

Stakeholder Alternatives Matrix Form

Transportation

TRPA Staff Proposed Goal	Suggested Goal Language	TRPA Staff Proposed Policy *	Suggested Policy Language **	TRPA Staff Proposed Implementation Measure	Suggested Implementation Measure
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This table represents proposed additions or changes to TRPA's proposed Alternative 4.

T-5 Inter-Intra Regional Transportation: Strengthen inter- and intra-regional transportation options into the Lake Tahoe Region that reduce dependency on the automobile.		T-5.1 Participate in state and local transportation planning efforts to ensure coordination and consistency in the transportation system, and to strengthen linkages of both inter- and intra-regional transportation.			
		T-5.4 Work with appropriate public entities, tribal governments, and private interest groups in the Region to ensure coordination and consistency in transportation planning efforts within multijurisdictional transportation corridors.	T-5.4 Work with appropriate public entities, tribal governments, and private <u>and public</u> interest groups in the Region to ensure coordination and consistency in transportation planning efforts within multijurisdictional transportation corridors.		
		T-5.5 Conduct and implement the recommendations of inter- and intra-regional transit studies that include North-South and other connections from outside of the Region.	T-5.5 Conduct and implement the recommendations of inter- and intra-regional transit studies that include North-South and other connections from outside of the Region, <u>so long as the recommended actions reduce the EPPM when compared to the private automobile.</u>		
		T-5.6 Actively support Transportation Management Associations (TMAs) in the Tahoe Region.			
		T-5.7 Work with organizations (including the Lake Tahoe Transportation and Water Coalition) that advocate and facilitate public-private transportation partnerships, new sources of funding, and seek coordination among various transit operators and providers for the benefit of improved transportation in the Lake Tahoe Region.			
		T-5.8 Encourage waterborne transportation systems as an alternative to automobile travel within the region using best available technology to	(Agree with deletion)	T-IMP-8. Provide North-South waterborne connection. Deleted during stakeholder process.	

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		<p>minimize air quality impacts to the maximum extent feasible. Coordinate waterborne services with, and provide access to, other public and private transportation systems.</p> <p><i>Deleted from Alt. 4 during stakeholder process.</i></p> <p><i>(Transportation Factsheet, 11)</i></p>		(Transportation Factsheet, 12)	
		<p>Existing: T5.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.</p> <p>Alt. 2: SAME</p>			
		<p>T-5.3. Require the development and use of "park and ride" facilities in locations where existing parking lots may facilitate a shift to non-auto modes or ridesharing.</p>			

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<p>T-1 Pedestrian Transit Oriented Development. Plan for and promote land use changes and development patterns encouraging walkable, mixed-use centers and supporting transportation enhancements. Promote environmental improvements that improve the viability of transit systems.</p>	<p>T-1: <u>Walkable communities</u>: Plan for and promote land use changes and development patterns encouraging walkable, mixed-use centers and supporting transportation enhancements.</p>	<p>T-1.1 Mixed-use development strategies are encouraged at key locations around existing and planned transit stops in redevelopment areas.</p>	<p>T-1.1 Mixed-use development strategies <u>that do not increase the Basin's overall population or land coverage</u> are encouraged at key locations around transit stops in redevelopment areas.</p>		<p>T-1.1 IMP: Limit development strategies for density increases to key locations around transportation stops in redevelopment areas.</p>
		<p>T-1.2 Promote redevelopment that encourages walking, bicycling and easy access to transit stops</p>			
		<p>T-1.3 Redevelopment is encouraged to employ shared (bundled) parking and other parking management strategies for mixed-use centers where shared parking is managed at a district scale and not site-by-site. There may be a combination of both off-street and on-street parking reinforcing the pedestrian nature of mixed-use centers.</p>		<p>T-IMP-1. Eliminate parking minimums, establish parking maximums region-wide, and set minimum standards for bicycle parking facilities.</p>	<p>T-IMP-1 <u>Reduce parking minimums, establish parking maximums, establish parking-as-commodity programs</u> and set minimum standards for bicycle parking facilities.</p> <p>ADD as Transportation Implementation Measure: Enforce <u>parking regulations, including no parking on shoulders.</u></p>
		<p>T-1.4 Provide incentives to redevelopment areas encouraging mixed-use development, transit, walking and bicycling. These incentives include, but are not limited to: reduced parking requirements, and height</p>	<p>T-1.4 <u>Improved transit, walking and bicycling facilities will be required for all new development and redevelopment projects.</u></p>	<p>T-IMP-1.</p>	<p>IMP-1 as modified above.</p>

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		exceptions.			
		T-1.5 Site planning and design shall emphasize transit, walkability and pedestrian-friendly features and respond to a variety of site conditions and context.		T.IMP-6. Require all commercial, multifamily, tourist, recreation, and public-service (including roadway) projects to incorporate pedestrian and bicycle facilities into their plans, consistent with the Lake Tahoe Region Bicycle and Pedestrian Plan. Implementation of the facilities will be through construction, easements, or in-lieu fees, to be determined by TRPA as appropriate to the scale of development.	
T-1 Pedestrian Transit Oriented Development. Plan for and promote land use changes and development patterns encouraging walkable, mixed-use centers and supporting transportation enhancements. Promote environmental improvements that improve the viability of transit systems.		T-1.6 A “park once” environment shall be encouraged for accessing local services, encouraging residents and visitors to use non-auto modes for trips within the Region.	T-1.6 A “park once” environment shall be encouraged for accessing local services <u>and</u> <u>tourist areas</u> and encouraging residents and visitors to use non-auto modes for trips within the Region.	<p>T.IMP-1.</p> <p>T.IMP-2. Generate revenue from private vehicle use, and/or parking management plans as described in Mobility 2030. While each Community Plan or individual jurisdiction may develop its own set of parking management plans, strategies could include shared lots in central areas; incentives to visitors to arrive without a car (such as reduced hotel room rates and/or overnight parking charges, free transit or discount passes, and deep discount transit passes for community residents. Market rate parking charges, parking charges based on congestion levels, or in-lieu parking fees in accordance with Urban Land Institute standards would be required.</p> <p>T.IMP-3. Increase usage of Intelligent Transportation Systems (ITS) technology.</p> <p>Changed in the Factsheet FollowUp (page 4): <i>Work with local jurisdictions and communities to develop area-wide parking strategies that are tailored to the needs of each Community Plan area and consistent with achievement of PTOD. Strategies could include:</i></p> <ul style="list-style-type: none"> • <i>reduction or elimination of minimum parking standards</i> • <i>creation of maximum parking standards</i> • <i>shared parking between uses</i> • <i>in-lieu payment to meet parking requirements</i> • <i>on-street parking</i> • <i>parking along major regional travel routes</i> 	<p>T.IMP-2: Work with local jurisdictions and communities to develop area-wide parking strategies that are tailored to the needs of each Community Plan area and consistent with achievement of <u>the thresholds</u>. Strategies include:</p> <ul style="list-style-type: none"> - Park once - reduction or elimination of minimum parking standards - creation of maximum parking standards - <u>parking-as-commodity programs</u> - shared parking between uses - on-street parking - parking along major regional travel routes provided parking areas are paved - handicapped–disabled parking - creation of bicycle parking standards - free transit or discount passes - deep discount transit passes for community residents - market-rate parking charges (including parking charges based on congestion levels)

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				<ul style="list-style-type: none"> • <i>handicapped–disabled parking</i> • <i>creation of bicycle parking standards</i> • <i>free transit or discount passes</i> • <i>deep discount transit passes for community residents</i> • <i>market-rate parking charges (including parking charges based on congestion levels)</i> 	
		<p>T-1.7 Redevelopment is encouraged to make use of existing transportation facilities. At priority locations, transit facilities should be expanded and encouraged with appropriate economic incentives.</p>	<p>T-1.7: <u>Development and redevelopment patterns shall make use of existing transportation facilities and promote the use of mass transit modes, so as long as the use of an emissions per person-per mile analysis and actual ridership numbers demonstrates an emissions reduction.</u></p>		<p>ADD as Transportation Implementation Measure: <u>TRPA will evaluate the transportation impacts of proposed plans and projects through analyzing the impacts on VMT, daily vehicle trips, LOS and emissions per person per mile (EPPM).</u></p> <p>ADD as Transportation Implementation Measure: <u>TRPA will support mass transit options that demonstrate a reduction in emissions per person per mile (EPPM). Mass transit which increases the EPPM over existing options will not be permitted.</u></p>
			<p>ADD as Transportation Policy: <u>Any development or redevelopment and land uses shall reduce and control their local, regional, and cumulative traffic impacts.</u></p>		<p>ADD as Transportation Implementation Measure: <u>Development and Redevelopment projects and other Land Uses that do not fully reduce and control their local, regional and cumulative traffic impacts will not be permitted.</u></p> <p>ADD as Transportation Implementation Measure: <u>Any new project receiving 'incentives' from TRPA and/or receiving development allocations must demonstrate a net improvement in traffic conditions.</u></p>
		<p>T-1.8 PTOD sites are recommended to be designed with sensitivity to the local context and honoring the difference in scale between the North Shore and South Shore.</p>	<p>T-1.8 Community Plans shall be designed for transit (emissions per person per mile reduction transit), bicycle and pedestrian access, with sensitivity to the local context and honoring the difference in scale between the North, <u>West, East</u> and South Shore.</p>		<p>ADD as Transportation Implementation Measure: <u>Robust public process and input will guide alternative transportation decisions in community plan areas.</u></p>

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		T-1.9 Give preference to funding non-auto modes when mitigating traffic and transportation related impacts for new projects or redevelopment areas.	T-1.9 Give preference to funding non-auto modes <u>that reduce the EPPM</u> when mitigating traffic and transportation related impacts for new projects or redevelopment areas.	T-IMP-16. Require projects that are used as traffic and air quality mitigation to be within a quarter-mile of the projects they are mitigating.	T-IMP-16. Require projects that are used as traffic and transportation-related air quality mitigation to be within a quarter-mile of the projects they are mitigating. <u>Where significant impacts are predicted to occur at specific locations, impacts must be reduced and controlled at those specific locations in order to attain threshold standards.</u>
T-2 Pedestrian & Bicycle Friendly Communities: Design an atmosphere that encourages bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.		T-2.6 Intersections and driveways shall be designed and sited to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities. Give priority to bicyclists and pedestrians at signalized intersections.	T-2.6 Intersections and driveways shall be designed and sited to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities. Give priority to bicyclists and pedestrians at signalized intersections <u>while maintaining adequate traffic flow.</u>	T-IMP-6.	ADD as Transportation Implementation Measure: <u>Program signals with sensors for bicycles in bike lanes to provide priority access at intersection.</u>
T-4 Mass Transit: Actively encourage the development and implementation of services and programs to expand the operation and use of environmentally conscious public transit in the Lake Tahoe region.		T-4.1 Encourage, and support as appropriate, improvements to existing transit systems such as increases in frequency, preferential signal controls, expansion of service area, or extension of service hours.	T-4.1 Encourage and support <u>improvements</u> to existing transit systems <u>that reduce emissions per person per mile (EPPM) compared to the private automobile</u> such as increases in frequency, preferential signal controls, expansion of service area, <u>and/or</u> extension of service hours.		ADD as Transportation Implementation Measure: <u>Transit systems will be tailored to address the Basin's differing populations (residents versus visitors), seasons and peak vs. non-peak hours.</u>
Changed during stakeholder process (likely only alt 2 changed): "Actively encourage expansion of operation and use of public transit"		T-4.2 Provide transit facilities that encourage transit, bicycle, and pedestrian usage.	T-4.2 Provide transit facilities that encourage transit, bicycle, and pedestrian usage <u>where such facilities do not negatively impact other thresholds.</u>		
		T-4.3 New transit vehicles shall seek to maximize bicycle carrying capacity using best available technology.	T-4.3 New transit vehicles shall <u>maximize bicycle carrying capacity</u> using best available technology.		ADD as Transportation Implementation Measure: <u>All new public transit vehicles must provide equipment or space for carrying bicycles.</u>
		T-4.4 Fare options such as free fares, deeply discounted			

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		passes, or other fare alternatives will be investigated and implemented, where appropriate.			
		T-4.5 Transit service shall be provided to major summer and winter recreational areas, with assistance from the Forest Service.	T-4.5 Transit service <u>that reduces the EPPM</u> shall be provided to major summer and winter recreational areas. <u>For publicly-owned lands, the public land management agency responsible for the recreation area will assist TRPA in providing this service.</u>		ADD as Transportation Implementation Measure: <u>TRPA will work with the USFS to provide adequate and convenient transit services to and from major summer and winter recreation areas on USFS land. Increased transit service will be prioritized over the addition of parking spaces at recreational areas (e.g. hiking trailheads). Transit options that provide service from trailhead to trailhead on popular "hike- or bike-through routes" are encouraged to support recreation and reduce "two-car" trips.</u>
		T-4.6 The expansion of private and public transit excursion services should be encouraged in the Region.	T-4.6 The expansion of private and public transit excursion services <u>that reduce EPPM</u> should be encouraged in the Region.		
		T-4.7 Dedicated transit rights-of-way shall be acquired where feasible.		T.IMP-4. Provide dedicated transit right-of-way in Community Plans.	
		T-4.8. Public transit fleets will use best available technology to reduce emissions and support air quality goals.	T-4.8. Public transit fleets will use best available technology to reduce emissions and support <u>attainment and maintenance of air quality threshold standards.</u>	T.IMP-10. Increase fixed-route transit frequency on the North Shore and South Shore between land use districts designated as Town Center/Tourist Center to 15 minutes or better, extend service to evening hours where not currently available, extend transit into neighborhoods and recreation sites, and provide free transit on all fixed-routes.	T.IMP-10. Increase fixed-route transit frequency on the North Shore and South Shore between <u>areas with Community Plans</u> to 15 minutes or better <u>during peak use hours</u> , extend service to evening hours where ridership can be developed, extend transit into neighborhoods and recreation sites, and provide free transit on all fixed-routes. <u>Improvements will be tailored to address resident and visitor travel needs, as appropriate</u>

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<p>T-4 Mass Transit: Actively encourage the development and implementation of services and programs to expand the operation and use of environmentally conscious public transit in the Lake Tahoe region.</p> <p>Changed during stakeholder process (likely only alt 2 changed):</p> <p>“Actively encourage expansion of operation and use of public transit ”</p>		<p>T-4.9 Public transit services shall be operated efficiently and effectively.</p>			
		<p>T-4.10 Public and private vehicle fleets shall utilize alternative fuels to the maximum extent feasible to reduce emissions and support air quality goals.</p>	<p>T-4.10 Public and private vehicle fleets shall utilize alternative fuels to the maximum extent feasible to reduce emissions and support <u>attainment and maintenance of</u> air quality threshold standards.</p>	<p>T-IMP-5</p>	
<p>T-3 Technology: the utilization of intelligent transportation systems (its) technology shall be considered and implemented, and</p>		<p>T-3.1 Develop and maintain real-time information services on changeable message signs, via the internet and over the telephone for road conditions, transit services, and bicycle routes.</p>		<p>T-IMP-3.</p>	

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<p>technology will be used to increase usage of alternative modes.</p>		<p>Existing: T3.D Transit service shall be expanded to cities, towns, and recreational areas outside of the Tahoe Region, and be coordinated with other transportation modes. Alt 2: SAME, T-5.2</p>	<p>Existing: T3.D/Proposed as T-5.2: Transit service shall be expanded to cities, towns, and recreational areas outside of the Tahoe Region, and be coordinated with other transportation modes. <u>Expanded service must utilize vehicles with lower EPPM than the private automobile.</u></p>	<p>T-IMP-11. Construct external intercept lots with shuttles to land use districts designated as Town Center/Tourist Center</p>	<p>T-IMP-11. Construct external intercept lots with shuttles to <u>the South Lake Tahoe "Y", South Stateline, Incline Village, Kings Beach and Tahoe City. Shuttles will also accommodate stops along these routes to rural communities.</u></p>
		<p>T-3.2 Implement electronic and automated payment systems for transit systems and parking areas where appropriate.</p>		<p>T-IMP-3.</p>	
		<p>T-2.3 Prioritize constructing pedestrian and bicycle facilities in urbanized areas of the region, facilities that increase connectivity of the pedestrian and bicycle network, and facilities that can be constructed concurrently with other projects.</p>	<p>T-2.3 Prioritize constructing pedestrian and bicycle facilities in urbanized areas of the region, facilities that increase connectivity of the pedestrian and bicycle network, and facilities that can be constructed concurrently with other projects. <u>providing the projects are consistent with threshold attainment.</u></p>	<p>T-IMP-6. T-IMP-7 Changed during stakeholder process to: Pedestrian and Class II bicycle facilities (bike lanes) meeting AASHTO standards must be constructed, upgraded, and maintained where feasible along major travel routes when the edge of roadway is altered or improved. Where bicycle lanes are not feasible due to environmental or land ownership constraints, provide as much shoulder area as possible for safe bicycle passage. Added in Factsheet FollowUp page 1: <i>Construct, upgrade, and maintain pedestrian and bicycle facilities along major travel routes.</i> <i>T-IMP-7: Pedestrian and Class II bicycle facilities (bike lanes) meeting AASHTO standards must be constructed, upgraded, and maintained where feasible along major travel routes consistent with the TRPA Bike and Pedestrian Plan when the edge of roadway is altered or improved. Where bicycle lanes are not feasible due to environmental or land ownership constraints, provide as much shoulder area as possible for safe bicycle passage.</i></p>	<p>.IMP-7: Pedestrian and Class II bicycle facilities (bike lanes) meeting AASHTO standards <u>along roadways</u> must be constructed, upgraded, and maintained <u>along</u> major travel routes consistent with the TRPA Bike and Pedestrian Plan when the edge of roadway is altered or improved. Where bicycle lanes are not feasible due to environmental or land ownership constraints, provide as much shoulder area as possible for safe bicycle passage consistent with threshold standards.</p>

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<p>T-2 Pedestrian & Bicycle Friendly Communities: Design an atmosphere that encourages bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.</p>		<p>T-2.2 Construct, upgrade and maintain pedestrian and bicycle facilities along major travel routes. Provide for the needs of different non-motorized user groups by providing separated facilities where feasible. Where bicycle lanes are not feasible due to environmental or land ownership constraints, provide as much shoulder area as possible.</p> <p>Changed during stakeholder process to:</p> <p><i>Construct, upgrade, and maintain pedestrian and bicycle facilities along major travel routes.</i></p> <p>Above language moved to Implementation measure T.IMP-7 in Factsheet FollowUp, page 1.</p>	(see proposed T.IMP-7)	T-IMP-6. T-IMP-7.	
		<p>T-2.5 Bicycle storage capacity shall be increased at commercial and recreational areas, transit centers, lodging properties and government buildings.</p>	SAME	T-IMP-6.	
		<p>T-2.4 New development in proximity to major pedestrian or bicycle routes shall include pedestrian and bicycle access equal to or greater than private vehicle access.</p>	SAME	T-IMP-6.	

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<p>T-2 Pedestrian & Bicycle Friendly Communities: Design an atmosphere that encourages bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.</p>		<p>T-2.8 All jurisdictions must maintain the use and condition of all sidewalks and bike facilities, including snow removal for facilities in urbanized areas or along transportation routes with high use year-round.</p> <p>Changed during stakeholder process to:</p> <p><i>Maintain the use and condition of all sidewalks and bike facilities over time, including snow removal for facilities in urbanized areas or along transportation routes with high use year-round.</i></p> <p>(Transportation Factsheet, 10)</p> <p>Changed a second place in the Transportation Factsheet (Appendix, 17):</p> <p><i>Maintain the use and condition of all sidewalks and bike facilities over time, including snow removal for facilities in urbanized areas or along transportation routes with high use year-round.</i></p> <p>Changed in the Factsheet FollowUp:</p> <p><i>Policy T-2.8: Where feasible, maintain the year-round use and condition of identified sidewalks and bike facilities.</i></p> <p>(Page 2)</p>	<p>T-2.8 Maintain the use and condition of all sidewalks and bike facilities, <u>including</u> snow removal for facilities in urbanized areas or along <u>roadways</u> with high use year-round.</p>	<p>Encourages snow removal on the most heavily used routes, also calls for maintenance of all facilities year-round.</p> <p>Changed in the Factsheet FollowUp:</p> <p><i>T.IMP-17: TRPA will require a maintenance plan before issuing a permit or funding for any bicycle and pedestrian facility. Maintenance plans shall specify a strategy for long- and short-term funding for the life of the project.</i></p> <p><i>T.IMP-18: Up to 25 percent of Air Quality Mitigation Funds may be set aside for operations and maintenance of completed or future EIP projects.</i></p>	<p>T.IMP-18: Up to 25 percent of <u>Transportation</u> Mitigation Funds may be set aside for operations and maintenance of completed or future EIP projects.</p>

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T-2 Pedestrian & Bicycle Friendly Communities: Design an atmosphere that encourages bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.		T-2.7 Require that projects include measures to accommodate bicyclists and pedestrians in the earliest stages of project development. The TRPA will not approve projects that do not show accommodation of bicycle and pedestrian needs.		T-IMP-6.	
T-2 Pedestrian & Bicycle Friendly Communities: Design an atmosphere that encourages bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.		T-2.1 The RTP and Lake Tahoe region bicycle and pedestrian master plan (bike/ped plan) will contain a list of existing and proposed bicycle and pedestrian facilities and policies for implementation.	The RTP and Lake Tahoe region bicycle and pedestrian master plan (bike/ped plan) will contain a list of existing and proposed bicycle and pedestrian facilities and policies for implementation <u>that are consistent with threshold attainment.</u>		
T-2 Pedestrian & Bicycle Friendly Communities: Design an atmosphere that encourages bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.		T-2.9 Promote the incorporation of programs and policies of the Bike/Ped Plan into regional and local land use plans and regulatory processes.	T-2.9 Promote the incorporation of programs and policies of the Bike/Ped Plan into regional and local land use plans and regulatory processes. <u>Implementation of the Plan must attain all threshold standards.</u>	T-IMP-6. T-IMP-7.	ADD as Transportation Implementation Measure: <u>Review the bike/ped plan to assure projects are designed to attain and maintain all threshold standards prior to incorporation into the regional and local land use plans.</u>
T-2 Pedestrian & Bicycle Friendly Communities: Design an atmosphere that encourages bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.		T-2.10 Safety awareness signage, road markings and educational programs, as well as programs that encourage bicycling and walking, shall be implemented where appropriate.		T-IMP-6.	
T-6 Economic Vitality: Support the economic vitality of the region by	DELETE PROPOSED GOAL	T-6.1 Develop and track measures of economic vitality related to transportation, i.e. traffic and pedestrian counts,	T-6.1 Develop and track measures of <u>social activity</u> related to transportation, i.e. traffic and pedestrian counts, employment,		

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preserving and enabling an efficient system to move people and goods.		employment, hotel-motel occupancies, and other visitation trends as part of the adaptive management system.	hotel-motel occupancies, and other visitation trends as part of the adaptive management system.		
		T-6.2 Develop a fully-integrated, multimodal transportation system to serve as a catalyst for attracting business and employment opportunities for both current and future residents of the Tahoe Region.	DELETE		
		T-6.3 Enhance the economic vitality of the Tahoe Region by efficiently connecting people to jobs, goods, services and other communities.	T-6.3 <u>Develop a transit system that efficiently connects people to jobs, goods, services and other communities.</u>		
		T-6.4 Support public-private partnerships and business improvement districts for planning, financing, and implementation of transportation and air quality programs and projects.			
T-8 Transportation Demand Management: Implement transportation demand management (TDM) measures to reduce the number of vehicle trips on the Region's highways		T-8.1 Require employers to implement vehicle trip reduction programs, including but not limited to: carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, parking and transit use incentives.	T-8.1 Require employers to implement vehicle trip reduction programs, including but not limited to: carpool and vanpool matching programs, employee shuttles <u>which reduce the EPPM compared to private automobiles</u> , on-site secure bicycle storage and shower facilities, flexible work hours, <u>options for telecommuting</u> , parking and transit use incentives, <u>and paying employees for the additional time it takes them to bike, walk, or take mass transit to work.</u>	T-IMP-12. Establish a database of all employers participating in the Trip Reduction Ordinance, and require biannual written reports from each participating employer that document participation activities and level of trip reduction success.	T-IMP-12 Establish a database of all employers participating in the Trip Reduction Ordinance, and require biannual written reports from each participating employer that document participation activities, level of trip reduction success <u>and total EPPM reduction.</u>

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<p>T-8 Transportation Demand Management: Implement transportation demand management (TDM) measures to reduce the number of vehicle trips on the Region's highways</p>		<p>T-8.2 Facilitate the TMA's coordination of Chapter 97 (Employer-Based Trip Reduction Program) of the TRPA Code of Ordinances.</p>			
<p>T-7 Parking: Develop parking management strategies for the Lake Tahoe Region.</p>		<p>T-7.2 Encourage parking management that recognizes: minimum and maximum parking standards, payment in lieu strategies, shared parking between uses, on-street parking, parking along major regional travel routes, handicapped-disabled parking, bicycle parking and the implementation of localized parking management programs that focus on transit, bicycle, and pedestrian improvements.</p> <p>Changed during stakeholder process to:</p> <p><i>Encourage parking management strategies that are tailored to the needs of each Community Plan area and consistent with achievement of PTOD.</i></p> <p>(Transportation Factsheet, 13)</p> <p>Changed in Transportation Factsheet FollowUp (page 4):</p> <p><i>Encourage parking management strategies that are tailored to the needs of each Community Plan area and consistent with achievement of PTOD.</i></p>	<p>T-7.2 Require parking management and personal automobile disincentive strategies that are tailored to the needs of each Community Plan area and <u>other commercial and recreation areas with high access demand</u> and consistent with the achievement of thresholds.</p>	<p>T-IMP-2.</p>	<p>ADD as Transportation Implementation Measure: <u>Require ski resorts to have parking management plan that reduces the number of vehicles traveling to ski resorts. Incentives or disincentives could include, but are not limited to: parking fees, carpool incentives, mass transit incentives.</u></p> <p>ADD as Transportation Implementation Measure: <u>Enforce the regulation that prohibits parking on the shoulder of the road.</u></p> <p>ADD as Transportation Implementation Measure: <u>Provide electronic signage that lets visitors know when destination parking areas, such as Emerald Bay, are full and inform travelers about other options such as the trolley.</u></p>

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T-8 Transportation Demand Management: Implement transportation demand management (TDM) measures to reduce the number of vehicle trips on the Region's highways.		<p>T-8.4 Automobile rentals should be discouraged within the Tahoe region. Traffic mitigation fees shall be assessed on vehicles rented in the region.</p> <p>Changed in Factsheet FollowUp (page 6): <i>Encourage rentals of vehicles that are low- or zero-emission within the Tahoe region.</i></p>	<p>T-8.4 <u>Incentivize the use of public and private transit options over the rental of automobiles in the Tahoe Region through measures such as increasing the traffic mitigation fee charged on all rentals. Where rentals are offered, require rentals of vehicles that are low- or zero-emission within the Tahoe region.</u></p>		
T-8 Transportation Demand Management: Implement transportation demand management (TDM) measures to reduce the number of vehicle trips on the Region's highways.		<p>T-8.3 Require the development of traffic management plans consistent with temporary seasonal activities. These management plans shall account for the coordination and timing of other activities that may occur simultaneously.</p>			
		<p>T-8.5 Postal service delivery shall be provided in accordance with the US Postal Service Tahoe regional master plan to reduce vehicle miles traveled in the basin.</p>			
T-7 Parking: Develop parking management strategies for the Lake Tahoe Region.		<p>T-7.1 Require parking management programs that support improvements benefiting transit users, pedestrians, and bicyclists.</p>		<p>T-IMP-11. T-IMP-13. In addition to setting parking maximums for all land use types, require coverage restoration of parking capacity that exceeds parking maximums.</p>	

Stakeholder Alternatives Matrix Form

Transportation

TRPA Staff Proposed Goal	Suggested Goal Language	TRPA Staff Proposed Policy *	Suggested Policy Language **	TRPA Staff Proposed Implementation Measure	Suggested Implementation Measure
T-7 Parking: Develop parking management strategies for the Lake Tahoe Region.		T-7.3 Coordinate with the business community and key stakeholders in the development and implementation of any parking management strategy or other potential sources of basin-wide local funding.		T-IMP-11. T-IMP-14. Encourage the Tahoe Transportation District to implement a road user fee on Basin roadways, primarily to fund shuttles from intercept lots.	DELETE T.IMP-14
		NONE	ADD as Transportation Policy: <u>Parking for residential usage shall meet TRPA standards and shall be provided on-site.</u>		
		T-9.5 Traffic conflicts shall be reduced by limiting or controlling access to major regional travel routes and major local roadways. Driveways shall be designed and sited to minimize impacts to regional traffic flow and safety.			
T-9 Regional Roadways: Upgrade regional roadways as necessary to meet environmental requirements and objectives, improve safety, address community design objectives, and provide for a more efficient, integrated transportation system.		T-9.2 Roadway improvement projects shall incorporate stormwater and erosion control improvements, transit stops, and bicycle and pedestrian accommodation.		T-IMP-6. T-IMP-7.	

Stakeholder Alternatives Matrix Form

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T-9 Regional Roadways: Upgrade regional roadways as necessary to meet environmental requirements and objectives, improve safety, address community design objectives, and provide for a more efficient, integrated transportation system.		T-9.4 View turn-outs should be provided along scenic highways to maintain traffic flow and improve safety.			
		T-3.3 Implement measures consistent with the Federal Intelligent Transportation Systems Program and the Tahoe Basin ITS Strategic Plan, including Traffic Management, Traveler Information Services and Emergency Management Techniques.		T-IMP-3.	
. T-9 Regional Roadways: Upgrade regional roadways as necessary to meet environmental requirements and objectives, improve safety, address community design objectives, and provide for a more efficient, integrated transportation system.		T-9.3 Use transportation system management (TSM) measures (such as dedicated turn lanes, intersection improvements, signal synchronization, bicycle-activated signals, roundabouts, etc.) to improve the existing transportation system, while taking care not to reduce opportunities for provision of bicycle and pedestrian facilities.			
T-9 Regional Roadways: Upgrade regional roadways as necessary to meet environmental requirements and objectives, improve safety, address community design objectives, and provide for a more		T-9.1 Roadway projects designed to correct hazardous roadway conditions shall be encouraged, provided such projects are restricted to needed safety improvements.			

Stakeholder Alternatives Matrix Form

Transportation

TRPA Staff Proposed Goal	Suggested Goal Language	TRPA Staff Proposed Policy *	Suggested Policy Language **	TRPA Staff Proposed Implementation Measure	Suggested Implementation Measure
efficient, integrated transportation system.					
T-9 Regional Roadways: Upgrade regional roadways as necessary to meet environmental requirements and objectives, improve safety, address community design objectives, and provide for a more efficient, integrated transportation system.		T-9.6 Traffic operational criteria for the Region's signalized and unsignalized intersections shall be a measure of person-delay or a multi-modal level of service indicator in Town Centers/Tourist Centers. Traditional level-of-service indicators may be used on rural roads.	T-9.6 Traffic operational criteria for the Region's signalized and unsignalized intersections shall include, in addition to traditional level-of-service indicators, measure of person-delay or a multi-modal level of service indicator where appropriate.	T-IMP-9. Update Level-of-Service (LOS) measurement protocols for Town Centers/Tourist Centers in accordance with those under consideration for the National Transportation Research Board Highway Capacity Manual (HCM) 2010. In addition to measuring and setting standards for vehicle LOS, measure and set standards for pedestrian, bicycle, and transit LOS using the measurement protocols described in NCHRP Web-Only Document 128. At this time, we propose evaluating a requirement of minimum level of service C for pedestrians and bicyclists, and level of service D for transit. Vehicle LOS would remain the same as in the current Regional Plan, however, it could be exceeded on a case-by-case basis when necessary to attain the minimum LOS noted above for the other modes. In order to fully develop this implementation measure, the following timeline is proposed: January 1 – Develop descriptive definitions for each LOS for each mode, so that a lay-person can visualize what this condition would look like on the ground; February 1 – Develop a draft table showing which LOS levels may be traded off (i.e., conduct more research to confirm that the proposal above is sound); Summer 2010 – pilot test the proposed methodology and standards in the field.	T-IMP-9. Update Level-of-Service (LOS) measurement protocols in accordance with those under consideration for the National Transportation Research Board Highway Capacity Manual (HCM) 2010. In addition to measuring and setting standards for vehicle LOS, measure and set standards for pedestrian, bicycle, and transit LOS using the measurement protocols described in NCHRP Web-Only Document 128. At this time, we propose evaluating a requirement of minimum level of service C for pedestrians and bicyclists, and level of service C for transit. Vehicle LOS would remain the same as in the current Regional Plan.
T-11 Aviation: Maintain and encourage air service to the extent that it increases mobility and public safety without compromising environmental thresholds.		T-11.2 Aviation facilities within the Tahoe Region shall be limited to existing facilities.			

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Transportation

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T-11 Aviation: Maintain and encourage air service to the extent that it increases mobility and public safety without compromising environmental thresholds.		T-11.3 Expansion of aviation facilities shall be limited to service levels identified in an updated TRPA approved Airport Master Plan.	T-11.3 Expansion of aviation facilities shall be <u>prohibited</u> .		
T-11 Aviation: Maintain and encourage air service to the extent that it increases mobility and public safety without compromising environmental thresholds.		T-11.1 Maintain an updated Airport Master Plan/ Settlement Agreement.			
<p>T-10 Transit-Dependent Groups: Improve the mobility of the elderly, handicapped, traditionally under-represented and under-served populations and other transit-dependent groups.</p> <p>Changed during stakeholder process to:</p> <p>“Aviation: maintain and encourage air service to the extent that it increases mobility and public safety without violating environmental thresholds.”</p>		T-10.1 Provide specialized public transportation services with subsidized fare programs for transit, taxi, demand responsive, and accessible van services.			

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<p>T-10 Transit-Dependent Groups: Improve the mobility of the elderly, handicapped, traditionally under-represented and under-served populations and other transit-dependent groups.</p> <p>Changed during stakeholder process to:</p> <p>“Aviation: maintain and encourage air service to the extent that it increases mobility and public safety without violating environmental thresholds.”</p>		<p>T-10.2 Ensure that transit and pedestrian facilities, including transit shelters, vehicles, sidewalks and shared-use paths, as well as all new public developments are ADA compliant and consistent with the TMPO Coordinated Human Services Transportation Plan.</p>			
		<p>T-12.1 Research and pursue sources of regional revenue such as parking fees, and other sources of local or regional revenue.</p>		<p>T-IMP-14.</p>	
		<p>T-12.2 Recognize that the success or failure of many transportation systems is linked to local/regional funding sources, particularly for transit operating subsidies.</p>	<p>DELETE</p>		

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		T-12.3 Acknowledge that appropriate local/regional funding mechanisms are bound by legislative and legal constraints that are solved at the local jurisdictional level.	DELETE		

*Alternative 4 policy statements were prepared with the best publically available information from the TRPA and some of the information may be out-of-date. Additionally, according to TRPA staff, some details are lacking in Alternative 4 that may have been fully developed in Alternative 2.

**Similar to any RPU alternative, the Conservation Alternative needs to be subjected to the same rigorous environmental analysis to determine if its policies and implementation measures are sufficient for ETCC achievement and maintenance.

Italics identify policy or implementation that were revised as part of the Milestone process – it is unclear from the documents provided if the changes are in reference to Alt 2 or both Alt 2 and Alt 4.