

Appendix A: Goals & Policies

REGIONAL TRANSPORTATION PLAN GOALS & POLICIES



Goal 1: Safety

Increase safety and security for all users of Tahoe's transportation system.

Policy #	Policy
1.1	Design projects to maximize visibility of pedestrians and bicycles, incorporating daylighting, with a focus on vehicular, bicycle, and pedestrian conflict points. Consider increased safety signage, site distance, and other design features from the Vision Zero Lake Tahoe Countermeasures Toolbox and the Active Transportation Plan Lake Tahoe Complete Streets Resource Guide.
1.2	Prioritize cost effective safety improvements that will help the region eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system.
1.3	Coordinate the collection and analysis of safety data, identify areas of concern, and propose safety-related improvements and user awareness to support local, state, and federal safety programs and performance measures.
1.4	Consider safety data and use proven safety design countermeasures for safety hotspots recommended from roadway safety audits, the active transportation plan, corridor plans, and other reliable sources when designing new or modifying existing travel corridors. Use proven safety countermeasures to provide traffic calming and encourage road users to travel at safe speeds.
1.5	Support the Safe Routes to School program region wide.
1.6	In roadway improvements, construct, upgrade, and maintain active transportation and transit facilities along major travel routes. In constrained locations all design options should be considered, including but not limited to restriping, roadway reconfiguration, signalization, and purchase of right of way.
1.7	Encourage partners to develop and implement plans coordinating wayfinding, signage, and education campaigns to build awareness of safety and alternative transportation opportunities including transit and active transportation modes.
1.8	Prohibit the construction of roadways to freeway standards in the Tahoe Region and establish Tahoe specific traffic design standards and volumes for project development and analysis.
1.9	Design roadway corridors, including driveways, intersections, and scenic turnouts, to enhance safety for all modes, minimize impacts to regional traffic flow, transit, and bicycle and pedestrian facilities by using shared access points where feasible.
1.10	Support implementation and connection of bilingual emergency messaging systems that can provide emergency warnings in broad settings including tourist spots, major retail and gathering areas, and employment sites.



Goal 2: Environment

Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas (GHG) emissions.

Policy #	Policy
2.1	Leverage transportation projects to meet multiple objectives and achieve and maintain environmental thresholds through integration with the Environmental Improvement Program.
2.2	Support greenhouse gas emission reduction strategies in alignment with federal, state, tribal, and regional requirements and goals.
2.3	Develop and implement project impact analysis, mitigation strategies and fee programs to reduce Vehicle Miles Travelled and auto trips.
2.4	Facilitate and promote the use of zero emission vehicles (ZEV) for freight, heavy-duty, transit, fleet, passenger, and new transportation services through implementation of the Tahoe-Truckee Plug-in Electric Vehicle Readiness Plan, education, incentives, funding, and permit streamlining.
2.5	Coordinate with the City of South Lake Tahoe to update and maintain an Airport Master Plan while limiting aviation facilities within the Tahoe Region to those that currently exist.
2.6	Consider utilizing smart (motion sensor) street lighting to reduce light pollution (i.e., maintaining dark skies) and reduce energy consumption while providing safety for pedestrians and other users.
2.7	Design transportation infrastructure to avoid conflicts with wildlife and wildlife corridors. This includes minimizing lighting and noise in sensitive areas and incorporating wildlife crossings where appropriate.
2.8	Ensure invasive weed infestations are avoided when constructing and maintaining new transportation infrastructure. Native plant cultivation and weed management should be included in construction and maintenance plans for all projects.
2.9	Coordinate with state and local agencies to support the expeditious installation of electric vehicle (EV) and other electric mobility modes (including scooters, bikes, transit, etc.) charging infrastructure within Community Priority Zones.



Goal 3: Mobility

Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.

Policy #	Policy
3.1	Develop standards and guidelines for incorporating multimodal amenities in new development or redevelopment, as part of all plans, including local area plans.
3.2	Prioritize improving the existing transit system in Community Priority Zones and recreation sites, making it frequent, fun, and affordable.
3.3	Ensure all transportation projects are Americans with Disabilities Act (ADA) compliant, Universally Accessible, and consistent with Coordinated Human Services Transportation Plans.
3.4	Collaborate with regional and inter-regional partners to establish efficient transportation connections within the Trans-Sierra Region including to and from Tahoe and surrounding communities.
3.5	Coordinate and include in area plans, intermodal transportation facilities (“Mobility Hubs”) that serve major activity centers and connect transit, pedestrian, bicycle, car/ride share, and park and ride facilities, where appropriate in and outside of the basin.
3.6	Ensure neighborhoods, particularly Community Priority Zones, have adequate or comparable snow removal and maintenance on sidewalks, bike paths, and at transit stops and bike racks to ensure year-round access to employment, recreation, and goods and services.
3.7	Support the implementation of on-demand, dynamically routed micro-transit shuttles and other shared-ride mobility services.
3.8	Develop and maintain an active transportation plan as part of the Regional Transportation Plan. Include policies, a project list of existing and proposed bicycle and pedestrian facilities, strategies, and programs for implementation of the Active Transportation Plan.
3.9	Encourage collaboration between public land managers, state departments of transportation, transit providers, and other regional partners to support destination stewardship, sustainable recreation, and multi-modal access to recreation sites.
3.10	Support implementation of physical devices such as transit kiosks to communicate real-time transit information and aid trip planning.
3.11	Use the best available technology to implement waterborne transportation systems that coordinates with other travel options consistent with the Shoreline Plan Greenhouse Gas Reduction Strategy.



Goal 4: Prosperity

Foster economic well-being, sustainability, and community vitality by optimizing the movement of goods and people and advancing transportation solutions in centers and throughout the Tahoe Region.

Policy #	Policy
4.1	Work to ensure all proposed transportation services and programs are affordable and accessible for low-income households.
4.2	Ensure all transportation projects, programs, and policies meet the transportation needs and minimize negative impacts for all communities, particularly Community Priority Zones, and people with special needs.
4.3	Explore incentives for employer and resort-based transportation solutions for employees and visitors year-round and explore alternatives for single vehicle onsite parking for resort and recreation facilities including rideshare and shuttle services.
4.4	Provide specialized and subsidized public transportation services and programs for seniors and individuals with disabilities that are consistent with Coordinated Human Services Transportation plans.
4.5	Ensure access to all services and modes of transportation are accessible, specifically for the Washoe Tribe of Nevada and California and neighborhoods identified as Community Priority Zones.
4.6	Coordinate and maintain parking maximums, where required, and shared parking standards to encourage use of alternative means of travel other than single occupancy automobiles and to support other goals and policies of the Regional Plan.
4.7	Support micromobility options that are safe and accessible and do not have barriers for use, including requiring smart devices.
4.8	Provide educational programs and assistance to encourage and enable greater use of transit in place of auto trips.
4.9	Encourage community revitalization and transit-oriented development projects that comprehensively support regional and local transportation, housing, land use, environment, and other goals.
4.10	Promote quality of service for transportation services to meet the needs of the Washoe Tribe of Nevada and California and people in Community Priority Zones..
4.11	Advance transportation planning through public participation and collaboration as outlined in the Public Participation Plan.



Goal 5: Resilience

Provide for the preservation and sustainability of the existing transportation system by actively identifying and pursuing new transportation funding and by performing maintenance activities that support transportation resiliency, water quality, and safety.

Policy #	Policy
5.1	Prioritize regional and local investments that fulfill TRPA objectives in transit, active transportation, transportation demand management, and other programs which support identified TRPA transportation performance outcomes.
5.2	Consider the increased vulnerability and risk to transportation infrastructure from natural hazards, such as increased flooding, drought, and wildfire risk, when designing new infrastructure and repairing or maintaining existing infrastructure.
5.3	Coordinate with local jurisdictions to maintain and preserve pavement condition to a level that supports the safety of the traveling public and protects water quality.
5.4	Establish regional and inter-regional cooperation and cost-sharing to obtain a uniform method of transportation data collection and sharing.
5.5	Collaborate with local, state, tribal, regional, federal, and private partners to develop additional revenue sources to fund Lake Tahoe transportation investments.
5.6	Paid parking revenues should fund infrastructure and services for transit and active transportation users within the Tahoe Region.
5.7	Expand and build capacity in Transportation Management Associations (TMAs) in the Tahoe Region to develop public-private partnerships that support transportation.
5.8	Provide an opportunity for local jurisdictions to discuss coordinated evacuation planning with transportation departments and transit agencies.
5.9	Proactively seek federal and state funding for electric charging infrastructure installation in the Tahoe Basin.



Goal 6: Performance

Provide a dynamic, reliable, and efficient transportation network through coordinated operations, system management, technology, and monitoring.

Policy #	Policy
6.1	Develop and implement a cooperative continuous, and comprehensive Congestion Management Process to adaptively manage congestion within the region’s multi-modal transportation system.
6.2	Maintain monitoring programs for all modes to assess the effectiveness of the long-term implementation of local and regional mobility strategies on a publicly accessible reporting platform.
6.3	Coordinate with federal, state, tribal, and local governments, transportation management associations, and private sector partners to fund and operate reliable transportation alternatives.
6.4	Coordinate public and private transit service, where feasible, to reduce costs of service and avoid service duplication.
6.5	Support parking management programs that incentivize non-auto modes and discourage private automobile use.
6.6	Identify opportunities to implement comprehensive transportation solutions that include technology, safety, and other supporting elements when developing infrastructure projects.
6.7	Coordinate with state departments of transportation, transit operators, and local jurisdictions to support installation of cloud-based Transit Signal Priority (TSP) systems at signalized intersections within urbanized areas of the Tahoe Basin.
6.8	Support continued field deployment of intelligent transportation system travel information in the Tahoe Region with an emphasis on real-time transportation information included but not limited to multi-modal options, transit vehicle arrival, wayfinding to points-of-interest and available parking.
6.9	Support the implementation of data platforms that facilitate systemwide integration of IT telecommunications data for a Transportation Management Center.
6.10	Level of service (LOS) criteria for the region’s highway system and signalized intersections during peak periods shall be: “C” on rural recreational/scenic roads; “D” on rural developed area roads; “D” on urban developed area roads; “D” for signalized intersections. Level of Service “E” may be acceptable during peak periods in urban areas, but not to exceed four hours per day. These vehicle LOS criteria may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways. Transit and active transportation improvements should be considered before road widening projects.
6.11	Require the development of traffic management plans for events with more than 500 attendees that include streetscape flexibility within urban centers, coordination with simultaneous events, and strategies for encouraging the use of alternatives to personal automobiles.

6.12	Establish a uniform method of data collection and forecasting for resident and visitor travel behavior and demographics.
6.13	Make “dig once” construction project principles the basin-wide standard, requiring public and private roadway projects to accommodate the installation of conduit to support community needs (e.g., broadband fiber optic, stormwater systems, heated sidewalks, etc.).
6.14	Support the California Department of Transportation (Caltrans) Middle-Mile Broadband Initiative to designate state highway facilities in the Tahoe Basin as Middle-Mile corridors and encourage similar broadband efforts by the Nevada Department of Transportation (NDOT).
6.15	Coordinate with local agency partners to establish “Last-Mile” broadband fiber optic connectivity to all communities, especially communities with low-speed, partial, or no broadband access, and Community Priority Zones.