

DRAFT Descriptions of Project Alternatives

Summary of Goals, Policies and Implementation Measures

Pathway Vision Statement: A multimodal transportation system that supports viable alternatives to the private automobile and serves mobility needs while enhancing environmental and socioeconomic vitality.

Pathway Desired Conditions:

T.DC-1

A multimodal transportation system that promotes viable alternatives for mobility needs, encourages alternative mode use, and decreases dependency on the private automobile.

T.DC-2

The transportation system is integrated with environmental goals.

Ref #	Type	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
1	G	T2 Plan for and promote land use changes and development patterns which will encourage the use of alternative transportation modes and minimize impacts on the existing transportation system.	Promote development patterns encouraging walkable, mixed-use centers and supporting transportation enhancements.	Promote Pedestrian and Transit Oriented Development (PTOD), walkable mixed-use centers, transportation enhancements, and environmental improvements that increase the viability of transit systems.		Same as Alternative 1
1.1	P	T2.A Community Plans shall promote land use development patterns and designs which will increase the ability to use public transportation,	Support mixed-use development that encourages walking, bicycling, and easy access to existing and planned transit stops in town and tourist centers.			Same as Alternative 1

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		waterborne, bicycle and pedestrian facilities.				
1.2	P	T2.F Parking for non-residential uses shall be the minimum/maximum required to meet the demand for parking generated by the use, except as may be offset by reducing parking demand through parking management and trip reduction programs.	Encourage shared and other parking management strategies.			Same as Alternative 1
1.2.1	IM	Existing Implementation Measures—mostly local jurisdictions’ parking code.	Reduce parking minimums, establish parking maximums region-wide, establish parking-as-commodity programs, set minimum standards for bicycle parking facilities and construct external intercept lots with shuttles to walkable mixed-use centers.	Work with local jurisdictions and communities to develop area-wide parking strategies that are tailored to the needs of each Community Plan area and consistent with PTOD. Strategies could include: -Reduction or elimination of minimum parking standards -Creation of maximum parking standards -Shared parking -In-lieu payment to meet parking requirements -On-street parking -Parking along major regional travel routes -Creation of bicycle parking standards -Free or discounted transit -Deeply discounted transit passes for		Same as Alternative 1

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				community residents -Market-rate parking charges (including pricing based on congestion levels)		
1.3	P	T3.B Public or private transit services shall be given preference in mitigating traffic and transportation related impacts due to new, expanded or revised development or land use activities.	Give funding preference to non-automobile travel modes when mitigating traffic- and transportation-related project impacts.			Same as Alternative 1
2	G	T4 Develop and encourage the use of pedestrian and bicycle facilities as a safe and viable alternative to automobile use.	Encourage bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.			
2.1	P	T4.H The RTP shall contain bicycle and pedestrian policies for the development of any new bicycle/pedestrian facilities in the Lake Tahoe region.	Develop and maintain a Regional Transportation Plan (RTP) and Lake Tahoe Region Bicycle and Pedestrian Plan (Bike/Ped Plan) that contain a list of existing and proposed bicycle and pedestrian facilities and strategies for implementation.			Same as Alternative 1
2.2	P	T4.B Pedestrian and bicycle	Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the Bike/Ped Plan.			Same as Alternative 1

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		facilities shall be constructed, or upgraded, and maintained along major travel routes.				
2.2.1	IM	None	Require commercial, tourist, multi-family, public service and recreation projects to incorporate segments of the bicycle and pedestrian network consistent with the Bike/Ped Plan. Implementation of facilities which are adjacent to, or within the project parcel boundaries will be through construction, easements, or in-lieu fees as appropriate to the scale of development.			
2.2.2	IM	Existing Implementation Measures—primarily Community Plans	Construct, upgrade, and maintain pedestrian and Class II bicycle facilities (bike lanes) to AASHTO standards when the edge of roadway is altered or improved along major travel routes. Where this is not feasible due to environmental or land ownership constraints, provide as much shoulder area as possible for safe bicycle passage.			Same as Alternative 1
2.3	P	T4.F Bicycle and pedestrian facilities in urbanized areas and along transportation routes used for commuting should be maintained to allow year-around use of the facilities.	Preserve the condition of sidewalks and bike facilities and, where feasible, maintain their year-round use.			Same as Alternative 1
2.3.1	IM	None	A maintenance plan including a funding strategy for the life of the project must be approved before permit issuance or funding disbursement for any proposed bicycle and pedestrian facility.			Same as Alternative 1
2.3.2	IM	None	Up to 25 percent of Air Quality Mitigation Funds may be set aside for operations and maintenance of completed or future EIP projects.			Same as Alternative 1
2.4	P	None	Implement safety awareness signage, road markings, educational programs, and programs that encourage bicycling and walking.			Same as Alternative 1

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3	G	None	Implement new technology to increase the efficiency and effectiveness of the transportation network and promote usage of alternative transportation modes.			
3.1	P	T6.H Utilization of Intelligent Transportation Systems (ITS) technology shall be implemented consistent with the Tahoe Metropolitan Planning Organization (TMPO) Tahoe Basin ITS Strategic Plan.	Implement measures consistent with the Federal Intelligent Transportation Systems (ITS) Program and the Tahoe Basin ITS Strategic Plan. Measures could include: Traffic Management, Traveler Information Services, and Emergency Management Techniques.			
3.1.1	IM	None	Develop and maintain real-time information services on changeable message signs, via the internet and over the telephone for road conditions, transit services, and bicycle routes.			
4	G	T3 Actively pursue programs that promote the use of mass transit as an alternative to the automobile.	Encourage expansion of public transit operation and use in the Lake Tahoe region.			
4.1	P	T3.A Expansion of transit services shall be provided to residential areas of the Region with the system being appropriate for the area to be served, and shall be consistent with the Action element of the	Improve existing transit systems through increased frequency, preferential signal controls, expanded service area, and extended service hours that reduce emissions per person per mile (EPPM) compared to	Improve existing transit systems through increased frequency, preferential signal controls, expanded service area, and extended service hours.	Same as Alternative 1	

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		TRPA Regional Transportation Plan.	the private automobile.			
4.1.1	IM	None	Evaluate the transportation impacts of proposed plans and projects through analyzing the impacts on VMT, daily vehicle trips, LOS, and EPPM.	Same as Alternative 1		
4.2	P	T3.C Transit facilities shall be provided which encourage the use of public transit services, with new or revised developments incorporating transit facilities into their designs or plans.	Provide transit facilities that encourage transit, bicycle, and pedestrian usage.			Same as Alternative 1
4.3	P	T3.J Transit services shall be provided to beaches, campgrounds and other summer-time recreational areas.	Provide transit service to major summer and winter recreational areas.			Same as Alternative 1
4.4	P	T12.A Future public transit vehicles purchased for operations in the Lake Tahoe Basin shall be alternative fuel	Use alternative fuels to the maximum extent feasible in public transit fleets.			Same as Alternative 1

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		powered.				
4.4.1	IM	None	Require that owners and operators of public and private vehicle fleets use the best available fuel technologies that reduce emissions as they replace their fleets.	Same as Alternative 1		
5	G	None	Strengthen inter- and intra-regional transportation options for Tahoe.			Same as Alternative 1
5.1	P	T3.I Transit services shall be provided to connect the North and South Shore areas of the Tahoe Region.	Conduct and implement recommendations from inter- and intra-regional transit studies that include North-South and other connections from outside the region.			Same as Alternative 1
5.2	P	T9.A Waterborne point-to-point services are encouraged.	Waterborne services are not encouraged.	Consider waterborne transportation systems using best available technology to minimize air quality impacts as an alternative to automobile travel within Tahoe.		Same as Alternative 1
5.2.1	IM	None		Coordinate waterborne services with and provide access to other public and private transportation systems.		Same as Alternative 1
5.3	P	T8.F The Airport Master Plan/Settlement Agreement shall be updated. This update shall be predicated on a	Maintain an updated Airport Master Plan			Same as Alternative 1

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		study evaluating: (1) the potential for both aviation and non-aviation uses of the site; (2) the role of the proposed uses in Tahoe’s transit system; and (3) the appropriate scale of facilities related thereto. Any update that includes regional commercial service shall additionally require a comprehensive feasibility study of the viability of regional commercial air service.				
6	G	None	Support the economic vitality of Tahoe by preserving and enabling an efficient system to move people and goods.			Same as Alternative 1
6.1	P	None	Develop and track measures of economic vitality related to transportation, i.e. traffic and pedestrian counts, employment, hotel-motel occupancies, and other visitation trends as part of the adaptive management system.			Same as Alternative 1
6.2	P	None	Enhance the economic vitality of Tahoe by efficiently connecting people to jobs, goods, services and other communities.			Same as Alternative 1
7	G	None	Develop parking management strategies for the Lake Tahoe region.			Same as Alternative 1
7.1	P	None	Require parking management programs that support	Encourage parking management programs that provide incentives to fund improvements benefiting transit users, pedestrians, and		Same as Alternative 1

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			improvements benefiting transit users, pedestrians, and bicyclists.	bicyclists.		
7.2	P	T5.C Public and private employers shall develop parking management programs including preferential parking and reduced parking rates for carpools and vanpools, parking charges for employee parking and paid patron parking.	Encourage parking management strategies that are tailored to the needs of each community plan area and consistent with the achievement of walkable mixed-use centers.	Encourage parking management strategies that are tailored to the needs of each community plan area and consistent with the achievement of PTOD.		Same as Alternative 1
7.2.1	IM	Existing Implementation Measures	Incentivize shared parking within the casino core.			Same as Alternative 1
7.2.2	IM	None	Encourage the Tahoe Transportation District to implement a road user fee on Basin roadways, to fund shuttles from intercept lots and other multi-modal transportation improvements.	Same as Alternative 1		
7.3	P	T5.H Ski areas and other recreational activity	Require the development of traffic management plans for temporary seasonal activities that account for the coordination and timing of simultaneously occurring activities.			Same as Alternative 1

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		areas shall control the rate of departure of patrons from parking areas to minimize the impact on congested transportation facilities.				
7.4	P	T5.G Automobile rentals should be discouraged within the Tahoe Region, and alternative fuel vehicle technology should be used if feasible. Air quality and traffic mitigation fees shall be assessed on vehicles rented in the region.	Incentivize the use of public and private transit options over the rental of automobiles in the Tahoe Region through measures such as increasing the traffic mitigation fee charged on all rentals. Where rentals are offered, require rentals of vehicles that are low-or zero-emission within the Tahoe region.	Encourage rentals of vehicles that are low-or zero-emission within the Tahoe region.		Same as Alternative 1
8	G	T7 Limit improvements to the regional highway system to those necessary to meet the Goals and Policies of the Regional Plan.	Upgrade regional roadways as necessary to meet environmental requirements and objectives, improve safety, address community design objectives, and provide for a more efficient, integrated transportation system.			
8.1	P	T6.D Roadway designs shall accommodate bicycle lanes and transit stops	Incorporate stormwater and erosion control improvements, transit stops, and bicycle and pedestrian accommodation in roadway improvement projects.			Same as Alternative 1

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		and reduce conflicts between vehicles and bicycle and pedestrians.				
8.2	P	T7.C New roadways or projects which expand the capacity of existing roadways shall be consistent with traffic and circulation elements of TRPA adopted redevelopment plans or community plans.	Use transportation system management (TSM) measures to improve the existing transportation system, while not reducing opportunities for bicycle and pedestrian facilities. TSM measures could include: dedicated turn lanes, intersection improvements, signal synchronization, bicycle-activated signals, and roundabouts.			Same as Alternative 1
8.2.1	IM	Existing Implementation Measures	Create a new congestion standard defined in terms of the delay time per vehicle plus number of vehicles affected for a period of time and number of days in the year. Once the hot spots are identified and the degree of delay quantified, the Regional Plan would target levels of improvement with timelines.			Same as Alternative 1
8.3	P	T6.B Traffic conflicts should be reduced by limiting or controlling access to major regional travel routes and major local road ways	Reduce traffic conflicts by limiting or controlling turning movements from multiple parking lot access points onto major regional travel routes and major local roadways. Design and site driveways to minimize impacts to regional traffic flow and safety.			Same as Alternative 1
8.4	P	T7.F Level of service (LOS) criteria for the Region's highway system and signalized intersections	Consider quality of service for transit, pedestrians, and bicyclists in addition to motor vehicles when analyzing development impacts on the transportation system.			Same as Alternative 1

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		during peak periods shall be: •Level of service "C" on rural recreational/scenic roads; •Level of service "D" on rural developed area roads; •Level of service "D" on urban developed area roads; •Level of service "D" for signalized intersections; •Level of service "E" may be acceptable during peak periods in urban areas, not to exceed four hours per day.				
8.4.1	IM	Existing Implementation Measures	Amend Code Chapter 93 to include level of service (LOS) criteria for the highway system and signalized intersections during peak periods. LOS criteria shall be: "C" on rural recreational/scenic roads; "D" on rural developed area roads; "D" on urban developed area roads; "D" for signalized intersections. LOS "E" may be acceptable during peak periods in urban areas, not to exceed four hours per day. A project may be allowed to exceed vehicle LOS standards when it includes multi-modal amenities (such as transit, bicycling, and walking facilities) that are adequate to provide mobility for users.			Same as Alternative 1
8.5	P	T7.A The construction of roadways to freeway	The construction of roadways to freeway design standards is inappropriate in the Tahoe region.			Same as Alternative 1

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		design standards is inappropriate in the Tahoe region. However, grade separations may be appropriate at locations where traffic volumes exceed the capability of intersection improvements and local trip reduction measures to meet LOS criteria.				
9	G	None	Reduce greenhouse gas emissions for mobile sources within Tahoe consistent with State and federal guidance to reduce the scale and intensity of climate change effects.			
9.1	P	None	Adhere to statutory requirements for a Sustainable Communities Strategy (SCS) to meet targeted reduction of GHGs from mobile sources.			
9.1.1	IM	None	Develop and Implement SCS consistent with statutory requirements.			
10	G	None	Develop on-going sources of regional revenue to fund the local share of transit, bicycle, pedestrian, and other non-auto-transportation improvements, operations and maintenance.			Same as Alternative 1
10.1	P	None	Research and pursue sources of regional revenue such as parking fees, and other sources of local or regional revenue.			Same as Alternative 1