

Appendix E: Existing Transportation Goals, Objectives, and Policies

Table E presents existing Placer County goals, objectives, and policies related to transportation. The goals, objectives, and policies are from the nine community and general plans and over 50 Plan Area Statements that apply in the Placer County portion of the Tahoe Basin. The goals, objectives, and policies are arranged according to the Regional Plan Policy topic areas discussed in the body of the Existing Conditions Report.

Table E-1: Existing Transportation Goals, Objectives, and Policies
General
<i>Goals and Objectives</i>
Provide a safe and efficient transportation system for the residents of the Kings Beach area and others who use the system.
Promote Walkable Mixed-use Centers
<i>Goals and Objectives</i>
The Kings Beach Industrial Community Plan shall promote land use changes and developments, which will encourage the use of alternative transportation modes and reduce travel distances within the Community Plan.
The Carnelian Bay Community Plan should promote land use changes and development patterns which will encourage the use of alternative transportation modes and reduce travel distances within the Community Plan.
Encourage Bicycle and Pedestrian Usage
<i>Goals and Objectives</i>
The Plan should develop sidewalks along both sides of State Route 28 and local commercial streets. This includes landscaping, lighting, trash receptacles, and bicycle racks.
The Carnelian Bay Community Plan should develop a bicycle recreational trails network with connections to recreation and commercial land uses.
The Kings Beach Commercial Community Plan should develop a bicycle recreational trails network with connections to recreation and commercial land uses.
The Kings Beach Industrial Community Plan shall encourage bicycling and walking as alternative modes of travel.
Expand bicycle paths and increase opportunities for safe bicycling.
Create a pedestrian friendly and pedestrian safe environment which provides more opportunity for pedestrian activities and reduces emphasis on the auto.
Pedestrian and bicycle facilities identified in the Plan shall be further studied and implemented where appropriate.
Pedestrian and bicycle facilities/amenities shall be encouraged where appropriate.
<i>Plan Policies</i>

Table E-1: Existing Transportation Goals, Objectives, and Policies
All projects shall install a pedestrian walk(s) on-site as a condition of project approval. Projects are encouraged to provide pedestrian facilities between uses within the plan area. The size and location of the walk(s) should be consistent with the Community Design Plan (Figure 4) and the Design Standards and Guidelines (Appendix B). Landscaping, street furniture and lighting should be included within the walkways.
As a condition of project approval, bicycle racks or secured lockers shall be installed at uses throughout the plan area. TART is encouraged to install bicycle racks on their buses.
Bicycle lanes should be created to provide safe travel through the plan area in both east and west directions. Such lanes should be located either along State Route 28 or along local streets. Bicycle lanes should be constructed by Washoe County, Placer County NDOT, and/or Caltrans.
Construct pedestrian facilities to serve new development.
Continue to provide for and expand the availability of bike racks on the public transit system.
Develop sidewalks in the downtown area. The conceptual design of part of the sidewalk system is shown on the Tahoe City Community Plan Design Standards and Guidelines and includes landscaping, lighting, trash receptacles, and bike racks.
Maximize the visibility of bike/pedestrian and vehicle conflict areas through increased signage.
Placer County shall investigate strategic abandonment of roadway rights of way as a means of providing pedestrian facilities to link the Plan area with adjacent areas and possibly the Kings Beach Commercial Downtown District.
Placer County shall investigate the provision of bicycle lanes along Speckled Avenue.
Provide for a system of bicycle recreation trail in the community plan improvement program.
This plan area shall be connected to other commercial nodes (such as Kings Beach and downtown Incline Village) with bicycle and pedestrian paths and by transit.
To improve circulation, reduce vehicle trips, and improve public access to the Truckee River and Lake Tahoe, a network of recreation trails should be constructed connecting the key recreation areas. Improvements for areas shown [in the Plan] shall be at minimum 8-foot asphalt pathways with landscaping on both sides. On-street bicycle paths shall be included adjacent to the travel lanes through the downtown area.
<i>PAS Policies</i>
A pedestrian facility should be constructed to link Kings Beach and North Stateline.
Increase the total mileage of bicycle trails available for public use in the Placer County General Plan area, complete linkages in the system, and complete alignments as established in the Tahoe City P.U.D. Master Plan.
Improve Public Transportation
<i>Goals and Objectives</i>
The Kings Beach Industrial Community Plan shall encourage the use of public and private transit.
Improve transit service and increase transit use.
Establish a visitor shuttle service.
Establish an employee shuttle service.
Establish a Reno-North Tahoe transit service.
Public and private transit shall be encouraged by the Plan.
<i>Plan Policies</i>

Table E-1: Existing Transportation Goals, Objectives, and Policies
Bus turn-outs, shelters, park and ride lots, and other related facilities or programs may be required at appropriate locations as conditions of approval for projects.
Placer County Transit shall investigate the provision of a Kings Beach Community shuttle which would serve the Industrial Plan area.
Provide a transit oriented transportation system for Tahoe City.
Public transit service shall be increased. The TRPA RTP/AQP suggests the increase should be for a period of at least 18 hours per day along State Route 28. The transit service headways should not exceed 30 minutes along State Route 28 between the hours of 6:00 a.m. and 6:00 p.m. and should not exceed 60 minute headways during the remainder of the service day.
Reduced transit fares and transit fare subsidies should be used to encourage transit use.
Secure adequate funding for transit services so that transit is a viable transportation alternative.
TART is encouraged to increase TART hours of operation and frequency of route circulation (i.e., reduce headways).
The provision of public and private [transit] service should be coordinated to reduce costs of service and avoid duplication of services.
Transit shelters should be provided at all transit stops.
Transit stops located along State Route 28 should be designed in order that they do not interrupt traffic circulation (i.e., bus pullout and/or using local streets).
Work with the public transit providers in structuring fare rates and schedules aimed at optimizing ridership.
Transit service, which is created especially for and targeted towards visitors, should be provided for tourists accommodated by existing development. The shuttle should include transit service between the casino core and the winter and summer recreation areas, as well as restaurant and retail shopping opportunities in Incline Village.
Consider a Regionwide International Transportation Network
<i>Goals and Objectives</i>
The Plan area boundaries do not extend to Tahoe City; however, the operations near the SR 28/SR89 “Wye” affect traffic backups into the Plan area. The following policies are directed to the Tahoe City area, but would provide a direct benefit to the West Shore Community Plan area.
<i>Plan Policies</i>
All transportation entities servicing the Community Plan area should become member of the Truckee-North Tahoe Transportation Management Association.
Examine the potential for a water transportation taxi service between Tahoe City and the West Shore.
Provide the opportunity for water transit service.
The Truckee-North Tahoe Transportation Management Association shall implement the recommendations of this chapter and the Truckee-North Tahoe Transportation Management Association Project List where applicable. Distribution of traffic onto the road network from major traffic generators shall be managed to avoid peak periods.

Table E-1: Existing Transportation Goals, Objectives, and Policies
Within 90 days of community plan adoption, a new Incline Village/Crystal Bay Subcommittee of the Truckee/North Tahoe Transportation Management Association will be established for the purpose of coordinating public and private transit services within Incline Village and Crystal Bay. Membership in the subcommittee should include, but not be limited to, Washoe County, TART, IVGID, the Incline Village/Crystal Bay Chamber of commerce, the Crystal Bay Casino Association, the Hyatt Lake Tahoe, Sierra Nevada College, the Ponderosa Ranch, TRPA and other interested parties.
Implement strategies to increase ridership of mass transit to encourage less reliance on private automobiles. Develop a free transit shuttle bus system serving the Tahoe City commercial core during peak summer and winter visitation periods. Coordinate transit with neighboring ski resorts and the gaming industry. Coordinate staging areas for mass transit with improvements in the pedestrian circulation network.
Interested parties, including the Truckee North Tahoe Transportation Management Association and the Washoe County Regional Transportation Commission, shall discuss the establishment of a Reno- North Tahoe transit service.
<i>PAS Policies</i>
This area should be considered for a major water borne transit stop.
Develop Parking Management Strategies
<i>Goals and Objectives</i>
Reduce the visual predominance of parking lots and asphalt and improve the efficiency of parking area use.
<i>Plan Policies</i>
Allow businesses or properties which contribute to off-site community parking facilities or transit to be given some credit for satisfying their individual parking requirements
Implement a parking management program that provides adequate parking, limits traffic conflicts, considers connections between parking lots, reduces congestion, minimizes land coverage, and complements transit. Allow businesses or properties which contribute toward the development of such a parking program to be given some proportionate credit for satisfying their individual parking requirements at such off-site locations and through contributions to transit. Highway parking realignments shall be coordinated with parking lot development so that parking spaces are created in lots concurrently with the loss of spaces in the right-of-way.
Parking within the Tahoe Vista Community Plan Community Plan should encourage the consolidation of off-street public parking within the commercial areas.
Require parking management strategies which provides adequate parking, limit traffic conflicts, consider connections between parking lots and encourage community parking lots.
All development shall be coordinated with the overall downtown renovation program for sidewalk construction and community parking facilities. Projects in assessment districts may assign credit for required parking at off-site locations.
<i>PAS Policies</i>
Provide suitable parking facilities for recreational users of the river.
Consideration should be given to a community parking lot at a centralized location, to reduce the use of the public right-of-way for parking.

Support the Region's Economy
<i>Goals and Objectives</i>
Reduce dependency on the automobile and improve the movement of people, goods, and services within Tahoe Vista and the Region consistent with the economic and environmental goals of the community plan.
Reduce Vehicle Trips
<i>Goals and Objectives</i>
Provide for sufficient capital improvements to meet the level of service target, meet the target for VMT reductions, and to provide adequate parking facilities as development occurs in the community plan area.
The Community Plan should implement transportation demand management (TDM) measures to reduce the number of vehicles travelling within the Community Plan.
Provide for sufficient capital improvements to meet the level of service target, meet the target for VMT reductions, and to provide adequate parking facilities as development occurs in the Community Plan area.
Transportation System Management (TSM) measures should be provided to improve the efficiency of the existing transportation system within the Community Plan.
The Community Plan should implement transportation demand management (TDM) measures to reduce the number of vehicles travelling within the Community Plan.
Transportation System Management (TSM) measures should be provided to improve the efficiency of the existing transportation system within the Community Plan.
Provide for sufficient capital improvements to meet the level of service target, meet the target for VMT reductions, and to provide adequate off-street parking facilities as development occurs in the Plan area.
The Community Plan should implement transportation demand management measures to reduce the number of vehicle travelling within the Plan area.
Encourage implementation of the employee based vehicle trip reduction program.
Transportation systems management (TSM) strategies shall be encouraged to reduce peak-period traffic and total vehicle miles traveled.
Implement transportation demand management (TDM) measures to reduce the number of vehicles traveling within the Community Plan area.
Achieve the vehicle miles of travel fairshare target within the plan area. The fairshare VMT target for North Stateline is an increase of no more than 1,150 VMT. This increase is included as part of the overall Washoe County VMT reduction target of 3,300 VMT.
<i>Plan Policies</i>
As additional Tourist Accommodation Units or Commercial Floor Area (including both new/bonus and banked) are developed, the project shall participate in the development and operation of a shuttle service for employees. The shuttle service should include service to principal centers of employee residences, such as Incline Village and Kings Beach.
As additional Tourist Accommodation Units or Commercial Floor Area (including both new/bonus and banked) are developed, the project shall participate in the development and operation of a shuttle service for visitors. The shuttle service should include service to Incline Village and to recreation areas.
Condominiums, timeshares, hotels and motels should participate in public and private transit information and incentives to their guests and residents.
Encourage tourist-related uses to provide incentives to encourage public and private transit use to their guests (e.g., transit information, discount coupons, etc.).

<p>The plan shall include specific implementation methods for the following VMT mitigation measures:</p> <ul style="list-style-type: none"> i. Shuttle service for North Stateline employees and visitors shall be provided between North Stateline and Incline Village. (Described in the Transit Services and Facilities section.) ii. Shuttle service for North Stateline employees shall be provided from North Stateline to Kings Beach and other principal employee residential areas. (Described in the Transit Services and Facilities section.) iii. Regular stops in North Stateline shall be included as part of the new Reno - North Tahoe transit service. (Described in the Transit Service and Facilities section.) iv. Pedestrian paths and bicycle trails shall be provided within the plan area. (Described in the Pedestrian and Bicycle Facilities section.) v. Home mail delivery for business in North Stateline and surrounding Crystal Bay residential areas shall be provided. (Described in Chapter Four.) vi. Affordable and/or employee housing shall be provided in the North Stateline Community Plan Area. (Described in the Housing section of Chapter Two.)
<p>Roadway Improvements</p>
<p><i>Goals and Objectives</i></p>
<p>The Community Plans for Carnelian Bay Tahoe Vista, Kings Beach, and North Stateline all propose the completion of a follow-up study after Plan adoption that will examine a number of transportation issues affecting State Route 28. This stud intended to involve Caltrans, Placer Count TRPA, and interested citizens, will examine such issues as the appropriate number of travel lanes on the highway the use of center medians, techniques for "traffic calming," and regulation of travel speed.</p>
<p>The Plan should develop sidewalks along both sides of State Route 28 and local commercial streets. This includes landscaping, lighting, trash receptacles and bicycle racks.</p>
<p>The Community Plan for Carnelian Bay, Tahoe Vista, Kings Beach, and North Stateline all propose the completion of a follow-up study, after Plan adoption that will examine a number of transportation issues affecting S.R. 28. This study, intended to involve Caltrans, Placer County, TRPA, and interested citizens, will examine such issues as the appropriate number of travel lanes on the highway, the use of center medians, techniques for "traffic calming," and regulation of travel speed.</p>
<p>Provide funding to finance a sufficient number of projects and programs to meet the objectives of the Transportation Element.</p>
<p><i>Plan Policies</i></p>
<p>A secondary access to the high school should be considered.</p>
<p>A State Route 28 Intersection Improvement Design Study shall be prepared. The goal of the study is to maintain acceptable levels of service while improving pedestrian, bicycle and vehicle safety. The Study should be prepared by the Nevada Department of Transportation and/or Washoe County.</p>
<p>Continue to evaluate and adjust the operations of the SR 28/29 traffic signal to improve traffic flow.</p>
<p>Continue to implement, evaluate, and adjust the traffic management program near Fanny Bridge.</p>
<p>Driveways and access-egress points to commercial businesses along State Route 28 should be coordinated to reduce the number of turn movements and improve traffic flow along State Route 28.</p>
<p>Encourage the use of alternative modes of transportation by incorporating public transit, bicycle, and pedestrian travel amenities in public and private transportation projects.</p>
<p>Implement a program through review of projects or preferably through improvement districts that provides for the street improvements described in the control program/action element.</p>
<p>Implement appropriate traffic control to discourage use of residential roads as an alternative to SR 89.</p>

<p>Improve SR 28 to include a minimum of three lanes and two bikeways. Where diagonal parking result in conflict with bicycles or through traffic, it should be converted to parallel parking or eliminated. The conversion shall be consistent with [the next policy] and shall be phased to be in balance with the community parking lot system.</p>
<p>In cooperation with all affected parties, Washoe County, Placer County and TRPA shall develop and implement a parking management program for commercial and tourist uses in the plan area. The program may include reduced parking for certain uses. The program should be implemented in a coordinated fashion to avoid unintended adverse impacts.</p>
<p>In cooperation with NDOT and Caltrans, entrances to parking areas from State Route 28 should be reduced. Entrances to the casinos and their parking areas are encouraged to be created from the back streets for those parking areas which have rear access.</p>
<p>In cooperation with the Nevada Department of Transportation (NDOT) and Caltrans, left turn pockets shall be created at public road intersections along State Route 28 through the plan area.</p>
<p>Optimize sight distance at intersecting roadways by maintaining growth of trees and shrubs.</p>
<p>Organize the various functions currently accommodated in the public right-of-ways (e.g. through vehicle traffic, parking search, pedestrian activity, bicyclists activity, and parking).</p>
<p>Preserve the option to develop the SR 89 Bypass linking SR 89 in the vicinity of Granlibakken Road to SR 89 west of the Wye at the existing Caltrans yard, to separate the flow of traffic and to relieve the bottleneck created at the existing Wye.</p>
<p>Projects are encouraged to provide access to parking from streets other than State Route 28, when options other than State Route 28 access exist.</p>
<p>Require development to mitigate their regional traffic impacts by paying the appropriate traffic mitigation fee as provided for in the Countywide traffic fee program.</p>
<p>Speckled Avenue, currently a designated "Truck Route," should retain that classification for local commercial uses only. Highway 267 should continue to be the primary north-south connection to Highway 28.</p>
<p>The Plan shall provide for the in-fill of existing land areas, utilizing existing transportation facilities while promoting alternatives to the private automobile.</p>
<p>Wassou Road should be clearly defined and delineated as separate from the Biltmore parking lot.</p>
<p>When designing transportation improvement, consider traffic calming strategies such as alternate truck routes, speed reductions on State Route 28, entry features, highlighted pedestrian cross walks, etc.</p>
<p>Widen SR 89 at key locations to accommodate left-turn lanes to separate turning vehicles from through vehicles.</p>
<p><i>PAS Policies</i></p>
<p>TRRA and Placer County will do an access study within one year of the amendment adopting this policy.</p>
<p>Improvement or expansion of the road system should be compatible with the type and intensity of use. The road through the meadow should be relocated to higher ground and bridge spans should be installed where the road crosses stream channels.</p>
<p>Organization should be encouraged to eliminate traffic and congestion problems at the Tahoe City Public Utility District beach.</p>
<p>Given existing conditions and the limited amount of new development contemplated, no significant improvements to Lake Forest Road, other than ordinary maintenance and repair, are anticipated.</p>

Safe and efficient use of Lake Forest Road should be accomplished through management strategies (rather than sizeable capital investments), such as enforcement of appropriate speed levels, and possibly a "stop" sign at an appropriate location.
A secondary access to the high school should be considered.
The possibility of providing a second access to this area should be investigated.
A new access route to the park should be studied.
Implementation of Transportation Policy
<i>Plan Policies</i>
A first priority for available funds shall be for projects listed in the implementation program as these project and programs help reduce congestions, and meet other objectives in the plan.
All projects, as a condition of approval, shall implement or commit to a five year schedule to implement, the improvements noted in Transportation Policy 5 A (see Chapter 19 of Appendix B). This condition may be waived if the project is in an assessment district already committed to the improvements.
Further transportation studies will be required prior to implementing any significant traffic improvements beyond those listed in this Plan.
Provide for sufficient funding to finance the projects in the capital improvement program (CIP).
The first priority for available funds shall be for projects listed in the Community Plan Implementation Program.
Pursue transportation funds from various funding sources to increase capacity and safety through the Plan area, including the State Transportation Improvement Program, the State Highway Operations Protection Program, and the Transportation System Management Plan.
All projects shall analyze and mitigate their traffic quality impacts pursuant to Chapter 92 of the TRPA Code of Ordinances. The improvements listed in this element shall be added to the list of mitigation measures in Subsection 93.3.C(2) and (3).
All projects shall be subject to the TRPA traffic/air quality mitigation fee program.
Level of Service
<i>Goals and Objectives</i>
Attain and maintain level of service at key intersections in the Plan Area consistent with the TRPA RTP/AQP.
<i>Plan Policies</i>
LOS D or better shall be maintained at the intersections of State Route 28 and the casino crosswalk, and at State Route 28 and Stateline Road.
Strive to maintain a Level of Service D or better conditions on the Plan area roadways. Due to the high degree of peak recreational travel through the area, LOS E may be acceptable during peaks periods, not to exceed 4 hours per day.
The level of service on roadways within the Plan area shall not be worse than level of service "C."