



Regional Plan Update

Milestone #4:

Transportation, Noise, and Energy & Climate Change

Governing Board and APC Presentation
June 23, 2010

The Land Use/Transportation Nexus

Guest Speaker:

Carl Hasty, District Manager

Tahoe Transportation District

Transportation in the Compact

- Reduce automobile dependency
- Require alternatives to increased highway capacity
 - public transit
 - bike/ped network
 - operational improvements
- Plan for a transportation system that reflects the characteristics of the region
 - seasonal visitation/use levels = flexible system
 - unique community identities
 - transportation infrastructure is a necessary economic driver

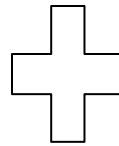
Transportation Overview/Context

- transportation system that helps meet Threshold and mobility goals
 - walkable and safe communities
 - connected bicycle network
 - roadway water quality retrofit
 - convenient, safe, and accessible transit system

Examples

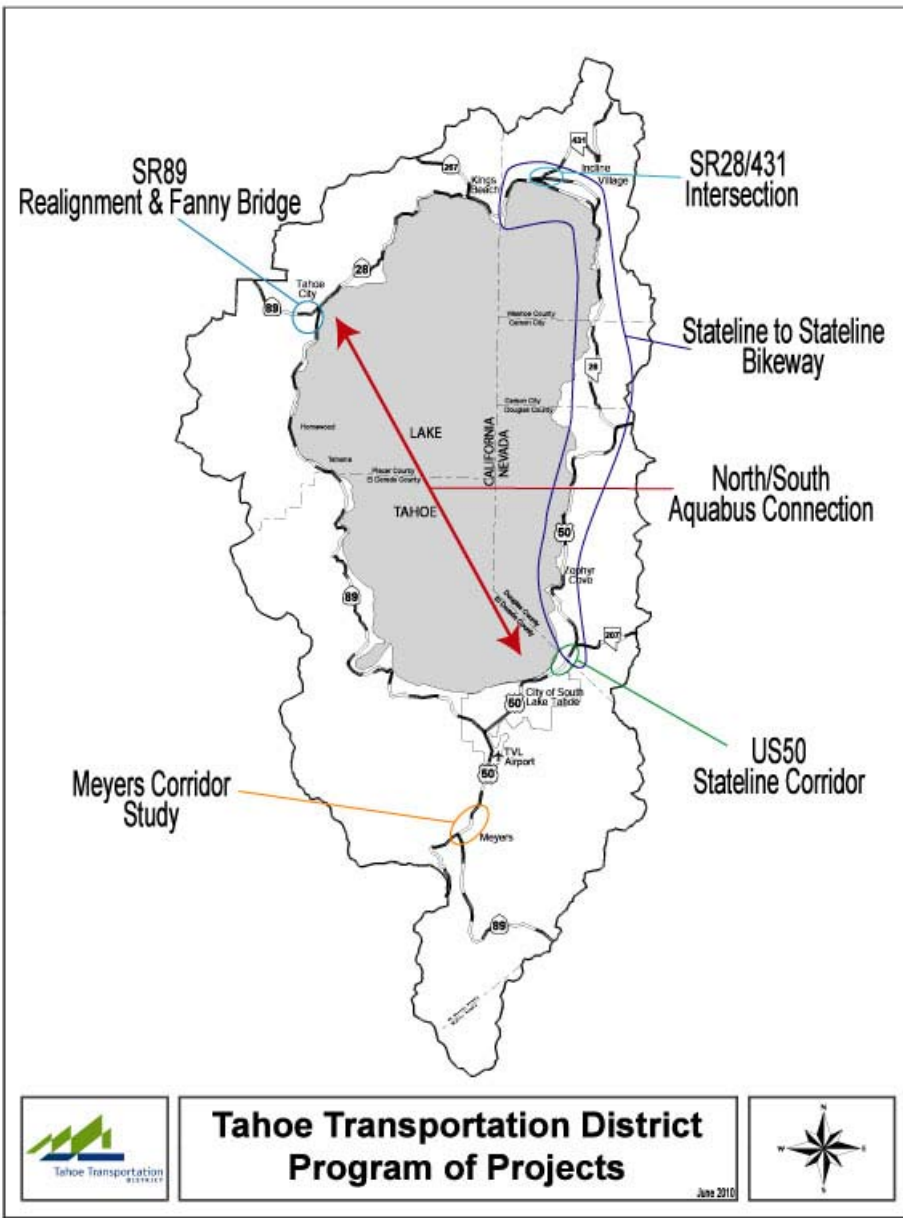


Implementation and Opportunity



Partnership between TMPO and TTD

- more comprehensive approach to realizing the preferred transportation system
- policy and implementation that provide for well-designed projects and respond to need
- transportation “system” solutions – rather than individual projects – to provide regional context



**Tahoe Transportation District
 Program of Projects**

June 2010



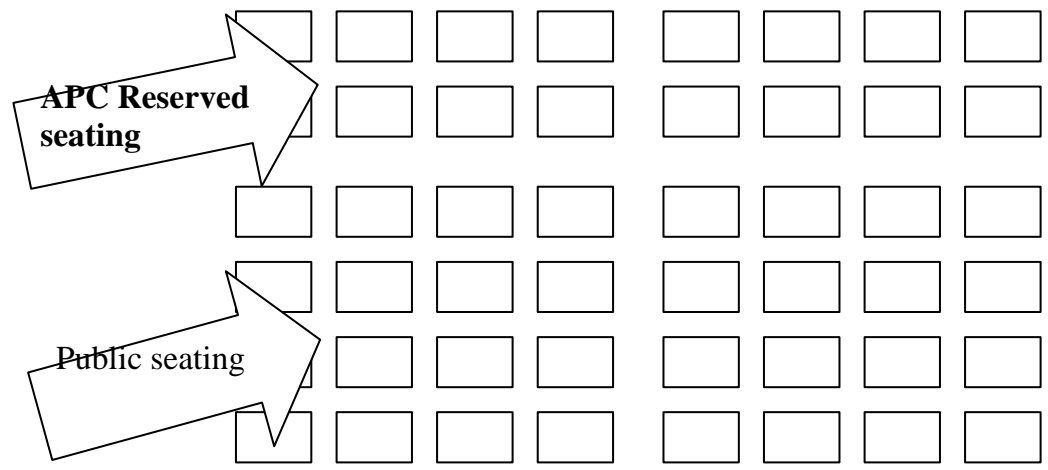
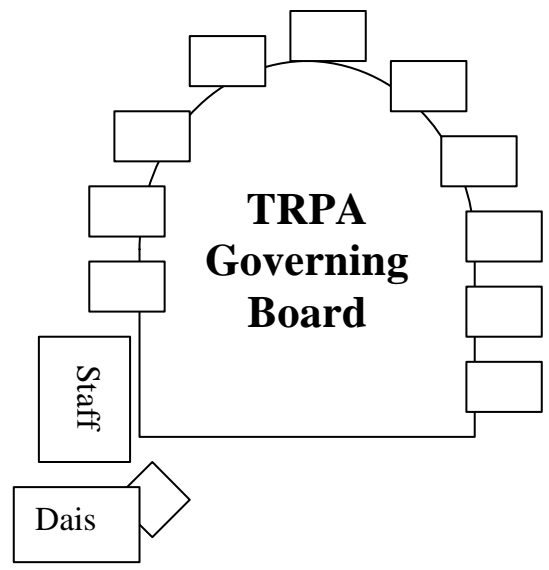
Today's Meeting Agenda

- 10:00 Agenda Overview and Introduction: the stakeholder process, the FactSheet and how it's structured/how to use it, the FactBook and what to expect going forward
- 10:05 Summary of the four major issues in Transportation
- 10:30 Clarifying questions and comments from APC and GB – taken issue by issue, in order
- 11:15 General public comment
- 12:00 Board adjournment





The GB/APC Milestone Process



Today's Meeting Agenda (cont'd)

- 12:00 APC discussion (working lunch) – development and synthesis of technical advice to GB
- 1:15 Board reconvenes, and APC Chair or designee presents synthesized technical advice
- 1:30 Board clarifying questions on APC advice
- 2:00 Public comment – *limited to APC advice only*
- 2:30 Board votes to provide direction to staff on the major issues/any minor issue that was raised

Overview and Introduction

- stakeholder process
- the FactSheet
- the FactBook and what to expect going forward

preparing for the discussion

From: Harmon Zuckerman
Sent: Tuesday, June 15, 2010 11:57 AM
To: GoverningBoard; APC Member
Cc: Joanne Marchetta; Nicole Rinke; RPUTeam
Subject: Background materials for Transportation and Conservation

Dear Governing Board and APC Members,

In order to assist you in your preparation for the next two Milestone meetings, staff has compiled a set of weblinks to the relevant background materials. These links, which direct you to the TRPA's Regional Plan Update page, can be found below.

Thank you for your continued attention and support as we work together to update our plan for Tahoe.

Yours,

Harmon Zuckerman

The Transportation Milestone is scheduled for the June, 2010 Governing Board/APC meeting.

The key policy areas to be discussed are in the Noise Subelement, the Transportation Element, and the Energy & Climate Change Subelement of the Regional Plan alternatives. Below please find the following weblinks to the background materials for the Transportation Milestone:

1. Relevant excerpts from a document called "DRAFT Descriptions of Project Alternatives for the Proposed Regional Plan Update's EIS:"
 - **Noise:** http://www.trpa.org/documents/rp_update/RPU_Descriptions/Land_Use/1.8.3_Noise_Sub.pdf
 - **Transportation:** http://www.trpa.org/documents/rp_update/RPU_Descriptions/1.9_Trans_Elem.pdf
 - **Energy and Climate Change:**
http://www.trpa.org/documents/rp_update/RPU_Descriptions/Conservation/1.10.9_Energy_Climate_Change_Sub.pdf

For each policy area, there is a summary, a description of the Goals and Policies, and list of the Implementation Measures.

1. A "Matrix" of each and every proposed change to the existing Regional Plan (within the above policy areas) -- by EIS alternative. It is more specific and less explanatory than the narrative "Project Description" document described above.
 - **Noise:** http://www.trpa.org/documents/rp_update/RPU_Matrix/1.8.3_Noise_Matrix.pdf
 - **Transportation:** http://www.trpa.org/documents/rp_update/RPU_Matrix/1.9_Transportation_Matrix.pdf
 - **Energy and Climate Change:**
http://www.trpa.org/documents/rp_update/RPU_Matrix/1.10.9_EnergyClimateChange_Matrix.pdf

If you have any questions regarding the materials to which you have been directed, please contact Lyn Barnett, RPU Team Lead, at (775) 589-5239 or lbarnett@trpa.org.

Milestone Schedule

Regional Plan Update Milestones:

By Number, Topic, Lead Staff, and GB/APC Hearing Date

Milestone	Topic	Lead	Hearing Month-Year
1.1	Water Quality/SEZ	PN	January-10
1.2	Public Lands, Resource Management, Recreation	LB	February-10
1.3	Land Use	JH	May-10
1.4	Transportation	LB	June-10
1.5	Conservation	PN	July-10
2.1	Water Quality/SEZ	PN	November-10
2.2	Public Lands, Resource Management, Recreation	LB	December-10
2.3	Land Use	JH	January-11
2.4	Transportation	LB	March-11
2.5	Conservation	PN	April-11
2.6	Code Updates	JW	May-11
2.7	Threshold Updates	HZ	June-11

10:05 item

Summary of the four major
issues in Transportation



U.S. Highway 50 – this is not PTOD



U.S. Highway 50 – this *is* PTOD



giving people transportation options

TRANS Issue #1

TRANS Issue #1: Should bicycle lanes be constructed along all major travel routes?

Staff proposes to amend Policy T-2.2 and Implementation Measure T.IMP-7 as follows:

Policy 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 separate facilities where feasible. Where bicycle lanes are not feasible due to environmental or land ownership constraints, provide as much shoulder area as possible.~~

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 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.



a bike path in Tahoe City – the “Lakeside Trail”



a bike path along U.S. Highway 50



bike lane along Pioneer Trail

TRANS Issue #2

TRANS Issue #2: How should TRPA facilitate maintenance of bicycle paths and sidewalks?

Staff proposes to modify proposed Policy T-2.8 as follows:

All ~~jurisdictions must~~ 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.

TRANS Issue #2 (cont'd)

Staff proposes to add the following new Implementation Measures in Alternatives 2 and 4:

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 dedicated long- and short-term funding for the life of the project.

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.



cleared sidewalk along Kingsbury Grade (NV SR207)

TRANS Issue #3

TRANS Issue #3: Should TRPA encourage waterborne transportation systems as an alternative to automobile travel in the region?

Staff proposes to amend Policy T-5.8 and Implementation Measure T.IMP-8 within Alternative 2 (as shown below) and remove them altogether from Alternatives 3 and 4.

Policy T-5.8: Encourage waterborne transportation systems as an alternative to automobile travel within the region using Best Available Technology to minimize air quality impacts ~~to the maximum extent feasible. Coordinate waterborne services with, and provide access to, other public and private transportation systems.~~

T.IMP-8: Provide North-South waterborne connections and connections between communities at Lake Tahoe. Coordinate waterborne services with and provide access to other public and private transportation systems.

TRANS Issue #4

TRANS Issue #4: What parking management policies are needed to dovetail with environmental improvement and PTOD goals?

Staff proposes to amend a Policy and two Implementation Measures.

Proposed amendment to Policy T-7.2:

Encourage parking management strategies that are tailored to the needs of each Community Plan area and consistent with achievement of PTOD.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.

Staff proposes to remove Implementation Measure T.IMP-1 from Alternative 2 and retain it in Alternative 4. Measure T.IMP-1 states: "Eliminate parking minimums, establish parking maximums region-wide, and set minimum standards for bicycle parking facilities."

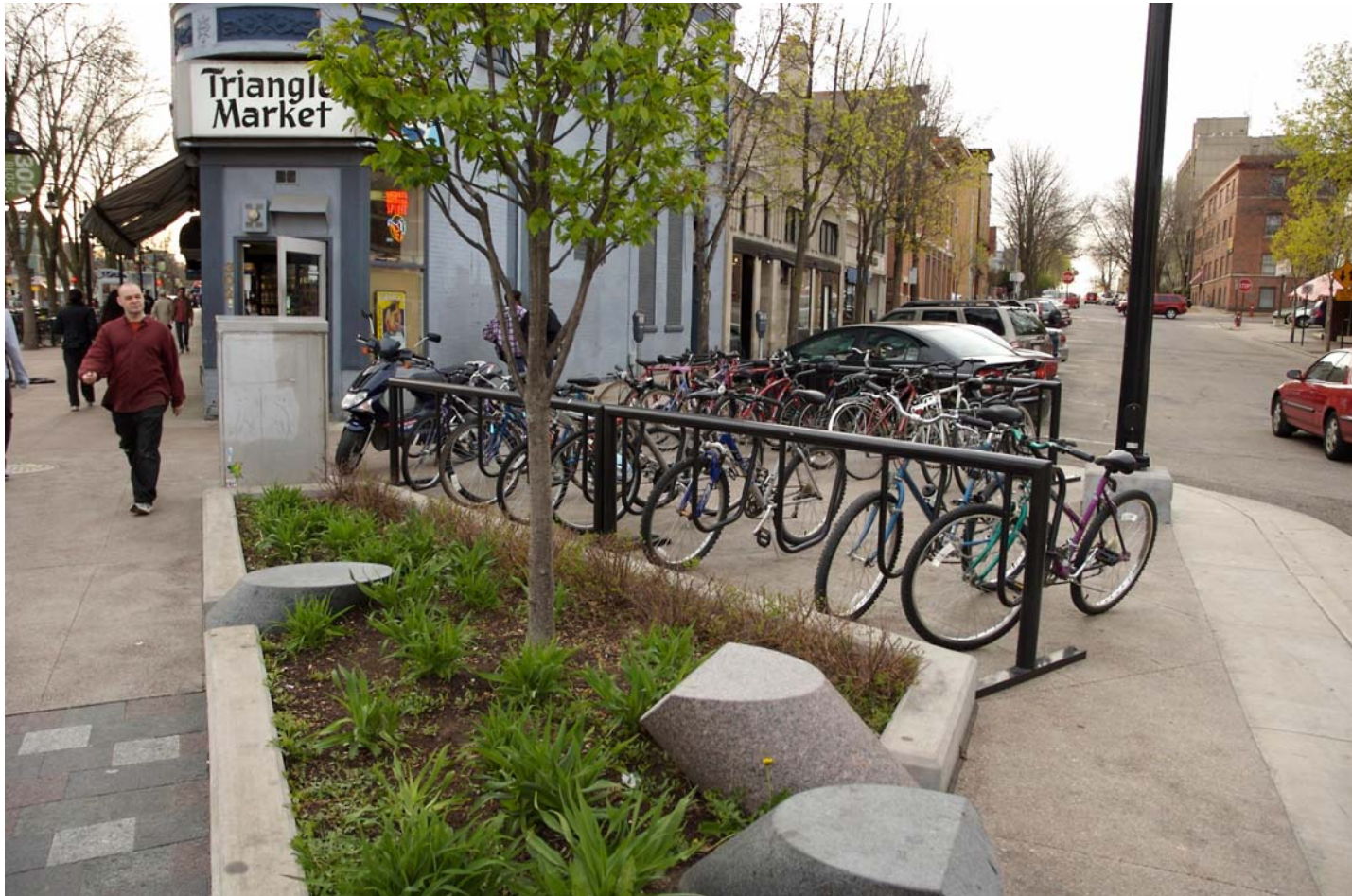
TRANS Issue #4 (cont'd)

Proposed amendment to Implementation Measure 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, 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:~~

- ~~• reduction or elimination of minimum parking standards~~
- ~~• creation of maximum parking standards~~
- ~~• shared parking between uses~~
- ~~• in-lieu payment to meet parking requirements~~
- ~~• on-street parking~~
- ~~• parking along major regional travel routes~~
- ~~• 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)~~

~~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.~~



bicycle parking can be made a part of PTOD design



shared vehicle parking can be made a part of PTOD design



street parking, landscaping, and pedestrian amenities
invite people to enjoy town centers

Why are there no major issues dealing with Noise?

10. **Stakeholder Comment:** Seaplane stakeholders stated that N.IMP-25 is unnecessary and asked TRPA to remove the measure.

TRPA Response: This issue is discussed under the heading “*WHY IS ALTERNATIVE 2 THE STAFF-PROPOSED ALTERNATIVE?*” in the Noise portion of the FactSheet narrative. *Staff concurs with stakeholders regarding N.IMP-25 and proposes to remove the measure:*

~~*Seaplanes – No seaplane bases or docking facilities are allowed in the Basin. Seaplanes shall be prohibited within 1-mile of the shoreline of Lake Tahoe. Define seaplanes- make sure they include float planes and anything that flies and can land on water.*~~



Why are there no major issues dealing with
Energy & Climate Change?

10:30 item

Clarifying questions and comments from APC
and GB – taken issue by issue, in order

- **Karen Fink**, Senior Transportation Planner
- **Nick Haven**, Principal Transportation Planner and Team Lead
- **Lyn Barnett**, Regional Plan Update Team Lead



11:15 item

General public comment



12:00 item

Board adjournment

12:01 item

APC discussion (working lunch) – development and synthesis of technical advice to GB

APC Technical Advice

- **TRANS 1** – Delete “along major travel routes” from the Policy. In the Implementation Measure, replace “along major travel routes” with “and consistent with the TRPA ‘bike and ped’ plan” (AS SHOWN BELOW):

Policy 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 separate facilities where feasible. Where bicycle lanes are not feasible due to environmental or land ownership constraints, provide as much shoulder area as possible.~~

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~~ and consistent with the TRPA “bike and ped” 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.

APC Technical Advice (cont'd)

- **TRANS 2 –**

Modify proposed Policy T-2.8 as follows:

~~All jurisdictions must~~ Where feasible, maintain the year-round use and condition of all identified sidewalks and bike facilities over time, including snow removal for facilities in urbanized areas or along transportation routes with high use year-round.

Modify T.IMP-17 as follows:

TRPA will require a maintenance plan before issuing a permit or funding for any bicycle and pedestrian facility. Maintenance plans shall specify dedicated a strategy for long- and short-term funding for the life of the project.

APC Technical Advice (cont'd)

- **TRANS 3** – In Policy T-5.8, change the first word, “Encourage,” to “Consider,” and modify Implementation Measure T.IMP-8 (AS SHOWN BELOW):

Policy T-5.8: ~~Encourage~~ **Consider** waterborne transportation systems as an alternative to automobile travel within the region using Best Available Technology to minimize air quality impacts ~~to the maximum extent feasible. Coordinate waterborne services with, and provide access to, other public and private transportation systems.~~

T.IMP-8: ~~Provide North-South waterborne connections and connections between communities at Lake Tahoe. Coordinate waterborne services with and provide access to other public and private transportation systems.~~

- **TRANS 4** – APC supports staff proposal.

1:15 item

Board reconvenes, and APC
Chair or designee presents
synthesized technical advice

1:30 item

Board clarifying questions on
APC advice

2:00 item

Public comment – *limited to
APC technical advice only*

2:30 item

Board votes to provide direction to staff on the major issues/any minor issue that was raised