



**TAHOE
REGIONAL
PLANNING
AGENCY**

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The following chapters are intended to replace existing materials under the Transportation tab of your RPUC Binder:

- **Revised Transportation Element - dated 01/18/2012**

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CHAPTER III

TRANSPORTATION ELEMENT §

Note: The entire Transportation Element is modified and reorganized. Existing text that is recommended to be deleted is noted after recommended Goals and Policies.

Note: The Transportation Element Introduction was supported unanimously (5-0) by the RPU Committee on 01/12/2012.

The Compact calls for the development of an integrated transportation plan addressing all modes of travel 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. 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 reducing passenger vehicle related greenhouse gas (GHG) emissions in California. The Goals and Policies of the RTP are identical to those in the Regional Plan Transportation Element. In addition to goals and policies, the RTP also includes a detailed transportation improvement strategy, predicated on received or forecasted funding.

Note: Transportation Element T-1 and T-2 Goals and Policies were supported unanimously (5-0) by the RPU Committee on 01/12/2012.

GOAL T-1

PROMOTE WALKABLE MIXED-USE CENTERS, TRANSPORTATION

§ Amended 10/27/04

ENHANCEMENTS AND ENVIRONMENTAL IMPROVEMENTS THAT INCREASE THE VIABILITY OF TRANSIT SYSTEMS.

POLICIES

T-1.1 Support mixed-use that encourages walking, bicycling and easy access to existing and planned transit stops in Town Centers, Regional Centers and High Density Tourist Districts.

T-1.2 Mitigate the Regional and cumulative traffic impacts of new, expanded, or revised developments or land uses.

T-1.3 Consider non-automobile travel modes when mitigating traffic-related project impacts.

T-1.4 Develop and implement a Sustainable Communities Strategy (SCS) to meet TRPA thresholds and other statutory requirements.

GOAL T-2

ENCOURAGE BICYCLE AND PEDESTRIAN USAGE AS VIABLE AND SIGNIFICANT MODES OF TRANSPORTATION AT LAKE TAHOE.

POLICIES

T-2.1 Develop and maintain a Lake Tahoe Region Bicycle and Pedestrian Plan (Bicycle and Pedestrian Plan) as a component of the Regional Transportation Plan (RTP); and maintain a list of existing and proposed bicycle and pedestrian facilities and strategies for 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.

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.

T-2.4 Design and site intersections and driveways where feasible to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities.

T-2.5 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.

T-2.6 Promote the incorporation of programs and policies of the Bicycle and Pedestrian Plan into Regional and local land use plans and regulatory processes.

T-2.7 Implement safety awareness signage, road markings, educational programs, and programs that encourage bicycling and walking.

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. Wherever feasible bicycle and pedestrian facilities shall be located in public rights-of-way. Where it is not feasible to locate facilities within public rights-of-way, alignment of facilities should minimize impacts on private parcels to the extent feasible and neither the land coverage nor the site area required for the bicycle or pedestrian improvement shall reduce the total land coverage or development potential otherwise allowable for the project area. The code shall include provisions that provide relief or waivers for properties that may be excessively impacted.

Note: The RPU Committee voted unanimously (5-0) to support T-2 Implementation Measures bullet #2 on 01/10/2012

- 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.

Note: Transportation Element T-3, T-4 and T-5 Goals and Policies were supported unanimously (5-0) by the RPU Committee on 01/12/2012.

GOAL T-3

IMPLEMENT NEW TECHNOLOGY TO INCREASE THE EFFICIENCY AND EFFECTIVENESS OF THE TRANSPORTATION NETWORK AND PROMOTE USAGE OF ALTERNATIVE TRANSPORTATION MODES.

POLICIES

T-3.1 Implement electronic and automated payment systems for transit systems and paid parking areas, where appropriate.

T-3.2 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

ENCOURAGE EFFICIENT AND EFFECTIVE EXPANSION OF PUBLIC TRANSIT OPERATION AND USE IN THE LAKE TAHOE REGION.

POLICIES

T-4.1 Improve existing transit systems through increased frequency, preferential signal controls, expanded service area, and extended service hours.

T-4.2 Provide transit facilities that encourage transit, bicycle, and pedestrian usage.

T-4.3 Provide transit service to major summer and winter recreational areas.

T-4.4 Use alternative fuels to the maximum extent feasible in public transit fleets.

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, including the pedestrians bicycle network, using best available technology to minimize air and water quality impacts as an alternative to automobile travel within the Region.

GOAL T-5

STRENGTHEN TRANSPORTATION OPTIONS INTO AND OUT OF THE LAKE TAHOE REGION.

POLICIES

T-5.1 Participate in state and local transportation planning efforts to ensure coordination and consistency amongst various planning agencies in the region.

T-5.2 Seek cooperation from neighboring jurisdictions to expand non-automobile transportation to cities, towns, and recreational areas outside of the Tahoe Region.

T-5.3 Work with appropriate public entities, tribal governments, and private interest groups to ensure coordination and consistency.

Note: Transportation Element T-6, and T-7 Goals and Policies were supported unanimously (5-0) by the RPU Committee on 01/12/2012.

GOAL T-6

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.

T-6.2 Enhance the economic vitality of the Region by efficiently connecting people to jobs, goods, services, and other communities.

T-6.3 Support public-private partnerships and business improvement districts when planning, financing, and implementing 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, parking, connections between them (e.g., sidewalks, enclosed walkways, etc.) and should accommodate increased use of transit and non-motorized travel modes. Local agencies may need to coordinate with state Departments of Transportation when identifying intermodal facilities.

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.

Note: Transportation Element T-8 Goals, Policies and Implementation Measures were supported unanimously (5-0) by the RPU Committee on 01/12/2012.

GOAL T-8

ENCOURAGE DEVELOPMENT OF PARKING MANAGEMENT STRATEGIES FOR THE LAKE TAHOE REGION.

POLICIES

T-8.1 Encourage shared and other parking management strategies.

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

T-8.3 Encourage parking management strategies that are tailored to the needs of each specific location and promote pedestrian and transit use.

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 relaxation 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
- Paid Parking Management

Note: Transportation Element T-9 Goals, Policies and Implementation Measures were supported unanimously (5-0) by the RPU Committee on 01/12/2012.

GOAL T-9

IMPLEMENT TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES TO REDUCE THE NUMBER OF VEHICLE TRIPS ON THE REGION'S HIGHWAYS.

POLICIES

T-9.1 Require major employers to implement vehicle trip reduction programs. Such programs could include: carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, parking and transit use incentives.

T-9.2 Require the development of traffic management plans for major temporary activities that account for the coordination and timing of simultaneously occurring activities.

T-9.3 Encourage rental car providers to offer vehicles that are low- or zero-emission within the Tahoe Region.

T-9.4 Require new and encourage existing condominiums, timeshares, hotels and motels to participate in public transit and/or private shuttle programs, and provide transit information and incentives to their guests and residents.

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, with an exception for development in areas where adequate multi-modal amenities exist. 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. 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.**

Note: Transportation Element T-10 and T-11 Goals and Policies were supported unanimously (5-0) by the RPU Committee on 01/12/2012.

GOAL T-10

UPGRADE REGIONAL ROADWAYS AS NECESSARY TO IMPROVE SAFETY AND PROVIDE FOR A MORE EFFICIENT, INTEGRATED TRANSPORTATION SYSTEM.

POLICIES

T-10.1 Incorporate transit stops and bicycle and pedestrian facilities in roadway improvement projects.

T-10.2 Use Transportation system management (TSM) measures to improve the existing transportation system, while maintaining provision of bicycle and pedestrian facilities. TSM measures could include: dedicated turn lanes, intersection improvements, bicycle-activated signals, and roundabouts. Additionally, work with State Departments of Transportation (DOT) and local transportation departments to improve signal synchronization.

T-10.3 Preserve existing view turn-outs along scenic highways to maintain traffic flow and safety.

T-10.4 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 by utilizing shared access points and shared driveways where feasible.

T-10.5 Consider quality of service for transit, pedestrians, and bicyclists in addition to motor vehicles when analyzing development impacts on the transportation system.

T-10.6 Prohibit the construction of roadways to freeway design standards in the Tahoe Region.

GOAL T-11

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

POLICIES

T-11.1 Provide specialized public transportation services with subsidized fare programs for transit, taxi, demand response, and accessible van services.

T-11.2 Ensure that transit and pedestrian facilities are ADA compliant and consistent with the TMPO Coordinated Human Services Transportation Plan.

GOAL T-12

MAINTAIN AND SUPPORT AIR SERVICE TO THE EXTENT THAT IT

INCREASES MOBILITY AND PUBLIC SAFETY CONSISTENT WITH APPLICABLE LAW AND ENVIRONMENTAL THRESHOLDS.

POLICIES

T-12.1 Update and Maintain an Airport Master Plan.

T-12.2 Limit aviation facilities within the Tahoe Region to existing facilities.

T-12.3 Limit expansion of aviation facilities to service levels in an approved Airport Master Plan.

Note: Transportation Element T-13 Goals and Policies were supported unanimously (5-0) by the RPU Committee on 01/12/2012.

GOAL T-13

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-13.1 Research and pursue sources of local and Regional revenue to support the investments, vision and goals outlined in this plan.

GOAL T-14

IMPLEMENT TRANSPORTATION POLICIES AND IMPROVEMENTS THROUGH PRIVATE, LOCAL, STATE, REGIONAL, AND FEDERAL EFFORTS. ENGAGE IN COLLABORATIVE AND COOPERATIVE PLANNING EFFORTS, LEVERAGING RESOURCES, AND EXECUTING TRANSPORTATION IMPROVEMENTS. ENCOURAGE DEDICATED PROGRAMS RELATED TO TAHOE NEEDS.

Note: The entire Transportation Element is modified and reorganized. Existing text that is recommended to be deleted is noted below:

A. INTRODUCTION

~~The Regional Transportation Plan (RTP) is an Element of the Regional Transportation Plan – Air Quality Plan, which focuses on transportation improvements needed to meet transportation related goals for the Tahoe Region. The Tahoe Regional Planning Compact says that the goal of transportation planning shall be to reduce dependency on the automobile, and 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 RTP addresses the requirements of the Compact. The RTP also addresses the need to provide an integrated transportation system for the Region which will meet the~~

basic transportation needs of residents and visitors by providing adequate local circulation and access to goods and services.

Congestion within the Region interferes with the ability to provide adequate circulation and access to basic goods and services. During periods of peak traffic demand, congestion on the Region's highway system creates lengthy delays and affects the accessibility of health care and emergency facilities, and other basic services for residents and visitors to the Region.

The Regional Transportation Plan discusses standards and the status of compliance with these standards. Level of service (LOS) standards are contained in the Transportation Element of the Regional Plan for the Lake Tahoe Basin: Goals and Policies (TRPA, 1986, as amended). The Goals and Policies establishes level of service criteria for various types of highways and an operational level of service for signalized intersections.

LOS criteria established by the Regional Plan Goals and Policies are not being met at some locations along U.S. 50, including the intersections at Park Avenue, Pioneer Trail, Ski Run Boulevard, and Tahoe Keys Boulevard. Although LOS criteria were not established for unsignalized intersections, the unsignalized intersections at California 28 and Grove Street and Jack Pine operate at a poor level of service during weekends and holiday periods.

Reduction in vehicle miles of travel (VMT) is a requirement of the threshold management standards for subregional visibility and nitrate deposition. These management standards require a ten percent reduction in VMT from the 1981 base year. Vehicle miles of travel in the Tahoe Region, from 1981 to 1987, increased by 10.0 percent.

The Regional Transportation Plan contains the following sections:

- ◆ Lake Tahoe Basin Transportation Overview
- ◆ Lake Tahoe Basin Transportation Planning Framework
- ◆ Lake Tahoe Basin Transportation System
- ◆ Goals, Policies and Objectives
- ◆ Action Plan
- ◆ Financial Element
- ◆ Air Quality Conformity Determination

The Goals, Policies and Objectives state the ends toward which efforts are to be directed, provide policy guidance for courses of action, and identify objectives which can be obtained or measured. Section 3 - Action Plan and Appendix A - Project List of the RTP identifies programs and capital improvements and projects needed to implement the goals, policies and objectives of the RTP.

B. GOALS, POLICIES AND OBJECTIVES

The formulation of regional transportation goals and policies is a fundamental step in the transportation planning process. The goals and policies reflect the consideration of environmental, social, and economic factors in making transportation related decisions.

REGIONAL TRANSPORTATION GOALS

1. ~~It is the goal of the Regional Transportation Plan to fulfill the requirements of the Tahoe Regional Planning Compact.~~
2. ~~It is the goal of the Regional Transportation Plan to attain and maintain the Environmental Threshold Carrying Capacities and federal, state, and local transportation standards.~~
3. ~~It is the goal of the Regional Transportation Plan to establish a safe, efficient, and integrated transportation system which reduces reliance on the private automobile, provides for alternative modes of transportation, and serves the basic transportation needs of the citizens of the Tahoe Region, supports the economic base of the Region in the movement of goods and people, and minimizes adverse impacts on man and the environment.~~
4. ~~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 and the goals of the Compact.~~
5. ~~It is the goal of the Regional Transportation Plan to research potential funding sources as referenced in the RTP Financial Element.~~

REGIONAL TRANSPORTATION POLICIES AND OBJECTIVES

1. ~~Participate in state and local transportation planning efforts to ensure coordination and consistency in the transportation system.~~
 - A. ~~TRPA shall work with appropriate public entities and private interest groups in the Region to ensure coordination and consistency in transportation planning efforts within multijurisdictional transportation corridors.~~
 - B. ~~TRPA shall work with federal, state and local agencies to develop a rail system which will provide access from northern California and Nevada population centers.~~
 - C. ~~TRPA shall participate in the Community Plan process to provide consistency between Community Plans and the RTP.~~
 - D. ~~TRPA will work with organizations that facilitate public-private transportation partnerships and coordination for the benefit of improved transportation in the Lake Tahoe Region.~~
2. ~~Plan for and promote land use changes and development patterns which will encourage the use of alternative transportation modes and minimize impacts on the existing transportation system.~~
 - A. ~~Community Plans shall promote land use development patterns and designs which will increase the ability to use public transportation, waterborne, bicycle and pedestrian facilities.~~
 - B. ~~Community Plans shall promote the development of neighborhood commercial areas which will reduce travel distances.~~
 - C. ~~Development patterns shall provide for the in-fill of existing areas, making~~

- ~~use of existing transportation facilities and promoting the use of alternative transportation modes.~~
- ~~D. New, expanded or revised developments and land uses shall fully mitigate their regional and cumulative traffic impacts.~~
 - ~~E. Parking for residential usage shall meet TRPA standards and shall be provided on-site.~~
 - ~~F. Parking for non-residential uses shall be the minimum/maximum required to meet the demand for parking generated by the use, except as may be offset by reducing parking demand through parking management and trip reduction programs.~~
 - ~~G. Driveways shall be designed and sited to minimize impacts on public transportation, adjacent roadways and intersections, bicycle and pedestrian facilities.~~
 - ~~H. Public land management agencies shall develop transit services that manage access.~~
3. ~~Actively pursue programs that promote the use of mass transit as an alternative to the automobile.~~
- ~~A. Expansion of transit services shall be provided to residential areas of the Region with the system being appropriate for the area to be served, and shall be consistent with the Action element of the TRPA Regional Transportation Plan.~~
 - ~~B. Public or private transit services shall be given preference in mitigating traffic and transportation related impacts due to new, expanded or revised development or land use activities.~~
 - ~~C. Transit facilities shall be provided which encourage the use of public transit services, with new or revised developments incorporating transit facilities into their designs or plans.~~
 - ~~D. Transit service shall be expanded to cities, towns, and recreational areas outside of the Tahoe Region, and be coordinated with other transportation modes.~~
 - ~~E. Bus lanes with preferential signal controls should be implemented along U.S. 50, California 89 and California/Nevada 28.~~
 - ~~F. Alternative transit modes including fixed guideway systems should be implemented.~~
 - ~~G. Multi-modal transfer facilities shall be located in activity centers in both the North and South Shore areas.~~
 - ~~H. Transit shelters shall be provided at major transit stops.~~
 - ~~I. Transit services shall be provided to connect the North and South Shore areas of the Tahoe Region.~~
 - ~~J. Transit services shall be provided to beaches, campgrounds and other summer-time recreational areas.~~
 - ~~K. Transit excursion services should be provided in the Region.~~

4. ~~Develop and encourage the use of pedestrian and bicycle facilities as a safe and viable alternative to automobile use.~~
 - A. ~~There shall be a high priority on constructing pedestrian and bicycle facilities in urbanized areas of the Region and where reductions in congestion will result.~~
 - B. ~~Pedestrian and bicycle facilities shall be constructed, or upgraded, and maintained along major travel routes.~~
 - C. ~~Where it is not feasible to construct or maintain Class I bicycle paths along the Region's major travel routes, Class II bicycle lanes should be provided on roadway shoulders.~~
 - D. ~~Bicycle racks or storage facilities shall be provided at non-residential developments, transit stops, and on transit vehicles.~~
 - E. ~~Bicycle and pedestrian linkages shall be provided between residential and non-residential areas.~~
 - F. ~~Bicycle and pedestrian facilities in urbanized areas and along transportation routes used for commuting should be maintained to allow year-around use of the facilities.~~
 - G. ~~The unconstructed Route 50 right-of-way remains an integral component of the overall transportation system in the South Shore by providing commuting and recreational bicycle options which will maximize the function of the highway network.~~
 - H. ~~The RTP shall contain bicycle and pedestrian policies for the development of any new bicycle/pedestrian facilities in the Lake Tahoe Region.~~
5. ~~Implement transportation demand management (TDM) measures to reduce the number of vehicle trips on the Region's highways.~~
 - A. ~~Transit fare reductions, including free fares, should be used to encourage transit use.~~
 - B. ~~Employers shall implement vehicle trip reduction programs, including carpool and vanpool matching programs, employee shuttles, flexible work hours, and transit use incentives.~~
 - C. ~~Public and private employers shall develop parking management programs including preferential parking and reduced parking rates for carpools and vanpools, parking charges for employee parking and paid patron parking.~~
 - D. ~~Condominiums, timeshares, hotels and motels shall participate in public transit and private shuttle programs, and provide transit information and incentives to their guests and residents.~~
 - E. ~~Commercial interests providing gaming, recreational activities, or excursion services shall provide or participate in joint shuttle services or provide transit use incentives to their guests or patrons.~~
 - F. ~~Park-and-Ride facilities shall be provided by local jurisdictions to~~

~~encourage ridesharing.[§]~~

- ~~G. Automobile rentals should be discouraged within the Tahoe Region, and alternative fuel vehicle technology should be used if feasible. Air quality and traffic mitigation fees shall be assessed on vehicles rented in the Region.[§]~~
 - ~~H. Ski areas and other recreational activity areas shall control the rate of departure of patrons from parking areas to minimize the impact on congested transportation facilities.[§]~~
- ~~6. Transportation System Management (TSM) measures shall be used to improve the efficiency of the existing transportation system.~~
- ~~A. High occupancy and reversible vehicle lanes should be considered in high traffic demand areas, provided existing roadway capacities can be maintained.~~
 - ~~B. Traffic conflicts should be reduced by limiting or controlling access to major regional travel routes and major local road ways.~~
 - ~~C. Intersection improvements required to upgrade existing levels of service including lane restriping, turn lanes, channelization and traffic signals should be implemented when warranted.~~
 - ~~D. Roadway designs shall accommodate bicycle lanes and transit stops and reduce conflicts between vehicles and bicycle and pedestrians.~~
 - ~~E. New on-street parking shall be prohibited along major regional travel routes and existing parking should be discouraged along major regional travel routes and local roads.~~
 - ~~F. View turn-outs should be provided along scenic highways.~~
 - ~~G. Left-turn lanes and right-turn lanes shall be provided to reduce turning conflicts along major travel routes.~~
 - ~~H. Utilization of Intelligent Transportation Systems (ITS) technology shall be implemented consistent with the Tahoe Metropolitan Planning Organization (TMPO) *Tahoe Basin ITS Strategic Plan*.~~
- ~~7. Limit improvements to the regional highway system to those necessary to meet the Goals and Policies of the Regional Plan.~~
- ~~A. The construction of roadways to freeway design standards is inappropriate in the Tahoe Region. However, grade separations may be appropriate at locations where traffic volumes exceed the capability of intersection improvements and local trip reduction measures to meet LOS criteria.~~
 - ~~B. Highway design criteria shall be developed for the Tahoe Region which minimizes the environmental impact of highway projects while providing for the needs of the traveling public.~~
 - ~~C. New roadways or projects which expand the capacity of existing roadways shall be consistent with traffic and circulation elements of TRPA adopted redevelopment plans or community plans.~~

- ~~D. Local roadways connecting residential areas, and connecting residential areas with non-residential areas, may be constructed provided these roadways are designed to improve local circulation and will not induce through traffic.~~
- ~~E. Roadway projects designed to correct hazardous roadway conditions shall be encouraged provided these projects are limited to needed safety improvements.~~
- ~~F. Level of service (LOS) criteria for the Region's highway system and signalized intersections during peak periods shall be:~~
- ~~◆ Level of service "C" on rural recreational/scenic roads.~~
 - ~~◆ Level of service "D" on rural developed area roads.~~
 - ~~◆ Level of service "D" on urban developed area roads.~~
 - ~~◆ Level of service "D" for signalized intersections.~~
 - ~~◆ Level of service "E" may be acceptable during peak periods in urban areas, not to exceed four hours per day.~~
- ~~G. TRPA will work with roadway maintenance agencies that manage roadway runoff and erosion.~~
- ~~8. Encourage air service as a viable alternative for travel to the Tahoe Region, provided all impacts can be mitigated.~~
- ~~A. The location of aviation facilities within the Tahoe Region shall be limited to existing facilities.~~
- ~~B. Expansion of aviation facilities shall be limited to service levels identified in a TRPA-approved Airport Master Plan.~~
- ~~C. Public and private mass transportation systems shall be given preference in serving air service passengers.~~
- ~~D. Multi-modal transit links are to be provided to the Lake Tahoe Basin from primary commercial air services in Reno and Sacramento.~~
- ~~E. All operations for the Lake Tahoe Airport are subject to the terms of the Lake Tahoe Airport Settlement Agreement/Master Plan.~~
- ~~F. The Airport Master Plan/Settlement Agreement shall be updated. This update shall be predicated on a study evaluating: (1) the potential for both aviation and non-aviation uses of the site; (2) the role of the proposed uses in Tahoe's transit system; and (3) the appropriate scale of facilities related thereto. Any update that includes regional commercial service shall additionally require a comprehensive feasibility study of the viability of regional commercial air service.~~
- ~~9. Encourage waterborne transportation systems as an alternative to automobile travel within the Region.~~
- ~~A. Waterborne point-to-point services are encouraged.~~
- ~~B. Waterborne excursion services are encouraged.~~
- ~~C. Waterborne services shall coordinate with, and provide access to, other public and private transportation systems.~~
- ~~10. Improve the mobility of the elderly, handicapped and other transit-dependent~~

groups.

- A. ~~Provide specialized public transportation services with subsidized fare programs for transit, taxi, demand responsive, and accessible van services.~~
 - B. ~~Ensure access to the public transportation system by providing and maintaining sidewalks with curb cuts and ramps.~~
 - C. ~~Provide and maintain accessible transit stops and shelters with ramps and paved areas.~~
 - D. ~~Provide and maintain accessible transportation vehicles with adequate lifts and ramps and wheelchair tiedowns.~~
11. ~~Postal Carrier service shall be provided Region wide, with the U.S. Postal Service Tahoe Regional Master Plan identifying priority areas and a timeframe for implementation. The following Regional Goals establish the objectives of the U.S. Postal Service, and the TRPA concerning mail service.~~
- A. ~~The U.S. Postal Service shall provide mail service for areas not currently served in the Tahoe Region that encourages residents to drive fewer miles for the service. U.S. Postal Service facilities and operations shall maximize reductions in vehicle miles traveled by postal customers to the extent practicable.~~
 - B. ~~In fulfillment of its national environmental values, the U.S. Postal Service will develop future facilities and implement future operations in ways that meet its desire to protect and preserve the environment.~~
 - C. ~~Locating new or expanded U.S. Postal Service facilities near population and commercial concentrations is a priority for both the U.S. Postal Service and the TRPA.~~
 - D. ~~Many existing U.S. Postal Service facilities require replacement and/or renovation to meet minimum health, safety, operational, environmental, and business requirements. Many elements of the Tahoe Regional Master Plan, such as new services, cannot be realized without improvements in facilities.~~
 - E. ~~U.S. Postal Service facilities and operations that can meet multiple goals require a partnership between the USPS, TRPA, local and regional agencies, and individual and community groups. These groups should work in partnership to conduct collaborative planning, to identify the appropriate organization to undertake the leadership role on specific issues, and to facilitate project approval.~~
 - F. ~~To maximize benefit from available financial resources, new facilities and operations shall be prioritized in large measure based on their contribution to overall Master Plan goals.~~
 - G. ~~U.S. Postal Service facilities and operations that implement TRPA RTP/AQP control strategies (including carrier service) shall receive credit for impact fees equal to the financial contribution. Future consideration may be given to provision of alternative fuel fleet vehicles.~~
 - H. ~~The U.S. Postal Service and TRPA will diligently pursue Master Plan~~

~~implementation within the constraints of future available resources.~~[§]

~~12. Increase the use of alternative fuel vehicles within the Lake Tahoe Basin.~~

- ~~A. Future public transit vehicles purchased for operations in the Lake Tahoe Basin shall be alternative fuel powered.~~
- ~~B. When considering new or replacement vehicles for public and private fleets alternative fuel vehicles should be purchased.~~
- ~~C. TRPA shall phase in alternative fuel vehicle requirements for public and private fleet purchases above 15 vehicles in size.~~

~~13. The Regional Transportation Plan shall include an Action Plan and Project List containing transportation capital improvement projects, plans and programs needed to achieve transportation goals, carry out transportation policies, and implement transportation objectives.~~