

APPENDIX A: GOALS AND POLICIES

GOAL 1: ENVIRONMENT



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

Policies

- 1.1 Support mixed-use, transit oriented development, and community revitalization projects that encourages walking, bicycling, and easy access to existing and planned transit stops.
- 1.2 Leverage transportation projects to benefit multiple environmental thresholds through integration with the Environmental Improvement Program.
- 1.3 Mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses by prioritizing projects and programs that enhance non-automobile travel modes.
- 1.4 Facilitate the use of electric and zero emission vehicles and fleets by supporting deployment of vehicle charging infrastructure within the Region, and supporting incentives and education of residents, businesses, and visitors related to the use of electric and zero emission vehicles.
- 1.5 Require major employers of 100 employees or more to implement vehicle trip reduction programs.
- 1.6 Require new and encourage existing major commercial interests providing gaming, recreational activities, excursion services, condominiums, timeshares, hotels and motels to participate in transportation demand programs and projects.
- 1.7 Coordinate with the City of South Lake Tahoe to update and maintain an Airport Master Plan and limit aviation facilities within the Tahoe Region to existing facilities.
- 1.8 Strongly encourage traffic calming and noise reduction strategies when planning transportation improvements.
- 1.9 Develop and implement a cooperative continuous, and comprehensive Congestion Management Process to adaptively manage congestion within the Region's multi-modal transportation system.

GOAL 2: CONNECTIVITY



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

Policies

Transit

- 2.1 Coordinate with Federal, state, and local government as well as private sector partners to identify and secure adequate transit service funding that provides a viable and reliable transportation alternative to the private automobile for all categories of travelers in the Region.
- 2.2 Provide frequent transit service to major summer and winter recreational areas.
- 2.3 Establish regional partnerships with surrounding metropolitan areas to expand transit to and from Lake Tahoe.
- 2.4 Improve the existing transit system for the user making it frequent, fun, and free in targeted locations. Consider and use increased frequency, preferential signal controls, priority travel lanes, expanded service areas, and extended service hours.
- 2.5 Integrate transit services across the Region. Develop and use unified fare payment systems, information portals, and shared transfers.
- 2.6 Consider waterborne transportation systems using best available technology to minimize air and water quality impacts in coordination with other modal options, as an alternative to automobile travel within the Region.
- 2.7 Provide specialized public transportation services for individuals with disabilities through subsidized fare programs for transit, taxi, demand response, and accessible van services.
- 2.8 Make transit and pedestrian facilities ADA-compliant and consistent with Coordinated Human Services Transportation Plans.
- 2.9 Develop formal guidelines or standards for incorporating transit amenities in new development or redevelopment, as conditions of project approval.
- 2.10 Provide public transit services at locations nearby school campuses.
- 2.11 Coordinate public and private transit service, where feasible, to reduce service costs and avoid service duplication.

Active Transportation

- 2.12 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, and strategies for implementation in the Active Transportation Plan.
- 2.13 Incorporate programs and policies of the active transportation plan into regional and local land use plans and regulatory processes.
- 2.14 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the active transportation plan.

Multi-Modal

- 2.15 Accommodate the needs of all categories of travelers by designing and operating roads for safe, comfortable, and efficient travel for roadway users of all ages and abilities, such as pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles.
- 2.16 Encourage parking management programs that incentivize non-auto modes and discourage private auto-mobile use at peak times in peak locations, alleviate circulating vehicle trips associated with parking availability, and minimize parking requirements through the use of shared-parking facilities while potentially providing funding that benefits infrastructure and services for transit, pedestrians, and bicyclists.
- 2.17 Coordinate and include in area plans, where applicable, intermodal transportation facilities (“Mobility Hubs”) that serve centers and other major areas of activity while encouraging the consolidation of off-street parking within mixed-use areas.
- 2.18 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 realignment, signalization, and purchase of right of way.
- 2.19 Encourage jurisdiction partners to develop and plan coordinated wayfinding signage for awareness of alternative transportation modes including transit (TART/BlueGO), pedestrian, and bicycle facilities.

GOAL 3: SAFETY



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

Policies

- 3.1 Coordinate the collection and analysis of safety data, identify areas of concern, and propose safety-related improvements that support state and federal safety programs and performance measures.
- 3.2 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.
- 3.3 Coordinate safety awareness programs that encourage law abiding behavior by all travelers.
- 3.4 Support emergency preparedness and response planning, including the development of regional evacuation plans, and encourage appropriate agencies to use traffic incident management performance measures.
- 3.5 Design projects to maximize visibility at vehicular, bicycle, and pedestrian conflict points. Consider increased safety signage, site distance, and other design features, as appropriate.

GOAL 4: OPERATIONS AND CONGESTION MANAGEMENT



Provide an efficient transportation network through coordinated operations, system management, technology, monitoring, and targeted investments.

Policies

- 4.0 Prioritize regional and local investments that fulfill TRPA objectives in transit, active transportation, transportation demand management, and other programs and directly support identified TRPA transportation performance outcomes.
- 4.1 Identify opportunities to implement comprehensive transportation solutions that include technology, safety, and other supporting elements when developing infrastructure projects.
- 4.2 Collaborate with jurisdictions and DOT partners to develop adaptive management strategies for peak traffic periods at Basin entry/exit routes.
- 4.3 Promote awareness of travel options and conditions through advertising and real-time travel information.
- 4.4 Incorporate programs and policies of the Tahoe Basin Intelligent Transportation Systems Strategic Plan into regional and local land use plans and regulatory processes.
- 4.5 Support the use of emerging technologies, such as the development and use of mobile device applications, to navigate the active transportation network and facilitate ridesharing, efficient parking, transit use, and transportation network companies.
- 4.6 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 standards 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.
- 4.7 Regional transportation plan updates shall review projected travel into and within adopted area plans and effectiveness of mobility strategies.
- 4.8 Prohibit the construction of roadways to freeway design standards in the Tahoe Region. Establish Tahoe specific traffic design volume for project development and analysis.
- 4.9 Require the development of traffic management plans for major temporary seasonal activities, including the coordination of simultaneously occurring events.
- 4.10 Actively support Transportation Management Associations (TMAs) in the Tahoe Region.
- 4.11 Establish a uniform method of data collection for resident and visitor travel behavior.
- 4.12 Maintain monitoring programs for all modes that assess the effectiveness of the long-term implementation of local and regional mobility strategies on a publicly accessible reporting platform (e.g www.laketahoeinfo.org website).
- 4.13 Establish regional and inter-regional cooperation and cost-sharing to obtain basin-wide data for transportation-related activities.
- 4.14 Design roadway corridors, including driveways, intersections, and scenic turnouts, to minimize impacts to regional traffic flow, transit, and bicycle and pedestrian facilities by using shared access points where feasible.

GOAL 5: ECONOMIC VITALITY & QUALITY OF LIFE



Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.

Policies

- 5.1 Encourage community revitalization and transit oriented development projects that comprehensively support regional and local transportation, housing, land use, environment, and other goals.
- 5.2 Provide multimodal access to recreation sites. Encourage collaboration between public lands managers, departments of transportation, transit providers, and other regional partners to improve year-round access to dispersed recreation activities. Strategies could include active transportation end-of-trip facilities, transit services, parking management programs, and incentives to use multi-modal transport.
- 5.3 Collaborate with local, state, regional, federal, and private partners to develop a regional revenue source to fund Lake Tahoe transportation and water quality projects.
- 5.4 Collaborate with regional and inter-regional partners to establish efficient transportation connections within the Trans-Sierra Region including to and from Tahoe and surrounding metropolitan areas.

GOAL 6: SYSTEM PRESERVATION



Provide for the preservation of the existing transportation system through maintenance activities that support climate resiliency, water quality, and safety.

Policies

- 6.1 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.
- 6.2 Maintain and preserve pavement condition to a level that supports the safety of the traveling public and protects water quality.
- 6.3 Make “dig once” the basin-wide standard, requiring public and private roadway projects to accommodate the installation of conduit to support community needs. (e.g: fiber optic, broadband, lighting, etc.)
- 6.4 Consider the increased vulnerability and risk to transportation infrastructure from climate stressors, such as increased precipitation, flooding, and drought when designing new infrastructure and repairing or maintaining existing infrastructure.