Transportation and Circulation Element

INTRODUCTION

This element provides the policy context for the City of South Lake Tahoe to achieve its vision for future transportation and circulation. South Lake Tahoe's transportation and circulation system is key to the community's livability, economy, and environmental quality. The relatively limited network of key roadways and the pattern of development, coupled with high seasonal peak visitor traffic volumes, results in traffic delays (particularly in the peak winter and summer seasons). These delays reduce the quality of life for residents, degrade the attractiveness of the region as a visitor destination, and impact local air, noise, and water quality.

While recent efforts have resulted in improvements to alternative transportation modes, including transit, bicycle, and pedestrian networks, financial and institutional constraints remain challenges to the realization of a comprehensive multimodal network. In addition, South Lake Tahoe's alpine setting creates transportation accessibility challenges for urban centers via road, public transportation, and air.

This element includes a Circulation Diagram (Figure TC-1) and the related roadway classifications, a Transit Diagram (Figure TC-2) showing major transit corridors and connections, and a Bike and Pedestrian Circulation Diagram (Figure TC-3) and its related classifications. This element also contains goals and policies that will help create a well-connected transportation network that serves all residents and visitors, improve connections for pedestrians and bicyclists, improve transit access throughout the city, conserve energy resources, reduce vehicle miles traveled and greenhouse gas emissions, continue to improve automobile travel and parking, and improve air and waterborne travel to improve regional connectivity. Goals and policies are organized under the following headings:

- City Street System
- Transit
- Bicycle and Pedestrian Facilities
- Parking
- Air Transportation
- Waterborne Transportation

TRANSPORTATION AND CIRCULATION VISION

The following is the City of South Lake Tahoe's vision for future transportation and circulation:

> *"In 2030 Highway 50 has been redesigned into a multi-modal corridor that connects areas within South Lake Tahoe to neighboring communities. New investment has improved pedestrian, bike, and transit facilities. There are connected and geographically-distributed sidewalks and bike routes that provide convenient access to commercial and social centers. There are also low-emission transit vehicles, modes of transportation systems, and strategic convenient access to walking and transit. Transit centers have been built which function as popular social gathering places. There are multiple options for convenient travel between home, work, schools, and activity centers. There is also improved water-borne transit between South Lake Tahoe and neighboring communities and Federal/State parks. The City's "green" and environmentally-friendly airport provides convenient commercial air service options as an alternative to inter-regional automobile travel"*

CIRCULATION DIAGRAM AND ROADWAY CLASSIFICATIONS

A key element in managing the transportation system is establishing a hierarchy of street classifications. This hierarchy reflects the two major functions of roadways, which tend to conflict from a design standpoint: providing access to adjacent land uses and providing safe and efficient mobility for through travel. Through the General Plan the City will manage the roadway system under the following functional classifications:

- **Arterial.** A roadway designed to favor mobility over local access. While some access to adjacent properties may be provided, arterials are designed and controlled to allow through movement with minimal delay for through traffic. They are intended for relatively long trips within or through the region.

- **Collector.** A roadway that provides a balance between mobility and access. These roadways serve to "collect" traffic from the local streets and deliver it to the arterial network at a moderate rate of speed.

- **Local Street.** A street whose primary function is to provide direct access to adjacent properties and to connect to the collector network. Local streets can serve residential, commercial, or institutional uses.

Table TC-1 presents the functional classification of roadways in South Lake Tahoe, along with the maximum number of lanes for each roadway. Figure TC-1, Circulation Diagram, shows the physical location of these existing and future facilities.

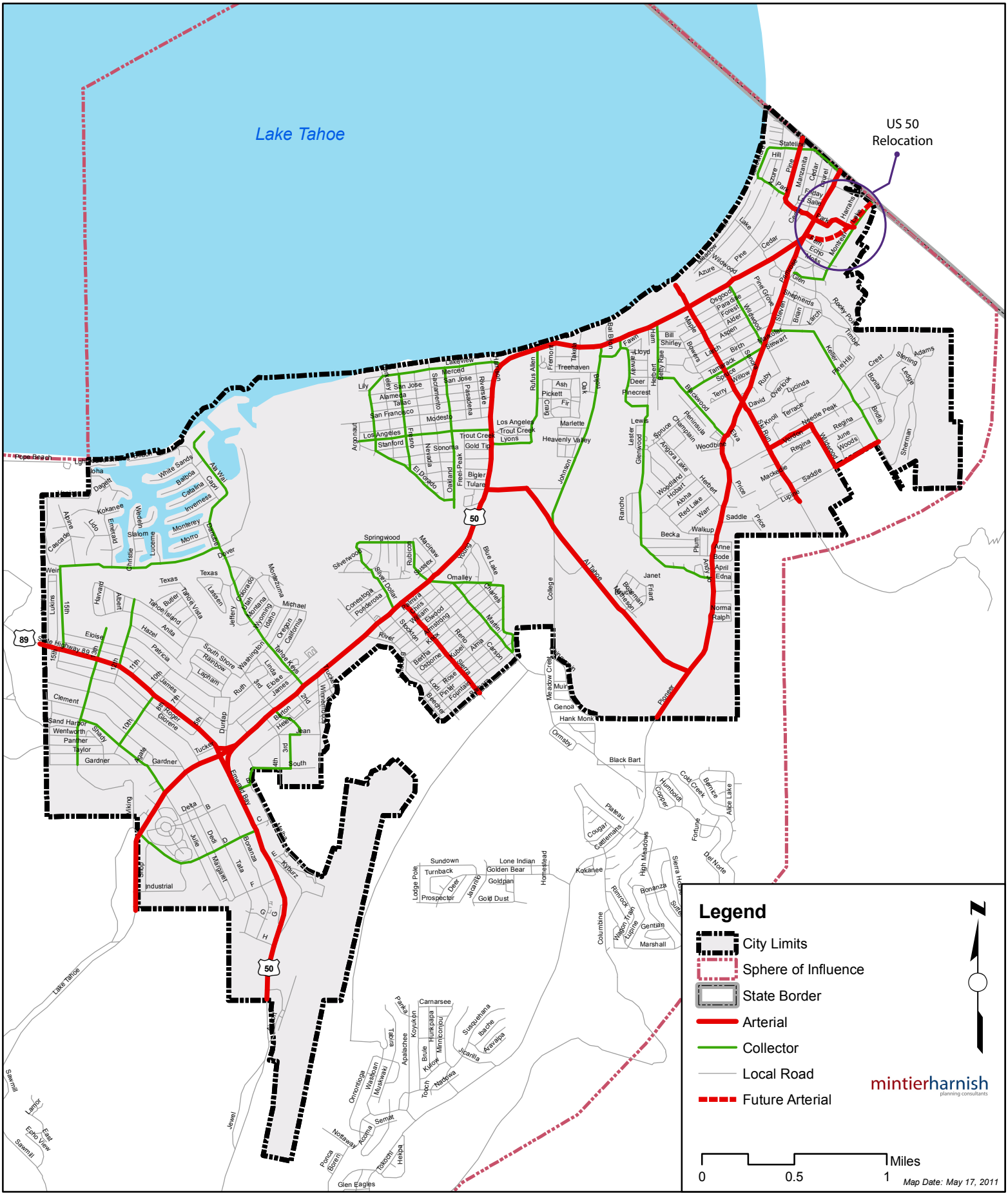

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Figure TC-1 Circulation Diagram

TABLE TC-1
Roadway Functional Classifications

Classification/Roadway	Segment	Number of Through Lanes
Arterials		
Al Tahoe Boulevard	All	2
Heavenly Village Way	All	3
Lake Tahoe Boulevard	All	5
Park Avenue	Highway 50 to Pine Boulevard	2
Pine Boulevard	All	2
Pioneer Trail	All	2
Saddle Road	Wildwood Avenue to Keller Road	2
Sierra Boulevard	All	2
Ski Run Boulevard	All	2
Wildwood Avenue	Needle Peak Road to Saddle Road	2
Emerald Bay Road	City limit to City limit	2/5
Needle Peak Road	Ski Run Boulevard to Wildwood Avenue	2
Collectors		
10th Street	Julie Lane to State Route 89	2
12th Street	State Route 89 to Tahoe Island Drive	2
13th Street	Both Sides of State Route 89	2
15th Street	Venice Drive to State Route 89	2
3rd Street	Tahoe Island Drive to South Avenue	2
Ala Wai Boulevard	All	2
Bellevue Avenue	Lakeview Avenue to El Dorado Avenue	2
Blackwood Road	Glenwood Way to Pioneer Trail	2
Chonokis Road	Primrose Road to Montreal Road	2
D Street	Lake Tahoe Boulevard to Highway 50	2
El Dorado Avenue	Bellevue Avenue to Oakland Avenue	2
Fairway Avenue	All	2
Fairway Drive	All	2
Fresno Avenue	Lakeview Avenue to El Dorado Avenue	2
Glennwood Way	Fairway Avenue to Pioneer Trail	2
Herbert Avenue	Highway 50 to Blackwood Road	2
Johnson Boulevard	All	2
Julie Lane	13th Street to Lake Tahoe Boulevard	2
Keller Road	Pioneer Trail to Saddle Road	2
Lakeshore Boulevard	All	2
Lakeview Avenue	All	2
Lilly Avenue	Venice Drive to State Route 89	2
Los Angeles Avenue	Argonaut Avenue to Highway 50	2
Lyons Avenue	All	3
Martin Avenue	Omalley Drive to Fountain cul-de-sac	2
Montreal Road	Chonokis Road to City limit	2
Omalley Drive	Carson Avenue to Martin Avenue	2
Oakland Avenue	All	2
Park Avenue	Lakeshore Boulevard to Pine Boulevard	2
Rubicon Trail	All	2
Rufus Allen Boulevard	Venice Drive to State Route 89	2
Silver Dollar Avenue	Springwood Drive to Highway 50	2
South Avenue	Melba Drive to Third Street	2
Springwood Drive	Rubicon Trail to Silver Dollar Avenue	2
Stateline Avenue	Lakeshore Boulevard to Highway 50	2

TABLE TC-1 Roadway Functional Classifications		
Classification/Roadway	**Segment**	**Number of Through Lanes**
Tahoe Island Drive	Tahoe Vista Drive to Washington Avenue	2
Tahoe Keys Boulevard	Highway 50 to Ala Wai Boulevard	2
Tamarack Avenue	Blackwood Road to Pioneer Trail	2
Treehaven Drive	Cul-de-sac to Johnson Boulevard	2
Venice Drive	Tahoe Keys Boulevard to 15th Street	2
Wildwood Avenue	Highway 50 to Pioneer Trail	2
Melba Drive	B Street to South Avenue	2
B Street	Emerald Bay Road to Melba Drive	2
Local		
All other travel ways		2

CITY STREET SYSTEM

South Lake Tahoe is served by two main highways: US Route 50 (Highway 50) and State Route 89. These roadways are crucial to the city's viability, as they serve not only as entry and exit points, but also as the main travel routes through the city. The community is also served by an extensive network of collector and local streets. The policies in this section provide for the maintenance and improvement of the city's street system to provide better overall vehicular circulation and the development of "complete streets" that accommodate all modes of transportation.

Goal TC-1	To develop a transportation network that provides an efficient, comprehensive, and well-maintained roadway system that accommodates vehicular travel while encouraging expanded use of alternative transportation modes.

Policy TC-1.1: Overall Street Design 

The City shall develop: all arterial streets to provide infrastructure for vehicles, transit, bicycles, and pedestrians; all collector streets to provide at a minimum infrastructure for vehicles, transit, bicycles and pedestrians; and all local streets to provide adequate shared infrastructure for vehicles, bicycles, and pedestrians. The City shall develop a network of routes along collector and local streets for pedestrians and bicyclists.

Policy TC-1.2: Level of Service Standard

The City shall establish a minimum Level of Service (LOS) Standard "D" for all City streets and intersections. Up to four hours per day of LOS "E" shall be considered acceptable. LOS shall be considered based on average delay for the intersection as a whole for signalized intersections, and for the worst approach for intersections controlled by stop signs or roundabouts. LOS shall be evaluated for a busy, but not peak traffic, day in the peak seasons.

Policy TC-1.3: Gateway Enhancements
The City shall provide gateways to enhance the economic vitality and image of South Lake Tahoe's northern, southern, and eastern highway entries. This includes enhancements to the travel experience along Highway 50 and State Route 89 through the protection of scenic view corridors (views of Lake Tahoe and the surrounding mountains), highway design (roundabouts, sidewalks), and private investment (consolidated retail nodes).

Policy TC-1.4: Capital Improvement Program Funding
The City shall provide for sufficient funding to finance the transportation projects in the Capital Improvement Program (CIP).

Policy TC-1.5: Street Repair Program
The City shall maintain and implement the Pavement Management Plan and maintain a street repair program that ensures sufficient funding for maintenance of South Lake Tahoe's street system.

Policy TC-1.6: Minimize Access Points on Highway 50
The City shall reduce the number of ingress and egress points along Highway 50, as feasible, as a condition of project approval or as part of implementing the City's Capital Improvement Program (CIP) by combining and realigning driveways to improve traffic flow and minimizing transit, pedestrian, and bicycle conflicts.

Policy TC-1.7: Highway 50 Relocation Project
The City shall coordinate efforts with Caltrans and the Tahoe Transportation District to relocate Highway 50 to south of Heavenly Village in the Stateline Community Plan area. This will allow for reduced numbers of travel lanes on Highway 50 between Pioneer Trail and Stateline, creation of a dedicated transit lane, and enhancement of bicycle and pedestrian amenities.

Policy TC-1.8: Complete Streets Design 
The City shall seek to develop or upgrade all State Highways, arterials, and collectors as Complete Streets that accommodate all travel modes. Elements of Complete Streets design include the following:

- Balanced design that accommodates walking, cycling, transit, driving, parking, snow removal, drainage, stormwater management, emergency vehicle access, and deliveries.

- Appropriate street design that relates well to the uses bordering the street and allows for continuous activity (i.e. retail, restaurants, lodging, residential, etc.).

- Interconnected network of facilities that increases travel route options and allows short trips to be completed off arterial roadways.

- Appropriate pedestrian and bicycling facilities that promote safety and maximize access.
- Well-designed and low-impact street lighting.
- Appropriate landscaping that benefits the surroundings and encourages lower travel speeds.
- Sustainable design that minimizes runoff, responds to the local climate, and conserves natural resources.
- Well-maintained facilities.

Policy TC-1.9: Alternative Modes and Fuels 
The City shall promote more effective use of alternative transportation modes (e.g., walking, bicycling, and public transportation) and use of electric/alternative fuel vehicles. The City shall also support the development of alternative fuel and electric car charging stations. Sources: South Lake Tahoe Smart Growth Principles,

Policy TC-1.10: Traffic Flow Management
The City shall coordinate efforts with Caltrans to manage traffic flows along Highway 50 and State Route 89.

Policy TC-1.11: Enhancements along the Highway 50 Corridor
The City shall coordinate with Caltrans, El Dorado County, and the Tahoe Regional Planning Agency to expand multimodal transportation capacity along the Highway 50 corridor between South Lake Tahoe and Placerville. This may include the provision of rail facilities and services.

Policy TC-1.12: Consideration of Roundabouts
The City shall consider roundabouts at key intersections, where feasible, to alleviate congestion and provide a higher level of service. New traffic signals will be considered when proven to be superior or safer than roundabouts. Sources:

Policy TC-1.13: Traffic Signal Synchronization
The City shall encourage Caltrans to improve synchronization of existing traffic signals on State Highways in order to alleviate traffic congestion.

Policy TC-1.14: Traffic Information Services
The City should coordinate the distribution of real-time traffic information for seasonal traffic congestion through one or more of the following methods:

a. Post information directly on the City's website;

b. Send email alerts on major traffic problems to residents, visitors, and businesses;

c. Encourage businesses to display real-time traffic information to their patrons and provide incentives for tourists to stay at the business longer rather than wait in traffic (e.g., hotel late checkout times, coupons, traffic jam specials); and/or

d. Coordinate with Caltrans to provide real-time traffic information on the changeable message boards that inform motorists of the drive time to various destinations.

Policy TC-1.15: Safe Access to Schools
The City shall work with the South Lake Tahoe Unified School District and Lake Tahoe Community College to provide safe access to schools (e.g., sidewalks, road crossings, bicycle paths, bus circulation). The City shall coordinate with the schools on submittal of grant requests for Safe Routes to Schools to help underwrite the cost to build and maintain the bicycle facilities connecting to schools.

Policy TC-1.16: Land Use Strategies to Reduce Travel Demand
The City shall reduce travel demand through increased density and mixing of land uses near transit centers and within convenient bicycle and pedestrian travel areas.
Source:

Policy TC-1.17: Acquisition of Privately-Owned Streets
The City shall work towards acquiring privately-owned streets within the city that are used by the public.

Policy TC-1.18: Traffic Calming Measures
The City shall explore the installation and effectiveness of traffic calming measures in order to create a safer and more attractive environment for bicyclists and pedestrians. Where it is appropriate the City shall encourage Caltrans to also consider traffic calming measures on State Highways. Examples of traffic calming measures may include, but are not limited to: bulb outs, narrow vehicle lanes, lane reduction, and stop signs.

TRANSIT

Transit services are important in any community to ensure mobility for those residents without ready access to a private vehicle, reduce automotive traffic volumes on major roadways, create a more sustainable environment, increase air and water quality, and promote energy efficiency. Transit is particularly important in South Lake Tahoe in enhancing the community's attraction as a destination resort while reducing the overall carbon-emission impact on the environment. The City is firmly committed to maximizing the availability of cost-effective public transportation both within and to/from the community. The policies in this section focus on high-quality, high-amenity, and frequent service along the Highway 50 corridor between Stateline and Tahoe Valley, augmented by coordinated neighborhood shuttles and routes diverting off Highway 50 that serve the remainder of the community.

Goal TC-2	To expand transit services in South Lake Tahoe to provide a viable alternative to the private automobile and enhance mobility for residents and visitors, and work collaboratively to expand public transit options throughout the Tahoe Basin.

Policy TC-2.1: Transit Service Expansion
The City shall coordinate with BlueGo to increase transit service efficiency, availability, and convenience for all residents, employees, and visitors to the degree feasible with available resources. Opportunities to transport bicycles on buses should also be expanded.

Policy TC-2.2: Intercity Public Transportation
The City shall encourage the expansion of public transit services to nearby urban areas (including services from airports and rail stations in Truckee, Reno, and Sacramento) in order to reduce automotive dependency, ease peak seasonal traffic, and encourage additional local transit ridership by increasing the number of visitors arriving without a car.

Policy TC-2.3: Bus Priority System
The City shall encourage Caltrans to implement bus priority systems along Highway 50 (e.g., adaptive signal timing) to facilitate transit operations and encourage increased ridership.

Policy TC-2.4: Transit Centers
The City shall provide and maintain Regional Transit Centers in the Stateline and Tahoe Valley areas, and a Neighborhood Transit Center in the Lakeview Commons area. The transit centers will connect regional buses, trolleys, local shuttles, bike trails, and pedestrian facilities (year-round sidewalks, bus shelters, and lighting), and will include space for hotel and resort shuttle bus pick-up and drop-off.

Policy TC-2.5: Alternative Transportation Operating/Maintenance Program
The City shall establish an Alternative Transportation Operating/Maintenance Program that would impose an ongoing annual fee on new development to fund alternative transportation operations and maintenance. Expenditures under this program would be limited to the following:

a. Operating costs of public transportation programs either operating within the City or directly benefiting city residents and businesses.

b. Maintenance of older multipurpose bicycle/pedestrian facilities.

c. Maintenance and/or snow removal on a limited inventory of major sidewalks (not already the responsibility of existing agreements.

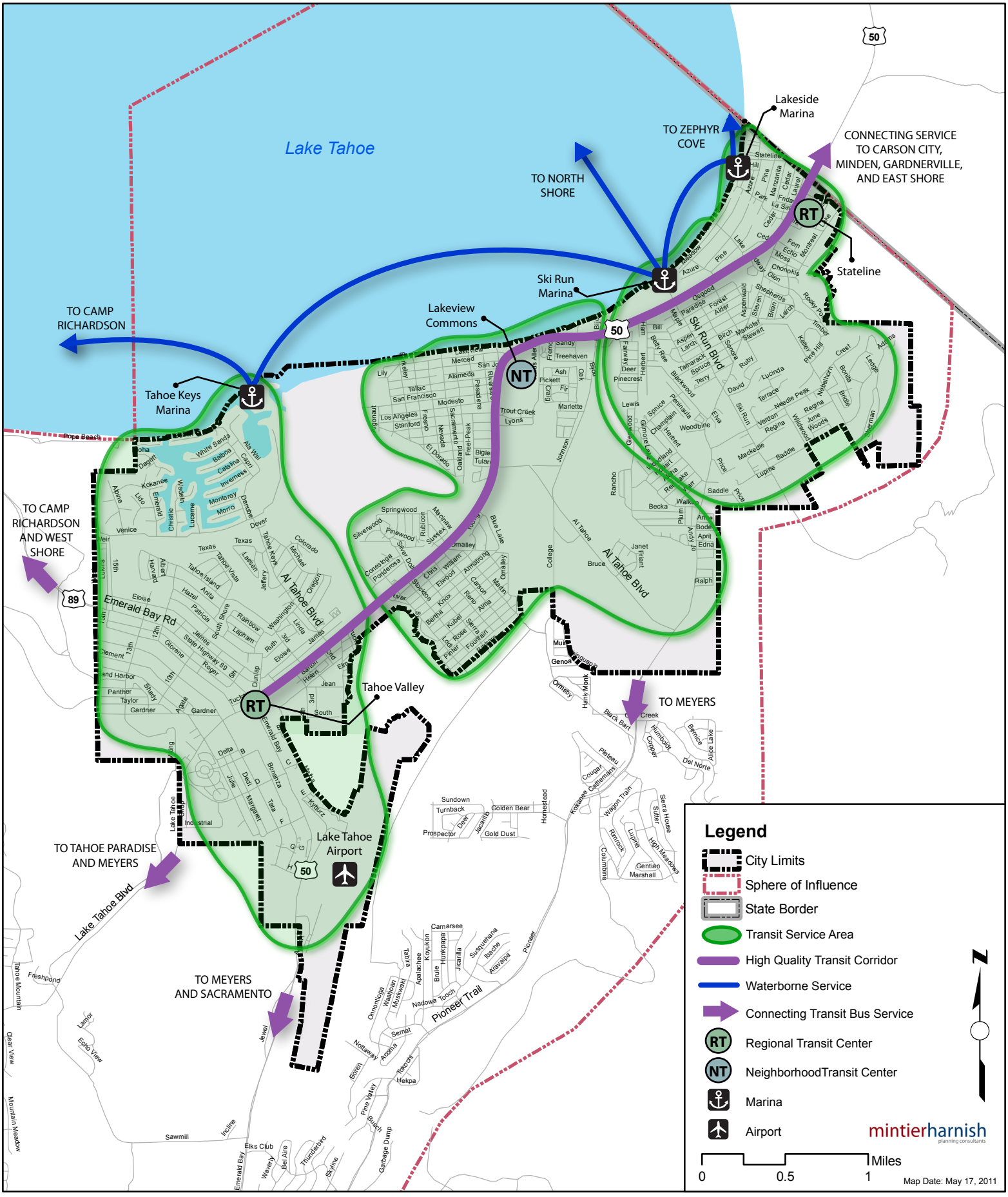

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Figure TC-2 Transit Circulation Diagram

Policy TC-2.6: Transit Capital Improvement Program Funding
The City shall provide sufficient funding to finance transit projects in the Capital Improvement Program (CIP) in order to provide safe, comfortable, efficient, and affordable services and facilities.

Policy TC-2.7: BlueGo Bus Stop Improvements
The City shall coordinate with BlueGo and the Lake Tahoe Unified School District to develop new covered, lighted, attractive, snow-free, and pedestrian-friendly bus stops. Improved stops should be provided near commercial, social, visitor, education, and recreation gathering places both within and outside existing community plan areas. Signage should reinforce neighborhood identity through provision of the neighborhood name on bus shelters and signs.

Policy TC-2.8: Transit Services Expansion
The City shall coordinate with BlueGo and the Lake Tahoe Unified School District to: ensure buses are equipped to accommodate riders' gear (e.g., skis, snowboards, bicycles, coolers, beach supplies); explore public-private partnerships with local businesses to encourage bus ridership (e.g., bus coupons in conjunction with ski lift ticket purchase, employee incentives); and provide links between tourism and transit such as sight-seeing tour packaging where transportation and discounted tickets are provided for sights and attractions.

Policy TC-2.9: Dedicated People Movers
The City shall study the feasibility of dedicated people movers, such as street cars, gondolas, and jitneys, to provide alternative ways of traveling throughout the city and to encourage residents and visitors to drive less.

BICYCLE AND PEDESTRIAN FACILITIES

Sidewalks, bikeways, and pedestrian/bicycle paths are important components of a complete transportation system. Not only do they provide recreational opportunities, but they also help create a safe and healthy environment. South Lake Tahoe's sidewalk system is incomplete, lacking sidewalks and pathways in most residential neighborhoods and along corridors. As a result, walking can be hazardous since pedestrians in many areas are forced to walk along the roadway shoulder or other undesignated areas. These conditions worsen during the winter months when snow often blocks the shoulders.

Similar to roadways, the bicycle and pedestrian system in South Lake Tahoe includes a functional hierarchy. Through the General Plan, the City will manage the bicycle and pedestrian systems under the following functional classifications:

- **Class I Bike Path.** A path intended for the exclusive use of bicycles or shared with pedestrians and physically separated by distance or a barrier from the roadway. Class I paths provide the safest opportunities for bicycle travel.

- **Class II Bike Lane.** A bicycle lane that shares the right-of-way with the roadway defined by the creation of a separate lane with pavement markings.

- **Class III Bike Route.** A bicycle route that shares the right-of-way with the roadway, but is not separated by markings or barriers. Instead, Class III bike routes are designated by signage along the roadway. Class III facilities are typically provided along low-volume streets to minimize the potential for conflicts between bicyclists and motorists.

- **Shared Use Path.** A bikeway physically-separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way intended for the use of bicycles, pedestrians, and other non-motorized users.

- **Pedestrian Path**. A path that is physically separated by distance or barrier from the roadway. Most pedestrian paths will be built in conjunction with a Class I Bike Path.

- **Sidewalk**. A dedicated paved pedestrian walkway located along side streets and roadways.

Figure TC-3, Bike and Pedestrian Circulation Diagram, shows the physical location of these existing and future facilities.

The policies in this section provide for the improvement of bicycle and pedestrian connections between all neighborhoods and communities, and the integration and linking existing city bicycle paths with a regional bicycle network. Safe and walkable environments will be created through the provision of a continuous pedestrian network with sidewalks that are enjoyable places to walk. In addition, residents will be encouraged to include walking and biking into their daily activities to promote a healthier lifestyle and improve energy resource conservation goals.

Goal TC-3	Expand bicycle and pedestrian activity in community centers and throughout the city, across all seasons of the year, through enhancements to and maintenance of bike paths, bike lanes, pedestrian paths, and sidewalks.

Policy TC-3.1: City Bikeways to the Regional Bikeway System Linkages
The City shall link city bikeways to the larger regional bikeway system. This includes a bike trail system that links the Ski Run Marina to the Stateline casino core, the Lakeside Beach area, the mountain area (Van Sickle), Ski Run Boulevard, Tahoe Valley area, and ultimately to the future Greenway bike system. This system will also provide a connection to the Douglas County bike trail system on Lake Parkway, Highway 50, and the mountainside loop.

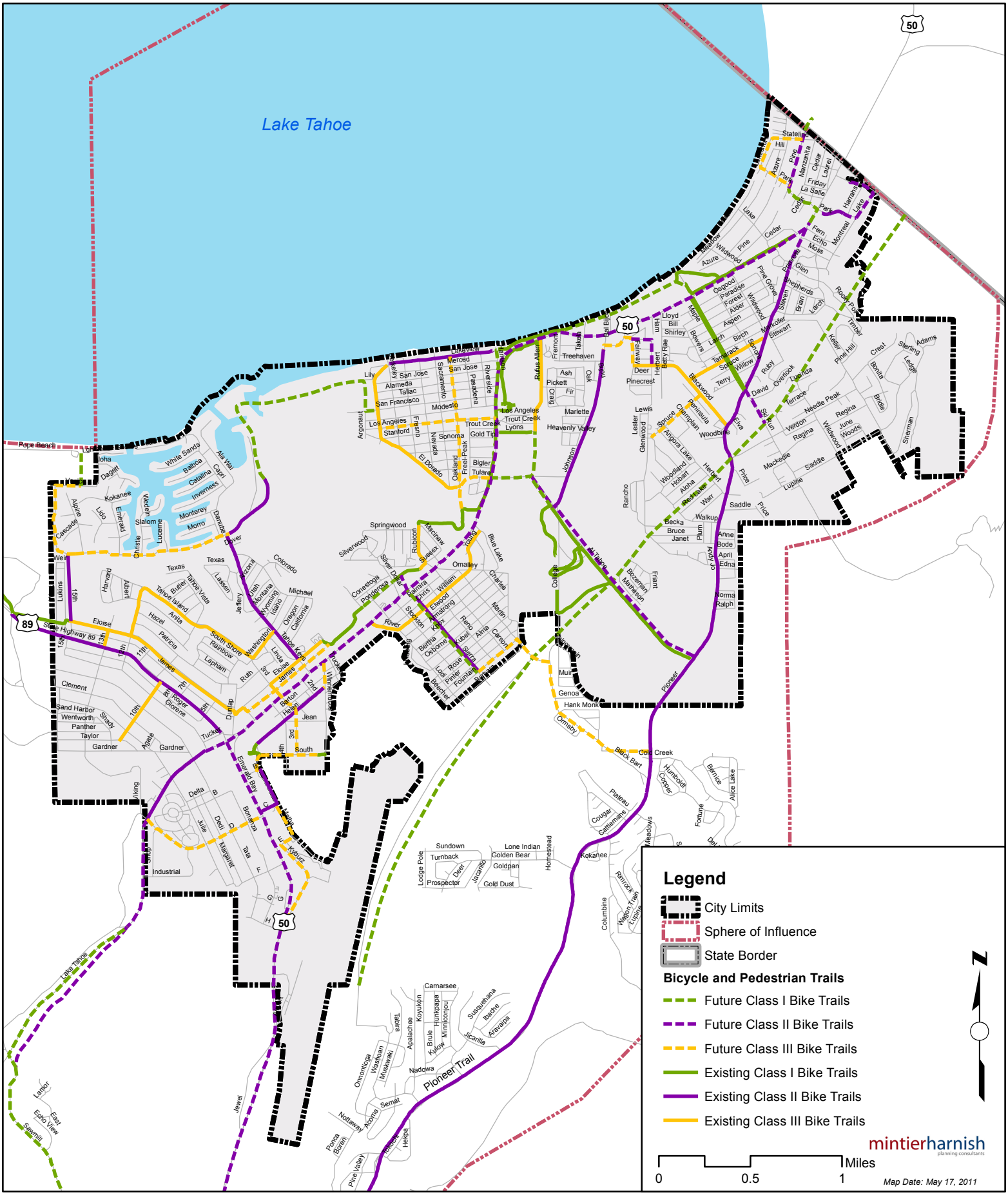

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Figure TC-3 Bicycle and Pedestrian Circulation Diagram

Policy TC-3.2: Cohesive and Continuous Bicycle and Pedestrian Network
The City shall develop a cohesive and continuous public bicycle and pedestrian network that allows convenient and safe travel for people of all abilities, free of major impediments and obstacles, and in compliance with ADA requirements.

Policy TC-3.3: Implement the Bicycle Master Plan and Improve Connections 
The City shall maintain and implement the Bicycle Master Plan and shall improve bicycle and pedestrian connections between all neighborhoods. This shall include linking residential neighborhoods, shopping districts, recreation facilities, employment centers, schools, and other public facilities with a network of safe, continuous, and attractive pedestrian sidewalks, paths, and bikeways.

Policy TC-3.4: Bike Route Signage
The City shall provide appropriate signage, striping, and symbols in accordance with the California Manual of Uniform Traffic Control, for easy rider way-finding through the city bikeway system. The City shall explore the use of sharrows where bicyclists share the road with vehicles.

Policy TC-3.5: Coordination with Lake Tahoe Bicycle Coalition and TRPA
The City shall coordinate with the Lake Tahoe Bicycle Coalition and TRPA's planning efforts for bicycle and pedestrian facilities.

Policy TC-3.6: Bicycle Parking and Storage
The City shall require new multi-family residential and commercial properties to provide accommodations for bicycle parking.

Policy TC-3.7: Bicycle Sharing at Transit Centers
The City shall explore the installation and management of Public Bike Share Programs at key transit centers.

Policy TC-3.8: Bikeways on Highway 50 and State Route 89
The City shall encourage Caltrans to install Class II bike lanes on Highway 50 and State Route 89 with an emphasis on complete connections through to Meyers and Baldwin Beach.

Policy TC-3.9: Bicycle and Pedestrian Facility Maintenance
The City shall strive to ensure the proper on-going maintenance of bicycle and pedestrian facilities.

Policy TC-3.10: Greenway Trail Support
The City shall support and encourage development of the Greenway Class I Trail from Meyers to Stateline, and encourage alignment of the facility to connect neighborhoods and commercial centers within the city.

Policy TC-3.11: Lakefront Bike Route
The City shall work with the U.S. Forest Service and the California Tahoe Conservancy to complete boardwalks connecting the Tahoe Keys neighborhood with

Pope Beach Road and the Al Tahoe Neighborhood, and a Class II or III designation on Venice Drive connecting these new facilities. The City shall support development of a continuous bicycle route along or near Lake Tahoe's shore from the Camp Richardson area to Stateline. Sources: Community Workshop, GPU Consultants

Policy TC-3.12: Bicycle Parking and Storage
The City shall provide bike racks and bike storage at all public buildings, parks, and recreation areas, and shall require bicycle racks or lockers for significant new private development projects or substantial additions.

Policy TC-3.13: Bicycle Trail Crossings
The City shall enhance crossings at bike trail and roadway intersections to provide improved safety and encourage additional use.

Policy TC-3.14: Pedestrian-Friendly Districts
The City shall create a pedestrian-friendly, village atmosphere within the Tahoe Valley and Stateline community plan areas.

Policy TC-3.15: Pedestrian Linkages along Highway 50
The City shall encourage Caltrans to provide sidewalks and pedestrian linkages along Highway 50 and provide sidewalks on other major arterials.

Policy TC-3.16: Pedestrian-Friendly Stateline Area
The City shall encourage reduction of Highway 50 to three lanes in the Stateline area to create a pedestrian-friendly environment in conjunction with the Highway 50 Relocation Project (Policy TC-1.7).

Policy TC-3.17: Enhanced Pedestrian Street Crossings
The City shall investigate advanced pedestrian crossing technologies, such as high activity pedestrian walk (HAWK) beacons that flash bright lights when pedestrians are crossing, to increase safety and encourage pedestrian travel.

Policy TC-3.18: Commercial Building Access
The City shall facilitate pedestrian access to commercial buildings by requiring building entries to be oriented towards sidewalks or walkways.

Policy TC-3.19: New Project Pedestrian and Bicycle Connections
The City shall require new projects to provide connections to existing and planned pedestrian and bicycle infrastructure, including ball fields, schools, and riverside pedestrian trails.

PARKING

The provision and management of parking is a key element in shaping travel habits and patterns. While it is important to ensure that parking supply is adequate to avoid negative impacts on property owners, providing excessive parking can encourage auto use, negatively impact the quality and walkability of a district, generate excessive pollutants, and impact the feasibility of private and public

development projects. The policies in this section provide for adequate and appropriately-located parking facilities. Parking management tools will be used to ensure sufficient parking for businesses, while protecting adjacent neighborhoods and the environment, and promoting pedestrian-oriented districts.

Goal TC-4	Provide and manage parking to accommodate reasonable auto usage, while minimizing the impacts of excessive parking supply and encouraging use of alternative travel modes.

Policy TC-4.1: Appropriate Parking Supply
The City shall require adequate parking facilities by establishing minimum and maximum off-street parking ratios.

Policy TC-4.2: Parking Management Strategies 
The City shall develop a Parking Management Plan with strategies that strive to create "park-once" environments, including parking maximums, shared-use parking for mixed-use projects, and on-street parking, where appropriate.

Policy TC-4.3: Centralized Shared Parking Facilities
The City shall develop or assist in the formation of private parking agreements in order to provide shared parking facilities that consolidate parking and make it more efficient and convenient. These lots shall be tied to transit services and linked with bicycle or pedestrian circulation.

Policy TC-4.4: Automated Parking Meters
The City shall consider automated paid parking systems that would adjust the charge depending on the real-time demand for parking.

Policy TC-4.5: Parking for Mixed-Use Projects
The City shall allow reductions from parking standards for mixed-use developments while ensuring adequate parking.

Policy TC-4.6: Reduce Parking on Unpaved Surfaces
The City shall facilitate a reduction of parking on unpaved surfaces. The City shall also encourage that Erosion Control Projects (ECPs) and Capital Improvement Program (CIP) projects include alternative road shoulder surfaces that provide more infiltration and stabilization while still allowing for parking on road shoulders.

Policy TC-4.7: Adequate Parking for Projects Not Served by Transit
The City recognizes that there are some areas and some uses where access by transit is not viable. Therefore, the City shall require adequate parking for all current and anticipated future uses.

AIR TRANSPORTATION

The Lake Tahoe Airport is owned and operated by the City of South Lake Tahoe and is an important transportation and economic hub for the city. The airport plays a vital role in providing general aviation access to the region, providing emergency access, and providing a local base for wildland fire suppression efforts. As a means of augmenting the region's limited surface transportation capacity, passenger air service has the potential for a greater role in its comprehensive transportation network. The policies in this section will support the enhancement of the South Lake Tahoe Airport as a transportation hub. Policies encourage the development of regional air service to South Lake Tahoe and the development of efficient linkages to other airports. Increased utilization of the airport could greatly increase revenue for the City, provide greater opportunities for tourists to visit the area, enhance public safety, and reduce vehicle miles traveled. Continued improvements at the Airport also support CALSTAR air ambulance and firefighting aircraft operations and other public safety services.

Goal TC-5	To enhance the Lake Tahoe Airport as a regional transportation hub.

Policy TC-5.1: Ensure Continuation of Existing Airport Uses and Provide Opportunities for Expanded Uses
The City shall improve the airport for general aviation use and provide opportunities for future regional jet air service.

Policy TC-5.2: Expand the Airport's Role in the Region
The City shall further develop South Lake Tahoe Airport as a transportation hub and diversify services to strengthen the financial base of the airport.

Policy TC-5.3: Alternative Fuels for Aviation 
The City shall encourage alternative aviation fuels as a means to create a more sustainable and gasoline-independent airport.

WATERBORNE TRANSPORTATION

Waterborne passenger transportation services constitute a virtually untapped potential element of a comprehensive transportation network serving South Lake Tahoe. The potential to improve mobility and reduce traffic congestion is provided both by services connecting South Lake Tahoe with the North Shore, and by smaller "water taxi" services connecting marinas along the South Shore. The policies in this section encourage the development of a cross-channel, environmentally-friendly boat service as part of the regional transportation system.

Goal TC-6	Encourage development of waterborne public transportation services that connect with transit, bicycle, and pedestrian facilities.

Policy TC-6.1: Water Transportation Services 
The City shall promote expansion of regular, dependable, and alternative-fuel ferry and other water transportation services as an alternative to private vehicle use, and consider modifications to City regulations to encourage expansion of these services at existing marinas.

Policy TC-6.2: Ski Run Marina Priority
The City shall promote the Ski Run Marina as the primary terminus for cross-lake ferry connections, provided that the area can accommodate adequate parking.

Policy TC-6.3: Waterborne Transportation Connections
The City shall locate bicycle and pedestrian trails and bus stops to connect with waterborne passenger facilities to promote ridership.