

CHAPTER 5: VISION, GOALS, OBJECTIVES, AND STRATEGIES

The Policy Element of the Regional Transportation Plan (RTP) includes goals and objectives to guide planning and investment in the region's transportation systems. These goals and objectives are aspirational targets that will align with performance-based strategies consistent with the California Transportation Commission 2024 RTP Guidelines and informed by current State and Federal transportation policies. EDCTC's goals and objectives were developed with input from the RTP Advisory Committee and are intended to address the regional transportation issues identified in Chapter 4, providing guidance for informed planning and programming decisions. Within this chapter, these elements are presented by mode or topic area and are not prioritized.

GOALS, OBJECTIVES, AND STRATEGIES

The goals represent a general set of desired outcomes by which EDCTC, working within a regional framework that includes public citizens, local governments, non-profit organizations, and the business community, helps the region achieve its desired future. These goals reflect the region's transportation needs and priorities, while the objectives represent specific and measurable targets. Strategies are the concrete actions EDCTC will implement to achieve the goals and objectives of the 2045 Regional Transportation Plan.

- **Goals** are general statements outlining the desired transportation future reflecting the region's needs and priorities.
- **Objectives** are specific and quantifiable steps toward the realization of those goals.
- **Strategies** outline the approach to be taken to achieve the goals and objectives.

GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING

Integrate land use, air quality, and public engagement into regional transportation planning and project delivery to better serve the users, enhance the economy, and preserve the environment, quality of life, and community character.

Objective A: Implement a comprehensive work plan which fully integrates regional transportation planning with the diversity of land use, policy, prosperity, community, public health, and environmental factors across the region.

Strategies:

1. Support the implementation of the local jurisdictions' General Plans and encourage performance-based, multi-modal transportation investments that balance growth, infrastructure costs, and quality of life.
2. Prioritize transportation planning efforts that preserve community character, while enhancing recreation, tourism, history, and culture.

3. Coordinate the review of land use proposals and policies to ensure consistency with the current RTP.
4. Facilitate inclusive and far-reaching public engagement at every stage of the planning process.
5. Promote land use planning and community design that minimizes vehicle miles traveled.
6. Encourage active transportation and other multi-modal options for all new, proposed, or infill/mixed land uses.
7. Champion transportation investments that improve safety, access, and opportunities for all- especially for seniors, youth, and those with limited mobility.

Objective B: Support local, state, and regional agencies in ensuring that planned transportation infrastructure meets both current and long-term needs across the region.

Strategies:

1. Assist local jurisdictions in reviewing and assessing the impact of new development proposals on transportation system demand, including increased vehicle miles traveled and LOS impacts.
2. Identify, plan, and deliver necessary transportation improvements ahead of development.
3. Collaborate with local jurisdictions to protect transportation corridors and rights-of-way, supporting improved connectivity and multi-modal capacity- including parallel routes and crossings along US 50.
4. Encourage local jurisdictions to incorporate multi-modal options for high-intensity land use developments.
5. Address diverse transportation needs through equitable, accessible, and context-sensitive choices that preserve community character, history, and culture.

GOAL 2: SUSTAINABLE, ADAPTABLE, RESILIENT

Implement regional transportation investments which provide context sensitive options, embrace emerging technologies, and greatly improve accessibility, adaptability, mobility, and climate emergency preparedness.

Objective A: Prioritize transportation planning and investment that significantly enhance preparedness for severe climate events, improve emergency response, and support regional greenhouse gas reduction.

Strategies:

1. Collaborate with local jurisdictions, Caltrans, and emergency first responders to integrate multi-modal evacuation preparedness into transportation plans, studies, and project designs.
2. Coordinate with local agencies, SACOG, Caltrans, and other partners to prioritize projects that minimize vehicle miles traveled while maximizing access for people and freight movement.
3. Work with El Dorado Transit and local jurisdictions to secure funding for vehicles and facilities required for the transition to zero-emission vehicle fleets.
4. Address the health and safety impacts of transportation plans and projects on both people and the environment.
5. Develop a strategy to integrate zero-emission fueling/charging facilities into the existing transportation system.
6. Collaborate with local jurisdictions to develop transportation solutions that reduce risk and vulnerability for residents in remote, rural, and high fire-risk areas.

Objective B: Plan for and develop effective, innovative transportation solutions that expand mobility options, improve safety and accessibility, and promote long-term resiliency and prosperity for the region.

Strategies:

1. Promote expansion of the existing transit services and support emerging mobility opportunities.
2. Coordinate with local agencies and jurisdictions to enhance mobility awareness and ease of use, including transit routes, micro-transit or other pilot programs, senior services, and active transportation.
3. Ensure that local jurisdictions adopt emerging technologies and integrate smart mobility solutions into infrastructure maintenance, upcoming investments, and long-term plans.

GOAL 3: SURFACE TRANSPORTATION SYSTEM**Optimize the existing highways, streets, and roads to enhance maintenance and operations, provide necessary capacity, and improve safety for all users.**

Objective A: Maintain the existing transportation system at a level that extends its useful life and continues to support the region's current and future transportation needs.

Strategies:

1. Advocate for state, local, and regional agencies to adopt "state of good repair" as a core principle of transportation planning and programming policies.
2. Collaborate with local jurisdictions to identify and prioritize critical at-risk maintenance needs that, if not addressed, jeopardize safety and operational efficiency.
3. Support local jurisdictions in maintaining and implementing pavement management programs that strategically identify and prioritize projects.
4. Incorporate maintenance cost planning into new or expanded transportation infrastructure projects- including transit, streets and roads, and active transportation and recreation elements.
5. Champion innovative transportation improvements to optimize existing corridors between the Tahoe Basin and western County line, thereby better serving interregional travelers, local residents, goods movement, and emergency responders.
6. Coordinate with local jurisdictions, partner agencies, stakeholders, and Caltrans to enhance access to travel time and system condition data, enabling improved route/trip planning, travel-time reliability, and ingress/egress options.

Objective B: Optimize existing transportation facilities to improve safety, preserve community character, improve mobility, and maximize the highest and best use of the system.

Strategies:

1. Work with industry experts and local jurisdictions to identify innovative solutions that eliminate unsafe, poorly performing, or otherwise undesirable conditions on local and regional roadways.
2. Secure funding for and implement these innovative solutions at facilities identified as underperforming.
3. Collaborate with jurisdictions to underground utilities, extend broadband, and address other linear public utility challenges alongside transportation projects whenever feasible.
4. Focus transportation investments on safely providing for vulnerable and at-risk residents while complementing community values, history, and character.
5. Engage with local agencies to plan, design, and construct transportation projects that protect viewsheds, enhance aesthetics, and complement surrounding environs.
6. Coordinate with local jurisdictions to ensure the availability of diverse mobility options for populations including the aging, youth, and mobility-challenged individuals.

GOAL 4: PUBLIC TRANSIT

Promote a safe, welcoming, innovative, sustainable, and reliable public transit system which is accessible to and provides effective transport across the diverse geography of the region.

Objective A: Tailor transit service provision to the unique characteristics of the region's diverse communities.

Strategies:

1. Encourage the development of innovative transit systems that effectively serve non-typical transit users, such as rural residents and recreation/tourism travelers.
2. Collaborate with transit operators within El Dorado County and in surrounding counties to support transit trips for employment, education, medical, tourism, and recreation purposes.
3. Work with local jurisdictions to improve passenger boarding and alighting facilities.
4. Integrate transit facilities into other transportation projects at the local level.

Objective B: Promote a transit system that is responsive to the needs of transit-dependent populations.

Strategies:

1. Update and implement the Coordinated Public Transit– Human Services Transportation Plan in coordination with the El Dorado County Transit Authority (EDCTA) and the Sacramento Area Council of Governments (SACOG).
2. Assist with the ongoing implementation of Americans with Disabilities Act transit initiatives.
3. Promote the provision of discount fares for low-income individuals, seniors, people with disabilities, and students.
4. Collaborate with transit providers and social service transportation providers to enhance or expand transit services to rural and remote areas
5. Work with transit providers and social service providers to better meet the needs of clients, seniors, and aging populations.

GOAL 5: AVIATION

Promote and preserve aviation facilities and services that complement the regional transportation system and support critical emergency response.

Objective A: Foster the operation, preservation, and maintenance of a regional network of public-use general aviation airports.

Strategies:

1. Advocate for the role of the three public-use airports on the west slope of El Dorado County as essential lifeline resources for emergency response and wildfire suppression.
2. Encourage the development of airport facilities and services that meet diverse user requirements, including accommodating various aircraft sizes- from small plane to small jets- and improving appropriate fuel services.
3. Encourage the safe, orderly, and efficient use of airports, airspace, and compatible land uses in alignment with the Airport Land Use Compatibility Plans (ALUCP) for the Placerville, Georgetown, and Cameron Park Airports.
4. Support road system maintenance that adheres to standards facilitating freight movement and emergency services, thereby ensuring robust multi-modal surface transportation connectivity to and from airports.

GOAL 6: ACTIVE TRANSPORTATION

Complete and maintain a safe, convenient, and connected active transportation system for all users.

Objective A: Plan and establish an integrated, safe, and accessible active transportation network that connects urban, suburban, and rural communities across the region.

Strategies:

1. Ensure local jurisdictions maintain current Active Transportation Plans that comply with state policies and reflect the unique needs of their communities.
2. Promote the completion of active transportation networks and facilities, with a focus on closing connectivity gaps between activity centers, transit stops, homes, and other destinations- particularly ensuring seniors have access to transit stops.
3. Collaborate with local jurisdictions to incorporate active transportation elements into all new construction projects and retrofit existing facilities whenever feasible.
4. Secure funding for the development and ongoing maintenance of active transportation facilities.
5. Ensure that all active transportation facilities are ADA compliant to provide access for all users.

Objective B: Support local jurisdictions in providing an active transportation system that prioritizes the health, safety, and well-being of all people as part of a multi-modal transportation network.

Strategies:

1. Encourage local jurisdictions to integrate active transportation elements when implementing maintenance improvements or new developments within the existing roadway network.
2. Promote the identification and enhancement of street crossings wherever possible.
3. Collaborate with local jurisdictions to prioritize design solutions that ensure safe use for all modes and users.
4. Assist local jurisdictions in removing barriers to safe active transportation access to schools.
5. Partner with neighboring jurisdictions and agencies to develop an interregional active transportation network across western El Dorado County and the broader Sacramento region.

GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT

Develop and support an integrated transportation system that incorporates multi-modal corridor management solutions and public awareness of mobility options to limit vehicle miles travelled and maximize throughput.

Objective A: Assist local jurisdictions and partners in developing corridor-based strategies to reduce congestion, support modal choices, and lower vehicle miles traveled.

Strategies:

1. Coordinate with Caltrans and local agencies to explore corridor-based solutions for US 50, including managed lanes, rapid transit, and other travel demand management options for all modes.
2. Collaborate with Caltrans and local agencies to develop a comprehensive plan and designate locations for vehicle and e-bike charging/park-and-ride facilities along major corridors and arterials.
3. Work with Caltrans and local jurisdictions to ensure that safety, climate resiliency, and evacuation preparedness are integral to all new transportation projects and upgrades to existing infrastructure.

4. Pursue full modal integration to offer a “complete trip” solution that includes options for bicycling, walking, transit, and auto travel for employment, education, and other purposes.
5. Promote the use of public transportation as a key transportation control measure to enhance throughput and reduce traffic congestion, vehicle emissions, and overall vehicle miles traveled.

Objective B: Support advancement of Transportation Demand Management (TDM) in a manner which reflects the regional needs and remains aligned with best practices.

Strategies:

1. Encourage local jurisdictions to incorporate multi-modal transit options and slow street network facilities when planning for intensive land uses, mixed-use developments, and infill projects.
2. Promote the use of school bus transportation, ridesharing programs, and active transportation modes.
3. Continue the implementation of the Freeway Service Patrol program along US 50 in El Dorado County.
4. Collaborate with local jurisdictions and Caltrans to deploy Intelligent Transportation System (ITS) elements along primary travel corridors that communicate directly and in real time to the local network.
5. Utilize emerging technologies for traveler information dissemination to keep travelers informed during peak seasonal periods, high tourism and recreation times, and evacuation events.

GOAL 8: REGIONAL EQUITY AND COLLABORATION

Engage in inclusive regional transportation planning advancing equity through meaningful transportation investments to empower the historically underserved

Objective A: Increase commitment, depth, and specificity of engagement with traditionally underrepresented and underserved populations in future updates to the Public Participation Plan and other guidance documents by using an equity-focused approach.

Strategies:

1. Identify, designate, and prioritize areas with higher concentrations of underrepresented, underserved, mobility-challenged, and otherwise vulnerable residents.
2. Target place-based engagement efforts in these equity focus areas where these populations live, work, and play.
3. Reduce language and access barriers by providing translated materials for public review.
4. Establish and ratify advisory committees, stakeholder groups, and other structured engagement bodies that include representation from all underserved and underrepresented communities.
5. Engage with community-based organizations, advocates, and social services agencies to recruit and encourage participation in planning events, committees, and broader engagement efforts.