5 CIRCULATION AND PARKING

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5 CIRCULATION AND PARKING

Consistent with the Squaw Valley General Plan and Land Use Ordinance goals for the Olympic Valley area, the creation of a diversity of transportation options is a central tenet of the Specific Plan for the Village at Squaw Valley. This Specific Plan section provides a circulation and parking framework to adequately serve the proposed land uses, while also improving the current circulation and parking system throughout the Valley.

A comprehensive and appropriate circulation and parking network is necessary to provide safe and efficient access to recreation and lodging opportunities at the Village. The strategy for reducing vehicle trips, is based on the destination resort concept of the visitor "parking once", and leaving the vehicle behind, or arriving by transit or other means, to enter into a pedestrian dominant environment. Proposed improvements would enhance safety and include circulation patterns that accommodate privately-owned vehicles, while expanding opportunities for regional and local transit use, walking, and biking.

5.1 CIRCULATION AND PARKING CONCEPTS

The Specific Plan encourages the development of an all-season destination resort that reduces reliance on the use of private vehicles. The roadway hierarchy and Village visitor parking system is designed to allow arriving resort visitors to park quickly and efficiently, and enjoy a complete vacation experience (or daytime visit) in an environment that prioritizes walking, bicycling, and transit use. The Plan Area is interlinked with a network of pedestrian and bicycle corridors, and provides a framework that supports a local and regional transit system.

The Specific Plan includes components of transit enhancements in cooperation with regional and out-of-area partners that have an interest in providing alternative modes of transportation. The Specific Plan also includes a Transit Center, enabling the Village at Squaw to become a key transit hub in the North Tahoe/Truckee regional transportation system, thus further encouraging the use of both private and public transit options.

Several physical and functional aspects of Squaw Valley Road will be improved to help accommodate general and peak traffic flows, including entry into the Village.

Plan Area Circulation System

Improvements will be made to all three primary Village entryways, including vehicular and/or pedestrian oriented enhancements to the three corresponding bridges over Squaw Creek and connections to the Village. The eastern boundary of the Specific Plan area, at the intersection of Squaw Valley Road and Far East Road, represents the first of the three primary Village entryways. This entryway serves the Mountain Adventure Camp, new mountain teaching and skier services facilities, and provides the primary access to resort day visitor parking. This entryway also provides the most convenient access to the new Snow Beach located south of the expanded Village.

The second entryway, at the intersection of Squaw Valley Road and Village East Road, provides direct access to additional resort day visitor parking, and more specifically, to the existing Village lodging and reservations office, Members Locker Room, preferred parking, Red Wolf Lodge, and the main access point to the main arrival and parking for new lodging facilities.

The third entryway, at the intersection of Squaw Valley Road and Chamonix Place, represents the closest arrival point to the main area of the existing Village. This entryway also provides direct access to additional resort day visitor parking, a central visitor drop-off point for incoming vehicles, and includes the entrance to the new Transit Center. It also provides closest access to the Tram building, the Funitel and Red Dog chairlifts, and the main plaza area located south of the existing village. Chamonix Place provides access to additional Village and private lodging, as well as various commercial uses. This third entryway also provides access to residential neighborhoods west of the Tram building, accessible at the intersection of the southbound leg of Squaw Valley Road, and Squaw Peak Road.

A hierarchy of primary and secondary neighborhood roads and lanes leads visitors and residents west of the Village to several neighborhoods. Each neighborhood accommodates lodging guests and resort-residential parking needs without the need for on-street parking. The Village Core is comprised of a network of pedestrian streets and landscaped corridors, which also accommodates emergency vehicle access (EVA) as needed. These pedestrian thoroughfares converge at the Snow Beach and are populated with gathering spaces, passive and active recreational nodes, and other points of interest. A series of radiating pedestrian thoroughfares and Class II bicycle paths link the easternmost areas of the Village Core with the westernmost Village Neighborhoods and the major valley-wide biking and walking trail adjacent to Squaw Valley Road.

As a whole, conveniently located surface and structured parking provides direct access to day skier/visitor parking immediately upon entering the Village from Squaw Valley Road's several access points. As a result, the traffic volumes on internal streets are minimized, thereby enhancing the pedestrian/bicycling environment and providing a true "village" feel while also accommodating day visitor traffic. This parking plan, combined with the enhanced pedestrian, bicycle and mass transit networks, implements a "park once" strategy by which travelers arriving by automobile (or other means) will have multiple non-automobile options for mobility during the course of their stay.

5.2 CIRCULATION AND PARKING GOALS AND POLICIES

The following circulation goals and policies define a safe and efficient system that supports various modes of travel to, from, and within The Village at Squaw Valley:

Goal CP-1: Provide for safe and efficient access to, and circulation through, the Plan Area that meets the mobility and parking needs of lodge visitors, day skiers/visitors, guests, employees, and delivery services.

Goal CP-2: Create and maintain a complete "multi-modal" transportation system (e.g., addressing mobility through public transit, private (dedicated) transit, walking, bicycling, personal vehicles) in order to reduce dependency on automobiles, and to minimize emissions of air pollutants and greenhouse gasses.

Goal CP-3: Provide physical and functional roadway improvements and adequate parking to minimize disruptions to existing residents.

Policy CP-1: Design and construct roadways and associated facilities that meet applicable County standards and roadway level of service within the Plan Area.

Policy CP-2: Enhance and supplement public transit systems and alternative means of mass transportation within the Village and Olympic Valley to reduce vehicle trips and emissions.

Policy CP-3: Accommodate regional transit access at a Village Transit Center that encourages mass transit use by providing convenient and efficient transit routing, minimizes congestion between mass transit vehicles and other traffic, provides convenient walking access to ski portals, and enhances the environment for passengers waiting at the Transit Center.

Policy CP-4: Encourage use of regional transit services (including services from commercial airports) and participate as appropriate in expansion of regional transit services through financial support, such as subsidies and/or funding programs.

Policy CP-5 Encourage alternative fuel transportation in order to enhance air quality. A minimum of 25 percent of new shuttle services within the Olympic Valley will use alternative fuels.

Policy CP-6: Extend the existing Class 1 multi-purpose biking/walking trail along Squaw Valley Road to the west (it currently terminates northeast of the Village at the Squaw Valley Meadows condos). Construct new trails and recreational areas north and west of the Plan Area by the end of Phase I, with flexibility to augment them to accommodate Phase II development.

Policy CP-7: Provide a robust pedestrian network that connects to multiple destinations within the Plan Area and to the regional trail network.

Policy CP-8: In order to reinforce the pedestrian environment, vehicular travel lanes shall be the minimum width necessary to provide for safe pedestrian, bicycle and vehicular travel.

Policy CP-9: Provide ample landscape corridors that create a safe and attractive pedestrian environment, while accommodating snow storage and incorporating drainage features.

Policy CP-10: Provide adequate parking to accommodate day skiers within Squaw Valley on all but the four busiest ski days.

Policy CP-11: Prepare a Peak Day Parking and Transportation Management Plan that addresses parking and circulation for day skiers and others on peak use days.

Policy CP-12: Design the circulation system so that emergency vehicles can gain access quickly and safely, and in compliance with Squaw Valley Fire Department standards.

Policy CP-13: All phases of development shall provide day skier/visitor parking for 10,663 day skiers, 3,100 spaces, in addition to the parking supply required to serve each phase of development

5.3 THE CIRCULATION AND PARKING SETTING

The Specific Plan intends to build on the existing circulation infrastructure and parking facilities serving the Plan Area, including:

- Key regional access is provided by Interstate 80, connecting the Bay Area and Central Valley to the west and Reno to the east. State Route 89 (SR 89) connects with I-80 in Truckee to the north and provides access south through the Truckee River corridor to Lake Tahoe at Tahoe City. The regional road network provides convenient access to Sacramento International Airport, Reno Tahoe International Airport, and Truckee Tahoe Airport. (See Figure 1.2- Site Context). Squaw Valley Road (a Placer County roadway) provides access west from SR 89 into the Plan Area.
- The large majority of existing (and post-project) parking at Squaw Valley consists of surface and structured parking lots, along with underground parking beneath the existing Village. A preferred parking structure, where frequent resort visitors can purchase seasonal parking passes, also exists.
- Current regional transit services consist of the following (see Figure 5.1- Transit System):
    - The Tahoe Area Regional Transit (TART) program, operated by Placer County, connects the Olympic Valley (including the Village) with Truckee to the north, along the North and West Shores of Lake Tahoe to the south year-round. TART also operates a route in winter and summer that connects Squaw Valley directly to Crystal Bay at night.
    - The Truckee/North Tahoe Transportation Management Association (TNT-TMA), in partnership with the Tahoe Transportation District (TTD), the North Lake Tahoe Resort Association (NLRTA), Squaw Valley Resort and several other regional partners, provides evening services connecting the Olympic Valley, including the Village, with North and West Shores of Lake Tahoe in both the summer and winter.
    - Squaw Valley provides skier shuttle services between Squaw Valley and Alpine Meadows ski resorts.
    - The North Lake Tahoe Express, which is sponsored by the

TNT-TMA in partnership with the TTD and the NLTRA, provides airport shuttle service to and from the Reno-Tahoe International Airport.

- Squaw Valley is located within an extensive sierra trail network, which includes pedestrian, bike and equestrian trails (see Figure 5.2- Regional Trail Network.)

- The existing primary bicycle/pedestrian trail is the Squaw Valley Trail, which is a Class 1, paved multi-purpose path along (and separated from) Squaw Valley Road between the Village area and SR 89. It connects with the Truckee River Trail, which is a Class 1, paved multi-purpose path along (and separated from) SR 89 south to Tahoe City and beyond. Currently, there are pedestrian plaza areas and sidewalks in the Squaw Valley base area but insufficient sidewalks in the surrounding communities and further reaches of the Plan Area and a lack of connectivity to bike and pedestrian paths.

- The project will add additional paved multi-purpose trails beginning at the present termination of the Squaw Valley Trail at the northeastern corner of Squaw Valley Meadows condos adjacent to Squaw valley Road. With the exception of the trail section in the vicinity of Squaw Peak Way, the trail will be a year-round facility. This bicycle/pedestrian trail will continue along the north property boundary of the Squaw Valley Meadows Condos (along the Squaw Valley Road right-of-way) proceeding westward. It will terminate at the Shirley Canyon trailhead on Squaw Peak Way. This trail will have, along its route, paved nodes and/or overlook platforms along the Squaw Creek corridor to enjoy scenic vistas and present interpretive or educational displays. A connection to the proposed Granite Chief Trailhead will be provided along this trail extension as well, and will include bike racks and parking along with other proposed trail improvements.

FIGURE 5.1–TRANSIT SYSTEM

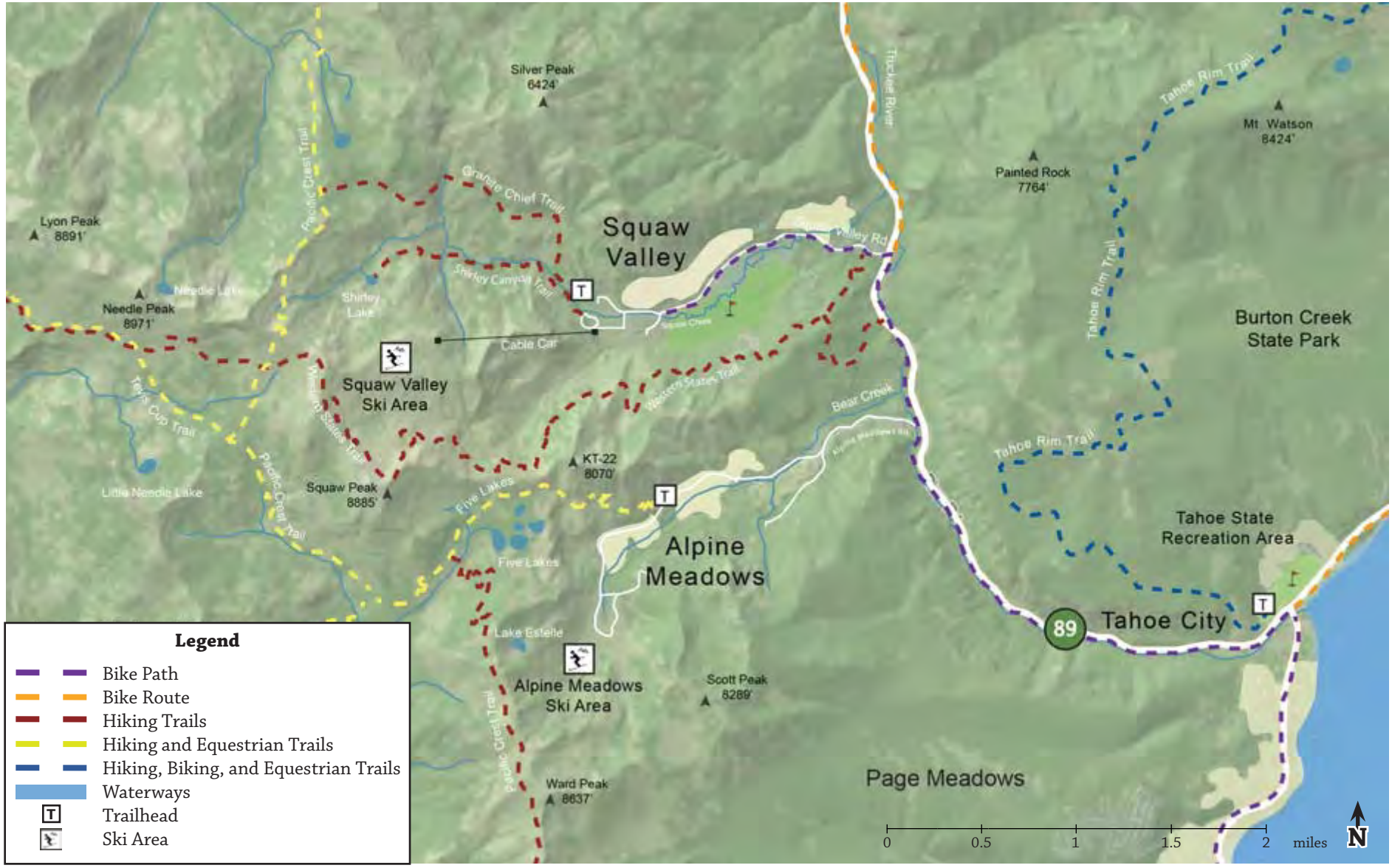

FIGURE 5.2–REGIONAL TRAIL NETWORK

5.4 ROADWAY CLASSIFICATIONS

The following classifications reflect the ultimate improvements to roads and bridges within the Plan Area. Figure 5.3- Vehicular Circulation, shows the roadway network. Figure 5.4 shows whether roads are public or private.

SQUAW VALLEY ROAD

Squaw Valley Road is the primary arterial connecting the project area to State Route 89, which connects to Interstate 80 to the north, and Tahoe City to the south. While Squaw Valley Road is predominantly striped as a two-lane roadway with wide paved shoulders, on peak skier days it is sometimes reconfigured by Squaw traffic and parking staff (with temporary cones) to provide a three-lane configuration- two lanes of traffic in the peak flow direction, and one lane in the off-peak direction. Squaw Valley Road enters the northeastern corner of the Plan Area at the intersection of Far East Road. According to the Specific Plan, from this point westward, the roadway will be striped with two 12 foot travel lanes, a 12 foot two way left turn lane (TWLTL), and 10 foot shoulders on both sides (plus 3 foot curb and gutter sections, as shown in Figure 5.6).

The TWLTL will be utilized as a left turn lane at the intersection of Squaw Valley Road and Village East Road. Beyond the intersection, the TWLTL will provide an acceleration lane for westbound turn movements from Village East Road onto Squaw Valley Road. A Class I bicycle/pedestrian path is located along its southern edge. Squaw Valley Road then continues southward from the intersection with Chamonix Place, going into the Village resort core as a two-lane road (see Figure 5.7).

PRIMARY ROADS

Far East Road, Village East Road, and Chamonix Place are designated primary roads within the Plan Area. Each primary road will have two vehicle lanes and associated improvements. Far East Road improvements include curb and gutter snow storage and pedestrian walkways (see Figure 5.5). Village East Road improvements include on-street bike lanes, landscaped walkways, and curbs and gutters (see Figure 5.8). Chamonix Place includes on-street bike lanes and walkways on both sides of the street (See Figure 5.9).

SECONDARY STREETS

Secondary streets provide access off of the primary roads into development areas. Typically these will have sidewalks where traffic volumes suggest a need for pedestrian separation. (See Figure 5.10).

LANES

Lanes are provided where vehicular traffic is minimal due to low-density development, and pedestrians may safely share the paved travel lane. (See Figure 5.11).

Note: Lanes may utilize roadside ditches as an alternative to curbs and gutters, in order to maximize water treatment opportunities.

BRIDGES

Three existing bridges will provide access across Squaw Creek to the Village Core area. The existing Squaw Valley Road bridge (the most westerly bridge) provides two 12 foot travel lanes, a 7 foot shoulder, and 8 foot sidewalk in each direction. The bridge will be

widened to provide a 10 foot sidewalk on the west side of the road. The resultant Squaw Valley Road bridge section is shown on Figure 5.14. The existing Village East Road bridge (center bridge), as shown on Figure 5.13, will be preserved in its current configuration. The bridge provides two 12 foot travel lanes, two 8 foot shoulders, and a 7 foot sidewalk on the west side of the structure and a 5 foot path on the east side. The third bridge, located near the northeasterly corner of the Plan Area, is the existing Far East Road crossing. The bridge will be kept in its current location and reconfigured into two 12 foot travel lanes, and 10 foot sidewalks going in each direction. It will also have 4.5 foot shoulder/bike path, curb, and gutter. (See Figure 5.12)

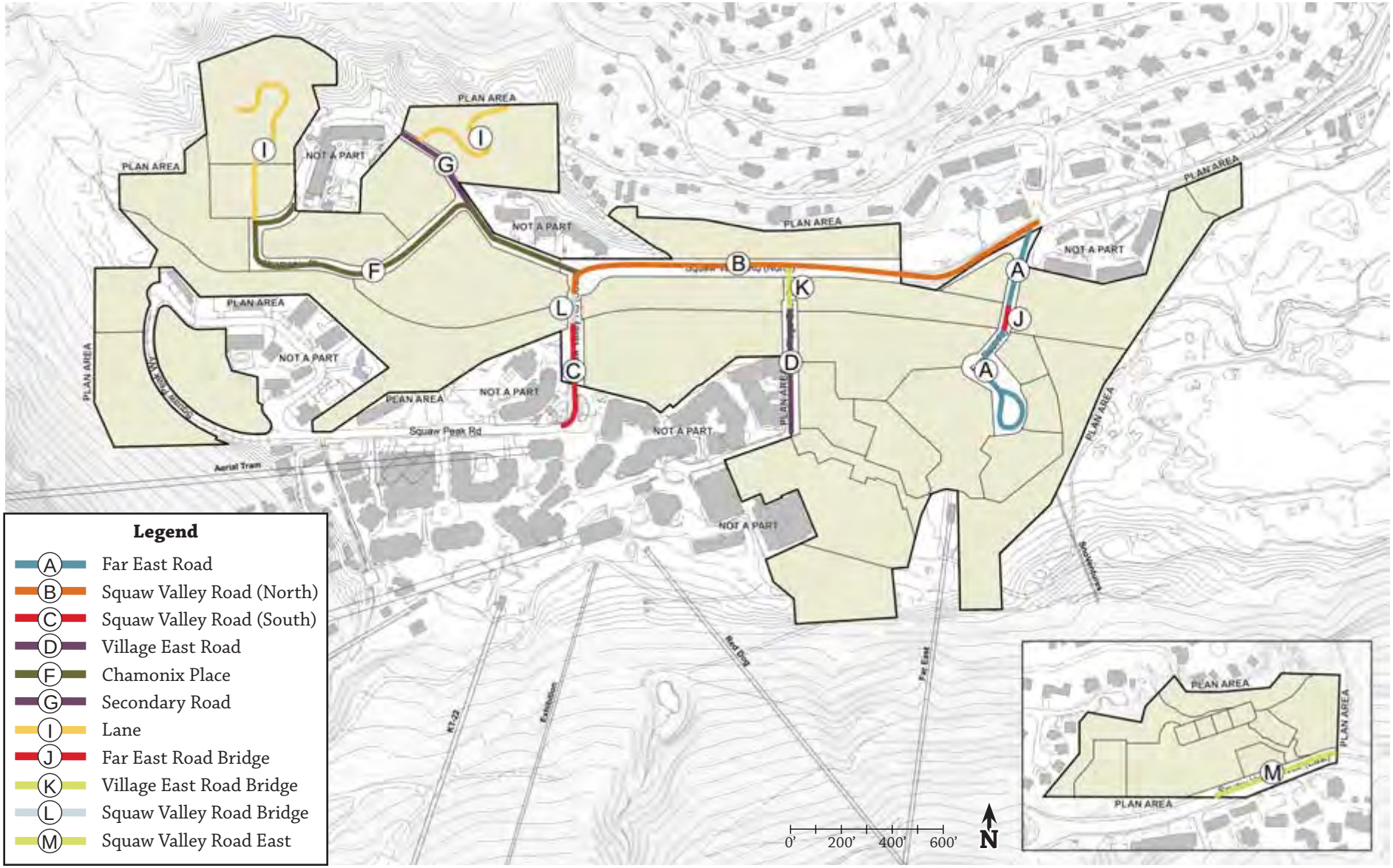

FIGURE 5.3–VEHICULAR CIRCULATION

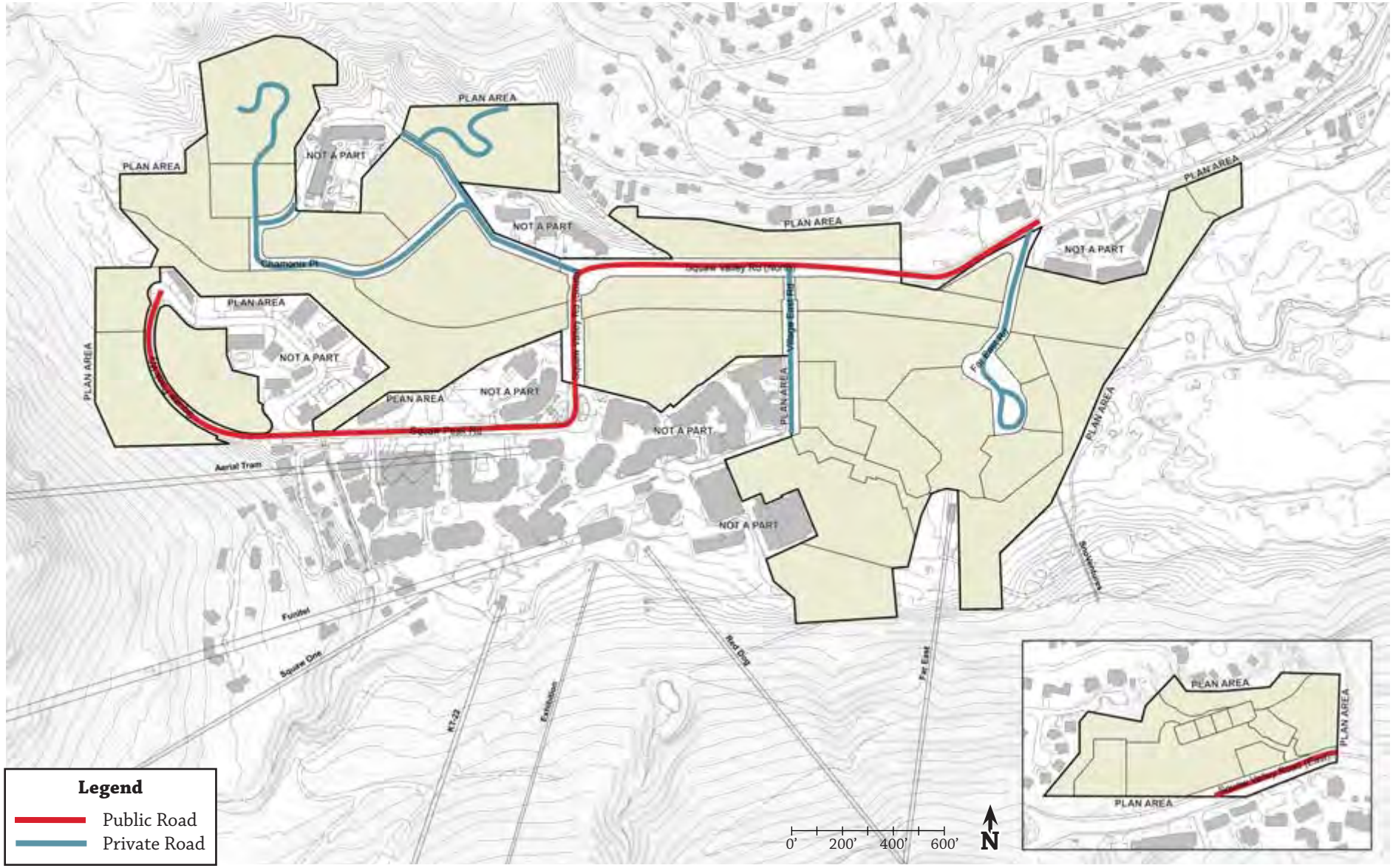

FIGURE 5.4–PUBLIC AND PRIVATE ROADWAYS

Note: All marked roadways to be maintained by Squaw Valley Resort, LLC.

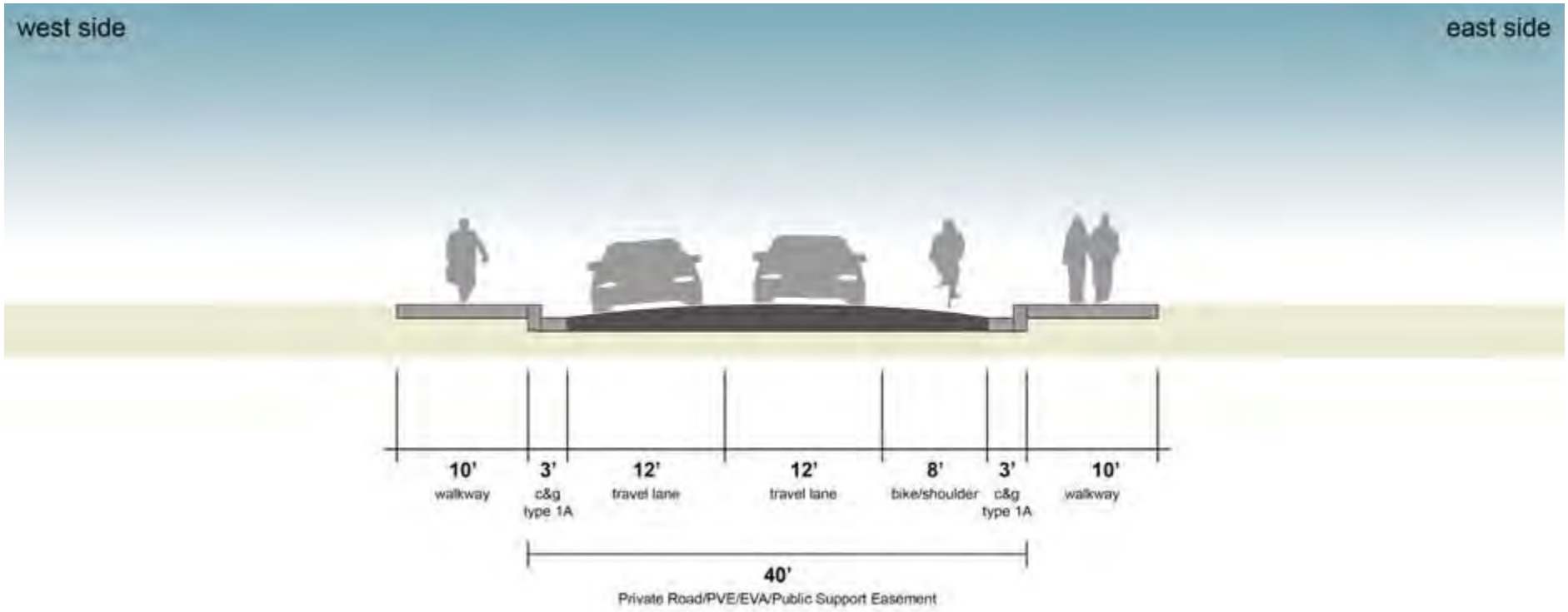

FIGURE 5.5– SECTION A: FAR EAST ROAD

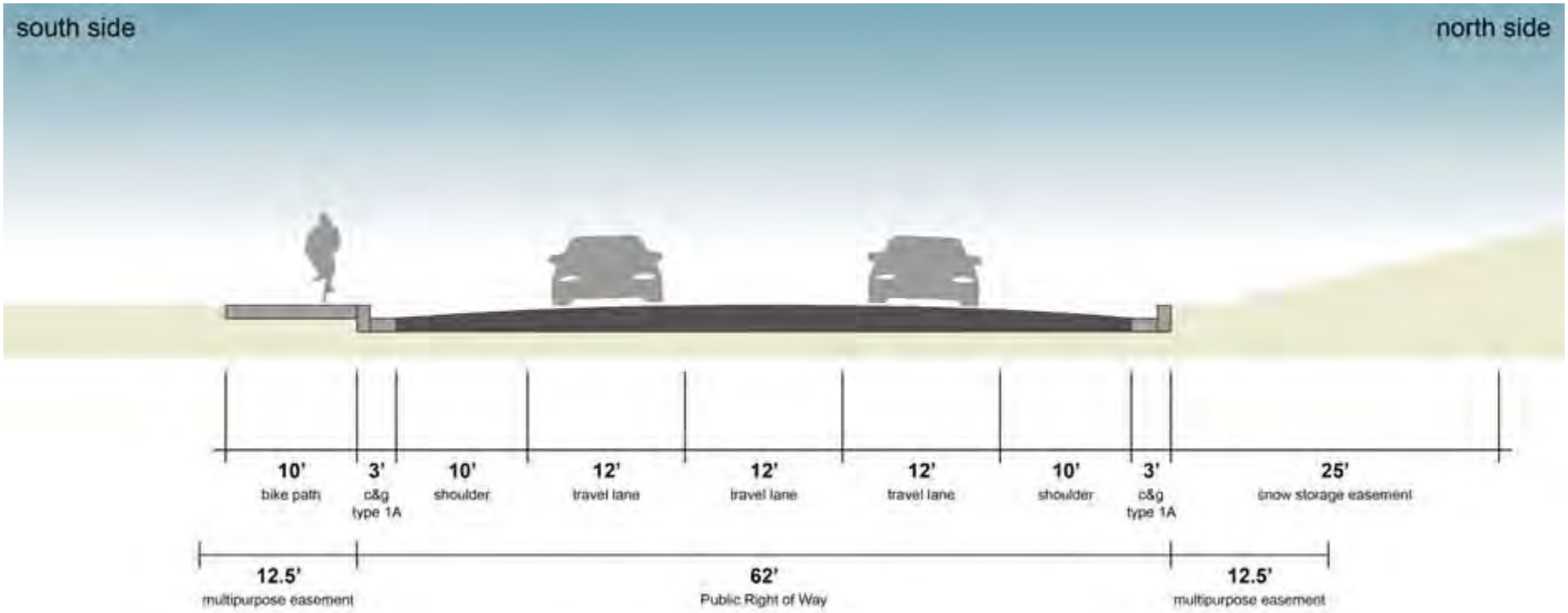

FIGURE 5.6– SECTION B: SQUAW VALLEY ROAD (NORTH)

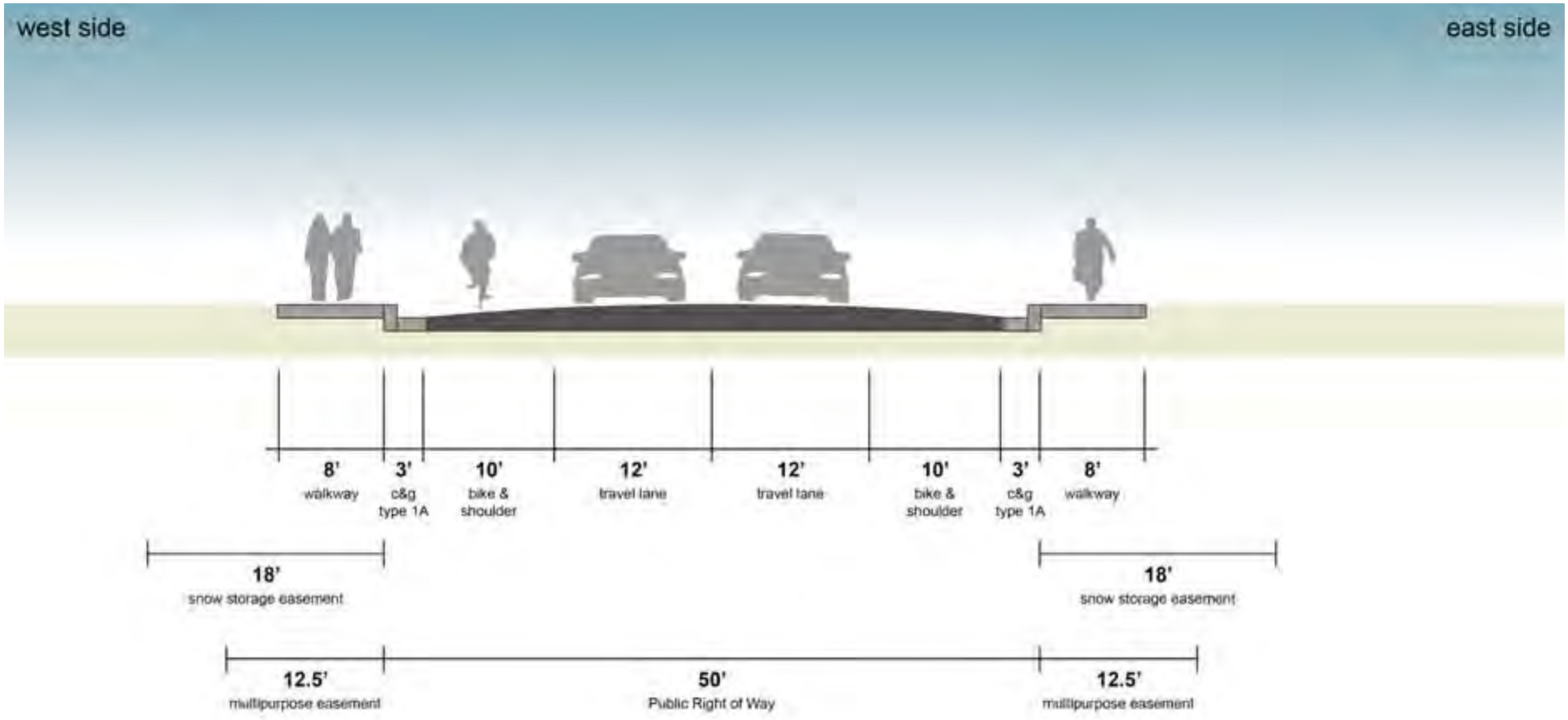

FIGURE 5.7– SECTION C: SQUAW VALLEY ROAD (SOUTH)

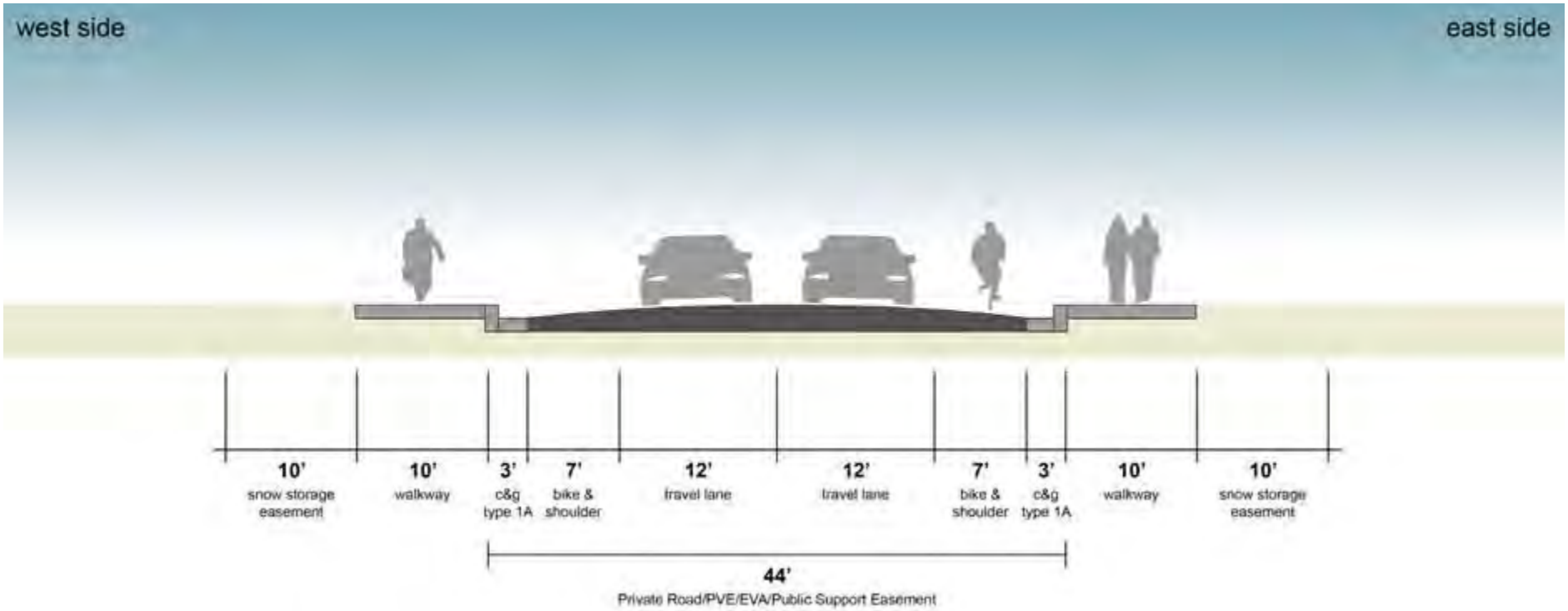

FIGURE 5.8– SECTION D: VILLAGE EAST ROAD

Note: Where adequate space for snow storage is unattainable, an alternative storage location will be identified.

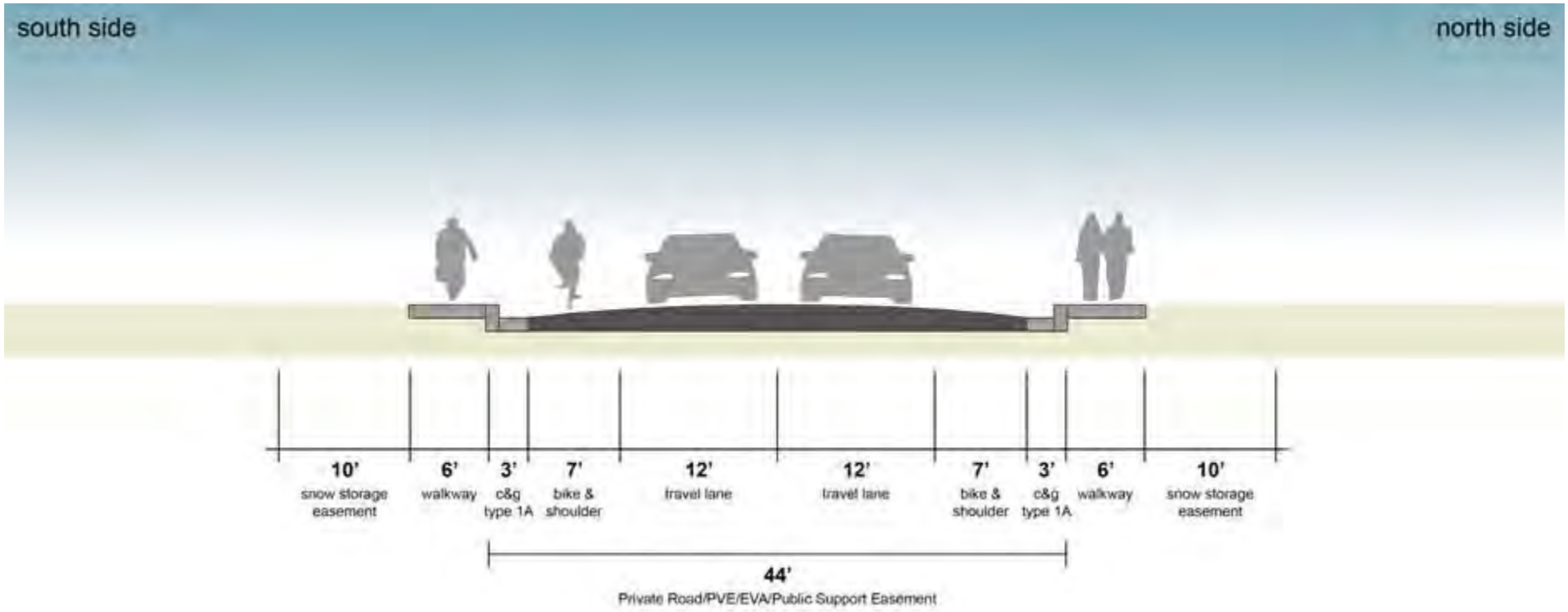

FIGURE 5.9– SECTION F: CHAMONIX PLACE

Note: Where adequate space for snow storage is unattainable, an alternative storage location will be identified. The pedestrian walking path can be on either side of the road

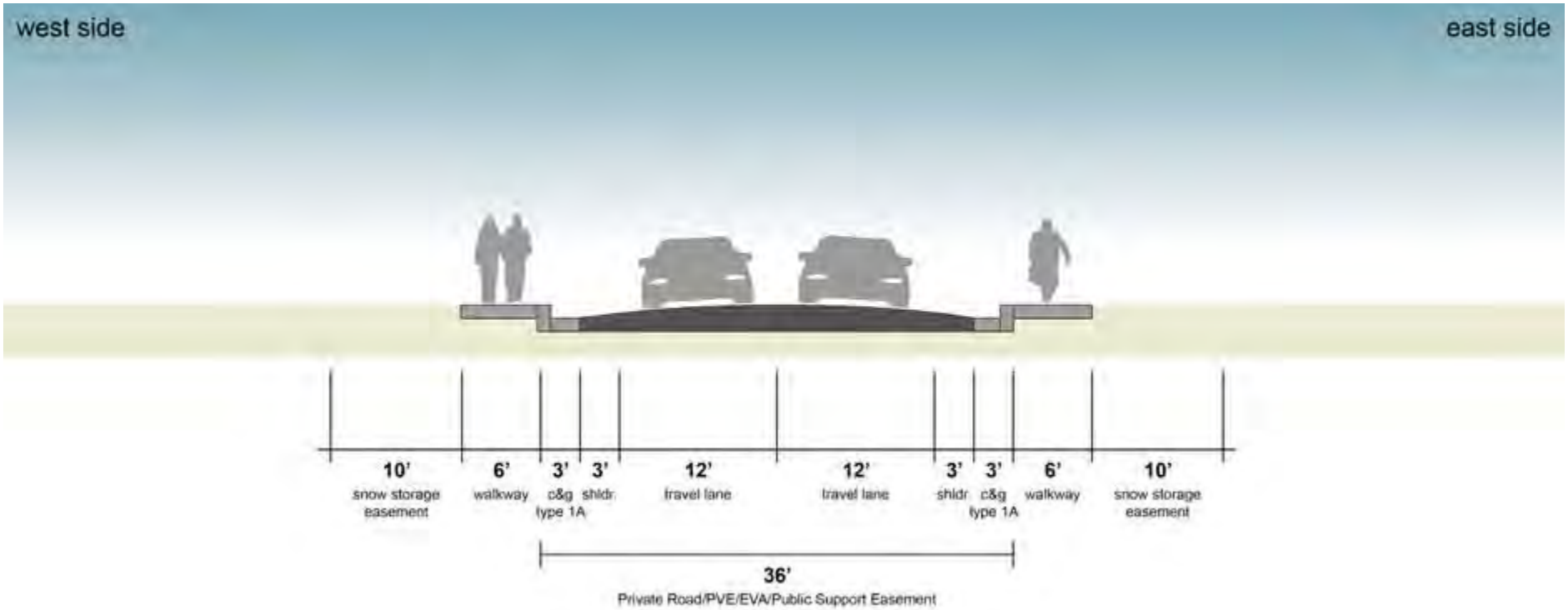

FIGURE 5.10– SECTION G: SECONDARY ROAD

Note: Where adequate space for snow storage is unattainable, an alternative storage location will be identified. The pedestrian walking path can be on either side of the road.

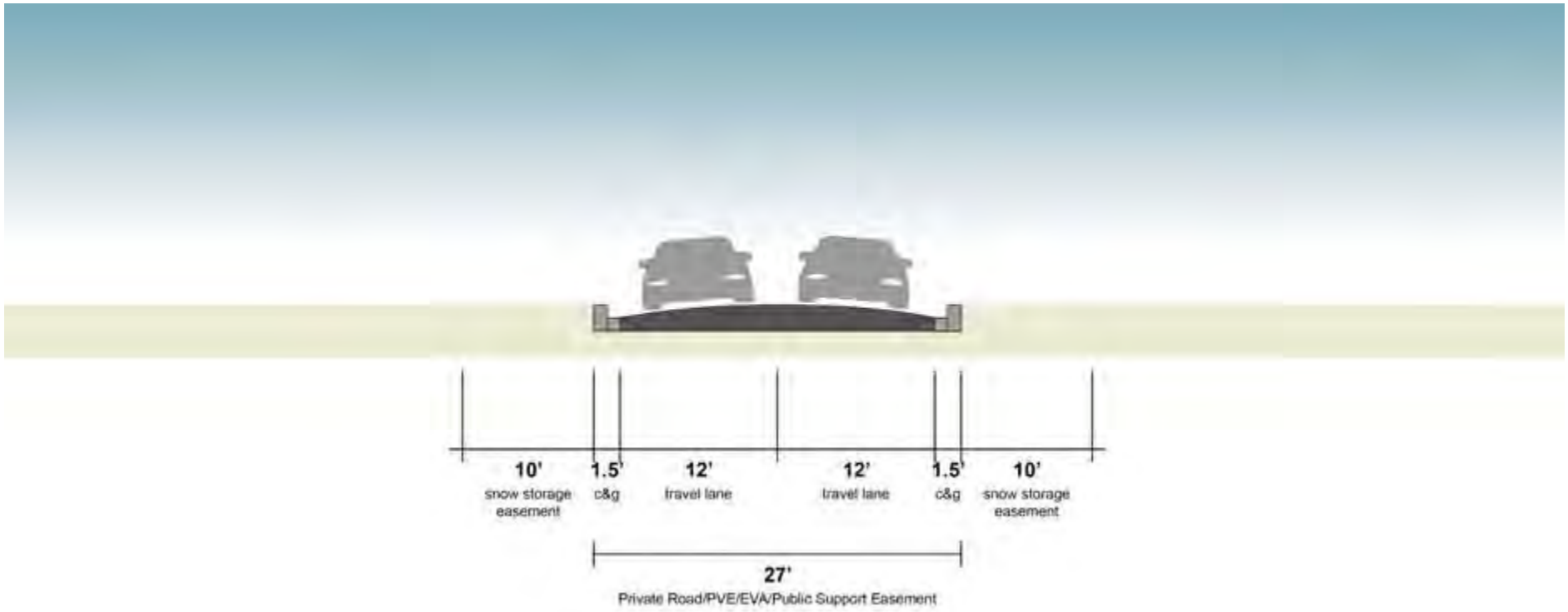

FIGURE 5.11– SECTION I: LANE

Note: Where adequate space for snow storage is unattainable, an alternative storage location will be identified. Roadside ditches may be used in lieu of modified curb and gutter. A 6' sidewalk or meandering path will be required for commercial or condominium hotel projects developed within parcels served by "Lane" roads.

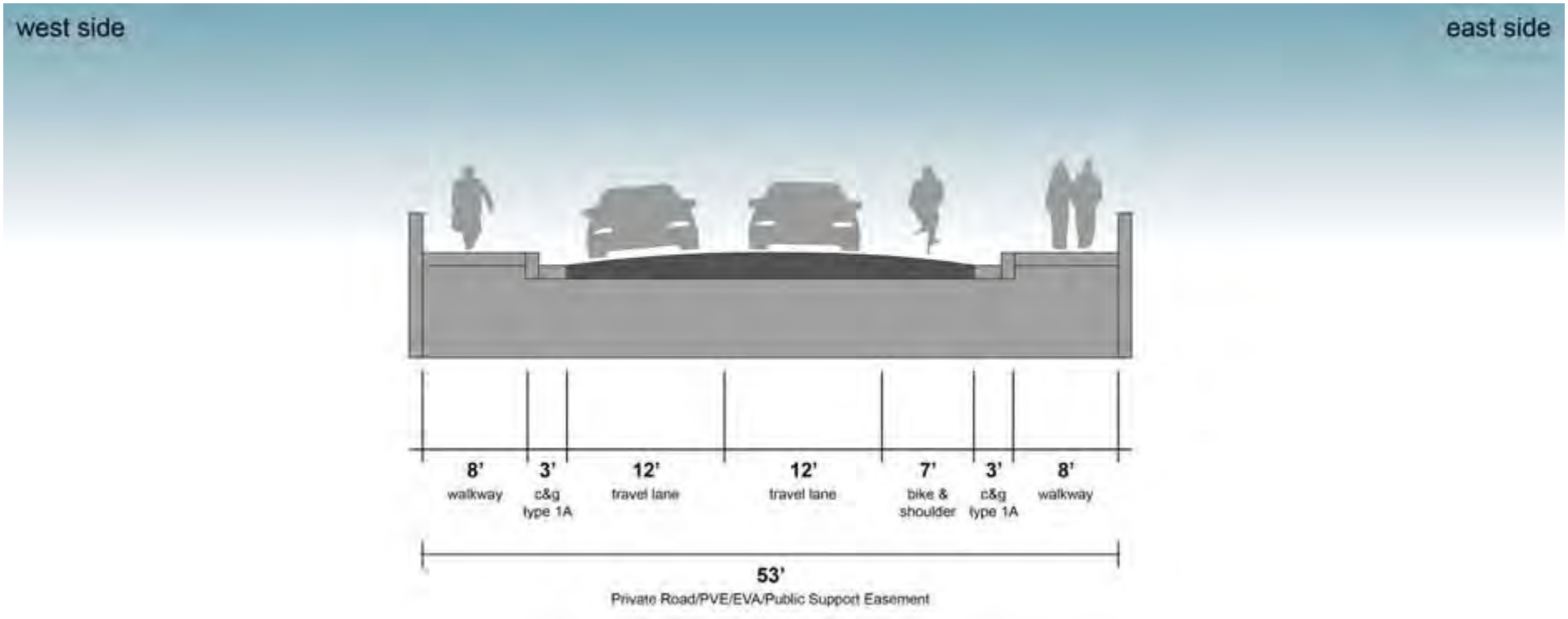

FIGURE 5.12– SECTION J: FAR EAST ROAD BRIDGE

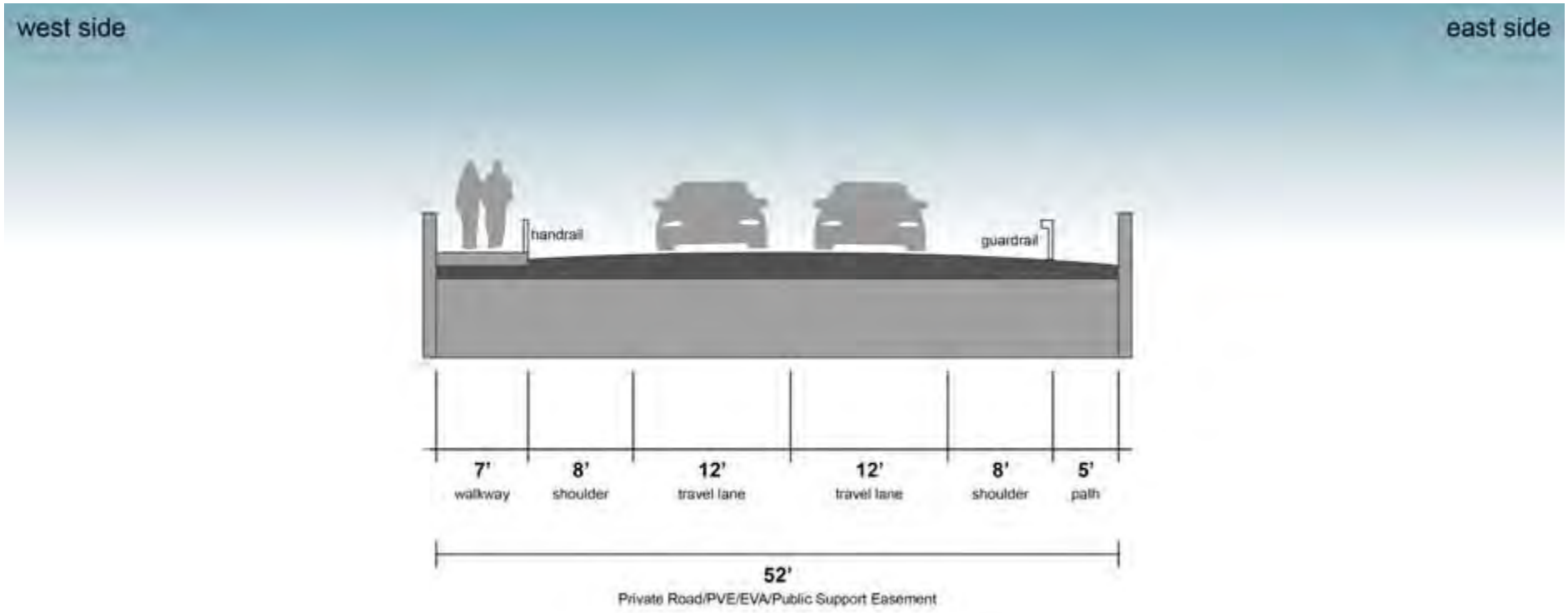

FIGURE 5.13– SECTION K: VILLAGE EAST ROAD BRIDGE

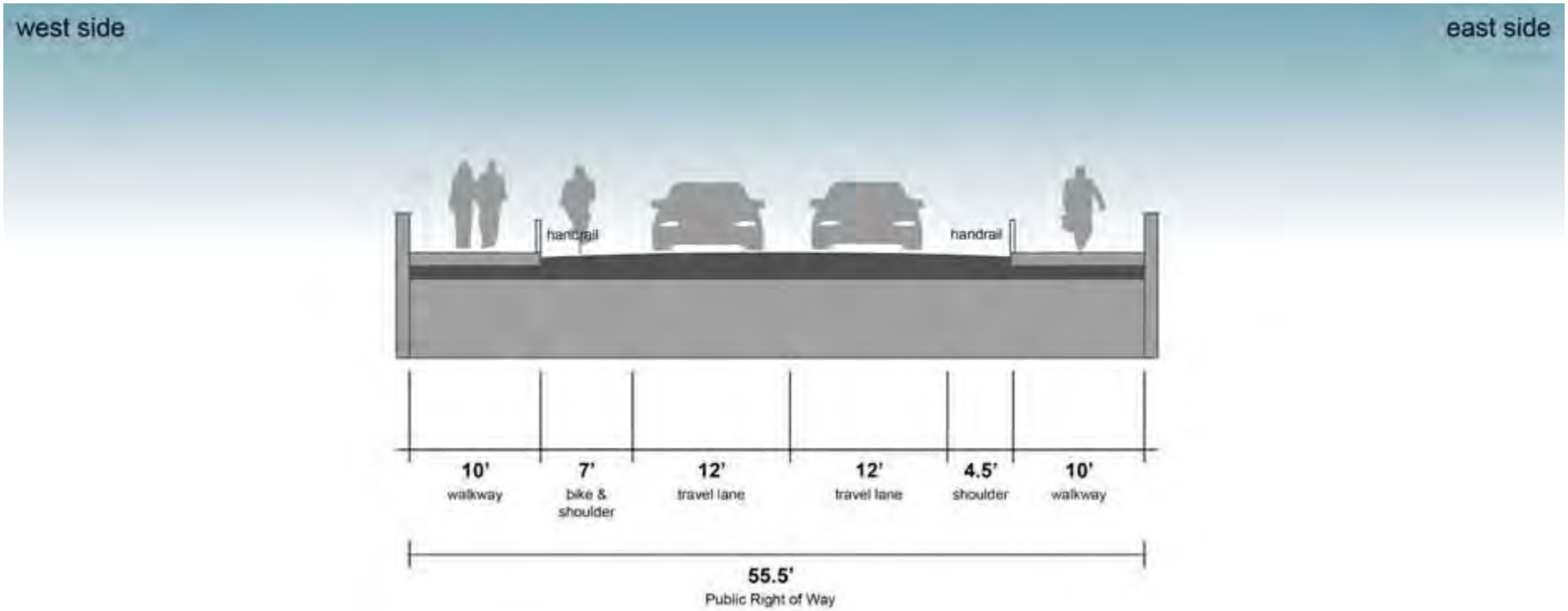

FIGURE 5.14– SECTION L: SQUAW VALLEY ROAD BRIDGE

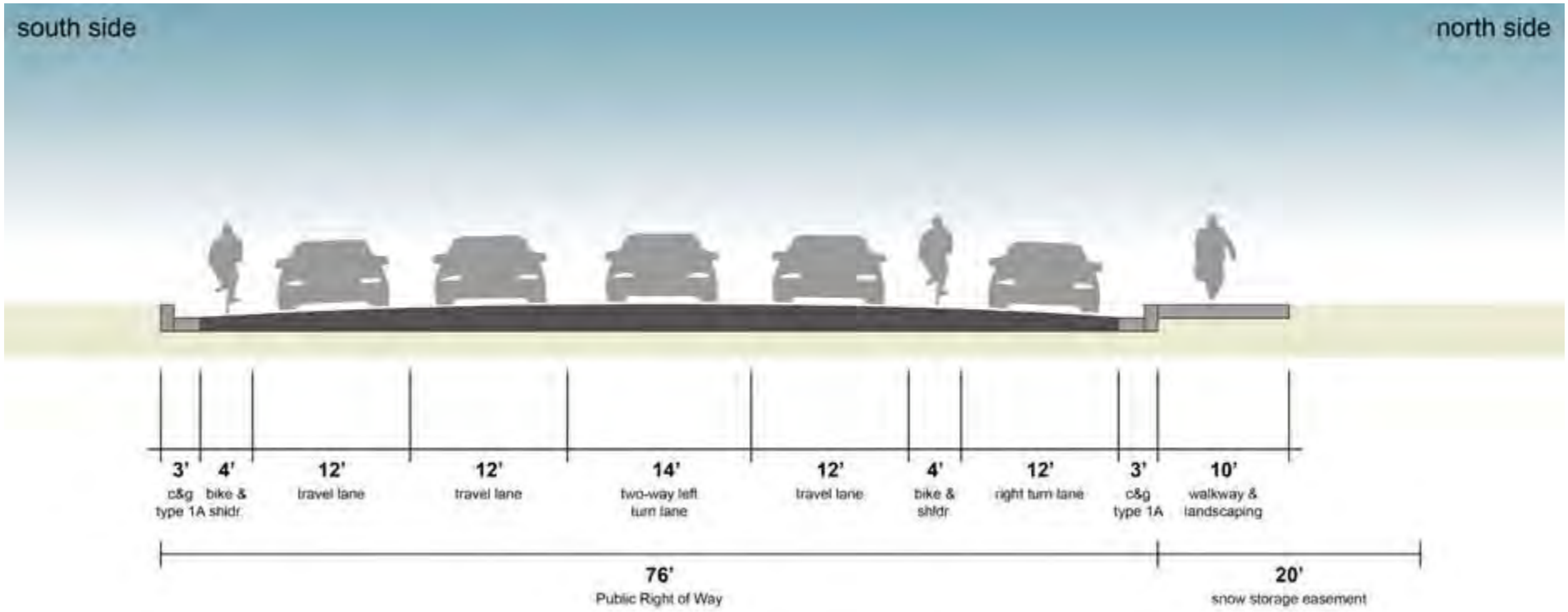

FIGURE 5.15– SECTION M: SQUAW VALLEY ROAD (EAST)

5.5 BICYCLE AND PEDESTRIAN CIRCULATION AMENITIES

The Village is a walkable environment, organized by a pedestrian network that converges at the Village Core and Snow Beach. This system is also linked to the valley-wide multi-purpose path network, and the Granite Chief and Shirley Canyon trailheads.

Sidewalks and/or separated pedestrian paths will be located along vehicular roadways and in parking lots. Crosswalks will be installed along vehicular roadways and accessways at intervals to ensure pedestrians can safely traverse across the entire Plan Area. Appropriate lighting and safety signage, such as yield signs, stop signs, and pedestrian crossing signs, will be installed in conjunction with the crosswalks. Designated avenues for pedestrian crossings should be every 200 to 300 feet. Traffic calming measures and traffic management mechanisms shall be employed to maintain a safe environment for pedestrians and vehicles.

The existing Class 1 bike/pedestrian trail, currently located on the south side of Squaw Valley Road (east of Far East Road), is extended westward through the Project Area along the north side of the restored Squaw Creek corridor. There are multiple pedestrian and bicycle connections into the Village, and links to the Granite Chief and Shirley Canyon trailheads.

Bike racks are provided at main locations throughout the Village, as well as at the Shirley Canyon and Granite Chief Trailheads, and at all major lodging properties. (See Figure 5.16- Bicycle Network).

The material used for the bicycle and pedestrian trails/paths will be plowable, making them accessible during the winter. Snow removal service on the paths will be funded through a maintenance agreement, or as part of an agreement with the SVPSD. Trails and paths will use pervious pavement/concrete material for trail construction, where feasible.

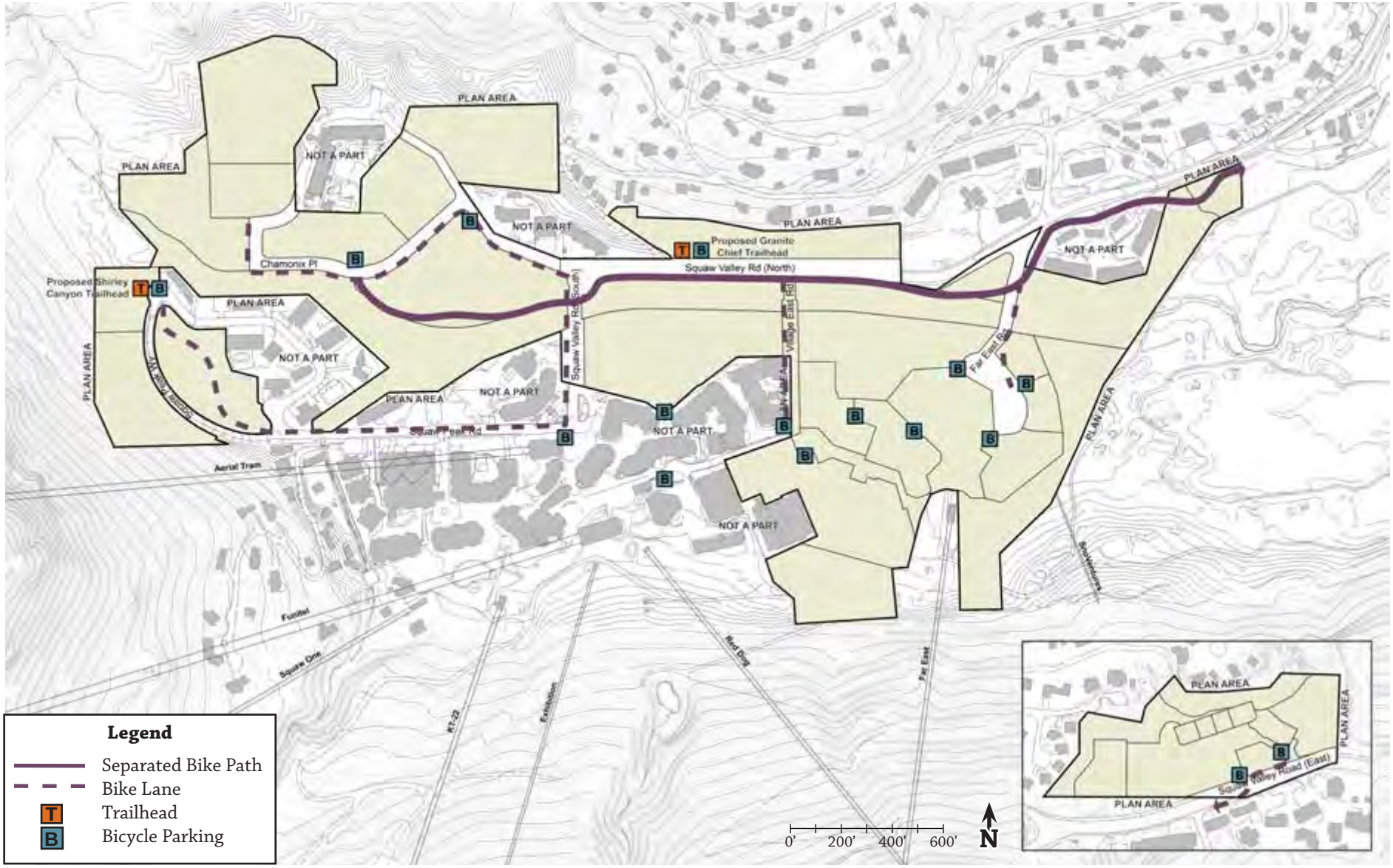

FIGURE 5.16– BICYCLE NETWORK

5.6 PARKING

Parking is provided in a variety of facilities:

- Parking Structures Beneath the Majority of Lodging and Resort-Residential Buildings (podium parking) - Parking on individual parcels associated with lodging is primarily provided for guests/residents. Operational vehicles and employees will be accommodated on a space-available basis.

- Surface and Structured Parking Lots– Most parking for day skiers, visitors, and guests of nearby lodging/resort-residential properties will still be provided by surface and structured parking lots on the north side of the Village core.

- Off-Site Parking - These parking areas are provided on an as-needed basis for employees and day skiers. The East Parcel parking facility on Squaw Valley Road near the entrance to the Olympic Valley (across the street from the Public Service District building) will provide the key off-site parking area for employees and (as needed) by day skiers on peak ski days or for special events. If out-of-valley off-site parking areas are ever pursued, preference will be provided to lots in a regional park-and-ride program or where parking can be shared with other uses (such as schools and marinas) that have space available on peak ski days. Squaw Valley will provide additional new parking facilities on an as-needed basis to accommodate overall Specific Plan demand.

Parking demand rates have been developed based on existing code, observed parking needs in similar resort areas, and detailed surveys of parking patterns in Squaw Valley as explained in the Village at Squaw Valley Parking Demand Analysis. Facilities are managed flexibly in response to changes in parking demands, and in order to accommodate all project parking needs on all but the busiest four days of the ski season. Additional parking demand and traffic on the four busiest days will be managed pursuant to the circulation plan. Tandem parking is allowed in areas designated for and operated by valet parking. A standard parking space is 9 feet by 18 feet and a compact space is 7 feet by 16 feet. The SVGPLUO shall be referenced for any parking design guidelines not addressed here.

On-site day skier parking supply is provided to accommodate all but the four busiest ski days per year. A review of skier counts for the most recent five years indicates an average (on the 5th busiest day of each year) of 10,663 day skiers. The overall parking supply will be developed to accommodate at least this level of day skiers in any ski season through all stages of development. Resort parking attendants will direct parking on peak days to help accommodate the large number of vehicles and ensure adequate clearance, emergency vehicle access, and pedestrian and vehicular safety standards are maintained. It is anticipated that at full build-out on peak days, most or all employees will be required to park at the remote lots, or commute by means other than personal vehicles.

Parking sufficiency will be met progressively as parcels are developed. The fungible nature of development timing negates a set phasing for parking provisions; facilities will be provided as the demand for parking occurs. Each individual lot has a specific parking allotment to meet, and there are benchmarks of total resort-residential units constructed that also trigger parking requirements. Surface parking will serve the project during the initial stages of development before parking structures need to be built. Parking structures will ultimately be developed on Lots 11, 12, and 39 (See Figure 5.17).

Parking Summary

Parking Area	Spaces
Lot 11	1,000
Lot 12	1,067
East Parcel	524
IntraWest P2	360
Preferred Parking	346
Squaw Valley Road	232
Total	3,529

FIGURE 5.17–PARKING PLAN

Note: The depiction above is one conceptual possibility for the development of the Plan Area. All plans, buildings, appearances, and layouts are subject to change (per the provisions of the Specific Plan) without notice.

5.7 EMERGENCY VEHICLE ACCESS

Emergency Vehicle Access (EVA) routes within the Plan Area provide secondary access to structures or land uses when needed. EVAs are 24 feet wide with a minimum pavement width of 20 feet with 2 foot shoulders. Refer to Figure 5.18 for individual building emergency vehicle accessibility.

- Curves in EVA lanes shall have as a minimum, 50 foot outside and 30 foot inside radius curves to address fire apparatus turning movement.
- Pavement section for EVA shall be a minimum of 3 feet of asphaltic concrete on a minimum base of 8 feet of compacted base rock.
- Subgrade material shall be compacted to 95% relative compaction.

In support of advanced emergency medical services related to resort activities and the village expansion, a dedicated helipad for patient evacuation to regional emergency care providers shall be established. The helipad will be a minimum of 120 feet by 120 feet. It shall be conveniently located to assure timely access by ambulances and other emergency vehicles while mitigating the impact of noise and rotor wash to nearby buildings, residents, and guests. It is anticipated the helipad will be a raised structure over the Preferred Parking lot adjacent to the Member's Locker Room and Squaw Kids' current building; however it may be developed in another location that meets the minimum requirements as noted. The helipad design and construction will incorporate a dedicated elevator that will accommodate a medical gurney, snow clearing operations, and proper aeronautical markings. The timing of development of the helipad shall be in accordance with the approved Master Phasing Plan.

5.8 TRANSPORTATION MANAGEMENT

A key element in the overall plan is to minimize reliance on the private automobile. Along with providing a mix of land uses within the site, the Specific Plan implements an alternative transportation plan in order to:

- Meet the Circulation Goals and Policies, as discussed in Section 5.2.
- Provide a high-quality resort experience for visitors and guests, without the need for a private automobile.
- Reduce commuting time and costs for resort employees.
- Minimize overall automobile use in the Tahoe-Truckee Region, including associated reductions in traffic delays and air emissions.
- Participate in community solutions to regional programs that enhance non-automobile access both to, and within, the Tahoe-Truckee Region.

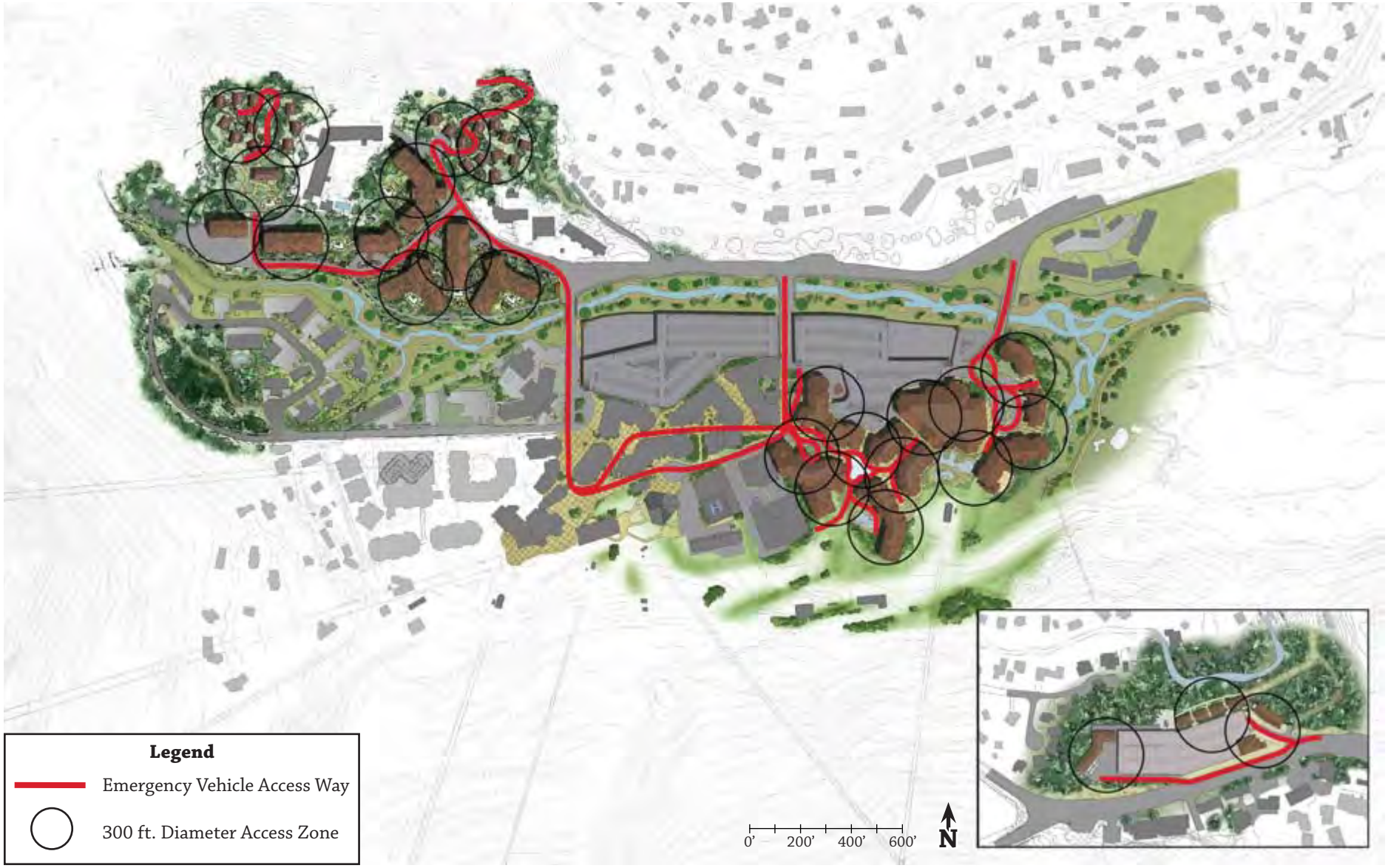

FIGURE 5.18–EMERGENCY VEHICLE ACCESS

Note: This plan will comply with Squaw Valley Fire Department EVA Standards. The depiction above is one conceptual possibility for the development of the Plan Area. All plans, buildings, appearances, and layouts are subject to change (per the provisions of the Specific Plan) without notice.

The following elements are implemented as part of the Transportation Management Plan:

- On-Going Traffic Management – Traffic management programs on peak ski days at the SR 89 / Alpine Meadows Road intersection, SR 89 / Squaw Valley Road intersection and along Squaw Valley Road between SR 89 and the Village will be continued and modified over time as warranted, to respond to changes in transportation patterns.

- Provide Preferred Parking for Carpoolers – Convenient parking spaces will be designated for vehicles arriving with four or more occupants. This is intended to encourage higher occupancy rates in arriving vehicles.

- Transit Center – The Transit Center will provide a convenient transit hub for both public and private transit services traveling within, to, and from the Village. It will be designed as a drop-off/pick-up facility with the capacity to accommodate two buses at a time.

- Transit Services and Facilities within the Village – Low-emission vehicle shuttle service will be provided within the Village, as warranted, to provide mobility for visitors, guests, and employees. Most new vehicles used to operate services internal to the Plan Area shall use alternative fuels. An efficient and attractive Transit Center, with adequate capacity for local and regional services, charter buses, and public transit, is a key element in implementing this program.

- Transit Services within the Olympic Valley – Squaw Valley will provide low-emission shuttle service within the Olympic Valley with three general programs. The first program will consist of fixed-route shuttles that circulate between The Village at Squaw Valley and the Resort at Squaw Creek. The second program will circulate in the hillside neighborhoods north of Squaw Valley Road with fixed-route shuttles during peak-hour ski days, and the third program will consist of on-demand (dial-a-ride) shuttles that circulate in the above-mentioned hillside neighborhoods during non-peak-hour ski days. Local shuttle services operated by Squaw Valley will coordinate with the Placer County Department of Public Works to provide timed transfers with TART where feasible.

- Transit Services Connecting the Village with the Remainder of Squaw Valley/Alpine Meadows – A transit service will be operated between the Village and the other key lodging and residential areas within the Olympic Valley. The goal of this service is to provide a viable alternative to the private automobile for residents and guests in the Olympic Valley traveling to and from the Village. Most new vehicles used to operate services internal to the Plan Area shall use alternative fuels. This program may include a mix of scheduled and on-call services. In addition, Squaw Valley Resort will operate a transit shuttle service between the Squaw Valley and Alpine Meadows Resort base areas when lifts are in operation at Alpine Meadows. Services will be coordinated with other transit programs, including the Tahoe Area Regional Transit (TART) program and other entities, including other lodging shuttles.

- Transit Services Connecting the Village with the North Tahoe/Truckee Region – As demand dictates during the peak ski season, transit service will be provided (or supported) along the following routes:

  - Squaw Valley – Tahoe City – North Shore – Incline Village Route

  - Squaw Valley – Tahoe City – Sunnyside Route

  - Squaw Valley – Truckee Route

- Adequate service will be provided to serve visitor demand as needed, as well as to provide capacity to serve ridership generated by off-site employee needs. These routes will serve park-and-ride lots and shuttle routes and stops as warranted, focusing on parking facilities that can be shared with other uses in (such as schools and summer recreation sites). Service will be coordinated with other regional services, including the TART program to facilitate timed transfers, and to avoid duplication of services. In addition, Squaw Valley Resort will continue to subsidize transit fares on TART services for employees not conveniently served by the shuttles. Squaw Valley Resort will also continue to provide operational funding to TART for winter service in addition to purchasing fares for employees. Squaw Valley Resort will continue to be an active member in the Truckee/North Tahoe Transportation Management Association, as it provides a forum for solving regional transportation problems through public-private cooperation.

- Enhanced Alternatives to the Private Automobile for Regional Access – To encourage guests to visit the region without private automobiles, Squaw Valley Resort will:

  - Promote use of the North Lake Tahoe Express service to the Reno-Tahoe International Airport through its inclusion in marketing materials and websites.

  - Promote charter bus services through marketing materials. On-site charter bus parking will be provided. Other strategies will be considered, such as discounts on lodging packages for groups traveling by charter bus.

  - Partner with and promote the use of a social-media-based ridesharing program for visitor access to the Truckee-Tahoe region, as well as for employee commute ridesharing.

- Provide a Year-Round Bicycle and Pedestrian Trail Network - A comprehensive network of multiuse paths and sidewalks will be provided throughout The Village at Squaw Valley and maintained year-round (including snow removal). The project owner will also make a fair share contribution towards the maintenance and snow removal of the existing Class 1 trail along Squaw Valley Road for employees commuting from the East Parcel. Connections will be made with other non-motorized-related networks and facilities in the Olympic Valley.

- Establish a Transportation Coordinator Position – A Squaw Valley Resort employee will be designated as Transportation

Coordinator, with responsibility to provide employees (in particular newly-hired employees) with information on the various commute options. The Transportation Coordinator will also cooperate/coordinate with TART and the Truckee/North Tahoe Transportation Management Association.

- Provide Bicycle Parking Facilities – These facilities will be provided at all major lodging/resort-residential facilities, as well as at other major activity centers.

- Other Strategies to Encourage Alterative Transportation Options – Squaw Valley will consider and implement, where feasible, other strategies to reduce private automobile use and expand mobility options, including, but not limited to:

  - *Provide Access to a Fleet of Low-Emission Car-Sharing Vehicles for Local Trips* – Providing guests with access to a zero or low-emission short-term rental car for trips within the Tahoe-Truckee region would support alternative regional transit access to the resort, as it would provide flexibility for those arriving without a private automobile to make trips not conveniently served by mass transit (such as a visit to North Lake Tahoe or Truckee).

  - *Provide Access to Bicycles for Visitors and Guests* – This could encourage cycling within Olympic Valley and beyond, and could be operated through a local bicycle shop.

  - *Offer Activities to Extend Day Skier Stays* – Activities such as night skiing, the Mountain Adventure Camp, and ice skating could be promoted to reduce the proportion of day skiers exiting during the peak afternoon traffic period. On days forecast to have particularly high levels of skier activity, events (concerts, live performances, etc.) will be held to encourage day skiers to linger in the Village area until after exiting traffic volumes recede.

  - *Electric Charging Stations* – Charging stations in Squaw Valley Resort parking facilities may be provided, as changes in the vehicle fleet warrant.

  - *Real-time Traffic Communication Systems* – Subject to support and cooperation from Caltrans, Squaw Valley Resort will install and operate real-time traffic communication systems within the Village to advise guests of existing travel conditions and approximate travel times out of the area.