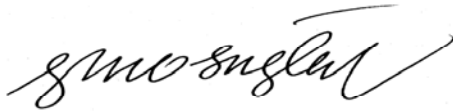


TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION  
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that the Advisory Planning Commission of the Tahoe Regional Planning Agency will conduct its regular meeting at 9:30 a.m. on September 8, 2004, at the Tahoe Regional Planning Agency, 128 Market Street, Stateline, Nevada. The agenda for the meeting is attached hereto and made a part of this notice.

September 1, 2004

A handwritten signature in black ink, appearing to read "John Singlaub", written in a cursive style.

John Singlaub  
Executive Director

TAHOE REGIONAL PLANNING AGENCY  
ADVISORY PLANNING COMMISSION

Tahoe Regional Planning Agency  
128 Market Street  
Stateline, NV

Sept. 8, 2004  
9:30 a.m.

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All items on this agenda are action items unless otherwise noted.

AGENDA

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. APPROVAL OF AGENDA
- III. PUBLIC INTEREST COMMENTS (No Action)

Any member of the public wishing to address the Advisory Planning Commission on any agenda item not listed as a Public Hearing or a Planning Matter item, or on any other issue, may do so at this time. However, public comment on Public Hearing and Planning Matter items will be taken at the time those agenda items are heard.

*NOTE: THE ADVISORY PLANNING COMMISSION IS PROHIBITED BY LAW FROM TAKING IMMEDIATE ACTION ON, OR DISCUSSING ISSUES RAISED BY THE PUBLIC THAT ARE NOT LISTED ON THIS AGENDA.*

- IV. DISPOSITION OF MINUTES
- V. PUBLIC HEARINGS

- A) Amendment of the Boundary Line Between PAS 001B, Tahoe City Industrial and PAS 002, Fairway Tract [Page 1](#)
- B) Public Hearing on Public Comments for Draft Environmental Impact Statement for the Lake Tahoe Shorezone Ordinance Amendments [Page 3](#)
- C) Amendment of the Regional Plan of the Tahoe Regional Planning Agency, by Adoption of the 2004 Lake Tahoe Basin Regional Transportation Plan and Amendment of the Regional Plan for the Lake Tahoe Basin, Goals and Policies, Chapter Three, Transportation [Page 5](#)

- VI. REPORTS

- A. Executive Director
- B. Legal Counsel
- C. APC Members

- VII. ADJOURNMENT

## ADVISORY PLANNING COMMISSION

North Tahoe Conference Center  
8318 North Lake Blvd.  
Kings Beach, CA

August 11, 2004

### REGULAR MEETING MINUTES

#### I. CALL TO ORDER AND DETERMINATION OF QUORUM

Called to order at 9:30 am

Members Present: Ms. Baldrice, Mr. Cole, Mr. Harris, Mr. Jepsen, Mr. Smith (for Ms. Kemper), Ms. Krause, Mr. Lohman, Mr. Marchio, Mr. McIntyre, Mr. Jden, Mr. Plemel, Mr. Poppoff, Mr. Riley

Members Absent: Mr. Combs, Ms. Moss, Mr. Porta, Ms. Schmidt, Mr. Tolhurst

#### II. PUBLIC INTEREST COMMENTS

None

#### III. APPROVAL OF AGENDA

Moved: Alice Baldrice Moved to Approve the Agenda  
Motion Carried Unanimously

#### IV. APPROVAL OF MINUTES

Ms. Krause stated that on page 3 the word "down" should be "done".  
Moved: Ms. Baldrice Moved to Approve the Minutes as amended  
Motion Carried Unanimously

#### V. PUBLIC HEARINGS

A. Amendment of Plan Area Statement 110, South "Y", to Annex APC 32-191-05 from the General Area into Special Area #2, and other matters properly relating thereto

Peter Eichar presented the proposed amendment to support this plan area statement.

##### PUBLIC INPUT

Gary Midkiff representing the Sierra Recovery Center supports staff's recommendation.

Lisa O'Daly, City of South Lake Tahoe stated that the City is supporting this project

and assured the committee that the City has strict conversion ordinances.

Gene Rasmussen, former office of the DA lent his support for these efforts.

Moved: Mr. Cole Moved to Approve

Vote:

Aye: Ms. Baldrice, Mr. Cole, Mr. Harris, Mr. Jepsen, Mr. Smith (for Ms. Kemper), Mr. Lohman, Mr. Marchio, Mr. McIntyre, Mr. Jden, Mr. Plemel, Mr. Poppoff, Mr. Riley

Nay: Ms. Krause

## VI. PLANNING MATTERS

### A. Lakeside Trail Phase IV, Commons Beach to Grove Street

Kathy Canfield presented the above item with no changes based on APC request to bring back for an update, as this item will be going to the Governing Board this month.

No Public Comment

No Action Item

### B. Overview of Lake Tahoe Basin Regional Transportation Plan 0004-2027 – Final Draft

Richard Wiggins walked the committee members through the presentation document and pointed out the different sections and how they pertained to each area of reference.

John Falk, Tahoe Sierra Board Realtors said that they had two concerns with the RTP plan:

- a) Cooperation/coordination outside the Basin regarding traffic impacts
- b) Transit system needs considerable improvement to work
  - 1) needs to be very frequent
  - 2) very user friendly
  - 3) cost effective

## XII. REPORTS

### A. Executive Directors Report

Mr. Singlaub updated the committee on the following:

- 1) Governing Board Action passing the Chapter 4 & 71 amendment
- 2) Key issue that the GB focused on was fuels management. There is defensible space issue where the fire districts don't have the funds necessary in California to support this.
- 3) Shorezone EIS cheat sheet was requested by the Governing Board

- and a copy will be mailed to APC members also
- 4) Oversight Committee proposing conditions for TRPA Budget approval
  - 5) Tahoe Summit success

B. Legal Committee Report

Mr. Kahn updated the committee on two issues:

- 1) Committee for the Reasonable Regulation of Lake Tahoe has until August 13th to re-file their motion on the two items that were extended by the Judge
- 2) TRPA filed an enforcement action concerning the Bluth residence

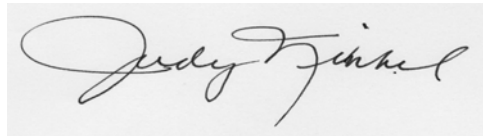
C. APC Members

Mr. Cole commented that someone should look into the parcel of land on Highway 50 across from Taco Bell that is being used as a shortcut for traffic.

XIV. ADJOURNMENT

Mr. Lohman adjourned the meeting at 11:13 a.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Judy Nikkel", is centered on a light gray rectangular background.

Judy Nikkel  
Clerk to the Board

*The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review at the TRPA Office, 128 Market Street, Stateline, Nevada.*



## TAHOE REGIONAL PLANNING AGENCY

128 Market Street  
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Fax (775) 588-4527  
Email: trpa@trpa.org

### MEMORANDUM

August 31, 2004

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Recommendation on Amendment of the Boundary Line Between PAS 001B, Tahoe City Industrial and PAS 002, Fairway Tract

This item has been continued to the October Advisory Planning Commission hearing.





## TAHOE REGIONAL PLANNING AGENCY

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### MEMORANDUM

August 31, 2004

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Public Hearing on Public Comments for the Draft Environmental Impact Statement (DEIS) for the Lake Tahoe Shorezone Ordinance Amendments

Proposed Action: No action is required for this item. At the August APC and Governing Board meetings, a public hearing will be provided for public review and comments on the Lake Tahoe Shorezone Ordinance Amendments Draft Environmental Impact Statement (DEIS).

If there are any questions regarding this agenda item, please contact Coleen Shade at 775/588-4547 or email at [coleens@trpa.org](mailto:coleens@trpa.org).



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## MEMORANDUM

August 30, 2004

To: Advisory Planning Commission

From: TRPA Staff

Subject: Amendment of the Regional Plan of the Tahoe Regional Planning Agency, by Adoption of the 2004 Lake Tahoe Basin Regional Transportation Plan and Amendment of the Regional Plan for the Lake Tahoe Basin, Goals and Policies, Chapter Three, Transportation

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Proposed Action: Staff recommends that the Advisory Planning Commission conduct a public hearing as noticed and, based on its outcome, recommend approval of the proposed amendments to the transportation plan element of the Regional Plan and Chapter III – Transportation Element of the Tahoe Regional Planning Agency (TRPA) Goals and Policies.

Description and Discussion: A revised draft of the 2004 Lake Tahoe Basin Regional Transportation Plan (RTP) has been developed by TRPA / Tahoe Metropolitan Planning Organization (TMPO) transportation planning staff. The plan is proposed for adoption by both the TRPA and the TMPO. The action taken by the TMPO will approve the document as the official Federal Transportation Plan / Regional Transportation Plan (FTP/RTP), meeting the state and federal planning requirements. Under federal regulation, the Regional Transportation Plan must be updated every three years.

The adoption by TRPA of the 2004 RTP and accompanying ordinances amends the regional plan to reflect the updated Transportation Plan element as required by Article V of the Compact, and amends Chapter III – Transportation Element of the TRPA Goals and Policies. The TRPA adopted its current Regional Transportation Plan – Air Quality Plan (RTP-AQP) in 1992, and the TMPO adopted the FTP/RTP in 2000. The 2004 RTP update is a document that meets the requirements of the TRPA and TMPO. The TRPA and TMPO will both take action on the adoption of the plan, and in doing so will create a unified transportation plan for the Lake Tahoe Region.

Adoption of a single plan requires that the 2004 plan meet TRPA, state and federal transportation planning requirements. The TRPA plan, for example, must demonstrate attainment and maintenance of TRPA's environmental thresholds carrying capacities ("thresholds"). In addition to air quality thresholds indirectly related to transportation, there are two threshold indicators directly related to transportation, which include the reduction of region-wide vehicle miles traveled (VMT) and the reduction of traffic volumes on US Highway 50.

The federal air quality conformity determination on the existing FTP / RTP has expired. The TMPO plan must be adopted and a new air quality conformity determination must

be approved by the Federal Highway Administration before any additional projects can proceed to their next phase of development. Both TRPA and TMPO are being asked to approve the plan, but at a minimum the TMPO plan must be updated and adopted to address the air quality conformity lapse issue.

The public comment period closes on September 7, 2004. A list of comments will be provided at the APC meeting for review. Staff will present the document as well as discuss the comments received.

Environmental Documentation: Staff has completed the Initial Environmental Checklist for the initial determination of environmental impact for the proposed amendments. Based on the checklist, staff recommends a finding of no significant effect (FONSE) on the environment for the proposed amendments. Staff has filed for a Mitigated Negative Declaration with the counties in California to meet CEQA requirements.

Findings: Prior to amending the Regional Plan, TRPA must make the following Findings.

Chapter 6 Findings

2. Finding: The project (amendments) will not cause the environmental thresholds to be exceeded.

Rationale: The amendments will not cause the environmental thresholds to be exceeded. The 2004 Regional Transportation Plan was developed to support and maintain the applicable TRPA thresholds.

Finding: Wherever federal, state, and local air and water quality standards applicable to the Region, whichever are stricter, must be attained and maintained pursuant to Article V(d) of the Compact, the project meets or exceeds such standards.

Rationale: Any project that may come forth from this plan will be required to meet air and water quality standards as set forth in the TRPA Compact.

4. Finding: The Regional Plan, as amended, achieves and maintains the thresholds.

Rationale: See findings 1 and 2 above.

5. Finding: 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.

Rationale: See findings 1 and 2 above.

If you have any questions regarding this item, please feel free to contact Nick Haven at (775) 588 – 4547, extension 256.

## **CHAPTER III**

# **TRANSPORTATION ELEMENT**

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### **A. INTRODUCTION**

The Regional Transportation Plan (RTP) Element of the Regional Transportation Plan - Air Quality Plan focuses on transportation improvements needed to meet transportation related goals for the Tahoe Region. The Tahoe Regional Planning Compact says that the goal of transportation planning shall be to reduce dependency on the automobile, and to give preference to providing increases in capacity on the Region's transportation system through public transportation projects and programs. The Compact also requires a transportation plan for the Region which provides for the integrated development of a regional system of transportation. This system is to include parkways, highways, public transportation facilities, bicycle facilities, and appurtenant terminals and facilities for the movement of people and goods within the Region.

The RTP addresses the requirements of the Compact. The RTP also addresses the need to provide an integrated transportation system for the Region which will meet the basic transportation needs of residents and visitors by providing adequate local circulation and access to goods and services.

Congestion within the Region interferes with the ability to provide adequate circulation and access to basic goods and services. During periods of peak traffic demand, congestion on the Region's highway system creates lengthy delays and affects the accessibility of health care and emergency facilities, and other basic services for residents and visitors to the Region.

Volume II of the Regional Transportation Plan - Air Quality Plan discussed standards and the status of compliance with these standards. Level of service (LOS) standards are contained in the Transportation Element of the Regional Plan for the Lake Tahoe Basin. Goals and Policies (TRPA, 1986, as amended). The Goals and Policies establishes level of service criteria for various types of highways and an operational level of service for signalized intersections.

LOS criteria established by the Regional Plan Goals and Policies are not being met at some locations along U.S. 50, including the intersections at Park Avenue, Pioneer Trail, Ski Run Boulevard, and Tahoe Keys Boulevard. Although LOS criteria were not established for unsignalized intersections, the unsignalized intersections at California 28 and Grove Street and Jack Pine operate at a poor level of service during weekends and holiday periods.

Reduction in vehicle miles of travel (VMT) is a requirement of the threshold management standards for subregional visibility and nitrate deposition. These management standards require a ten percent reduction in VMT from the 1981 base year. Vehicle miles of travel in the Tahoe Region, from 1981 to 1987, increased by 10.0 percent.

This Regional Transportation Plan contains the following elements:

- ◆ Goals, Policies and Objectives
- ◆ Control Program - Action Element

The Goals, Policies and Objectives state the ends toward which efforts are to be directed, provide policy guidance for courses of action, and identify objectives which can be obtained or measured. The Control Program - Action Element identifies programs and capital improvements containing short- and long-term control strategies and projects needed to implement the goals, policies and objectives of the RTP.

## **B. GOALS, POLICIES AND OBJECTIVES**

The formulation of regional transportation goals and policies is a fundamental step in the transportation planning process. The goals and policies reflect the consideration of environmental, social, and economic factors in making transportation related decisions.

### **REGIONAL TRANSPORTATION GOALS**

1. It is the goal of the Regional Transportation Plan to fulfill the requirements of the Tahoe Regional Planning Compact.
2. It is the goal of the Regional Transportation Plan to attain and maintain the Environmental Threshold Carrying Capacities and federal, state, and local transportation standards.
3. It is the goal of the Regional Transportation Plan to establish a safe, efficient, and integrated transportation system which reduces reliance on the private automobile, provides for alternative modes of transportation, and serves the basic transportation needs of the citizens of the Tahoe Region, supports the economic base of the Region in the movement of goods and people, and minimizes adverse impacts on man and the environment.
4. It is the goal of the Regional Transportation Plan to provide for the reactivation of the Tahoe Transportation District to enable the TTD to fulfill its role as defined by the Tahoe Regional Planning Compact.
5. It is the goal of the Regional Transportation Plan to research potential funding sources as referenced in the RTP-AQP Capital Improvement Program and as referenced in the Lake Tahoe Transportation Summit Final Report, dated June 20, 1991.

### **REGIONAL TRANSPORTATION POLICIES AND OBJECTIVES**

1. Participate in state and local transportation planning efforts to ensure coordination and consistency in the transportation system.
  - A. TRPA shall work with appropriate public entities and private interest groups in the Region to ensure coordination and consistency in transportation planning efforts within multijurisdictional

transportation corridors.

- B. TRPA shall work with federal, state and local agencies to develop a rail system which will provide access from northern California and Nevada population centers.
- C. TRPA shall participate in the Community Plan process to provide consistency between Community Plans and the RTP.

~~D. TRPA supports the establishment of Transportation Management Associations (TMAs) in the Tahoe Region.~~

- 2. 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.

- A. Community Plans shall promote land use development patterns and designs which will increase the ability to use public transportation, waterborne, bicycle and pedestrian facilities.
- B. Community Plans shall promote the development of neighborhood commercial areas which will reduce travel distances.
- C. Development patterns shall provide for the in-fill of existing areas, making use of existing transportation facilities and promoting the use of alternative transportation modes.
- D. New, expanded or revised developments and land uses shall fully mitigate their regional and cumulative traffic impacts.
- E. Parking for residential usage shall meet TRPA standards and shall be provided on-site.
- 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.
- G. Driveways shall be designed and sited to minimize impacts on public transportation, adjacent roadways and intersections, bicycle and pedestrian facilities.

H. Public land management agencies such as the U.S. Forrest Service and State Park agencies shall have developed transit services that facilitate the use of transit for access to recreational lands

- 3. Actively pursue programs that promote the use of mass transit as an alternative to the automobile.

- A. Expansion of transit services shall be provided to residential areas of the Region with the system being appropriate for the area to be served, and shall be consistent with the Action element of the TRPA Regional Transportation Plan.
  - 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.
  - 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.
  - D. Transit service shall be expanded to cities, towns, and recreational areas outside of the Tahoe Region, and be coordinated with other transportation modes.
  - E. Bus lanes with preferential signal controls should be implemented along U.S. 50, ~~California 89 and California/Nevada 28~~.
  - ~~F. Alternative transit modes including fixed guideway systems should be implemented.~~
  - GF. Multi-modal transfer facilities shall be located in activity centers in both the North and South Shore areas.
  - HG. Transit shelters shall be provided at major transit stops.
  - IH. Transit services shall be provided to connect the North and South Shore areas of the Tahoe Region.
  - JL. Transit services shall be provided to beaches, campgrounds and other summer-time recreational areas.
  - KJ. Transit excursion services should be provided in the Region.
  - K. Future transit vehicle purchases for operations in the Lake Tahoe Basin shall be alternative fuel powered, preferably compressed natural gas (CNG), to support current infrastructure.
4. ~~Develop and encourage the use of pedestrian and bicycle facilities as a safe and viable alternative to automobile use.~~ Implement Bicycle and Pedestrian polices as stated in the Bicycle and Pedestrian Element of the 2004 Lake Tahoe RTP (Appendix H, pages 16-58).
- ~~A. There shall be a high priority on constructing pedestrian and bicycle facilities in urbanized areas of the Region and where reductions in congestion will result.~~
  - ~~B. Pedestrian and bicycle facilities shall be constructed, or upgraded,~~



~~and maintained along major travel routes.~~

- ~~C. Where it is not feasible to construct or maintain Class I bicycle paths along the Region's major travel routes, Class II bicycle lanes should be provided on roadway shoulders.~~
- ~~D. Bicycle racks or storage facilities shall be provided at non-residential developments, transit stops, and on transit vehicles.~~
- ~~E. Bicycle and pedestrian linkages shall be provided between residential and non-residential areas.~~
- ~~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.~~
- ~~G. The unconstructed Route 50 right-of-way remains an integral component of the overall transportation system in the South Shore by providing commuting and recreational bicycle options which will maximize the function of the highway network.~~

5. Implement transportation demand management (TDM) measures to reduce the number of vehicle trips on the Region's highways.
  - A. Transit fare reductions, including free fares, should be used to encourage transit use.
  - B. Employers shall implement vehicle trip reduction programs, including carpool and vanpool matching programs, employee shuttles, flexible work hours, and transit use incentives.
  - 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.
  - D. Condominiums, timeshares, hotels and motels shall participate in public transit and private shuttle programs, and provide transit information and incentives to their guests and residents.
  - E. Commercial interests providing gaming, recreational activities, or excursion services shall provide or participate in joint shuttle services or provide transit use incentives to their guests or patrons.
  - F. Park-and-Ride facilities shall be provided by local jurisdictions to encourage ridesharing.<sup>§</sup>
  - G. Automobile rentals should be discouraged within the Tahoe Region, and alternative vehicle technology should be used if

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<sup>§</sup> Amended 12/22/00

feasible. Air quality and traffic mitigation fees shall be assessed on vehicles rented or returned in the Region.<sup>§</sup>

- H. Ski areas and other recreational activity areas shall control the rate of departure of patrons from parking areas to minimize the impact on congested transportation facilities.<sup>§</sup>

- 6. Transportation System Management (TSM) measures shall be used to improve the efficiency of the existing transportation system.
  - A. High occupancy and reversible vehicle lanes should be considered in high traffic demand areas, provided existing roadway capacities can be maintained.
  - B. Traffic conflicts should be reduced by limiting or controlling access to major regional travel routes and major local road ways.
  - C. Intersection improvements required to upgrade existing levels of service including lane restriping, turn lanes, channelization and traffic signals should be implemented when warranted.
  - D. Roadway designs shall accommodate bicycle lanes and transit stops and reduce conflicts between vehicles and bicycle and pedestrians.
  - E. On street parking shall be prohibited along major regional travel routes and should be discouraged along major local roads.
  - F. View turn-outs should be provided along scenic highways.
  - G. Left-turn lanes and right-turn lanes shall be provided to reduce turning conflicts along major travel routes.
  - H. [Utilization of Intelligent Transportation Systems \(ITS\) technology shall be considered and implemented consistent with the Tahoe Basin ITS Strategic Plan.](#)
- 7. Limit improvements to the regional highway system to those necessary to meet the Goals and Policies of the Regional Plan.
  - A. The construction of roadways to freeway 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.
  - B. Highway design criteria shall be developed for the Tahoe Region which minimizes the environmental impact of highway projects

while providing for the needs of the traveling public.

- ~~C. Construction of a freeway facility on the unconstructed Route 50 right-of-way is not required to maintain an acceptable level of service on the South Shore's highway system.~~
  - ~~D.C.~~ D.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.
  - ~~E.D.~~ E.D. Local roadways connecting residential areas, and connecting residential areas with non-residential areas, may be constructed provided these roadways are designed to improve local circulation and will not induce through traffic.
  - ~~F.E.~~ F.E. Roadway projects designed to correct hazardous roadway conditions shall be encouraged provided these projects are limited to needed safety improvements.
  - ~~G.F.~~ G.F. Level of service (LOS) criteria for the Region's highway system and signalized intersections 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.
  - G. Scenic improvements consistent with TRPA's scenic quality improvement program shall be implemented to enhance the Tahoe visual experience.
  - H. TRPA will work with the appropriate entities to develop new roadway runoff treatment facilities to meet current standards, thus providing an opportunity to stabilize project costs.
  - I. All road systems in the Lake Tahoe Basin shall be retrofitted to treat non-point source runoff, adequately addressing discharge standards.
8. ~~Encourage air service as a viable alternative for travel to the Tahoe Region, provided all impacts can be mitigated.~~
- ~~A. The location of aviation facilities within the Tahoe Region shall be limited to existing facilities.~~
  - ~~B. Expansion of aviation facilities shall be limited to service levels identified in the TRPA approved Airport Master Plan.~~
  - ~~C. Public and private mass transportation systems shall be given preference in serving air service passengers.~~
  - ~~D. Adverse impacts to the Region's transportation system resulting from air service expansion at the~~

~~Lake Tahoe Airport which increases the demand for ground access to airport facilities shall be mitigated to less than significant levels.~~ It is the policy of the 2004 RTP that until such time as the Parties to the Settlement Agreement (City of South Lake Tahoe, The League to Save Lake Tahoe, California Attorney General's Office, TRPA) negotiate, litigate or otherwise agree, or upon such time that a new Airport Master Plan is adopted, or upon such time as a new RTP or Regional Plan (including thresholds) is adopted, that:

- A. Regardless of the category (i.e. general aviation, commuter, etc.) only aircraft that meet the 80 dBA departure and arrival standard shall be permitted;
  - B. No physical expansion of facilities is permitted, including lengthening of the runway or taxiways;
  - C. Maintenance projects proposed in the 2004 RTP may proceed, contingent upon the CSLT considering the cost/benefit of those projects and obtaining appropriate permits from TRPA and other relevant jurisdictions;
  - D. Primary commercial air service to Lake Tahoe is to be supplied via Reno and Sacramento with multi-modal transit links provided to the Lake Tahoe Basin;
  - E. The CSLT is encouraged to prepare a feasibility study of commercial air service, and update the Airport Master Plan based on that feasibility study;
  - F. The CSLT is encouraged as a part of that feasibility study to evaluate the full range of alternative uses of the airport, including transferring existing General Fund contributions to the Airport to transit operations; consider reducing the length of the runway and restoring the section of the Truckee River disturbed by placement of that runway and provide for only General Aviation operations; or closing the airport, restoring the meadow and using the coverage credits to pay for grants or other closing related costs.
9. Encourage waterborne transportation systems as an alternative to automobile travel within the Region.
- A. Waterborne point-to-point services are encouraged.

- B. Waterborne excursion services are encouraged.
  - C. Waterborne services shall coordinate with, and provide access to, other public and private transportation systems.
  - D. Biodiesel should be considered as the preferred diesel fuel offered at marinas selling fuel on Lake Tahoe, if the fuel is considered to be beneficial to water quality.
10. Improve the mobility of the elderly, handicapped and other transit dependent groups.
- A. Provide specialized public transportation services with subsidized fare programs for transit, taxi, demand responsive, and accessible van services.
  - B. Ensure access to the public transportation system by providing and maintaining sidewalks with curb cuts and ramps.
  - C. Provide and maintain accessible transit stops and shelters with ramps and paved areas.
  - D. Provide and maintain accessible transportation vehicles with adequate lifts and ramps and wheelchair tiedowns.
11. Postal Carrier service shall be provided Region wide, with the U.S. Postal Service Tahoe Regional Master Plan identifying priority areas and a timeframe for implementation. The following Regional Goals establish the objectives of the U.S. Postal Service, and the TRPA concerning mail service.
- A. The U.S. Postal Service shall provide mail service for areas not currently served in the Tahoe Region that encourages residents to drive fewer miles for the service. U.S. Postal Service facilities and operations shall maximize reductions in vehicle miles traveled by postal customers to the extent practicable.
  - B. In fulfillment of its national environmental values, the U.S. Postal Service will develop future facilities and implement future operations in ways that meet its desire to protect and preserve the environment.
  - C. Locating new or expanded U.S. Postal Service facilities near population and commercial concentrations is a priority for both the U.S. Postal Service and the TRPA.
  - D. Many existing U.S. Postal Service facilities require replacement and/or renovation to meet minimum health, safety, operational, environmental, and business requirements. Many elements of the Tahoe Regional Master Plan, such as new services, cannot be realized without improvements in facilities.
  - E. U.S. Postal Service facilities and operations that can meet multiple goals require a partnership between the USPS, TRPA, local and regional agencies, and individual and community groups. These groups should work in

partnership to conduct collaborative planning, to identify the appropriate organization to undertake the leadership role on specific issues, and to facilitate project approval.

- F. To maximize benefit from available financial resources, new facilities and operations shall be prioritized in large measure based on their contribution to overall Master Plan goals.
- G. U.S. Postal Service facilities and operations that implement TRPA RTP/AQP control strategies (including carrier service) shall receive credit for impact fees equal to the financial contribution. Future consideration may be given to provision of alternative fuel fleet vehicles.
- H. The U.S. Postal Service and TRPA will diligently pursue Master Plan implementation within the constraints of future available resources.<sup>§</sup>

12. Increase the use of alternative fuel vehicles within the Lake Tahoe Basin.

- A. Future transit vehicle purchases for operations in the Lake Tahoe Basin shall be alternative fuel powered, preferably CNG, to support current infrastructure.
- B. Public and private fleets should be encouraged to purchase alternative fuel vehicles when considering new or replacement vehicles.
- C. TRPA shall phase in alternative fuel vehicle requirements within the Code of Ordinances for public and private fleet purchases above 15 vehicles in size.

**C. ~~CONTROL PROGRAM – ACTION ELEMENT~~ Transportation Action Element -**

THE ACTION PLAN INCLUDES PROJECTS THAT ARE CONSISTENT WITH THE GOALS AND OBJECTIVES OF THE 2004 REGIONAL TRANSPORTATION PLAN. THE 2004 RTP PROJECT LIST CAN BE FOUND IN APPENDIX A, AND IS THE OFFICIAL PROJECT LIST. THE LISTED PROJECTS BELOW ARE A SUMMARY OF THE OVERALL PROJECT LIST, AND THIS SECTION IS NOT INCLUSIVE OF ALL PROJECTS PROPOSED IN THE 2004 RTP. NOTE THAT EACH PROJECT IS SUBJECT TO INDIVIDUAL ENVIRONMENTAL AND OTHER PERMIT REVIEW WHICH MAY MODIFY OR SUBSTANTIALLY CHANGE IT, INCLUDING DENIAL OF ITS IMPLEMENTATION. INCLUSION IN THIS DOCUMENT DOES NOT CONSTITUTE PROJECT APPROVAL BY TRPA.

**PUBLIC MOBILITY ACTIONS**

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<sup>§</sup> Amended 12/22/00

Public mobility actions are related to the need to reduce reliance on the private automobile. Specific public mobility strategies are categorized as: Regional Public Mobility, Express Transit, Area Coverage Transit and Non-motorized (bicycle and pedestrian). It is recommended that new vehicles purchased for these actions employ reduced emission (primarily Compressed Natural Gas) or zero emission engines (assuming that zero emission engines such as electric are viable alternatives for the Lake Tahoe environment).

## **INTELLIGENT TRANSPORTATION SYSTEMS**

Intelligent transportation systems (ITS) is a generic term given to better utilization of all transportation system components through the use of "technology". ITS technologies can be applied in one form or other to each of the five objectives identified in the 2004 RTP. ITS is not identified as a Plan Objective, but rather is a very important component of all of the objectives. Specific ITS projects may be identified within each of the five objectives.

The utilization of advanced technologies or ITS will help the Tahoe Basin better manage the transportation systems' performance and safety. TMPO has developed an integrated ITS regional strategy that utilizes the latest advances in technology to make the existing transportation network operate more efficiently. This strategy is contained within the Tahoe Basin ITS Strategic Plan adopted by the TMPO in 2002.

Federal legislation supports a national effort to utilize advanced transportation systems and technologies to improve the efficiency of the nations existing transportation infrastructure. TMPO's *Tahoe Basin ITS Strategic Plan* identifies the future needs of the Tahoe Basin's transportation system users and local/state agencies and recommends the appropriate technologies to serve those needs. The Tahoe Basin Regional ITS Architecture is included in that plan and meets the federal requirements for regional architectures. TMPO will update and maintain the ITS Plan as well as the Regional Architecture every 2 years to ensure it reflects current activities and new projects.

The vision for ITS in the Tahoe Basin is captured in the following statement:

"ITS will be integrated into the Tahoe Basin transportation system infrastructure and operations on a strategic basis:

- To provide accurate and timely information to all travelers.
- To provide public education about, and awareness of, travel options and conditions.
- To address congestion and safety problems.
- To enhance emergency preparedness and response.
- To encourage use of transit and other modes as alternatives to the automobile whenever possible.

- To improve the efficiency and effectiveness of operational and maintenance functions of all transportation modes.
- To support transportation planning and system management functions.
- To support and encourage interagency operability and effectiveness.”

### **Public Mobility ITS Projects**

- Regional integration of informational Kiosks
- Regional integration of electronic fare and payment devices
- Regional integration of vehicle tracking components
- Regional integration of computer aided dispatching technology
- Regional integration of dedicated phone systems
- Regional integration of 511 systems
- Regional marketing and advanced traveler information via web, etc.

### **REGIONAL PUBLIC MOBILITY**

Regional public mobility actions are comprised of services, projects, programs and facilities that are intended to get people to, from, and around Lake Tahoe without the need for a car. They are designed to provide long-distance, fast, convenient, economical access to the Basin, primarily for visitors. Some of the services currently exist. Other services need to be implemented. All services need to be accessible to the disabled under the Americans with Disabilities Act of 1990. Regional public mobility project categories are listed below, with corresponding projects individually identified.

### **Inter-City Bus Transit**

- Reno/Tahoe Airport, South Lake operations
- Reno/Tahoe Airport, Truckee, Tahoe City, Incline Village operations
- Sacramento, South Lake Tahoe operations
- To and from Basin visitor shuttle operations
- Carson, Minden, Gardnerville, North Tahoe operations
- Carson, Minden, Gardnerville, South Tahoe operations
- Tahoe City Transit Center construction
- Around Lake Tahoe operations
- Truckee, Tahoe City passenger rail connecting operations

### **Rail Service**

- Sacramento, Truckee, Reno passenger service operations

### **Vanpools and Carpools**

- South Shore program
- North Shore program

### **Waterborne**

- Improvements to landside passenger facilities
- Waterborne transit operations

### **Aviation**



- [Reconstruct GA Apron, Taxiway H, hanger and offices](#)
- [Terminal ramp reconstruction](#)
- [Rehabilitate runway 18-36 \(150'x8600'\) Ph. II](#)
- [Complete runway safety area grading and drainage \(350'x8000'\)](#)
- [New electrical service LDA/DME facility](#)
- [Reseal joints taxiway and apron](#)
- [Fire truck replacement – New index B](#)
- [Replace 2 snow plows with 18' plows](#)
- [Replace hazard beacon – Angora Ridge](#)
- [Replace various snow blowers and plows](#)
- [Construct ARFF snow equipment building \(16,000 sf\)](#)
- [Replace grader](#)
- [Acquisition of noise monitoring equipment](#)
- [Overlay taxiways; widen and overlay taxiway A](#)
- [Overlay access road](#)
- [Disabled access from parking lot](#)
- [Security access controls](#)

### **Gondolas**

- [Alpine Meadows Ski Area to Tahoe City](#)

### **Goods Movement**

[Large truck accessibility is an important demand of the roadway system, and the projects incorporated into the 2004 RTP, when implemented, will enhance goods movement by providing a more efficient flow of vehicles.](#)

### **EXPRESS PUBLIC TRANSIT**

[Express Public Transit service upgrades, projects, programs and facilities are intended to provide short to medium distance commuter services. Operational improvements include offering fast, convenient, economical service in high density corridors and activity centers of the Basin, both for visitors and residents alike.](#)

[High-density corridor services would offer a variety of rapid transit options that may include express buses, dedicated transit lanes and a light rail option. Service would be on a frequent basis \(every 10 – 15 minutes during peak hours\), stops would be spaced to provide maximum exposure while limiting boarding delays, and an overall efficiency would be achieved by incorporating coordinated controls with traffic signals. Essential to the success of this strategy would be transit oriented development. Less dense corridors that may attract high ridership should be identified to provide frequent service \(30 minute or less headways\) between major transit connections such as Tahoe City-Incline Village or between Tahoe City, Kings Beach, and on to Truckee.](#)

[Focused services in key activity centers would provide dedicated transit to and from areas such as the casino cores, concentrated lodging areas, ski areas, shopping areas and other identified popular destinations. The U.S.Highway 50/Stateline Transportation Planning Study completed by TRPA in 2004 recommends a US50/Stateline Corridor Express Transit Service to operate from Pioneer Trail to Kingsbury Grade in a transit-only lane through the US50/Stateline Corridor.](#)

### **High Density Corridor Services**

- [Expand BlueGO U.S. 50 operations](#)
- [Expand TART Tahoe City operations](#)
- [BlueGO passenger shelters construction](#)
- [TART passenger shelters construction](#)
- [U.S. 50 casino core dedicated transit lane construction](#)
- [U.S. 50 casino core dedicated transit operations](#)
- [BlueGO maintenance facility construction and upgrades](#)
- [South Tahoe Airport, U.S. 50 commercial air service connections](#)

### **Activity Center Services**

- [Improve Zephyr Cove shuttle operations](#)
- [Improve Ski Run Marina shuttle operations](#)

### **AREA COVERAGE PUBLIC TRANSIT**

[Services, projects, programs and facilities are intended to provide mobility to residents that live in rural areas of the basin, to the elderly and disabled, and to recreational areas needing service on a seasonal basis. Less frequent, demand-responsive or door-to-door types of services would service areas outside of the high-density corridors.](#)

[The Americans with Disabilities Act of 1990 \(ADA\) requires that public transit services be accessible to those with disabilities. Operations in the Basin are supported and coordinated by various agencies involved with social services, including on the South Shore the Tahoe Area Coordinating Council for the Disabled. The Action Plan recommends focusing on these services to provide continuing improvements to operations, whether through more service availability or improved efficiencies and coordination. All public mobility vehicles acquired with federal funding are required to be accessible to the disabled.](#)

[Many of the recreational sites in the Basin are only open on a seasonal basis. Seasonal shuttle services are recommended to provide access to locations such as the East Shore beaches, Emerald Bay or the Camp Richardson area, and are targeted primarily towards visitors, but available to all users.](#)

### **Rural Coverage**

- [Improve BlueGO Bus Plus operations in rural El Dorado County](#)
- [Improve BlueGO Bus Plus operations in rural Douglas County](#)
- [Improve TART operations in rural Placer County](#)
- [Improve TART operations in rural Washoe County](#)

### **Senior and Disabled Services**

- [Improve BlueGO accessibility operations in El Dorado County](#)
- [Improve BlueGO accessibility operations in the City of South Lake Tahoe](#)
- [Improve BlueGO accessibility operations in Douglas County](#)
- [Improve TART accessibility operations in Placer County](#)
- [Improve TART accessibility operations in Washoe County](#)

### **Seasonal Services**

- [Establish East Shore beach operations and facilities construction](#)
- [Initiate Camp Richardson circulator operations](#)
- [Improve BlueGO Nifty-50 Trolley operations](#)
- [Improve TART Tahoe City Trolley operations](#)
- [Improve Emerald Bay operations and facilities construction](#)
- [Improve West Shore trolley operations](#)

### **NON MOTORIZED – BICYCLE AND PEDESTRIAN**

[Implementation efforts will upgrade and construct bicycle and pedestrian facilities to provide safe, efficient and accessible routes. Currently there are 74.2 miles of existing multi-use trails and 18.2 miles of existing sidewalk in the Lake Tahoe Basin, yet the bikeway and sidewalk system is incomplete in many communities around the Lake.](#)

[The 2004 RTP contains numerous bicycle and pedestrian projects that will meet the goals and objectives of the TMPO Bicycle and Pedestrian Master Plan \(BPMP\), which was adopted by the TMPO in January 2004. The 2004 RTP incorporates the BPMP by reference as the 2004 RTP Bicycle and Pedestrian Element. Funding to implement these projects will come from a variety of sources: TEA 21 funds; NDOT; Caltrans; Air Quality mitigation funds; and a variety of local sources. Please refer to Appendix H for a more detailed description of the goals and objectives as well as the projects of the TMPO BPMP.](#)

### **PUBLIC MOBILITY PERFORMANCE MEASURES**

[In accordance with TRPA's Code of Ordinances, Chapter 33 – Allocation of Development, a format for reporting public transit performance was adopted to relate improvements in transit operations to residential allocations as permitted by TRPA. The Transit Level of Service \(TLOS\) format reflects the need to account for different types of services, the varying nature of the areas served and seasonal nature of some of the operations. Accordingly, for Public Mobility, the criterion listed below will become the performance indicators for each of the types of services listed.](#)

#### Type of Service

- [Fixed Route](#)
- [Flex Route](#)
- [Demand Response](#)

#### Criterion

- [Passengers](#)
- [Headways](#)
- [Number of Vehicles in Service \(Peak\)](#)
- [Number of Routes](#)
- [Vehicle Service Hours](#)
- [Vehicle Service Miles](#)
- [Daily Service Hours](#)
- [Miles of Service Area \(Linear or Square Miles\)](#)

Additional residential allocations are provided to local jurisdictions when improvements in at least 2 of the criterion categories are demonstrated (e.g., increase in passenger counts; increased vehicle service miles, etc.)

Non-motorized public mobility objectives will be measured by the following:

- Number of additional linear feet of bicycle and pedestrian facilities;
- Number of increased users of bicycle and pedestrian facilities.

## **AIR QUALITY ACTIONS**

Air quality improvements are those transportation projects, programs, services and facilities needed to improve air quality in the Lake Tahoe Airshed.

## **MOTOR VEHICLE EMISSIONS REDUCTIONS**

The Compact requires that the RTP, to the extent feasible, reduce the impacts on air quality caused by motor vehicle use. Additional federal requirements are such that new transportation projects cannot be implemented if they are found not to conform to accepted strategies outlined in a state air quality implementation plan.

Conversion of bus fleets, public works maintenance fleets, school bus fleets and other public fleet vehicles to alternative, zero or reduced emission vehicles should provide significant reductions in motor vehicle emissions of nitrogen, carbon monoxide and ozone forming pollutants. Similarly, conversion of privately owned fleets such as those with rental car companies, small delivery trucks, and privately owned vehicles should further reduce motor vehicle emissions.

Fueling stations providing compresses natural gas, hydrogen or electrical recharging points are essential in order to develop the fleets that are described above. Both public and private consumers of these vehicles must be assured that fuel supplies will be available and accessible when needed. Compressed natural gas is the most viable alternative fuel for the high altitude, cold weather environment at Lake Tahoe.

## **Vehicle Fleet Conversions**

- Acquisition of solar/alternative fuel waterborne passenger vessels
- Acquisition of alternative fuel vans, transit buses and trolleys
- Acquisition of alternative fuel school buses
- Acquisition of alternative fuel charter coaches
- Acquisition of alternative fuel heavy equipment such as dump trucks and plows
- Acquisition of alternative fuel delivery trucks
- Acquisition of alternative fuel local and governmental fleets
- Acquisition of alternative fuel private automobile fleets
- Acquisition of alternative fuel rental car fleets

## **Alternative Fuel Stations**

Construction of CNG fueling stations at South Stateline, Incline Village and Tahoe City  
Coordinate and support construction of CNG fueling stations at locations outside of the Basin

### **ROADWAY SAND AND ABRASIVES**

Both Caltrans and NDOT apply sand and abrasives to roadways to provide safe driving conditions during winter months. These abrasives are often re-entrained into the air from passing vehicles as dust clouds affecting air quality and, subsequently, water quality deposition from air into water. The 2004 RTP includes projects such as dewatering sites that will improve the application and collection of roadway sand and abrasives. Roadway Weather Information System (RWIS) is an ITS based system of data used to calculate the minimum amount of sand and salt necessary to maintain safe road conditions. Continued refinement is necessary to assure that only these minimum amounts are applied.

Both Caltrans and NDOT have taken leading roles in developing sanding, deicing and anti-icing operations in the Basin. Over the past several years, there has been a tremendous reduction in the amount of sand and salt applied to the Basins roadways. Part of the ability to accomplish this goal is the RWIS which provides DOT maintenance crews with real-time information on roadway temperatures and weather conditions.

Once applied, sand on the roadway needs to be clean up before it enters the water runoff or is entrained into the air by passing vehicles. Sweeping operations are critical to this effort, as are drop inlets and other water retention techniques to hold the water and allow particulate matter to settle out before it enters the Lake.

### **OUT OF BASIN TRANSPORT**

Pollution generated west of Lake Tahoe is carried to Tahoe by the prevailing winds, often settling in the Lake Tahoe Airshed. This air pollution is proven to affect the Tahoe Basin through scientific studies conducted by TRPA, in coordination with the California Air Resources Board. Dialogue with out-of-Basin partners needs to occur in an attempt to mitigate transport.

TRPA, Placer County, El Dorado County and Sacramento County are intricately entwined in an effort to reduce the amount of airborne pollution traveling east across the Sierra crest and into the Lake Tahoe Basin. Transportation and air quality programs that these other jurisdictions implement can affect the Basin's air quality. TRPA must develop a cooperative working relationship with these jurisdictions in order to address this issue.

### **AIR QUALITY PERFORMANCE MEASURES**

Performance in the Air Quality objective will be measured by the following improvements after 2004:

- Number of additional CNG or alternative fueled vehicles in each of the project categories;
- Number of additional CNG fueling stations;
- Reduction in the amount of sand and salt used, and increase the amounts collected during maintenance.

## WATER QUALITY ACTIONS

Water quality improvements are those projects and programs needed to address roadway runoff and control erosion and are categorized as Treatment of Roadway Runoff, and Erosion Control Along Roadways.

### TREATMENT OF ROADWAY RUNOFF

Treatment of roadway runoff continues to be a major emphasis of transportation planning in the Lake Tahoe Basin. The retrofit of the highway system which was built before the relationship between roadway runoff and lake clarity was scientifically understood continues to be a very high priority. In fact, both NDOT and Caltrans have allocated a majority of financial resources in the past ten years to addressing this issue.

Installation of curb and gutters along the highways, as well as drop-inlets, detention ponds, retention ponds and other techniques are critical to prohibiting the addition of pollutants to Lake Tahoe via roadway runoff. This effort is expensive, and often requires the acquisition of properties along the highway in order to build these facilities. In 2004, there are many segments of highway where the runoff is allowed to enter Lake Tahoe untreated. Over the next twenty years all segments of the roadways maintained by NDOT and Caltrans should be retrofitted to provide for these types of water quality treatments.

In addition to the need to treat sand and salt that is applied to the highways, erosion control projects are also required to reduce the amount of erosion that occurs as a result of the construction of the roadway itself. When a roadway is constructed, there is a series of "cuts and fills" that are used to achieve the desired cross section of roadway. Historically, when roadways were constructed those areas that required cuts were not necessarily reinforced to prevent erosion. These areas now require retrofitting with erosion control to prevent the continued erosion of soil onto and along the roadways.

The roadways act as conduits that can transport the eroded soil directly or indirectly via creeks and streams into the Lake. The treatment of these areas will assist in reducing the amount of soil that enters the roadway, thus reducing the potential volume of soil entering the Lake. Samples of erosion control actions include placing rock on the slopes to stabilize them and prevent erosion; revegetation of the slopes; cutbacks to reduce the severity of the slope; retaining walls and other site-specific alternatives. Each of these is designed to minimize the amount of erosion associated with the roadway segment itself.

An interesting aspect of water quality operations is addressing the snow removal during and after winter snow events. Rain carries pollution as runoff, so does snow as it melts. Snow removal and storage is an extensive and expensive operation. Both the snow conditions and removal operations affect traffic level of service, often leading to significant congestion and delays, lengthening vehicle idling times and thus increasing motor vehicle emissions. Snow storage areas must be identified and Best Management Practices (BMPs) applied to the snow storage site so that, as the snow melts, runoff is captured and treated before it reaches the lake.

### Erosion and Water Quality Improvement Projects

- SR 28 from Tahoe City to Stateline
- SR 28 from Stateline to Incline Village
- Carnelian Bay drainage system
- SR 28 from Sand Harbor to Chimney Beach
- SR 207 Kingsbury Grade
- SR 431 Mt. Rose Highway
- SR 89 from Tahoe City to Placer County line
- Binwall and water quality projects on US 50 combined
- Construction of de-watering sites

### WATER QUALITY PERFORMANCE MEASURES

Performance in the Water Quality objective will be measured by the following improvements after 2004:

- Number of additional linear feet of curb and gutter for conveyance;
- Number of additional water quality treatment features installed, such as drop inlets, detention ponds, etc.;
- Number of additional acres of area treated for erosion control;
- Amount of runoff treated relative to amount generated.

### REGIONAL ROADWAY ACTIONS

Regional roadway improvements are those projects needed to address roadway operations, safety and enhancement. Regional roadway actions include roadway improvements, intersection improvements, signalization improvements, ITS installations, visual quality or scenic improvements, and lighting. These various improvements may require construction of new roadways, widening existing roadway segments, changing intersections to provide additional vehicle capacity, turning lanes, truck climbing lanes, or other infrastructure type of actions designed to address the movement of vehicles. These actions may also be needed to address safety or maintenance issues. Changes are also needed to bring the roadway up to current/required design standards.

Roadway improvements are one of the most common issues faced by TRPA as development proposals are submitted for permit approvals. A new office complex, residential complex or recreation facility will generally have an impact on the adjacent roadway or intersection. TRPA tries to minimize these actions, but at times some improvements must be considered as mitigation for a particular development.

The issue becomes one of “capacity.” Roadway improvements often provide additional capacity for the flow of cars and trucks. The Compact does not prohibit additional roadway capacity, but it does require that when capacity increases are required, preference be given first to public transportation. The 2004 RTP emphasizes improvements to public mobility through a number of transit services, but recognizes that some roadway capacity projects may be required in order to provide for an effective and efficient transportation system. In most cases the improvements will not necessarily provide additional capacity (e.g. wider shoulders), but will make for a more improved transportation facility and improve safety and efficiency.

The cornerstone of an efficient roadway system is to provide mobility of both people and goods. At Lake Tahoe, traffic congestion creates secondary problems. These include air pollution from idling motor vehicles (which then can also create water quality impacts); economic impacts ranging from visitors not returning due to congestion to the ability of residents to access local services; safety impacts as frustration from both drivers and pedestrians is heightened; freight deliveries are delayed or contribute to the congestion.

### **INTELLIGENT TRANSPORTATION SYSTEMS**

The utilization of advanced technologies or Intelligent Transportation Systems (ITS) will help the Tahoe Basin better manage the transportation systems performance and safety. TMPO has developed an integrated ITS regional strategy that utilizes the latest advances in technology to make the existing transportation network more efficient. This strategy is contained within the *Tahoe Basin ITS Strategic Plan* adopted by the TMPO in 2002. TMPO will maintain the Regional ITS Architecture and ensure coordination between various projects. Map 4-3 shows the locations of the various weather and traffic monitoring locations within the Basin.

#### **Regional Roadway ITS Projects**

- Install and upgrade traffic operations equipment
- Install advanced weather information equipment
- Upgrade highway advisory radio systems
- Install permanent traffic monitoring equipment
- Install parking management equipment
- Install Sierra Traveler Operations System
- Install changeable message signs
- Install intersection video detection equipment
- Install “Real-Time” traffic monitoring equipment

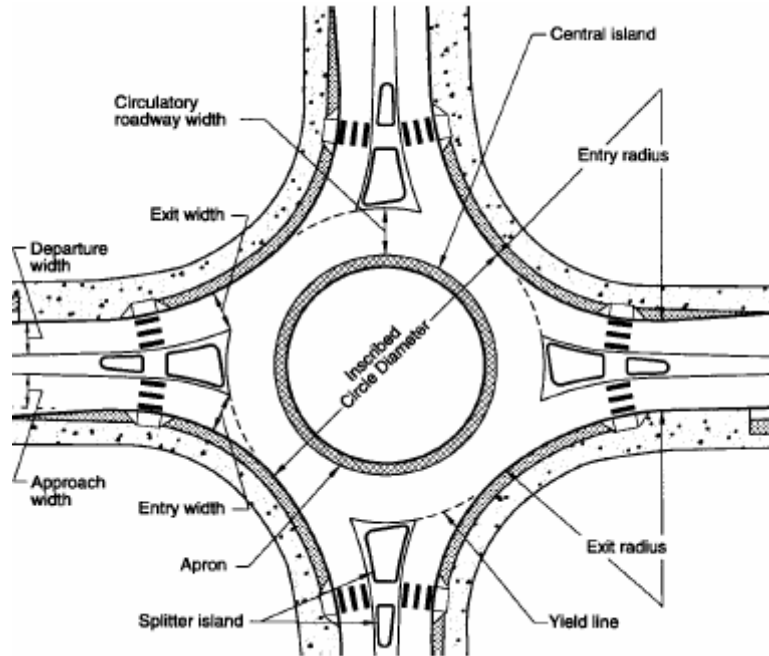
### **ROADWAY OPERATIONAL IMPROVEMENTS**

Delay improvements will focus on key areas where traffic congestion creates the greatest negative impacts. In particular, these areas include US 50 through the South Shore and SR 28 and SR 89 in and around Tahoe City. Although other areas have either seasonal or daily delay problems, these are the most severe. Vehicle hours of delay may be proposed as one indicator as part of the Pathway 2007 update to the TRPA Regional Plan.



[Delay problems will be addressed by improved signal timing, adding turn lanes at intersections, or completing new roadway alignments. ITS will also assist by providing traveler information regarding delays, accidents and alternative routes for consideration.](#)

[Recently, modern roundabouts \(such as the one depicted in Graph 4-1\) have been identified as an alternative to traditional intersections. Roundabouts tend to have better level of service than traditional intersection, reducing the delay associated with traffic signals. Roundabouts will be considered on a case-by-case basis.](#)



*Graph 4-1 Typical Roundabout*

[Traffic incidents or accidents also create delay. While recurring delay is easier to address due to its regular and obvious nature, non-recurring delay can also be addressed by improved communication and response to accidents and better construction zone traffic control.](#)

[Access management \(i.e. limitations on driveways or roadways that intersect with the regional roadway\) may also provide for delay reductions. Less friction created by side streets and driveways would reduce delay on the main roadway. Access should be via side streets, where possible, so that the conflicting movements exacerbated by driveways can be minimized.](#)

[Improvements to traffic signals and timing and removal of roadway parking on main thoroughfares are another key element to addressing delay. They allow for turning movements to be made in an orderly fashion, and reduce concurrent, conflicting movements. Traffic signal controls will be improved by better traffic detection technologies, interconnect signal control devices, improved intersection designs, additional turn lanes or improved information to motorists as they approach intersections.](#)

[Slow moving freight delivery vehicles or motor homes sometimes cause delay. Roadway improvements such as turnouts on rural sections of the regional roadway system will be used to allow trucks and slow moving vehicles a safe place to pull off the roadway to allow for passing cars.](#)

[Safety is a primary consideration for the regional roadway system. Safety projects shall be provided when a need has been identified or when State safety criteria have been](#)

met. Safety projects take a number of forms, including the installation of median barriers, traffic signals, binwall replacements and emergency call box installations.

Roadway maintenance projects provide for the preservation of the transportation infrastructure. Without maintenance, replacement of a facility is required sooner, resulting in increased costs and possible safety impacts. Maintenance projects range from pavement crack sealing to pavement overlays to complete reconstruction of the roadway surface and subsurface. Other maintenance is associated with bridges, signals, sidewalks and bicycle facilities, water quality treatment facilities and safety facilities.

### **Delay Reductions**

- U.S. 50/Tahoe Keys Boulevard intersection improvements
- South Y intersection improvements
- Fanny Bridge/SR 89 realignment
- U.S. 50/Pioner Trail intersection improvements
- U.S. 50 /Lake Parkway intersection improvements
- U.S. 50/Sierra Boulevard intersection improvements
- U.S. 50 Alternate Loop roadway improvements
- Pedestrian signal at Tahoe City and Fanny Bridge
- Install traffic signal at SR 89 and Alpine Meadows Road
- Modify signal at SR 267 and SR 28
- SR 267 truck climbing lane
- Apache Ave./US 50 intersection signalization improvements

### **Safety Improvement Projects**

- Fanny Bridge replacement
- Upgrade retaining wall at Emerald Bay
- Repair Echo Summit viaduct

### **Maintenance and rehabilitation projects**

- Grind and replace asphalt at Meyer maintenance yard
- Micro-surfacing
- Repair and replace sandhouses
- SR 89 and US 50 bridge deck rehabilitation

### **ROADWAY ENHANCEMENTS**

Roadway enhancement projects add to the look or visual context of the roadway or enhance the roadway system. Examples of these types of projects include under-grounding of utility lines, landscaping, lighting, bicycle and pedestrian facilities, scenic turnouts, bus shelters and other construction projects that enhance the function of the roadway.

### **Enhancement Projects**

- Tree planting on SR 28
- Tree planting Meyers to Stateline
- Tree planting Luther Pass to Emerald Bay
- Lighting and landscaping US 50 between Park Ave and South Y
- Scenic turnouts

## **REGIONAL ROADWAY PERFORMANCE MEASURES**

Performance in the Regional Roadway objective will be measured by the following improvements after 2004:

- Number of Regional Transportation Improvement Program projects constructed (Roadway Operations only);
- Number of Federal Transportation Improvement Program projects constructed (Roadway Operations only);
- Number of Congestion Mitigation – Air Quality projects constructed;
- Number of Transportation Enhancement projects constructed;
- Number of ITS projects implemented;
- Scenic travel route rating improvements.

## **LAND USE ACTIONS**

Land use improvements or actions are those projects, programs and regulations designed to link land use and transportation decisions such that each compliments the other.

## **TRANSIT ORIENTED DEVELOPMENT**

Transit oriented development (TOD) is recommended to increase transit ridership. TOD links easy access to transit with economic, social, environmental and quality of life goals.

As the Tahoe Basin nears full build-out under TRPA regulations, continued economic and community growth will be directed to re-development type of activities in the urban centers. The current Community Plans were developed with this concept in mind, clustering businesses in a central area so that sprawl was prevented.

The next generation of TOD will focus on the City of South Lake Tahoe and the US 50 corridor, as well as smaller areas such as Tahoe City and other areas of the North and West Shores. TOD would allow for additional commercial and residential development in these areas. TRPA regulations will be established to provide incentives to build mixed-use development (commercial, residential, etc) in areas within ¼ - ½ mile from US 50, thereby increasing the viability of walking to and using transit service, and disincentives to development outside TOD areas. TRPA regulations will support economic incentives to transit by making re-development in these areas economically attractive, while development outside of TOD areas may have to pay higher mitigation fees to further support transit use and operations.

### **Transit Oriented Development Projects**

- Development of TOD incentives and disincentives as part of the Pathway 2007 Regional Plan process.

## **PARKING**

Parking continues to be an essential ingredient to any transportation program, and Tahoe is no exception. Parking supply, demand, its location, whether it is free or

whether fees are charged, employer involvement, and community goals all influence whether parking is an incentive or disincentive to the use of the private automobile. Parking next to transit service supports transit use and is critical to its success, whether its regional access to the Basin, express services in urban cores, or seasonal recreational access. Specific parking projects are identified in the 2004 RTP list of projects. Parking management shall be considered as a tool to refine existing parking situations region-wide and a possible means of generating revenue for change of operations.

### **Parking Projects**

- Acquisition of parking areas for express transit services
- Acquisition of parking areas for waterborne transit services
- Acquisition of parking areas for intercity transit services
- Acquisition of parking areas for vanpool and carpool programs

### **DEVELOPMENT AND DEMAND REDUCTION CONTROLS**

Development and demand reduction controls allow TRPA to manage the types, location, size of development and any mitigation that might be required of that development. These controls are outlined in the TRPA Code of Ordinances, Regional Plan, Goals and Policies Plan and other regulatory mechanisms.

Chapter 97, for examples, requires employers to implement measures that assist employees with transit or other non-single occupant type of travel.

The USPS Master Plan was adopted to support reductions in transportation demand related to personal mail pick-up. In order to reduce vehicle miles traveled, TRPA and the USPS developed a master plan that provided for improvements to postal facilities in exchange for implementation of home mail delivery.

### **DEVELOPMENT OUTSIDE THE BASIN**

Development from surrounding urban areas in California and Nevada will continue to provide the visitors that contribute to transportation and environment impacts inside the Basin. TRPA does not have jurisdiction outside of the Basin, but may partner in influencing development impacts through cooperation, planning and involvement with outside Basin agencies. This activity is essential to support inter-dependence on the transportation network. Examples of how this could work include building transit friendly facilities, i.e., park and ride lots, train stations, transit centers in the “Tahoe Gateway” communities to intercept travelers before they enter the Tahoe Basin.

### **LAND USE PERFORMANCE MEASURES**

Performance in the Land Use objective will be measured by the following improvements after 2004:

- Number of public parking spaces constructed or acquired for use in support of public mobility;
- Number of miles of easements or constructed dedicated transit lanes;

## ACTION PLAN ANALYSIS

In order to complete the air quality analysis and plan impact analysis for the 2004 RTP a method to determine future travel demand for the Basin was needed. The following discussion explains the methods reviewed and developed. The full text of the analysis is contained in Appendix D.

The traffic model developed to estimate vehicle miles traveled in the Tahoe Region categorizes vehicle trips into ten different trip types. The ten trip types fall into one of two categories: visitor and resident trips. There are five resident trip-types: resident home-based work (RHBW); resident home-based other (RHBO); resident home based recreation (RHBR); resident non-home based (RNHB); and resident external (REXT). There are four trip-types that fall within the visitor trip category: visitor home based other (VHBO); visitor home based recreation (VHBR); visitor non-home based (VNHB) and visitor external (VEXT). In addition, there is one category that does not fit into either of these categories, and it is through trips. These are vehicle trips that begin and end outside of the Region, and merely pass through, never stopping within the Region. Each of these trip types “behaves” in its own manner. The strategies implemented in the Tahoe Region need to address the patterns and behaviors exhibited by each of these.

### Travel Characteristics

Travel demand estimates in the 2004 RTP were generated using a methodology derived from transportation model forecasting assumptions used in previous TRPA analytical work to provide an interim forecast for the 2004 RTP. This methodology was developed because agency staff and consultant team members believe that previous modeling efforts either overestimated or underestimated Vehicle Miles Traveled (VMT) in the Tahoe Basin. Previous modeling efforts utilized one of two methods to estimate future growth in VMT: a method utilizing estimates generated by TRPA’s TRANPLAN travel demand forecasting model or a method that compared traffic volumes generated as a forecast by the travel demand model with traffic volumes from field observations undertaken in 1999. The method to estimate growth in VMT included in the 2004 RTP is called the “Updated Derived Method” (UDM) and uses midpoint values between those produced by the two previous modeling methodologies. The travel demand analysis is based on data generated for a Friday in August. This is the day representing the one-day that annually has the highest traffic volumes in the Tahoe Basin during the workweek and outside of a holiday period.

Table 4-1, contains a comparison of travel demand characteristics described for the period between 1995 and 2027 based on the UDM methodology and the Tier 1 (Baseline) list of projects, while Table 4-2 includes a comparison of travel demand variables for the same period using the Tier 2 (Enhanced Baseline) list of projects. Please refer to Appendix D for complete information.

<u>Table 4-1: TIER ONE (BASELINE) BASIN TRAVEL CHARACTERISTICS</u>			
<u>Vehicle Trips</u>	<u>1995</u>	<u>2027</u>	<u>Percent Change</u>
<u>Resident</u>	<u>195,084</u>	<u>214,220</u>	<u>10%</u>
<u>Visitor</u>	<u>143,882</u>	<u>178,655</u>	<u>24%</u>
<u>Through</u>	<u>4,025</u>	<u>5,271</u>	<u>31%</u>
<u>Totals</u>	<u>342,991</u>	<u>398,146</u>	<u>16%</u>
<u>Vehicle Miles Traveled (VMT)</u>	<u>1995</u>	<u>2027</u>	<u>Percent Change</u>
<u>Resident</u>	<u>689,567</u>	<u>788,697</u>	<u>14%</u>
<u>Visitor</u>	<u>973,945</u>	<u>1,247,85</u>	<u>28%</u>
<u>Through</u>	<u>71,567</u>	<u>92,771</u>	<u>30%</u>
<u>Totals</u>	<u>1,735,079</u>	<u>2,129,32</u>	<u>23%</u>
		<u>2</u>	
Source: Parsons Brinckerhoff, TRPA, 2004.			

The Basin Travel Forecasts calculated using the UDM methodology identifies a 16 percent increase in vehicle trips in the Tahoe Basin and a 23 percent increase in VMT by 2027 with the implementation of all projects identified as part of the Tier One (Baseline) list of projects.

The evaluation of the Tier Two (Enhanced Baseline) list of projects indicates that there will be a one percent reduction in the increase in total

vehicle trips and total VMT in the Tahoe Basin with the implementation of all Tier Two projects. This will result in a slightly lower increase in vehicle trips at 15 percent and VMT at 22 percent over 1995 levels.

<u>Table 4-2: TIER TWO (ENHANCED BASELINE) BASIN TRAVEL CHARACTERISTICS</u>			
<u>Vehicle Trips</u>	<u>1995</u>	<u>2027</u>	<u>Percent Increase</u>
<u>Resident</u>	<u>195,084</u>	<u>212,30</u>	<u>9%</u>
<u>Visitor</u>	<u>143,882</u>	<u>176,836</u>	<u>23%</u>
<u>Through</u>	<u>4,025</u>	<u>5,271</u>	<u>31%</u>
<u>Totals</u>	<u>342,991</u>	<u>394,413</u>	<u>15%</u>
<u>Vehicle Miles Traveled (VMT)</u>	<u>1995</u>	<u>2027</u>	<u>Percent Increase</u>
<u>Resident</u>	<u>689,567</u>	<u>781,647</u>	<u>13%</u>
<u>Visitor</u>	<u>973,945</u>	<u>1,236,27</u>	<u>27%</u>
<u>Through</u>	<u>71,567</u>	<u>92,771</u>	<u>30%</u>
<u>Totals</u>	<u>1,735,079</u>	<u>2,110,68</u>	<u>22%</u>
		<u>8</u>	
Source: Parsons Brinckerhoff, TRPA, 2004.			

TRPA is undertaking a full travel forecasting model update for the Lake Tahoe Basin that will be incorporated into future updates of the Regional Transportation Plan. The new model will provide a more rigorous analysis and will be a more informative tool for testing transportation, land use and policy strategies for meeting the long-term travel needs and air quality goals of the Basin.

~~The Regional Transportation Plan Control Program – Action Element contains transportation capital improvement projects, plans and programs needed to achieve transportation goals, carry out transportation policies, and implement transportation objectives.~~

~~The Control Program – Action Element contains the following sections:~~

- ~~◆ Mass Transportation~~
- ~~◆ Transportation Demand Management (TDM)~~
- ~~◆ Transportation System Management (TSM)~~
- ~~◆ Bikeways/ Pedestrian Facilities~~
- ~~◆ Aviation and Waterborne Services~~
- ~~◆ Streets and Highways~~
- ~~◆ Social Services Transportation~~

### **~~Mass Transportation~~**



~~The expansion of existing transit services and the implementation of new mass transportation systems should result in significant reductions in vehicle miles of travel (VMT) and also reduce congestion on the highway system. Mass transportation improvements should also provide better access to basic goods and services for the Region's residents and visitors. By increasing transit use and reducing vehicle trip demand, fewer VMTs would be generated, although person trips should continue to increase as a result of continued population growth within and around the Region. More frequent service on existing routes and extension of services to new areas should also improve the existing highway systems level of service (LOS) by reducing vehicle demand on the system.~~

~~Existing transit services should be expanded through the extension of services to new areas and by increasing service frequency on major travel corridors. Along with service expansions, transit facilities and incentives which will encourage increased ridership levels are also recommended.~~

~~The Tahoe Transportation District (TTD) is given the authority by the Compact to own and operate a public transportation system to the exclusion of all other publicly operated transportation systems in the Region. The TTD is encouraged to seek funding which will allow it to become an active provider of transportation services in the Tahoe Region.~~

### **~~Short-Term Transit Improvements – South Shore~~**

~~The City of South Lake Tahoe, El Dorado County and Douglas County should provide transit service to residential neighborhoods which currently are not served by public transit. These services may be provided with either fixed route transit, feeder services to fixed route transit, demand responsive transportation, or a combination of these transportation services.~~



~~The provision of public transportation services should be coordinated to reduce costs of service and avoid duplication of services. Transit services operated by the City of South Lake Tahoe, El Dorado County, and Douglas County should be designed to provide for coordination of services. The operators of public transit services are urged to enter into agreements to either combine services or to ensure the coordination of these services.~~

~~The City of South Lake Tahoe shall develop a multi-modal transportation center as part of the redevelopment project underway in the Stateline area. This transportation center shall be located on U.S. 50. This center should be highly visible and offer convenient access to existing and future transportation systems. The center should also contain a transportation information center and a visitor information center.~~

~~Transit service should continue to be offered 24 hours per day in the South Shore. Transit headways should not exceed 10 minutes along U.S. 50 in the visitor core from the Bijou area through the Stateline area to Kahle Drive, between the hour of 11:00 am and 1:00 am. Headways should not exceed 20 minutes between the hours of 7:00 am and 11:00 am. Headways in the visitor core area, between the hours of 1:00 am and 7:00 am, should not exceed 60 minutes.~~

~~Visitor shuttles should be used to provide transit service in the visitor core area. The shuttle vehicles should be designed to attract visitor use, with a vintage trolley design recommended. Free transit fares should be implemented for service in the core area if feasible.~~

~~Along the remaining portions of U.S. 50, headways should not exceed 15 minutes between the hours of 7:00 am and 6:00 pm, 30 minutes between 6:00 pm and midnight, and 60 minutes between midnight and 7:00 am. Headways for fixed route transit service in the remainder of the South Shore should not exceed 60 minutes. Transit headway improvements should be phased in over a five-year period along with the requisite acquisition of capital equipment.~~

~~Demand responsive services or other methods of providing public transportation service should be operated by the counties or the City which will provide a basic level of service to residents in lower density residential areas.~~

~~The City of South Lake Tahoe should provide transit service to the airport to offset the impacts of commercial air service expansion. Transit service should be scheduled to meet incoming flights and to arrive early enough to accommodate passengers on departing flights. The City is encouraged to enter into agreements with the gaming industry, hotels and motels, and time-share and condominium developments to provide the necessary level of transit services.~~

~~Public transportation services should be provided to serve recreational areas on the South Shore. Transit service to the beaches and campgrounds, scenic areas such as Emerald Bay, and trail heads should be implemented during the summer season between Memorial Day and Labor Day. These services should be implemented by the City of South Lake Tahoe, El Dorado County, Douglas County, the U.S. Forest Service, the California Department of Parks and Recreation, and the Nevada Division of State Parks. Gaming interests should coordinate their shuttle services to the campgrounds with these services. A single service operating between the campgrounds and the South Stateline area is encouraged.~~



~~Transit shelters should be located at major transit stops along the U.S. 50 corridor and at transfer points between system routes. Major transfer facilities with upgraded shelters should be provided at the base of Kingsbury Grade near U.S. 50 and at the South Tahoe Wye. Upgraded shelters should be provided at Ski Run Boulevard and at Al Tahoe Boulevard. Transit stops should be sited at locations selected by the transit operator and should be located to facilitate access to the transit system.~~

### **~~Short-Term Transit Improvements – North Shore~~**

~~Placer County and Washoe County should provide transit service to residential neighborhoods currently not served by public transit. These services may be fixed route transit, feeder services to fixed routes, demand responsive transportation, or a combination of transportation services.~~

~~The provision of public transportation services should be coordinated to reduce costs of service and avoid duplication of services. Transportation services operated by general improvement districts (GIDs) or other special purpose districts should be closely coordinated with service provided by Placer County and Washoe County. The operators of public transit services are urged to enter into agreements to combine services and to ensure the coordination of services.~~

~~Placer County and Washoe County should provide transportation centers within Tahoe City, Kings Beach, the North Stateline area, and Incline Village. These transportation centers should be highly visible and offer convenient access to existing and future transportation systems. The centers should also contain transportation and visitor information centers.~~

~~Transit service should be offered for a period of at least 18 hours per day on the North Shore. Transit service headways should not exceed 30 minutes along California/Nevada 28, between the hours of 6:00 am and 6:00 pm, and not exceed 60 minute headways during the remainder of the service day. Within the Tahoe City urban area, between the hours of 10:00 am and 6:00 pm, headways should not exceed 15 minutes. This level of transit service can be achieved by using a combination of fixed route transit service and local shuttle services.~~

~~Demand responsive services or other methods of providing public transportation service should be operated by the Counties which will provide a basic level of service to residents in lower density residential areas.~~

~~Public transportation services should also be provided to serve recreational areas on the North Shore. Transit service to beaches and campgrounds, scenic areas, and trail heads should be provided during the summer season between Memorial Day and Labor Day. These services should be implemented by Placer and Washoe Counties, the U.S. Forest Service, the California Department of Parks and Recreation, the Nevada Division of State Parks, and general improvement districts or other entities operating recreational facilities.~~

~~Commercial, residential and recreational developments adjacent to California 89, California 267, and Nevada 431 should also provide transportation services. Developments in Squaw Valley, including the Resort at Squaw Creek and Squaw Valley Ski Corporation, and Northstar should offer transit services for their guests and employees. If constructed, the Galena resort on Nevada 431 should also provide transportation services to the Region. These services should be coordinated with the public transportation services offered by Placer, Nevada and Washoe Counties.~~

~~Transit shelters should be located at major transit stops along California 89 and California/Nevada 28, and at transfer points between routes. Major transfer facilities with upgraded shelters should be provided at the intersection of California 28 and 89 and at the intersection of California 28 and 267. Transit stops should be sited by the transit operator and should be located to facilitate ease of access to the transit system.~~

~~Contributing to the success of any public transit system is system reliability. At this time, the TART system does not have adequate maintenance facilities needed to assure this reliability. The County of Placer needs to seek funding and construct a new maintenance facility to be located in the TART service area.~~

### **~~Short-Term Transit Improvements – Regional~~**

~~Ski areas should continue to provide ski shuttles. The coordination of ski shuttle services and public transit services is encouraged to allow the use of common stops and shelters. Ski shuttle fares should be nominal or free.~~

~~Public or private interests offering summer recreational activities or events, such as river rafting, on-Lake excursion services, or public special events and programs, should provide transit or shuttle services for their patrons, or incentives to use available public transit services.~~

~~During the summer months, between Memorial Day and Labor Day, public transit service should be provided connecting transit services on the North Shore and the South Shore. The service should connect at Meeks Bay and include stops at scenic attractions, campgrounds, beaches and recreational facilities along the route. Service should be provided between the hours of 7:00 am and 7:00 pm.~~

~~Headways should not exceed 60 minutes. If rider demand warrants, service hours to campgrounds along the route should be extended. Service along this route should be provided jointly by El Dorado County and Placer County. Connecting service should be coordinated with the beach and campground services offered on the South Shore. The City of South Lake Tahoe, the U.S. Forest Service, and the California Department of Parks and Recreation should also participate in providing this service. Transit services should also be provided between the North and South Shore areas of the Region and to recreational areas along Nevada 28 and U.S. 50.~~

~~Summer excursion bus service should be offered to provide a means of around-the-Lake travel by public transit. This service should be operated between Memorial Day and Labor Day, twelve hours per day. The service should operate hourly between the hours of 7:00 am and 7:00 pm. Passengers would be provided a narrative history about Lake~~

~~Tahoe and its points of interest. Passengers would be able to get off the bus at various locations to participate in a variety of activities, and reboard a later bus to complete their trip.~~

~~Connecting transportation services between the North Shore of the Tahoe Region and population centers and transportation terminals in Reno and AMTRAK service in Truckee should be provided by Placer County and Washoe County. Nevada County should also participate in providing service to Truckee. Service should be offered between the hours of 6:00 am and 10:00 pm. Headways should not exceed 60 minutes. Vehicles should be up to date and maintained to ensure reliability.~~

~~Transportation services should also be implemented connecting out-of-area residential areas to the Region. Services should be provided to Carson City, Minden and Gardnerville. At a minimum, these services should operate between the hours of 6:00 am and 8:00 pm, with four trips per day. The park and ride lot located near the intersection of U.S. 50 and U.S. 395 in Carson City should be upgraded to include lighting and a paved parking area. This service could be provided by public agencies in partnership with private interests. TRPA recommends forming a public-private partnership involving the gaming industry, Douglas County and Carson City to provide service.~~

### **Long-Term Transit Improvements**

~~Several priority mass transit improvements within the Tahoe Region and on transportation routes leading to the Region require significant lead time to fully develop and implement. These time constraints require these improvements to be identified as long-term transit projects, but does not alter the need for or the priority of these improvements. It simply places these improvements in a realistic timeframe.~~

~~Reflecting the high priority given to these mass transportation improvements, TRPA recommends that needed feasibility and planning studies, and preliminary design work be completed as soon as possible. Where right-of-way or access controls are needed to protect the integrity of these improvements, action to acquire or preserve and protect existing right-of-way should be taken as soon as fiscally possible by the appropriate agencies.~~

~~Long-term mass transportation improvements include the following:~~

~~1. Fixed guideway systems along the U.S. 50 Corridor, as follows:~~

~~A. People mover system from the South Stateline core area to the Regan Beach area with a possible extension to the South Wye.~~

~~The proposed people mover system would serve the area of highest visitor travel demand. The system would utilize twenty passenger automated vehicles in an exclusive right-of-way which are capable of 1 minute, or less, headways during peak periods.~~

~~B. Light rail transportation from east of Kingsbury Grade, through the South Stateline core area, to the South Lake Tahoe Airport.~~

~~Light rail transportation services should be provided if it is found to be fiscally and operationally feasible to implement. The service should be provided in place of the people mover system if it is found to be more cost-effective.~~

- ~~2. Aerial tramways connecting population and recreational centers in both the South and North Shore areas of the Region, as follows:
  - ~~A. Tramway from the South Stateline multi-modal transportation center to the Heavenly Valley ski area.~~
  - ~~B. Tramway from the Tahoe City vicinity to Alpine Meadows through the Ward Creek drainage area.~~~~
- ~~3. Development of improved integrity rail services utilizing the U.S. 50 corridor and the Interstate 80 corridor, with direct connections to the Tahoe Region via California Route 89 or California Route 267, and with access to recreational areas adjacent to these routes.~~

### ***Transportation Demand Management***



~~As noted in Volume II, Introduction and Problem Assessment, several highway segments and intersections on the Region's highway system do not meet the level of service criteria contained in the Regional Plan Goals and Policies. Also, traffic on U.S. 50 has not been reduced consistent with the carbon monoxide threshold management standard. In order to meet TRPA goals and standards for traffic, strategies have to be implemented which will reduce congestion and improve LOS.~~

~~These strategies can either increase the capacity of the highway system, reduce the level of demand placed on the system, or spread the period of peak demand.~~

~~Increasing the capacity of the Region's transportation system can be accomplished by adding facilities to the system and by reducing demand placed upon the system. Reducing the number of vehicle trips through transportation demand management (TDM) strategies can be an effective way of accommodating anticipated population growth without a concurrent increase in vehicle trips. Transportation demand management strategies include incentives and disincentives to driving alone, and also provide alternatives to driving.~~

~~Transportation demand management strategies include the following:~~

- ~~1. Employer-Based Trip Reduction Programs~~
- ~~2. Parking Management~~
- ~~3. Shuttle Programs~~
- ~~4. Transit Incentives~~
- ~~5. Ride-Sharing Facilities~~
- ~~6. Vehicle Rental Programs~~
- ~~7. Postal Delivery System Improvements~~

## **Employer-Based Trip Reduction Programs**

~~TRPA shall propose for adoption ordinances requiring employers and commercial or retail developments to implement trip reduction programs. Employer-based trip reduction is a program of measures designed to reduce the number of vehicles travelling to and from employment sites. Reducing the number of commuter and other work-related travel in single-occupant automobiles can reduce congestion.~~

~~Employer-based trip reduction programs should achieve an average employee vehicle ridership of 1.5 employees per vehicle. This average vehicle ridership may be achieved through car-pooling, vanpooling, employee shuttles, public transit programs, or promoting non-vehicular transportation. Commercial and retail employers are urged to form or join Transportation Management Associations (TMA) to help develop and implement trip reduction plans and programs.~~

~~Trip reduction plans should include the following:~~

- ~~A. An evaluation of current average vehicle ridership as determined by an employee survey of at least three months in duration.~~
- ~~B. Designation of an employee transportation manager and coordinator.~~
- ~~C. A description of incentives, services and marketing programs to be offered to employees.~~
- ~~D. Budgets for the employer's trip reduction program.~~
- ~~E. A statement of average weekly staff hours devoted to the trip reduction program.~~
- ~~F. A statement of commitment to plan implementation.~~
- ~~G. Public transit information relative to the work site.~~
- ~~H. Geographic and demographic data pertinent to site-specific trip reduction planning.~~
- ~~I. An evaluation of the incentives, services, and marketing programs in the trip reduction plan from previous years.~~

~~Employer-based trip reduction plans should include on-site carpool matching services and public transit pass subsidies. The trip reduction plan should also address employee parking pricing and supply limits, travel allowances or subsidies for ridesharing, guaranteed ride home program, vanpool or shuttle program, flexible work hours and on-site services such as showers, bicycle lockers, food services, automatic teller machines, child-care center, and the use of fleet vehicles by groups of employees.~~

~~Trip reduction plans should be appropriate for the size of the employer or development. Large employers (50 or more employees) and developments with 50 or more employees on-site should comply with all of the measures required by the adopted ordinance.~~

~~Smaller employers or developments may be given more flexibility in developing plans and programs for meeting the required 1.5 employees per vehicle average.~~

### **Parking Management**

~~Person trips are generated by land uses and activities, such as residential dwellings, hotels, employment centers and recreational facilities. Ample, free parking tends to encourage making these trips in private vehicles, generating excess vehicle trips. Parking is also expensive to construct, and uses large amounts of land, creating land coverage.~~

~~To reduce reliance on the private automobile and to increase average vehicle occupancy rates in the Region, TRPA shall propose for adoption a parking management ordinance. Local jurisdictions may adopt parking management ordinances which shall be at least as restrictive as the TRPA ordinance.~~

~~The parking management ordinance should set the minimum and maximum number of parking spaces required for employees and patrons of commercial and retail uses. The number of required parking spaces shall be sufficient to meet the minimum needs of the use in order to reduce the amount of off-site or otherwise illegal parking. The minimum number of parking spaces to be provided for employees maybe reduced through the implementation of employer-based trip reduction programs. The maximum number of parking spaces for patrons may be reduced with the implementation of private shuttle systems or public transportation system subsidies in an amount sufficient to offset the trips generated by the required parking. Before reductions in the number of required parking spaces can be approved, the applicant must prepare a parking management plan.~~

~~The parking management plan should include the following information:~~

- ~~A. The number of on-site parking spaces required by the use or activity.~~
- ~~B. The number and type of parking spaces to be provided on-site such as: employee parking, transient parking for on-site uses, parking for high-occupancy vehicles, parking for compact cars and handicapped parking.~~
- ~~C. The number, location and type of any parking spaces to be provided off-site and the method of transporting persons between the off-site facility and the on-site use.~~
- ~~D. Alternative modes of transportation such as public transit, carpools, vanpools and shuttles available and to be provided.~~
- ~~E. Location of all vehicular and pedestrian entrances and exits.~~

~~The parking management ordinance shall include requirements for paid parking in parking lots and parking structures open to the public. Proceeds from these parking fees could be used to subsidize the employer-based trip reduction programs required above and patron shuttle systems.~~

~~The parking management ordinance shall encourage the consolidation of off-street public parking within commercial areas, and limit any on-street parking use. Shuttle systems should be implemented to serve public parking areas that are located outside of activity areas. Community plans will address public parking programs for their areas.~~

~~Parking for residential uses should conform to local ordinances, but shall provide a minimum of two spaces per residential unit. These spaces shall be provided on-site. A residential unit with a garage shall count only one space in the garage toward meeting this requirement.~~

### **Shuttle Programs**

~~Shuttle services for guests and patrons of hotels, motels, time shares, and condominiums are encouraged as a means of increasing the average vehicle occupancy rates for visitors to the Region. Provision of these services will reduce the need to drive private vehicles. Commercial interests providing gaming and other recreational or excursion activities should also provide shuttle services to their patrons. Patrons and guests should also be provided with information on public and private transportation services which are offered in the Region.~~

~~Shuttle services should be coordinated where possible, with agreements between operators being entered into to reduce duplication. Transportation Management Associations on both the North and South Shore areas of Lake Tahoe should provide this coordination.~~

### **Transit Incentives**

~~Transit incentives should be provided by commercial interests and by those entities which provide or manage recreational activities. Reduced or free transit fares for patrons, guests, and other visitors to the Region will encourage use of available public transit systems and reduce the need for providing additional parking. Transit incentives should be part of the employer-based trip reduction programs, and are required to allow a reduction in the amount of parking spaces required for commercial and recreational needs.~~

~~Fare-free transit should be provided for transit services within the Region, except for services connecting the North and South Shore areas, transit services connecting the Region with areas outside of the Region, and other specialized transit services offered to the public, such as around the Lake services.~~

~~Until subsidies required to implement fare-free transit service can be obtained, fare-free transit should be offered on peak season weekends and holidays. Operating subsidies for these services could be provided by special assessment districts.~~

~~Improved access to transit provides an incentive to use transit. Transit stops with benches and shelters should be provided at stops where there are high concentrations of visitor lodging and recreational activities. Transit information should be readily available at these locations.~~

## **Ride-Sharing Facilities**

~~To encourage ride-sharing, TRPA urges the construction of ride-sharing facilities in fringe areas of the Region and at locations along highways leading into the Region. Ridesharing facilities should also be provided by employers as part of the employer-based trip reduction programs.~~

~~The States of California and Nevada should construct additional park-and-ride facilities along highways leading into the Region. These facilities should offer paved parking, lighting and shelters for persons waiting for public transit. The counties in the Region should participate in the construction of these facilities, as appropriate. Improved park-and-ride facilities should be located on U.S. 50 at the base of Spooner Summit and in the Meyers area. Facilities should also be located on California 89 and 267 in Truckee.~~

~~Ride-sharing facilities at the work place should provide preferential parking for carpools and vanpools, loading areas, information centers, and facilities as identified in the employer-based trip reduction program discussed above.~~

## **Vehicle Rentals**

~~The rental of vehicles in the Tahoe Region should be discouraged as an incentive to utilize mass transportation facilities. Vehicles either rented or returned in the Tahoe Region shall be assessed an air quality and traffic mitigation fee. Proceeds from the fees should be applied to the operating costs of public transportation. Alternative technology for powering vehicles is encouraged.~~

## **Home Mail Delivery**

~~TRPA has approved the U.S. Postal Service Tahoe Regional Master Plan for the provision of postal service in the Region. Home mail delivery has been found an effective means for reducing regional VMT and DVTE, and should be expanded. The U.S. Postal Service and TRPA shall implement the action elements contained in the Tahoe Regional Master Plan within the constraints of future available financial resources.<sup>§</sup>~~

## **Transportation System Management**



~~Transportation system management (TSM) measures are capital and operational improvements to existing highway facilities which can enhance the ability of these facilities to accommodate higher traffic demands, decrease congestion and improve system level of service. Included among these TSM measures are intersection improvements, access controls and turn lanes, vehicle turn-outs, passing lanes, high occupancy vehicle (HOV) lanes, on-street parking controls, and roadway designs which accommodate non-vehicular traffic.~~

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<sup>§</sup> Amended 12/22/00



## **Intersection Improvements**

~~In developed areas, the level of service of the highway system is usually determined by intersection level of service. Frequently the level of service at intersections can be improved through revised lane configurations, new left or right turn lanes, improved signal timing, or traffic control devices. Intersection improvements have been identified for several intersections within the Region which currently do not meet the level of service criteria identified in the Regional Plan Goals and Policies. On the South Shore improvements include, but are not limited to, the following intersections:~~

- ~~A. — U.S. 50~~
  - ~~1. South Lake Tahoe Wye~~
  - ~~2. Tahoe Keys Boulevard~~
  - ~~3. Ski Run Boulevard~~
  - ~~4. Nevada 207 (Kingsbury Grade)~~

~~On the North Shore, the following intersections also need improvements:~~

- ~~A. — California 89~~
  - ~~1. California 28 (Wye)~~
  - ~~2. Granlibakken Road~~
- ~~B. — California 28~~
  - ~~1. Grove Street~~
  - ~~2. California 267 (Brockway Summit)~~

~~Additional intersections in the Region may be identified in the future which will require capital or operational improvements. Intersection signalization improvements are not specifically identified, but may be proposed by the entity with jurisdiction. Signals should be installed at intersections only as warrants are clearly met.~~

## **Access Controls and Turn Lanes**

~~Poorly managed, direct access to major highways can have a serious effect on the capacity, quality of traffic flow and safety of the roadway. As business and commercial interests develop adjacent to a highway, requests for direct access increase. As the number of access points increases, conflicting turning movements and delays caused by vehicles turning from the highway to adjacent land uses cause traffic to slow, degrading the level of service of the facility. — To preserve or improve upon existing levels of service, either additional traffic capacity has to be provided through the construction of additional lanes, or conflicting movements and slowed traffic have to be reduced.~~

~~Access controls which limit the impact of direct access points on the highway by reducing the number of access points will improve level of service. These controls can include a number of strategies, including limiting the number of new access points, identifying alternative access points, redesigning access points to reduce their impacts, and controlling or limiting turning movements.~~

~~TRPA has completed an Access Control Plan for U.S. 50, and will prepare plans for California 89, and California/Nevada 28. These access plans will evaluate a number of criteria, including traffic, environmental impacts, and institutional issues.~~

~~Left and right turn lanes should be considered for reducing turning conflicts. As part of the development of access controls, TRPA will evaluate the need for and potential locations of additional or extended continuous left turn lanes or additional right turn lanes.~~

~~The continuous left turn lane in Incline Village should be extended (east and west) along Nevada 28 to its intersections with Lake Shore Drive.~~

### **Vehicle Turnouts**

~~Traffic flow on the Region's highways is often impeded by slow moving traffic. On scenic roadways in the Region, visitor and recreational traffic tends to move more slowly than other traffic in order to view the frequent scenic vistas around Lake Tahoe. However, few opportunities are afforded these travellers to pull off the roadway.~~

~~Scenic turnouts at strategic locations should be provided to move slow moving vehicles out of the traffic stream. Scenic turnouts should be provided along California 89 on the West Shore and California/Nevada 28 on the North Shore. Locations of scenic turnouts should be situated to provide convenient access and not impede traffic flow. Existing turnouts should be modified to improve ease of access.~~

### **Passing Lanes**

~~Passing lanes afford an opportunity to reduce congestion at selected locations on the highway system without increasing the overall capacity of the facility. Passing lanes allow traffic capable of moving faster on hilly sections to overtake slower moving traffic allowing an increase in average vehicle travel speed on the highway, resulting in an improvement in LOS.~~

~~Extension of the existing passing lanes on U.S. 50 westbound at Echo Summit should be considered. A study of the extent and feasibility should be completed before the project is proposed for funding. A passing lane should also be constructed on westbound California 28 at Dollar Hill, and on northbound California 267 over Brockway Summit.~~

### **High Occupancy Vehicle Lanes**

~~High occupancy vehicle (HOV) lanes are frequently used to expand the capacity of the existing roadway by constructing an additional lane or designating an existing lane for high occupancy vehicles only. HOV lanes can be reversible lanes which change direction of travel to coincide with peak period directional traffic flow. Experience in other areas has shown that designating exiting lanes as HOV lanes can be counter-productive because the capacity of the roadways reduced significantly for non-high occupancy vehicles. Construction of new lanes, restriping existing pavement, or utilizing center lanes as reversible HOV lanes tend to be the more successful strategies.~~

~~TRPA recommends that a detailed design study be completed for California 89 from Tahoe City to the Alpine Meadows Road intersection which considers the inclusion of an exclusive transit lane. This center lane could be reversible to provide higher capacity during peak traffic demand periods. TRPA also recommends that California 89 be restriped for three lanes from its intersection with Squaw Valley Road to Truckee.~~

### **~~On-Street Parking Controls~~**

~~On-street parking can significantly reduce the through capacity of a roadway, degrading its level of service. Vehicles attempting to park or exit a parking space interfere with through traffic and slow traffic speeds. Parking movements can also increase the incidence of accidents. On-street parking should be discouraged along the major highways in the Region.~~

~~On-street parking should not be allowed along U.S. 50 in the South Shore. On-street parking on California 28 in Tahoe City should be converted to parallel parking as soon as possible and be phased out to attain and maintain level-of-service standards. Removal of existing on-street parking should be coordinated with the provision of off-street parking. Off-street parking should be provided with joint access and served with connecting roads.~~

~~On-street parking should be prohibited during peak traffic demand periods on California/Nevada 28, California 89, California 267, Nevada 431, and Nevada 207. On-street parking should be limited on major local roadways, including Pioneer Trail, Al Tahoe Boulevard, Tahoe Keys Boulevard, and Ski Run Boulevard between U.S. 50 and Needle Peak Road.~~

### **~~Roadway Designs for Non-vehicular Traffic~~**

~~While bicycle and pedestrian facilities do exist adjacent to highways in some areas of the Region, they do not exist in all areas. These facilities are not maintained during the winter months and, as a result, are not generally available for use. Although highways are generally not designed to accommodate pedestrian or bicycle traffic, they are frequently used by both. In areas where pedestrian or bicycle facilities are provided, bicyclists are frequently found to be using the roadway rather than the bicycle facilities. The use of the highway system by pedestrians and bicyclists creates traffic conflicts, reduces traffic speeds and creates hazardous conditions. To reduce traffic conflicts, roadways should be designed with adequate shoulder widths to allow bicyclists and pedestrians to remain out of the traffic stream.~~

~~Bicycle travel can be enhanced by improved maintenance and upgrading existing roads that are used regularly by bicyclists, regardless of whether or not bikeways are designated. The width and quality of the surface of the right-hand portion of the roadway should be improved and maintained in a condition suitable for bicycle riding. In constructing new roads, adequate width should be provided to permit shared use by motorists and bicyclists. When resurfacing roadways, shoulders should also be surfaced, as well as traffic lanes. Paved roadway widths should be wide enough that when striping a roadway edge, sufficient room outside the stripe can be provided for bicyclists.~~

~~TRPA will conduct an inventory of existing roadway shoulders, and will recommend~~

~~areas where improvements to widen existing shoulders should be undertaken.~~

### **~~Regional Pedestrian and Bicycle Facilities~~**



~~Regional pedestrian and bicycle systems should be completed to provide safe and viable alternatives to automobile use. Pedestrian access to various activities can reduce the number of vehicles using the highway system by encouraging walking rather than driving a vehicle. Pedestrian access to public transportation is an important factor in increasing ridership on these systems.~~

~~Bicycle travel is an important component of the Regional transportation system, particularly during the spring, summer and fall seasons. Both recreational and commuter bicycle facilities should be provided.~~

### **~~Pedestrian Facilities~~**

~~Regional pedestrian facilities should be constructed to provide for walking trips from residential areas and visitor accommodations to schools, commercial areas, employment centers and recreational areas. Pedestrian facilities should also be completed to provide connections between residential neighborhoods. All pedestrian facilities shall be fully accessible.~~

~~Within commercial areas, pedestrian facilities should allow and encourage short distance trips to be made by walking. Where feasible, pedestrian facilities should be upgraded to provide a pedestrian oriented environment. During the winter months, pedestrian facilities should be kept clear of snow and ice. Snow and ice control, and removal, through the use of heated pavement is encouraged.~~

~~Priority regional pedestrian project areas include the following:~~

- ~~A. — California 28 — Tahoe City urbanized area.~~
- ~~B. — South Shore redevelopment area.~~
- ~~C. — U.S. 50 — Kingsbury Grade to Kahle Drive.~~
- ~~D. — California 28 — Kings Beach and Tahoe Vista areas.~~
- ~~E. — U.S. 50 — Ski Run Boulevard to Al Tahoe Boulevard.~~
- ~~F. — South Stateline loop roads.~~
- ~~G. — Kingsbury Grade from U.S. 50 to lower Kingsbury commercial area.~~
- ~~H. — South Tahoe Wye commercial area.~~

~~I. — Incline Village commercial and recreational areas.~~

~~J. — Pioneer Trail — Ski Run Boulevard to U.S. 50 and the Stateline area.~~

~~K. — North Stateline area.~~

~~Upon completion of the loop roads in the South Stateline area, U.S. 50 should be narrowed to three lanes to provide for improved pedestrian circulation and access to the activities in this area. Narrowing of the highway would be consistent with the recommendations of the South Stateline Redevelopment Plan.~~

~~Pedestrian crossings in the South and North Stateline areas should be provided to create a more pedestrian oriented environment. Grade separated crossings of U.S. 50 and California/Nevada 28 should be considered for construction in these areas. Pedestrian malls and transit malls are also encouraged for consideration in the South and North Stateline areas.~~

## ~~**Bicycle Facilities**~~

~~Regional bicycle facilities experience heavy recreational use during the spring, summer, and fall seasons. Additional bicycle facilities are needed to complete and connect the existing Regional bicycle system segments. Improvements to bicycle routes to ensure the safety of bicyclists should also be undertaken. Grates and other roadway drainage facilities should be constructed or replaced to avoid trapping bicycle tires or otherwise creating unnecessary impediments to bicycle use. Secure bicycle parking or storage facilities need to be provided at businesses, recreational areas, and employment centers.~~

~~All classes of bicycle facilities are encouraged for construction in the Region. Class I, II, and III bicycle facilities should be considered for all areas, with a review of the expected type of bicycle use helping to determine the most appropriate class of bicycle facility.~~

~~Bicycle routes are classified as follows:~~

~~Class I — Bicycle path on separate right-of-way designated for exclusive use of bicycles.~~

~~Class II — Bicycle lane on restricted right-of-way on roadways for exclusive or semi-exclusive use by bicyclists, separated from traffic by shoulder striping.~~

~~Class III — Bicycle route on shared right-of-way designated by signs or pavement markings.~~

~~In developed areas, the use of parallel facilities is often considered as the best way to reduce bicycle and vehicle conflicts. However, it has been found that the use of parallel facilities for bike routes has not always been successful. Bicyclists want to use the most direct route and tend to continue to use the main and most direct roadways. It is generally better to maximize the safety of the routes that are most likely to be used by bicyclists rather than trying to change bicyclists' habits. Providing Class II bicycle facilities on major roadways with appropriate lane striping and warning signs is recommended where~~

~~feasible. Highways should be designed and constructed to provide adequate space on roadway shoulders for commuting bicyclists.~~

~~Recreational routes can make successful use of both separate and parallel routes. Gaps in the existing Class I routes should be closed and the system should be extended around the Lake. Class I and Class II bicycle facilities are encouraged to provide access to recreational areas and facilities.~~

~~The following regional bicycle facilities should be constructed:~~

- ~~Class I — U.S. 50, Ski Run Boulevard to Park Avenue~~
- ~~—— U.S. 50, Meyers~~
- ~~—— Elk Point Road to Kingsbury Grade bike trail~~
- ~~—— U.S. 50, Fremont to Harrison~~
- ~~—— Fanny Bridge to Tahoe State Recreation Area~~
- ~~—— Incline Village to Sand Harbor~~
- ~~—— California 89, Emerald Bay to Baldwin Beach~~
- ~~—— California 89, Meeks Bay Bike Trail~~
- ~~—— North Tahoe Regional Park to Dollar Hill~~
- ~~—— California 89, Meeks Bay to Emerald Bay~~
- ~~—— U.S. 50, Arapaho Drive~~
- ~~—— Unconstructed Route 50 right-of-way, Meyers to Stateline~~
  
- ~~Class II — Pioneer Trail, El Dorado County line to existing bike lane~~
- ~~—— Nevada 28, Incline Village between East Lake Shore Drive and West Lake Shore Drive~~
- ~~—— California/Nevada 28, Dollar Hill to Incline Village Lakeview Avenue, Bellevue to Harrison~~
- ~~—— North Upper Truckee River Road, U.S. 50 (Meyers) to Mt. Rainier Drive~~
- ~~—— D Street, U.S. 50 to Lake Tahoe Boulevard~~
- ~~—— U.S. 50, Elks Point Road to Nevada 28~~
- ~~—— Nevada 28, U.S. 50 to Sand Harbor~~
- ~~—— Country Club Drive, Lake Shore Drive to Driver Way~~
- ~~—— Northwood Boulevard, Village Boulevard east to Nevada 28~~
- ~~—— Incline Way, Country Club Drive to Southwood Boulevard~~
- ~~—— Mount Rose Highway, Nevada 28 to Campbell Road~~
- ~~—— Campbell Road, Mount Rose Highway to Village Boulevard~~
- ~~—— Ski Way, Country Club Drive to Fairview Boulevard~~

~~Class III bicycle routes are encouraged where Class I bicycle paths or Class II bicycle lanes are not feasible. Bicycle routes should be implemented in local areas to provide designated routes connecting local land uses or activities. These routes would not normally be considered as segments of the regional bicycle system except where no feasible alternative exists to bypass an area with unique impediments to constructing bicycle paths or lanes.~~

## **~~Aviation and Waterborne Services~~**



~~Air travel and waterborne transportation provide two different opportunities for reducing dependency on the automobile for travel in the Region. Air travel provides an alternative means for access to the Tahoe Region, and waterborne services provide alternative means for travelling within the Region.~~

~~Air service provides access to the Region from international, national, and regional or nearby origins. Travelling by air allows travellers to come to the Region without their vehicles. This provides an opportunity to encourage these travellers to limit their use of automobiles while in the Region by ensuring that alternative and convenient transportation services are available.~~

~~Waterborne services provide an opportunity to travel to scenic attractions within the Region using alternative means of transportation. These services, when coupled with mass transportation or shuttle systems for ground access to waterborne services, can significantly reduce dependency on the automobile.~~

### **~~Aviation Services~~**

~~Air travel is a viable alternative for travel to the Region and should be allowed to expand provided any adverse impacts can be mitigated to less than significant levels. Expansion of air service levels shall be consistent with the TRPA approved Airport Master Plan.~~

~~Parking at the airport should be limited to the existing parking area, and no expansion in parking should be allowed. Highway access to the airport should be designed to meet anticipated increases in air travel service levels. However, the Lake Tahoe Airport should encourage public and private transportation modes for ground access to the airport. There should be limited availability of rental vehicles at the airport.~~

~~Location of additional airport facilities shall be limited to existing sites.~~

### **~~Waterborne Services~~**

~~Waterborne transportation services are encouraged to expand, provided any negative impacts can be mitigated. Private waterborne service operators are encouraged to provide waterborne services as an alternative for commuting from areas around the Lake to other areas, particularly from the North Shore to the South Shore. Waterborne transportation services linking Tahoe City to South Lake Tahoe, Kings Beach, and Incline Village/Crystal Bay are encouraged.~~

~~Waterborne excursion services are also encouraged to expand and provide alternative transportation access to scenic areas and recreational activities. Public participation in the provision of waterborne services should be limited to public ground transportation and planning for shore-side facilities needed for docking, ticketing, parking, and ground transfers. Community Plans with lakeside activity areas should provide for waterborne transportation services and shore-side facilities, and for pedestrian and public transportation access.~~

## **Streets and Highways**



~~The Tahoe Regional Planning Compact calls for a reduction of dependency on the automobile in serving the transportation needs of the Region. The Compact also states that where increases in capacity are required, TRPA shall give preference to providing such capacity through public transportation and public programs and projects related to transportation.~~

~~The Compact also calls for a transportation plan for the integrated development of a regional system of transportation, including but not limited to parkways and highways. The Compact says that the transportation plan shall give consideration to the completion of the South Stateline Loop Road system.~~

~~The importance of limiting automobile use in the Region is understood and priority is given to implementing public transportation services. However, it should be recognized that the private automobile is and, in the near future, will continue to be the primary mode of transportation. Streets and highways shall be maintained and should be improved to meet growing demands. Additional roadways may be needed to allow the expansion of transit services.~~

~~The following street and highway projects are recommended in the Tahoe Region:~~

- ~~South Shore — Completion of the Loop Road system in the South Stateline area consistent with the South Tahoe Redevelopment Plan.~~
- ~~————— Montreal Road extension from the South Loop Road to Needle Peak Road and Pioneer Trail.~~
- ~~————— An improved connection between Kingsbury Grade and the South Loop Road.~~
- ~~————— Completion of Pioneer Trail upgrading project to include shoulders, turn lanes, and horizontal and vertical curve improvements, from U.S. 50 (Meyers) to Needle Peak.~~
- ~~North Shore — California 28 improvements through Tahoe City from the intersection of California 28 and 89 (Tahoe City Wye) to the State Recreation Area.~~
- ~~————— Realignment of California 89 westward to the vicinity of the Galtrans maintenance yard on the Truckee River. The new road alignment would cross the 64-acre tract to rejoin California 89 north of Granlibakken Road.~~
- ~~————— Completion of circulation improvements (including a possible loop road system) in the North Stateline area.~~

~~Local streets are important on a regional scale because they can reduce demand on regional serving highways. Circulation improvements may also be required to serve local traffic needs. Local streets which will provide connections between residential areas and adjacent residential areas, schools, and commercial areas are encouraged, provided these local streets do not encourage through traffic. Additional local streets may be identified in community plans. These facilities may be included in the Regional Transportation Plan, provided it can be demonstrated that they are needed to improve~~



~~local circulation and will reduce traffic demand on the regional highway network.~~

~~Service roads connecting businesses and parking lots in commercial areas should be provided wherever possible. Service roads can preserve the capacity of the Region's highways in commercial areas by reducing the number of turning and parking conflicts, and by providing access for commercial service vehicles. Service roads in the Tahoe City shall be considered in order to preserve the capacity of California 28 through the commercial area.~~

~~Where alternative access exists, commercial deliveries should be prohibited from any portion of the travel lanes and turn lanes on U.S. 50, California 89, and California/Nevada 28. Service roads should be designed to accommodate commercial vehicles, but should also be designed to discourage through traffic seeking to bypass commercial area traffic.~~

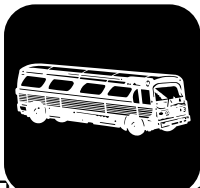
~~In April, 1990, TRPA amended the Regional Transportation Plan to recommend to the State of California: 1) rescission of the freeway designation of the unconstructed Route 50 right-of-way from Meyers to Stateline, 2) retention of the portion of the right-of-way between Meyers and Al Tahoe Boulevard for mass transit facilities, pedestrian and bicycle trails, and other conveyances not involving the use of automobiles, 3) retention of the portion from Al Tahoe Boulevard to Needle Peak Road as a future transportation corridor.~~

~~In regard to the unconstructed Route 50 right-of-way, TRPA recommends the following actions:~~

- ~~1. Rescission of the freeway adoption of Route 50.~~
- ~~2. Programming right-of-way for the Montreal Road extension and a Class I bicycle facility.~~
- ~~3. Constructing the Montreal Road extension as a local arterial on the portion of the rescinded freeway alignment from Stateline to Needle Peak Road.~~
- ~~4. Retaining that portion of the unconstructed Route 50 right-of-way from Needle Peak Road to Al Tahoe Boulevard for future use as a transportation corridor, including the possible construction of a local arterial.~~
- ~~5. Constructing a Class I bicycle facility from Meyers to Needle Peak in the rescinded freeway alignment.~~

~~Only that portion of the unconstructed Route 50 right-of-way sufficient to accommodate these proposed transportation uses should be retained. Excess right-of-way should be disposed of.~~

### ***Social Services Transportation***



~~Transportation services for the elderly, handicapped and persons of limited means residing in the Tahoe Region are provided by several private and public social services agencies. These services are widely used and appear to be meeting the demand placed on them. Transit~~

~~service is available in much of the Region, but not in all areas. Demand-responsive and subsidized taxi service programs are also available.~~

~~The opportunity for coordination of existing social service transportation programs is limited. Although some coordination of services does exist, the needs of individual social services agencies' clients tend to be specialized which often makes coordination of transportation services impractical. Several agencies do subsidize their clients' use of available public transportation.~~

~~Public-private partnerships should be provided which will optimize the provision of transportation services to the elderly, handicapped, and others with specialized transportation needs.~~

~~On the South Shore, the City of South Lake Tahoe, El Dorado County, and Douglas County should develop agreements to provide services for persons requiring specialized transportation services, and allowing these services to cross City and County boundaries and the state line. Although the majority of transit dependent persons in the South Shore area reside within the City of South Lake Tahoe, El Dorado County provides for the transportation needs of these people through the El Dorado County Department of Senior and Family Services.~~

~~On the North Shore, Placer County and Washoe County should develop agreements to participate in the funding and provision of social services transportation across the state line. Placer County should also develop a similar agreement with Nevada County to provide specialized transportation services to Truckee.~~

~~The Tahoe Transportation District (TTD) is the designated Consolidated Transportation Services Agency (CTSA) for the Tahoe Region. However, the TTD has never provided transportation services and has not been active since 1989. A single specialized transportation services provider should be established for the South Shore by agreement between the City of South Lake Tahoe, El Dorado and Douglas Counties. This service provider should be designated as the CTSA.~~

~~A similar agreement between Placer, Nevada, and Washoe Counties should also be entered into. Placer County should be designated as the North Shore CTSA.~~

~~Specialized transportation services should continue to be provided to the elderly and handicapped transit dependent residents of the Region. Accessible public transit vehicles should be provided on all routes and feeder routes. Accessible demand responsive services should be provided to those who cannot access or do not have fixed-route public transportation services. All public transportation facilities, including pedestrian facilities, transit vehicles, shelters and stops, transfer stations, and multi-modal transportation centers shall be fully accessible to the handicapped.~~

