

circulation & parking

Consistent with SVGPLUO goals for the area, this Specific Plan seeks to adequately serve the proposed land uses while improving the circulation system for the existing users in the Valley.

A comprehensive and appropriate circulation network that provides safe and efficient access to parking, recreational pursuits and lodging and that reduces vehicle trips is based on the destination resort concept of "parking once" and leaving the car behind to enter into a pedestrian dominant environment. Proposed improvements would enhance safety and include circulation patterns that accommodate motorized vehicles while expanding opportunities for public transit, walking, and cycling.

5.1 Circulation & Parking Concepts

The creation of a diversity of transportation options is a central tenet of the Specific Plan for the Village at Squaw Valley. 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 structured parking system is designed to allow arriving resort visitors to park quickly and efficiently, and enjoy a complete vacation experience without the need for a car, through an environment that prioritizes walking, bicycling, and mass transit use. The Specific Plan Area is interlinked with a network of pedestrian and bicycle corridors, and is supported by a local and regional mass transit system. The Specific Plan will also include participation in regional transit enhancements. The

project includes a Transit Center, which allows Squaw Village to become a hub in the North Tahoe/Truckee regional transportation system to further encourage the use of public mass transit options.

Squaw Valley Road is improved on the eastern boundary of the site with the addition of a village entry roundabout at the intersection of Far East Road. From this entry roundabout, arriving residents and visitors are directed to one of two mountain portals, to their specific Village lodging property, or to the western village neighborhoods.

At the most easterly portal, the Far East Road entry serves the new mountain teaching and skier services facility, as well as the primary access to public day visitor parking beneath the development. Village East Road provides direct additional access to parking and to the primary Snow Beach (the southern edge of the Plan Area) locations in the Village, including the Funitel and the main recreation amenities at the Red Dog site. Squaw Valley Road continues south from the Chamonix roundabout (two blocks west of the village entry roundabout at Squaw Valley Road and Far East Road) leading to the Transit Center and the Funitel Plaza mountain portal. This is the closest arrival point to the core of the Village, and provides a prioritized drop-off point for public transportation. Chamonix Drive provides access to lodging, commercial and other uses, and access to additional day skier parking.

A hierarchy of primary and secondary neighborhood roads and lanes leads visitors and residents to the western Village neighborhoods. Each neighborhood accommodates lodging guests and 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 Village Snow Beach with the westernmost Village neighborhoods and the major valley-wide biking and walking trail adjacent to Squaw Valley Road.

As a whole, conveniently-located podium parking provides direct access to day skier/visitor parking immediately upon entering the Village from Squaw Valley Road from 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 & Parking Goals & 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:

- Goal CP-1: Provide for safe and efficient access to and circulation through the Plan Area that meets the mobility and parking needs of guests, employees, day skiers, visitors, goods and 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, etc.) in order to reduce dependency on automobiles and to minimize emissions of air pollutants and greenhouse gasses.
- Goal CP-3: Provide 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 Squaw Valley to reduce vehicle trips and emissions.

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

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

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

Policy CP-6: Provide a Class 1 multipurpose biking/walking trail that connects the existing Class 1 trail along Squaw Valley Road and recreational areas north and west of the Plan Area by the end of Phase I and then augmented to accommodate future phases.

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 parking for 10,678 day skiers, 3,104 spaces, in addition to parking supply required to serve each phase of development.

5.3 The Circulation & Parking Setting

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

- ▶ Key regional roadway access is provided by Interstate 80, connecting the Bay Area and Central Valley (and Sacramento International Airport) to the west and Reno (and the Reno/Tahoe International Airport) to the east. State Route 89 (SR 89) connects with I-80 in Truckee, and provides access south through the Truckee River Canyon to Lake Tahoe at Tahoe City. (See Figure 1.2- Site Context). Squaw Valley Road (a Placer County roadway) provides access west from SR 89 into the project site.
- ▶ The large majority of existing parking at Squaw Valley consists of surface lots, along with underground parking beneath the existing Village at Squaw Valley and a preferred parking structure.
- ▶ Current regional transit services consist of the following:

- ▶ The Tahoe Area Regional Transit (TART) program operated by Placer County, connects Squaw Valley with Truckee to the North, along with the North Shore and West Shore of Lake Tahoe to the south, year-round. TART also operates a route in winter that connects Truckee with Northstar and Kings Beach. TART also operates Tahoe Trolley in the summer, and Night Rider in the winter, connecting Squaw Valley with the North Shore of Lake Tahoe during the evening hours.
- ▶ 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 and several other regional partners, provides evening services connecting Squaw Valley with the North Shore of Lake Tahoe in both the summer (Tahoe Trolley) and winter (Night Rider).
- ▶ Squaw Valley provides skier shuttle services between the Squaw Valley and Apline Meadows ski resorts.
- ▶ The North Lake Tahoe Express, which is provided by the TNT-TMA in partnership with the TTD and the NLTRA, provides airport shuttle service eight times per day to/from the Reno-Tahoe International Airport. (See Figure 5.1- Transit Plan).

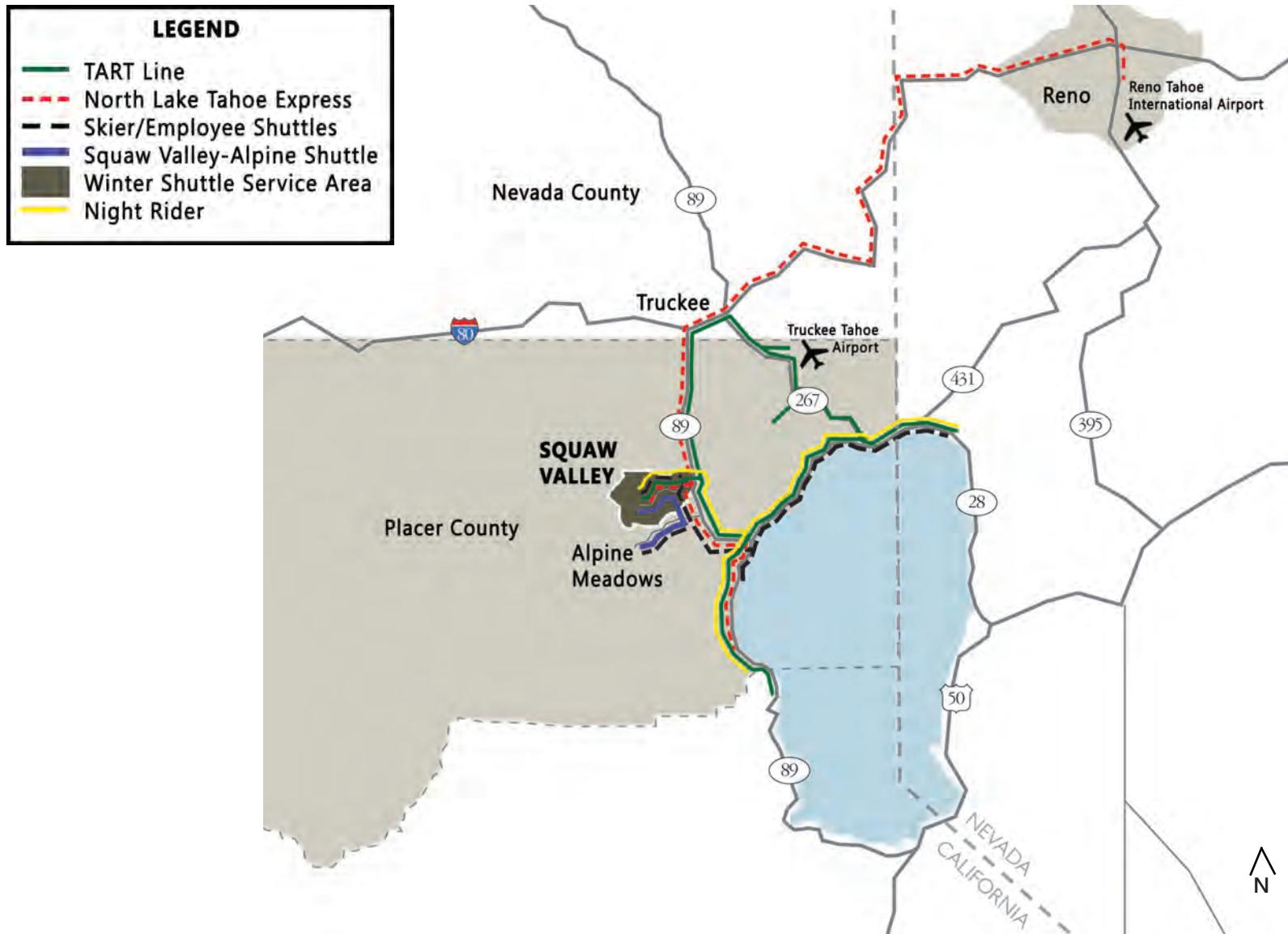


Figure 5.1–Transit Plan

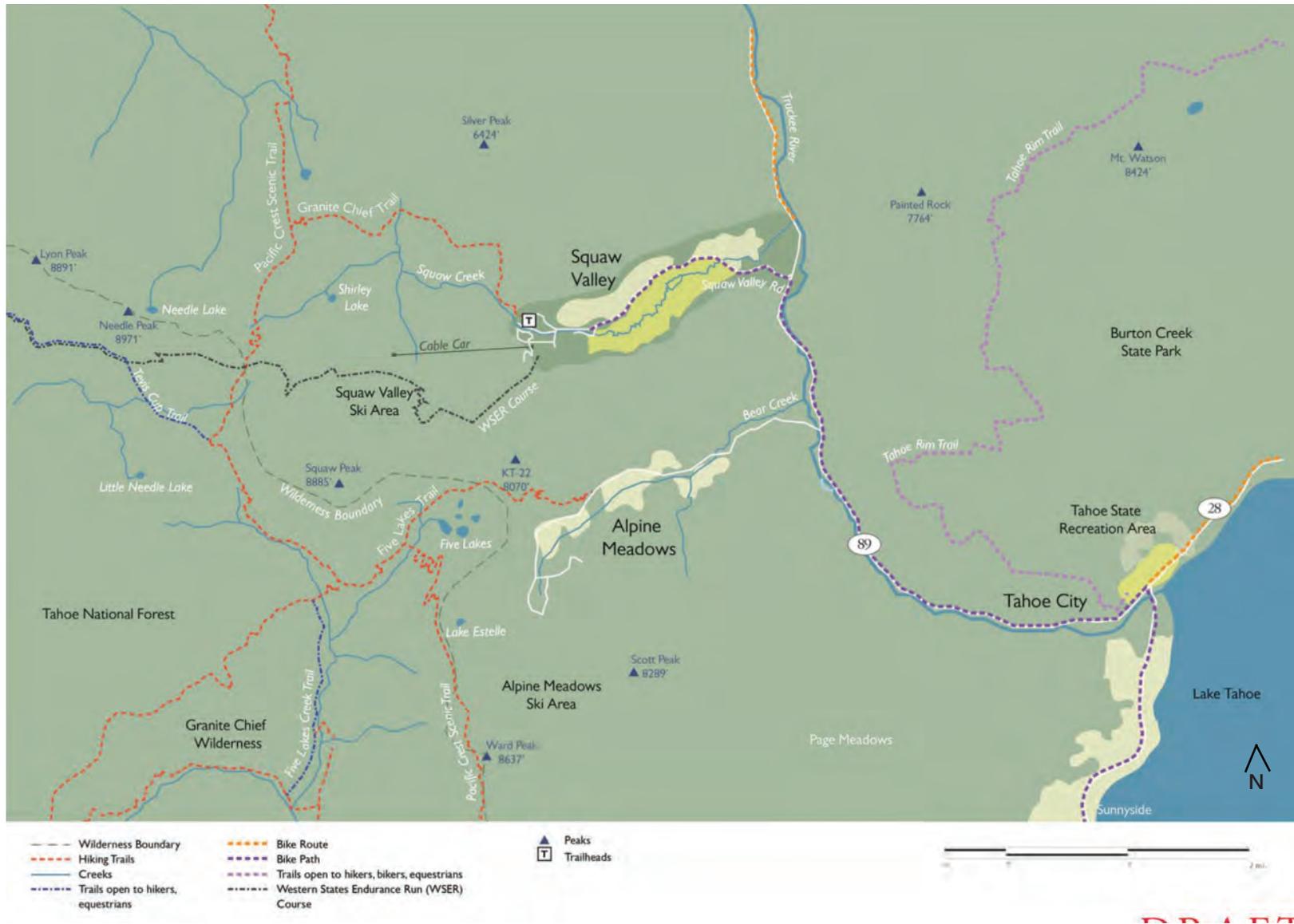


Figure 5.2—Existing vs. Planned Regional Open Space and Trail Network

- ▶ The existing primary bicycle/pedestrian trail is the Squaw Valley Trail, which is a paved multipurpose path along Squaw Valley Road between the Village area and SR 89. It connects with the Truckee River Trail, which provides a separated paved multipurpose path south to Tahoe City and beyond. Currently, there are pedestrian plaza areas and limited sidewalks in the Squaw Valley base area. (See Figure 5.2- Regional Open Space and Trail Plan).

- ▶ The project will add additional paved multipurpose trails beginning at the present termination of the Squaw Valley Trail at the north-eastern corner of the 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 condo’s north property boundary proceeding westward and will terminate at the Shirley Canyon Trailhead on Squaw Peak Way in the summer season. This trail will have, along its route, paved nodes and/or overlook platforms along the Squaw Creek channel for interpretive and education data. 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 the proposed trail improvements.

5.4 Roadway Classifications

Squaw Valley Road

As the primary arterial into the project from State Route 89, which connects to Interstate 80 at the north, Tahoe City, and Route 50 at the south end of Lake Tahoe, Squaw Valley Road is the final access

link for arriving visitors. While it is striped as a two-lane roadway with wide paved shoulders, on peak skier days it is managed to provide two lanes of traffic in the peak period direction and one lane in the off-peak direction. Squaw Valley Road enters the northeastern area of the Plan Area at the Far East roundabout. From this point, the roadway will be striped with two 12-foot travel lanes, a 12-foot two way left turn lane (TWLTL), and 7-foot shoulders (plus 3-foot curb and gutter sections). 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 path is located along its southern edge. The Chamonix roundabout is located at the intersection with Chamonix Place, from which Squaw Valley Road continues southward into the resort core. The Transit Center is located along this segment of Squaw Valley Road. (See Figure 5.3 and Figures 5.6, and 5.7).

Primary Roads

Far East Road, Village East Road, and Chamonix Place are designated primary roads within the Plan Area. Far East Road is four lanes in width to accommodate parking garage traffic from the Far East roundabout on Squaw Valley Road. South of Squaw Valley Creek, two lanes provide direct access to the day visitor parking level, while the remaining two lanes provide access to lodging parking and the surface street. It crosses over Village East Road to a western terminus near the Funitel. Village East Road passes below Far East Road providing access to lodging parking and Red Wolf. Chamonix Place is the main road accessing the western Village neighborhoods, and leads to secondary roads and lanes serving these areas. (See Figure 5.3 to 5.5, and 5.8 to 5.10).

Secondary Streets

Secondary streets provide access off of the primary roads into development areas. Typically these will have sidewalks where traffic volumes suggest pedestrian separation. (See Figures 5.3 and 5.11).

Lanes

Lanes are provided where vehicular traffic is minimal due to low-density development, and pedestrians may safely share the paved travel lane. (See Figures 5.3 and 5.12).

Note: Lanes may utilize roadside ditches as an alternative to curb and gutter in order to maximize water treatment opportunities.

Roundabouts

Roundabouts are located at strategic locations within the Plan Area to enhance traffic flow by eliminating the need for stop signs and creating opportunities for community enhancement. The roundabouts will allow for higher left and right turning movements and allow for flexibility in directional traffic movements which result from changeable traffic patterns and volumes. (See Figures 5.3, 5.16 and 5.17). Roundabout details may be modified to fit within site constraints such as right-of-way, open space and pavement geometry upon review and approval by the Department of Public Works.

Bridges

Three existing bridges will provide access across Squaw Creek to the Village Core area. The existing Squaw Valley Road bridge provides two 12-foot travel lanes, 4.5-foot shoulder, and 4-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 5.15. The existing Village East bridge, as shown on Figure 5.14, will be preserved in its current configuration. The bridge provides two 12-foot travel lanes, 8-foot shoulders, and a 7-foot sidewalk on the west side of the structure. The third bridge, located near the northeasterly corner of the core area, crosses the creek at the existing Squaw Loop Road crossing. This bridge will be utilized for the Phase 1 portion of the project but will be removed and replaced with a new bridge at the Far East Road crossing during construction of a subsequent phase. The future Far East Road bridge is shown on Figure 5.13 and consists of two 12-foot travel lanes, a 7-foot shoulder, curb and gutter, and a 6-foot sidewalk in each direction, separated by a 4-foot center median.

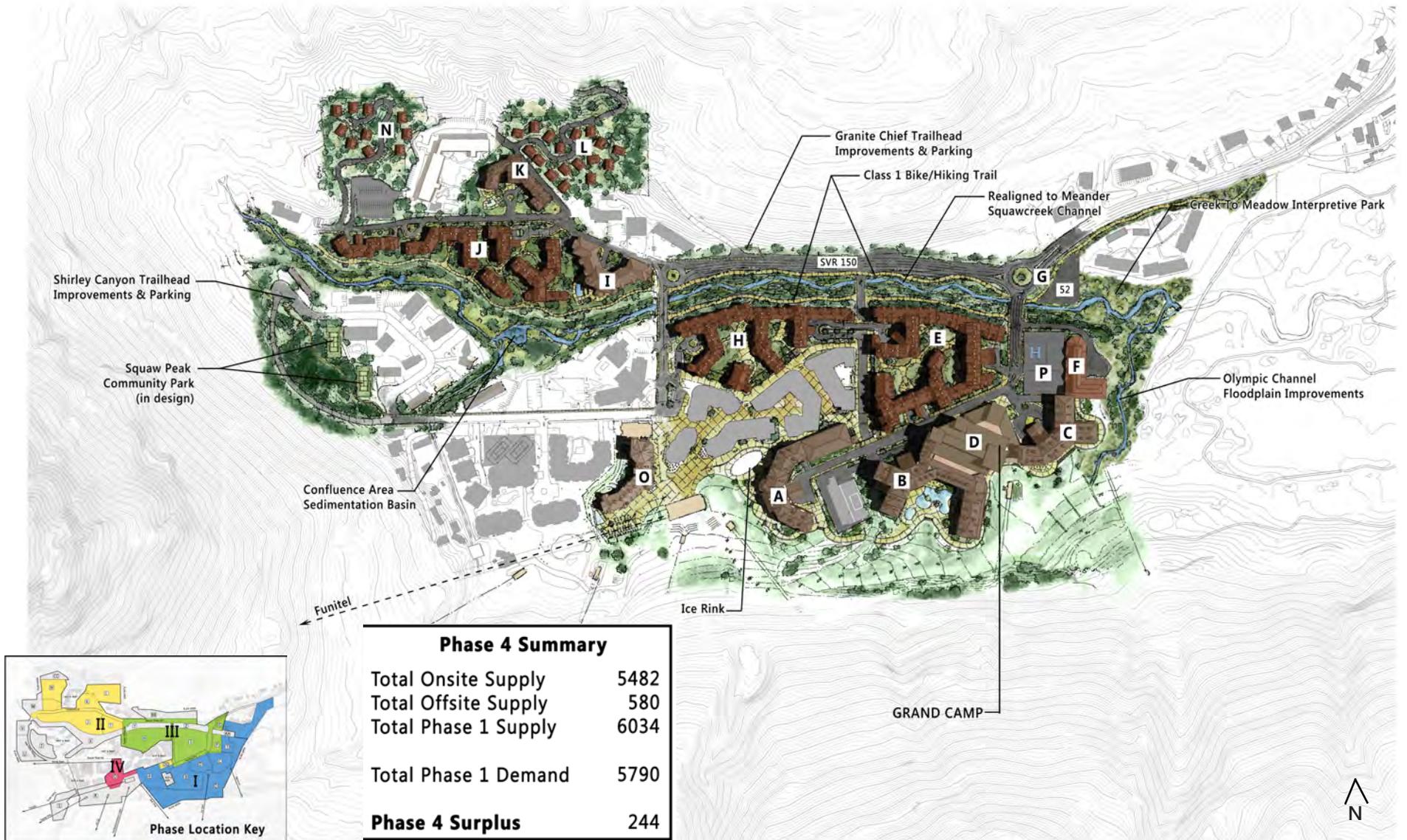


Figure 5.22–Parking Plan - Phase 4

Footnote: Requisite employee housing will be provided over parking on Lot 4.

5.7 Emergency Vehicle Access

Emergency Vehicle Access (EVA) routes within the Plan Area provide secondary access to structures or land uses when needed. EVA's are sixteen feet (16') wide with a minimum pavement width of twelve feet (12') with two foot (2') shoulders. Refer to Figure 5.23 for individual building emergency vehicle accessibility.

- ▶ One way lane configuration shall be a minimum of 12 feet in width and shall include one or both sides supporting a 2' utility corridor.
- ▶ Two way configurations shall be a minimum of 20 feet in width. Curves in EVA lanes shall have as a minimum, 50' outside and 30' inside radius curves to address fire apparatus turning movement.
- ▶ Pavement section for EVA shall be a minimum of 3" of asphaltic concrete on a minimum base of 8" of compacted base rock.
- ▶ Subgrade material shall be compacted to 95% relative compaction.

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 guests and customers, without the need for a private automobile.
- ▶ Reduce commuting costs for resort employees.
- ▶ Minimize overall auto use in the Tahoe-Truckee Region, with associated reductions in traffic delays and air emissions.
- ▶ Participate in community solutions to regional programs to enhance non-auto access both to and within the Tahoe-Truckee Region.

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

- ▶ On-going Traffic Management – Traffic management programs on busy 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 Squaw Valley Village will be continued and modified over time

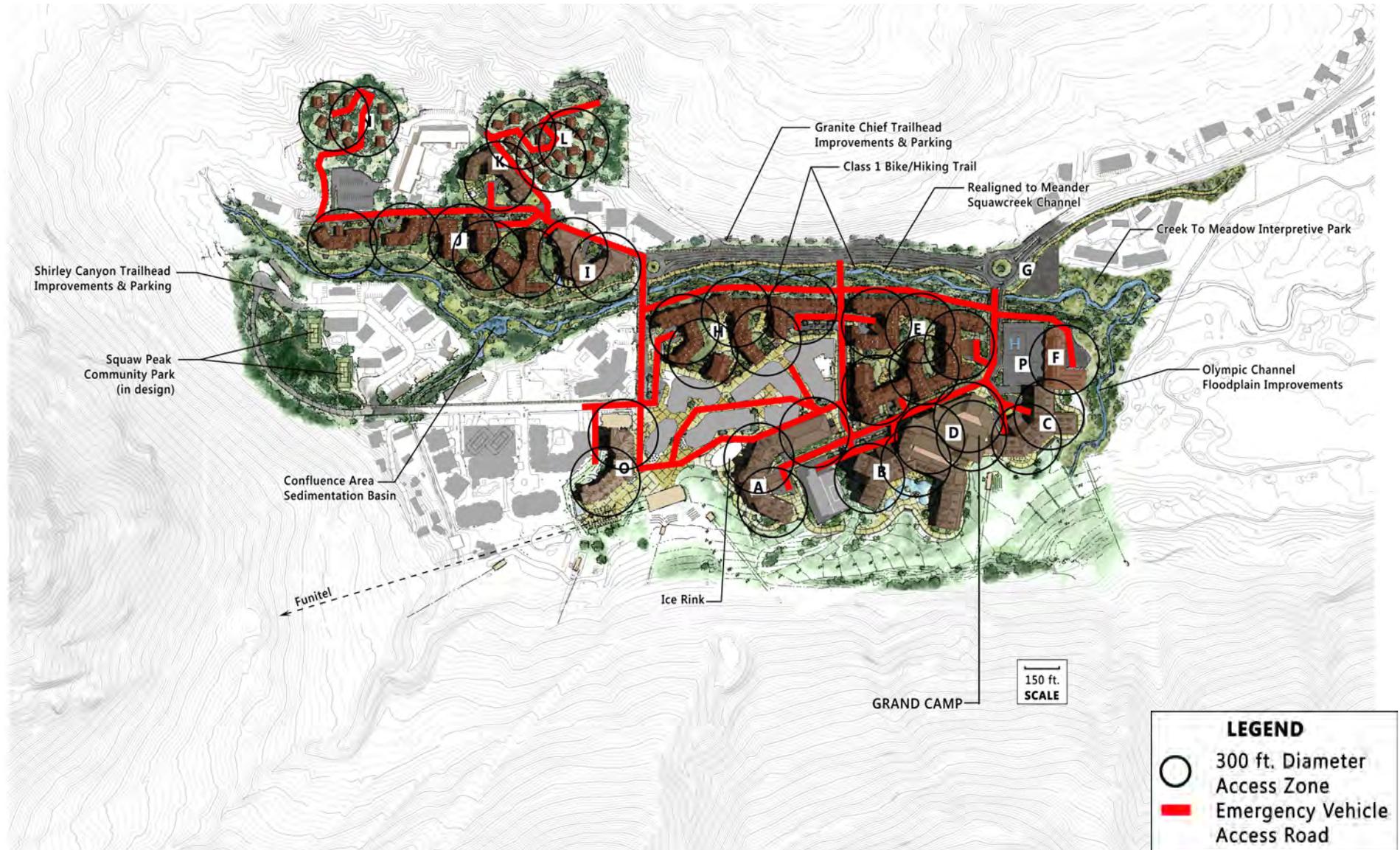


Figure 5.23—Emergency Vehicle Access

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 hub for both public and private transit services traveling within and to and from the Valley
- ▶ Transit Services and Facilities within the Village – Low-emission shuttle service will be provided within the Village, as warranted to provide mobility for residents, guests and employees. All new vehicles used to operate services internal to the Plan Area shall use alternative fuels. An efficient and attractive transit center is a key element in implementing this program with adequate capacity for local services, regional services, charter buses, and public transit. Squaw Valley will construct the transit center during Phase IV.
- ▶ Transit Services within the Olympic Valley – Squaw will provide low-emission shuttle service within 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 the Squaw Valley Road corridor 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.

- ▶ 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 lodging/residential areas throughout Squaw Valley. The goal of this service is to provide a viable alternative to the private automobile for residents and guests in all portions of Squaw Valley traveling to and from the Village. All new vehicles used to operate services internal to the Plan Area shall use alternative fuels. This program may include a mix of on-call and scheduled services. In addition, Squaw Valley will operate a transit shuttle service between the Squaw Valley and Alpine Meadows base areas when lifts are in operation at the Alpine Meadows base area. Services will be coordinated with other transit programs, including the Tahoe Area Regional Transit (TART) program and lodging shuttles. Squaw Valley will continue contributing funds for these expanded winter transit services.
- ▶ Transit Services Connecting the Village with the Tahoe/Truckee Region – As demand dictates during the busy ski season, transit service will be provided 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 parking areas. These routes will serve park-and-ride lots 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. In addition, Squaw Valley will continue to subsidize transit fares on TART services for employees not conveniently served by the shuttles. Squaw Valley will also continue to provide operational funding to TART for winter service in addition to purchasing fares for employees. Squaw Valley 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 Auto for Regional Access – To encourage guests to visit the region without a car, Squaw Valley 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 Trails Network – A comprehensive network of multiuse paths and sidewalks will be provided throughout Squaw Valley Village and maintained year-round (including snow removal). Connections will be made with other non-motorized facilities in Squaw Valley.
- ▶ Establish a Transportation Coordinator – A Squaw Valley 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 coordinate with TART and the Truckee/North Tahoe Transportation Management Association.

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

- ▶ Other Strategies to Encourage Alternative Transportation Options – Squaw Valley will consider and implement where feasible other strategies to reduce auto use and expand mobility options, including but not limited to:
 - ▶ *Provide Access to a Fleet of Low-Emission Carsharing Vehicles for Local Trips* – Providing guests with a zero- or low-emission short-term rental car for trips within the Tahoe – Truckee region would support non-auto regional access to the resort, as it would provide flexibility for those arriving without a car to make trips not conveniently served by public transit (such as a visit to Emerald Bay).

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

 - ▶ *Offer Activities to Extend Day Skier Stays* – Activities such as night skiing 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 (such as small concerts) will be held to encourage day skiers to linger in the Village area until after the peak period of exiting traffic.

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

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