parking are temporary in nature and would only occur leading up to opening day (2020) for Alternative B transportation improvements. Thus, temporary impacts on parking during construction of the project would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements as part of Alternative B would avoid or minimize construction-related parking environmental consequences such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project Alternatives"). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of the mixed-use component, including replacement housing, of Alternative B could result in construction-related parking impacts. Specific construction details for the mixed-use development at Sites 1 and 2 are not known at this time; however, it is anticipated that Alternative B would meet the needs for a construction staging area on-site, on right-of-way acquired for the project, or through agreement with a private property owner for use of their land. Construction of mixed-use development, including replacement housing, at Sites 1 and 2 would not result in temporary loss of parking beyond the loss of parking located at the businesses that would be displaced, which would no longer be required.

Construction of the mixed-use development, including replacement housing, at Site 3 would also be anticipated to meet the needs for a construction staging area on-site, on right-of-way acquired for the project, or through agreement with a private owner for use of their land. If Site 3 is used for a construction staging area, then approximately 250 of the 789 total parking stalls would be temporarily removed from the supply of parking at the Heavenly Village Center and the amount of parking at the center would be below city parking requirements of 750 parking stalls. Because construction would likely occur during peak visitor periods and parking demand during the summer months, the loss of approximately 30 percent of required parking supply at Site 3 would be substantial.

As part of approval and permitting process, the mixed-use portion, including replacement housing, of Alternative B at any of the three mixed-use development sites would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements. However, because use of Site 3 for construction staging would substantially reduce parking supply below city requirements, the temporary loss of parking from construction at Site 3 would be **significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, at Site 3 as part of Alternative B to further reduce to the extent feasible the environmental consequences related to temporary loss of parking at the Heavenly Village Center.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar construction-related parking impacts as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related parking impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, would result in a **significant** construction-related parking impact.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B that would minimize the construction-related parking environmental consequences.

### **Alternative C: Triangle One-Way**

#### **Transportation Improvements**

Construction impacts on parking resulting from implementation of Alternative C transportation improvements are identical to those for Alternative B transportation improvements. Construction impacts on parking are temporary in nature and would only occur leading up to opening day (2020) for Alternative C transportation improvements. Thus, temporary impacts on parking during construction of the project would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements as part of Alternative C would avoid or minimize construction-related parking environmental consequences such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of Alternative C mixed-use development, including replacement housing, could result in construction-related parking impacts, the same as those described above for Alternative B mixed-use development, including replacement housing. For the reasons described above for Alternative B mixed-use development, including replacement housing, temporary impacts on parking during construction of Alternative C mixed-use development, including replacement housing, at Site 3 would be **significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, at Site 3 as part of Alternative C to further reduce to the extent feasible the environmental consequences related to temporary loss of parking at the Heavenly Village Center.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar construction-related parking impacts as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related parking impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, would result in a **significant** construction-related parking impact.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C that would minimize the construction-related parking environmental consequences.

### Alternative D: Project Study Report Alternative 2

#### Transportation Improvements

Construction impacts on parking resulting from implementation of Alternative D transportation improvements are identical to those for Alternative B transportation improvements. Construction impacts on parking are temporary in nature and would only occur leading up to opening day (2020) for Alternative D transportation improvements. Thus, temporary impacts on parking during construction of the project would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements as part of Alternative D would avoid or minimize construction-related parking environmental consequences such that no additional mitigation measures are needed or feasible to implement.

#### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Construction of Alternative D mixed-use development, including replacement housing, could result in construction-related parking impacts, the same as those described above for Alternative B mixed-use development, including replacement housing. For the reasons described above for Alternative B mixed-use development, including replacement housing, temporary impacts on parking during construction of Alternative D mixed-use development, including replacement housing, at Site 3 would be **significant** for the purposes of CEQA and TRPA.



For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, at Site 3 as part of Alternative D to further reduce to the extent feasible the environmental consequences related to temporary loss of parking at the Heavenly Village Center.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar construction-related parking impacts as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential construction-related parking impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, would result in a **significant** construction-related parking impact.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D that would minimize the construction-related parking environmental consequences.

#### **Alternative E: Skywalk**

Construction impacts to parking under Alternative E are identical to those under Alternative B transportation improvements. Construction impacts to parking are temporary in nature and would only occur leading up to opening day (2020) for Alternative E. Thus, temporary impacts on parking during construction of the project would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize construction-related parking environmental consequences such that no additional mitigation measures are needed or feasible to implement.

### **Impact 3.6-11: Permanent parking impacts**

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Alternatives B, C, and D transportation improvements would result in the loss of between approximately 40 and 80 parking stalls at multiple businesses and Alternatives B, C, and D mixed-use development, including replacement housing, would result in the loss of between approximately 250 and 310 parking stalls. The loss of parking from these alternatives with mixed-use development, including replacement housing, would not be in addition to the parking losses from the transportation improvements. The amount of parking at Montbleu Resort and Casino would continue to be sufficient to meet city and county standards and the project would provide replacement parking equal to that lost at other businesses. Implementation of Alternatives B, C, and D mixed-use development, including replacement housing, at Sites 1 and 2 would not result in permanent loss of parking at businesses that would be displaced, which would no longer be required. Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 would cause the amount of parking at the Heavenly Village Center to fall below city parking requirements.

Alternatives A and E would not result in any permanent losses of parking.

NEPA Environmental Consequences: Mitigation Measure 3.6-11 has been incorporated into Alternatives B, C, and D to further reduce to the extent feasible the environmental consequences related to permanent loss of parking; No Impact for Alternatives A and E

CEQA/TRPA Impact Determinations: Less than Significant for Alternatives B, C, and D; No Impact for Alternatives A and E

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**Alternative A: No Build (No Project)**

No modifications to the existing conditions would occur under Alternative A. Thus, there would be **no impact** on supply of parking for purposes of NEPA, CEQA, and TRPA.

**Alternative B: Triangle (Proposed Action)****Transportation Improvements**

Alternative B transportation improvements would permanently impact 51 parking stalls at six parcels. Parking losses at these parcels and associated businesses are shown in Table 3.6-16. Although some existing parking would be removed, Alternative B would construct replacement parking either on adjacent right-of-way areas or on other portions of the parcel for affected parcels.

New replacement parking for the Apartment Complex would be constructed along the rear of the building on Primrose Road. There is an open area here that is large enough to replace the 15 existing stalls.

Naked Fish Sushi, Vinny's Pizza, and Powder House Ski and Board Rental all share a parking lot. Replacement parking for these businesses would be constructed along the portion of existing US 50 directly in front of the business. This portion of US 50 would be permanently closed under Alternative B, providing new area for parking.

Per City of South Lake Tahoe parking requirements, the Heavenly Village Center is required to have approximately 750 parking stalls (actual parking required varies slightly as different types of commercial uses come and go). Alternative B transportation improvements would remove 16 parking stalls at the Heavenly Village Center. Because 773 parking stalls would remain, the Heavenly Village Center would continue to have more stalls than required by the city.

**Table 3.6-16 Alternative B Transportation Improvements Permanent Parking Impacts**

Business	APN	Parking Stalls Removed	Total Existing Parking Stalls	Maximum Percent of Lost Parking Stalls
Apartment Complex	029-371-01	15	15	100%
Naked Fish Sushi / Vinny's Pizza / Powder House Ski and Board Rental	029-170-04	4	45	9%
Heavenly Village Center	029-442-08	16	789	2%
Thunderchief Inn	029-351-01	5	14	36%
Traveler's Inn	029-351-20	6	24	25%
Montbleu Resort and Casino	1318-27-001-007	5	760	<1%

Note: Parking stall total and lost parking stall percentage does not include parking stalls available within onsite parking garages.

APN = assessor's parcel number

Source: compiled by Wood Rodgers in 2016

The Thunderchief Inn and Traveler's Inn parking loss would be replaced by constructing new parking stalls immediately to the west along Moss Road. This segment of Moss Road would be permanently closed under Alternative B, providing an area for replacement parking.

Per Douglas County parking requirements, Montbleu Resort and Casino is required to have approximately 1,250 parking stalls. Alternative B transportation improvements would remove five parking stalls. Because approximately 1,335 total parking stalls (including within parking garage) would remain, Montbleu Resort and Casino would continue to have more stalls than required.

Because the amount of parking at Heavenly Village Center and Montbleu Resort and Casino would continue to have sufficient parking to meet city and county standards and the project would provide replacement parking equal to those lost at the other businesses, the permanent impacts on parking from Alternative B transportation improvements would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the permanent parking environmental consequences such that no additional mitigation measures are needed or feasible to implement.

#### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Alternative B mixed-use development, including replacement housing, would permanently impact parking at three businesses (see Table 3.6-17). The loss of parking at the Heavenly Village Center shown in Table 3.6-17 from implementation of Alternative B mixed-use development, including replacement housing, includes the loss of parking from Alternative B transportation improvements. Development of Site 1 would result in displacing some of the businesses and associated parking listed above in Table 3.6-16, including Naked Fish, Vinny’s Pizza, and Powder House Ski and Board Rental. Development of Site 2 would displace Thunderchief Inn and Traveler’s Inn and parking associated with these hotel/motels. Development of Site 3 would displace parking at the Heavenly Village Center. New replacement parking for the Apartment Complex would be constructed along the rear of the Apartment Complex building on Primrose Road. The mixed-use development, including replacement housing, at each of the three sites would include construction of parking.

**Table 3.6-17 Alternative B Mixed-Use Development, including Replacement Housing, Permanent Parking Impacts**

Business	APN	Parking Stalls Removed	Total Existing Parking Stalls	Maximum Percent of Lost Parking Stalls
Heavenly Village Center	029-442-08	250	789	32%
APN = assessor’s parcel number Source: compiled by Wood Rodgers in 2016				

The loss of approximately 250 parking stalls from construction of mixed-use development, including replacement housing, at Site 3 would result in the amount of parking at the Heavenly Village Center to be below city parking requirements. This impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, included in Alternative B to further reduce to the extent feasible the permanent parking environmental consequences.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar permanent parking impacts as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential permanent parking impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, would result in a **potentially significant** impact on permanent loss of parking.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B that would further reduce to the extent feasible the permanent parking environmental consequences.

### **Alternative C: Triangle One-Way**

#### **Transportation Improvements**

Alternative C transportation improvements would result in similar permanent losses of parking at the same businesses described above for Alternative B transportation improvements. The amount of parking affected by Alternative C transportation improvements is shown in Table 3.6-18. Alternative C would construct replacement parking either on adjacent right-of-way areas or on other portions of the parcel for affected parcels, as described above for Alternative B transportation improvements.

**Table 3.6-18 Alternative C Transportation Improvements Permanent Parking Impacts**

Business	APN	Parking Stalls Removed	Total Existing Parking Stalls	Maximum Percent of Lost Parking Stalls
Apartment Complex	029-371-01	15	15	100%
Heavenly Village Center	029-442-08	9	789	1%
Thunderchief Inn	029-351-01	5	14	36%
Traveler's Inn	029-351-20	7	24	30%
Montbleu Resort and Casino	1318-27-001-007	42	760	6%

Note: Parking stall total and lost parking stall percentage does not include parking stalls available within onsite parking garages.

APN = assessor's parcel number

Source: compiled by Wood Rodgers in 2016

Because the amount of parking at Heavenly Village Center and Montbleu Resort and Casino would continue to have sufficient parking to meet city and county standards and the project would provide replacement parking equal to those lost at the other businesses, the permanent impacts on parking from Alternative C transportation improvements would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the permanent parking environmental consequences such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project Alternatives"). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Alternative C mixed-use development, including replacement housing, would permanently impact parking at three businesses (see Table 3.6-19). The loss of parking shown in Table 3.6-19 from implementation of Alternative C mixed-use development, including replacement housing, includes the loss of parking from Alternative C transportation improvements. Development of Site 1 would result in displacing some of the businesses and associated parking listed above in Table 3.6-18, including Naked Fish, Vinny's Pizza, and Powder House Ski and Board Rental. Development of Site 2 would displace Thunderchief Inn and Traveler's

Inn and parking associated with these hotel/motels. New replacement parking for the Apartment Complex would be constructed along the rear of the Apartment Complex building on Primrose Road. The mixed-use development, including replacement housing, at each of the three sites would include construction of parking.

The loss of approximately 250 parking stalls from construction of mixed-use development, including replacement housing, at Site 3 would result in the amount of parking at the Heavenly Village Center to be below city parking requirements. This impact would be **potentially significant** for the purposes of CEQA and TRPA.

**Table 3.6-19 Alternative C Mixed-Use Development, including Replacement Housing, Permanent Parking Impacts**

Business	APN	Parking Stalls Closed	Total Existing Parking Stalls	Maximum Percent of Lost Parking Stalls
Heavenly Village Center	029-442-08	250	789	1%

APN = assessor's parcel number

Source: compiled by Wood Rodgers in 2016

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, included in Alternative C to further reduce to the extent feasible the permanent parking environmental consequences.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar permanent parking impacts as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential permanent parking impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, would result in a **potentially significant** impact on permanent loss of parking.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C that would further reduce to the extent feasible the permanent parking environmental consequences.

### Alternative D: Project Study Report Alternative 2

#### Transportation Improvements

Alternative D transportation improvements would result in permanent losses of parking at the Heavenly Village Center and Montbleu Resort and Casino, similar to those described above for Alternative B transportation improvements. The amount of parking affected by Alternative D transportation improvements is shown in Table 3.6-20. Alternative D does not propose to construct replacement parking.

**Table 3.6-20 Alternative D Transportation Improvements Permanent Parking Impacts**

Business	APN	Parking Stalls Closed	Total Existing Parking Stalls	Maximum Percent of Lost Parking Stalls
Heavenly Village Center	029-442-08	39	789	5%
Montbleu Resort and Casino	1318-27-001-007	5	760	<1%

Note: Parking stall total and lost parking stall percentage does not include parking stalls available within onsite parking garages.

APN = assessor's parcel number

Source: compiled by Wood Rodgers in 2016

Per City of South Lake Tahoe parking requirements, the Heavenly Village Center is required to have approximately 750 parking stalls (actual parking required varies slightly as different types of commercial uses come and go). While Alternative D transportation improvements would remove 39 parking stalls, the required 750 total parking stalls would remain. The remaining parking would meet minimum parking requirements for the Heavenly Village Center.

Per Douglas County parking requirements, Montbleu Resort and Casino is required to have approximately 1,250 parking stalls. Alternative D transportation improvements would remove five parking stalls. Because approximately 1,335 total parking stalls (including within parking garage) would remain, Montbleu Resort and Casino would still have more stalls than required.

Because the amount of parking at Heavenly Village Center and Montbleu Resort and Casino would continue to have sufficient parking to meet city and county standards, the permanent impacts on parking from Alternative D transportation improvements would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the permanent parking environmental consequences such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

Alternative D mixed-use development, including replacement housing, would permanently impact parking at one business (see Table 3.6-21). The loss of parking shown in Table 3.6-21 from implementation of Alternative D mixed-use development, including replacement housing, includes the loss of parking from Alternative D transportation improvements. The mixed-use development, including replacement housing, proposed for each of the three sites would include construction of parking.

**Table 3.6-21 Alternative D Mixed-Use Development, including Replacement Housing, Permanent Parking Impacts**

Business	APN	Parking Stalls Closed	Total Existing Parking Stalls	Maximum Percent of Lost Parking Stalls
Heavenly Village Center	029-442-08	250	789	5%

APN = assessor's parcel number

Source: compiled by Wood Rodgers in 2016

The loss of approximately 250 parking stalls from construction of mixed-use development, including replacement housing, at Site 3 would result in the amount of parking at the Heavenly Village Center to be below city parking requirements. This impact would be **potentially significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, included in Alternative D to further reduce to the extent feasible the permanent parking environmental consequences.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar permanent parking impacts as described for the replacement housing at the mixed-use



development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential permanent parking impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, would result in a **potentially significant** impact on permanent loss of parking.

For the purposes of NEPA, taken as a whole, additional mitigation measures have been incorporated into the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D that would further reduce to the extent feasible the permanent parking environmental consequences.

### Alternative E: Skywalk

Alternative E would not permanently impact any existing parking areas. Thus, **no impact** would occur for the purposes of NEPA, CEQA, and TRPA.

## Impact 3.6-12: Impacts on intersection operations – 2040 (Design Year)

Under 2040 design year conditions, improvements under Alternatives B and D transportation improvements and mixed-use development, including replacement housing, would operate intersections at annual average and summer peak-hour LOS C or better. Under Alternative A, operations at two intersections would be degraded to unacceptable levels. Alternative C transportation improvements and mixed-use development, including replacement housing, would degrade operations at three intersections to unacceptable levels or exacerbate already unacceptable operations. Improvements under Alternative E would operate intersections at annual average and summer peak-hour LOS D or better.

**NEPA Environmental Consequences:** The design features of Alternatives B, D, and E would avoid or minimize the effects on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-12 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to impacts on intersection operations in 2040; There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize Alternative A impacts on intersection operations in 2040

**CEQA/TRPA Impact Determinations:** Less than Significant for Alternatives B, D, and E; Less Than Significant for Alternative C after implementation of Mitigation Measure 3.6-12; Significant and Unavoidable for Alternative A

Table 3.6-22 summarizes the projected intersection traffic operations under Alternatives B, C, and D transportation improvements for the design year. Table 3.6-23 summarizes the projected intersection traffic operations under Alternatives B, C, and D mixed-use development, including replacement housing, for the design year.

For the unsignalized intersections and roundabouts, the LOS for the movement with the lowest LOS/highest delay is shown. The shaded cells indicate that the projected LOS is below acceptable levels, which is considered a significant impact. Exhibits 3.6-19 through 3.6-22 show the study area volumes associated with each of the project alternatives transportation improvements and mixed-use development, including replacement housing. Roadway geometrics for all alternatives would be consistent with those shown in the 2020 (opening day) impact analysis.

**Alternative A: No Build (No Project)**

As shown in Table 3.6-22, Alternative A is projected to degrade operations to unacceptable levels at two intersections in 2040:

- ▲ New US 50/Pioneer Trail/Old US 50– operations would be unacceptable as follows:
  - Summer peak hour: LOS E (65 seconds of delay)
- ▲ Existing US 50/Stateline Avenue– operations would be unacceptable as follows:
  - Summer peak hour: LOS F (91 seconds of delay)

Because these two study area intersections would operate at unacceptable LOS under 2040 conditions, and there would be no mechanism by which to implement or enforce mitigation, Alternative A would have a **significant and unavoidable** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, adverse effects on intersection operations in 2040 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures.

**Alternative B: Triangle (Locally Preferred Action)****Transportation Improvements**

As shown in Table 3.6-22, all study area intersections for Alternative B transportation improvements are projected to operate at annual average and summer peak-hour LOS C or better under 2040 design year conditions. Alternative B transportation improvements would not degrade operations to unacceptable levels or exacerbate already unacceptable operations at the intersections; therefore, the impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the impacts on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement.

**Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As shown in Table 3.6-23 all study area intersections for Alternative B mixed-use development, including replacement housing, are projected to operate at annual average and summer peak-hour LOS C or better under 2040 Design Year conditions. Alternative B mixed-use development, including replacement housing, would not degrade operations to unacceptable levels or exacerbate already unacceptable operations at the intersections; therefore, the impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative B would avoid or minimize the impacts on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement.

**Table 3.6-22 2040 (Design Year) Intersection Traffic Operations**

#	Intersection	Control Type	Alternative A (No Build)				Alternative B (Triangle)				Alternative C (Triangle One-Way)				Alternative D (PSR Alt 2)				Alternative E (Skywalk)			
			Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk	
			Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS
1	Park Avenue/Pine Boulevard	TWSC <sup>1</sup>	10.1	B	10.6	B	9.5	A	9.8	A	9.8	A	10.2	B	9.5	A	9.8	A	10.1	B	10.6	B
2	Pine Boulevard/Stateline Avenue	AWSC <sup>2</sup>	8.3	A	8.7	A	8.3	A	8.7	A	8.6	A	9.2	A	8.3	A	8.7	A	8.3	A	8.7	A
3	New US 50/Pioneer Trail/Old US 50 <sup>3</sup>	Signal A	23.7	C	64.5	E	21.6	C	25.2	C	70.3	E	124.8	F	21.5	C	24.6	C	24.0	C	64.8	E*
		Signal B	-	-	-	-	21.8	C	25.0	C	-	-	-	-	-	-	-	-	-	-	-	-
4	Old US 50/Park Avenue/Heavenly Village Way <sup>4</sup>	Signal A	15.8	B	52.4	D	20.6	C	27.3	C	15.1	B	38.6	D	19.6	B	23.4	C	17.7	B	61.2	E*
		Signal B	-	-	-	-	22.5	C	32.9	C	-	-	-	-	-	-	-	-	-	-	-	-
5	Old US 50/Friday Avenue	Signal <sup>2</sup>	6.6	A	19.1	B	10.8	B	14.9	B	5.7	A	31.1	C	14.6	B	14.8	B	7.6	A	17.8	B
6	Old US 50/Stateline Avenue	Signal	35.9	D	90.6	F	18.7	B	20.6	C	13.3	B	81.6	F	19.4	B	22.9	C	10.7	B	12.9	B
7	New US 50/Lake Parkway/Old US 50 <sup>5</sup>	Signal	19.9	B	27.6	C	18.5	B	25.4	C	50.9	D	106.5	F	23.7	C	26.6	C	22.2	C	30.1	C
		Rndabt <sup>6,7,10</sup>	-	-	-	-	7.6 (14.6)	A (B)	8.7 (17.2)	A (C)	45.4 (93.1)	E* (F)	160.6 (340.1)	F (F)	7.6 (14.6)	A (B)	8.7 (17.2)	A (C)	-	-	-	-
8	New US 50/Heavenly Village Way	Signal (AWSC <sup>8</sup> )	15.1	C	18.8	C	10.7	B	12.5	B	2.1	A	7.6	A	11.9	B	11.2	B	11.5	B	15.3	C
9	New US 50/Harrah's Road	Signal (TWSC <sup>9</sup> )	6.6	A	19.1	B	4.4	A	4.9	A	9.8	A	6.5	A	4.1	A	4.3	A	15.1	C	18.8	C

Notes: AWSC = all-way stop-controlled; EB = eastbound; LOS = level of service; NB = northbound; SB = southbound; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

Red-highlighted cells indicate that the intersection is projected to operate at unacceptable LOS under TRPA standards.

\*Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable per TRPA standards.

- = Intersection does not exist under the specified alternative or is otherwise not applicable.

1. "Worst-case" delays are indicated for two-way-stop-controlled (TWSC) intersections.

2. "Average" control delays (in seconds/vehicle [S/V]) are indicated for signal-controlled and all-way stop-controlled (AWSC) intersections.

3. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right lane, 1 left turn pocket.

Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right turn pocket, 1 left turn pocket.

4. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through lane, 1 right turn trap lane, 1 left turn pocket. NB approach: dual left turn pockets.

Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through-right lane, 1 left turn pocket. NB approach: single left turn pocket.

5. US 50/Lake Parkway intersection is controlled by a signal under Alternative E and by either a roundabout or a signal under Alternatives B, C, and D.

6. A layout drawing of the roundabout option for the US 50/Lake Parkway intersection is provided in Appendix I, Exhibit 6.

7. "Average" and "worst-case" control delays are indicated for roundabout intersection in "Average (worst case)" format.

8. Control type for this intersection is AWSC under Alternatives A and E.

9. Control type for this intersection is TWSC under Alternatives A and E.

10. Alt B and D Roundabout "average annual" and "summer peak" V/C ratios are 0.67 (0.83), and Alt C "Average Annual" and "summer peak" V/C ratios are 1.13 (1.70) in "average annual (summer peak) format"

Source: Wood Rodgers 2016a

**Table 3.6-23 2040 (Design Year) Mixed-Use Development, including Replacement Housing, Intersection Traffic Operations**

#	Intersection	Control Type	Alternative B (Triangle)				Alternative C (Triangle One-Way)				Alternative D (PSR Alt 2)			
			Summer Peak				Summer Peak				Summer Peak			
			Before Development		With Development		Before Development		With Development		Before Development		With Development	
			Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS	Delay (S/V)	LOS
1	Park Avenue/Pine Boulevard	TWSC <sup>1</sup>	9.8	A	9.8	A	10.2	B	10.2	B	9.8	A	9.8	A
2	Pine Boulevard/Stateline Avenue	AWSC <sup>2</sup>	8.7	A	8.7	A	9.2	A	9.2	A	8.7	A	8.7	A
3	New US 50/Pioneer Trail/ Old US 50 <sup>3</sup>	Signal A	25.2	C	25.1	C	124.8	F	134.4	F	24.6	C	29.3	C
		Signal B	25.0	C	25.5	C	-	-	-	-	-	-	-	-
4	Old US 50/Park Avenue/ Heavenly Village Way <sup>4</sup>	Signal A	27.3	C	25.3	C	38.6	D	41.5	D	23.4	C	24.0	C
		Signal B	32.9	C	31.2	C	-	-	-	-	-	-	-	-
5	Old US 50/Friday Avenue	Signal	14.9	B	14.6	B	31.1	C	36.8	D	14.8	B	18.8	B
6	Old US 50/Stateline Avenue	Signal	20.6	C	23.7	C	81.6	F	89.4	F	22.9	C	23.1	C
7	New US 50/Lake Parkway/ Old US 50 <sup>5</sup>	Signal	25.4	C	26.4	C	106.5	F	113.6	F	26.6	C	25.4	C
		Rndabt <sup>6,7,8</sup>	-	-	-	-	160.6 (340.1)	F (F)	189.1 (399.6)	F (F)	8.7 (17.2)	A (C)	8.9 (17.9)	A (C)
8	New US 50/Heavenly Village Way	Signal	12.5	B	12.7	B	6.6	A	7.4	A	11.2	B	13.3	B
9	New US 50/Harrah's Road	Signal	4.9	A	5.0	A	4.3	A	5.2	A	4.3	A	5.0	A

Notes: AWSC = all-way stop-controlled; EB = eastbound; LOS = level of service; NB = northbound; SB = southbound; S/V = seconds per vehicle; TWSC = two-way stop-controlled.

Red-highlighted cells indicate that the intersection is projected to operate at unacceptable LOS under TRPA standards.

- = Intersection does not exist under the specified alternative or is otherwise not applicable.

\* Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable per TRPA standards.

1. "Worst-case" delays are indicated for two-way-stop-controlled (TWSC) intersections.

2. "Average" control delays (in seconds/vehicle [S/V]) are indicated for signal-controlled and all-way stop-controlled (AWSC) intersections.

3. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right lane, 1 left turn pocket.

Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Pioneer Trail intersection SB approach: 1 through lane, 1 free-right turn pocket, 1 left turn pocket.

4. Signal A assumes a 5-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through lane, 1 right turn trap lane, 1 left turn pocket. NB approach: dual left turn pockets.

Signal B assumes a 3-lane cross-section of Old US 50 between Pioneer Trail and Park Avenue. Park Avenue intersection EB approach: 1 through-right lane, 1 left turn pocket. NB approach: single left turn pocket.

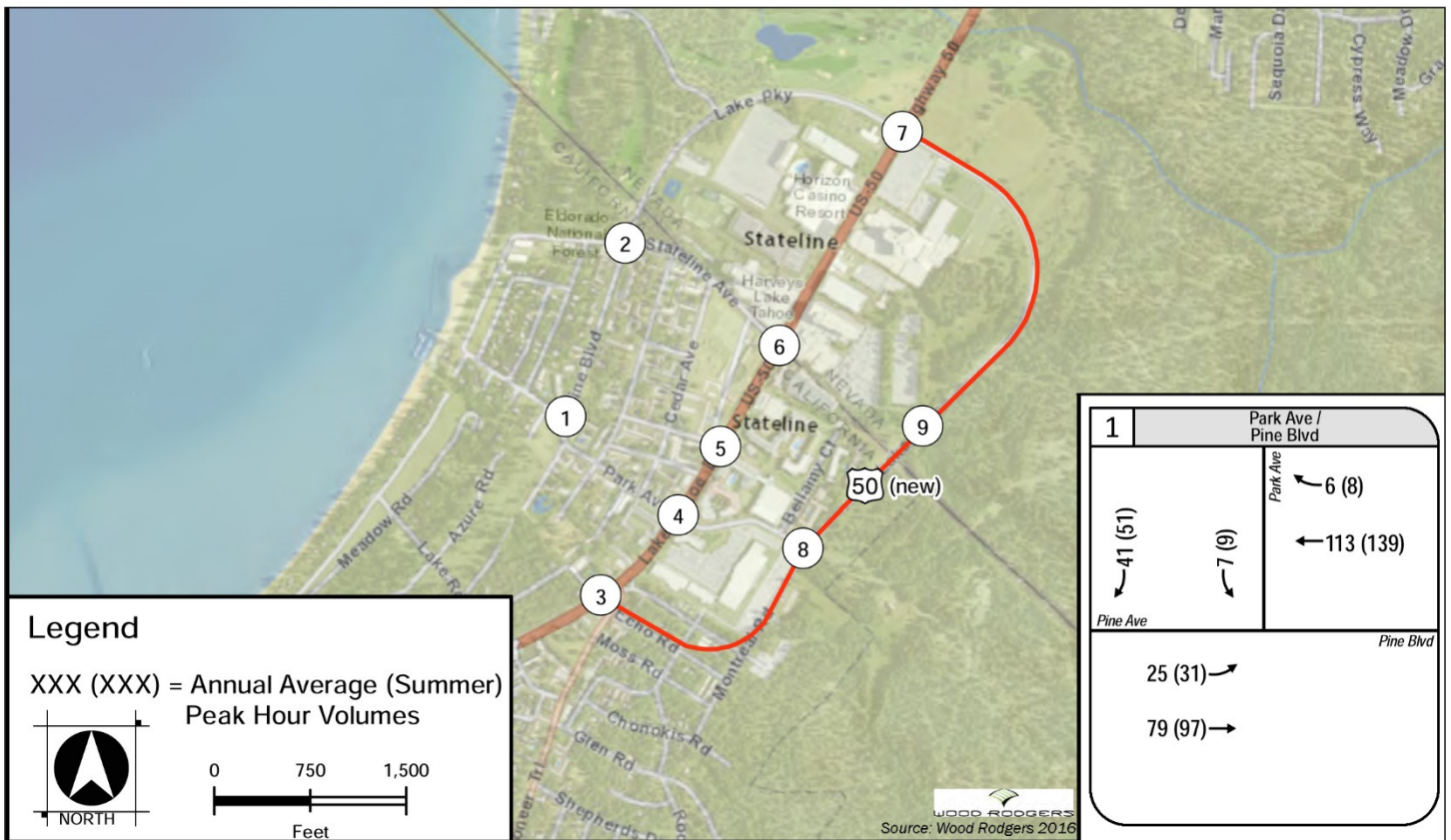
5. US 50/Lake Parkway intersection is controlled by a signal under Alternative E and by either a roundabout or a signal under Alternatives B, C, and D.

6. A layout drawing of the roundabout option for the US 50/Lake Parkway intersection is provided in Appendix I, Exhibit 6.

7. "Average" and "worst-case" control delays are indicated for roundabout intersection in "average (worst case)" format.

8. Alt B and D Roundabout "before development" and "with development" V/C ratios are 0.83 (0.85), and Alt C "Average Annual" and "summer peak" V/C ratios are 1.70 (1.89) in "before development (with development) format"

Source: Wood Rodgers 2016a



1	Park Ave / Pine Blvd
<div> <div> <div>41 (51)</div> <div>7 (9)</div> </div> <div> <div>25 (31)</div> <div>79 (97)</div> </div> </div>	<div> <div>6 (8)</div> <div>113 (139)</div> </div>

2	Pine Blvd / Stateline Ave
<div> <div> <div>11 (14)</div> <div>11 (13)</div> <div>12 (15)</div> </div> <div> <div>2 (3)</div> <div>97 (120)</div> <div>10 (12)</div> </div> </div>	<div> <div> <div>19 (24)</div> <div>108 (133)</div> <div>16 (20)</div> </div> <div> <div>15 (19)</div> <div>12 (15)</div> <div>23 (28)</div> </div> </div>

3	New US 50 / Pioneer Trail/Old US 50
<div> <div> <div>416 (514)</div> <div>151 (186)</div> <div>4 (5)</div> </div> <div> <div>386 (476)</div> <div>731 (903)</div> <div>16 (20)</div> </div> </div>	<div> <div> <div>8 (10)</div> <div>791 (976)</div> <div>303 (374)</div> </div> <div> <div>16 (20)</div> <div>89 (110)</div> <div>425 (525)</div> </div> </div>

4	Old US 50 / Park Ave/Heavenly Village Way
<div> <div> <div>136 (168)</div> <div>32 (40)</div> <div>8 (10)</div> </div> <div> <div>96 (119)</div> <div>216 (267)</div> <div>40 (49)</div> </div> </div>	<div> <div> <div>8 (10)</div> <div>272 (336)</div> <div>69 (85)</div> </div> <div> <div>139 (171)</div> <div>19 (24)</div> <div>94 (116)</div> </div> </div>

5	Old US 50 / Friday Ave
<div> <div> <div>46 (57)</div> <div>58 (71)</div> </div> <div> <div>51 (63)</div> <div>267 (330)</div> </div> </div>	<div> <div> <div>54 (67)</div> <div>303 (374)</div> </div> </div>

6	Old US 50 / Stateline Ave
<div> <div> <div>126 (156)</div> <div>8 (10)</div> <div>45 (56)</div> </div> <div> <div>58 (72)</div> <div>234 (289)</div> <div>32 (40)</div> </div> </div>	<div> <div> <div>32 (40)</div> <div>231 (285)</div> <div>16 (20)</div> </div> <div> <div>32 (40)</div> <div>75 (92)</div> <div>1018 (1257)</div> </div> </div>

7	New US 50 / Lake Pkwy/Old US 50
<div> <div> <div>30 (37)</div> <div>16 (20)</div> <div>130 (161)</div> </div> <div> <div>30 (37)</div> <div>157 (194)</div> <div>32 (40)</div> </div> </div>	<div> <div> <div>114 (141)</div> <div>237 (292)</div> <div>894 (1104)</div> </div> <div> <div>58 (71)</div> <div>75 (92)</div> <div>1018 (1257)</div> </div> </div>

8	New US 50 / Heavenly Village Way
<div> <div> <div>196 (242)</div> <div>8 (10)</div> <div>116 (143)</div> </div> <div> <div>92 (114)</div> <div>1060 (1309)</div> <div>8 (10)</div> </div> </div>	<div> <div> <div>162 (200)</div> <div>897 (1108)</div> <div>16 (20)</div> </div> <div> <div>8 (10)</div> <div>8 (10)</div> <div>16 (20)</div> </div> </div>

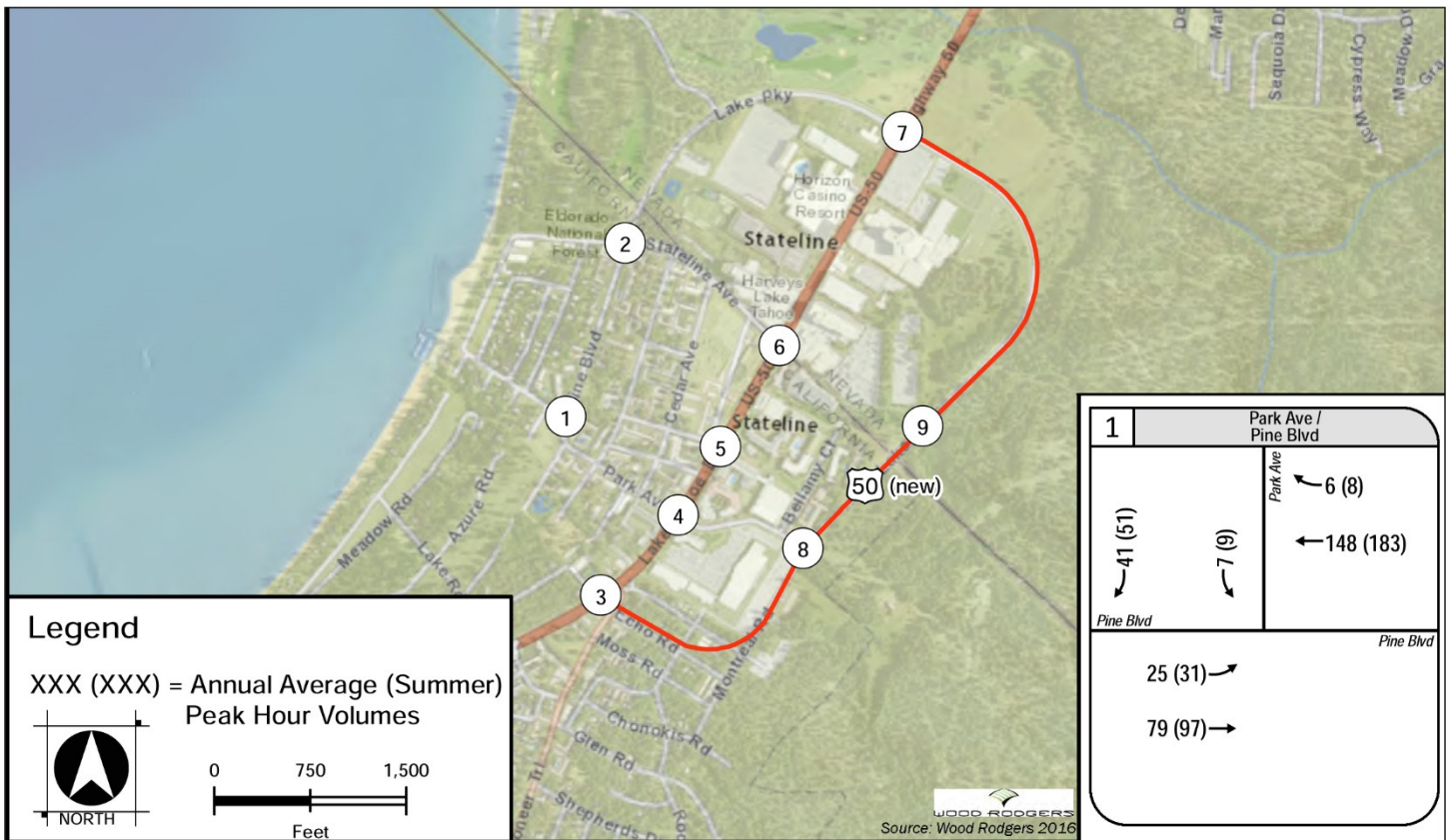
9	New US 50 / Harrah's Rd
<div> <div> <div>52 (64)</div> <div>45 (56)</div> </div> <div> <div>87 (108)</div> <div>1105 (1364)</div> </div> </div>	<div> <div> <div>24 (30)</div> <div>987 (1218)</div> </div> </div>

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Exhibit 3.6-19

2040 Alternative B (Triangle) Traffic Volumes





1	Park Ave / Pine Blvd
<div> <div> <div>41 (51)</div> <div>7 (9)</div> </div> <div> <div>25 (31)</div> <div>79 (97)</div> </div> </div>	<div> <div> <div>6 (8)</div> <div>148 (183)</div> </div> </div>

2	Pine Blvd / Stateline Ave
<div> <div> <div>11 (14)</div> <div>11 (13)</div> <div>12 (15)</div> </div> <div> <div>2 (3)</div> <div>97 (120)</div> <div>10 (12)</div> </div> </div>	<div> <div> <div>19 (24)</div> <div>143 (177)</div> <div>76 (94)</div> </div> <div> <div>15 (19)</div> <div>12 (15)</div> <div>23 (28)</div> </div> </div>

3	US 50 / Pioneer Trail
<div> <div> <div>348 (430)</div> <div>123 (152)</div> </div> <div> <div>1121 (1384)</div> <div>16 (20)</div> </div> </div>	<div> <div> <div>8 (10)</div> <div>855 (1056)</div> <div>325 (401)</div> </div> <div> <div>16 (20)</div> <div>518 (640)</div> </div> </div>

4	EB US 50 / Park Ave/Heavenly Village Way
<div> <div> <div>309 (381)</div> <div>32 (40)</div> <div>8 (10)</div> </div> <div> <div>96 (119)</div> <div>1281 (1581)</div> <div>140 (173)</div> </div> </div>	<div> <div> <div>139 (171)</div> <div>19 (24)</div> <div>210 (259)</div> </div> </div>

5	EB US 50 / Friday Ave
<div> <div> <div>58 (71)</div> </div> <div> <div>51 (63)</div> <div>1447 (1787)</div> </div> </div>	

6	EB US 50 / Stateline Ave
<div> <div> <div>8 (10)</div> <div>45 (56)</div> </div> <div> <div>117 (144)</div> <div>1328 (1640)</div> <div>60 (74)</div> </div> </div>	

7	US 50 / Lake Pkwy
<div> <div> <div>46 (57)</div> <div>130 (161)</div> </div> <div> <div>46 (57)</div> <div>1163 (1436)</div> <div>32 (40)</div> </div> </div>	<div> <div> <div>209 (258)</div> <div>1036 (1279)</div> </div> </div>

8	WB US 50 / Heavenly Village Way
<div> <div> <div>196 (242)</div> <div>16 (20)</div> </div> <div> <div>8 (10)</div> <div>24 (30)</div> </div> </div>	<div> <div> <div>231 (285)</div> <div>984 (1215)</div> <div>16 (20)</div> </div> </div>

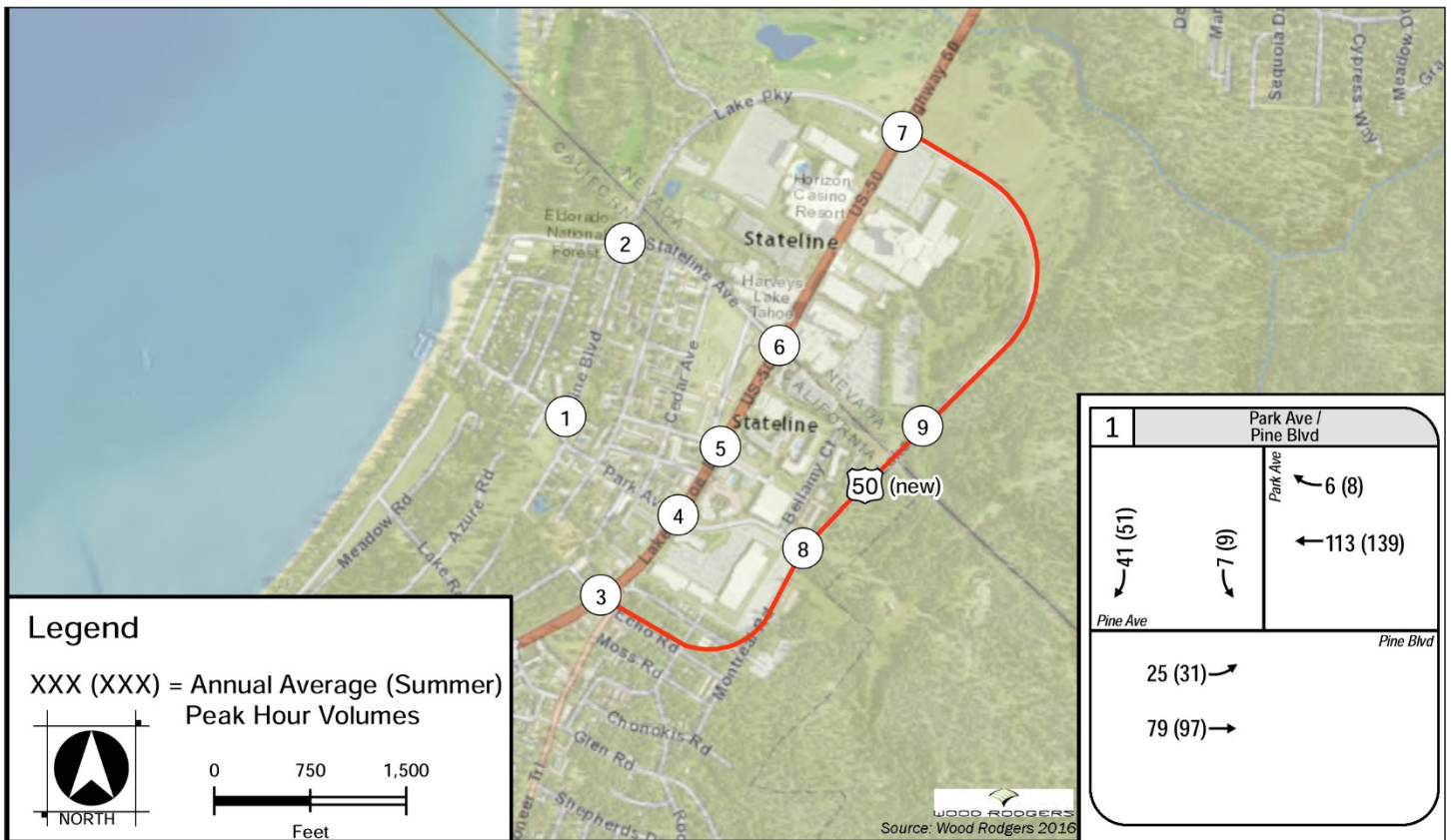
9	WB US 50 / Harrah's Rd
<div> <div> <div>52 (64)</div> </div> </div>	<div> <div> <div>41 (50)</div> <div>1142 (1410)</div> </div> </div>

X11010010 02 043

Exhibit 3.6-20

2040 Alternative C (Triangle One-Way) Traffic Volumes





1	Park Ave / Pine Blvd
<div> <div> <div>41 (51)</div> <div>7 (9)</div> </div> <div> <div>25 (31)</div> <div>79 (97)</div> </div> </div>	<div> <div>6 (8)</div> <div>113 (139)</div> </div>

2	Pine Blvd / Stateline Ave
<div> <div> <div>11 (14)</div> <div>11 (13)</div> <div>12 (15)</div> </div> <div> <div>2 (3)</div> <div>97 (120)</div> <div>10 (12)</div> </div> </div>	<div> <div> <div>19 (24)</div> <div>108 (133)</div> <div>16 (20)</div> </div> <div> <div>15 (19)</div> <div>12 (15)</div> <div>23 (28)</div> </div> </div>

3	New US 50 / Pioneer Trail/Old US 50
<div> <div> <div>416 (514)</div> <div>151 (186)</div> <div>4 (5)</div> </div> <div> <div>386 (476)</div> <div>731 (903)</div> <div>16 (20)</div> </div> </div>	<div> <div> <div>8 (10)</div> <div>791 (976)</div> <div>303 (374)</div> </div> <div> <div>16 (20)</div> <div>89 (110)</div> <div>425 (525)</div> </div> </div>

4	Old US 50 / Park Ave/Heavenly Village Way
<div> <div> <div>136 (168)</div> <div>32 (40)</div> <div>8 (10)</div> </div> <div> <div>96 (119)</div> <div>216 (267)</div> <div>40 (49)</div> </div> </div>	<div> <div> <div>8 (10)</div> <div>272 (336)</div> <div>69 (85)</div> </div> <div> <div>139 (171)</div> <div>19 (24)</div> <div>94 (116)</div> </div> </div>

5	Old US 50 / Friday Ave
<div> <div> <div>46 (57)</div> <div>58 (71)</div> </div> <div> <div>51 (63)</div> <div>267 (330)</div> </div> </div>	<div> <div> <div>54 (67)</div> <div>303 (374)</div> </div> </div>

6	Old US 50 / Stateline Ave
<div> <div> <div>126 (156)</div> <div>8 (10)</div> <div>45 (56)</div> </div> <div> <div>58 (72)</div> <div>234 (289)</div> <div>32 (40)</div> </div> </div>	<div> <div> <div>32 (40)</div> <div>231 (285)</div> <div>16 (20)</div> </div> </div>

7	New US 50 / Lake Pkwy/Old US 50
<div> <div> <div>30 (37)</div> <div>16 (20)</div> <div>130 (161)</div> </div> <div> <div>30 (37)</div> <div>157 (194)</div> <div>32 (40)</div> </div> </div>	<div> <div> <div>114 (141)</div> <div>237 (292)</div> <div>894 (1104)</div> </div> <div> <div>58 (71)</div> <div>75 (92)</div> <div>1018 (1257)</div> </div> </div>

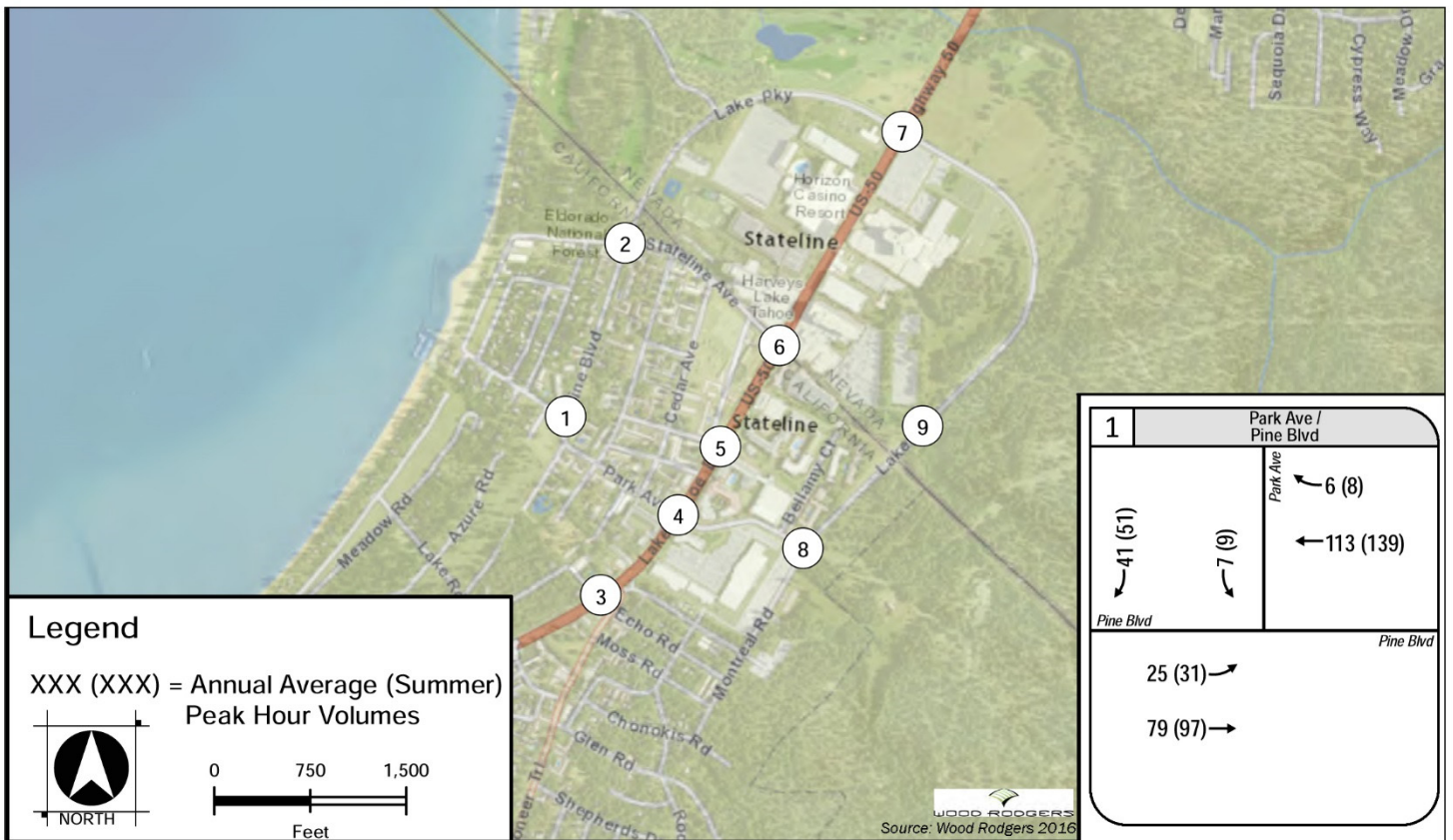
8	New US 50 / Heavenly Village Way
<div> <div> <div>196 (242)</div> <div>8 (10)</div> <div>116 (143)</div> </div> <div> <div>92 (114)</div> <div>1060 (1309)</div> <div>8 (10)</div> </div> </div>	<div> <div> <div>162 (200)</div> <div>897 (1108)</div> <div>16 (20)</div> </div> <div> <div>8 (10)</div> <div>8 (10)</div> <div>16 (20)</div> </div> </div>

9	New US 50 / Harrah's Rd
<div> <div> <div>52 (64)</div> <div>45 (56)</div> </div> <div> <div>87 (108)</div> <div>1105 (1364)</div> </div> </div>	<div> <div> <div>24 (30)</div> <div>987 (1218)</div> </div> </div>

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**Exhibit 3.6-21**

**2040 Alternative D (PSR) Traffic Volumes**



1	Park Ave / Pine Blvd
<div> <div> <div>41 (51)</div> <div>7 (9)</div> </div> <div> <div>25 (31)</div> <div>79 (97)</div> </div> </div>	<div> <div>6 (8)</div> <div>113 (139)</div> </div>

2	Pine Blvd / Stateline Ave
<div> <div> <div>11 (14)</div> <div>11 (13)</div> <div>12 (15)</div> </div> <div> <div>2 (3)</div> <div>97 (120)</div> <div>10 (12)</div> </div> </div>	<div> <div> <div>19 (24)</div> <div>108 (133)</div> <div>16 (20)</div> </div> <div> <div>15 (19)</div> <div>12 (15)</div> <div>23 (28)</div> </div> </div>

3	US 50 / Pioneer Trail
<div> <div> <div>8 (10)</div> <div>8 (10)</div> <div>8 (10)</div> </div> <div> <div>8 (10)</div> <div>1007 (1243)</div> <div>16 (20)</div> </div> </div>	<div> <div> <div>8 (10)</div> <div>1119 (1381)</div> <div>301 (371)</div> </div> <div> <div>16 (20)</div> <div>8 (10)</div> <div>404 (499)</div> </div> </div>

4	US 50 / Park Ave/Heavenly Village Way
<div> <div> <div>136 (168)</div> <div>32 (40)</div> <div>8 (10)</div> </div> <div> <div>96 (119)</div> <div>1093 (1349)</div> <div>100 (123)</div> </div> </div>	<div> <div> <div>8 (10)</div> <div>990 (1222)</div> <div>69 (85)</div> </div> <div> <div>277 (342)</div> <div>19 (24)</div> <div>94 (116)</div> </div> </div>

5	US 50 / Friday Ave
<div> <div> <div>46 (57)</div> <div>58 (71)</div> </div> <div> <div>51 (63)</div> <div>1116 (1378)</div> </div> </div>	<div> <div> <div>54 (67)</div> <div>1034 (1277)</div> </div> </div>

6	US 50 / Stateline Ave
<div> <div> <div>126 (156)</div> <div>8 (10)</div> <div>45 (56)</div> </div> <div> <div>117 (144)</div> <div>1010 (1247)</div> <div>32 (40)</div> </div> </div>	<div> <div> <div>32 (40)</div> <div>940 (1161)</div> <div>16 (20)</div> </div> <div> <div>30 (37)</div> <div>873 (1078)</div> <div>32 (40)</div> </div> </div>

7	US 50 / Lake Pkwy
<div> <div> <div>30 (37)</div> <div>16 (20)</div> <div>130 (161)</div> </div> <div> <div>30 (37)</div> <div>873 (1078)</div> <div>32 (40)</div> </div> </div>	<div> <div> <div>114 (141)</div> <div>946 (1168)</div> <div>185 (228)</div> </div> <div> <div>58 (71)</div> <div>16 (20)</div> <div>278 (343)</div> </div> </div>

8	Lake Pkwy / Heavenly Village Way
<div> <div> <div>58 (71)</div> <div>8 (10)</div> <div>116 (143)</div> </div> <div> <div>32 (40)</div> <div>172 (212)</div> <div>8 (10)</div> </div> </div>	<div> <div> <div>162 (200)</div> <div>188 (232)</div> <div>16 (20)</div> </div> <div> <div>8 (10)</div> <div>8 (10)</div> <div>16 (20)</div> </div> </div>

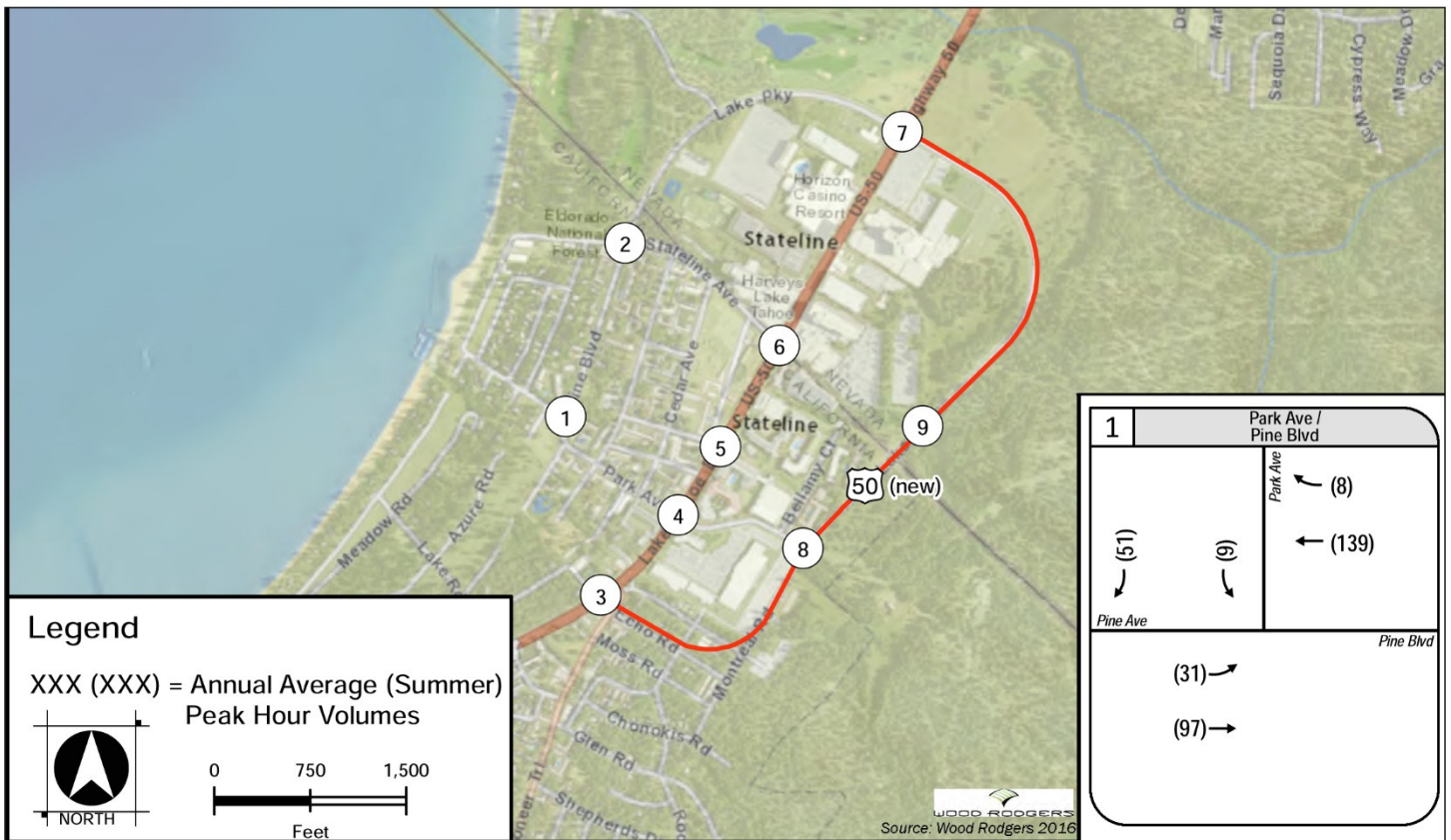
9	Lake Pkwy / Harrah's Rd
<div> <div> <div>52 (64)</div> <div>45 (56)</div> </div> <div> <div>28 (34)</div> <div>284 (350)</div> </div> </div>	<div> <div> <div>24 (30)</div> <div>277 (342)</div> </div> </div>

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**Exhibit 3.6-22**

**2040 Alternative E (Skywalk) Traffic Volumes**





1	Park Ave / Pine Blvd
<div> <div>(51) ↓</div> <div>(9) ↓</div> </div>	<div> <div>(8) ←</div> <div>(139) ←</div> </div>
<div> <div>(31) →</div> <div>(97) →</div> </div>	

2	Pine Blvd / Stateline Ave
<div> <div>(14) ↓</div> <div>(13) ↓</div> <div>(15) ↓</div> </div>	<div> <div>(24) ←</div> <div>(133) ←</div> <div>(20) ←</div> </div>
<div> <div>(3) →</div> <div>(120) →</div> <div>(12) →</div> </div>	<div> <div>(19) →</div> <div>(15) →</div> <div>(28) →</div> </div>

3	New US 50 / Pioneer Trail/Old US 50
<div> <div>(518) ↓</div> <div>(187) ↓</div> <div>(5) ↓</div> </div>	<div> <div>(10) ←</div> <div>(991) ←</div> <div>(380) ←</div> </div>
<div> <div>(489) →</div> <div>(920) →</div> <div>(20) →</div> </div>	<div> <div>(20) →</div> <div>(116) →</div> <div>(532) →</div> </div>

4	Old US 50 / Park Ave/Heavenly Village Way
<div> <div>(168) ↓</div> <div>(40) ↓</div> <div>(10) ↓</div> </div>	<div> <div>(10) ←</div> <div>(349) ←</div> <div>(85) ←</div> </div>
<div> <div>(119) →</div> <div>(286) →</div> <div>(49) →</div> </div>	<div> <div>(171) →</div> <div>(24) →</div> <div>(116) →</div> </div>

5	Old US 50 / Friday Ave
<div> <div>(57) ↓</div> <div>(71) ↓</div> </div>	<div> <div>(67) ←</div> <div>(387) ←</div> </div>
<div> <div>(63) →</div> <div>(349) →</div> </div>	

6	Old US 50 / Stateline Ave
<div> <div>(156) ↓</div> <div>(10) ↓</div> <div>(56) ↓</div> </div>	<div> <div>(40) ←</div> <div>(298) ←</div> <div>(20) ←</div> </div>
<div> <div>(72) →</div> <div>(304) →</div> <div>(44) →</div> </div>	<div> <div>(19) →</div> <div>(15) →</div> <div>(28) →</div> </div>

7	New US 50 / Lake Pkwy/Old US 50
<div> <div>(37) ↓</div> <div>(20) ↓</div> <div>(161) ↓</div> </div>	<div> <div>(141) ←</div> <div>(301) ←</div> <div>(1129) ←</div> </div>
<div> <div>(37) →</div> <div>(209) →</div> <div>(40) →</div> </div>	<div> <div>(71) →</div> <div>(92) →</div> <div>(1271) →</div> </div>

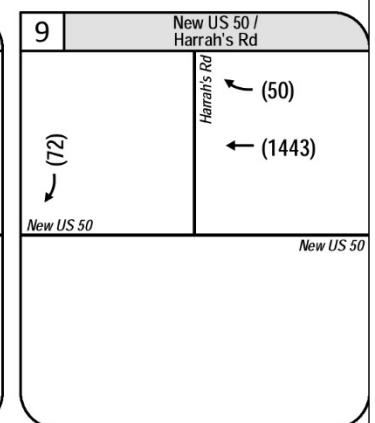
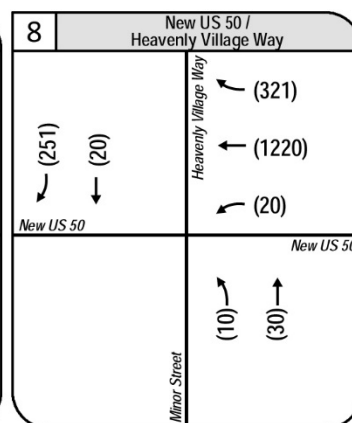
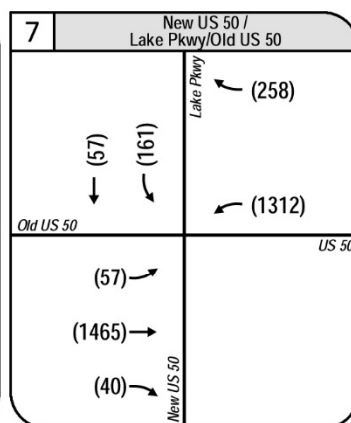
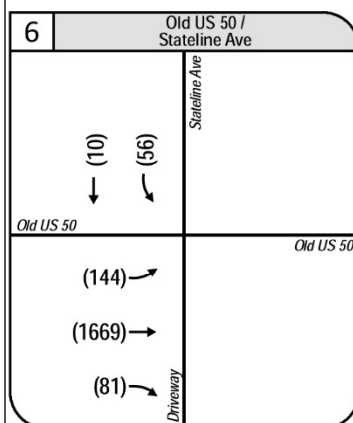
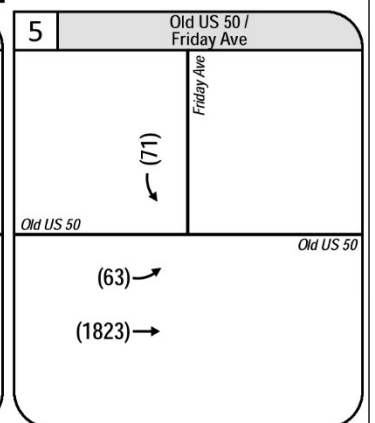
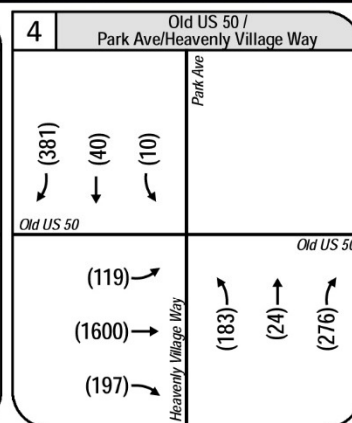
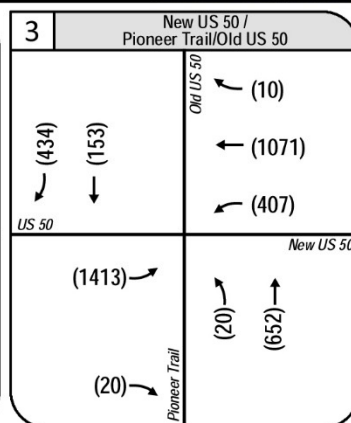
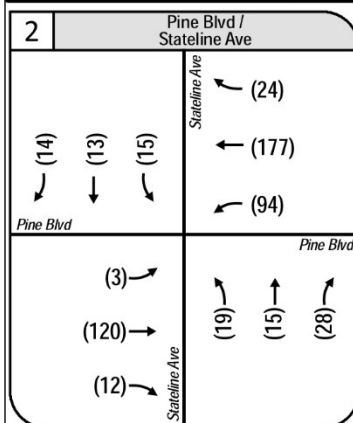
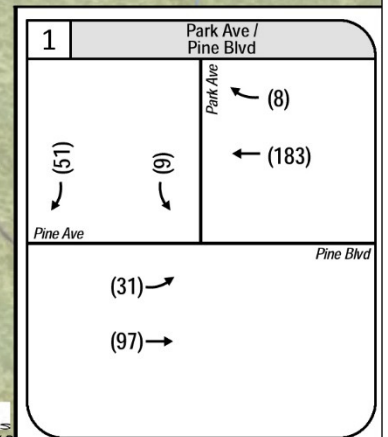
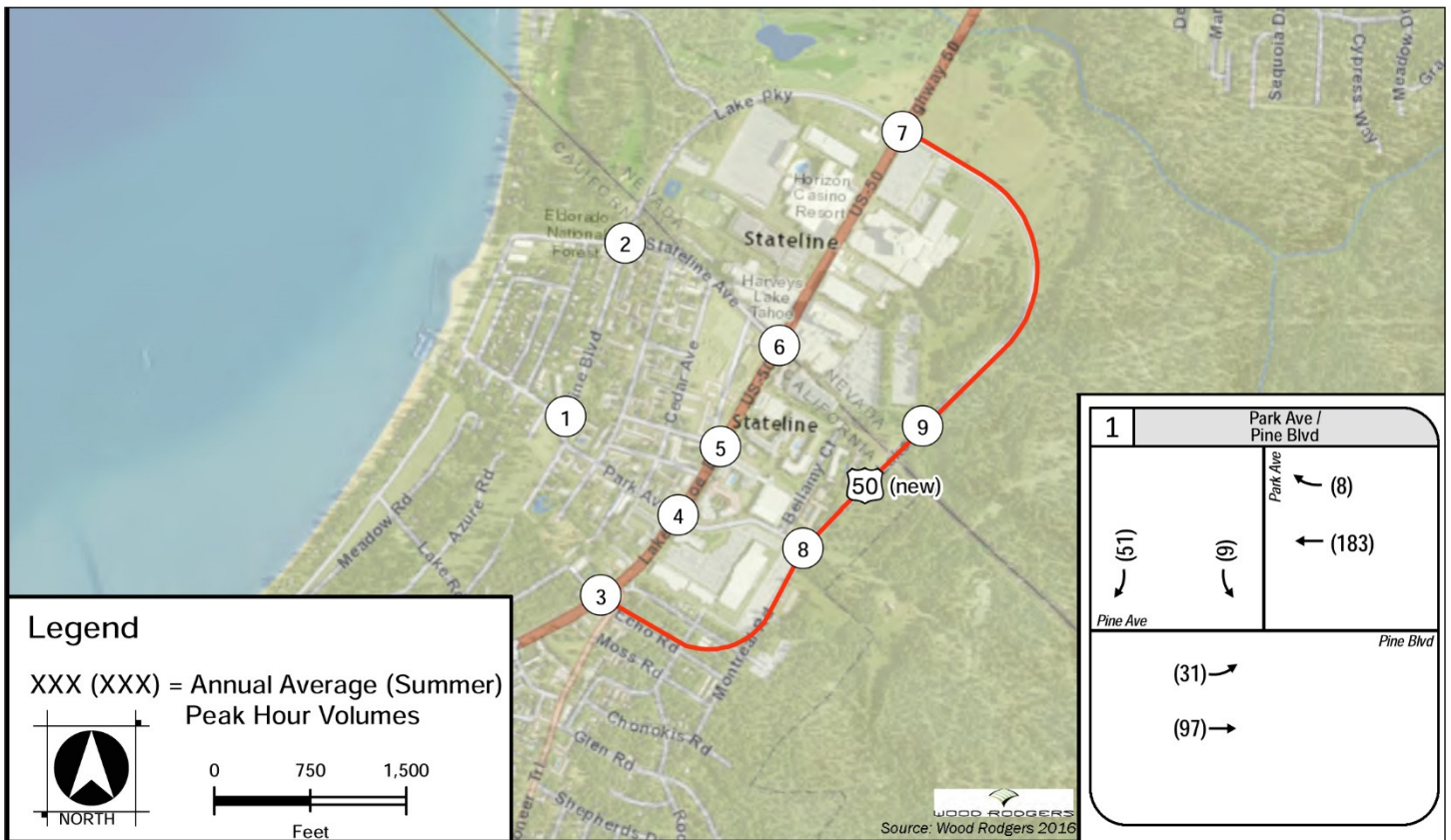
8	New US 50 / Heavenly Village Way
<div> <div>(251) ↓</div> <div>(10) ↓</div> <div>(160) ↓</div> </div>	<div> <div>(224) ←</div> <div>(1114) ←</div> <div>(20) ←</div> </div>
<div> <div>(133) →</div> <div>(1309) →</div> <div>(10) →</div> </div>	<div> <div>(10) →</div> <div>(10) →</div> <div>(20) →</div> </div>

9	New US 50 / Harrah's Rd
<div> <div>(69) ↓</div> <div>(56) ↓</div> </div>	<div> <div>(30) ←</div> <div>(1243) ←</div> </div>
<div> <div>(111) →</div> <div>(1378) →</div> </div>	

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**Exhibit 3.6-23**

**2040 Alternative B Mixed Use**

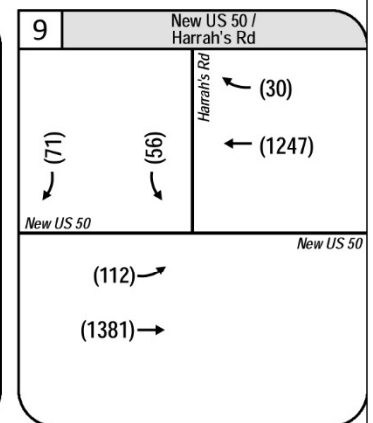
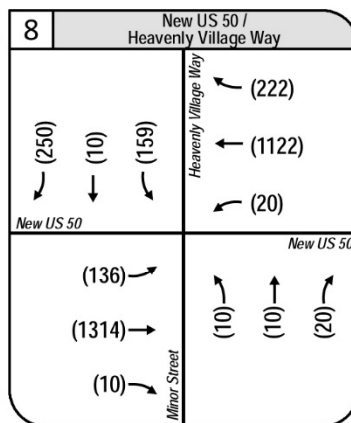
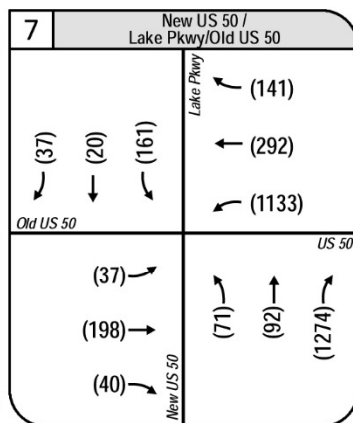
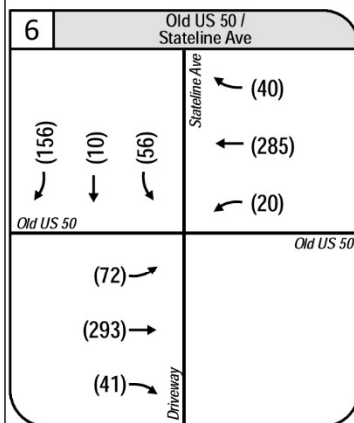
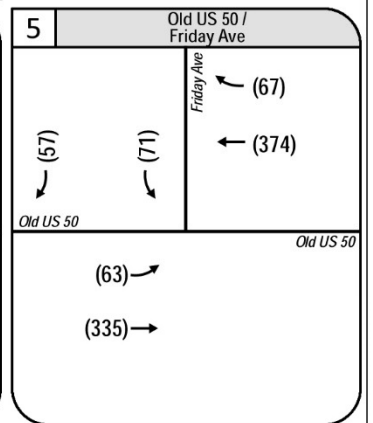
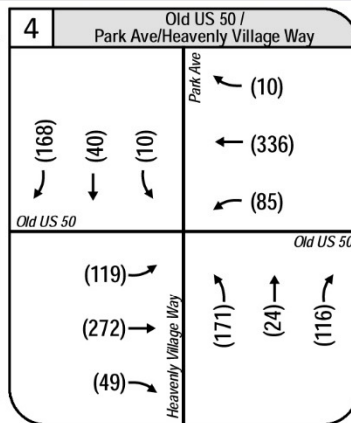
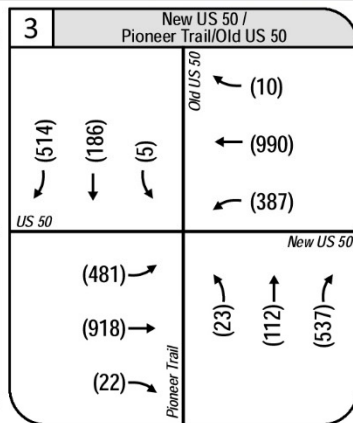
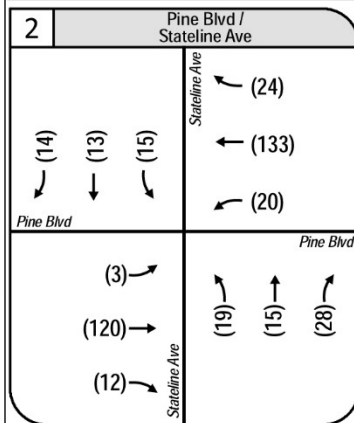
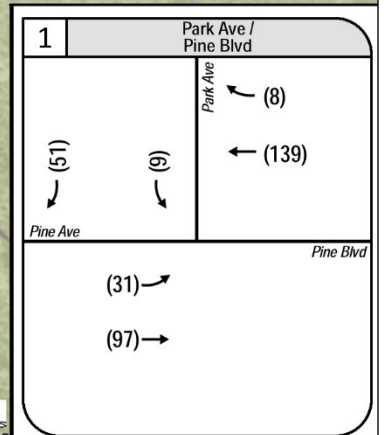
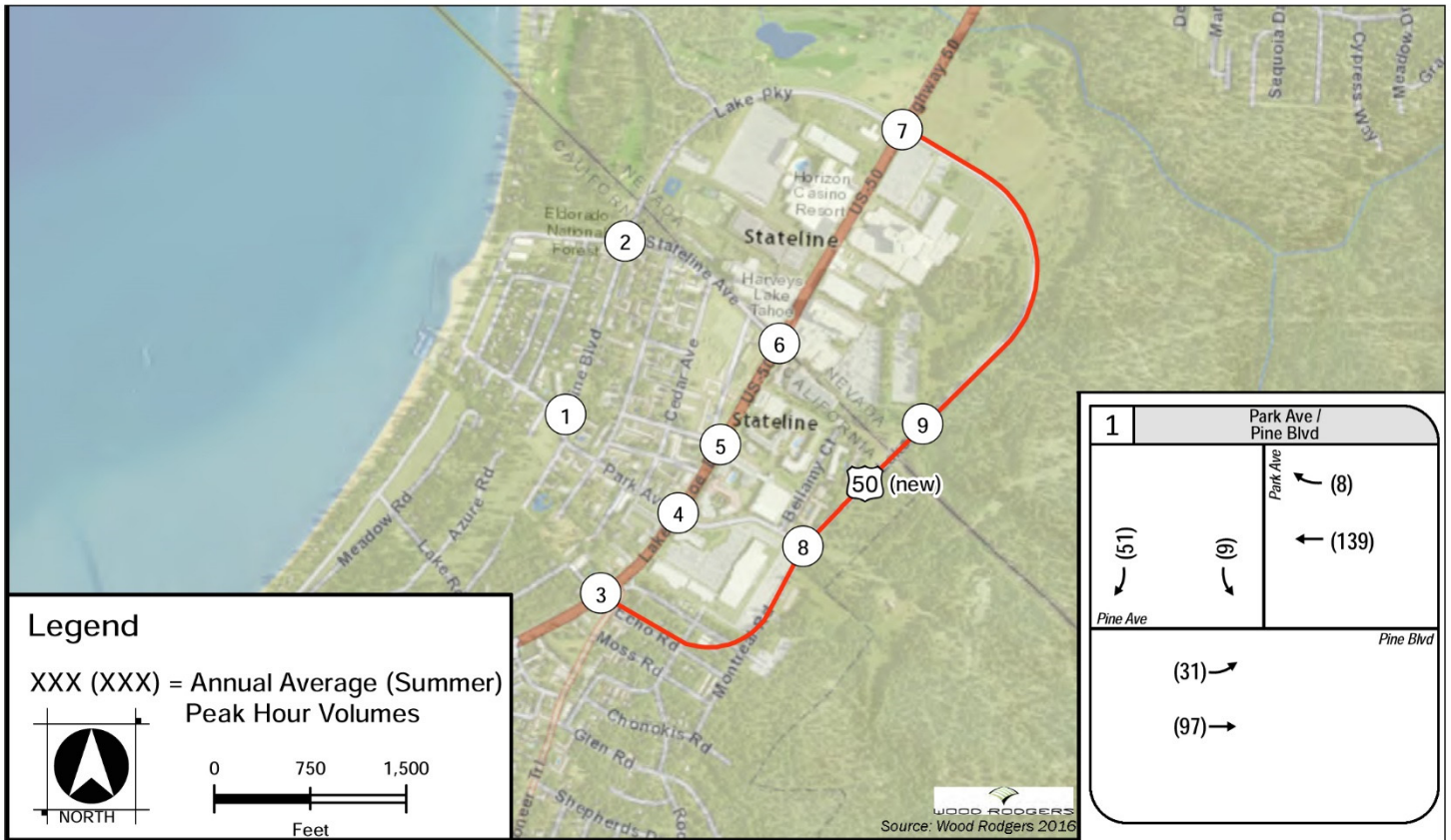


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**Exhibit 3.6-24**

**2040 Alternative C Mixed Use**





X11010010 02 051

Exhibit 3.6-25

2040 Alternative D Mixed Use

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for impacts on intersection operations in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 intersection operation impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, would result in a **less-than-significant** impact on 2040 intersection operations.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the impacts on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement.

### Alternative C: Triangle One-Way

#### Transportation Improvements

As shown in Table 3.6-22, Alternative C transportation improvements for 2040 design year conditions are projected to degrade operations to unacceptable levels or exacerbate already unacceptable operations at two intersections:

- ▲ New US 50/Pioneer Trail/Old US 50 – operations would degrade as follows:
  - Summer peak hour: LOS E to F (60 second increase in delay)
- ▲ New US 50/Lake Parkway/Old US 50 (signal and roundabout options) – operations would degrade as follows:
  - Signal summer peak hour: LOS C to F (79 second increase in delay)
  - Roundabout summer peak hour: LOS C to F (313 second increase in delay)

Because two study area intersections would operate at unacceptable LOS F under 2040 design year conditions for Alternative C transportation improvements, either degrading from an acceptable LOS or substantially exacerbating already unacceptable operations, this impact would be **significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements included in Alternative C to further reduce to the extent feasible the impacts on intersection operations in 2040.

#### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.



As shown in Table 3.6-23, Alternative C mixed-use development, including replacement housing, for 2040 design year conditions is projected to degrade operations to unacceptable levels or exacerbate already unacceptable operations at two intersections:

- ▲ New US 50/Pioneer Trail/Old US 50 – operations would degrade as follows:
  - Summer peak hour: LOS E to F (70 second increase in delay)
- ▲ New US 50/Lake Parkway/Old US 50 (signal and roundabout options) – operations would degrade as follows:
  - Signal summer peak hour: LOS C to F (86 second increase in delay)
  - Roundabout summer peak hour: LOS C to F (372 second increase in delay)

Because three study area intersections would operate at unacceptable LOS F under 2040 design year conditions for Alternative C mixed-use development, including replacement housing, either degrading from an acceptable LOS or substantially exacerbating already unacceptable operations, this impact would be **significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the mixed-use development, including replacement housing, with Alternative C to further reduce to the extent feasible the impacts on intersection operations in 2040.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for impacts on intersection operations in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 intersection operation impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, would result in a **significant** impact on 2040 intersection operations.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative C transportation improvements and mixed-use development, including replacement housing, to further reduce to the extent feasible the impacts on 2040 intersection operations.

#### **Alternative D: Project Study Report Alternative 2**

##### **Transportation Improvements**

As shown in Table 3.6-22, all study area intersections under Alternative D transportation improvements for 2040 design year conditions are projected to operate at annual average and summer peak-hour LOS C or better. Alternative D transportation improvements would not degrade operations to unacceptable levels or exacerbate already unacceptable operations at the intersections; therefore, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the impacts on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement.

##### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project

Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As shown in Table 3.6-23, all study area intersections under Alternative D mixed-use development, including replacement housing, for 2040 design year conditions are projected to operate at annual average and summer peak-hour LOS C or better. Alternative D mixed-use development, including replacement housing, would not degrade operations to unacceptable levels or exacerbate already unacceptable operations at the intersections; therefore, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative D would avoid or minimize the impacts on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for impacts on intersection operations in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 intersection operation impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, would result in a **less-than-significant** impact on 2040 intersection operations.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the impacts on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement.

#### **Alternative E: Skywalk**

As shown in Table 3.6-22, all study area intersections under Alternative E are projected to operate at annual average and summer peak-hour LOS D or better under design year conditions. Thus, Alternative E would not degrade operations to unacceptable levels or exacerbate already unacceptable operations at the intersections; therefore, this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on intersection operations in 2040 such that no additional mitigation measures are needed or feasible to implement.

### Impact 3.6-13: Impacts on roadway segment operations – 2040 (Design Year)

Under 2040 design year conditions, Alternatives B and D transportation improvements and mixed-use development, including replacement housing, and Alternative E would result in acceptable roadway segment LOS during annual average and summer peak hours. Under Alternative A, one roadway study segment would operate at unacceptable LOS. Under Alternative C transportation improvements and mixed-use development, including replacement housing, three roadway segments would be reduced to unacceptable roadway segment LOS.

NEPA Environmental Consequences: The design features of Alternatives B, D, and E would avoid or minimize the environmental consequences related to roadway segment operations in 2040; Mitigation Measure 3.6-13 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to roadway segment operations in 2040; There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize Alternative A impacts on roadway segment operations in 2040

CEQA/TRPA Impact Determinations: Less Than Significant for Alternatives B, D, and E; Significant and Unavoidable for Alternative A; and Significant and Unavoidable for Alternative C with implementation of Mitigation Measure 3.6-13

#### Alternative A: No Build (No Project)

As shown in Table 3.6-24, Alternative A for 2040 design year conditions is projected to degrade operations to unacceptable levels at one roadway segment:

- ▲ Old US 50 between Pioneer Trail and Lake Parkway, w/5-lane segment between Pioneer Trail and Park Avenue) – operations would be unacceptable as follows:
  - ▼ Summer peak hour: LOS E

Because one roadway study segment would operate at unacceptable LOS under 2040 design year conditions for Alternative A, and there would be no mechanism by which to implement or enforce mitigation, this impact would be **significant and unavoidable** for the purposes of CEQA and TRPA.

For the purposes of NEPA, adverse effects on roadway segment operations in 2040 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures.

#### Alternative B: Triangle (Locally Preferred Action)

##### **Transportation Improvements**

As shown in Table 3.6-24, all roadway study segments under Alternative B transportation improvements are projected to operate at acceptable LOS under annual average and summer peak-hour conditions for the 2040 design year. One roadway study segment, westbound Old US 50 between Pioneer Trail and Lake Parkway with 3-lane segment between Pioneer Trail and Park Avenue, would operate at LOS E, but for less than 4 hours as analyzed using TRPA approved methodology, which is considered acceptable according to TRPA and Caltrans standards. Thus, Alternative B transportation improvements would not degrade operations to unacceptable levels or exacerbate already unacceptable operations for any roadway segments under 2040 design year conditions, and therefore this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the environmental consequences related to 2040 roadway segment operations such that no additional mitigation measures are needed or feasible to implement.

### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As shown in Table 3.6-25, all roadway study segments under Alternative B mixed-use development, including replacement housing, are projected to operate at acceptable levels under annual average and summer peak-hour conditions for the 2040 design year. One roadway study segment, westbound Old US 50 between Pioneer Trail and Lake Parkway with 3-lane segment between Pioneer Trail and Park Avenue, would operate at LOS E, but for less than 4 hours as analyzed using TRPA-approved methodology, which is considered acceptable according to TRPA and Caltrans standards. Thus, Alternative B mixed-use development, including replacement housing, would not degrade operations to unacceptable levels or exacerbate already unacceptable operations for any roadway segments, and therefore this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative B would avoid or minimize the environmental consequences related to 2040 roadway segment operations such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for environmental consequences related to 2040 roadway segment operations as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on 2040 roadway segments would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, would result in a **less-than-significant** impact on 2040 roadway segment operations.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the environmental consequences related to 2040 roadway segment operations such that no additional mitigation measures are needed or feasible to implement.

### Alternative C: Triangle One-Way

#### Transportation Improvements

As shown in Table 3.6-24, Alternative C transportation improvements for the 2040 design year is projected to degrade operations to unacceptable levels along two roadway segments:

- ▲ Westbound Old US 50 between Pioneer Trail and Park Avenue – operations would be unacceptable as follows:
  - Annual average peak hour: LOS E
  - Summer peak hour: LOS E

- ▲ One-way Eastbound US 50 between Park Avenue and Lake Parkway – operations would be unacceptable as follows:
  - Summer peak hour: LOS F

For these two roadway segments, Alternative C would result in a significant impact during the summer peak hour. Therefore, Alternative C transportation improvements during the 2040 design year would result in a **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements included in Alternative C to further reduce to the extent feasible the environmental consequences related to roadway segment operations in 2040.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As shown in Table 3.6-25, Alternative C mixed-use development, including replacement housing, during the 2040 design year condition is projected to degrade operations to unacceptable levels along two roadway segments:

- ▲ Westbound Old US 50 between Pioneer Trail and Park Avenue – operations would be unacceptable as follows:
  - Summer peak hour: LOS E
- ▲ One-way Eastbound US 50 between Park Avenue and Lake Parkway – operations would be unacceptable as follows:
  - Summer peak hour: LOS F

For these two roadway segments, Alternative C would result in a significant impact during the summer peak hour. Therefore, Alternative C mixed-use development, including replacement housing, for the 2040 design year condition would result in a **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the mixed-use development, including replacement housing, as part of Alternative C to further reduce to the extent feasible the environmental consequences related to roadway segment operations in 2040.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for environmental consequences related to 2040 roadway segment operations as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on roadway segment operations in 2040 would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, at one or more of the mixed-use development sites would result in a **significant** impact on roadway segment operations in 2040.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative C transportation improvements and mixed-use development, including replacement housing, to further reduce to the extent feasible the environmental consequences related to roadway segment operations in 2040.

#### **Alternative D: Project Study Report Alternative 2**

##### **Transportation Improvements**

As shown in Table 3.6-24, all roadway study segments under Alternative D transportation improvements are projected to operate at annual average and summer peak-hour LOS D or better under 2040 design year conditions. Thus, Alternative D transportation improvements would not degrade operations to unacceptable levels or exacerbate already unacceptable operations for any roadway segments, and therefore this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the environmental consequences related to 2040 roadway segment operations such that no additional mitigation measures are needed or feasible to implement.

##### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

As shown in Table 3.6-25, all roadway study segments for Alternative D mixed-use development, including replacement housing, are projected to operate at acceptable levels during annual average and summer peak-hour conditions for the 2040 design year. One roadway study segment, eastbound Old US 50 between Pioneer Trail and Lake Parkway with 5-lane segment between Pioneer Trail and Park Avenue, would operate at LOS E, but for less than 4 hours as analyzed using TRPA-approved methodology, which is considered acceptable according to TRPA and Caltrans standards. Thus, Alternative D mixed-use development, including replacement housing, for the 2040 design year would not degrade operations to unacceptable levels or exacerbate already unacceptable operations for any roadway segments, and therefore this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative D would avoid or minimize the environmental consequences related to 2040 roadway segment operations such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for environmental consequences related to 2040 roadway segment operations as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on 2040 roadway segments would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.



**Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, would result in a **less-than-significant** impact on 2040 roadway segment operations.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the environmental consequences related to 2040 roadway segment operations such that no additional mitigation measures are needed or feasible to implement.

**Alternative E: Skywalk**

As shown in Table 3.6-24, all roadway study segments for Alternative E for the 2040 design year are projected to operate at acceptable levels under annual average and summer peak-hour conditions. One roadway study segment, westbound Old US 50 between Pioneer Trail and Lake Parkway, with 5-lane segment between Pioneer Trail and Park Avenue, would operate at LOS E, but for less than 4 hours as analyzed using TRPA-approved methodology, which is considered acceptable according to TRPA and Caltrans standards. Thus, Alternative E under 2040 design year conditions would not degrade operations to unacceptable levels or exacerbate already unacceptable operations for any roadway segments, and therefore this impact would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the environmental consequences related to 2040 roadway segment operations such that no additional mitigation measures are needed or feasible to implement.

**Impact 3.6-14: Impacts on vehicle miles of travel – 2040 (Design Year)**

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Realignment of US 50 to create the opportunity for community revitalization in the Stateline/South Lake Tahoe tourist core is included in the approved RTP (originally named Alternative 3 in the 2012 RTP/SCS EIR/EIS) and the RTP would have a net beneficial effect by reducing regional per capita VMT. The opportunity for community revitalization would be a source of reduced VMT, because visitor uses could be concentrated in a compact, pedestrian/bicycle/transit-served urban core, decreasing the need to take vehicle trips to reach some tourism destinations (e.g., hotel to restaurant or entertainment venue trip, retail shopping trips). The realignment, itself, would cause a small, localized increase in VMT for through traffic with Alternatives B, C, and D, because the route of US 50 would be slightly longer around the tourist core than through it; however, its mobility enhancements and support of planned development in an urban center would be consistent with attaining the regional total VMT threshold (as required by the Lake Tahoe Regional Plan and evaluated in the Regional Plan Update EIS). The realignment of US 50, would remain consistent with the VMT per capita goal of RTP/SCS EIR/EIS Alternative 3 and would support achievement of the Regional Plan VMT requirements, so the beneficial impact of the RTP on regional VMT would be sustained. Alternatives B, C, and D would help implement the RTP's beneficial impact on regional VMT. Alternative A would affect VMT because it would not support revitalization of the tourist core and would retain the same length of US 50 in the corridor. For Alternative E, the existing roadway alignment would remain the same with separation of pedestrians on an elevated structure. It would not support revitalization in the tourist core as effectively as the realignment alternatives and the through-traffic trip length on US 50 would be unchanged.

NEPA Environmental Consequences: The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on VMT in 2040 such that no additional mitigation measures are needed or feasible to implement

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, and D; Less Than Significant for Alternatives A and E

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**Table 3.6-24 2040 (Design Year) Arterial Segment Traffic Operations**

Arterial Segment	Arterial Class <sup>1</sup>	Dir	Alternative A (No-Build)				Alternative B (Triangle)				Alternative C (Triangle One-Way)				Alternative D (PSR Alt 2)				Alternative E (Skywalk)			
			Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk		Annual Avg		Summer Pk	
			Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS	Spd	LOS
New US 50 between Pioneer Trail and Lake Parkway	II	EB	-	-	-	-	24.3	C	24.2	C	-	-	-	-	25.8	C	26.0	C	-	-	-	-
	II	WB	-	-	-	-	31.9	B	31.4	B	-	-	-	-	30.3	B	30.6	B	-	-	-	-
Old US 50 between Pioneer Trail and Lake Parkway, w/ 5-lane segment between Pioneer Trail and Park Avenue	III	EB	19.3	C	13.8	E*	17.3	D	14.9	D	-	-	-	-	16.3	D	15.1	D	21.6	C	16.8	D
	III	WB	18.7	C	10.5	E	15.6	D	14.0	D	-	-	-	-	14.6	D	14.1	D	21.8	C	12.7	E*
Old US 50 between Pioneer Trail and Lake Parkway, w/ 3-lane segment between Pioneer Trail and Park Avenue	III	EB	-	-	-	-	17.0	D	16.4	D	-	-	-	-	-	-	-	-	-	-	-	-
	III	WB	-	-	-	-	14.6	D	13.4	E*	-	-	-	-	-	-	-	-	-	-	-	-
Old US 50 between Pioneer Trail and Park Avenue	III	EB	-	-	-	-	-	-	-	-	23.2	C	11.2	E*	-	-	-	-	-	-	-	-
	III	WB	-	-	-	-	-	-	-	-	10.7	E	13.1	E	-	-	-	-	-	-	-	-
One-way EB US 50 between Park Avenue and Lake Parkway	III	EB	-	-	-	-	-	-	-	-	20.4	C	9.4	F	-	-	-	-	-	-	-	-
One-Way WB US 50 between Pioneer Trail and Lake Parkway	II	WB	-	-	-	-	-	-	-	-	15.5	E*	15.1	E*	-	-	-	-	-	-	-	-

Notes: EB = eastbound, LOS = level of service; Spd = average travel speed in miles per hour, WB = westbound.

Red-highlighted cells indicate that the segment is projected to operate at unacceptable LOS under TRPA standards.

\* Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable according to TRPA standards.

- = Roadway segment does not exist under the specified alternative or is otherwise not applicable.

1. The study roadway segments with a free flow speed of approximately 30-35 mph are regarded as HCM-2010 Class III Arterial. The study roadway segments with a free flow speed of approximately 40 mph are regarded as HCM-2010 Class II Arterial.

Source: Wood Rodgers 2016a

**Table 3.6-25 2040 (Design Year) with Mixed-Use Development Arterial Segment Traffic Operations**

Arterial Segment	Arterial Class	Direction	Alternative B (Triangle)				Alternative C (Triangle One-Way)				Alternative D (PSR)			
			Summer Peak				Summer Peak				Summer Peak			
			Before Development		With Developments		Before Development		With Developments		Before Development		With Developments	
			Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
New US 50 between Pioneer Trail and Lake Parkway	II	EB	24.2	C	24.2	C	-	-	-	-	26.0	C	22.7	C
	II	WB	31.4	B	31.1	B	-	-	-	-	30.6	B	27.2	C
Old US 50 between Pioneer Trail and Lake Parkway, w/ 5-lane segment between Pioneer Trail and Park Avenue	III	EB	14.9	D	14.4	D	-	-	-	-	15.1	D	13.4	E*
	III	WB	14.0	D	14.6	D	-	-	-	-	14.1	D	14.7	D
Old US 50 between Pioneer Trail and Lake Parkway, w/ 3-lane segment between Pioneer Trail and Park Avenue	III	EB	16.4	D	15.7	D	-	-	-	-	-	-	-	-
	III	WB	13.4	E*	13.5	E*	-	-	-	-	-	-	-	-
Old US 50 between Pioneer Trail and Park Avenue	III	EB	-	-	-	-	11.2	E*	11.2	E*	-	-	-	-
	III	WB	-	-	-	-	13.1	E	12.0	E	-	-	-	-
One-way EB US 50 between Park Avenue and Lake Parkway	III	EB	-	-	-	-	9.4	F	8.3	F	-	-	-	-
One-Way WB US 50 between Pioneer Trail and Lake Parkway	II	WB	-	-	-	-	15.1	E*	15.1	E*	-	-	-	-

Notes: EB = eastbound, LOS = level of service; Spd = average travel speed in miles per hour, WB = westbound.

Red-highlighted cells indicate that the segment is projected to operate at unacceptable LOS under TRPA standards.

- = Roadway segment does not exist under the specified alternative or is otherwise not applicable.

\* Projected to operate at LOS E for less than 4 hours per day based on analysis of fifth highest hour, which is considered acceptable under TRPA standards.

1. The study roadway segments with a free flow speed of approximately 30-35 mph are regarded as HCM-2010 Class III Arterial. The study roadway segments with a free flow speed of approximately 40 mph are regarded as HCM-2010 Class II Arterial.

Source: Wood Rodgers 2016a

Realignment of US 50 to create the opportunity for community revitalization in the Stateline/South Lake Tahoe tourist core is included in the approved RTP (originally named Alternative 3) and is consistent with the 2012 Regional Plan, including its attainment of the regional VMT threshold of total VMT that is at least 10 percent below 1981 levels. The RTP would have a net beneficial effect by reducing regional per capita VMT, which helps achieve the regional threshold. The opportunity for community revitalization would be a source of reduced VMT, because visitor uses could be concentrated in a compact, pedestrian/bicycle/transit-served urban core, decreasing the need to take vehicle trips to reach some tourism destinations (e.g., hotel to restaurant or entertainment venue trip, retail shopping trips). The 2012 Regional Plan Update EIS addresses the VMT issue in Impact 3.3-3 and includes adoption of Mitigation Measure 3.3-3, Implement Additional VMT Reduction, to achieve a less-than-significant impact outcome (TRPA 2012a). The adopted RTP/SCS Final EIR/EIS addresses VMT issues in Master Response 11 (TMPO and TRPA 2012b:3-57 to 3-61).

As discussed below, the realignment, itself, would cause a small, localized increase in VMT for through traffic with Alternatives B, C, and D, because the route of US 50 would be slightly longer around the tourist core than through it; however, its mobility enhancements and support of planned development in an urban core would be consistent with attaining the regional VMT threshold (as required by the Regional Plan and evaluated in the Regional Plan Update EIS). The realignment of US 50, would remain consistent with the VMT per capita goal of RTP/SCS EIR/EIS Alternative 3. Additionally, the mixed-use development proposed for Alternatives B, C, and D is accounted for in RTP/SCS EIR/EIS Alternative 3 and is consistent with the TRPA Regional Plan policies to concentrate redevelopment in urban centers, resulting in the beneficial impact of the RTP on regional VMT per capita and consistency with the Regional Plan's VMT requirements.

#### **Alternative A: No Build (No Project)**

The impact analysis for Alternative A in 2040 (design year) would be consistent with that of 2020 (opening day). Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT based on such reduction of trips, Alternative A would not substantially change VMT nor contribute toward the Region reaching its goal of reducing VMT 10 percent below 1981 levels. Thus, Alternative A in 2040 would have a **less than significant** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize the impacts on VMT in 2040 such that no additional mitigation measures are needed or feasible to implement.

#### **Alternative B: Triangle (Locally Preferred Action)**

##### **Transportation Improvements**

The impact analysis for Alternative B in 2040 (design year) would be consistent with that of 2020 (opening day). While the highway realignment in Alternative B would result in a small, localized increase in VMT when through trips are analyzed on their own, it is consistent with the community revitalization objectives of the approved RTP Alternative 3, which results in a beneficial reduction in regional VMT, and the Regional Plan, which includes attainment of the regional VMT threshold. Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT, implementation of Alternative B would support the Regional Plan's pursuit of its goal of reducing VMT below 1981 levels. Thus, Alternative B transportation improvements would have a **beneficial** impact on VMT under 2040 design year conditions for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

##### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project

Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The mixed-use development, including replacement housing, with Alternative B would generate more trips than the land uses being replaced (approximately 1,400–1,700 additional daily trips). While this would contribute to regional VMT, it would occur in a manner that is consistent with the Regional Plan land use designations and VMT reduction policies. The mixed-use development sites’ location in an urban center reflects the Regional Plan policies to concentrate development and implement a mix of uses that would help reduce VMT in conjunction with the vehicular and non-motor vehicle mobility improvements of Alternative B.

Buildout of the Region was considered in the RTP/SCS EIR/EIS and the Regional Plan Update EIS when VMT impacts were analyzed. All of the mixed-use development, including replacement housing, would occur within the City of South Lake Tahoe in and near the tourist core, which is one of the areas designated by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development would be consistent with the planned location of urban redevelopment and the need for mixed uses that reduce VMT along with improved motor vehicle, bicycle, and pedestrian improvements in an urban center that are reflected in RTP/SCS EIR/EIS Alternative 3 and the adopted 2012 Regional Plan. In both plans, the construction of the US 50/South Shore Community Revitalization Project and incentivized redevelopment in Town Centers, Regional Center, and the High Density Tourist District were included in the list of planned infrastructure. Therefore, because the mixed-use development was accounted for in RTP/SCS EIR/EIS Alternative 3 and is consistent with the Regional Plan, Alternative B mixed-use development, including replacement housing, under 2040 design year conditions would result in a **beneficial** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, included in Alternative B would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential 2040 VMT environmental consequences as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 VMT impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on 2040 VMT.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

### **Alternative C: Triangle One-Way**

#### **Transportation Improvements**

The impact analysis for Alternative C in 2040 (design year) would be consistent with that of 2020 (opening day). Alternative C would be consistent with the community revitalization objectives of the approved RTP Alternative 3 and the Regional Plan. One of the intended outcomes of the revitalization of the tourist core

addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. This would be accomplished by the close proximity of mixed, visitor-serving facilities in the tourist core area, the interconnections of pedestrian paths and bicycle facilities, and access to enhanced transit facilities. Thus, Alternative C transportation improvements would support the RTP's **beneficial impact** on VMT per capita and achievement of the Regional Plan's VMT requirements for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project Alternatives"). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The mixed-use development, including replacement housing, under Alternative C would generate more trips than the land uses being replaced (approximately 1,400–1,700 additional daily trips). While this would contribute to regional VMT, it would occur in a manner that is consistent with the Regional Plan land use designations and VMT reduction policies. The mixed-use development sites' location in an urban center reflects the Regional Plan policies to concentrate development and implement a mix of uses that would help reduce VMT in conjunction with the vehicular and non-motor vehicle mobility improvements of Alternative C.

Buildout of the Region was considered in the RTP/SCS EIR/EIS and the Regional Plan Update EIS when VMT impacts were analyzed. All of the mixed-use development would occur within the City of South Lake Tahoe in and near the tourist core, which is one of the areas designated by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development, including replacement housing, would be consistent with the planned location of urban redevelopment and the need for mixed uses that reduce VMT along with improved motor vehicle, bicycle, and pedestrian improvements in an urban center that are reflected in RTP/SCS EIR/EIS Alternative 3 and the adopted 2012 Regional Plan. In both plans, the construction of the US 50/South Shore Community Revitalization Project and incentivized redevelopment in Town Centers, Regional Center, and the High Density Tourist District were included in the list of planned infrastructure. Therefore, because the mixed-use development was accounted for in Alternative 3 in the RTP/SCS EIR/EIS and is consistent with the Regional Plan, Alternative C mixed-use development, including replacement housing, under 2040 design year conditions would result in a **beneficial** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, included in Alternative C would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential 2040 VMT environmental consequences as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 VMT impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.



## Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on 2040 VMT.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

## Alternative D: Project Study Report Alternative 2

### Transportation Improvements

The impact analysis for Alternative D in 2040 (design year) would be consistent with that of 2020 (opening day). Alternative D would be consistent with the community revitalization objectives of the approved RTP Alternative 3. One of the intended outcomes of the revitalization of the tourist core addressed in the RTP would be a compact, mixed-use, urban center with strong walking, bicycling, and transit connections to reduce the need to use motor vehicles for trips that would begin and end in or near the tourist core. This would be accomplished by the close proximity of mixed, visitor-serving facilities in the tourist core area, the interconnections of pedestrian paths and bicycle facilities, and access to enhanced transit facilities. Thus, Alternative D transportation improvements would support the RTP's **beneficial impact** on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project Alternatives"). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The mixed-use development, including replacement housing, under Alternative D would generate more trips than the land uses being replaced (approximately 1,400–1,700 additional daily trips). While this would contribute to regional VMT, it would occur in a manner that is consistent with the Regional Plan land use designations and VMT reduction policies. The mixed-use development sites' location in an urban center reflects the Regional Plan policies to concentrate development and implement a mix of uses that would help reduce VMT in conjunction with the vehicular and non-motor vehicle mobility improvements of Alternative D.

Buildout of the Region was considered in the RTP/SCS EIR/EIS and the Regional Plan Update EIS when VMT impacts were analyzed. All of the mixed-use development would occur within the City of South Lake Tahoe in and near the tourist core, which is one of the areas designated by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development, including replacement housing, would be consistent with the planned location of urban redevelopment and the need for mixed uses that reduce VMT along with improved motor vehicle, bicycle, and pedestrian improvements in an urban center that are reflected in RTP/SCS EIR/EIS Alternative 3 and the adopted 2012 Regional Plan. In both plans, the construction of the US 50/South Shore Community Revitalization Project and incentivized redevelopment in Town Centers, Regional Center, and the High Density Tourist District were included in the list of planned infrastructure. Therefore, because the mixed-use development was accounted for in RTP/SCS EIR/EIS

Alternative 3 and is consistent with the Regional Plan, Alternative D mixed-use development, including replacement housing, under 2040 design year conditions would result in a **beneficial** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, included in Alternative D would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential 2040 VMT environmental consequences as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential 2040 VMT impacts would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on 2040 VMT.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

### Alternative E: Skywalk

The impact analysis for Alternative E in 2040 (design year) would be consistent with that of 2020 (opening day). Alternative E assumes that a realigned US 50, which is included in RTP/SCS EIR/EIS Alternative 3, would not be constructed. Therefore, the community revitalization opportunity of the highway realignment would not be realized as effectively as one of the realignment alternatives, including the reduction of VMT made possible by revitalization of a more walkable, bikable, and transit-served urban center. Because RTP/SCS EIR/EIS Alternative 3 was determined to have a beneficial impact on VMT based on such reduction of trips from the community revitalization component, which would not be realized as effectively for Alternative E, it would not substantially change VMT nor contribute toward the Region Plan's goal of reducing VMT at least 10 percent below 1981 levels. Thus, Alternative E in 2020 would have a **less-than-significant** impact on VMT for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the 2040 VMT environmental consequences such that no additional mitigation measures are needed or feasible to implement.

## Impact 3.6-15: Impacts on bicycle and pedestrian facilities – 2040 (Design Year)

Because of their design, Alternatives B, C, D, and E would not disrupt or interfere with existing or planned bicycle/pedestrian facilities; rather, they would enhance the existing infrastructure and create a bicycle and pedestrian network with enhanced connectivity. Furthermore, Alternatives B, C, D, and E would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. No modifications to the existing bicycle or pedestrian infrastructure would occur under Alternative A.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, D, and E; No Impact for Alternative A

**Alternative A: No Build (No Project)**

Because no modifications to existing conditions would occur, implementation of Alternative A for the 2040 design year would have **no impact** on bicycle and pedestrian facilities for purposes of NEPA, CEQA, and TRPA.

**Alternative B: Triangle (Locally Preferred Action)****Transportation Improvements**

Alternative B transportation improvements for the 2040 Design year would include a variety of bicycle and pedestrian infrastructure improvements that would improve connectivity within the study area. Alternative B would not disrupt or interfere with the implementation of planned bicycle/pedestrian facilities, nor would it result in unsafe conditions for bicyclists or pedestrians. Furthermore, Alternative B would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, Alternative B transportation improvements would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

**Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The potential construction of mixed-use development, including replacement housing, as part of Alternative B for the 2040 design year would not affect the implementation of any of the planned bicycle or pedestrian improvements, which would improve connectivity within the study area. Therefore, Alternative B mixed-use development, including replacement housing, would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative B would avoid or minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for impacts on bicycle and pedestrian facilities in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on bicycle and pedestrian facilities would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

**Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on bicycle and pedestrian facilities in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

### Alternative C: Triangle One-Way

#### **Transportation Improvements**

Alternative C transportation improvements for the 2040 design year would include bicycle and pedestrian infrastructure improvements that would increase pedestrian and bicycle connectivity throughout the study area. Alternative C would not disrupt or interfere with the implementation of planned bicycle/pedestrian facilities, nor would it result in unsafe conditions for bicyclists or pedestrians. Furthermore, Alternative C would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, Alternative C transportation improvements would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The potential construction of mixed-use development, including replacement housing, as part of Alternative C for the 2040 design year would not affect the implementation of any of the planned bicycle or pedestrian improvements, which would improve connectivity within the study area. Therefore, Alternative C mixed-use development, including replacement housing, would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative C would avoid or minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for impacts on bicycle and pedestrian facilities in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on bicycle and pedestrian facilities would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on bicycle and pedestrian facilities in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C would minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

## **Alternative D: Project Study Report Alternative 2**

### **Transportation Improvements**

Alternative D transportation improvements for the 2040 design year would include a variety of bicycle and pedestrian infrastructure improvements that would improve connectivity within the study area. Alternative D would not disrupt or interfere with the implementation of planned bicycle/pedestrian facilities, nor would it result in unsafe conditions for bicyclists or pedestrians. Furthermore, Alternative D would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, Alternative D transportation improvements would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The potential construction of mixed-use development as part of Alternative D for the 2040 design year would not affect the implementation of any of the planned bicycle or pedestrian improvements, which would improve connectivity within the study area. Therefore, Alternative D mixed-use development, including replacement housing, would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development, including replacement housing, at the mixed-use development sites as part of Alternative D would avoid or minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for impacts on bicycle and pedestrian facilities in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential impacts on bicycle and pedestrian facilities would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on bicycle and pedestrian facilities in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

## **Alternative E: Skywalk**

Alternative E would involve construction of a pedestrian skywalk between the Montbleu Resort and Casino and Stateline Avenue through the resort-casino portion of the tourist core and would replace the existing at-

grade pedestrian scramble in the resort-casino portion of the tourist core. The project would not create an inconsistency with any adopted policies related to bicycle or pedestrian systems. Therefore, Alternative E for the 2040 design year would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on bicycle and pedestrian facilities in 2040 such that no additional mitigation measures are needed or feasible to implement.

### Impact 3.6-16: Impacts on transit –2040 (Design Year)

Alternatives B, C, D, and E would not disrupt or interfere with existing transit facilities and would enhance the existing transit infrastructure. Furthermore, none of the build alternatives would create an inconsistency with any adopted policies related to transit systems. The overall increased travel time under Alternative A would be minimal.

NEPA Environmental Consequences: The design features of Alternatives A, B, C, D, and E would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, D, and E; Less Than Significant for Alternative A

#### Alternative A: No Build (No Project)

Similar to Alternative A in 2020, the projected increase in vehicular traffic through the study area would result in LOS degrading. The segment of US 50 between Pioneer Trail and Park Avenue would experience a reduction of speed as result, as shown below:

- ▲ Eastbound US 50 between Pioneer Trail and Park Avenue – average vehicular speed would degrade as follows:
  - Annual average peak hour: Reduction from 22.2 mph to 19.3 mph
- ▲ Westbound US 50 between Pioneer Trail and Park Avenue – average vehicular speed would degrade as follows:
  - Annual average peak hour: Reduction from 21.6 mph to 18.7 mph

The reduction in average mph anticipated with Alternative A would increase travel times along US 50, however, the overall increased travel time would be minimal. Thus, this would result in a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative A would avoid or minimize the impacts on transit in 2040 such that no additional mitigation measures are needed or feasible to implement.

#### Alternative B: Triangle (Locally Preferred Action)

##### **Transportation Improvements**

Alternative B transportation improvements would not alter existing transit circulation for the 2040 design year. Alternative B would enhance safety and provide improved transit service. Alternative B would also include the construction of new bus shelters at existing bus stop locations where features are limited to signs and, in some cases, benches.

Alternative B would improve transit service within the study area. Furthermore, the project would be consistent with adopted policies related to transit systems. Therefore, Alternative B transportation improvements would result in a **beneficial** impact for the purposes of CEQA and TRPA.



For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-5, above.

The potential construction of mixed-use development as part of Alternative B for the 2040 design year could generate additional transit demand and could add to the need for additional peak-hour transit capacity. However, as discussed in Impact 3.6-11, the RTP/SCS EIR/EIS accounts for buildout of the Region and the mixed-use development would be constructed in the area defined by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development was accounted for in the RTP/SCS EIR/EIS, and the proposed transit service expansions within that document would more than meet the demand anticipated under RTP buildout conditions. Therefore, Alternative B mixed-use development for the 2040 design year would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development at the mixed-use development sites as part of Alternative B would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development would result in a **beneficial** impact on transit in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development as part of Alternative B would minimize the impacts on transit in 2040 such that no additional mitigation measures are needed or feasible to implement.

### **Alternative C: Triangle One-Way**

#### **Transportation Improvements**

Alternative C transportation improvements for the 2040 design year would improve transit infrastructure and safety within the study area. Furthermore, the project would be consistent with adopted policies related to transit systems. Therefore, Alternative C transportation improvements would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any

residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-5, above.

The potential construction of mixed-use development as part of Alternative C for the 2040 design year could generate additional transit demand and could add to the need for additional peak-hour transit capacity. However, as discussed in Impact 3.6-11, the RTP/SCS EIR/EIS accounts for buildout of the Region and the mixed-use development would be constructed in the area defined by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development proposed for Alternative C was accounted for in the RTP/SCS EIR/EIS, and the proposed transit service expansions within that document would more than meet the demand anticipated under RTP buildout conditions. Therefore, Alternative C mixed-use development would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development at the mixed-use development sites as part of Alternative C would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement.

#### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development would result in a **beneficial** impact on transit in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development as part of Alternative C would minimize the impact on transit in 2040 such that no additional mitigation measures are needed or feasible to implement.

#### Alternative D: Project Study Report Alternative 2

##### Transportation Improvements

Under Alternative D transportation improvements for the 2040 design year, existing transit circulation would not be altered. Alternative D would enhance safety and provide improved transit service by reducing travel times and delays associated with the existing congestion in the area. Alternative D would also include the construction of new bus shelters at bus stop locations where existing features are limited to signs and, in some cases, benches.

Alternative D would improve transit service within the study area. Furthermore, the project would not create an inconsistency with any adopted policies related to transit systems. Therefore, Alternative D transportation improvements would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement.

##### Mixed-Use Development including Replacement Housing

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. The

replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-5, above.

The construction of mixed-use development as part of Alternative D for the 2040 design year could potentially generate additional transit demand and could add to the need for additional peak-hour transit capacity. However, as discussed in Impact 3.6-11, the RTP/SCS EIR/EIS accounts for buildout of the Region and the mixed-use development would be constructed in the area defined by the Regional Plan as a Town Center/High Density Tourist District. Thus, the mixed-use development proposed for Alternative D would be accounted for in the RTP/SCS EIR/EIS, and the proposed transit service expansions within that document would more than meet the demand anticipated under RTP buildout conditions. Therefore, Alternative D mixed-use development would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development at the mixed-use development sites as part of Alternative D would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development would result in a **beneficial** impact on transit in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development as part of Alternative D would minimize impacts on transit in 2040 such that no additional mitigation measures are needed or feasible to implement.

#### **Alternative E: Skywalk**

Under Alternative E, there would be no changes to transit facilities in the study area; however, the existing pedestrian scramble between the Montbleu Resort and Casino and Hard Rock Hotel and Casino would be replaced by a pedestrian skywalk, resulting in improved safety for pedestrians and vehicles, including transit. Thus, the impact of Alternative E for the 2040 design year is **beneficial** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on transit in the 2040 design year such that no additional mitigation measures are needed or feasible to implement.

### **Impact 3.6-17: Construction-related traffic impacts – 2040 (Design Year)**

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Construction impacts are temporary in nature and would only occur leading up to opening day for each of the alternatives. However, the mixed-use development for each of the build alternatives where it is proposed (Alternatives B, C, and D), could be constructed following the 2020 opening day. Construction of the mixed-use development as part of the build alternatives could result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. Construction details associated with the mixed-use development are not known at this time and as part of approval and permitting process, any identified impacts would be addressed. The mixed-use development would be subject to all applicable regulations and permit requirements. Because there is no mixed-use development included for Alternative A or Alternative E, there would be no construction during the 2040 (design year) scenario.

NEPA Environmental Consequences: No Impact for Alternatives A, B, C, D, and E

CEQA/TRPA Impact Determinations: No Impact for Alternatives A, B, C, D, and E

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#### **Alternative A: No Build (No Project)**

Because no modifications to the existing conditions would occur, implementation of Alternative A for the 2040 design year would result in **no impact** for the purposes of NEPA, CEQA, and TRPA.

### **Alternative B: Triangle (Locally Preferred Action)**

#### **Transportation Improvements**

Construction impacts are temporary in nature and would only occur leading up to opening day (2020) for Alternative B transportation improvements. Thus, **no impact** would occur for the purposes of NEPA, CEQA, and TRPA.

#### **Mixed-Use Development including Replacement Housing**

Construction of the mixed-use development for Alternative B could result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. (See Impact 3.6-6 for analysis of construction-related traffic impacts from constructing replacement housing at one of the three mixed-use development sites prior to construction of the transportation improvements). However, construction details for the mixed-use development is not known at this time. Additionally, as part of approval and permitting process, the mixed-use development for Alternative B would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements.

### **Alternative C: Triangle One-Way**

#### **Transportation Improvements**

Construction impacts are temporary in nature and would only occur leading up to opening day (2020) for Alternative C transportation improvements. Thus, **no impact** would occur for the purposes of NEPA, CEQA, and TRPA.

#### **Mixed-Use Development including Replacement Housing**

Construction of the mixed-use development for Alternative C could result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. (See Impact 3.6-6 for analysis of construction-related traffic impacts from constructing replacement housing at one of the three mixed-use development sites prior to construction of the transportation improvements). However, construction details for the mixed-use development is not known at this time. Additionally, as part of approval and permitting process, the mixed-use development for Alternative C would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements.

### **Alternative D: Project Study Report Alternative 2**

#### **Transportation Improvements**

Construction impacts are temporary in nature and would only occur leading up to opening day (2020) for Alternative D transportation improvements. Thus, **no impact** would occur for the purposes of NEPA, CEQA, and TRPA.

#### **Mixed-Use Development including Replacement Housing**

Construction of the mixed-use development for Alternative D could result in construction-related traffic and temporary disruption to traffic circulation in the area of construction. (See Impact 3.6-6 for analysis of construction-related traffic impacts from constructing replacement housing at one of the three mixed-use development sites prior to construction of the transportation improvements). However, construction details for the mixed-use development is not known at this time. Additionally, as part of approval and permitting process, the mixed-use development for Alternative D would be required to undergo project-level environmental review and would be subject to all applicable jurisdictional regulations and permit requirements.

### **Alternative E: Skywalk**

Construction impacts are temporary in nature and would only occur leading up to opening day (2020) for Alternative E. Thus, no construction would occur for Alternative E in 2040 (design year), resulting in **no impact** for the purposes of NEPA, CEQA, and TRPA.

### Impact 3.6-18: Impacts on vehicular, bicycle, and pedestrian safety – 2040 (Design Year)

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Alternatives B, C, D, and E would enhance the existing infrastructure and improve safety throughout the vehicular, bicycle, and pedestrian network within the study area. No modifications to the existing vehicular, bicycle, or pedestrian infrastructure would occur under Alternative A; however, vehicular traffic would increase within the study area thus impacting bicycle safety and the existing above state average traffic accidents and injuries occurring at the US 50/Lake Parkway Loop intersection.

NEPA Environmental Consequences: The design features of Alternatives B, C, D, and E would avoid or minimize the impacts on vehicular, bicycle, and pedestrian safety in 2040; There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize impacts on vehicular, bicycle, and pedestrian safety in 2040 from Alternative A

CEQA/TRPA Impact Determinations: Beneficial for Alternatives B, C, D, and E; Significant and Unavoidable for Alternative A

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#### Alternative A: No Build (No Project)

Alternative A in the 2040 (design year) scenario would experience similar impacts to the vehicular, bicycle, and pedestrian safety impacts in the 2020 (opening day) scenario. The above state average accident rates at the US 50/Lake Parkway Loop intersection could be exacerbated with an increase in vehicular traffic through this intersection. Additionally, the absence of continuous striped bicycle facilities along US 50, combined with the increase in traffic along this roadway segment would expose bicyclists to higher volumes of vehicles. Thus, because there would be no mechanism by which to implement or enforce mitigation, Alternative A would result in a **significant and unavoidable** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, adverse effects on vehicular, bicycle, and pedestrian safety in 2040 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures.

#### Alternative B: Triangle (Locally Preferred Action)

##### **Transportation Improvements**

Alternative B transportation improvements for the 2040 design year would reduce vehicular traffic along US 50 in the tourist core, thus reducing exposure to traffic for bicycles and pedestrians along this roadway segment and reducing the potential for vehicular accidents to occur.

Existing pedestrian crossings along US 50 would be maintained but would be safer because of reduced traffic volumes and shorter crossing lengths associated with the narrowing of the existing US 50 roadway geometry. Additionally, Alternative B would include a new traffic signal at the Van Sickle Bi-State Park entrance that would provide a dedicated and safe pedestrian crossing phase where none exists today.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection could be constructed as either a roundabout or a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Roundabouts tend to reduce the severity of traffic accidents because the geometric design of the entry points eliminates right-angle collisions and high-entry speeds as well as reducing conflict points. Thus, implementation of the roundabout option for this intersection would reduce the severity of the traffic accidents occurring at this location, and in turn reduce the number of fatalities and injuries.

Therefore, Alternative B transportation improvements would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The construction of mixed-use development, including replacement housing, as part of Alternative B for the 2040 design year would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements. Prior to approval of the mixed-use development, including replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access, in compliance with existing regulations. Therefore, Alternative B mixed-use development, including replacement housing, would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects on vehicular, bicycle, and pedestrian safety in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2040 would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative B would minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

#### **Alternative C: Triangle One-Way**

##### **Transportation Improvements**

Under Alternative C transportation improvements for the 2040 design year, pedestrian and bicyclist exposure to vehicular traffic would be reduced because project features would include a new pedestrian bridge over the new US 50 alignment connecting the Van Sickle Bi-State Park to the Stateline area; shoulders/bicycle lane and pedestrian sidewalks along eastbound US 50 (Old US 50) for the full length of the study segment; and bicycle lanes/shoulders along the new US 50 alignment with sidewalks on at least one side of the roadway.



Additionally, Alternative C would include a new traffic signal at the Van Sickle Bi-State Park entrance that would provide a dedicated and safe pedestrian crossing phase where none exists today.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection could be constructed as a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Because Alternative C would not change the type of intersection at this location, a change in accident rates or severity of accidents would not be anticipated to change at this intersection over existing conditions.

Therefore, Alternative C transportation improvements would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The construction of mixed-use development, including replacement housing, as part of Alternative C for the 2040 design year would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements previously identified for Alternative C transportation improvements. Prior to approval of the mixed-use development, including replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access, in compliance with existing regulations. Therefore, Alternative C mixed-use development, including replacement housing, would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2040 would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative C would minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

## Alternative D: Project Study Report Alternative 2

### **Transportation Improvements**

Alternative D transportation improvements for the 2040 design year would reduce vehicular traffic along US 50 in the tourist core, thus reducing exposure to vehicular traffic for bicycles and pedestrians along this roadway segment and reducing the potential for vehicular crashes to occur.

The new US 50/Lake Parkway/Lake Tahoe Boulevard intersection could be constructed as either a roundabout or a signalized intersection. The existing US 50/Lake Parkway Loop intersection had accident rates higher than the state average accident rates for fatalities plus injuries, and total accidents (see Table 3-6.4). Roundabouts tend to reduce the severity of traffic accidents because the geometric design of the entry points eliminates right-angle collisions and high-entry speeds as well as reducing conflict points. Thus, implementation of the roundabout option for this intersection would reduce the severity of the traffic accidents occurring at this location, and in turn reduce the number of fatalities and injuries.

Therefore, Alternative D transportation improvements would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, "Proposed Project and Project Alternatives"). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements.

The construction of mixed-use development, including replacement housing, as part of Alternative D for the 2040 design year would not affect the implementation of any of the planned roadway, bicycle, or pedestrian improvements. Prior to approval of the proposed mixed-use development, including replacement housing, plans would be submitted to the City of South Lake Tahoe for review and approval. This process would include ensuring that all new development has adequate vehicle, pedestrian, and bicycle access in compliance with existing regulations. Therefore, Alternative D with mixed-use development, including replacement housing, would have a **beneficial** impact.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for effects on vehicular, bicycle, and pedestrian safety in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential effects on vehicular, bicycle, and pedestrian safety in 2040 would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

## Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development, including replacement housing, would result in a **beneficial** impact on vehicular, bicycle, and pedestrian safety in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development, including replacement housing, as part of Alternative D would minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

## Alternative E: Skywalk

Alternative E would involve construction of a new pedestrian skywalk between the Montbleu Resort and Casino and Stateline Avenue in the resort-casino portion of the tourist core and removal of the existing pedestrian scramble. This would create complete grade separation of pedestrians and bicyclists from vehicular traffic, thus reducing pedestrian and bicyclist exposure to vehicular traffic. Additionally, elimination of the at-grade pedestrian crossing, which requires motorists to stop, would reduce the potential for rear-end vehicular accidents at this location. Therefore, Alternative E would have a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the effects on vehicular, bicycle, and pedestrian safety in 2040 such that no additional mitigation measures are needed or feasible to implement.

## Impact 3.6-19: Impacts on emergency access – 2040 (Design Year)

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Alternatives B and D would reduce congestion along existing US 50 and thereby improve long-term emergency access within the study area. Alternative E would also reduce congestion along existing US 50 and additionally does not include any mixed-use development that would add trips to the roadway network and potentially affect emergency access during the construction phase. Alternative A would result in traffic conditions worsening during the summer peak along US 50 between Pioneer Trail and Lake Parkway resulting in impacts on emergency access. Alternative C would result in increased congestion and reduced operational emergency access to a segment of US 50 due to the new circulation patterns, impeding emergency access.

NEPA Environmental Consequences: The design features of Alternatives B, D, and E would avoid or minimize the environmental consequences related to emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement; Mitigation Measure 3.6-19 has been incorporated into Alternative C to further reduce to the extent feasible the environmental consequences related to impacts on emergency access in 2040; There would be no mechanism by which to implement or enforce avoidance or mitigation measures to minimize impacts on vehicular, bicycle, and pedestrian safety in 2040 from Alternative A

CEQA/TRPA Impact Determinations: Beneficial for Alternative E; Less Than Significant for Alternatives B and D; Significant and Unavoidable for Alternative A; Significant and Unavoidable for Alternative C with implementation of Mitigation Measure 3.6-19

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## Alternative A: No Build (No Project)

No modifications to the existing conditions would occur under Alternative A, and emergency access routes would be maintained. However, during summer peak hours, traffic operations along US 50 between Pioneer Trail and Lake Parkway would experience degraded LOS and reduced speeds compared to existing conditions. The reduced speeds could reduce emergency response times in the study area during these

summer peak hours. Additionally, as described previously, many of the local roads in the area are used as cut-through routes and become heavily congested during the summer peak as well, which limit their use as alternative routes for emergency vehicles. Thus, the no build alternative would result in traffic conditions worsening to a point to which emergency response times could be affected. Thus, because there would no mechanism to implement or enforce mitigation for Alternative A, this impact would be **significant and unavoidable** for the purposes of CEQA and TRPA.

For the purposes of NEPA, adverse effects on emergency access in 2040 from Alternative A could not be reduced because there would be no mechanism by which to implement or enforce avoidance or mitigation measures.

#### **Alternative B: Triangle (Locally Preferred Action)**

##### **Transportation Improvements**

The operational impacts on emergency access for Alternative B transportation improvements in the 2040 (design year) scenario would be consistent with the 2020 (opening day) impacts. Construction of the transportation improvements would be complete by 2040, and thus is not considered. Alternative B would maintain current emergency access routes and points to existing land uses in the study area and even with the narrowing of existing US 50, the improved traffic flow would at the least maintain emergency response time. Thus, the impact on emergency access for Alternative B transportation improvements would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

##### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing at one or more of the three mixed-use development sites (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). The replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-8, above.

The mixed-use development portion of the project would require local jurisdictional review and approval. This process would include ensuring that all new development has adequate emergency access, in compliance with existing regulations. Emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed on a project specific level during the project permitting process. Thus, the impact on emergency access for Alternative B mixed-use development would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development at the mixed-use development sites as part of Alternative B would avoid or minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

##### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development would result in a **less-than-significant** impact on emergency access in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development as part of Alternative B would minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

#### **Alternative C: Triangle One-Way**

##### **Transportation Improvements**

The operational impacts on emergency access from Alternative C transportation improvements in the 2040 (design year) scenario would be consistent with the 2020 (opening day) impacts. Construction of the

transportation improvements would be complete by 2040, and thus is not considered. The change in circulation patterns would result in increased emergency response times due to indirect emergency access routes for some areas and increased congestion along multiple roadway segments. Thus, this would be a **significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, additional mitigation measures have been incorporated into the transportation improvements included in Alternative C to further reduce to the extent feasible the environmental consequences related to impacts on emergency access in 2040.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing at one or more of the three mixed-use development sites (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). The replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-8, above.

Similar to Alternative B, prior to approval of the mixed-use development, plans would be submitted to the appropriate entity for review and approval. This process would include ensuring that all new development has adequate emergency access, in compliance with existing regulations. Additionally, emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed on a project specific level during the project permitting process. Thus, the impact on emergency access for Alternative C mixed-use development would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development at the mixed-use development sites as part of Alternative C would avoid or minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development would result in a **significant** impact on emergency access in 2040.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative C transportation improvements and mixed-use development to further reduce to the extent feasible the environmental consequences related to impacts on emergency access in 2040.

#### **Alternative D: Project Study Report (Alternative 2)**

##### **Transportation Improvements**

The impacts on operational emergency access for Alternative D transportation improvements in the 2040 (design year) scenario would be consistent with the 2020 (opening day) impacts. Construction of the transportation improvements would be complete by 2040, and thus is not considered. Alternative D would maintain current emergency access routes and points to existing land uses in the study area and even with the narrowing of Old US 50, the improved traffic flow would at the least maintain emergency response time. Thus, the impact on emergency access for Alternative D transportation improvements would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

##### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative D would construct replacement housing at one or more of the three mixed-use development sites (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and

Project Alternatives”). The replacement housing would be constructed prior to the transportation improvements in California and, therefore, is assessed for the 2020 scenario in Impact 3.6-8, above.

As discussed for Alternative B mixed-use development above, the mixed-use development portion of Alternative D would require local jurisdictional review and approval. This process would include ensuring that all new development has adequate emergency access, in compliance with existing regulations. Emergency access during construction would be subject to all applicable jurisdictional construction rules and regulations and would be addressed on a project specific level during the project permitting process. Thus, the impact on emergency access from Alternative D mixed-use development would be **less than significant** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the mixed-use development at the mixed-use development sites as part of Alternative D would avoid or minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

### Conclusion

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development would result in a **less-than-significant** impact on emergency access in 2040.

For the purposes of NEPA, taken as a whole, the design features of the transportation improvements and mixed-use development as part of Alternative D would minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

### Alternative E: Skywalk

Construction of the transportation improvements would be complete by 2040, and thus is not considered. Consistent with 2020 (opening day), Alternative E in the 2040 (design year) scenario would improve arterial segment operations along existing US 50. Therefore, operational emergency access would be maintained as it currently exists and emergency services response times would improve. Thus, Alternative E would result in a **beneficial** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the impacts on emergency access in 2040 such that no additional mitigation measures are needed or feasible to implement.

## Impact 3.6-20: Daily vehicle trip end (DVTE) impacts – 2040 (Design Year)

Alternatives B, C, and D transportation improvements would not generate any additional DVTEs. However, these three alternatives would all generate greater than 200 net new DVTEs with the implementation of the mixed-use development. Because the displaced housing would be replaced at a one for one basis with the replacement housing component of these alternatives, the replacement housing would not generate any net new DVTEs. Alternative A would include no modifications to the existing conditions. Alternative E would not generate any additional DVTEs.

NEPA Environmental Consequences: Mitigation Measure 3.6-20 has been incorporated into Alternatives B, C and D to further reduce to the extent feasible the environmental consequences related to generating additional daily vehicle trip ends; The design features of Alternative E would avoid or minimize the environmental consequences related to daily vehicle trip ends in 2040 such that no additional mitigation measures are needed or feasible to implement; No Impact for Alternative A

CEQA/TRPA Impact Determinations: Less Than Significant for Alternative E; Less Than Significant for Alternatives B, C, and D after implementation of Mitigation Measure 3.6-20; No Impact for Alternative A

**Alternative A: No Build (No Project)**

Because no modifications to the existing conditions would occur, implementation of Alternative A would not generate any additional DVTEs. Thus, implementation of Alternative A would have **no impact** for the purposes of NEPA, CEQA, and TRPA.

**Alternative B: Triangle (Locally Preferred Action)****Transportation Improvements**

Alternative B transportation improvements would not generate any additional DVTEs. Thus, implementation of Alternative B transportation improvements would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative B would avoid or minimize the environmental consequences related to generating additional DVTEs such that no additional mitigation measures are needed or feasible to implement.

**Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative B would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Because the displaced housing would be replaced at a one for one basis with the replacement housing component of these alternatives, the replacement housing would not generate any net new DVTEs.

Alternative B mixed-use development would generate more than 200 net new daily vehicle trip ends (Wood Rodgers 2016a). The creation of more than 200 new daily trips would be a **significant** impact based on the TRPA significance criteria and for the purposes of CEQA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the mixed-use development as part of Alternative B to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for environmental consequences related to generating additional DVTEs in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential increase in DVTEs would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

**Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative B transportation improvements and mixed-use development at one or more of the mixed-use development sites would result in a **significant** impact from additional DVTEs.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative B transportation improvements and mixed-use development to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.



### Alternative C: Triangle One-Way

#### **Transportation Improvements**

Alternative C transportation improvements would not generate any additional DVTEs. Thus, implementation of Alternative C transportation improvements would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative C would avoid or minimize the environmental consequences related to generating additional DVTEs such that no additional mitigation measures are needed or feasible to implement.

#### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative C would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Because the displaced housing would be replaced at a one for one basis with the replacement housing component of these alternatives, the replacement housing would not generate any net new DVTEs.

Alternative C mixed-use development would generate more than 200 net new DVTEs (Wood Rodgers 2016a). The creation of more than 200 new daily trips would be a **significant** impact based on the TRPA significance criteria and for the purposes of CEQA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the mixed-use development as part of Alternative C to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for environmental consequences related to generating additional DVTEs in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential increase in DVTEs would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

#### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative C transportation improvements and mixed-use development at one or more of the mixed-use development sites would result in a **significant** impact from additional DVTEs.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative C transportation improvements and mixed-use development to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.

## **Alternative D: Project Study Report Alternative 2**

### **Transportation Improvements**

Alternative D transportation improvements would not generate any additional DVTEs. Thus, implementation of Alternative D transportation improvements would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of the transportation improvements included in Alternative D would avoid or minimize the environmental consequences related to generating additional DVTEs such that no additional mitigation measures are needed or feasible to implement.

### **Mixed-Use Development including Replacement Housing**

Prior to displacing existing residents, Alternative D would construct replacement housing along with supporting commercial uses that could be located at one or more of three mixed-use development sites identified within the project site (see Exhibits 2-9 and 2-11 in Chapter 2, “Proposed Project and Project Alternatives”). If replacement housing is not constructed at any of these sites, then TTD would construct replacement housing at another location in the South Shore area to be determined prior to displacing any residents. This alternative includes the option for three mixed-use redevelopment sites, which could include replacement housing for displaced residents as well as other commercial uses (e.g., retail, restaurant). Use of one or more of these three sites, or at another location in the South Shore area for replacement housing, would require additional parcel acquisitions beyond that required for the transportation improvements. Because the displaced housing would be replaced at a one for one basis with the replacement housing component of these alternatives, the replacement housing would not generate any net new DVTEs.

Alternative D mixed-use development would generate more than 200 net new DVTEs (Wood Rodgers 2016a). The creation of more than 200 new daily trips would be a **significant** impact based on the TRPA significance criteria and for the purposes of CEQA.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the mixed-use development as part of Alternative D to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.

Construction of replacement housing at a location other than the three mixed-use development sites could result in similar potential for environmental consequences related to generating additional DVTEs in 2040 as described for the replacement housing at the mixed-use development sites. However, because the location of replacement housing elsewhere is unknown, analysis of the potential increase in DVTEs would be speculative at this time. Full, project-level environmental review of replacement housing somewhere other than the mixed-use development sites would be required prior to construction of replacement housing and displacement of existing residents.

### **Conclusion**

For the purposes of CEQA and TRPA, taken as a whole, the Alternative D transportation improvements and mixed-use development at one or more of the mixed-use development sites would result in a **significant** impact from additional DVTEs.

For the purposes of NEPA, additional mitigation measures have been incorporated into construction of the Alternative D transportation improvements and mixed-use development to further reduce to the extent feasible the environmental consequences related to generating additional DVTEs.

### **Alternative E: Skywalk**

Implementation of Alternative E would not generate any additional DVTEs. Thus, implementation of Alternative E would have a **less-than-significant** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the design features of Alternative E would avoid or minimize the environmental consequences related to generating additional DVTes such that no additional mitigation measures are needed or feasible to implement.

### 3.6.4 Avoidance, Minimization, and/or Mitigation Measures

#### Mitigation Measure 3.6-2: Change the eastbound and westbound directional traffic on US 50

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

During subsequent design phases, the project proponent shall reverse the directions of traffic flow on US 50 such that eastbound US 50 would be realigned onto a new alignment along Lake Parkway southeast of existing US 50, and westbound US 50 would remain in place as under existing conditions.

##### Significance after Mitigation

If the direction of travel was reversed, then the Alternative C effect on intersection operations would be improved such that the following intersections would operate at an acceptable LOS (Wood Rodgers 2016):

- ▲ New US 50/Pioneer Trail/Old US 50 intersection – summer peak LOS would improve from LOS F to LOS B
- ▲ New US 50/Lake Parkway/Old US 50 intersection – summer peak LOS would improve from LOS F to LOS B

The change in direction of travel would also cause the summer peak LOS at the Old US 50/Park Avenue/Heavenly Village Way intersection to drop from LOS B to LOS D, which is an acceptable LOS.

The refinements in design resulting from the change in travel direction could result in a slightly smaller footprint at the New US 50/Pioneer Trail/Old US 50 intersection, and small adjustments to the configuration of mixed-use developments Sites 1 and 2. Also, by diverting all of the eastbound traffic away from the tourist core, there could be related economic ramifications to businesses from the reduction in eastbound pass-by traffic.

However, because implementation of Mitigation Measure 3.6-2 would result in acceptable LOS operations at study area intersections with Alternative C transportation improvements, the impact would be reduced to a **less-than-significant** level for the purposes of CEQA and TRPA.

For the purposes of NEPA, because of the reasons described above, the environmental consequences of implementing Alternative C transportation improvements with implementation of Mitigation Measure 3.6-2 would **not be adverse**.

#### Mitigation Measure 3.6-3: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.

##### Significance after Mitigation

If the direction of travel was reversed, then the effects of Alternative C on roadway LOS for the segment of Old US 50 between Pioneer Trail and Park Avenue would improve nominally, and the annual average and peak summary roadway LOS would remain at LOS E for 4 or more hours (Wood Rodgers 2016). This would be a **significant and unavoidable impact** for the purposes of CEQA and TRPA.

For the purposes of NEPA, the environmental consequences of implementing Alternative C transportation improvements with implementation of Mitigation Measure 3.6-2 would remain **adverse**.

### **Mitigation Measure 3.6-9: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2**

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.

#### **Significance after Mitigation**

If the direction of travel was reversed, then the Alternative C transportation improvements effect on intersection operations would improve as discussed under Mitigation 3.6-2, which would ease access for emergency responders. However, because the change in circulation patterns associated with Alternative C would remain, and no other mitigation measures could change this condition, this impact would remain **significant and unavoidable** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternative C transportation improvements would be **adverse**.

### **Mitigation Measure 3.6-10: Prepare a detailed parking plan to meet Heavenly Village Center demand during construction, pursuant to Mitigation Measure 3.6-11**

This mitigation would apply to Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-11. The same mitigation measure would apply.

#### **Significance after Mitigation**

Implementation of Mitigation Measure 3.6-10 would reduce the significant impact related to temporarily inadequate parking at the Heavenly Village Center as a result of development at Site 3, because the project applicant would prepare a parking plan that would determine the parking demand at the center and identify solutions that would reduce or meet the demand. The performance criterion for the plan would be to meet City of South Lake Tahoe parking standards at the Heavenly Village Center. The project applicant would implement recommendations in the parking plan to meet parking demand prior to beginning construction activities at Site 3 to avoid interim loss of parking supply necessary to meet demand. For these reasons, this impact would be **less than significant** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 **would not be adverse**.

### **Mitigation Measure 3.6-11: Prepare a detailed parking plan to inform revision of Heavenly Village Center's Use Permit**

This mitigation would apply to Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 for the purposes of NEPA, CEQA, and TRPA.

At the time of preparation of the project-level environmental plan for the mixed-use development, including replacement housing, at Site 3, the project applicant shall prepare a parking plan in accordance with Section 6.10 of the City of South Lake Tahoe Code. The recommendations including in the parking plan to meet parking demand and achieve City of South Lake Tahoe parking standards would be implemented by the project applicant prior to ground-breaking of the mixed-use development, including replacement housing, at Site 3.

The parking plan shall be submitted to the City of South Lake Tahoe, and referred to TRPA as necessary to obtain a use permit for modification of the parking demand ratios at the Heavenly Village Center. It would demonstrate the adequacy of the Heavenly Village Center parking that would remain after displacement of

parking behind Raley's by construction of the mixed-use development, including replacement housing, at Site 3. The parking plan must demonstrate the following:

- ▲ adequate off-street parking would be provided for the proposed use as determined by a parking plan;
- ▲ the environmental impact of the use would be lessened by the reduction in parking spaces (City staff may condition the use permit); and
- ▲ traffic safety for other vehicles and pedestrians would be enhanced by the lesser requirement.

The parking plan may propose a reduction in parking demand ratio at this shopping center from those set forth in City Code Section 6.10 based on a plan that proposes, but would not be limited to, one or more of the following:

- ▲ a transportation management plan, which would outline transit incentives, such as a shuttle system or free or reduced cost transit passes for tenants/employees;
- ▲ additional parking, which could be constructed elsewhere in the project site for the US 50/South Shore Community Revitalization Project; and/or
- ▲ establishment of a shared parking facility, in which uses have different peak periods, parking demand would not overlap, and would meet peak demands.

#### **Significance after Mitigation**

Implementation of Mitigation Measure 3.6-11 would reduce the potentially significant impact related to inadequate parking at the Heavenly Village Center as a result of development at Site 3 because the project applicant would prepare a parking plan that would determine the parking demand at the center and identify solutions that would reduce or meet the demand and attain city parking standards. The project would obtain a use permit from the City of South Lake Tahoe to allow the change in parking demand ratios at the Heavenly Village Center and the project applicant would implement recommendations in the parking plan to meet parking demand prior to groundbreaking at Site 3 in order to avoid any interim loss of parking supply to meet demand. For these reasons, this impact would be **less than significant** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternatives B, C, and D mixed-use development, including replacement housing, at Site 3 **would not be adverse**.

#### **Mitigation Measure 3.6-12: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2**

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.

#### **Significance after Mitigation**

If the direction of travel was reversed, then the effects of Alternative C transportation improvements on intersection operations in 2040 would be improved such that the following intersections would operate at an acceptable LOS (Wood Rodgers 2016):

- ▲ New US 50/Pioneer Trail/Old US 50 intersection – summer peak LOS would improve from LOS F to LOS C, and annual average LOS would improve from LOS E to LOS B
- ▲ New US 50/Lake Parkway/Old US 50 intersection – summer peak LOS would improve from LOS F to LOS B

The change in direction of travel would also cause the annual average LOS at the Old US 50/Park Avenue/Heavenly Village Way intersection to drop from LOS B to LOS C, which is an acceptable LOS.

The refinements in design resulting from the change in travel direction could result in a slightly smaller footprint at the new US 50/Pioneer Trail/Old US 50 intersection, and small adjustments to the configuration of mixed-use developments Sites 1 and 2. Also, by diverting all of the eastbound traffic away from the tourist core, there could be related economic ramifications to businesses from the reduction in eastbound pass-by traffic.

However, because implementation of Mitigation Measure 3.6-12 would result in acceptable LOS operations at study area intersections with Alternative C transportation improvements, the impact would be reduced to a **less-than-significant** level for the purposes of CEQA and TRPA.

For the purposes of NEPA, the environmental consequences of implementing Alternative C transportation improvements with implementation of Mitigation Measure 3.6-2 would **not be adverse**.

### **Mitigation Measure 3.6-13: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2**

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.

#### **Significance after Mitigation**

If the direction of travel was reversed, then the Alternative C transportation improvements effect on roadway LOS for the segment of Old US 50 between Pioneer Trail and Park Avenue and between Park Avenue and Lake Parkway would improve nominally, and the annual average and peak summary roadway LOS would remain unacceptable (Wood Rodgers 2016). For this reason, this would be a **significant and unavoidable** impact for the purposes of CEQA and TRPA.

For the purposes of NEPA, the environmental consequences of implementing Alternative C transportation improvements with implementation of Mitigation Measure 3.6-2 would remain **adverse**.

### **Mitigation Measure 3.6-19: Change the eastbound and westbound directional traffic on US 50 pursuant to Mitigation Measure 3.6-2**

This mitigation would apply to Alternative C transportation improvements for the purposes of NEPA, CEQA, and TRPA.

See Mitigation Measure 3.6-2 above. The same mitigation measure would apply.

#### **Significance after Mitigation**

If the direction of travel was reversed, then the Alternative C transportation improvements effect on intersection operations would improve as discussed under Mitigation 3.6-2, which would ease access for emergency responders. However, because the change in circulation patterns associated with Alternative C would remain, and no other mitigation measures could change this condition, this impact would remain **significant and unavoidable** for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternative C transportation improvements would be **adverse**.

### **Mitigation Measure 3.6-20: Mitigate DTVE impacts through Air Quality Mitigation Fund contribution**

This mitigation would apply to Alternatives B, C, and D mixed-use development for the purposes of NEPA, CEQA, and TRPA.

The project proponent shall contribute to the Air Quality Mitigation Fund in accordance with Chapter 65 – Traffic and Air Quality Mitigation Program of the TRPA Code. The air quality mitigation fee shall be assessed in accordance with the mitigation fee schedule in the TRPA Rules of Procedure. Fees generated by the air quality mitigation fee are used to support programs/improvements that reduce VMT, improve air quality, and encourage alternative modes of transportation.

#### **Significance after Mitigation**

Implementation of Mitigation Measure 3.6-20 would be used to support programs/improvements that reduce VMT, improve air quality, and encourage alternative modes of transportation and thus, the impact would be reduced to a **less-than-significant** level for the purposes of CEQA and TRPA.

Because of the reasons stated above, for the purposes of NEPA, the environmental consequences of implementing Alternatives B, C, and D mixed-use development with implementation of Mitigation Measure 3.6-20 would **not be adverse**.



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