CHAPTER 2—GOALS, OBJECTIVES AND POLICIES

Introduction

It is important to realize that the community's desired transportation system in the future will not just happen. Adopted goals, objectives and policies will assist in ensuring that the Regional Transportation Plan (RTP) is implemented.

- A **goal** is what the community wants to achieve over the long-term.
- An **objective** is a specific measurable accomplishment that achieves the goal—how much of a desired result and by when.
- A **policy** is a direction statement that identifies specific activities and standards to achieve objectives and goals.
- A **performance measure** is the systematic and objective tracking of the progress accomplishing objectives and goals.

Regional Transportation Plan (RTP) Goals

Six overall goals were developed to guide the implementation of the RTP. These goals reflect the concern for better management of the transportation system and the need to strengthen the interrelationships between modes of travel. The RTP goals are:

1. Provide for and sustain a mix of transportation modes that can meet the continuing needs for personal mobility and for the movement of goods consistent with regional goals and values.
2. Comprehensively plan for all regionally significant modes of transportation and insure their interconnection. Coordinate with all other jurisdictions that either influence or are affected by regional transportation planning efforts.
3. Develop a balanced land-use and transportation system that minimizes the need for automobile travel and maximizes the opportunity for transportation alternatives such as public transportation and non-motorized travel modes.
4. Maintain, upgrade or develop existing and future transportation systems as a public service in a way that renders them safe, functional, flexible, environmentally acceptable and aesthetically pleasing.

5. Manage the transportation system to provide an optimum level of mobility for the greatest number of persons while insuring mobility for the transportation disadvantaged.

6. Improve safety in all transportation modes through timely maintenance of existing infrastructure, development of new infrastructure, enforcement of access controls and expanded public education and awareness.

To reach the goals for the RTP, it is important to establish objectives for each of the modes contained in the Plan. The remainder of this chapter contains specific objectives and policies for each mode of travel for the Washoe County regional transportation system. The goals, objectives, policies and performance measures are also discussed in each element. As part of each RTP update process, the progress/status of all objectives will be reviewed, documented, amended, mitigated or updated as necessary.

Street and Highway Objectives

The Street and Highway Element objectives cover the areas of congestion, condition, safety and air quality. The objectives are intended to provide direction for the future development of the street and highway system.

Congestion

1. Average per capita daily travel time will not increase above 2000 levels more than 20% by 2008; 30% by 2018; and 40% by 2030 and beyond.

2. All signalized intersections will be within policy level of service by the year 2012 and maintained at that policy level of service thereafter.

Condition

1. The average pavement condition index (PCI) for all roads will be no less than 65 by 2007 and no less than 70 by 2012 and beyond.

2. No more than 6% of the pavements within the region will have a PCI below 40 by 2012 and no more than 2% will be below a PCI of 40 by 2020 and beyond.

Safety

1. The average safety/severity index provided by the Nevada Department of Transportation (NDOT) for the top 30 highest accident intersections will be below 1.00 by 2012 and below 0.70 by 2020 and beyond.

Air Quality

1. The RTP will maintain conformity with all federal air quality standards and requirements.

General

1. By 2011, the RTC, working with Washoe County, City of Sparks, City of Reno, NDOT and surrounding jurisdictions, shall develop mechanisms to ensure that there is mitigation of inter-county transportation impacts. If this cannot be accomplished voluntarily, the RTC shall seek legislation or other appropriate action to achieve inter-county equity for transportation impacts.

2. The RTC will analyze the feasibility of controlling the cost of road construction by offering access to public aggregate pits as an option for bidders on street and highway construction.

3. The RTC shall pursue appropriate legislation to allow the assessing of tolls. The RTC shall look for opportunities to institute tolling for financing facilities where feasible and appropriate.

4. The RTC shall look for opportunities for public/private partnerships where feasible, economical and where there is a clear net benefit to the public. The RTC shall pursue appropriate legislation to allow public private partnerships.

5. By 2013, the RTC will actively collaborate with NDOT and other interested parties and establish a pilot program to develop a transition plan to move away from fuel tax fees to fees based on vehicle miles traveled (VMT) or other measurable mechanisms.

Street and Highway Policies

The following street and highway policies will provide guidance and direction in achieving the overall plan goals and the street and highway objectives.

1. The Washoe County regional street and highway system shall be a balanced system of freeways and regional roads, well-coordinated with other transportation systems and, wherever possible, consistent with the character of the area that it passes through and the type and volume of traffic to be served.

2. Coordinate street and highway planning with local, regional, state agencies and federal agencies.

3. Street and highway planning, design and traffic operations shall incorporate efficiency, effectiveness and safety for all modes.

4. Existing and future traffic needs for the Regional Road System (RRS) will be determined through technical analyses and prioritized based upon the most cost effective solutions to congestion.

5. Implement the Financial Plan and pursue underutilized or new funding sources.

6. All new and widened regional street and highway facilities will be constructed according to the design standards of the local jurisdiction and/or the latest edition of the American Association of State Highway Officials publication *A Policy on Geometric Design of Highways and Streets*, whichever is more stringent.

7. Prioritize street and highway funding for capacity improvements to promote in-fill development and higher intensity development along transit-oriented development (TOD) corridors and within downtown, regional and emerging employment centers.

8. Assure adequate right-of-way for the construction of future streets and widening of existing streets through timely advance planning and preliminary design, property acquisition, dedication of easements and development setbacks, including those facilities in a post 2030 time horizon.

9. The Access Management Standards shown in **Table 2-1** will be used in the design of future improvements to the Regional Road System (RRS) and the classification of existing improvements for planning purposes.

10. The level of service standards as shown in **Table 2-2** will be used for assessing the need for and location of future street and highway improvements for Washoe County at a planning level. As appropriate, design of facilities will be based upon more detailed operational analysis.

11. The Level of Service (LOS) thresholds shown in **Table 2-3** will be used to identify the approximate levels of congestion of roadway segments based upon daily travel.

12. If a development approval or operational decision contemplated by a local government is inconsistent with the land-use assumptions upon which the RTP is based, the policies on level of service or access management or any other aspect of the RTP, the local government should not take such action until agreement has been reached with the RTC on an amendment to the RTP that will mitigate the congestion impacts of the action by the local government.

13. School locations should be identified in a systematic manner with coordination among school, law enforcement and traffic officials. The school district shall be encouraged to not site schools at such locations and in such a manner that they

will require any new speed controlled school zones on any arterial roadway projected to have more than 10,000 Average Daily Trips (ADT) in the final year of the current RTP. This includes locating school property adjacent to an arterial meeting the above ADT threshold or developing a school walk route plan that crosses an arterial meeting the above ADT threshold.

Table 2-1

Access Management Standards-Arterials[1] and Collectors							
Access Management Class	Posted Speeds	Signals per mile and Spacing[6]	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing[2]
High Access Control	45-55 mph	2 or less Minimum spacing 2,350 feet	Raised w/channelized turn pockets	Yes 750 ft. minimum	Only at signalized locations	Yes[4]	250 ft./500 ft.
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1,590 feet	Raised or painted w/turn pockets	Yes 500 ft. minimum	No, on 6- or 8-lane roadways w/o signal	Yes[5]	200 ft./300 ft.
Low Access Control	35-40 mph	5 or less Minimum spacing 900 feet	Raised or painted w/turn pockets or undivided w/painted turn pockets or two-way, left-turn lane	Yes 350 ft. minimum	Yes	No	150 ft./200 ft.
Ultra-Low Access Control	30-35 mph	8 or less Minimum spacing 560 feet	Raised or painted w/turn pockets or undivided w/painted turn pockets or two-way left-turn lane	Yes 350 ft. minimum	Yes	No	150 ft./200 ft. 100 ft./100 ft.[3]

1 On-street parking shall not be allowed on any new arterials per Policy 7 of the Congestion Management Systems (Chapter 9). Elimination of existing on-street parking shall be considered a priority for major and minor arterials operating at or below the policy level of service.
2 Minimum spacing from signalized intersection/spacing from other driveways
3 Minimum spacing on collectors
4 If there are more than 30 inbound, right-turn movements during the peak-hour.
5 If there are more than 60 inbound, right-turn movements during the peak-hour.
6 Minimum signal spacing is for planning purposes only; additional analysis must be made of proposed new signals in the context of existing conditions, planned signalized intersections and other relevant factors impacting corridor level of service.

Table 2-2

Regional Level of Service Standards	
LOS D	• All regional roadway facilities projected to carry less than 27,000 ADT at the latest RTP horizon
LOS E	• All regional roadway facilities projected to carry 27,000 or more ADT at the latest RTP horizon
LOS F	• Plumas Street—Plumb Lane to California Avenue • Rock Boulevard—Glendale Avenue to Victorian Avenue • South Virginia Street—Kietzke Lane to South McCarran Boulevard • Sun Valley Boulevard—2nd Avenue to 5th Avenue • Intersection of North Virginia Street and Interstate 80 ramps
Except as noted above, all intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridors.	

Table 2-3
Average Daily Traffic Level of Service Thresholds
By Facility Type for Roadway Planning

Facility Type	Maximum Service Flow Rate (daily for Given Service Level)				
Number of Lanes	**LOS A**	**LOS B**	**LOS C**	**LOS D**	**LOS E**
Freeway					
4	≤ 28,600	42,700	63,500	80,000	90,200
6	≤ 38,300	61,200	91,100	114,000	135,300
8	51,100	81,500	121,400	153,200	180,400
10	63,800	101,900	151,800	191,500	225,500
Arterial-High Access Control					
2	n/a	9,400	17,300	19,200	20,300
4	n/a	20,400	36,100	38,400	40,600
6	n/a	31,600	54,700	57,600	60,900
8	n/a	42,500	73,200	76,800	81,300
Arterial-Moderate Access Control					
2	n/a	5,500	14,800	17,500	18,600
4	n/a	12,000	32,200	35,200	36,900
6	n/a	18,800	49,600	52,900	55,400
8	n/a	25,600	66,800	70,600	73,900
Arterial/Collector-Low Access Control					
2	n/a	n/a	6,900	13,400	15,100
4	n/a	n/a	15,700	28,400	30,200
6	n/a	n/a	24,800	43,100	45,400
8	n/a	n/a	34,000	57,600	60,600
Arterial/Collector-Ultra-Low Access Control					
2	n/a	n/a	6,500	13,300	14,200
4	n/a	n/a	15,300	27,300	28,600
6	n/a	n/a	24,100	41,200	43,000
8	n/a	n/a	33,300	55,200	57,400

Public Transportation Element Objectives

The Public Transportation Element objectives cover the areas of non-auto modal split, bus rapid transit (BRT) mode share and federal requirements for paratransit. The objectives are intended to provide direction for the future development of the regional transit system.

Transit Modal Share

1. The minimum transit modal share will be 3% by 2013, 4% by 2018 and 6% by 2030 and beyond.

BRT Mode Share

1. Within BRT corridors, the BRT mode share will be 20% by 2020 and 30% by 2040 and beyond.

Paratransit

1. The RTC ACCESS paratransit services will meet or exceed the *Americans with Disabilities Act* (ADA) and other federal requirements for coverage, days and hours of service, fares, client eligibility, ADA capacity trip denials, etc.

Public Transportation Policies

The following policies for public transportation will provide guidance and direction in achieving the overall plan goals and the public transportation objectives.

Provision of Service

1. RTC RIDE service should expand at a rate equal to or greater than annual regional population growth.

2. RTC ACCESS service will expand at a rate comparable with that of RTC RIDE while maintaining compliance with federal requirements for coverage, hours, trip denials, etc.

3. Approximately 80% of RTC RIDE service will be allocated to maximize productivity and 20% for coverage to provide service in less dense areas.

4. Expansion of RTC RIDE should focus on increasing productivity consistent with the priorities for providing service listed in the Truckee Meadows Regional Plan (TMRP), such as downtown centers, Transit-Oriented Development (TOD) corridors, and regional centers.

5. Fixed-route service should be expanded, if feasible and cost-effective, to include outlying areas with an average density of at least 7 units per gross acre. The Short Range Transit Plan (SRTP), consistent with the principles of the TMRP, will guide specific proposals and will be based upon a detailed analysis of potential ridership, cost and equipment availability.

6. Park-and-ride facilities in outlying areas will be developed and serviced by commuter express bus service, where warranted and feasible.

7. RTC will consider demand-responsive service in low-density areas (less than 7 units per acre) in lieu of fixed-route bus service. Demand-responsive service will only be implemented if fares are high enough to ensure the net cost per passenger is less than or equal to the RTC RIDE average in two years. Demand-responsive service will be effectively interfaced with fixed-route service.

8. Intercity or vanpool service should be considered, if feasible and cost-effective, to destinations outside the Truckee Meadows such as Lake Tahoe, Pyramid Lake, Carson City, Douglas County, Truckee or Fallon. RTC will coordinate with adjacent counties, MPOs, the State of Nevada and the State of California.

Quality of Service

1. RTC RIDE, RTC ACCESS and other public transportation services will be coordinated and developed as elements of a region-wide system to facilitate efficient and convenient travel.

2. The SRTP will emphasize services and facilities to improve the effectiveness and productivity of transit services and conform to performance standards and route design policies.

3. The RTC shall prepare and adopt plans for long-range public transportation management and transit capital investment.

4. The RTC shall provide increased awareness of public transportation and how to use it through expanded education and public information media and easy to understand schedule information and format.

5. The RTC shall pursue specific programs to enhance the safety of public transportation and minimize the number of avoidable accidents involving transit vehicles.

6. The RTC shall work with local, state and national law enforcement agencies to enhance the security of public transportation.

7. The RTC shall provide transit service within the area served by the Primary Transit Network (PTN) that is fast, reliable and has competitive travel times compared with the automobile (consider stop spacing, signal preemption, express bus service and other techniques).

8. The RTC shall promote opportunities to provide express service and better service to major generators and to encourage participation by employers in transit subsidy programs.

9. Allow bicycles on transit where feasible.

10. Local governments shall support transit oriented/friendly development (density, design and diversity of land uses) through their master plan policies and development review process.

Accessibility

1. RTC, in cooperation with local governments, shall ensure that transit service policies and installations do not limit or discourage use of transit by senior citizens and individuals with disabilities.

2. All RTC RIDE and RTC ACCESS services will comply with the *Americans with Disabilities Act* (ADA).

3. RTC, in cooperation with local governments, shall ensure that pedestrian crosswalks are provided at bus stops consistent with traffic conditions and accepted safety design practices.

4. Where feasible, bus stops shall comply with the ADA regulations and fully accommodate the special needs of individuals with disabilities.

Cost Issues/Financial

1. Fare policy will be designed to ensure that users of the service pay for a reasonable percentage of transit operating costs. Farebox recovery for public transportation services should strive to achieve the following ranges:

   RTC RIDE—35% or more
   RTC ACCESS—5% or more

2. Fares for public transportation services will increase on a periodic basis to keep pace with the increasing costs of providing the service.

Project Development Issues

1. RTC will work with local government agencies, private developers and property owners to ensure properly located, designed and constructed bus stops and passenger amenities are provided for existing, new and anticipated service.

2. RTC shall work in cooperation with local governments to develop street standards that facilitate transit service by recognizing future right-of way and operational needs, e.g., provisions for bus turnouts, cross-street spacing to optimize transit stops, lane widths that can safely accommodate transit vehicles, etc.

3. RTC shall work in cooperation with local and state governments to identify future transit corridors, types of services to encourage supporting land uses, pedestrian facilities and right-of-way for exclusive transit use in limited areas.

4. Local jurisdictions shall provide incentives for landowners to develop greater densities in transit corridors in accordance with their master plans and for major employers to provide facilities and programs that support transit.

5. RTC will work with local government agencies, private developers and property owners to ensure that park-and-ride facilities, both shared-use and exclusive-use, supporting public transportation are developed as conditions of approval, where appropriate.

Bicycle and Pedestrian Facilities Element Objectives

1. The bicycle and pedestrian modal split will be 8% by 2013, 9% by 2018, 11% by 2030 and 12% by 2040.

2. By 2013, 60% of the Bicycle Plan will be completed; by 2020, 80% of the Bicycle Plan will be completed; and by , 100% of the Bicycle Plan will be completed.

3. By 2013, there will be uniform policies and standards for the location and installation of sidewalks in the region adopted by the local governments.

Bicycle Policies

1. Provide a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeways systems. Provide ongoing maintenance of bicycle facility surfaces to maintain smooth surfaces free of potholes and debris.

2. Integrate multi-use paths with on-street bikeways where possible.

3. Coordinate with local jurisdictions, NDOT and other public agencies to identify high-frequency, bicycle-related crash locations and improvements to address safety concerns in these locations.

4. Focus bikeway funding on projects that have regional benefits, are multi-jurisdictional, promote safety and/or that close existing gaps in the bike network. Develop travel-demand forecasting, data collection, user surveys for bicycle use and integrate with regional transportation planning efforts.

5. All newly constructed or reconstructed bikeway facilities will be constructed to meet or exceed the requirements of the Manual of Uniform Traffic Control Devices (MUTCD), American Association of Street and Highway Transportation Officials (AASHTO) and the Americans with Disabilities Act (ADA) where practical and appropriate.

6. Develop a Regional Bikeway Master Plan that integrates local bikeway plans and encourages connections between communities and provides consistent design standards.

7. All new development (including major employment centers, recreation facilities, schools, transportation centers, etc.) will be encouraged to construct bicycle facilities (including routes, lanes, paths and parking), as appropriate, that are internal or adjacent to the development.

8. Support public and private employer subsidization of non-auto travel in cases where auto travel is being subsidized, i.e., parking subsidies.

9. Implementation of the Bicycle Element will be accomplished in a way to maximize the positive impact on air quality and energy conservation.

10. Construct bicycle lanes in accordance with the Bicycle Element whenever roads are constructed, reconstructed or rehabilitated where appropriate.

11. Promote an education and safety program for bicyclists and motorists.

12. Insure that bicycle parking is adequate to promote bicycle use at transit stations and transfer facilities.

13. Bicycle facilities that serve as alternatives to automobile travel will be given a higher priority than those bicycle facilities that do not serve as alternatives to automobile travel.

Pedestrian Policies

1. Provide pedestrian access appropriate to existing and planned land uses as part of all transportation projects.

2. Give funding priority to pedestrian projects that contribute to a seamless walking network with links to alternative modes/major attractions.

3. Integrate pedestrian access needs into planning, programming, design and construction of all transportation projects.

4. Design the pedestrian environment to be safe, convenient, attractive, accessible for all users and consistent with requirements in MUTCD, AASHTO and ADA.

5. Work with local, regional and state jurisdictions to provide landscaping, pedestrian-scale lighting and benches to enhance the pedestrian environment.

6. Pedestrian facilities that serve as alternatives to automobile travel will be given a higher priority than those pedestrian facilities that do not serve as alternatives to automobile travel.

Aviation and Goods Movement Element Objectives

The Aviation and Goods Movement Element objectives cover the areas of congestion, condition and safety.

Congestion

1. Average per capita travel time will not increase above 2000 levels more that 20% by 2008; 30% by 2018; and 40% by 2030 and beyond.

2. All signalized intersections will be within policy level of service by the year 2012 and maintained at that policy level of service thereafter.

Condition

1. The average pavement condition index (PCI) for all roads will be no less than 65 by 2007; and no less than 70 by 2012 and beyond.

2. No more than 6% of the pavements within the region will have a PCI below 40 by 2012 and no more than 2% will be below a PCI of 40 by 2020 and beyond.

Safety

1. The average safety/severity index provided by the Nevada Department of Transportation (NDOT) for the top 30 highest accident intersections will be below 1.00 by 2012 and below 0.70 by 2020 and beyond.

Aviation and Goods Movement Element Policies

1. Promote the continuous, safe, economic and efficient flow of goods in and out of the region by supporting reasonable efforts that will continue to protect and improve truck and rail service.

2. The RTC, NDOT, Reno-Tahoe Airport Authority (RTAA) and local jurisdictions will work together in identifying potential funding for projects that will improve access to airport, rail and trucking terminals.

3. The RTC, RTAA and local jurisdictions will work with local rail, trucking and air cargo providers to monitor the movement of freight in the Reno/Sparks metropolitan area.

Transportation System Management (TSM) Policies

TSM measures are technologies, policies and operational techniques that maximize efficiency of the transportation system.

1. Provide signal coordination where needed to optimize traffic flow and minimize overall system delay.

2. Periodically review the use of high occupancy vehicle (HOV) lanes as a congestion relief measure.

3. Provide ramp metering where feasible and warranted.

4. Where feasible, use signal priority setting and/or curb extensions for buses to improve efficiency.

5. Implement rights-of-way primarily dedicated to transit use in the BRT and PTN corridors, where feasible and cost effective.

6. Construct sidewalks and bike lanes in accordance with the RTP bicycle and pedestrian elements whenever roads are constructed, reconstructed or rehabilitated where appropriate.

7. Use incident management techniques to increase safety and improve traffic flow.

8. Continue to explore ways to provide real-time travel information and implement systems to provide this information where feasible and cost effective.

9. Traffic signals shall only be installed where warranted by the standards of the Manual of Uniform Traffic Control Devices (MUTCD) and where they are consistent with the Access Management Plan.

10. Utilize comprehensive roadway guide signage to promote the effective, efficient and safe use of arterials and freeways.

Transportation Demand Management (TDM) Policies

TDM measures are intended to reduce peak-hour auto travel by influencing mode choice and the time of, or need to, travel.

1. Encourage the use of transit financial incentives to increase ridership.

2. Continue to provide passenger amenities such as bus shelters and support services.

3. Continue to implement the region wide ridesharing program in the county.

4. Consider the formation of Transportation Management Associations (TMA) in high employment areas in the county.

5. Investigate the feasibility of third party vanpooling programs and implement where cost effective.

6. Encourage employer-based ridesharing programs.

7. Encourage alternative work schedules for employees as a means to reduce peak-hour vehicle trips.

8. Encourage the use of telecommuting and teleconferencing as a means to reduce vehicle trips.

9. Encourage transit-oriented development (TOD) and/or planned unit development (PUD) with standards and features to promote the use of alternative modes of travel.

10. Seek funding to allow investment in public transit at levels consistent with fulfillment of the RTP.

11. Encourage biking and walking to work to reduce system demand in the peak hours. Promote education for motorists, pedestrians and bicyclists to teach them to safely coexist.

Intelligent Transportation System (ITS) Policies

ITS includes technologies for collecting, processing, disseminating or acting on information in real-time to improve the operation, safety and/or convenience of the transportation system.

1. Continue and expand where feasible the use of advisory radio, variable message signs and roadway weather information to alert motorists to changing traffic conditions.

2. Employ the use of adaptive and special event traffic control to minimize traffic congestion.

3. Implement traffic flow monitoring and incident detection devices as funds allow.

4. Investigate the development of a traffic management center to monitor the transportation system and allow adaptive responses to maintain optimal traffic flows during peak periods, construction detours, transient incidents, accidents and emergencies, etc.

5. Promote the following strategies/technologies to improve transit operations:

    - Traffic signal priority
    - Transit queue jumps
    - Automatic vehicle location (AVL)
    - Real-time bus information
    - Automatic passenger counters
    - Demand responsive transit
    - Electronic fare collection

- Flexible bus stop signage
- Onboard automated announcements
- Personalized trip planning software and kiosks
- Automated train detection

6. ITS investments should be consistent with the Regional ITS Architecture.

Environmental Justice Policies

The Regional Transportation Commission has established the following policies to help achieve the environmental justice goals and objectives as outlined by the federal regulations.

1. Ensure a fair participation early in the planning process by all potentially affected communities, including the low-income and minority populations, in all transportation decision-making process.

2. Ensure that transportation programs and policies do not have disproportionately adverse effects on minority and low income populations in the region.

3. Ensure that transportation programs and policies do not prevent or reduce benefits, and cause significant delays in the receipt of transportation benefits by minority and low income populations in the region.