

CHAPTER III

TRANSPORTATION ELEMENT §

A. INTRODUCTION

The ~~Tahoe Regional Planning Compact (Public Law 96-551)~~ calls for the development of an integrated transportation plan addressing all modes of travel to “states that the goal of transportation planning shall be...to reduce dependency on the automobile,” “...reduce air pollution which is caused by motor vehicles,” and provide “public transportation and public programs and projects related to transportation.”

Although it is not a threshold category, Tahoe’s transportation system relates to multiple threshold areas, particularly air and water quality. Effects of Tahoe’s transportation system are assessed through two of the Compact’s eight air quality threshold indicators, total daily regional VMT and traffic volumes on US 50. These indicators were developed to assess levels of carbon monoxide and atmospheric nitrogen, as well as visibility.

To fulfill the Compact’s mandate and work towards attainment of thresholds, the Regional Plan Transportation Element seeks to establish a safe, efficient, and integrated transportation system that provides quality mobility options for all sectors of the population, supports the Region’s economic base, enhances quality of life to its residents, and maximizes opportunities for environmental benefits. This Element includes transportation goals, policies and implementation measures that address multiple aspects of transportation planning and interact to create a successful multi-modal transportation system.

TRPA is designated as the Tahoe Metropolitan Planning Organization (TMPO) for state and federal transportation planning. In addition to fulfilling the Compact’s directives, as the TMPO, TRPA must develop a long-range Regional Transportation Plan (RTP) consistent with federal transportation laws. The RTP must also meet statutory requirements in California through the adoption of a “Sustainable Communities Strategy” (SCS). The SCS lays out a plan for meeting greenhouse gas (GHG) reduction targets for cars and light trucks in California. The Goals and Policies of the RTP are identical to those in the Regional Plan Transportation Element.

~~to give preference to providing increases in capacity on the Region’s transportation system through public transportation projects and programs. The Compact also requires a transportation plan for the Region which provides for the integrated development of a regional system of transportation. This system is to include parkways, highways, public transportation facilities, bicycle facilities, and appurtenant terminals and facilities for the movement of people and goods within the Region. The primary goals of the Regional Transportation Plan are:~~

- ~~➤ To fulfill the requirements of the Tahoe Regional Planning Compact.~~
- ~~➤ To attain and maintain the Environmental Threshold Carrying Capacities, federal, state, and local transportation standards.~~

§ Amended 10/27/04

- ~~To design and invest in mixed-mode facilities that provide walkable and transit-friendly communities.~~
- ~~To reduce transportation-related greenhouse gas emissions and reduce the threat of global climate change.~~
- ~~To establish a safe, secure, efficient, and integrated transportation system which reduces reliance on the private automobile, by investing in alternative modes that serve the basic transportation needs of the citizens of the Tahoe Region.~~
- ~~To support the economic vitality of the Region in the movement of goods and people, by enabling efficient system management and operations while minimizing adverse impacts on the environment.~~
- ~~The organizational structures and process relevant to transportation and transit operations and governance shall be designed to facilitate the implementation of the Regional Transportation Plan, the goals of the Compact and the integration of the transportation system with land uses.~~
- ~~It is the goal of the Regional Transportation Plan to research, plan, and coordinate potential funding sources with the Environmental Improvement Program (EIP).~~

~~The TRPA Regional Transportation Plan is consistent with the Tahoe Metropolitan Planning Organization (TMPO) Regional Transportation Plan, Mobility 2030. The TMPO is a federally designated agency and is charged with implementing a “continuing, comprehensive and cooperative transportation planning process among states and local communities.” Mobility 2030 provides the TMPO and TRPA, acting as the Regional Transportation Planning Agency (RTPA) in California, the means to make funding allocations and other policy decisions. The TRPA Regional Transportation Plan is the means by which policies get translated into code.~~

TRANSPORTATION PLANNING ENVIRONMENT

~~Travel within the Region can be characterized as a seasonal and daily ebb and flow of overnight visitors, day-use visitors, second-homeowners and full-time residents. During the months of July and August, traffic volumes can typically increase 30 percent above Average Annual Daily Traffic (AADT). The day of the week is also highly variable with Friday and Saturday increasing by 11 percent above AADT.~~

~~During those periods of peak traffic demand, congestion on the Region's highway system can create delays, affecting the ability of residents and visitors to efficiently reach their destinations and often reducing their enjoyment of Tahoe as a home and vacation destination. However, there are also window periods of traffic (November and April) when traffic has been estimated at 20 percent less than the AADT.~~

~~In addition to the inconvenience of seasonal traffic congestion, the environmental impacts of transportation are of great concern in the fragile Tahoe Region. Vehicle emissions and road dust are major factors in air and water pollution and global climate change. Transportation facilities and users have impacts on other resource areas as well, including wildlife, vegetation, recreation and noise.~~

PERFORMANCE INDICATORS

~~Since 1987, trends in transportation have been measured through two air quality thresholds: Vehicle Miles Traveled (VMT) and Traffic Volumes. Although these thresholds are housed in air quality, these measures of overall vehicle use in the Lake Tahoe Region have been used as management standards for both both air and water quality, and subregional visibility. VMT was the surrogate for water quality and subregional visibility, while Traffic Volumes was used to represent Carbon Monoxide (CO).~~

~~The threshold standard for Vehicle Miles Traveled was a 10% reduction from 1981 levels of VMT, to 1.48 million miles on an average summer day. While Lake Tahoe is currently not in attainment of this goal, recent VMT estimates indicate that VMT has dropped between the years 2000 and 2005, and now may be around 1.57 million miles per day.~~

~~The threshold standard for Traffic Volumes was to reduce traffic volumes on the U.S. 50 Corridor by seven percent during the winter from the 1981 base year, between 4:00 p.m. and 12:00 midnight. Based on information collected at the U.S. 50 Park Avenue Intersection, traffic volumes have decreased by 28.7 percent from the 1981 base year.~~

~~These measures used in the past tell a story about traffic, but they do not illustrate whether traffic reductions are resulting in shifts to other modes, such as walking and bicycling, or whether traffic shifts merely represent changes in socio-economic conditions (second homeownership). Based on the Vision statement below, additional performance indicators have been added to VMT and Traffic Volume that focus on the use of non-auto modes and existence of bicycle, pedestrian, and transit facilities as measures of success.~~

~~Another important aspect of planning for the environmental, economic, and social health of the Lake Tahoe Region is taking into consideration the role that climate change will play. The region's economy is highly dependent on the health of its environmental assets, including snowpack, a clear lake and healthy forests, all of which could be negatively impacted by warming temperatures. The Region's transportation policies and projects are heavily weighted towards those that shift travelers out of their cars and into transit, bicycling, and walking modes.~~

VISION

~~An innovative multimodal transportation system is in place that gives priority to viable alternatives to the private automobile, appeals to users and serves mobility needs, while improving the environmental and socioeconomic health of the Region.~~

GOAL TR-1 PEDESTRIAN TRANSIT ORIENTED DEVELOPMENT (PTOD)

~~PLAN FOR AND PROMOTE LAND USE CHANGES AND DEVELOPMENT PATTERNS CONSISTENT WITH THE REGIONAL PLAN, ENCOURAGING WALKABLE, MIXED-USE CENTERS, AND SUPPORTING TRANSPORTATION ENHANCEMENTS AND ENVIRONMENTAL IMPROVEMENTS THAT INCREASE~~ IMPROVE THE VIABILITY OF TRANSIT SYSTEMS.

POLICIES

~~**TR-1.1 Mixed-use development strategies are encouraged to be required at key locations**~~

~~around existing and planned transit stops in redevelopment areas.~~

~~T-1.12~~ ~~Promote~~ Support mixed-use development ~~redevelopment~~ that encourages walking, bicycling and easy access to existing and planned transit stops in town and tourist centers.

~~T-1.3~~ ~~Redevelopment is encouraged to employ shared (bundled) parking and other parking management strategies for mixed-use centers where shared parking is managed at a district scale and not site-by-site. There may be a combination of both off-street and on-street parking reinforcing the pedestrian nature of mixed-use centers. (Moved to Goal 7 Parking)~~

~~T-1.24~~ Fully mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses.

~~Provide economic incentives to redevelopment areas encouraging mixed-use development, transit and parking incentives, walking and bicycling facilities. These incentives include, but are not limited to: minimum and maximum parking standards, and grants to help pay for transit, sidewalk and bicycle facility construction.~~

~~TR-1.5~~ ~~Site planning and design will seek to emphasize transit, walkability and pedestrian-friendly features and respond to a variety of site conditions and context.~~

~~TR-1.6~~ ~~Creation of a “park once” environment is encouraged allowing access to local services thus reducing trip generation for errands and other activities and encouraging residents and visitors to use transit for trips within the basin.~~

~~TR-1.7~~ ~~Redevelopment is encouraged to make use of existing transportation facilities. At priority locations, facilities should be expanded and encouraged with appropriate economic incentives.~~

~~TR-1.8~~ ~~PTOD sites are recommended to be designed with sensitivity to the local context and honoring the difference in scale between the North Shore and the South Shore.~~

~~T-1.39~~ ~~Public or private mass transit services shall be~~ Given preference to non-automobile travel modes when ~~in~~ mitigating traffic, and transportation-related project impacts for new projects or redevelopment areas. (Moved from Goal 4)

~~T-1.4~~ Develop and implement a Sustainable Communities Strategy (SCS) consistent with statutory requirements.

GOAL TR-2 PEDESTRIAN & BICYCLE FRIENDLY COMMUNITIES

~~DESIGN AN ATMOSPHERE THAT~~ ENCOURAGES BICYCLE AND PEDESTRIAN USAGE AS VIABLE AND SIGNIFICANT MODES OF TRANSPORTATION AT LAKE TAHOE.

POLICIES

T-2.1 **Develop and maintain** ~~The RTP and~~ Lake Tahoe Region Bicycle and Pedestrian Plan (~~Bicycle and ke~~/~~Pedestrian~~ Plan) **as a component of the Regional Transportation Plan (RTP); and maintain**~~shall contain~~ a list of existing and proposed bicycle and pedestrian facilities and ~~policies~~**strategies** for ~~the development of any new bicycle/pedestrian facilities in the Lake Tahoe Region~~ implementation **within the Bicycle and Pedestrian Plan.**

T-2.2 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the Lake Tahoe Region Bicycle and Pedestrian Plan. ~~Where bicycle lanes are not feasible due to environmental or land ownership constraints, provide as much shoulder area as possible.~~

T-2.3 Prioritize constructing pedestrian and bicycle facilities in urbanized areas of the Region, facilities that increase connectivity of the pedestrian and bicycle network, **and facilities that can be constructed concurrently with other projects.**

~~TR-2.4 Commercial and residential development and redevelopment shall promote pedestrian and bicycle access equal to or greater than private vehicle access.~~

~~TR-2.5 Bicycle storage capacity shall be increased at commercial and recreational areas, transit centers, lodging properties, and government buildings.~~

T-2.46 Design and site intersections and driveways to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities.

~~T-2.7 Projects funded all or in part with TMPO administered funding shall include the accommodation of bicycle and pedestrian facilities in the earliest stages of project development. The TMPO shall not release funds for projects that do not show accommodation of bicycle and pedestrian needs.~~

~~T-2.8 Bicycle and pedestrian linkages shall be provided between residential and non-residential areas.~~

T-2.58 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use. ~~Maintenance policies for bicycle and pedestrian facilities should reflect usage and consider maintaining routes to allow for year-round use of the facilities where appropriate.~~

T-2.69 Promote the incorporation of programs and policies of the Bicycle and Pedestrian~~ke/Ped~~ Plan into regional and local land use plans and regulatory processes.

T-2.740 Implement safety awareness signage, road markings, educational programs, and programs that encourage bicycling and walking ~~where appropriate.~~

T-2 Implementation Measures

- Amend the TRPA Development Code to require commercial, tourist, mixed-use, multi-family, public service and recreation projects (including the construction, alteration or improvement of roadways) to incorporate segments of the bicycle and pedestrian network consistent with the Bicycle and Pedestrian Plan. Implementation of facilities which are adjacent to, or within the project parcel boundaries will be through construction, easements, or in-lieu fees as appropriate to the development.
- Amend TRPA Development Code to require a maintenance plan including a funding strategy for the life of bike and pedestrian facility projects that must be approved before permit issuance or funding disbursement for any proposed public bicycle and pedestrian facility.

GOAL T- 3 TECHNOLOGY

IMPLEMENT NEW TECHNOLOGY TO INCREASE THE EFFICIENCY AND EFFECTIVENESS OF THE TRANSPORTATION NETWORK AND PROMOTE USAGE OF ALTERNATIVE TRANSPORTATION MODES. ~~THE UTILIZATION OF INTELLIGENT TRANSPORTATION SYSTEMS (ITS) TECHNOLOGY SHALL BE CONSIDERED AND IMPLEMENTED, AND TECHNOLOGY WILL BE USED TO INCREASE USAGE OF ALTERNATIVE MODES.~~

POLICIES

~~TR-3.1 Develop and maintain real-time information services on changeable message signs, via the internet, and over the telephone for road conditions, transit services, and bicycle routes.~~

T-3.12 Implement electronic and automated payment systems for transit systems and parking areas, where appropriate.

T-3.23 ~~Consider~~ Implement measures consistent with the Federal Intelligent

[Transportation Systems \(ITS\) Program and the Tahoe Basin ITS Strategic Plan](#), including Traffic Management, Traveler Information Services, and Emergency Management Techniques.

GOAL T-4 ~~MASS TRANSIT~~

~~ACTIVELY ENCOURAGE THE DEVELOPMENT AND IMPLEMENTATION EXPANSION OF SERVICES AND PROGRAMS TO EXPAND THE OPERATION AND USE OF ENVIRONMENTALLY CONSCIOUS PUBLIC TRANSIT~~ OPERATION AND USE IN THE LAKE TAHOE REGION.

POLICIES

~~T-4.1 Public or private mass transit services shall be given preference in mitigating traffic and transportation related impacts for new projects or redevelopment areas. (Moved to Goal 1)~~

T-4.1 ~~Encourage, and support as appropriate, improvements to~~ existing transit systems ~~through such as increased~~ s in frequency, ~~that support local land-use patterns,~~ preferential signal controls, expanded ~~des~~ ion of service area, ~~or and extended~~ des ion of service hours.

T-4.2 Provide transit facilities that encourage transit, bicycle, and pedestrian usage ~~through their designs.~~

~~TR-4.3 Where existing parking lots may facilitate additional transit ridership, "Park and Ride" facilities should be pursued.~~

~~TR-4.3 New transit vehicles shall seek to maximize bicycle carrying capacity using best available technology.~~

~~TR-4.4 Investigate, and implement where appropriate, fare options such as free fares, deeply discounted passes, or other fare alternatives.~~

T-4.35 Provide transit service to major summer and winter recreational areas.

~~TR-4.6 Encourage the expansion of private and public transit excursion services in the Region.~~

~~TR-4.7 Acquire dedicated transit rights-of-way where feasible.~~

TR-4.48 Use ~~Public transit fleets shall utilize~~ alternative fuels to the maximum extent

feasible in public transit fleets ~~to reduce emissions.~~

~~TR-4.9 Public transit services shall be operated efficiently and effectively.~~

~~T-4.5 Actively support Transportation Management Associations (TMAs) in the Tahoe Region.~~

T 4.6 Consider waterborne transportation systems in coordination with other public and private transportation systems ~~as an alternative to automobile travel within the Region~~ using best available technology to minimize air and water quality impacts ~~to the maximum extent feasible. Coordinate waterborne services with, and provide access to, other public and private transportation systems as an alternative to automobile travel within the region.~~

GOAL T-5 INTER-INTRA-REGIONAL TRANSPORTATION

STRENGTHEN ~~INTER- AND INTRA-REGIONAL~~ TRANSPORTATION OPTIONS INTO AND OUT OF THE LAKE TAHOE REGION ~~THAT REDUCE DEPENDENCY ON THE AUTOMOBILE.~~

POLICIES

T-5.1 Participate in state and local transportation planning efforts to ensure coordination and consistency in the among transportation systems, ~~and to strengthen linkages of both inter- and intra-regional transportation.~~

T-5.2 Expand transit service to cities, towns, and recreational areas outside of the Tahoe Region. ~~Coordinate this expanded service with other transportation modes.~~

T-5.3 Work with appropriate public entities, tribal governments, and private interest groups ~~in the Region~~ to ensure coordination and consistency ~~in transportation planning efforts within multijurisdictional transportation corridors.~~

~~T-5.6 Actively support Transportation Management Associations (TMAs) in the Tahoe Region.~~ (Moved to Goal 4)

~~TR-5.7 Work with organizations (including the Lake Tahoe Transportation and Water Coalition) that advocate and facilitate public-private partnerships and new sources of funding. Seek coordination among various transit operators and providers for the benefit of improved transportation in the Lake Tahoe Region.~~

~~T-5.8 Encourage clean waterborne transportation systems as an alternative to~~

~~automobile travel within the Region. Coordinate waterborne services with, and provide access to, other public and private transportation systems. (Moved to Goal 4)~~

~~T-5.9 Actively encourage the proposed extension of the Capital Corridor intercity rail service between Auburn, Truckee-North Lake Tahoe and Reno and other intercity rail or high capacity transit services, including such services along the Highway 50 corridor between Sacramento and South Lake Tahoe.~~

GOAL T-6 ECONOMIC VITALITY

SUPPORT THE ECONOMIC VITALITY OF THE LAKE TAHOE REGION BY PRESERVING AND ENABLING AN EFFICIENT SYSTEM TO MOVE PEOPLE AND GOODS.

POLICIES

T-6.1 Develop and track measures of economic vitality related to transportation, (i.e. traffic and pedestrian counts, employment, hotel-motel occupancies, and other visitation trends) as part of the adaptive management system.

~~TR-6.2 Develop a fully integrated, multimodal transportation system to serve as a catalyst for attracting business and employment opportunities for current and future residents of the Tahoe Region.~~

~~TR-6.3 Influence land use policies to improve access to jobs, services and housing by using market forces and the regulatory process.~~

T-6.23 Enhance the economic vitality of the ~~Tahoe~~ Region by efficiently connecting people to jobs, goods, services, and other communities.

T-6.34 Support public-private partnerships and business improvement districts ~~for~~ when planning, financing, and implementing ~~ng~~ en ~~of~~ transportation and air quality programs and projects.

GOAL T-7

DEVELOP EFFECTIVE INTERMODAL TRANSPORTATION FACILITIES WHERE THREE OR MORE MAJOR MODES OF THE REGIONAL TRANSPORTATION SYSTEM INTERSECT AND/OR TERMINATE (E.G., INTERSECTION OF AUTO, BICYCLE/PEDESTRIAN TRAILS, TRANSIT AND/OR WATERBORNE MODES).

POLICIES

T-7.1 Require that Local Plans identify intermodal transportation facilities to serve each Town Center, Regional Center, the High Density Tourist District and other major activity centers. Intermodal transportation facilities should

incorporate planned regional transportation facilities, connections between them (e.g., sidewalks, enclosed walkways, etc.) and should accommodate increased use of transit and non-motorized travel modes.

T-7.2 Require major commercial interests providing gaming, recreational activities, or excursion services to provide or participate in joint shuttle services or provide transit use incentives to their guests or patrons; and require connections with intermodal transportation facilities.

GOAL T-87 PARKING

DEVELOP PARKING MANAGEMENT STRATEGIES FOR THE LAKE TAHOE REGION.

POLICIES

~~T-8.1 Redevelopment shall employ~~Encourage shared ~~parking strategies~~ and other parking management strategies ~~for mixed-use centers where shared parking is managed at a district scale and not site-by-site. There may be a combination of both off-street and on-street parking that reinforces the pedestrian nature of mixed-use centers.~~

T-8.2 Encourage parking management programs that provide incentives to fund improvements benefiting transit users, pedestrians, and bicyclists.

~~T-8.3.2 Encourage parking management strategies that are tailored to the needs of each specific location and promote pedestrian and transit use~~Community Plan area and consistent with achievement of PTOD.

~~TR-7.3 Coordinate with the business community and other stakeholders in the development and implementation of parking management strategies.~~

T-8 Implementation Measures

- Amend the TRPA Development Code to encourage and permit area-wide parking strategies as a component of Local Plans and other plans for specific geographic areas. Strategies could include:
 - Reduction or elimination of minimum parking standards
 - Creation of maximum parking standards
 - Shared parking
 - In-lieu payment to meet parking requirements
 - On-street parking
 - Parking along major regional travel routes
 - Creation of bicycle parking standards
 - Free or discounted transit
 - Deeply discounted transit passes for community residents
 - Market-rate parking charges (including pricing based on congestion levels)

GOAL T-98 TRANSPORTATION DEMAND MANAGEMENT

IMPLEMENT TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES TO REDUCE THE NUMBER OF VEHICLE TRIPS ON THE REGION'S HIGHWAYS. ~~MANAGE (AND RESPOND TO) TRANSPORTATION DEMAND THROUGH TRAFFIC MANAGEMENT PLANS.~~

POLICIES

T-98.1 Require major employers to implement vehicle trip reduction programs. Such programs could include; ~~including but not limited to:~~ carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, parking and transit use incentives.

~~TR-8.2 Facilitate the Transit Management Associations' coordination of Chapter 97 (Employer-Based Trip Reduction Program) of the TRPA Code of Ordinances.~~

T-98.23 Require the development of traffic management plans ~~consistent with~~ for major temporary ~~seasonal~~ activities that. ~~These management plans shall~~ account for the coordination and timing of simultaneously occurring ~~other~~ activities. ~~that may occur simultaneously.~~

T-98.34 Encourage rental car providers to offer vehicles that are low- or zero-emission within the Tahoe Region.

T-98.46 Require cCondominiums, timeshares, hotels and motels to ~~shall~~ participate in public transit and or private shuttle programs, and provide transit information and incentives to their guests and residents.

T-98.57 Require major cCommercial interests providing gaming, recreational activities, or excursion services ~~shall to~~ provide or participate in joint shuttle services or provide transit use incentives to their guests or patrons.

T-9 Implementation Measures

- Update the Transportation Monitoring Report to include a measure of total traveler delay at congestion hotspots.
- Amend the TRPA Development Code to include the following level of service (LOS) criteria for the highway system and signalized intersections during peak periods:
 - Convert existing LOS Policies to Code standards. Standards shall reflect that LOS criteria shall be at or better than: "C" on rural

recreational/scenic roads; “D” on rural developed area roads; “D” on urban developed area roads; “D” for signalized intersections. LOS “E” may be acceptable during peak periods in urban areas, not to exceed four hours per day.

- o Codify new LOS Standards to reflect opportunities for alternative modes of transportation, including allowing vehicle LOS standards to be exceeded when provisions for multi-modal amenities (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users.

GOAL T- 109 REGIONAL ROADWAYS

UPGRADE REGIONAL ROADWAYS AS NECESSARY TO ~~MEET ENVIRONMENTAL REQUIREMENTS AND OBJECTIVES,~~ IMPROVE SAFETY, ~~ADDRESS COMMUNITY DESIGN OBJECTIVES,~~ AND PROVIDE FOR A MORE EFFICIENT, INTEGRATED TRANSPORTATION SYSTEM.

POLICIES

~~TR-9.1 Encourage roadway projects designed to correct hazardous roadway conditions provided such projects are restricted to needed safety improvements.~~

T-109.12 Incorporate transit stops and bicycle and pedestrian facilities in roadway improvement projects.

T-109.23 Use Transportation system management (TSM) measures ~~(such as dedicated turn lanes, intersection improvements, signal synchronization, bicycle-activated signals, roundabouts, etc.)~~ to improve the existing transportation system, while ~~not reducing opportunities for~~ maintaining provision of bicycle and pedestrian facilities. TSM measures could include: dedicated turn lanes, intersection improvements, signal synchronization, bicycle-activated signals, and roundabouts.

~~TR-2 Intersection improvements required to upgrade existing levels of service including lane re-striping, turn lanes, roundabouts and signal synchronization shall be implemented when warranted.~~

T-109.34 Preserve existing view turn-outs along scenic highways to maintain traffic flow and safety.

T-109.45 Reduce traffic conflicts by limiting or controlling turning movements from multiple parking lot access points onto major regional travel routes and major

local roadways; ~~by~~ Designing and siting driveways to minimize impacts to regional traffic flow and safety; and by utilizing shared access points and shared driveways where feasible.

T-~~109.56~~ Consider quality of service for transit, pedestrians, and bicyclists in addition to motor vehicles when analyzing development impacts on the transportation system.

T-~~109.67~~ The construction of roadways to freeway design standards is inappropriate in the Tahoe region.

GOAL T-110 TRANSIT-DEPENDENT GROUPS

IMPROVE THE MOBILITY OF THE ELDERLY, ~~HANDICAPPED~~DISABLED, TRADITIONALLY UNDER-REPRESENTED AND UNDER-SERVED POPULATIONS AND OTHER TRANSIT-DEPENDENT GROUPS.

Policies

T-~~110.1~~ Provide specialized public transportation services with subsidized fare programs for transit, taxi, demand response, and accessible van services.

T-~~110.2~~ Ensure that transit and pedestrian facilities ~~, including transit shelters, vehicles, sidewalks and shared-use paths, and all new public developments~~ are ADA compliant and consistent with the TMPO Coordinated Human Services Transportation Plan.

GOAL T-124 AVIATION

MAINTAIN AND ~~ENCOURAGE~~SUPPORT AIR SERVICE TO THE EXTENT THAT IT INCREASES MOBILITY AND PUBLIC SAFETY CONSISTENT WITH APPLICABLE LAW AND WITHOUT COMPROMISING ENVIRONMENTAL THRESHOLDS.

POLICIES

T-~~124.1~~ Update and mMaintain an ~~updated~~ Airport Master Plan/~~Settlement Agreement~~.

T-~~124.2~~ Limit aviation facilities within the Tahoe Region to existing facilities.

T-~~124.3~~ Limit expansion of aviation facilities to service levels identified in ~~the an~~TRPA-approved Airport Master Plan.

GOAL T-132 REGIONAL REVENUE

DEVELOP ON-GOING SOURCES OF REGIONAL REVENUE TO FUND THE LOCAL SHARE OF TRANSIT, BICYCLE, PEDESTRIAN, AND OTHER NON-AUTO-TRANSPORTATION IMPROVEMENTS, OPERATIONS AND MAINTENANCE.

POLICIES

T-132.1 Research and pursue sources of local and regional revenue to support the investments, vision and goals outlined in this plan, ~~such as parking fees, and other sources of local and regional revenue.~~

~~TR-12.2~~ ~~Recognize that the success or failure of many transportation systems is linked to local/regional funding sources, particularly for transit operating subsidies.~~

~~TR-12.3~~ ~~Acknowledge that appropriate local/regional funding mechanisms are bound by legislative and legal constraints that are solved at the local jurisdictional level.~~