TAHOE REGIONAL PLANNING AGENCY

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MEMORANDUM

Date: August 12, 2010

To: TMPO/TRPA Governing Board

From: TRPA Staff

Subject: **TMPO**: TMPO adoption of the 2010 Lake Tahoe Region Bicycle and Pedestrian Plan (Agenda Item VIII.A)
TRPA: TRPA adoption of the 2010 Lake Tahoe Region Bicycle and Pedestrian Plan (Agenda Item IX.A)

Requested Action: TRPA, TRPA as the Regional Transportation Planning Agency (RTPA) for the State of California and TMPO Governing Board adoption of the attached resolutions (Attachments B & E) approving the 2010 Lake Tahoe Region Bicycle and Pedestrian Plan (BPP). Staff further requests that the TRPA make a finding of no significant environmental effect and that the TRPA, sitting as the RTPA issue a Notice of Exemption in accordance with the California Environmental Quality Act (CEQA).

Staff Recommendation: Staff recommends that the TRPA, RTPA, and TMPO Governing Boards make the required findings and approve the Lake Tahoe Region Bicycle and Pedestrian Plan.

Tahoe Transportation Commission (TTC) Recommendation: The TTC recommends that the TMPO Governing Board approve the Lake Tahoe Region Bicycle and Pedestrian Plan. The TTC recommended approval at their August 13, 2010 meeting.

Required Motions:
In order for the TMPO Governing Board to approve the proposed plan, the TMPO Board must make the following motion, based on this staff summary and the evidence in the record:

1) A motion to adopt the proposed resolution (Attachment B) approving the 2010 Lake Tahoe Region Bicycle and Pedestrian Plan.

In order for the motion to pass, an affirmative 4-4 (4 NV – 4 CA) vote of the Board is required.

In order for the TRPA/RTPA Governing Board to approve the proposed plan, the TRPA/RTPA Board must make the following motions, based on this staff summary, its role as the Regional Transportation Planning Agency (RTPA) for the State of California, and the evidence in the record:

1) A motion to make the Chapter 6 Findings (Attachment F) and to make the Chapter 5 finding of no significant effect (Attachment C) and issue a Notice of Exemption (Attachment D) in accordance with CEQA;
2) A motion to adopt the proposed resolution (Attachment E) approving the 2010 Lake Tahoe Region Bicycle and Pedestrian Plan.

In order for the motions to pass, an affirmative 4-4 (4 NV – 4 CA) vote of the Board is required.

Project Description/Background:
Planning for safe and efficient bicycle and pedestrian travel is a significant goal of the TRPA, and is one of the primary ways of meeting the Tahoe Regional Planning Compact (Public Law 96-551) goal of reducing dependency on the automobile and reducing air pollution caused by motor vehicles. In addition to helping attain environmental thresholds, attractive bicycling and walking opportunities are increasingly looked to as low-impact ways to stimulate the economy and improve public health.

Since 2003 the Tahoe Regional Planning Agency and the Tahoe Metropolitan Planning Organization have maintained a Bicycle and Pedestrian Plan (BPP) for the Lake Tahoe Region. The purpose of the BPP is to provide a vision and guidelines for developing a comprehensive bicycle and pedestrian support system, which includes a network of maintained sidewalks, bicycle paths, lanes, and routes, support facilities such as bicycle racks, and outreach and education programs throughout the Lake Tahoe Region. Since the BPP is a region-wide plan, it emphasizes connections between communities and a round-the-lake bike trail network.

The TRPA fulfills many transportation planning roles, all of which call for consideration of bicyclists and pedestrians. The Tahoe Regional Planning Compact calls for a transportation plan for the "integrated development of a regional system of transportation, including… bicycle facilities, and appurtenant terminals and facilities for the movement of people and goods within the region." To meet this requirement of the Compact, the TRPA has developed a Regional Transportation Plan (RTP). The BPP is an integral element of the RTP, and is incorporated by reference into the RTP.

TRPA also meets federal and state requirements for transportation planning in its roles, respectively, as the Tahoe Metropolitan Planning Organization (TMPO) and the Regional Transportation Planning Agency (RTPA) for the state of California. Both federal and state legislation require that bicyclists and pedestrians be given due consideration in the transportation plans developed by these entities. The BPP fulfills these requirements for the Lake Tahoe Region.

In addition to meeting state and federal requirements, having an identified, region-wide bicycle and pedestrian network allows the Region to compete for funding and undertake a coordinated effort to implement the system. Most grant sources require that proposed projects be shown in an approved bicycle and pedestrian plan. When applying for funding, local jurisdictions can use the BPP as this approved plan, or adopt portions of it into their general plans. California requirements for bicycle grant funding require that bicycle plans be updated every 5 years. The Lake Tahoe Bicycle and Pedestrian Plan was amended once in 2006, but otherwise has not been updated since 2003.

Issues/Concerns: The Bicycle and Pedestrian Plan identifies missing links in the network, prioritizes projects, discusses obstacles to effectively promoting bicycling and walking, and presents ideas and proposed actions for overcoming these obstacles.

The Goals, Policies, and Actions of the BPP are consistent with the current TRPA Regional Plan. They include "Complete Streets" language that calls for accommodation of bicyclists and pedestrians in new development, including roadway improvement projects. They encourage local jurisdictions to maintain bicycle and pedestrian facilities year-round where appropriate. The policies also call for TRPA to work collaboratively with local agencies to achieve completion of the bicycle and pedestrian network.

Development of the 2010 Lake Tahoe Region Bicycle and Pedestrian Plan included significant collaboration with local jurisdictions and the public. Staff formed a technical advisory committee, made up of all local implementing agencies and local bicycle advocacy groups. This group reviewed documents electronically and also convened twice to give input on drafts. Staff also held two public open-houses and met with the Lake Tahoe Bicycle Coalition to review Goals, Policies and Actions and proposed bicycle and pedestrian facility maps.

During review of the administrative and public drafts, the primary concerns raised were about the land coverage and cost impacts of incorporating proposed bicycle and pedestrian facilities in new and re-development and roadway projects (Policy 1.12 on page 64 of the draft), and on policy language that could indicate an unreasonable maintenance and snow removal expectation of local jurisdictions (Policy 1.23 on page 66 of the BPP draft). Staff modified the policy related to maintenance to include the phrase "where feasible," addressing commenter concerns. Staff did not modify the policy related to accommodation of bicyclists and pedestrians in new and re-development and roadway projects. There must be a nexus between the required facility and the use and impacts of the project, therefore the land coverage required to construct these facilities would be part of the project's initial design and/or mitigation plan, and would not be deemed an unreasonable cost.

Other concerns were that the BPP needed to include a stronger discussion on obstacles to implementation, and inter-regional connections. Staff added additional discussion on both of these issues to the final draft.

Staff anticipates that approximately once a year there will be technical changes needed to the BPP, such as updating the proposed project list or the prioritized project list. The proposed resolution (Attachment B) includes TMPO delegation of authority for annual technical changes to the Tahoe Transportation Commission. These technical changes could include the addition of projects to the project list but not changes to the Goals and Policies.

An executive summary of the BPP is included below as Attachment A. The full BPP is available on the Tahoe Metropolitan Planning Agency website, at www.tahoempo.org.

Regional Plan Compliance: The proposed plan complies with all requirements of the TRPA Goals and Policies, Plan Area Statements, and Code of Ordinances, including all required findings in Chapters 5 and 6 (Attachment F).

Contact Information: If you have any questions, please contact Karen Fink, Transportation Planner at kfink@trpa.org or 775-589-5204.

Attachment(s):

A. 2010 Lake Tahoe Region Bicycle and Pedestrian Plan Executive Summary
B. TMPO resolution adopting the 2010 Lake Tahoe Region Bicycle and Pedestrian Plan.
C. TRPA Initial Environmental Checklist
D. Notice of Exemption
E. TRPA resolution making a TRPA finding of no significant effect, issuance of a Notice of Exemption in accordance with the California Environmental Quality Act, and adopting the 2010 Lake Tahoe Region Bicycle and Pedestrian Plan.
F. Findings necessary to adopt the Lake Tahoe Region Bicycle and Pedestrian Plan (BPP)

LAKE TAHOE REGION BICYCLE AND PEDESTRIAN PLAN

EXECUTIVE SUMMARY 2010

photo credit: Dan Thrift

Establishing the Foundation for a World-Class Bicycle and Pedestrian Community at Lake Tahoe

TAHOE REGIONAL PLANNING AGENCY

Tahoe Metropolitan Planning Organization

Introduction

Lake Tahoe communities have identified biking and walking opportunities as critical components of a well-rounded transportation system. A strong bicycle and pedestrian network draws people out of their cars, in turn boosting the economy, improving air quality, and creating attractive, healthy communities. Connected bicycle paths, sidewalks, and transit are the backbone of a people-oriented transportation system that supports neighborhoods, commercial districts, and recreation areas. This connected transportation system that centers on non-motorized travel will also help Lake Tahoe meet Tahoe Regional Planning Agency (TRPA) environmental thresholds and greenhouse gas reduction targets.

The TRPA and the Tahoe Metropolitan Planning Organization (TMPO) seek to improve bicycling and walking Region-wide in order to protect Lake Tahoe, provide multiple mobility options, and maintain healthy communities. Ultimately, Lake Tahoe communities envision an efficient and attractive bicycle and pedestrian network that encircles the Lake, and provides complete connections between people and places.

The Lake Tahoe Bicycle and Pedestrian Plan (BPP) presents a guide for planning, constructing, and maintaining a regional bicycle and pedestrian network and support facilities and programs. The network includes on-street bicycle lanes and bicycle routes, and off-street paths and sidewalks. The BPP includes updated maps and prioritized project lists for the bicycle and pedestrian network, and lays out policies for local governing bodies and transportation agencies. Finally, to help ensure implementation, the BPP identifies potential funding sources and specifies preferred designs to encourage consistency and safety Region-wide.

Benefits of Bicycling and Walking at Lake Tahoe

Bicycling and walking can provide multiple benefits to Lake Tahoe communities, including reducing air pollution, meeting greenhouse gas reduction targets, improving the local economy, and improving public health. Beyond the tangible benefits, biking and walking are pleasurable, relaxing outdoor activities that residents and visitors to Lake Tahoe seek out and enjoy. Biking and walking are critical for meeting the TRPA Compact goals of attaining environmental thresholds and reducing dependency on the private automobile.

Identified benefits of the Lake Tahoe Bicycle and Pedestrian Network:

- The built-out bicycle and pedestrian network is estimated to reduce Vehicle Miles Traveled (VMT), a TRPA air quality threshold indicator, by 8,500 miles on a peak summer day.

- Overnight and day visitors who visit Lake Tahoe primarily for cycling purposes are estimated to bring between $6 and $23 million in local direct expenditures annually to Lake Tahoe communities. This compares favorably to an average of $3 million per year (over the last 10 years) spent on construction of the existing network.
- Neighborhood design, including the proximity of transportation systems, parks, and paths, is related to physical activity levels. Changing the built environment, such as introducing traffic calming, paths, and bicycle infrastructure increases levels of physical activity in the community.

New in the 2010 Bicycle and Pedestrian Plan

- "Complete Streets" Bicycle and Pedestrian Accommodation Policy
- Tahoe Bicycle Trail User Model for estimating use on Tahoe bikeways
- Design and Maintenance Recommendations
- Path Maintenance and Crosswalk Research

Accomplishments

In 2003 the TRPA/TMPO published a comprehensive Bicycle and Pedestrian Plan. Since that time, local agencies and organizations have made major improvements to the bicycle and pedestrian network, as well as increasing activities to encourage safe bicycling and walking.

Notable accomplishments include:

- Over three miles of new sidewalk in the Incline Village Commercial Area
- New bicycle lanes in the Incline Village and Kings Beach areas
- Links in the Lakeside Bike Trail in Tahoe City
- Shared-use paths on both sides of Ski Run Boulevard in South Lake Tahoe
- Completion of the 15th Street Bike Trail, linking the City of South Lake Tahoe to popular beaches, hiking trails, and the Forest Service Bike Path
- Began construction in 2010 of bike lanes or wide shoulders from Tahoe City to Kings Beach, from Tahoe City to Squaw Valley, and from Meyers to Luther Pass
- City of South Lake Tahoe allocation of $25,000 towards community bicycle racks
- Completion of the first two phases of the Sawmill Bike Path in Meyers

- Sixty thousand copies of the Lake Tahoe Bicycle Trail Map distributed
- Since 2006, an annual "Bike Week" event, attracting over 700 participants region-wide
- Recognition of the City of South Lake Tahoe as a bronze-level League of American Bicyclists (LAB) Bicycle-Friendly Community
- Recognition of North Lake Tahoe-Truckee Resort Triangle with "Honorable Mention" by LAB Bicycle-Friendly Community Program

Infrastructure and Programs

The infrastructure that supports bicycling and walking in the Tahoe Region includes shared-use paths, bicycle lanes and routes, sidewalks, and end-of-trip support facilities such as bicycle parking and showers. Multi-modal inter- and intra-regional connections, safety and outreach programs, and facility maintenance are also critical aspects of a well-rounded system that encourages safe and efficient bicycling and walking.

Bicycle and Pedestrian Facility Types

The Bicycle and Pedestrian Plan addresses the following facility types:

Class I/Shared-Use Path – Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow from vehicles minimized.

Class II/Bike Lane – Provides a striped lane for one-way bicycle travel on a street or highway.

Class III/Bike Route – Provides for shared use with bicycle or motor vehicle traffic, typically on lower volume roadways.

Sidewalks – Minimum 5-foot-wide paved walking area, primarily in commercial areas.

See Classification schematics on the following page.

There are currently 99 miles of existing shared-use path, bicycle lanes, bicycle routes, and sidewalk in the Lake Tahoe Region. (See table below.)

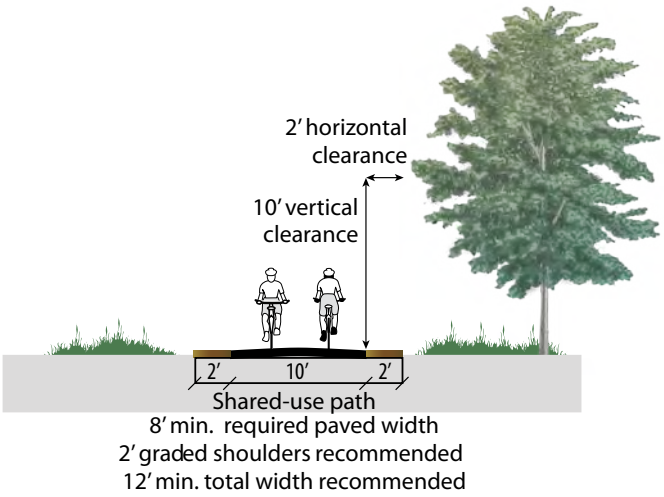
Jurisdiction	Class I Path	Class II Bike Lane (1)	Class III Bike Route	Sidewalk	Total
El Dorado County, CA	9	7	4	0	20
City of South Lake Tahoe	8	8	9	4	29
Placer County, CA	14	2	2	1	19
Douglas County, NV	2	0.1	1	1	5
Washoe County, NV	10	4	7	6	26
Carson City, NV	0	0	0	0	0
Total	**43**	**21**	**22**	**12**	**99**

Note 1: Miles of roadway with Bike Lanes. For maintenance purposes, this figure should be doubled since bicycle lanes are on both sides of the roadway.

Miles of Existing Bicycle and Pedestrian Facility

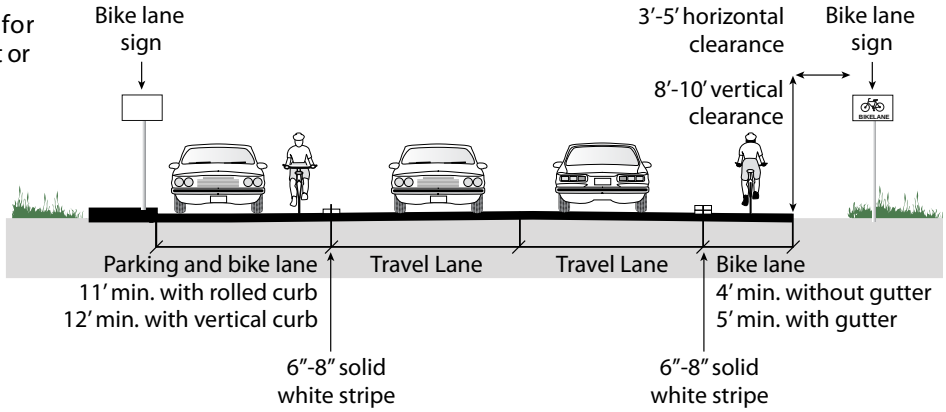
Shared-Use Path (Class I)

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.



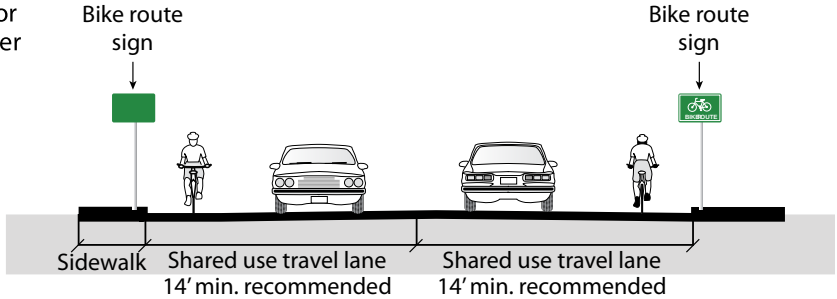
Bike Lane (Class II)

Provides a striped lane for one-way bike travel on a street or highway.



Signed Shared Roadway (Class III/Bike Route)

Provides for shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.



Bike Paths

Over 13 miles of nearly continuous Class I/Shared-Use Path stretch from the mid-point of Tahoe's west shore at Sugar Pine Point State Park through Tahoe City and north to Squaw Valley. There are other segments of 1 to 5 mile-long paths scattered throughout Stateline, NV, Meyers, CA, El Dorado County, CA and Kings Beach, CA.

Major gaps in the network are along the east shore of Lake Tahoe, around Emerald Bay and Homewood on the west shore, between Tahoe City and Kings Beach, Crystal Bay and Incline Village, and Meyers, CA and South Lake Tahoe, including connections to both the South Tahoe "Y" and Stateline. There are also localized gaps. There are two gaps in South Lake Tahoe's otherwise continuous network. One is a section along the Lake from El Dorado Beach to Ski Run Blvd, and a section along Harrison Avenue, a short street near U.S. Highway 50 fronting several blocks of businesses.

There are also missing links in the Lakeside Trail in Tahoe City, and at Homewood, on the west shore. These gaps in otherwise continuous paths are the highest priority for completion. Other priorities are extensions to existing paths that begin to complete the round-the-lake network, such as Phase 1 of the Nevada Stateline-to-Stateline Bikeway.

Walking

A safe and comfortable walking environment is vital to the success of tourist-centered communities. At some point, virtually all travelers become pedestrians, walking from their parked car to a storefront, stepping off a bus, or strolling from their accommodations to the Lake. Planning for pedestrian safety and convenience requires integrating pedestrian needs

into street design and building design from the earliest stages. In addition to sidewalks and paths, slow vehicle speeds, convenient and safe crossings, and mixed land-uses support walking.

In the Tahoe Region, Tahoe City and Incline Village have emphasized construction and maintenance of their sidewalk network in providing an attractive frontage and access to businesses and recreation areas along major travel routes. Significant gaps in the sidewalk network are most noticeable in South Lake Tahoe and Kings Beach. Both of these communities have high volumes of pedestrians, many of whom access transit along the main highway. Most sidewalks along U.S. Highway 50 in South Lake Tahoe are planned to be constructed by 2012 through a Caltrans water quality project. The sidewalks in Kings Beach are planned to be constructed through an upcoming commercial core improvement project.

In addition to sidewalks, the Bicycle and Pedestrian Plan recommends enhanced crossing protections such as advance stop bars and in-roadway warning signs, pedestrian-activated flashing beacons, and street and land-use design that considers pedestrians as primary users of the transportation systems.

Goals

The Bicycle and Pedestrian Plan contains the following Goals to reach its vision of an efficient and attractive bicycle and pedestrian network that provides complete connections between people and places.

Goal 1: Complete a bicycle and pedestrian network that provides convenient access to Basin destinations and destinations outside the Basin.

FOCUSED GOAL: A COMPLETE BICYCLE AND PEDESTRIAN NETWORK
Construct, upgrade, and maintain a complete regional network of bicycle and pedestrian facilities that connects communities and destinations.

FOCUSED GOAL: BICYCLIST AND PEDESTRIAN ACCOMMODATION
Create and maintain bikeable, walkable communities through existing and new development.

FOCUSED GOAL: TRANSIT INTEGRATION
Integrate the transit, bicycle and pedestrian networks to provide seamless transitions and stimulate both increased transit ridership and increased use of the bicycle and pedestrian network.

FOCUSED GOAL: MAINTENANCE
Maintain the bicycle and pedestrian network to a high standard that encourages ridership and improves the safety of all users.

Goal 2: Raise awareness of the bicycle and pedestrian network and encourage safe and increased bicycling and walking.

FOCUSED GOAL: EDUCATION AND OUTREACH
Cultivate enthusiasm for bicycling and walking at Lake Tahoe and awareness of the bicycle and pedestrian network through education, outreach, and signage.

FOCUSED GOAL: ENFORCEMENT
Encourage safe bicycling and walking through enforcement of traffic and parking violations.

Goal 3: Provide environmental, economic, and social benefits to the Region through increased bicycling and walking.

FOCUSED GOAL: REDUCED ENVIRONMENTAL IMPACTS
Reduce vehicle miles traveled (VMT), emissions, erosion, runoff, and other environmental impacts through careful implementation of the bicycle and pedestrian network.

FOCUSED GOAL: EVALUATION
Attain bicycle and pedestrian goals and environmental thresholds through performance measures consistent with the Regional Transportation Plan and the Regional Plan for the Lake Tahoe Basin.

photo credit: Ty Polastri

Proposed System

Construction of the bicycle and pedestrian network itself is critical to meeting bicycling and walking goals. Local jurisdictions and roadway agencies have identified 262 miles of new infrastructure necessary for a complete bicycle and pedestrian network. Of these identified facilities, those that close gaps, will attract high use and reduce VMT, provide multi-modal connections, and improve safety have been prioritized.

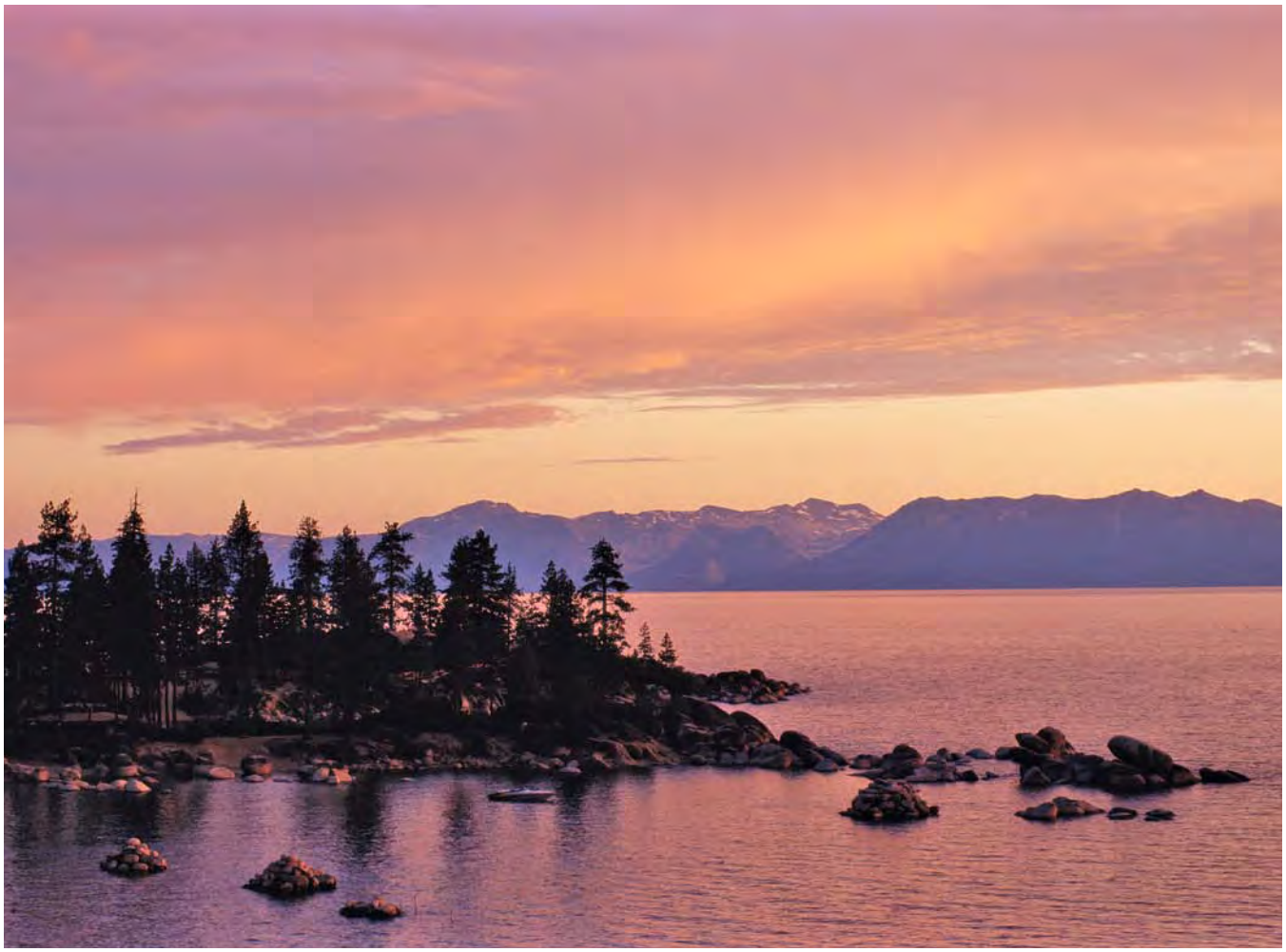
A few of the highest priority facilities include:

OWNER or LOCATION	FACILITY	MILES
CITY OF SOUTH LAKE TAHOE	US HWY 50-EL DORADO BEACH TO SKI RUN BLVD PATH	0.7
TAHOE CITY PUBLIC UTILITY DISTRICT	LAKESIDE TRAIL PHASES V, VI, VII	1
DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY SOUTH DEMO PATH	3
CALTRANS/TCPUD	STATE ROUTE 89-HOMEWOOD BIKE LANES AND SHARED-USE PATH	0.8
PLACER COUNTY	NORTH TAHOE BIKE PATH FROM DOLLAR HILL TO NORTH TAHOE REGIONAL PARK	9
PLACER COUNTY	KINGS BEACH SIDEWALKS	1.5
CITY OF SOUTH LAKE TAHOE	US HWY 50 SIDEWALKS	4
CALTRANS	US HWY 50 BIKE LANES	4
CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY PATH	9
CITY OF SOUTH LAKE TAHOE	PIONEER TRAIL SIDEWALKS	1
TAHOE CITY PUBLIC UTILITY DISTRICT	FANNY BRIDGE PEDESTRIAN/BICYCLE IMPROVEMENTS	0.6
EL DORADO COUNTY	SAWMILL 2 PATH FROM US HWY 50 TO LAKE TAHOE BLVD	2

Implementation of facilities can face significant obstacles. The priority project list (including additional facilities not listed above) is estimated to cost approximately $200 million to construct. This does not include maintenance or safety and outreach activities. In addition to funding, implementation of facilities can face other obstacles. These include right-of-way acquisition, environmental constraints, concerns from adjacent property owners, and permitting requirements. Successful completion of the network will require aggressive pursuit of funding at the local, state and federal levels, community outreach, harnessing support for proposed facilities, and coordination between agencies. A significant opportunity for cost savings exists through concurrent construction of bicycle and pedestrian facilities with roadway and new or re-development projects.

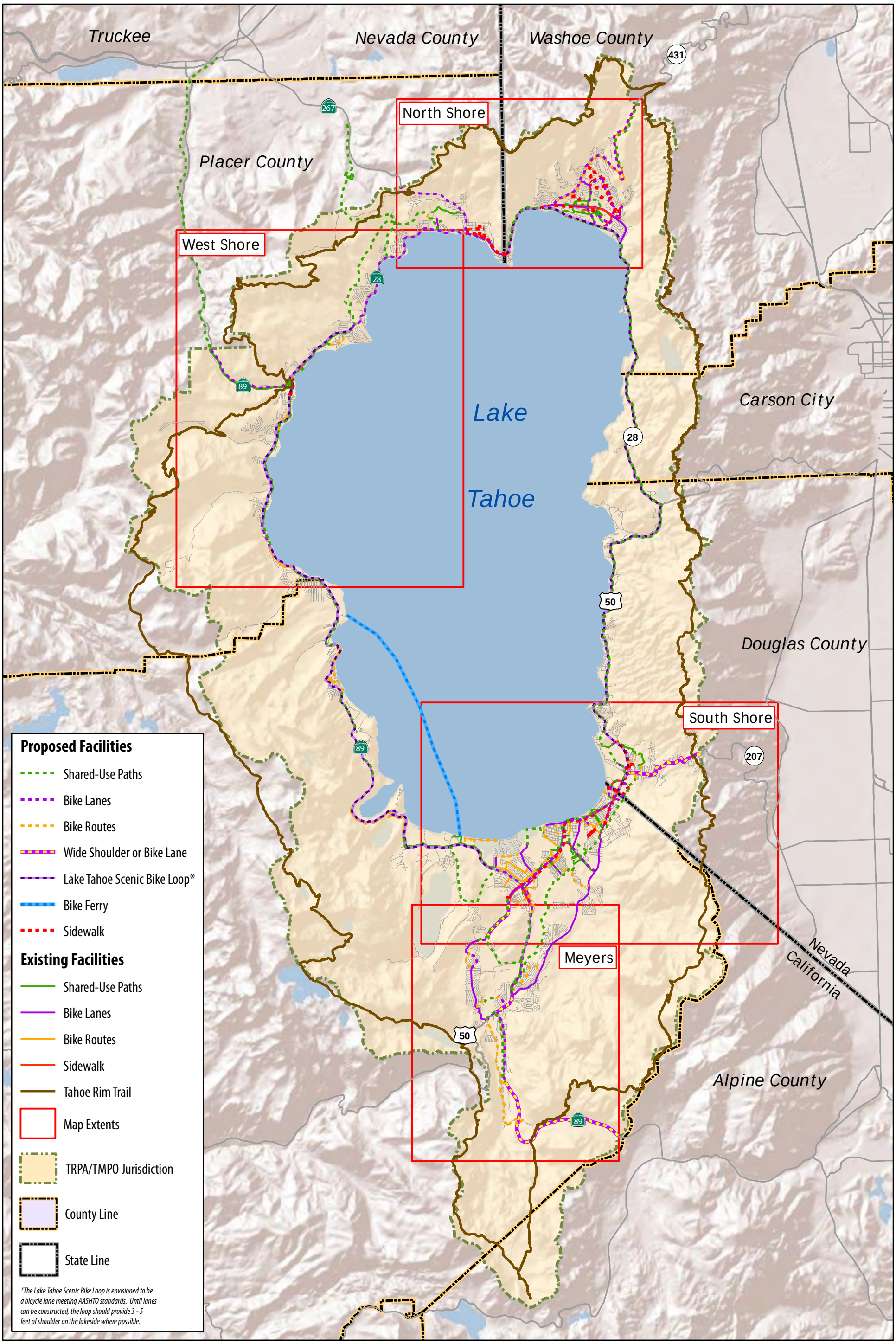
See the maps at the end of this document for existing and proposed bicycle pedestrian network.

In the complete BPP, readers can find information on the community benefits of bicycle paths and bicycling and walking. The plan contains information about existing and predicted levels of demand for the network, and Tahoe-specific recommendations for support of bicycling and walking in new and redevelopment, such as enhanced crossing treatments, provision of bicycle racks, and accommodating bicyclists and pedestrians along roadways. It also includes crash data and safety recommendations, as well as potential sources of funding for construction, maintenance and outreach.



The complete Bicycle and Pedestrian Plan can be downloaded at:

www.tahoempo.org

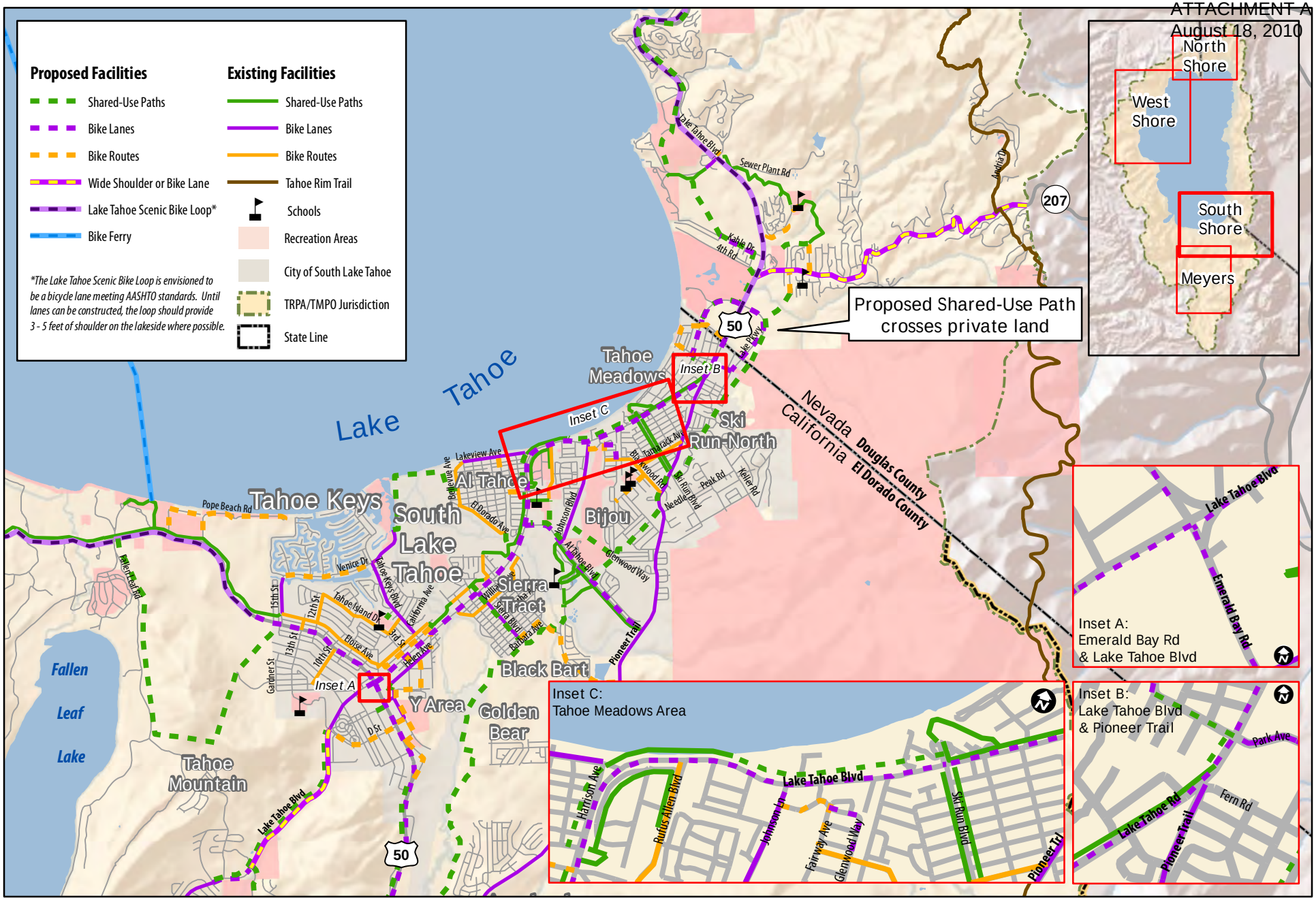


TRPA Existing and Proposed Bicycle and Pedestrian Network

Tahoe Regional Planning Agency
TRPA Bicycle and Pedestrian Plan

0 2 4 Miles

Source: Data obtained from TRPA
Author: Tony Salomone
Date: 3/24/10



South Shore: Existing and Proposed Bikeways Only

Tahoe Regional Planning Agency
TRPA Bicycle and Pedestrian Plan

Source: Data obtained from TRPA
Author: Tony Salomone
Date: 12/27/09

0 0.5 1 Miles

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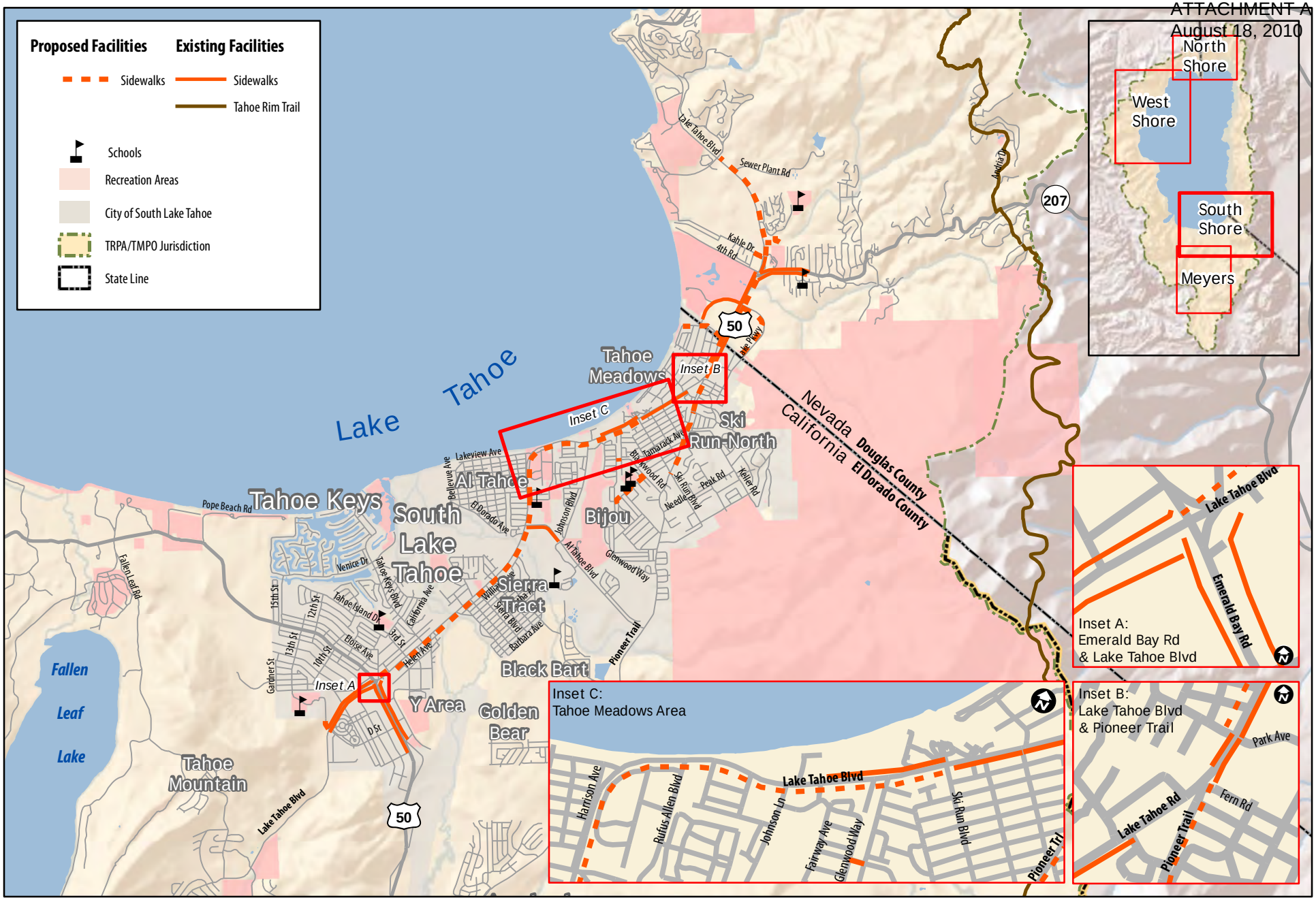
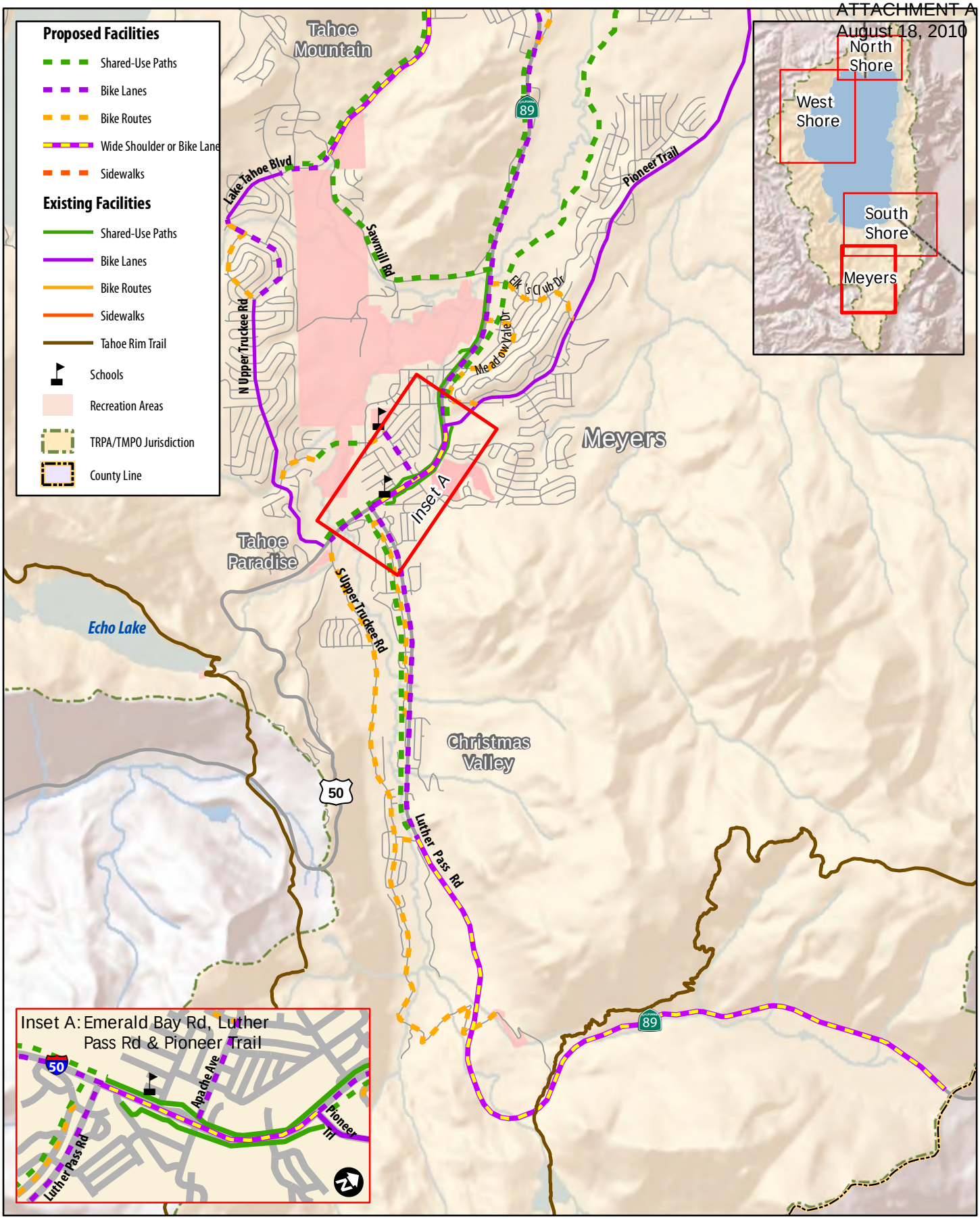


South Shore: Existing and Proposed Sidewalks Only

Tahoe Regional Planning Agency
TRPA Bicycle and Pedestrian Plan

Source: Data obtained from TRPA
Author: Tony Salomone
Date: 12/27/09

0 0.5 1 Miles

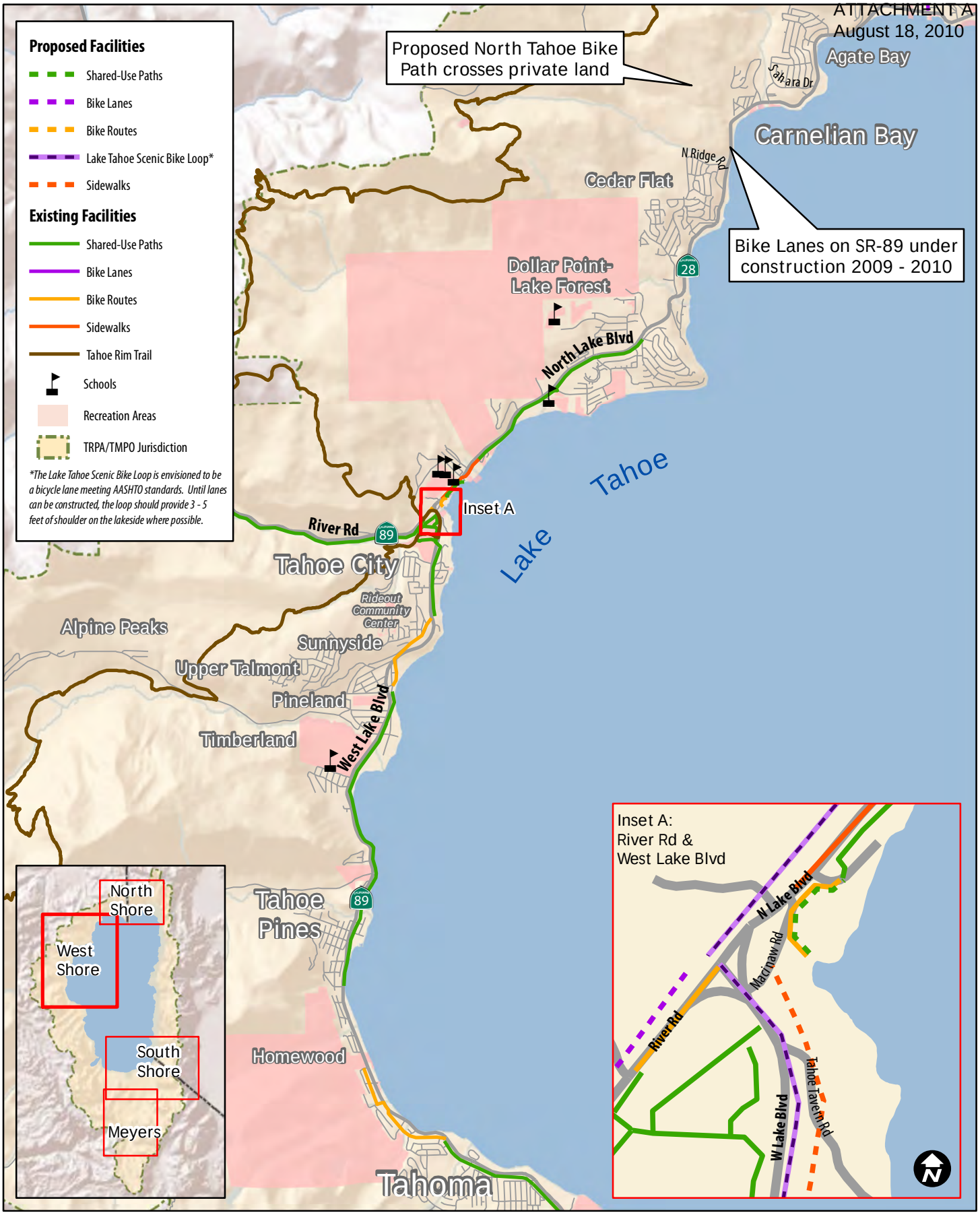


Meyers Area: Existing and Proposed Bicycle and Pedestrian Network

Tahoe Regional Planning Agency
TRPA Bicycle and Pedestrian Plan

0 0.5 1 Miles

Source: Data obtained from TRPA
Author: Tony Salomone
Date: 1/14/10



West Shore: Existing and Proposed Bicycle and Pedestrian Network

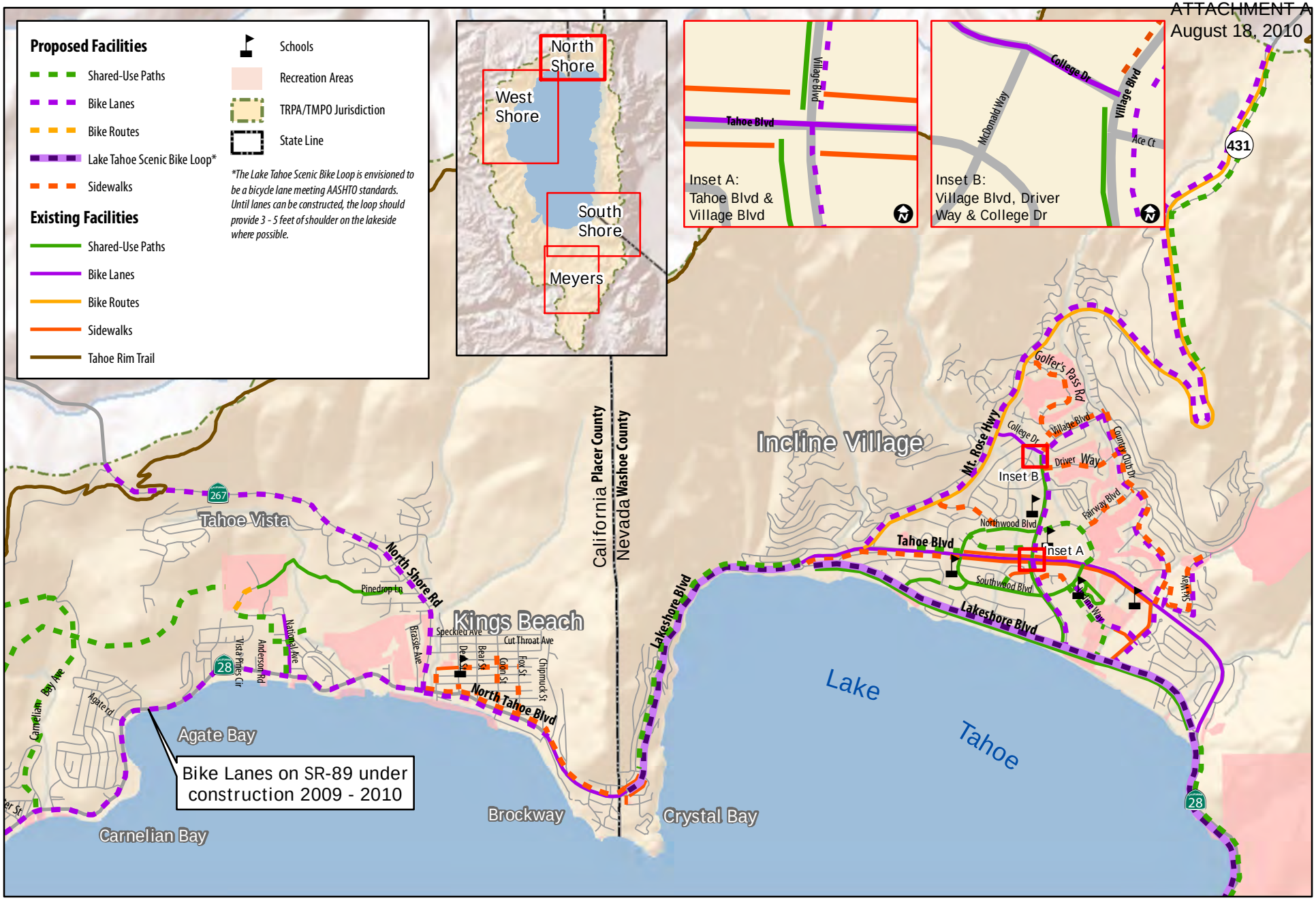
Tahoe Regional Planning Agency
TRPA Bicycle and Pedestrian Plan

0 0.5 1 Miles

Source: Data obtained from TRPA
Author: Tony Salomone
Date: 12/27/09

KP:jw

AGENDA ITEM: VIII.A.
AGENDA ITEM: IX.A.



North Shore: Existing and Proposed Bicycle and Pedestrian Network

Tahoe Regional Planning Agency
TRPA Bicycle and Pedestrian Plan

Source: Data obtained from TRPA
Author: Tony Salomone
Date: 1/14/10

0 0.4 0.8 Miles

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TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2010 -

ADOPTION OF THE 2010 LAKE TAHOE REGIONAL BICYCLE AND PEDESTRIAN PLAN

WHEREAS, the Tahoe Basin was designated a Metropolitan Planning Organization in 1999 by the Governors of California and Nevada under authorization provided in the Transportation Equity Act for the 21st Century (TEA-21); and

WHEREAS, the current federal transportation bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires that bicyclists and pedestrians be given due consideration in the transportation plans developed by each Metropolitan Planning Organization; and

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is responsible for fulfilling MPO requirements under the SAFETEA-LU legislation; and

WHEREAS, the TMPO has updated the Lake Tahoe Region Bicycle and Pedestrian Plan for the Tahoe Basin in accordance with the Federal Highway Administration, the State of California, and the State of Nevada; and

WHEREAS, the updated plan consists of the benefits of bicycling and walking, performance benchmarks, infrastructure and programs, analysis of demand, goals, policies, and actions, proposed network, cost and funding analysis, and implementation sections; and

WHEREAS, the updated plan underwent an in-depth public outreach process in accordance with the TMPO Public Participation Plan, including two public open-houses and two meetings with local jurisdictions; and

WHEREAS, the routes, alignments and classifications contained in this plan are conceptual in nature, are not intended to be specific project locations, and the maps contained therein are for illustrative purposes only; and

WHEREAS, any subsequent actions intended to implement these proposed projects must undergo all necessary environmental review and complete TRPA project review procedures.

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization adopts the 2010 Lake Tahoe Region Bicycle and Pedestrian Plan; and

BE IT FURTHER RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization delegates authority for approval of annual technical updates to the Lake Tahoe Region Bicycle and Pedestrian Plan to the Tahoe Transportation Commission; and

BE IT FURTHER RESOLVED that adoption of this plan is for purposes of setting forth region-wide goals of a complete, connected bicycle and pedestrian network, meeting federal and state planning requirements and funding eligibility, and that subsequent implementation

must follow all TRPA, federal, state, local and other jurisdictional requirements for project approval.

PASSED and ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on August 25, 2010, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Allen Biaggi, Chairman
TMPO Governing Board

KF/jw

AGENDA ITEM: VIII.A.
AGENDA ITEM: IX.A.

TAHOE REGIONAL PLANNING AGENCY

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Stateline, NV 89449-5310

www.trpa.org

HOURS
Monday-Friday
9:00 am - 5:00 pm
Accepting Applications Until 4:00 pm

trpa@trpa.org

Print Form

INITIAL ENVIRONMENTAL CHECKLIST
FOR DETERMINATION OF ENVIRONMENTAL IMPACT

I. **Assessor's Parcel Number (APN)/Project Location** N/A

Project Name Lake Tahoe Bicycle and Pedestrian Plan (BPP) County/City N/A

Brief Description of Project:

The project is a Bicycle and Pedestrian Plan which lists potential projects and policies necessary to complete a comprehensive bicycle and pedestrian network and encourage bicycling and walking region-wide.

The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments. Use the blank boxes to add any additional information. If more space is required for additional information, please attach separate sheets and reference the question number and letter.

II. ENVIRONMENTAL IMPACTS:

1. Land

Will the proposal result in:

a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

c. Unstable soil conditions during or after completion of the proposal?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

Individual projects could result in grading in excess of 5 feet, but must make the findings in Code section 64.7. B

☒ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

e. The continuation of or increase in wind or water erosion of soils, either on or off the site?

The construction impacts of the projects listed in the Plan have the potential create soil erosion, however those impacts will be mitigated with the use of BMPs.

☐ Yes ☐ No
☒ No, With Mitigation ☐ Data Insufficient

f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

Individual projects have the potential to modify a stream channel. Necessary mitigation measures will be identified as part of individual environmental analyses.

☐ Yes ☐ No
☒ No, With Mitigation ☐ Data Insufficient

g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

2. Air Quality

Will the proposal result in:

a. Substantial air pollutant emissions?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

b. Deterioration of ambient (existing) air quality?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

c. The creation of objectionable odors?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

e. Increased use of diesel fuel?

There may be temporary increased use of diesel fuel during construction activities.	☒ Yes	☐ No
	☐ No, With Mitigation	☐ Data Insufficient

3. Water Quality

Will the proposal result in:

a. Changes in currents, or the course or direction of water movements?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?

Individual projects have the potential to change runoff rates. Necessary mitigation measures will be identified as part of individual environmental analyses.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

c. Alterations to the course or flow of 100-yearflood waters?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

d. Change in the amount of surface water in any water body?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

Temporary construction activities could result in discharges. Necessary mitigation measures will be identified as part of individual environmental analyses.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

f. Alteration of the direction or rate of flow of ground water?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

h. Substantial reduction in the amount of water otherwise available for public water supplies?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

k. Is the project located within 600 feet of a drining water source?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

4. Vegetation

Will the proposal result in:

a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

Individual projects have the potential to remove vegetation. Necessary mitigation measures will be identified as part of individual environmental analyses.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?

Individual projects have potential to change the number of plants. Mitigation measures will be identified as part of individual environmental analyses.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

e. Reduction of the numbers of any unique, rare or endangered species of plants?

Individual projects have potential to reduce endangered plants. Mitigation measures will be identified as part of individual environmental analyses.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?

Individual projects have the potential to remove vegetation. Necessary mitigation measures will be identified as part of individual environmental analyses.	☐ Yes	☐ No	
	☒ No, With Mitigation	☐ Data Insufficient	

g. Removal of any native live, dead or dying trees30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?

Individual projects may determine the need to remove trees 30 inches or greater, but would do so in accordance with TRPA Code section 71.2.A.	☐ Yes	☐ No	
	☒ No, With Mitigation	☐ Data Insufficient	

h. A change in the natural functioning of an old growth ecosystem?

Individual projects have the potential to affect old growth. Necessary mitigation measures will be identified as part of individual environmental analyses.	☐ Yes	☐ No	
	☒ No, With Mitigation	☐ Data Insufficient	

5. Wildlife

Will the proposal result in:

a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

b. Reduction of the number of any unique, rare or endangered species of animals?

Individual projects have potential to affect endangered species. Necessary mitigation measures will be identified as part of individual environmental analyses.	☐ Yes	☐ No	
	☒ No, With Mitigation	☐ Data Insufficient	

c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

	☐	Yes	☒	No
	☐	No, With Mitigation	☐	Data Insufficient

d. Deterioration of existing fish or wildlife habitat quantity or quality?

Individual projects have the potential to affect wildlife habitat. Necessary mitigation measures will be identified as part of individual environmental analyses.	☐	Yes	☐	No
	☒	No, With Mitigation	☐	Data Insufficient

6. Noise

Will the proposal result in:

a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan?

	☐	Yes	☒	No
	☐	No, With Mitigation	☐	Data Insufficient

b. Exposure of people to severe noise levels?

	☐	Yes	☒	No
	☐	No, With Mitigation	☐	Data Insufficient

c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

	☐	Yes	☒	No
	☐	No, With Mitigation	☐	Data Insufficient

7. Light and Glare

Will the proposal:

a. Include new or modified sources of exterior lighting?

Bicycle paths may include lighting in accordance with Community Plan standards.

☒ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

c. Cause light from exterior sources to be cast off -site or onto public lands?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

8. Land Use

Will the proposal:

a. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

b. Expand or intensify an existing non-conforming use?

Individual projects will conduct individual analyses to determine whether an existing non-conforming use could be intensified, and employ mitigation measures.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

9. Natural Resources

Will the proposal result in:

a. A substantial increase in the rate of use of any natural resources?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

b. Substantial depletion of any non-renewable natural resource?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

10. Risk of Upset

Will the proposal:

a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

b. Involve possible interference with an emergency evacuation plan?

Individual projects will conduct individual analyses for possible interference with emergency evacuation plans.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

11. Population

Will the proposal:

a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Include or result in the temporary or permanent displacement of residents?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

12. Housing

Will the proposal:

a. Affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

(1) Will the proposal decrease the amount of housing in the Tahoe Region?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

(2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

Number of Existing Dwelling Units: _____

Number of Proposed Dwelling Units: _____

b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

13. Transportation/Circulation

Will the proposal result in:

a. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

Individual projects could result in the generation of new DVTE. Necessary mitigation measures will be identified as part of individual environmental analyses.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

b. Changes to existing parking facilities, or demand for new parking?

Individual projects could result in demand for new parking, however the plan as a whole is expected to result in a decreased demand for parking overall.	☒ Yes	☐ No
	☐ No, With Mitigation	☐ Data Insufficient

c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

The plan goals include construction of a comprehensive bicycle and pedestrian network.	☒ Yes	☐ No
	☐ No, With Mitigation	☐ Data Insufficient

d. Alterations to present patterns of circulation or movement of people and/or goods?

An expected outcome of the plan is the reduction in vehicle trips and an overall shift in mode share from private vehicle to bicycling, transit, and walking.	☒ Yes	☐ No
	☐ No, With Mitigation	☐ Data Insufficient

e. Alterations to waterborne, rail or air traffic?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

a. Fire protection?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

b. Police protection?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

c. Schools?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

d. Parks or other recreational facilities?

Individual projects have the potential to increase use of recreation areas. Mitigation measures will be identified as part of individual environmental analysis.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

e. Maintenance of public facilities, including roads?

There will be an increased need for maintenance of new bicycle and pedestrian facilities.	☒ Yes	☐ No
	☐ No, With Mitigation	☐ Data Insufficient

f. Other governmental services?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

15. Energy

Will the proposal result in:

a. Use of substantial amounts of fuel or energy?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Communication systems?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

e. Storm water drainage?

Individual projects treat stormwater runoff through the use of Best Management Practices.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

f. Solid waste and disposal?

Individual projects may require the installation of outhouses or toilets. Project implementers will be responsible for identifying appropriate disposal means.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

17. Human Health

Will the proposal result in:

a. Creation of any health hazard or potential health hazard (excluding mental health)?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

b. Exposure of people to potential health hazards?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

18. Scenic Resources/Community Design

Will the proposal:

a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

Individual projects have the potential to be visible. Necessary mitigation measures will be identified as part of individual environmental analysis.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

b. Be visible from any public recreation area or TRPA designated bicycle trail?

Individual projects have the potential to be visible. Necessary mitigation measures will be identified as part of individual environmental analysis.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

Individual projects have the potential to block views. Necessary mitigation measures will be identified as part of individual environmental analysis.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

d. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

19. Recreation

Does the proposal:

a. Create additional demand for recreation facilities?

Individual projects have potential to create additional demand. Necessary mitigation measures will be identified as part of individual environmental analysis.	☐ Yes	☐ No
	☐ No, With Mitigation	☐ Data Insufficient

b. Create additional recreation capacity?

Bicycle paths provide recreation capacity.	☒ Yes	☐ No
	☐ No, With Mitigation	☐ Data Insufficient

c. Have the potential to create conflicts between recreation uses, either existing or proposed?

Conflicts between different types of path users can occur. Path widths will be designed for the anticipated use and signage techniques will be employed.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

d. Result in a decrease or loss of public access to any lake, waterway, or public lands?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

20. Archaeological/Historical

a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?

Individual projects could have the potential to impact a historical or archaeological site. Each project will complete its own cultural resources inventory.	☐ Yes	☐ No
	☐ No, With Mitigation	☐ Data Insufficient

b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?

Individual projects could be located on known cultural sites. Each project will complete its own cultural resources inventory.	☐ Yes	☐ No
	☐ No, With Mitigation	☒ Data Insufficient

c. Is the property associated with any historically significant events and/or sites or persons?

Individual projects could be located on such properties. Each project will complete its own research and take appropriate measures to respect these events.	☐ Yes	☐ No
	☐ No, With Mitigation	☒ Data Insufficient

d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

One project in the plan has the potential to conflict with Washoe values associated with Cave Rock. The Washoe Tribe is closely involved in project planning.	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

21. Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?

	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)

	☐ Yes	☐ No
	☒ No, With Mitigation	☐ Data Insufficient

d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

	☐ Yes	☒ No
	☐ No, With Mitigation	☐ Data Insufficient

DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best ofmy ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature: **(Original signature required.)** _____ Person Preparing Application At Douglas County County Date: June 1, 2010

Applicant Written Comments: (Attach additional sheets if necessary)

Print Form

FOR OFFICE USE ONLY

Date Received: _____ By: _____

Determination:

On the basis of this evaluation:

a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.

☐ Yes ☒ No

b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.

☒ Yes ☐ No

c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedure

☐ Yes ☒ No

Nick Haven Date: 6/1/10
Signature of Evaluator

TRANSPORTATION TEAM LEADER
Title of Evaluator

CEQA NOTICE OF EXEMPTION

To:
Office of Planning and Research
1400 -10th Street, Room 121
Sacramento, CA 95814

From:
Tahoe Regional Planning Agency (RTPA for CA)
P.O. Box 5310
Stateline, NV 89449

PROJECT INFORMATION:

Project Title: Lake Tahoe Region Bicycle and Pedestrian Plan

Project Location – Specific: The entire region of the Lake Tahoe Basin, encompassing parts of two states and five counties. The boundaries are the jurisdictional boundaries of the Tahoe Regional Planning Agency as set forth in the Tahoe Regional Planning Agency Compact

Project Location – City: N/A

Description of Nature, Purpose and Beneficiaries of Project: The project is a Bicycle and Pedestrian Plan (BPP) which lists goals and policies which will facilitate completion of a comprehensive bicycle and pedestrian network and encourage bicycling and walking region-wide. The BPP identifies potential bicycle and pedestrian projects, which are conceptual only, and which will undergo individual environmental analysis prior to construction. Beneficiaries of the BPP are the general public who would benefit from improved bicycling and walking conditions in Lake Tahoe.

Name of Public Agency Approving Project: Tahoe Regional Planning Agency as the Regional Transportation Planning Agency (RTPA) for the State of California

Name of Person or Agency Carrying Out Project: Tahoe Metropolitan Planning Agency, Tahoe Regional Planning Agency

Exempt Status:

_____ Ministerial (Sec. 15073)
_____ Declared Emergency (Sec. 15071 (a))
_____ Emergency Project (Sec. 15071 (b) and (c))
_____ Categorical Exemption
__X__ Statutory Exemption, section 15262 (planning and feasibility studies)

Reasons Why Project is Exempt: The project involves adoption of a plan which identifies potential projects, programs and policies for possible future actions. The plan is exempt because the RTPA has not approved, adopted, or funded these possible future actions. The plan is for planning purposes only and does not involve a commitment to any specific project.

Contact Person: Karen Fink
Telephone: (775) 589-5204

Date Received for Filing at OPR:

Signed:_____ _____
Joanne Marchetta, Executive Director, Tahoe Regional Planning Agency Date

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
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ATTACHMENT E

TAHOE REGIONAL PLANNING AGENCY AND THE TAHOE REGIONAL PLANNING AGENCY SITTING AS THE REGIONAL TRANSPORTATION PLANNING AGENCY (RTPA)
RESOLUTION NO. 2010 -

A RESOLUTION ADOPTING THE 2010 LAKE TAHOE REGIONAL BICYCLE AND PEDESTRIAN PLAN

WHEREAS, the Tahoe Regional Planning Compact (Public Law 96-551) calls for a transportation plan for the integrated development of a regional system of transportation, including but not limited to parkways, highways, transportation facilities, transit routes, waterways, navigation facilities, public transportation facilities, bicycle facilities and appurtenant terminals and facilities for the movement of people and goods; and

WHEREAS, the Compact states that the goal of transportation planning shall be to reduce dependency on the automobile and to reduce to the extent feasible air pollution which is caused by motor vehicles; and

WHEREAS, The Tahoe Regional Planning Agency (TRPA) is designated under California Government Code 29532.1(b) as a Regional Transportation Planning Agency (RTPA) for the portion of the Tahoe Basin in the State of California; and

WHEREAS, as an RTPA under California Government Code 65080, the TRPA has certain responsibilities associated with transportation planning and programming, including the requirement to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement and aviation facilities and services; and

WHEREAS, the TRPA has updated the Lake Tahoe Region Bicycle and Pedestrian Plan (BPP) for the Tahoe Basin to provide necessary detail on bicycle and pedestrian planning to supplement the TRPA and RTPA Regional Transportation Plan, including benefits of bicycling and walking, performance benchmarks, infrastructure and programs, goals, policies, and actions, proposed network, cost and funding analysis, and implementation sections; and

WHEREAS, the updated plan is consistent with the Goals and Policies of the TRPA Regional Plan; and

WHEREAS, in accordance with TRPA Code of Ordinances Section 6.4 and 6.6 an Initial Environmental Checklist has been prepared and TRPA finds that the BPP will not have a significant effect on the environment; and

WHEREAS, in accordance with Section 15262 of the California Environmental Quality Act (CEQA), the TRPA, sitting as the RTPA, has determined that the BPP is statutorily exempt from environmental review because it is a planning study. A Notice of Exemption has been prepared; and

WHEREAS, the BPP underwent an in-depth public outreach process, including two public open-houses, two meetings with local jurisdictions and a 45-day public comment period on the draft plan; and

WHEREAS, the routes, alignments and classifications contained in this plan are conceptual in nature, are not intended to be specific project locations, and the maps contained therein are for illustrative purposes only;

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency makes a TRPA finding of no significant effect; and

BE IT FURTHER RESOLVED that the TRPA adopts the 2010 Lake Tahoe Region Bicycle and Pedestrian Plan; and

BE IT FURTHER RESOLVED that adoption of this plan is for purposes of setting forth region-wide goals of a complete, connected bicycle and pedestrian network, meeting federal and state planning requirements and funding eligibility, and that subsequent implementation must follow all TRPA, federal, state, local and other jurisdictional requirements for project approval.

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on this 25th day of August, 2010, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Allen Biaggi, Chairman
Tahoe Regional Planning Agency/RTPA
Governing Board

Findings necessary to adopt the Lake Tahoe Region Bicycle and Pedestrian Plan (BPP)

6.3.A *Findings Necessary To Approve Any Project: To approve any project, TRPA must find, in accordance with Sections 6.1 and 6.2, that:*

(1) The project is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code and other TRPA plans and programs.

As part of the development of the BPP, the BPP was reviewed for consistency with the TRPA Goals and Policies, plan area statements and maps, the Code, the Environmental Improvement Program, and the Regional Transportation Plan. The BPP was found to be consistent with these documents, as specified on page 12 of the BPP and in more detail in Appendix L, Consistency Review.

(2) The project will not cause the environmental threshold carrying capacities to be exceeded;

The project is anticipated to assist in attainment of the environmental threshold carrying capacities, particularly air quality and recreation. It will not cause the other environmental threshold carrying capacities to be exceeded, as evidenced in the "Environmental Benefits" section of the BPP, on page 23, and the TRPA Initial Environmental Checklist, Appendix G of the BPP.

(3) Wherever federal, state or local air and water quality standards applicable for the region, whichever are strictest, must be attained and maintained pursuant to Article V(d) of the Tahoe Regional Planning Compact, the project meets or exceeds such standards.

The project is a planning document and will not, in and of itself, cause air or water quality standards to be exceeded. Each individual project in the plan must undergo the necessary environmental review to meet TRPA, local, state, and federal requirements before implementation.

6.5 *Findings Necessary To Amend or Adopt TRPA Ordinances, Rules Or Other TRPA Plans and Programs: To approve any amendment or adoption of the Code, Rules, or other TRPA plans and programs which implement the Regional Plan, TRPA must find, in addition to the findings required pursuant to Section 6.3, and in accordance with Sections 6.1 and 6.2, that the Regional Plan and all of its elements, as implemented through the Code, Rules and other TRPA plans and programs, as amended, achieves and maintains the thresholds.*

The BPP assists the Regional Plan to achieve and maintain thresholds.