

**CHAPTER 5:**  
**Transportation Element**



## Introduction

The 2011 Update of the Douglas County Master Plan incorporates the goals, policies, and actions of the *2007 Douglas County Transportation Plan (Adopted 9/6/07)*, which was adopted after the 2006 Update of the Douglas County Master Plan. The 2006 Master Plan also incorporated the Douglas County Comprehensive Trails Plan, which was adopted in June 2003.

Transportation planning in Douglas County involves many organizations, including the Nevada Department of Transportation (NDOT), Carson Area Metropolitan Planning Organization (CAMPO), Tahoe Regional Planning Agency (TRPA)/Tahoe Metropolitan Planning Organization (TMPO), Tahoe Transportation District (TTD), Tahoe Douglas Transportation District (TDTD), South Shore Transportation Management Association (SSTMA), Towns, General Improvement Districts (GIDs), and Douglas County. In addition, Douglas County is responsible for the Minden-Tahoe Airport, the only airport in Douglas County. The planning documents developed by these agencies to plan, implement, and maintain Douglas County's transportation network include, but are not limited to:

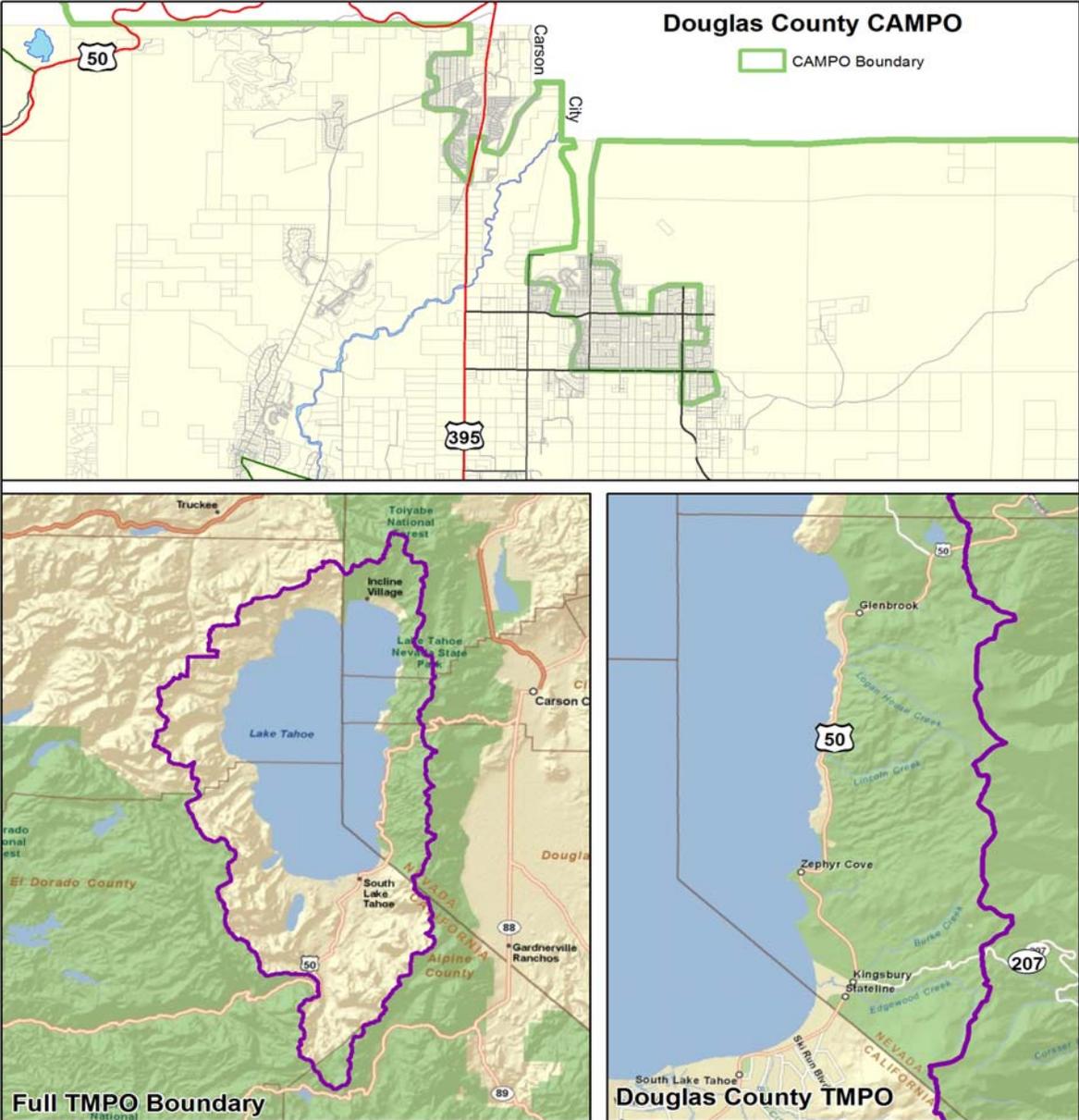
- Mobility 2030: Lake Tahoe Regional Transportation Plan (2008)
- Carson Area Metropolitan Planning Organization (CAMPO) 2030 Regional Transportation Plan (2009)
- Lake Tahoe Bicycle and Pedestrian Plan (2010)
- Minden-Tahoe Airport Master Plan (2008)
- U.S. Highway 395 Southern Sierra Corridor Study

The TMPO is the division of the TRPA responsible for transportation planning in the Lake Tahoe region. *Mobility 2030: Lake Tahoe Regional Transportation Plan*, approved by the TMPO on August 27, 2008, and as amended, is a separate document, which is incorporated by reference in its entirety into the Master Plan. *Mobility 2030* is the long range regional transportation plan that contains goals, policies, programs, and projects to assist in achieving the desired transportation future for the region. The TMPO is currently developing an update called *Mobility 2035*.

In addition to these planning documents, the transportation network is designed and constructed in accordance with the Douglas County Development Code and Douglas County Design Criteria and Improvement Standards. Roads maintained by the Nevada Department of Transportation (NDOT) are designed and constructed by separate regulations.

Map 5.1 depicts the boundaries for CAMPO and TMPO within Douglas County.

**Map 5.1**  
**Transportation Planning Boundaries for CAMPO and TMPO**



## **Transportation Issues**

This Transportation Element does not change the goals or policies in the adopted 2007 Transportation Plan. This Element is intended to discuss transportation issues that have developed or have become more severe since the adoption of the 2007 Plan. This Element has added one action item, which is to update the 2003 Comprehensive Trails Plan.

Since 2007, there has been one amendment to the Transportation Plan. The 2009 amendment reclassified Sawmill Road from a local road to a Minor Collector roadway. The purpose of the amendment was to modify road construction standards in anticipation of future truck traffic on Sawmill Road.

The proposed road improvements for Douglas County are depicted on Maps 5.2 through 5.5, starting with the Carson Valley Regional Plan area.

### Growth Projections & Travel Demand Model

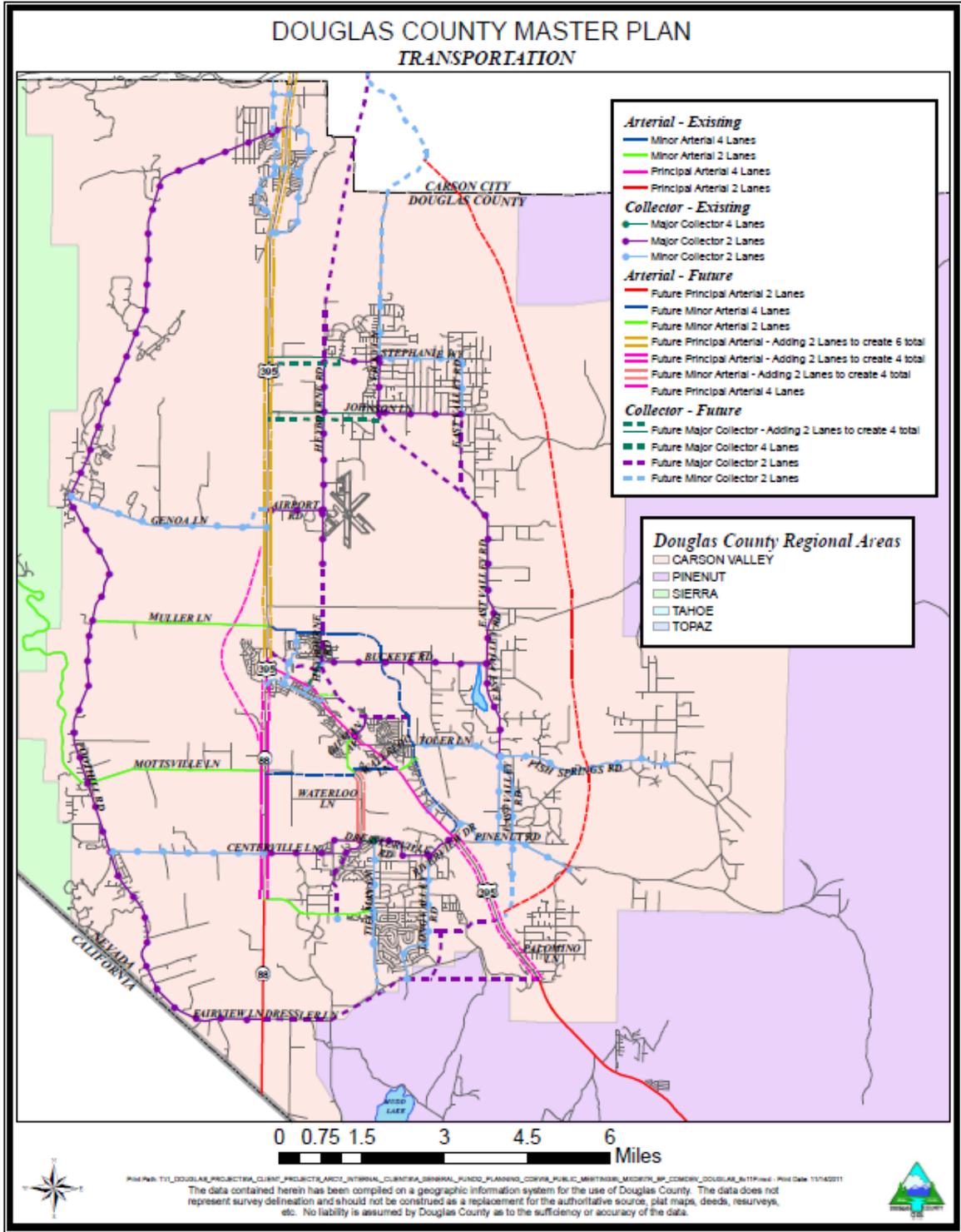
The 2007 Transportation Plan utilized a travel forecast model to determine future traffic demand. The model took into account population projections, employment projections, unit counts of previously approved housing developments, highway network information, and other information to project future growth and travel demand.

The 2007 Transportation Plan assumed an annual growth rate of 2 percent. However, based on 2010 Census information, the Douglas County population between the year 2000 and 2010 increased by 14 percent, an annual growth rate of approximately 1.4 percent. Compared to the previous decade, the County is experiencing a lower growth rate. As a result, the County may need to adjust the timing of the Roadway Projects identified in the 2007 Plan.

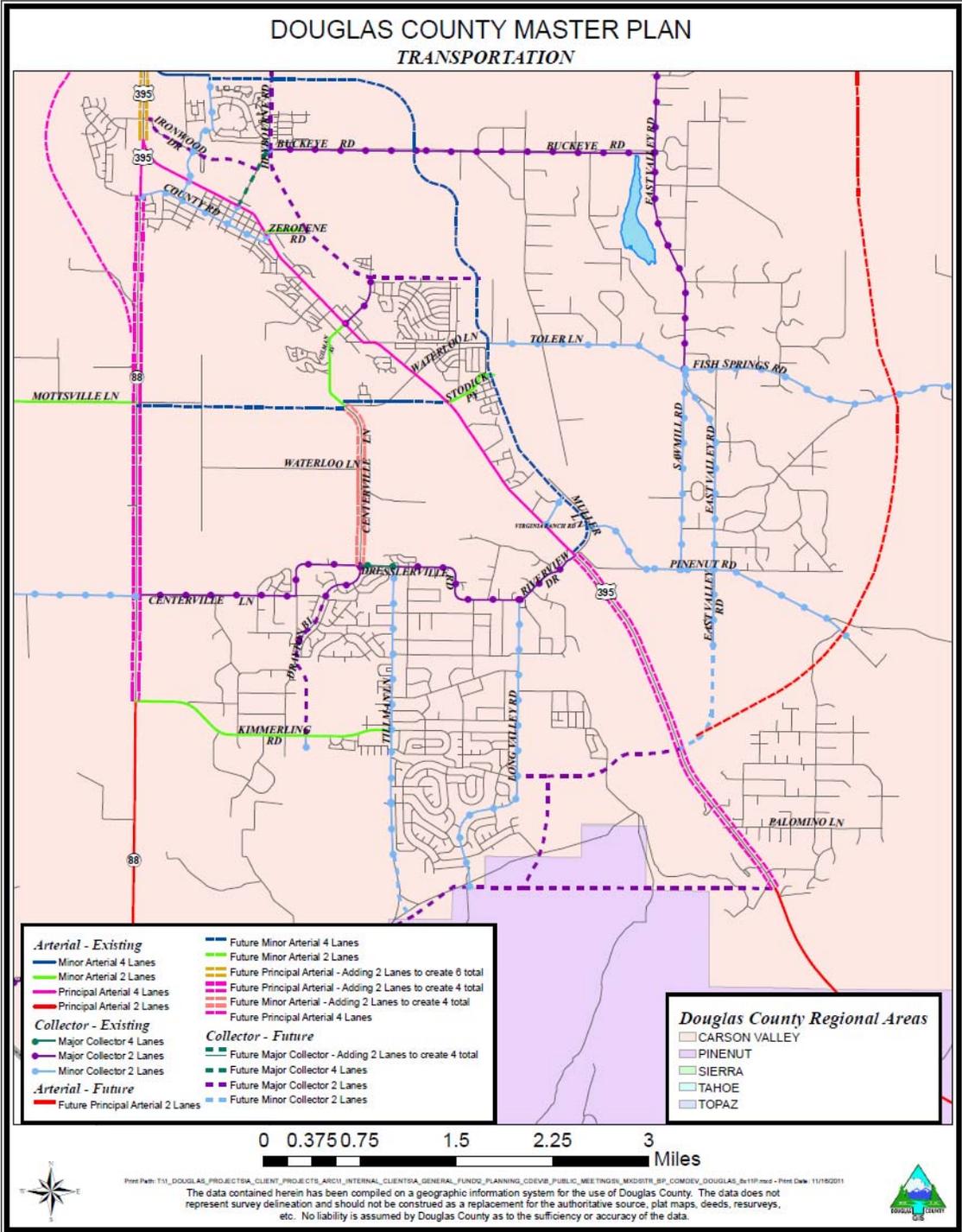
The 2007 Transportation Plan states that the travel demand model will be updated on a regular basis, at least every 5 years, which would mean the year 2012. The County may wish to consider revising this goal to every ten years. Due to the professional specialty required to perform a travel demand model there is a high cost associated with running a model.

If the County continues to experience a stagnant or low population growth and a similar development atmosphere, there may not be a need to run a travel demand forecast every five years to identify changes in traffic patterns.

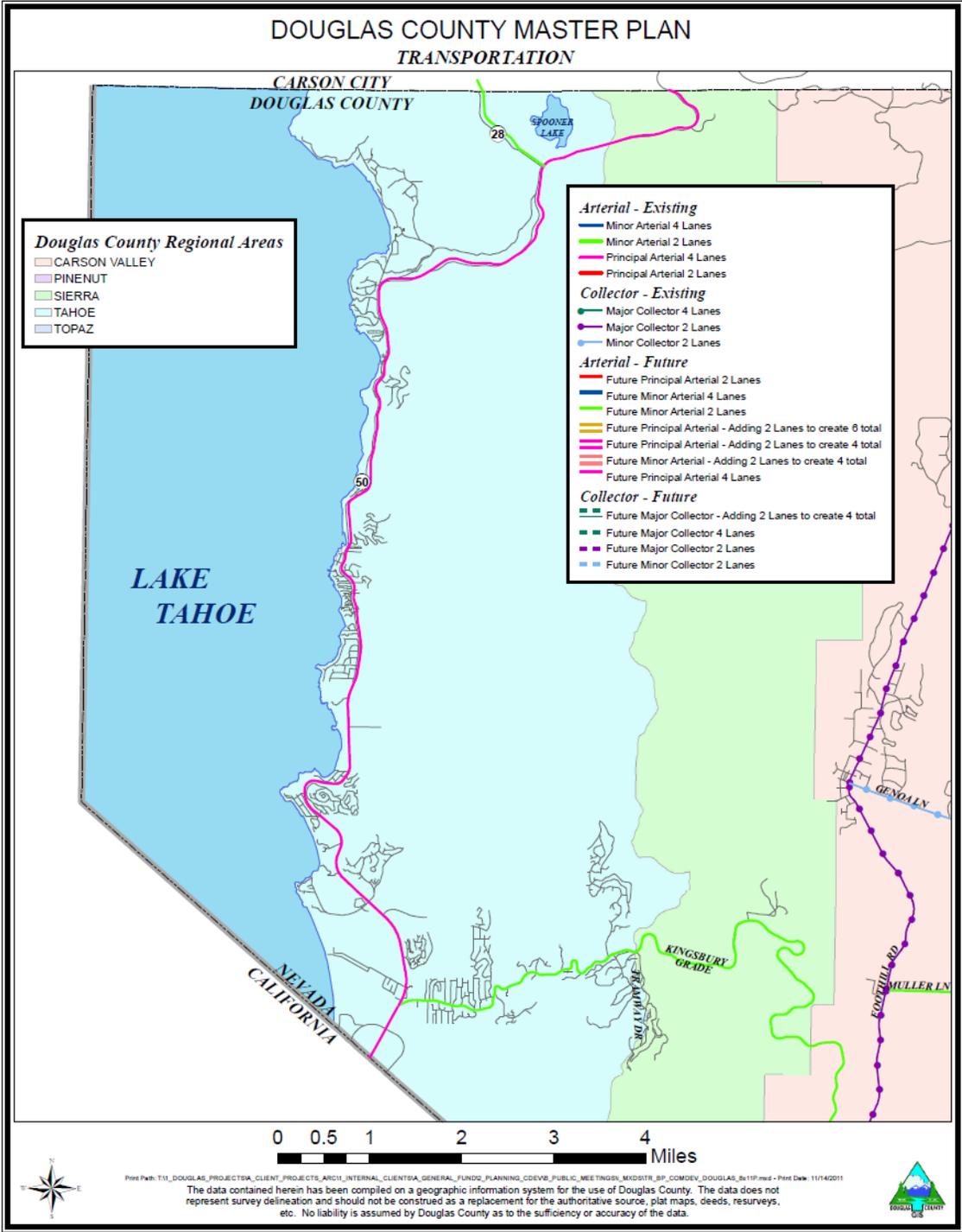
Map 5.2  
Transportation Plan for Carson Valley Region



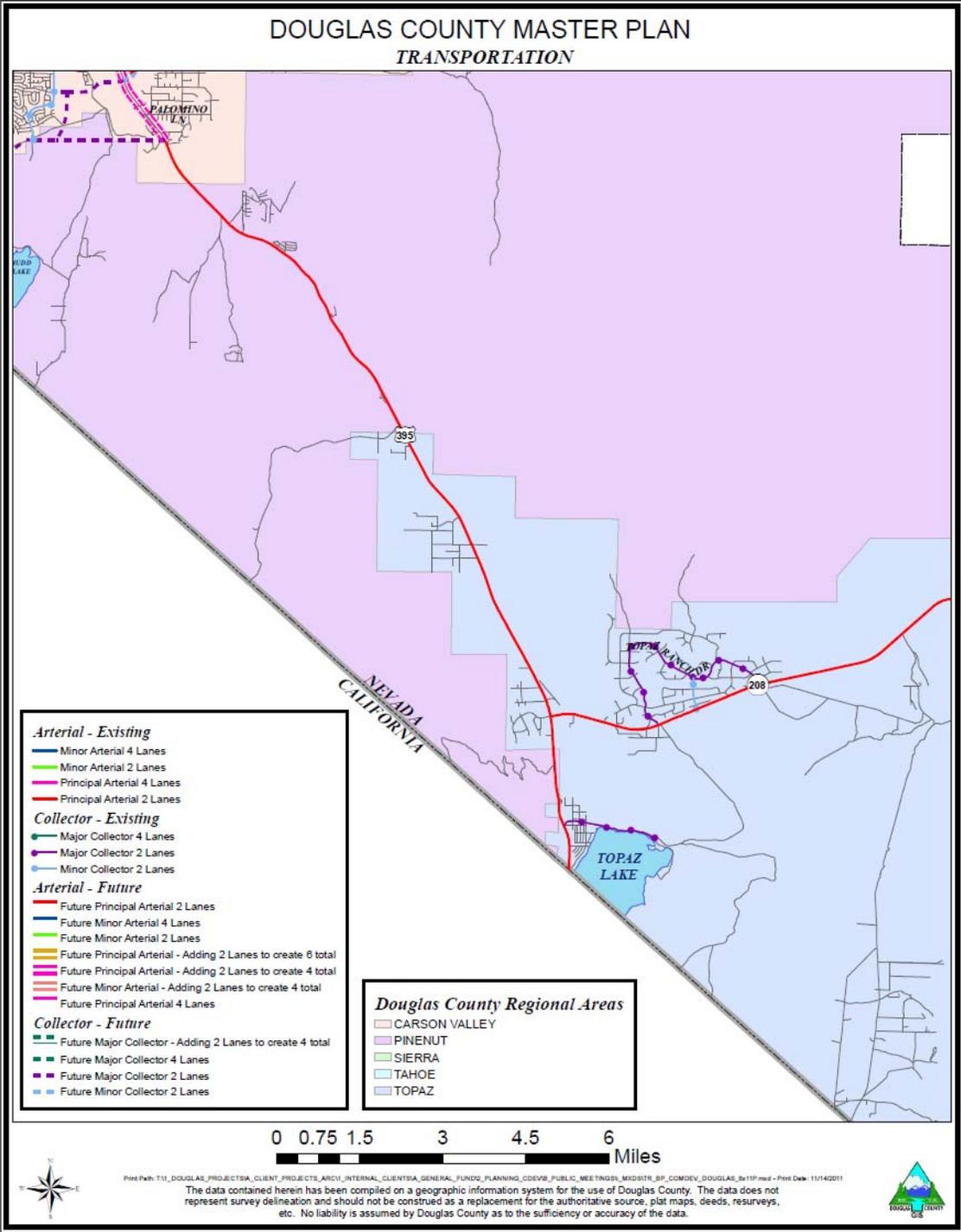
**Map 5.3**  
**Transportation Plan for Minden/Gardnerville**  
**and Gardnerville Ranchos Community Plans**



**Map 5.4  
 Transportation Plan for Tahoe Regional Plan**



### Map 5.5 Transportation Plan for Topaz Regional Plan



Streets and Highways

In 2008, Douglas County maintained a total of 223 miles of roadway. As of 2011, the County maintained 232 miles of roadway. Map 5.6 depicts the roads and maintenance responsibility within Douglas County. Volume II of the 2011 Master Plan includes the six detailed zones for reference.

**Map 5.6  
Douglas County Road Maintenance Zones**

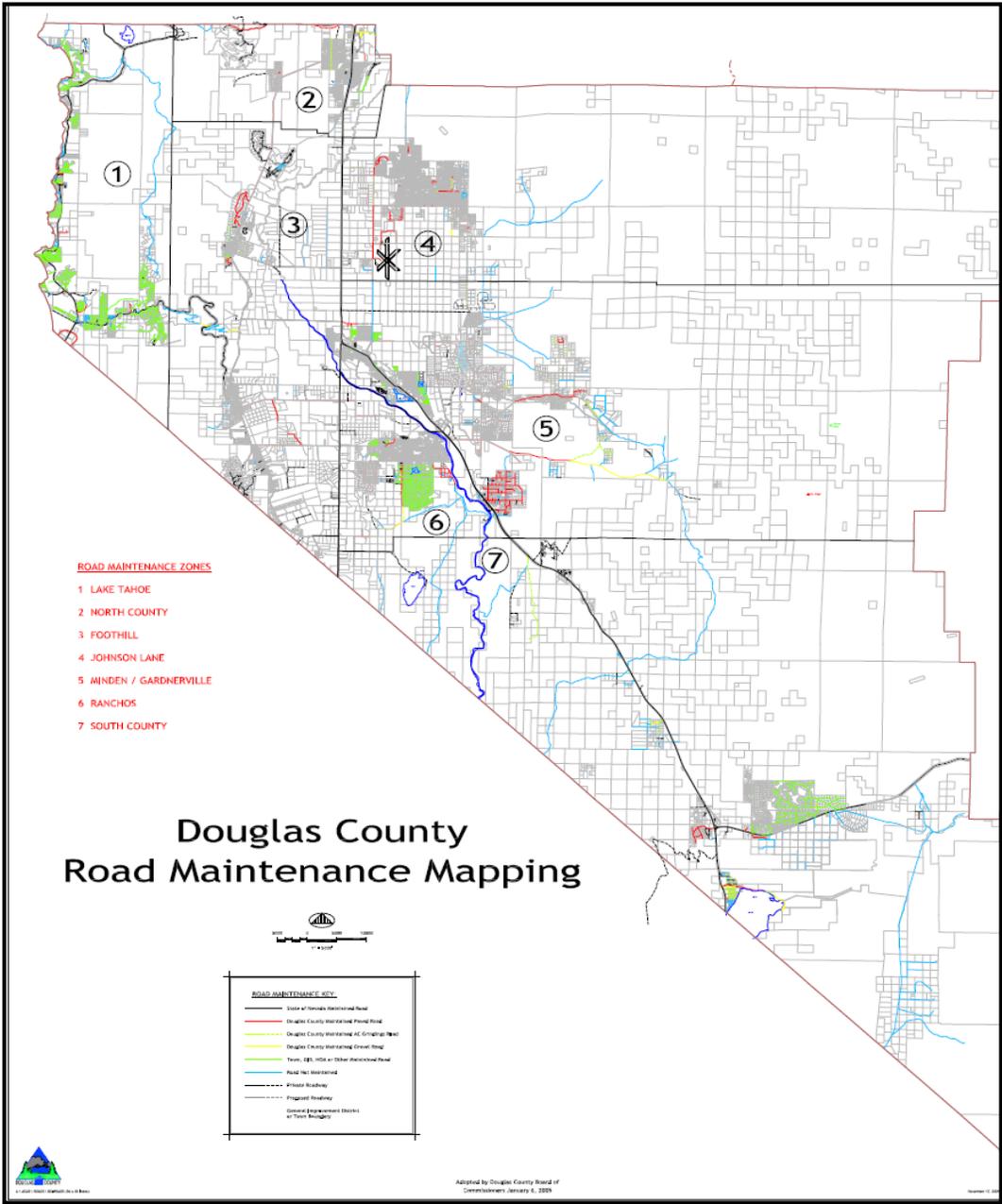


Figure 5.1 provides additional information on road mileage in Douglas County, including the responsible entities.

**Figure 5.1**  
**Lineal Miles of Roads and Entities Responsible for Maintenance**

<b>Responsible Entity</b>	<b>2008</b>	<b>2011</b>
Douglas County	223	232
Towns and General Improvement Districts	176	188
Nevada Department of Transportation	102	102
Privately Owned	94	98
Public Roads Not Accepted for Maintenance	176	177
<b>Total Miles</b>	<b>770</b>	<b>797</b>

In 2007, the Transportation Plan adopted Goal 12.13, which aims to maintain a traffic level of service (LOS) C or better for all Douglas County streets and roadways. As a result, if a proposed development causes a portion of the roadway network to fall below a LOS C, the developer would need to include improvements which would mitigate the increase in traffic and maintain a LOS C.

The goal to maintain a LOS C is not a national standard. While LOS C is ideal, many jurisdictions have adopted an LOS D, including NDOT. Furthermore, most roadways function at or above LOS C for a majority of the day. Typically, it is only during peak times when certain roadways drop below LOS C. However, changing to a LOS D on some or all of the roadways will increase travel delays and congestion.

The County may want to consider changing the standard from a LOS C to D on all or certain function class roadways. If the County chooses to amend Goal 12.13 and lower the LOS from a C to D, it should be recognized that cost savings would apply to all parties responsible for roadway improvement, both the County and developers. At the current time, however, the adopted Transportation Plan requires LOS C.

Based on the travel demand model, the 2007 Transportation Plan identified \$223.10 million dollars worth of roadway improvements in Phases I and II, including eight roadway projects which would be required to be constructed between the years 2007 and 2015 and 14 projects between the years 2016 and 2030 to maintain a LOS C. In Phase 1, the initial eight roadway projects are estimated to cost \$76.5 million dollars. Project # 1, which added a third northbound lane on U.S. Highway 395 between Jacks Valley Road and Clear Creek Road, has been completed.

The additional 14 roadway projects in Phase II are estimated to cost the county \$146.6 million. Of the 22 recommended roadway projects, some would be the responsibility of the County, the State, and future developers. At this time, these roadway projects are

unfunded. The proposed Phases I and II roadway projects included in the 2007 Transportation Plan are depicted in Figures 5.2 through 5.4.

**Figure 5.2  
Proposed Douglas County Phase I and Phase II Road Projects  
Needed to Maintain LOS C on Douglas County Roadways**

ID #	ROAD	SEGMENT	IMPROVEMENTS	ESTIMATED COST	IMPLEMENTATION RESPONSIBILITY
<b>Roadway Projects 2007-2015 (Mid-term, Phase 1)</b>					
1	U.S. 395 #1	Jacks Valley Road to Old Clear Creek Road	Northbound third lane	\$ 3,900	Douglas County
2	North Valley Road	Topsy Lane south to new development	New 2-lane road	\$ 6,100	Douglas County
3	Vista Grande Boulevard	Jacks Valley Road north to existing pavement	New 2-lane road	\$ 3,000	Douglas County
4	Heybourne Road Extension #1	Stephanie Way to Johnson Lane	New 2-lane road	\$ 6,000	Douglas County
5	East Valley Road	Kathleen Way to Fremont Street	Rehab to county standards	\$ 9,800	Douglas County
6	Muller Parkway Extension	U.S. 395/Muller Lane to Pinenut/Riverview Road	New 4-lane road	\$ 39,600	Douglas County
7	Ironwood Drive Extension	Lucerne Street in Minden south to new Heybourne Road #2	2-lane road extension	\$ 4,200	Douglas County
8	Zerolene Road	U.S. 395 to new Heybourne Road	New 2-lane road	\$ 3,900	Douglas County
<b>Roadway Projects 2016-2030 (Long-term, Phase 2)</b>					
14	Johnson Lane	U.S. 395 to Vicky Lane	Widen to 4 lanes	\$ 15,700	Douglas County
15	East Valley Road Connection	Fremont Street to Vicky Lane	New alignment	\$ 15,900	Douglas County
19	Heybourne Road #1	Airport Road south to Muller Parkway	New 2-lane road	\$ 20,300	Douglas County
20	Heybourne Road #2	Muller Parkway southeast to Gilman Avenue	2-lane road extension	\$ 12,700	Douglas County
21	Heybourne Road #3	Gilman Avenue east to Muller Parkway	New 2-lane road	\$ 9,600	Douglas County
22	Sixth Street	U.S. 395 to Heybourne/ Buckeye Road	Widen to 4 lanes	\$ 1,600	Douglas County
24	High School Street	Gilman Avenue to Courthouse Street	New 2-lane road	\$ 2,500	Douglas County
25	East Valley Road realignment	Realign to Toler Road	New 2-lane road	\$ 3,000	Douglas County
26	Waterloo Lane	U.S. 395/Stodick Parkway to SR 88/Mottsville Lane	Realignment	\$ 23,600	Douglas County
29	Dresslerville Road	Tillman Lane to Centerville Road	Widen to 4 lanes	\$ 1,600	Douglas County
30	Drayton Boulevard	Pleasantview Dr/Silverado Rd to Kimmerling Rd	New 2-lane road	\$ 6,700	Douglas County
31	East Valley Road connection	U.S. 395 south of Pinenut Road	New 2-lane road	\$ 10,000	Douglas County
33	East Ranchos connection	U.S. 395 to Long Valley Road development	New 2-lane road	\$ 15,000	Douglas County
34	South Ranchos connection	East Ranchos connection (#32) to Dressler Lane connection (#34)	New 2-lane road	\$ 6,600	Douglas County
<b>Total Project Cost</b>				<b>\$223,100</b>	

\* Estimated Costs in Thousands

**Figure 5.3  
Proposed Douglas County Phase II Roadway Projects  
on NDOT Highways or Connecting State Highways Needed to Maintain a LOS C on  
Douglas County Roads or LOS D on State Highways.**

ID #	ROAD	SEGMENT	IMPROVEMENTS	ESTIMATED COST	IMPLEMENTATION RESPONSIBILITY
<b>Roadway Projects 2016-2030 (Long-term, Phase 2)</b>					
9 A	US 395 Corridor Improvements #2, Segment 1 of four projects from the US 395 Southern Sierra Corridor Study	Douglas County Line to Jacks Valley Road	A. Frontage roads	\$39,400	Nevada DOT
9 B			B. New freeway section	\$27,800	
9 C			C. Topsy grade separation	\$12,000	
9 D			D. Jacks Valley interchange	\$51,000	
12	U.S. 395 #3	SR-88 to Jacks Valley Road	Construct frontage roads and 4-lane freeway	\$138,500	Nevada DOT
16	U.S. 395, Carson Valley Eastside Bypass	South of Pinenut to Carson City Freeway	New 2-lane road	\$ 267,800	To be determined
17	Genoa Lane (SR 206)	Realign Genoa Lane to Airport Road	Realignment	\$ 3,400	Nevada DOT
18	US 395 #4, Westside Bypass	South of Genoa Lane to north of Waterloo Lane	New 4-lane road	\$ 39,500	To be determined
23	SR-88	County Road to Waterloo Lane	Widen to 4 lanes	\$ 11,900	Nevada DOT
27	SR 756	Dresslerville Road to Waterloo Lane	Widen to 4 lanes	\$ 11,400	Nevada DOT
28	SR-88	Waterloo Lane/Mottsville Road to Kimmerling Road	Widen to 4 lanes	\$ 12,500	Nevada DOT
32	US 395 #5	Pinenut Road to Palomino Drive	Widen to 5-lane section	\$29,100	Nevada DOT
35	Dressler Lane connection	U.S. 395 to SR 88/ Fairview Lane	New 2-lane road	\$ 40,700	To be determined
<b>Total Project Cost</b>				<b>\$685,000</b>	

\* Estimated Costs in Thousands

**Figure 5.4  
Proposed Douglas County Phase II Roadway Projects  
Alternate Local Regional Access Not Needed to Maintain LOS C on Douglas County  
Roadways.**

ID #	ROAD	SEGMENT	IMPROVEMENTS	ESTIMATED COST	IMPLEMENTATION RESPONSIBILITY
<b>Roadway Projects 2016-2030 (Long-term, Phase 2)</b>					
10	Vicky Lane Extension	Vicky Lane to Carson Freeway	New 2-lane road	\$ 97,700	Douglas County
11	Heybourne Road Extension #2	Stephanie Way to Carson Freeway	New 2-lane road	\$ 94,900	Douglas County
13	Stephanie Way	U.S. 395 to Santa Barbara Drive	Widen to 4 lanes	\$ 9,400	Douglas County
<b>Total Project Cost</b>				<b>\$202,000</b>	

\* Estimated Costs in Thousands

Depending on population growth, the timing of these projects may need to be revised. With the County's population growing at a slower rate than predicted, the projects identified in the 2007 Transportation Plan (Figures 5.2, 5.3, and 5.4 above) do not need to be implemented based on the same timeframes for each phase. Keeping a close eye on the County's population and other growth indicators will allow the county to prioritize and plan for the required roadway improvement projects. If the population begins to edge towards the 2007 predicted average growth rate of 2 percent, the County will need to prepare and plan for the implementation of the roadway projects.

Financial Issues

Roadway improvements and the general maintenance of the existing roadway network are funded by three measures, a County construction tax, County room tax, and a combination of state gas taxes. Since the year 2005, all three revenue streams have been steadily declining. The decline in revenues and Douglas County’s aging and growing roadway network makes for an unsustainable future. Figure 5.5 illustrates the declining road fund revenues.

In 2011, the Douglas County Board of Commissioners reviewed a potential five cent gas tax to raise additional revenues for road maintenance. The proposed tax was to generate funds for maintaining and rehabilitating existing roadways. Due to concerns raised during public hearings, the Board did not pursue implementing a five cent gas tax at the current time.

**Figure 5.5  
Douglas County Transportation Revenues**

	Change in the Road Fund Revenues						
	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10*	FY 10/11	FY 11/12
Construction Tax (Commercial 50 cents a square foot and Residential 500 dollars a unit)	\$480,343	\$250,331	\$168,796	\$104,047	\$71,911	\$51,127	\$40,000
Room Tax (1% Valley and 1% Lake)	\$681,641	\$676,374	\$657,154	\$567,372	\$515,325	\$517,991	\$485,000
Road Operating Fund (6.35 cent state gas tax)	\$1,234,748	\$1,205,078	\$1,194,923	\$1,236,139	\$985,577	\$1,116,486	\$1,088,295
Regional Transportation (4 cent state gas tax)	\$917,009	\$845,583	\$832,664	\$935,548	\$591,463	\$781,029	\$743,853
<b>Total Road Fund Revenues</b>	<b>\$3,313,741</b>	<b>\$2,977,366</b>	<b>\$2,853,537</b>	<b>\$2,843,106</b>	<b>\$2,164,276</b>	<b>\$2,466,633</b>	<b>\$2,357,148</b>
<b>Change by Percentage</b>	<b>-5%</b>	<b>-11%</b>	<b>-4%</b>	<b>0%</b>	<b>-31%</b>	<b>12%</b>	<b>-5%</b>

\* Revenues for FY 09/10 reflect corrections associated with a State overpayment in FY 08/09, the State withheld funds (Costco gas taxes were erroneously credited to Douglas County in FY 08/09).

The *2007 Douglas County Transportation Plan* concluded that Douglas County would not be able to construct any new transportation facilities or maintain its existing facilities with its current revenue stream. The plan recommended a traffic impact fee to enable Douglas County to construct new roadway improvements. The Douglas County Planning Commission considered a proposed transportation impact fee in 2009, which would have required an impact fee on new development. The impact fee would have been used to fund capacity improvements to mitigate the impacts of new development. However, no impact fee was submitted for Board consideration.

As the County’s road network continues to grow and funding resources shrink, there may need to be a discussion on whether or not to continue accepting new roads for maintenance. Between 2007 and 2010, the County’s roadway responsibilities grew by nine lineal miles.

Main Street

Douglas County contains four unique downtown areas, three of which are located within the Carson Valley Regional Plan. The areas include downtown Gardnerville, Genoa, and Minden. The fourth is located within the Tahoe Regional Plan. While the Stateline Area is not designated as a downtown area, the characteristics and intended outcome are similar to that of a downtown area.

The Tahoe Transportation Plan, Mobility 2030, identifies the importance and need to create a pedestrian-friendly main street for the Stateline Area. It supports creating multi-modal transportation opportunities to provide residents and visitors a variety of travel modes from walking, biking, alternative fuel buses/shuttles and regular ferry service.

In recent years, the Town of Gardnerville has utilized a Main Street program to revitalize the downtown area. In addition, all four areas have been included in the County’s Economic Vitality Plan, as well as other local and regional plans. The focus is to create pedestrian friendly areas.

With a limited number of parallel roads that could absorb any through traffic, the County is evaluating potential routes to bypass and remove truck traffic from the historical Main Street areas of Gardnerville and Minden.

Safety

Identified in 2007 as one of the most significant transportation issues in the County is the concern about traffic safety and capacity along the U.S. Highway 395 corridor through downtown Gardnerville and Minden. U.S. Highway 395 is the primary corridor through Carson Valley.

Crash data for locally maintained Douglas County roads is not collected. NDOT does collect data for state routes. Figure 5.6 provides crash data for all State and Federal roads in Douglas County from July 2006 through July 2011. Map 5.7 depicts the Federal and State Routes in Douglas County.

**Figure 5.6**  
**Crash Data for State and Federal Roadways in Douglas County, 2006-2011**

	U.S. 50	U.S.395	S.R.28	S.R.88	S.R.206	S.R.207	S.R.208	S.R.705	S.R.756	S.R757	S.R.759	S.R.760
Total Fatalities	2	13	0	4	2	0	0	No Data	0	0	0	0
Total Injuries	210	384	16	64	25	84	6	No Data	41	4	0	0
Totals Crashes	605	1087	29	154	67	269	20	No Data	92	8	6	1

\* Source: NDOT



- Parcels within the downtown areas are small, typically less than 25,000 square feet, placing a high demand on land area.
- Downtown areas need to be designed to a walkable scale. Parking lots require a vast amount of horizontal space, contributing to long walk times between points of interest.

The County may need to consider amending the Development Code to either reduce or else waive off-street parking requirements in the Towns, combined with efforts to facilitate the development of off-street public parking locations. The County's Development Code presently only allows an administrative variance of 10 percent of the required parking.

### Public Transportation

The *2007 Douglas County Transportation Plan* includes an Element on public transportation, which is an important part of transportation planning. Public transportation is part of the overall transportation system, providing mobility to all residents, especially those who do not have access to private vehicles, such as low income persons, the elderly, and persons with disabilities. In addition to providing mobility within Douglas County, public transit allows residents to access regional employment, education and health care services located in the Carson City and Reno/Sparks area. Public transit has the potential to reduce roadway congestion and environmental pollution by decreasing the percentage of commuters traveling by single occupancy vehicles.

Douglas County operates the Douglas Area Rural Transit (DART) service, which carries bus passengers between the southern most and northern most points of Douglas County along the U.S. Highway 395 corridor. DART operates two different services. The DART Express service provides a fixed route service which connects the Gardnerville Ranchos community to downtown Minden and Gardnerville. The second service is DART Dial-A-Ride, which provides demand response to seniors and the disabled community with a curb to curb service for eligible and certified riders. Further coordination has been established between the Lake Tahoe Transportation District to continue connectivity to Carson City and Lake Tahoe basin. There is a growing senior population who continue to need alternative forms of transportation. DART currently needs more funding to meet the growing need of seniors who are unable to drive themselves.

Douglas County provides transit service in the Lake Tahoe area under a private contract. The BlueGO Bus Service operates along U.S. Highway 50 from Zephyr Cove to Stateline and along the Kingsbury Grade. The Regional Transportation Commission of Washoe County funds and operates an intercity bus service between north Douglas County and the Meadowood Mall, the Reno/Tahoe Airport and downtown Reno.

As Douglas County continues to focus growth in the Minden/Gardnerville area and along U.S. Highway 395 and as the County's population ages, residents will expect and need a

more active transit service in this corridor. This will likely require the development of more frequent fixed route and demand responsive services covering a wider geographical area. Increased employment opportunities in the Lake Tahoe and Carson Valley areas will also increase the need for public transportation.

The *2007 Douglas County Transportation Plan* recommends that Douglas County prepare a short-range transit plan to determine the costs, benefits and logistics of improving local transit services and should evaluate: vanpool service connecting to the Lake Tahoe, Carson City and Reno areas, expanded transit service hours, area and frequency, and increased frequency for demand responsive service in compliance with the Americans with Disabilities Act.

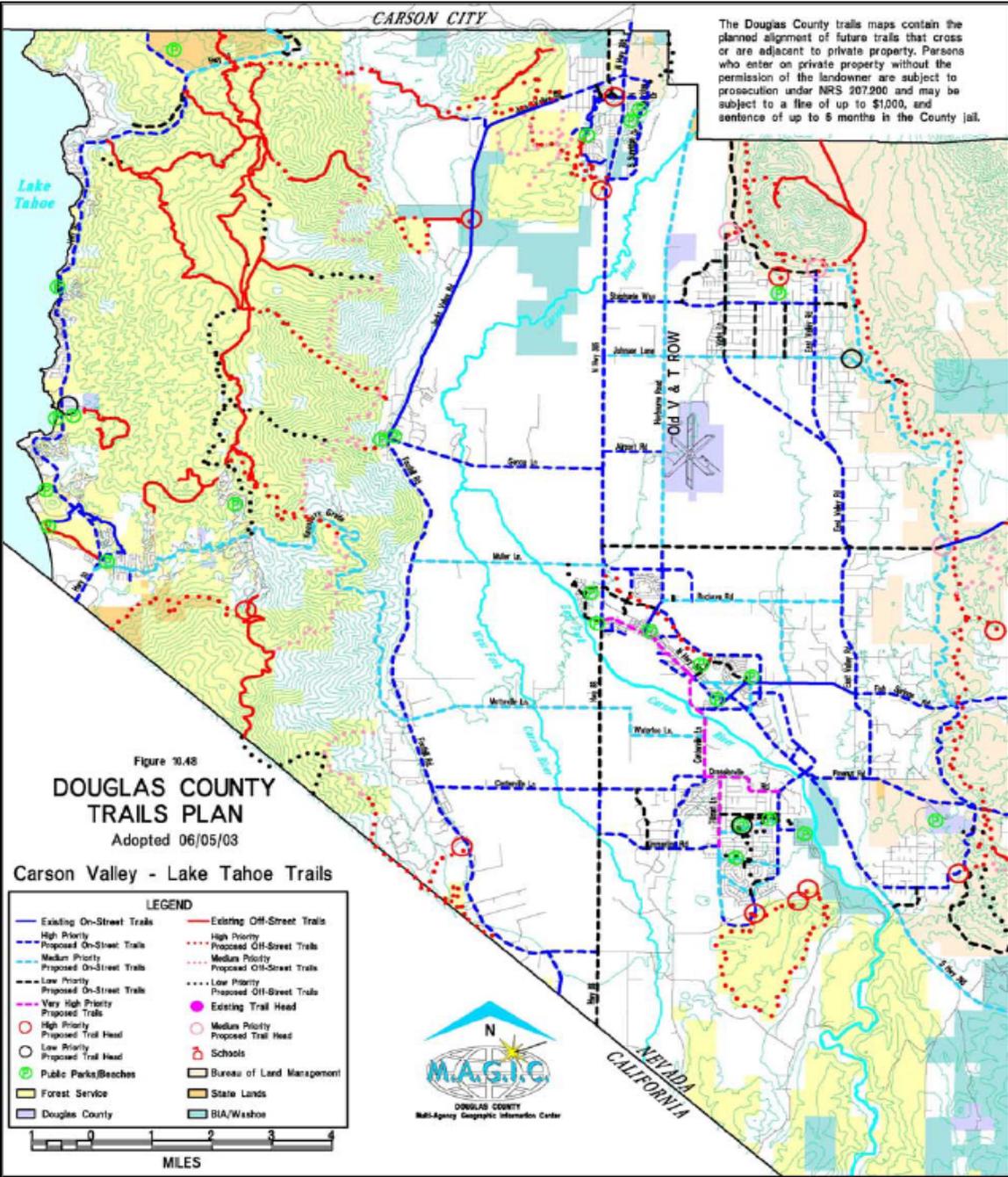
Public transportation is also discussed in CAMPO's 2030 Regional Transportation Plan and the TMPO's Mobility 2030: Lake Tahoe Regional Transportation Plan.

#### Bicycle/Pedestrian/Trails Planning

The Douglas County Comprehensive Trails Plan, adopted by the Board of Commissioners on June 5, 2003, and as amended, includes goals, policies, and actions. The includes trail maps to provide for the enhancement and development of a coherent, workable community trails program which will assist in the creation of a system of paved and unpaved surfaces and multiple types of uses throughout Douglas County. The Plan establishes specific public access points, trailheads and trail locations to be developed over the life of the Master Plan. The Trails Plan includes the County's bicycle plan which includes connection points across the Carson Valley and between various community areas.

The 2003 Douglas County Trails Plan identified and prioritized numerous on and off street trails in the County. The plan categorized certain trails as very high, high, medium, or low priority. The plan incorporated all types of trails, ranging from on-street bike lanes to off-street pedestrian trails. Map 5.8 shows the prioritized trails along with sections of existing trails.

### Map 5.8 The 2003 Douglas County Trail Plan



### *Bicycle Planning*

Over the years, the County has struggled to require bike lane improvements as land is developed. As of 2011, all of the very high priority on-street trails including portions of Centerville Lane, Douglas Avenue, Tillman lane, and Dresslerville Road remain unconstructed and unfunded.

As the Master Plan, Transportation Plan and Trails Plan are updated, the County may desire to adopt a goal which encourages staff to develop a new mechanism to acquire or fund off or on street trails. As development grows, the need to construct a multi-modal transportation system becomes more necessary. Due to the existing and continuing sprawling development patterns, the County will find that creating a comprehensive trails system continues to be expensive. In the future, it may be beneficial for the County to change course away from a large comprehensive bike lane system and instead focus on creating a more consolidated and connected system that provides through connection to the County's major commercial, public facilities, and residential nodes. In addition, as the County continues to strive to be a recreation destination, it will need to consider what types of facilities visiting cyclist desire and pursue.

There are several bicycle planning and implementation efforts underway, including the NDOT Bicycle Plan and the Nevada Stateline-to-Stateline Bikeway at Lake Tahoe. NDOT is currently preparing a new Statewide Bicycle Plan. At this time, the scope for this plan includes conducting stakeholder meetings, soliciting public involvement, evaluating existing conditions, identifying the State's vision, goals, and objectives, recommendation of plan components, methods of implementation, and planning workshops to present the draft plan. The Draft Final Plan is anticipated to be submitted towards the end of 2012.

The County is working on constructing the first part of the Nevada Stateline-to-Stateline Bikeway (Tahoe Lakeview Trail), from the Stateline casino core to Round Hill Pines Beach. This trail will eventually be extended along the Nevada shoreline of Lake Tahoe. Douglas County has also participated in the development of the South Shore Vision Plan, funded by the South Tahoe Alliance of Resorts (STAR), for the Highway 50 corridor from Kahle Drive to Ski Run Boulevard, which encourages the environmental redevelopment of the casino core into a recreational destination.

The Tahoe Metropolitan Planning Organization's *2010 Lake Tahoe Region Bicycle and Pedestrian Plan* presents a guide for planning, constructing, and maintaining a regional bicycle and pedestrian network and support facilities in the Lake Tahoe Basin. The Lake Tahoe Region Bicycle and Pedestrian Plan, and as amended, is incorporated in its entirety into the Master Plan.

Figure 5.9 shows the proposed and existing bike facilities within the Tahoe Basin.

**Map 5.9  
Lake Tahoe Regional Transportation Plan Bicycle and Pedestrian Facilities**

**Bicycle and Pedestrian Facilities:  
Constructed and Proposed**



Source: Lake Tahoe Regional Transportation Plan

### *Trails Planning*

Since the adoption of the *Comprehensive Trails Plan*, numerous trail improvements have been made. A leading trails organization in the Carson Valley and a private partner with Douglas County is the Carson Valley Trails Association. Since 2003, approximately 30 miles of trails have been constructed and there is another 100 miles planned. Due to the leadership of the Carson Valley Trails Association, the County has been awarded both planning and construction grants. The Association has designed and coordinated the construction of the Genoa Trail System (17 miles), the Fay-Luther and Job's Peak Ranch Trail System (9 miles), and the Bently Kirman Tract Trail (3 miles).

The Town of Genoa has acquired redevelopment funds from the County for town pedestrian and beatification improvements. The Town is working with Walley's Hot Springs and other land owners to construct a multi-use trail which would connect Downtown Genoa to Walley's Hot Springs. The improvements will include a trail, on and off street parking, and town landscaping. The *2003 Comprehensive Trails Plan* will need to be updated to reflect new trail improvements as well as future improvements that are still needed throughout the County.

### Aviation Element

The Minden-Tahoe Airport's primary role is to provide access to the air transportation network for the public. Public access encompasses personal, business, and corporate aircraft. The secondary role of the airport includes world class soaring opportunities and access for Douglas County and surrounding communities during emergencies. The Airport hosts a number of community events throughout the year and plans to construct a soaring museum when funding can be secured. The *Minden-Tahoe Airport Master Plan* is a separate document, adopted by the Board of Commissioners on May 28, 2008, and as amended, which is incorporated by reference in its entirety into the Master Plan. In order to maintain federal funding, the plan must be in compliance with Federal Aviation Administration (FAA) requirements.

**Figure 5.7**  
**2010 Aerial View of Minden-Tahoe Airport**



Source: Douglas County Airport

## **Transportation (TP) Goals, Policies, and Actions**

The following goals and policies are from the 2007 Douglas County Transportation Plan:

**TP Goal 1**      **Provide and maintain an integrated transportation system for the safe, efficient movement of people and goods throughout Douglas County.**

TP Action 1.1:    Update the 2007 Douglas County Transportation Plan.

**TP Goal 2**      **Provide appropriate transportation facilities to ensure a high quality-of-life for Douglas County residents.**

TP Action 2.1:    Update the 2003 Comprehensive Trails Plan

### *Historic and Projected Growth*

TP Policy 2.1      Evaluate the impacts of current and planned development in Douglas County.

TP Policy 2.2      Coordinate transportation planning and land use development.

### *Travel Demand Model*

TP Policy 3.3      Update the travel demand model on a regular basis, at least every 5 years.

TP Policy 3.4:      Maintain accurate data on population, employment and average daily traffic to facilitate travel model update.

### *Streets and Highways Element*

TP Policy 4.5      Identify high accident locations and take appropriate actions to ensure continued public health and safety.

TP Policy 4.6      Provide appropriate traffic control devices on new and existing transportation facilities.

TP Policy 4.7      Post appropriate speed limits based on current speed limit studies.

TP Policy 4.8      Protect public safety by removing snow and other hazards from roadways.

TP Policy 4.9      Remove litter, trash and debris from the roadside and the right-of-way to keep roadways within Douglas County aesthetically pleasant.

- TP Policy 4.10 Implement near-term traffic safety and traffic operations improvements from 2007 to 2011.
- TP Policy 4.11 Implement mid-term road improvements to provide acceptable traffic operations from 2007 to 2015.
- TP Policy 4.12 Implement long-term road improvements to provide capacity and mobility from 2016 to 2030.
- TP Policy 4.13 Maintain a traffic LOS C or better on all Douglas County streets and roadways.
- TP Policy 4.14 Develop a “pedestrian-friendly” U.S. Highway 395/Main Street corridor through Minden and Gardnerville.
- TP Policy 4.15 Support NDOT projects that maintain traffic flow (high speed and capacity) on U.S. Highway 395 between Minden and Carson City as identified in the *U.S. 395 Southern Sierra Corridor Study* (2007).
- TP Policy 4.16 Support possible bypass facilities to keep traffic moving through Minden and Gardnerville.
- TP Policy 4.17 Develop a truck routes plan to keep excessive through-traffic out of neighborhoods.
- TP Policy 4.18 Resolve/prevent neighborhood traffic issues by providing adequate through-traffic facilities on major collectors and arterials.
- TP Policy 4.19 Provide traffic transitional facilities (such as traffic circles/roundabouts) in the Minden/Gardnerville area.
- TP Policy 4.20 Maintain a current map of proposed Douglas County transportation improvement projects.
- TP Policy 4.21 Maintain current design standards for Douglas County roadway classifications as identified in the *Douglas County Engineering Design Manual*.

*Public Transportation*

- TP Policy 5.22 Provide general public transit service to Douglas County residents and visitors.
- TP Policy 5.23: Provide transit services to the elderly and persons with disabilities, as required by the Americans with Disabilities Act (ADA).

- TP Policy 5.24: Provide regional public transit, connecting Douglas County residents and visitors with Carson City, Washoe County and Alpine County (California).
- TP Policy 5.25 Promote use of local and regional public transit serving Douglas County residents and visitors.
- TP Policy 5.26 Develop public transit goals and objectives to measure and evaluate transit system performance.
- TP Policy 5.27 Annually review performance measures and indicators for existing transit services and adjust services accordingly.
- TP Policy 5.28 Prepare a short range transit plan by 2010, including a five-year transit project list, which identifies transit needs, and potential service improvements along with a financial plan.
- TP Policy 5.29 Establish and preserve a transportation corridor in the vicinity of the former Virginia & Truckee railroad right-of-way between Minden and the Carson City line, parallel to Heybourne Road.
- TP Policy 5.30 Evaluate the feasibility of providing rubber-tire transit service to initially serve major travel destinations as development occurs along the Heybourne Road corridor. Identify potential private and public funding sources to establish and maintain service.

*Bicycle/Pedestrian/Trail Element*

- TP Policy 5.31 Maintain and implement the adopted *Douglas County Comprehensive Trails Plan* to provide opportunity for non-motorized transportation within the county that meets both recreational and commuter needs.
- TP Policy 5.32 Ensure development and maintenance of multi-purpose (hiking, equestrian, bikeway and off-road bicycle) trail systems throughout Douglas County, connecting with public lands and recreation facilities of local and regional interest. See additional policies in the *Douglas County Comprehensive Trails Plan*.

*Airport Element*

- TP Policy 5.33 Provide for safe continuation and expansion of the Minden–Tahoe Airport. See additional policies in the Minden–Tahoe Airport Plan.

*Financial Element*

- TP Policy 5.34 Coordinate with the NDOT to implement capital and operational improvements on state facilities in a timely manner.
- TP Policy 5.35 Develop funding mechanisms to implement system-wide capacity and operational system improvements to the street and highway network.
- TP Policy 5.36 Develop funding mechanisms to maintain the existing street and highway network.
- TP Policy 5.37 Develop funding mechanisms to implement public transportation system improvements.
- TP Policy 5.38 Develop funding mechanisms to implement improvements to the bicycle/pedestrian/trails system.
- TP Policy 5.39 Develop funding mechanisms to implement improvements at the Minden–Tahoe Airport.
- TP Policy 5.40 Explore the development and implementation of a traffic impact fee program to fund regional capacity improvements on the street and highway network.
- TP Policy 5.41 Develop and maintain a coordinated transportation plan of proposed transportation facility improvements in collaboration with adjacent jurisdictions.
- TP Policy 5.42 Construct and maintain necessary street and road facilities in rural and urban settings to maintain a high quality-of-life in Douglas County.

**The following are goals identified in the Minden-Tahoe Airport Master Plan (AP):**

- AP Goal 1: Accommodate forecast operations in a safe and efficient manor.
- AP Goal 2: Ensure that future development will continue to accommodate a variety of general aviation activities.
- AP Goal 3: Enhance and facilitate soaring while maintaining and improving safety.
- AP Goal 4: Identify the best land use types for the landside development areas.
- AP Goal 5: Foster complementary development of Airport’s environs.
- AP Goal 6: Enhance the self-sustaining capability of the Airport and ensure the financial feasibility of airport development.

AP Goal 7: Encourage the protection of existing public and private investment in land and facilities.

### **Lake Tahoe Transportation (LT T) Goals, Policies, and Actions**

LT T Policy 1: Participate and support the planning, design and implementation of transportation projects and transit improvements at Lake Tahoe consistent with the Tahoe Revitalization initiative of the County Economic Vitality Plan and other needs identified through the annual update of the County 5-Year Transportation Plan, County Transportation Plan, and plans of the TRPA, TMPO and TTD.

LT T Action 1.1: Douglas County shall participate with the TTD, TMPO, NDOT, City of South Lake Tahoe, Caltrans, FHWA, Nevada State Parks, and private sector stakeholders in the planning, design and implementation of the U.S. 50 Stateline Corridor/South Shore Revitalization Program.

LT T Action 1.2: Douglas County shall continue to participate in efforts to complete the Nevada Stateline-to-Stateline Bikeway Project and other identified bicycle and multi-use trail projects within Douglas County at Lake Tahoe consistent with the Tahoe Revitalization and Tremendous Trails initiatives of the County Economic Vitality Plan.

LT T Action 1.3: Douglas County shall continue to participate in the planning and implementation of transit system improvements through its representation on the Tahoe Transportation District Board of Directors.

LT T Action 1.4: Through the Tahoe Transportation District, Douglas County shall continue to explore the feasibility and potential benefits of waterborne transit at Lake Tahoe that serves the County and further supports the Tahoe Revitalization and the South Shore Plan.

LT T Action 1.5: Douglas County shall continue to participate in the community based forum of the South Shore Transportation Management Association (SS/TMA). SS/TMA plays a lead role in the development of transportation demand management and strategies to mitigate the impact of highway construction projects and special events.