



LSC TRANSPORTATION CONSULTANTS, INC.

Experience and References

TAHOE TRIP REDUCTION IMPACT ANALYSIS TOOL

PROJECT/LOCATION
Tahoe Region, California/Nevada

CLIENT
Tahoe Regional Planning Agency

PROJECT MANAGER
Gordon Shaw

DATE
2010

REFERENCE
Karen Fink, Senior Transportation Planner
kfink@trpa.org

DESCRIPTION

The Tahoe Regional Planning Agency recently updated the Regional Plan for the Tahoe Region. A key element of the Regional Plan update was to identify strategies to reduce auto use, and to accurately estimate the benefits of potential trip reduction strategies. While the region has a transportation model, this model does not accurately reflect the impact of various policy strategies to reduce vehicle-trips and vehicle-miles of travel. LSC was retained to conduct a review of the professional literature regarding trip reduction strategies appropriate for a mountain resort community, to define appropriate strategies, and to develop a spreadsheet tool to adjust model forecasts to reflect the benefits of trip reduction program. Specific strategies were defined for the following categories:

- Parking management and pricing
- Employee ridesharing
- Transit capital investments, including BRT
- Transit service improvements
- Improved transit information and coordination
- Bicycle and pedestrian capital investments

The identified strategies were incorporated into the Regional Plan, and the analysis tool is in ongoing use to assess trip reduction strategies as they are implemented.

Trip Reduction Impact Analysis (TRIA) Estimates May 2012				
TRPA Sustainable Communities Strategy				
Vehicle Trip Reduction Strategy	Primary Source of Reduced Vehicle Trips	Vehicle Trip Types Impacted	RP Alternative 1	Reduction in Vehicle Trips for SGS Horizon
Parking Management				
Adjust parking requirements (Reduction or elimination of minimum parking standards; Creation of maximum parking standards; Shared parking; In-lieu payment to meet parking requirements) ¹ (Town Center Area)	Reduced trip-generation from new parking spaces.	Mandatory (work) Non-Mandatory (discretionary)	Existing development New Development	0.0%
On-street parking management (demand-responsive pricing in commercial areas with residential permits to convert parking spaces into residential uses) ² (Town Center Area)	Reduced trip-generation from managed on-street parking spaces and reduced VMT from driving for parking for trips to and from managed areas.	Mandatory (work) Non-Mandatory (discretionary)	Existing development New Development	0.0%
Transportation Demand Management				
Improve existing employer vehicle trip reduction program (carpool and remote meeting programs, employee discounts, on-site secure bicycle storage and shower facilities, flexible work hours, parking and transit services incentives) ³ (Town Center Area)	Reduced peak-hour commuter trips.	Mandatory (work) Non-Mandatory (discretionary)	Existing development New Development	0.0%
Transit Service and Facilities				
Intra-regional transit capital projects (within Tahoe Basin; currently the only includes ferry services) ⁴ (Region-wide)	Increased transit mode share for trips in the corridor/district served by the project, partially drawn from former vehicle trips.	Mandatory (work) Non-Mandatory (discretionary)	Existing development New Development	0.5%
Transit operational changes ⁵ (Region-wide)	Increased transit mode share for trips in the corridor/district served by the project, partially drawn from former vehicle trips.	Mandatory (work) Non-Mandatory (discretionary)	Existing development New Development	0.0%
Improved transit coordination between local and regional providers, through simplified trip planning (for example Google Transit) ⁶ (Town Center area)	Increased transit mode share for trips in the corridor/district served by the project, partially drawn from former vehicle trips.	Mandatory (work) Non-Mandatory (discretionary)	Existing development New Development	0.3%
Real-time arrival information at transit stops, online and/or via mobile-enabled mobile device. ⁷ (Town Center area)	Increased transit mode share for trips in the corridor/district served by the project, partially drawn from former vehicle trips.	Mandatory (work) Non-Mandatory (discretionary)	Existing development New Development	0.4%
Improved transit coordination between local and regional providers, through the elimination or streamlining of lines of transfer, improvements to ticketing structure and agency cooperation to eliminate "transfer penalty". ⁸ (Town Center)	Increased transit mode share for trips in the corridor/district served by the project, partially drawn from former vehicle trips.	Mandatory (work) Non-Mandatory (discretionary)	Existing development New Development	0.0%