3 Transportation and Circulation Element

The Transportation and Circulation Element is intended to ensure an efficient circulation system for all users. This Element is based on a fundamental philosophy that traffic conditions in the Community Plan Area can be managed through a comprehensive program of transportation planning, land use planning and growth management strategies. This Element includes provisions for roadway, transit, pedestrian, and bicycle transportation modes, as well as parking and transportation demand management strategies.

Circulation and land use are closely related and require linking goals and policies in this Element to those in the Land Use and Community Design Element. Careful integration of the Community Plan Area's traffic and circulation policies with its land use policies ensure that existing and future developments are well served by different modes of travel. Placer County is committed to designing a multi-modal system of regional routes, local roads, public transit, and bicycle and pedestrian routes that will enhance the community and protect the environment.

3.1 Roadway Network

Due to the type of development within the Community Plan Area, automobile traffic is the predominate mode of travel; it relies on a system of streets and highways for local and regional travel. The Community Plan Area is served by a network of State, Placer County, Forest Service, State Parks and private roadways. Due to topographical constraints, the overall network is very limited, with little in the way of alternate routes.

STREET AND HIGHWAY SYSTEM

State Highways

The primary through roadways in the area consists of the three state highways, as discussed below.

State Route (SR) 28 is the major roadway serving Lake Tahoe's north shore, linking Kings Beach with Incline Village, Nevada to the east and Tahoe Vista and Tahoe City to the west. SR 28 is typically a two-lane facility with one lane of travel in each direction. A center two-way left-turn lane is provided in Tahoe Vista as well as in Tahoe City. The segment of SR 28 in central Kings Beach currently consists of two lanes in each direction; by 2016, the Kings Beach Commercial Core Improvement Project will result in a three-lane cross-section with one through lane in each direction and a center two-way left-turn lane. The posted speed limit on SR 28 varies from 25 to 45 miles per hour.

State Route (SR) 267 is a two-lane highway running in a general northwest-southeast alignment between Interstate 80 (I-80) in Truckee and SR 28 at the north shore of Lake Tahoe in Kings Beach. This highway consists of two travel lanes, with a speed limit of 55 miles per hour in the rural sections. It climbs just under 1,000 feet in elevation from Lake Tahoe to Brockway Summit.

State Route (SR) 89 serves the Truckee River Canyon and west shore, as part of the overall route connecting Alpine County on the south with I-5 in Siskiyou County on the north. As the most direct all-weather road connecting the Tahoe area to I-80 and the Sacramento and San Francisco Bay areas, it carries the greatest traffic volumes into the north and west shores. SR 89 is generally two lanes in width, with additional turn lanes at major intersections. The speed limit varies from 25 to 45 miles per hour.

County Roadways

The majority of roadways in the Community Plan Area fall under the jurisdiction of Placer County—these include both collector and local roadways. Collector roadways are intended to "collect" traffic from local streets and carry it to roadways higher in the street classification hierarchy (e.g. highways). Examples of collector roadways are National Avenue and Lake Forest Road. Local roadways provide direct access to the abutting land uses and collector roadways. Within the Community Plan Area there are approximately 108 miles of County maintained local roads and the County plows approximately 102 miles of these roads during winter road maintenance operations.

Snow removal is an important element of County roadway operations and maintenance. With the highest average snowfall of any county in the lower 48 states, Placer County's snow removal program ranks among the largest four in California. Figure 3-1 maps existing roadways within the Community Plan Area.

Other Roadways

In addition to Caltrans and Placer County roadways, the Community Plan Area includes roadways owned by the US Forest Service, California State Parks, California Tahoe Conservancy, as well as private roadways.


PLACER COUNTY
WASHOE COUNTY
EL DORADO COUNTY
North Tahoe East Plan Area
North Tahoe West Plan Area
Greater Tahoe City Plan Area
West Shore Plan Area
LAKE TAHOE
Agate Bay
Carnelian Bay
McKinney Bay
Rubicon Bay
89
267
28
North Tahoe Regional Park
Burton Creek State Park
Ward Creek
Sugar Pine Point State Park
TAHOE CITY TRANSIT CENTER
WIN SUM
A A
SR 28/National Ave
D C
SR 28/SR 267
A B
SR 28/Coon Street
F F
SR 28/Grove Street
C D
SR 89/SR 28 (Tahoe City Wye)
Fig 3-1
Existing Roadways
Key Intersections with the Existing Level of Service (LOS)*
Transit Center
State Highways
Proposed Roadway
County Roadways
Community Plan Sub-Areas
Community Plan Area Boundary
Parks
Lake Tahoe
County Boundary
* Based on average delay of all approaches for signalized intersections, and delay on worst approach at unsignalized intersections.
0 0.5 1 2 Miles
Data Source: Placer County, Placer County Geographic Information System, 2013; Dyett & Bhatia, 2013

EXISTING TRAFFIC CONDITIONS

"Level of Service" (LOS) is a measure of the quality of operation of roadway elements, ranging from LOS A (free-flow conditions, with minimal delay) to LOS F (stop-and-go conditions, with extensive delays). Placer County currently defines its LOS standard as "D" for locations within one-half mile of a state highway, and "C" for other locations in the Community Plan Area. The TRPA standard is to achieve LOS D or better at signalized intersections, with up to four hours per day at LOS E allowed. In general, Caltrans tries to maintain LOS D or better, although exceptions are made in specific cases.

Table 3.1-1 below presents the existing LOS at key intersections. The LOS F conditions at SR 28/Grove Street reflect the long delays for movements (particularly left turns) onto the state highway at stop-sign-controlled intersections along the major highways. The other (signalized) intersections attain LOS standards.

Table 3.1-1: Existing Level of Service at Key Intersections

	Winter	*Summer*
SR 89 / SR 28 (Tahoe City Wye)	C	D
SR 28 / Grove Street	F	F
SR 28 / National Avenue	A	A
SR 28 / SR 267	D	C
SR 28 / Coon Street	A	B

Note: Based on average delay of all approaches for signalized intersections, and delay on worst approach at unsignalized intersections.

Source: Fehr and Peers, 2011; EDAW, 2005, 2008; LSC, 2006.

Not reflected in the intersection LOS is the congestion created along roadways away from the key intersections. In particular, drivers on SR 89 northbound and SR 28 in both directions through the Tahoe City core area experience substantial (20 minute or more) delays due to a combination of factors including pedestrian crossings, parking maneuvers, vehicular turning movements, and bicyclists. This LOS F condition occurs on peak summer days (generally early July through mid-August) from approximately 10:00 AM to 4:00 PM.

PLANNED MAJOR ROADWAY PROJECTS

There are two planned/programmed projects that will modify the roadway network over the next few years:

- The **Kings Beach Commercial Core Improvement Project** will change the current auto-dominated section of SR 28 between Secline Avenue on the east and Beaver Street on the west to a pedestrian- and bicycle-friendly corridor. The existing two travel lanes in each direction will be converted to one travel lane in each direction plus a center two-way left turn lane, sidewalks, and bicycle lanes. Roundabouts will be constructed at Bear Street and at Coon Street (replacing the existing signal at the latter cross-street). In addition, Brook Street will be converted to one-way eastbound, and extensive water quality improvements will be constructed throughout the area.

- The **Lakeside Project** is a Caltrans project that will implement water quality control improvements along SR 89 between Tahoe City and Tahoma. This will include widening to provide left turn lanes in key areas such as Sunnyside and Homewood, as well as construct elements of the missing portion of multipurpose bicycle/pedestrian trail directly adjacent to the highway in the Homewood area. It is planned for completion by 2016.

In addition, the **SR 89/Fanny Bridge Community Revitalization Project** is currently under development by the Tahoe Transportation District (TTD). It would address existing traffic congestion and poor bicycle/pedestrian conditions in the Fanny Bridge area through either improvements to the existing roadway or a new state highway alignment to the west of the existing bridge. The TTD and its consultants are currently preparing an Environmental Impact Report/Environmental Impact Statement.

3.2 Transit Network

As a recreational/resort area with a limited roadway network, public transit services are important in expanding mobility capacity and improving environmental conditions. As discussed below and mapped in Figure 3-2, the Community Plan Area is served by a mix of public and private transit services.

TAHOE AREA REGIONAL TRANSIT

The Tahoe Area Regional Transit (TART) system is operated by the Placer County Department of Public Works. Services are as follows:

- TART's "Main Line" route operates on SR 28 and SR 89 along the northern and western shores of Lake Tahoe from Sugar Pine Point State Park in El Dorado County on the west shore to Incline Village, Nevada on the north shore. During the summer, half-hourly service is provided between Tahoe City and Incline Village, while hourly service is provided along the west shore. During the winter and off-season, half-hourly service is provided between North Stateline and Incline Village and hourly service is provided for the remainder of the Main Line route.
- The SR 89 provides hourly service between Tahoe City and Truckee, via Squaw Valley, year-round.
- The SR 267 operates hourly between Truckee, Northstar Village, Kings Beach and Crystal Bay in the winter. In summer, hourly service is provided between Northstar Village, Kings Beach and Crystal Bay. No service is operated in the spring and fall.
- The Complementary Paratransit Service is provided to persons eligible under the Americans With Disability Act that cannot access the fixed route service. It is provided for all portions of eastern Placer County, through a cab contractor.

Throughout the year, TART service operates approximately from 6:00 AM to 7:15 PM, seven days a week and 364 days per year (the exception being Christmas).


To Truckee Depot
To Truckee Depot
Hwy 267 Route (Winter Only)
Crystal Bay to Truckee
Truckee to Crystal Bay
Hwy 267 Route (Summer Only)
Northstar to Crystal Bay
Crystal Bay to Northstar
Northstar Village
North Tahoe East Plan Area
WASHOE COUNTY
PLACER COUNTY
To Incline Village
267
89
North Tahoe Regional Park
Tahoe Vista
Kings Beach
North Tahoe West Plan Area
Carnelian Bay
Captain Jon's Restaurant
Kings Beach State Park
Agate Bay
Crystal Bay
Hwy 89 Route
Tahoe City to Truckee
Truckee to Tahoe City
28
Gar Woods
Carnelian Bay
Squaw Valley
Burton Creek State Park
TART MAINLINE
Greater Tahoe City Plan Area
Tahoe City Marina
Tahoe City
LAKE TAHOE
Ward Creek
West Shore Plan Area
West Shore Cafe
Homewood
McKinney Bay
TART Mainline
Tahoma to Incline Village
Incline Village to Tahoma
Obexer's Marina
Tahoma
Sugar Pine Point State Park
EL DORADO COUNTY
Rubicon Bay
Fig 3-2
Regional Transit System
Tahoe City Transit Center
Water Shuttle Service
Water Shuttle
Transit Routes
TART Mainline
(Tahoma to Incline Village, NV
Incline Village, NV to Tahoma)
Hwy 89
(Tahoe City to Truckee
Truckee to Tahoe City)
Hwy 267 (Winter Only)
(Crystal By to Truckee
Truckee to Crystal Bay)
Hwy 267 (Summer Only)
(Northstar to Crystal Bay
Crystal bay to Northstar)
Community Plan Sub-Areas
Community Plan Area Boundary
Major Highways
Roads
Parks
Lake Tahoe
County Boundary
0 0.5 1 2 Miles
Data Source: Tahoe Area Regional Transit, 2013; Placer County, Placer County Geographic Information System, 2013; Dyett & Bhatia, 2013
NOTE
TART Mainline and Hwy.89 buses connect at the Tahoe City Transit Center.
TART Hwy.89 and Hwy.267 (Winter Only) buses connect at the Truckee Depot, where they also connect with Truckee Transit and Amtrak.
TART Mainline and Hwy.267 buses connect in Crystal Bay at Stateline Rd. (winter and summer only).

TART carries approximately 369,000 passenger-trips per year. The largest proportion is carried on the Mainline Route (231,000) followed by the Highway 89 Route (82,500) and the Highway 267 Route (45,000).

In 2012, Placer County opened the Tahoe City Transit Center along SR 89 just to the south of the Truckee River. The transit center provides an attractive hub for various transit services, including TART, the Emerald Bay Trolley and the skier shuttles. It also provides multi-modal connectivity with bicycle lockers and park-and-ride spaces available on-site.

OTHER TRANSIT SERVICES

North Lake Tahoe Express

The North Lake Tahoe Express provides service between the Reno Tahoe International Airport and the north/west shores of Lake Tahoe. Service is available year-round, from roughly 3:30 AM to 11:30 PM. Three routes are operated: a Red Line serving Truckee, Squaw Valley, Tahoe City and the West Shore; a Green Line serving Truckee and Northstar; and a Blue Line serving Incline Village and Kings Beach/Tahoe Vista. Base fare is $45 one way or $85 round trip, with discounts for groups. Annually, the service carries approximately 22,600 passenger-trips per year.

Night Rider

Using funds gathered by the Truckee North Tahoe Transportation Management Association, free night services are operated in both summer and winter, connecting Squaw Valley, the west shore, the north shore and Northstar. Service is operated every hour, as late as 2:00 AM.

Emerald Bay Trolley

Summer transit connections along SR 89 to the south shore have been available since 2006, requiring transfers in Tahoma or Emerald Bay. Starting in the summer of 2013, a free shuttle service is operated from the Tahoe City Transit Center to the South Y Transit Center in South Lake Tahoe. The purpose of the shuttle is to serve recreational activity centers along the west shore, and also to provide a link between north shore and south shore trolley services. Funded by the US Forest Service, three trolleys are used to operate hourly service departing the Tahoe City Transit Center from 9:30 AM to 5:30 PM, between late June and Labor Day.

Ski Area Shuttle Services

For many years the ski areas in eastern Placer County have operated independent skier and employee shuttle services. Employee services focus on providing additional capacity on key TART runs with overcrowding, and consist of Alpine Meadows service to Tahoe City and Northstar service to Incline Village and Kings Beach. Both Squaw Valley and Northstar have also provided skier shuttle services connecting the north shore and Incline Village with the base areas, while Homewood Mountain Resort has provided dial-a-ride service on the west shore. In the 2012-13 ski season, a joint skier shuttle program was operated through the North Lake Tahoe Resort Association that consisted of five buses operating on three routes (excluding an Incline Village–Northstar route). Future operation of a coordinated service is currently under discussion.

North Lake Tahoe Water Shuttle

In 2012, the North Lake Tahoe Resort Association, in coordination with the Tahoe Transportation District and the Truckee–North Tahoe Transportation Management Association, launched the North Lake Tahoe Water Shuttle. A single 12-passenger boat (with capacity for bicycles) operates from late July to late September, approximately 14 hours per day. Stops are located in Tahoe Vista, Carnelian Bay, Tahoe City, and Homewood. Future extensions of this service are possible, pending dock improvements and new funding sources. In addition, the Tahoe Transportation District is conducting a study for a larger waterborne transit service that could connect the north shore and south shore.

3.3 Pedestrian and Bicycle Network

PEDESTRIAN AND BICYCLE CIRCULATION

Pedestrian and bicycle users within the Community Plan Area are accommodated through a network of both on-road and off-road facilities. State Route 28 provides Class II bicycle lanes between Tahoe City and Kings Beach and sidewalks are located on both sides of SR 28 for seven-tenths of a mile in Tahoe City.

Multi-purpose recreational trails provide for much of the connectivity within the Community Plan Area. The Tahoe City Public Utility District (TCPUD) operates multipurpose recreational trails along the Truckee River between Tahoe City and Squaw Valley, along the west shore between Tahoe City and Sugar Pine Point State Park (with several sections of Class III signed route along low-volume residential streets and a missing 0.9-mile section), and along the north shore from Tahoe City to Dollar Hill. These facilities total 16.2 miles in length. Figure 3-3 maps existing and proposed bicycle and pedestrian facilities in the Community Plan Area.

The Region also encompasses an extensive network of unpaved trials, including US Forest Service trails, California State Park trails, California Tahoe Conservancy trails, and 36 miles of the Tahoe Rim Trail. Portions of the Tahoe Rim Trail are also part of the Pacific Crest Trail, stretching from Mexico to Canada, which does not permit bicycle travel.

PLANNED BICYCLE/PEDESTRIAN FACILITIES

Placer County has taken the lead in a multiagency effort to construct the Dollar Creek Shared Use Trail. The project will construct a paved 10-foot wide and 2.2-mile long shared-use trail through the Dollar and Firestone properties extending the existing TCPUD multi-use trail that currently terminates near the intersection of Dollar Drive and SR 28 to the end of Fulton Crescent Drive. This project is the western most end of an approximately eight-mile long North Tahoe Bike Trail corridor identified by TRPA to link Tahoe City to Kings Beach. Other connections off of this facility have also been proposed to extend northward to Northstar and Truckee.

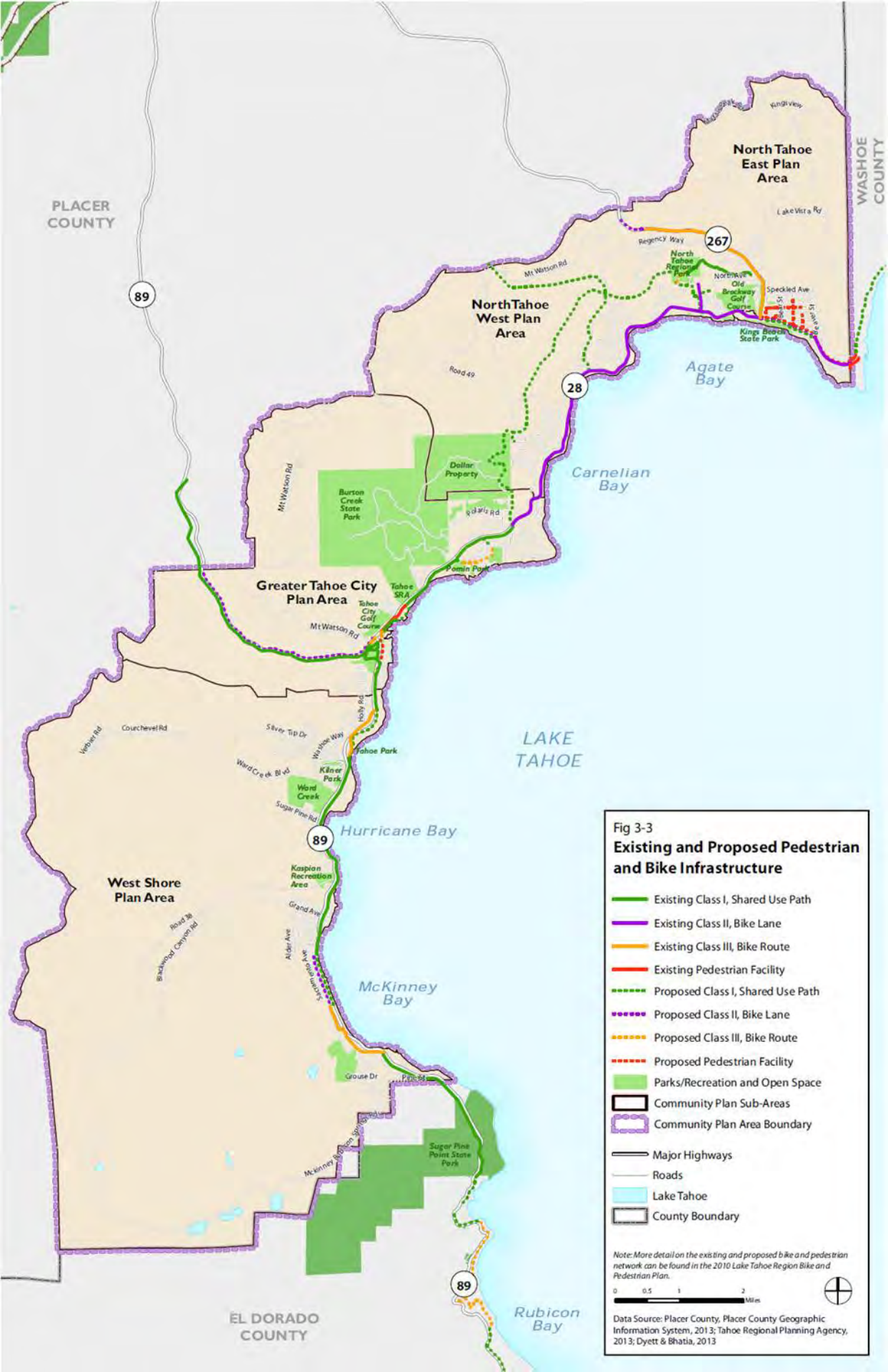

Fig 3-3

Existing and Proposed Pedestrian and Bike Infrastructure

- Existing Class I, Shared Use Path
- Existing Class II, Bike Lane
- Existing Class III, Bike Route
- Existing Pedestrian Facility
- Proposed Class I, Shared Use Path
- Proposed Class II, Bike Lane
- Proposed Class III, Bike Route
- Proposed Pedestrian Facility
- Parks/Recreation and Open Space
- Community Plan Sub-Areas
- Community Plan Area Boundary
- Major Highways
- Roads
- Lake Tahoe
- County Boundary

Note: More detail on the existing and proposed bike and pedestrian network can be found in the 2010 Lake Tahoe Region Bike and Pedestrian Plan.

0 0.5 1 2 Miles

Data Source: Placer County, Placer County Geographic Information System, 2013; Tahoe Regional Planning Agency, 2013; Dyett & Bhatia, 2013

TCPUD is leading the effort to fill the "Homewood Hole", a 0.9-mile gap in the west shore between Cherry Street and Fawn Street, where cyclists currently must ride along an uneven highway shoulder. Portions directly adjacent to the state highway are planned for construction as part of the Lakeside erosion control project, while another portion is planned for construction as part of development of Homewood Mountain Resort.

TCPUD is also working to construct two short Class I trails in the Lake Forest area connecting the North Shore Trail with the Lake Forest Campground as well as connecting the North Shore Trail with Skylandia Park.

The National Avenue Bike Path will ultimately consist of a Class I facility along National Avenue from SR 28 to Donner Road. An initial segment adjacent to the Tahoe Vista Recreation Area parking area was constructed in 2012.

A shared use path is planned along the south (lake) side of SR 28 between Chipmunk Street to Secline Street, connecting bike lanes on the discontinuous segments of Brockway Vista Road with a separated facility through the State Beach area.

The Kings Beach Commercial Core Improvement Project will construct sidewalks along SR 28 between SR 267 and Beaver Street, as well as along portions of Brook Avenue, Steelhead Avenue, Minnow Avenue, Fox Street, Coon Street, Deer Street, Secline Street, and Chipmunk Street.

The Lake Tahoe Region Bicycle and Pedestrian Plan provides additional information on existing and planned bike and pedestrian paths in Placer County and throughout the Tahoe Region.

3.4 Transportation Network

The Community Plan Area's transportation system is made up of regional roadways and local streets, sidewalks and bike paths, bus systems, and water transit. Transportation network policies seek to establish a safe, efficient, and integrated transportation system while reducing emissions and impacts to water quality.

GOALS AND POLICIES

T-G-1 **Strengthen transportation options into and out of the Community Plan Area.**

T-P-1 Participate in state and local transportation planning efforts to ensure coordination and consistency amongst various planning agencies inside and outside the region.

T-P-2 Seek cooperation from neighboring jurisdictions to expand non-automobile transportation to cities, towns, and recreational areas outside of the Community Plan Area.

T-P-3	Work with appropriate public entities, tribal governments, and private interest groups to ensure coordination and consistency.
T-G-2	**Increase the efficiency and effectiveness of the transportation network and promote usage of alternative transportation modes.**
T-P-4	Strive to maintain a Level of Service (LOS) "D" or better for Community Plan Area roadways. LOS "E" may be acceptable during peak periods, not to exceed four hours per day.
T-P-5	Implement electronic and automated payment systems for transit systems and paid parking areas, where appropriate.
T-P-6	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.
T-G-3	**Promote walkable mixed-use centers, transportation enhancements and environmental improvements that increase the viability of transit systems.**
T-P-7	Support mixed-use development that encourages walking, bicycling and easy access to existing and planned transit stops in town centers.
T-P-8	Mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses.
T-P-9	Consider non-automobile travel modes when mitigating traffic-related project impacts.
T-P-10	Support sustainable transportation infrastructure and operational programs that provide environmental and community benefits.
T-P-11	Encourage use of alternative modes of transportation by incorporating public transit, bicycle, and pedestrian travel amenities in transportation projects.
T-G-4	**Engage in collaborative and cooperative planning efforts, leveraging resources to implement transportation improvements.**
T-P-12	Collaborate with local, state, regional, federal, and private partners to develop dedicated funding and implementation programs community-wide.
T-G-5	**Develop effective intermodal transportation facilities where multiple transportation modes intersect and/or terminate (e.g., intersection of auto, bicycle/pedestrian trails, transit, and/or waterborne modes).**

T-P-13 Incorporate planned regional transportation facilities, parking, and connections between them (e.g., sidewalks, enclosed walkways, etc.) in intermodal transportation facilities and accommodate increased use of transit and non-motorized travel modes.

T-P-14 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.

T-G-6 Implement transportation demand management (TDM) measures to reduce peak-period traffic the number of vehicle trips on the Community Plan Area's highways.

T-P-15 Require major employers to implement vehicle trip reduction programs such as: carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, parking and transit use incentives.

T-P-16 Require the development of traffic management plans for major temporary activities that account for the coordination and timing of simultaneously occurring activities.

T-P-17 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 (e.g., transit information, discount coupons, etc.) to their guests and residents.

T-P-18 Provide for sufficient capital improvements to meet the level of service target, meet the target for vehicle miles traveled (VMT) reductions, and provide adequate parking facilities as development occurs in the Community Plan Area.

T-G-7 Upgrade Regional roadways as necessary to improve safety and provide for a more efficient, integrated transportation system.

T-P-19 Incorporate transit stops and bicycle and pedestrian facilities in roadway improvement projects and development and redevelopment projects.

T-P-20 Improve the existing transportation system using Transportation System Management (TSM) measures (e.g., dedicated turn lanes, intersection improvements, bicycle-activated signals, and roundabouts), while maintaining provision of bicycle and pedestrian facilities.

T-P-21 Preserve existing view turn-outs along scenic highways to maintain traffic flow and safety

T-P-22 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-P-23 Coordinate driveways and access-egress points to commercial businesses along SR 28 and SR 89 to reduce the number of turn movements, minimize the number of driveways and ingress-egress points and improve traffic flow.

T-P-24 Create left turn pockets at public road intersections along SR 28 and throughout the Community Plan Area in cooperation with the Nevada Department of Transportation (NDOT) and Caltrans.

T-P-25 Consider traffic calming strategies (e.g., alternate truck routes, speed reductions on SR 28 and SR 89, entry features, highlighted pedestrian cross walks, etc.) when designing transportation improvements.

T-P-26 Consider quality of service for transit, pedestrians, and bicyclists in addition to motor vehicles when analyzing development impacts on the transportation system.

T-P-27 Consider secondary access to the North Tahoe High School.

T-G-8 Encourage development of community-wide parking management strategies for the Community Plan Area.

T-P-28 Encourage shared use lots and other parking management strategies.

T-P-29 Encourage parking management programs that provide incentives to fund improvements benefiting transit users, pedestrians, and bicyclists.

T-P-30 Encourage parking management strategies that are tailored to the needs of each specific location and promote pedestrian and transit use.

T-P-31 Allow businesses or properties that contribute to off-site community parking facilities or transit to be given credit for satisfying their individual parking requirements.

T-P-32 Implement a parking management program that provides adequate parking, limits traffic conflicts, considers connections between parking lots, reduces congestion, minimizes land coverage and compliments transit. Allow businesses or properties that contribute toward the development of a parking program to be giving some proportionate credit for satisfying individual requirements at such off-site locations and through contributions to transit. Coordinate highway parking realignments with parking lot development so that parking spaces are created in lots concurrently with the loss of spaces in the right-of-way.

T-P-33 Encourage consolidation of off-street parking within mixed-use areas in the Community Plan Area.

T-P-34 Provide suitable parking facilities for recreational users of the Lower Truckee River.

3.5 Transit, Pedestrian and Bicycle

As a recreational resort area with a constricted roadway network, public transit services, sidewalks and bike paths are important in expanding mobility capacity and improving environmental conditions.

GOALS AND POLICIES

T-G-9 Encourage efficient and effective expansion of public transit service and use for both residents and visitors.

T-P-35 Improve existing transit systems through increased frequency, preferential signal controls, expanded service area, and extended service hours.

T-P-36 Provide transit facilities that encourage transit, bicycle, and pedestrian usage.

T-P-37 Provide transit service to major summer and winter recreational areas.

T-P-38 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.

T-P-39 Require, as appropriate, bus turn-outs, shelters, park and ride lots, and other related facilities or programs as conditions of approval for projects.

T-P-40 Encourage TART to increase TART hours of operation and frequency of route circulation (i.e., reduce headways).

T-P-41 Work with public transit providers to structure fare rates and schedules in order to optimize ridership.

T-P-42 Use alternative fuels to the maximum extent feasible in public transit fleets.

T-P-43 Actively support Transportation Management Associations (TMAs) in the Tahoe region.

T-G-10 **Encourage coordination and joint marketing of transit services to create a fully functional regional transit network for visitors and residents.**

T-P-44 Coordinate the provision of public and private transit service to reduce costs of service and avoid duplication of services.

T-G-11 **Implement improvements to complete and enhance the pedestrian and bicycle network taking into consideration year-round weather conditions.**

T-P-45 Develop a network of Class 1 Shared Use Paths to connect the communities of Tahoe City, Homewood, Meeks Bay, Alpine Meadows, Squaw Valley, Truckee, Northstar, Kings Beach, Incline Village, Tahoe Vista, and adjacent recreation areas.

T-P-46 Develop sidewalks along both sides of SR 28 and local commercial streets, including landscaping, lighting, trash receptacles, and bicycle racks.

T-P-47 Create bicycle lanes to provide safe travel through the Community Plan Area in both east and west directions.

T-P-48 Require installation of bicycle racks or secured lockers as a condition of approval and encourage TART to install bicycle racks on their buses.

T-P-49 Require projects to install pedestrian walk(s) on-site as a condition of project approval and encourage projects to provide pedestrian facilities between uses within the Community Plan Area. Include landscaping, street furniture, and lighting.

T-P-50 Explore strategic abandonment or priority retention of roadway rights-of-way as a means of providing pedestrian and bicycle connections throughout the Community Plan Area, public access to Lake Tahoe, and to link the Community Plan Area with adjacent areas including potential trail connections to USFS trails at appropriate locations.

T-G-12 **Provide for the maintenance of pedestrian and bicycle facilities in order to minimize erosion into streams and Lake Tahoe.**

T-P-51 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.

T-G-13 **Encourage bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.**

T-P-52 Develop and maintain a bicycle and pedestrian plan; and maintain a list of existing and proposed bicycle and pedestrian facilities and strategies for implementation.

T-P-53 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the Lake Tahoe Region Bicycle and Pedestrian Plan.

T-P-54 Prioritize construction of pedestrian and bicycle facilities throughout the Community Plan Area, facilities that increase connectivity of the pedestrian and bicycle network, and facilities that can be constructed concurrently with other projects.

T-P-55 Design site intersections and driveways where feasible to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities.

T-P-56 Promote the incorporation of programs and policies of Lake Tahoe Region Bicycle and Pedestrian Plan into local land use plans and regulatory processes.

T-G-14 Develop ongoing sources of regional revenue to fund transit, bicycle, pedestrian and other non-auto-transportation improvements, operations and maintenance.

T-P-57 Secure adequate funding for transit services so that transit is a viable transportation alternative.

T-P-58 Collaborate with local, state, regional, federal, and private partners to develop dedicated funding and implementation programs for Lake Tahoe and the surrounding regions.

T-P-59 Integrate transportation improvement programs into the Environmental Improvement Program (EIP).

T-G-15 Work to reduce conflicts between non-motorized and motorized travel, to improve the safety and convenience of non-motorized modes and to smooth traffic flow.

T-P-60 Implement safety and wayfinding for pedestrian and bicycle routes and maximize the visibility of bike/pedestrian and vehicle conflict areas through increased signage.