SR 89 Recreation Corridor Management Plan

Governing Board – Agenda Item No. IX.A

TAHOE REGIONAL PLANNING AGENCY | TAHOE TRANSPORTATION DISTRICT | US FOREST SERVICE


TOW - AWAY
NO
STOPPING
ANY
TIME


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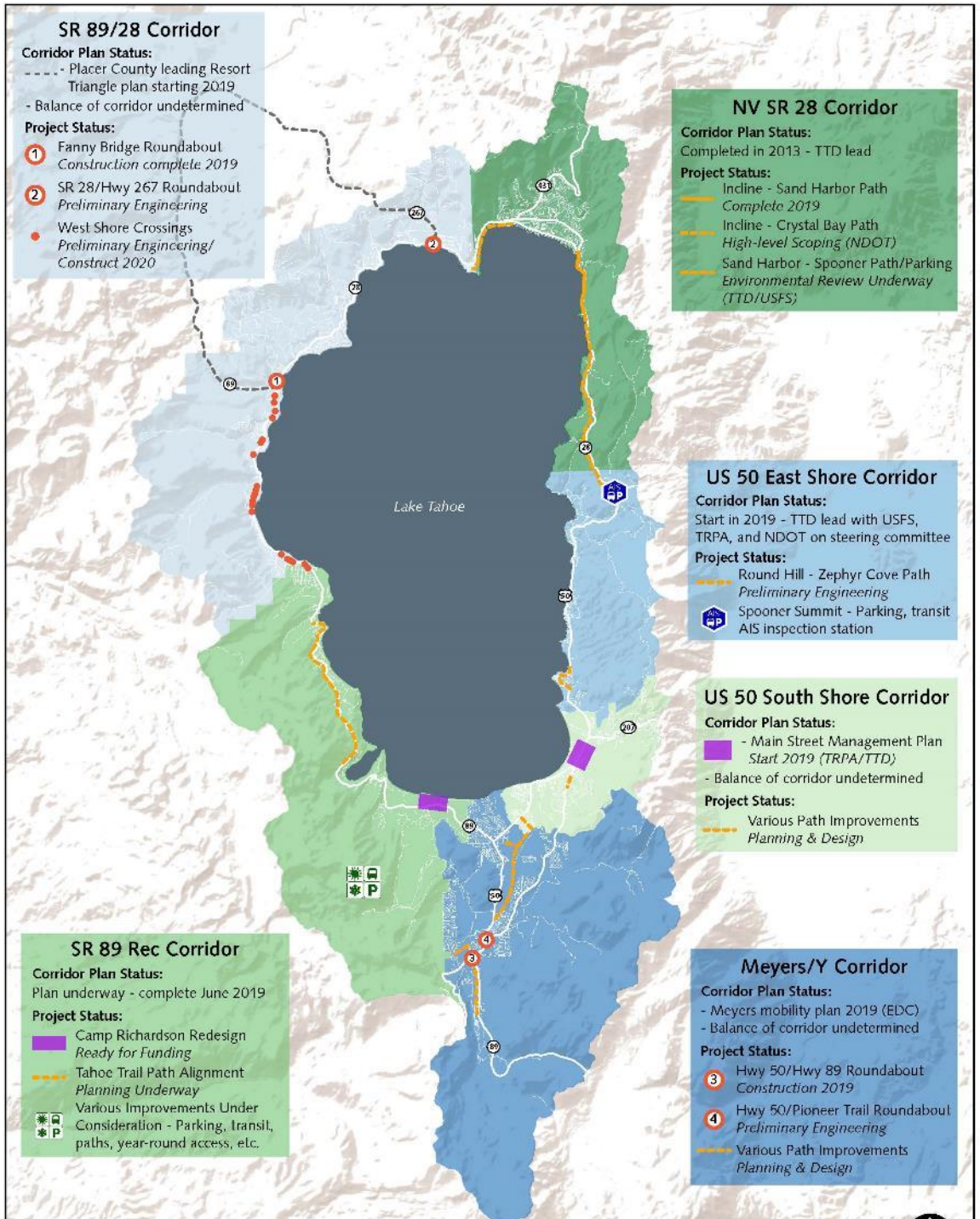
7WQC012



Corridor Planning Framework

- **2013: SR 28 Corridor Plan**
  - ✔ Provided a Great Model
- **2017: Corridor Connection Plan**
  - ✔ Provided launching pad to accelerate planning
- **2018: Bi-State Consultation**
- **2019: SR 89 Corridor Plan**
  - ✔ Enhanced connection between transportation and sustainable recreation

SR 89 Steering Committee

SR 89 Consultant Team

DESIGN WORKSHOP | LSC | ORCA
| KAREN MULLEN-EHLY |
FEHR & PEERS

Involvement Framework

Policy Development

- Bi-State Corridor Planning Group
- TIE Steering Committee

Plan Development

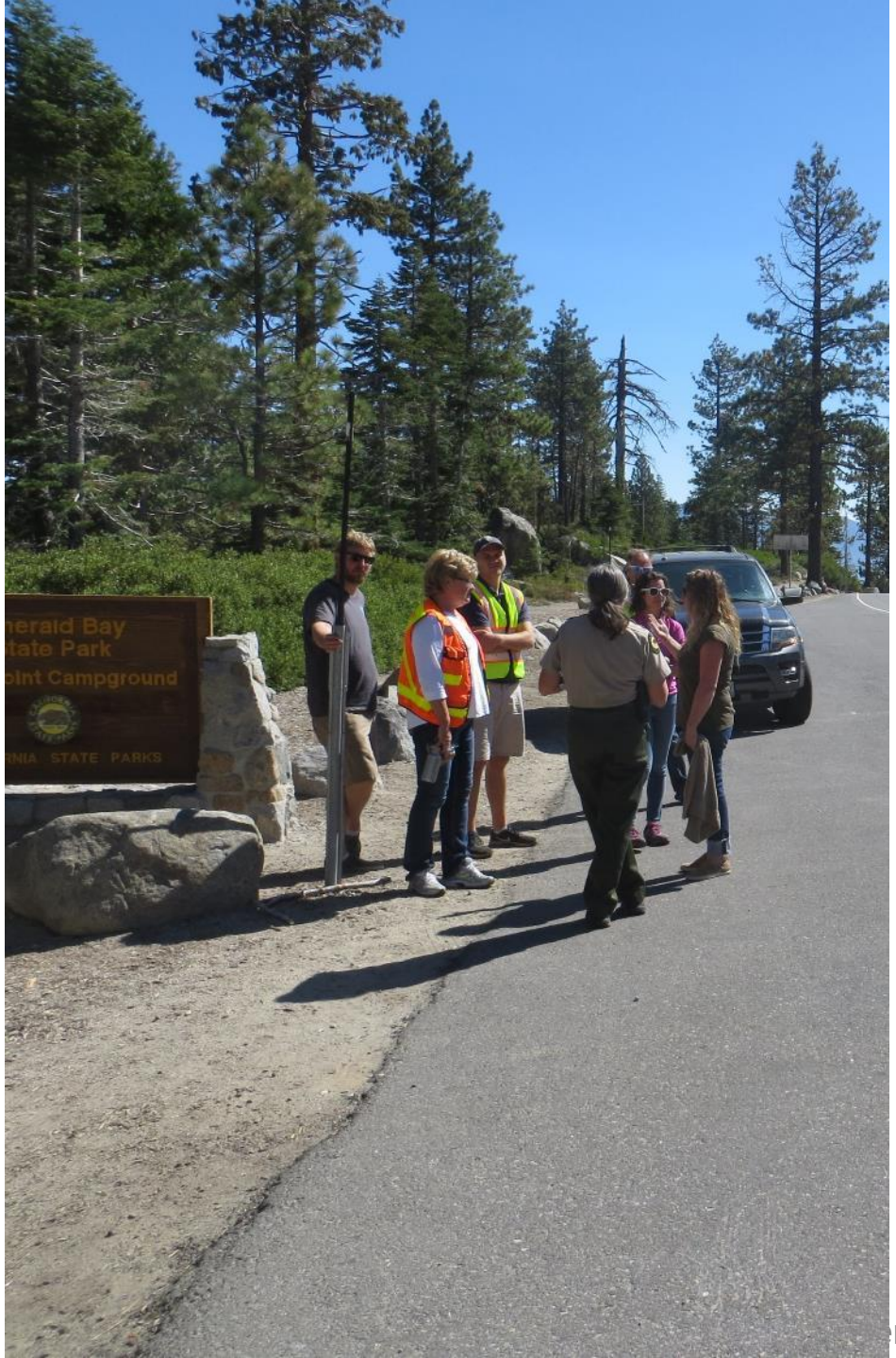
- Project Steering Committee
- Project Development Team
- Sustainable Recreation Working Group

Outreach and Stakeholder Input

- Focus Groups
- Surveys
- Stakeholder Workshops
- Public Outreach
- Engagement with private sector and HOAs

Outreach

- 15 days of data collection
- 8 stakeholder group meetings
- 5 project development team meetings
- 7 one-on-one partner meetings
- 6 HOA Presentations
- 1 online survey (1,300+ responses)
- 2 open houses (90+ people)
- 1 webinar (162 live viewers)
- 950+ emails on project update list
- Thousands of comments and questions received



Key Issues

Demand has exceeded infrastructure which impacts transportation and visitor experience

- Impacts to visitor experience
- Safety Concerns
- Increased Environmental Disturbance and Run-off
- Congestion and Traffic

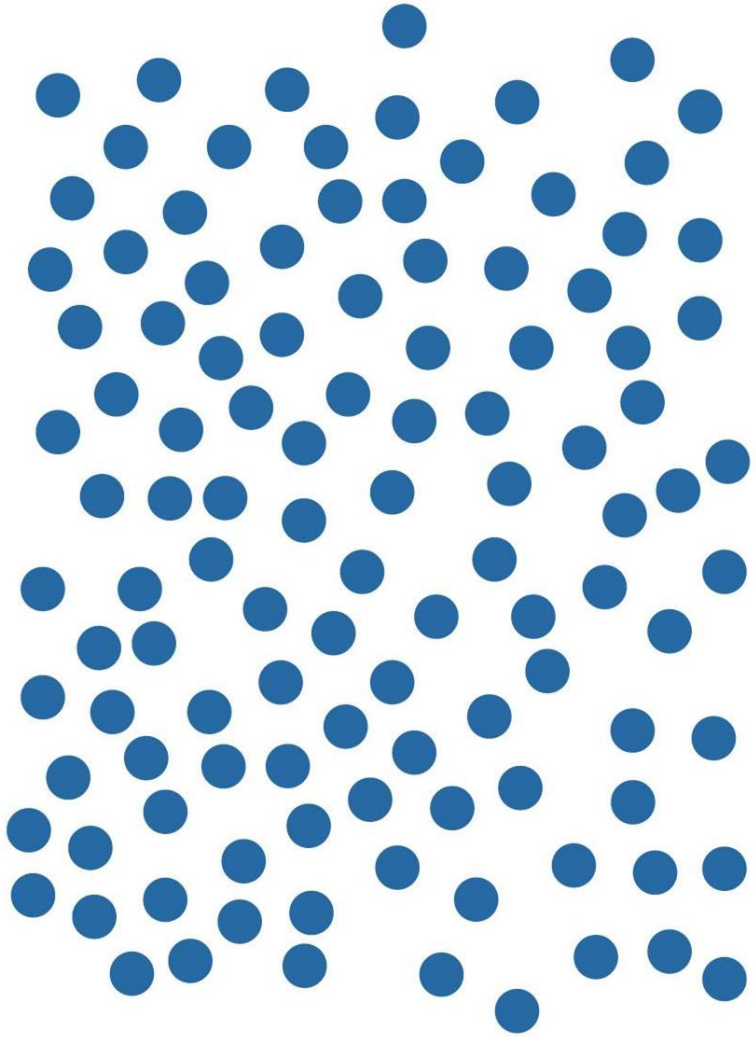
The Vision

A Balanced and Managed Multi-Modal Corridor

Desired Conditions

Concepts to Strategies

CONCEPTS GENERATED BY STAKEHOLDERS & COMMUNITY INPUT



TESTED AGAINST GOALS

CORRIDOR-WIDE TOOLS & STRATEGIES

TRANSIT & SHUTTLE SERVICES

- Create recreation route shuttle
- Develop express route
- Frequent and convenient
- Focus on shifting visitor behavior in the Pope to Baldwin and Emerald Bay Segments

PARKING MANAGEMENT & ENFORCEMENT

- Restrict and improve ability to enforce no roadside parking
- Leverage paid parking to fund transit
- Utilize strategies such as reservations, congestion-based pricing, time limits, & progressive pricing
- Provide access to parking lots year-round

TECHNOLOGY SYSTEMS & INFORMATION ACCESS

- Provide real-time travel information
- Coordinate with regional and local marketing for trip planning
- Create a sense of entry to the corridor
- Provide a consistent and coordinated approach to parking management

ACTIVE TRANSPORTATION

- Connect Tahoe Trail from Spring Creek Road to Meeks Bay
- Increase biking to recreation destinations
- Reduce congestion from pedestrian crossings
- Minimize at-grade pedestrian and bike crossings

INFRASTRUCTURE IMPROVEMENTS

- Address road design and operations to facilitate year-round access through Emerald Bay
- Improve technology infrastructure
- Improve wildlife crossings and address
- Provide emergency pull-offs
- Improve emergency response access facilities
- Improve Fallen Leaf Lake Road

INTERCONNECTED STRATEGIES

Mobility Alternatives Evaluated

Auto Dominant
93% 7% 0%

Plan Ahead Visitor
45% 8% 47%

Savvy Visitor
29% 10% 61%

Car Free
0% 10% 90%

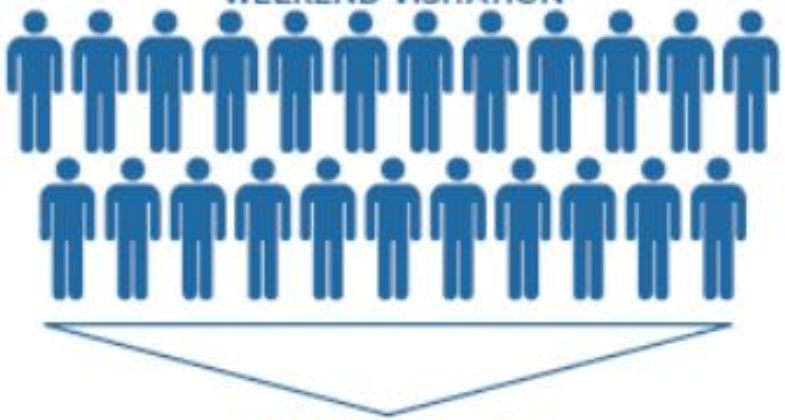
Bus Routes Evaluated:

- SnoPark or the Y to Emerald Bay
- Stateline to Emerald Bay
- Sugar Pine Point State Park to Emerald Bay

2018 Busy Summer Day Baseline

EMERALD BAY SEGMENT

2018 AVERAGE PEAK
WEEKEND VISITATION



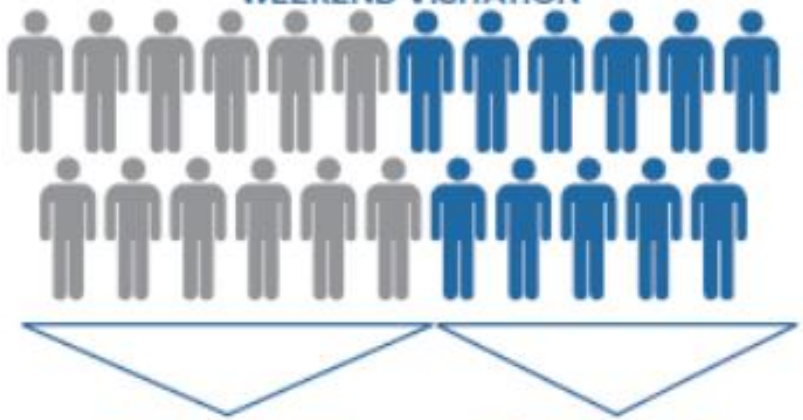
Shift Visitor Behavior

TOTAL VISITATION IN EMERALD BAY
16,180 PERSONS PER AVERAGE SUMMER DAY

10,653 HIGH POTENTIAL TO SHIFT TO MULTI-MODAL

POPE TO BALDWIN SEGMENT

2018 AVERAGE PEAK
WEEKEND VISITATION



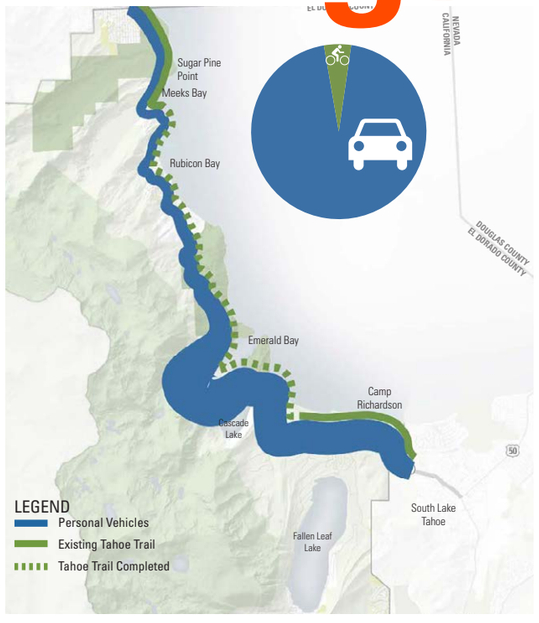
Continued Use of
Existing Parking Lots

Shift Behavior of
44% of Visitors

TOTAL VISITATION IN POPE TO BALDWIN AREA
5,920 PERSONS PER AVERAGE SUMMER DAY

2,262 PARK ALONG THE ROADSIDES (44%) AND COULD BE SHIFTED TO MULTI-MODAL

Findings from Alternatives



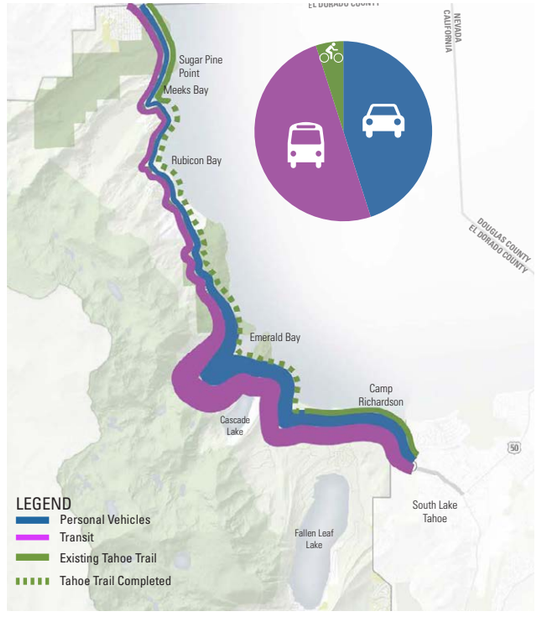
How People Would Arrive in the Summer

93% 7% 0%

Tahoe Trail Completed | Through Traffic Allowed | Roadside Parking Relocated

Assessment

Requires construction of large parking lots within the corridor and near Emerald Bay and does not meet corridor goals to reduce the number of cars driving to Emerald Bay



How People Would Arrive in the Summer

45% 8% 47%

Tahoe Trail Completed | Through Traffic Allowed | Roadside Parking Relocated

Number of Buses & Costs

2035 Projected Visitation

Fleet Size	*Fleet with Spares*	*Projected Fleet Costs*	*Projected Annual Operating Costs*
19	**26**	$10,260,000	$3,675,200

A bus every 5-10 minutes from SnoPark to Emerald Bay

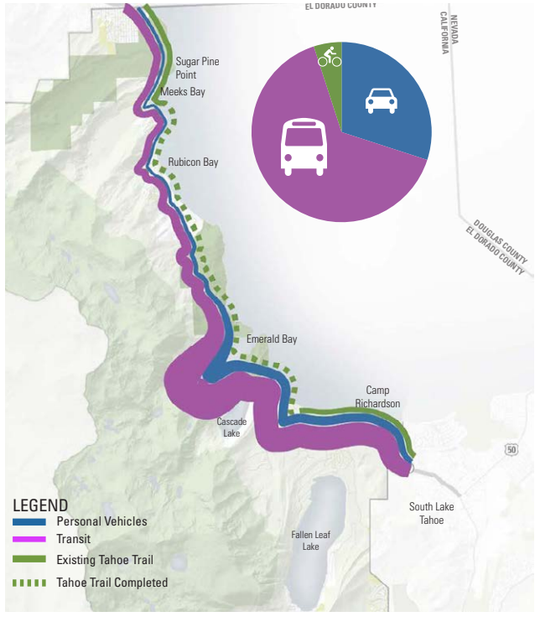
2045 Projected Visitation

Fleet Size	*Fleet with Spares*	*Projected Fleet Costs*	*Projected Annual Operating Costs*
48	**65**	$25,920,000	$12,043,711

A bus every3-5 minutes from the Y to Emerald Bay + a bus every 10 minutes from Stateline to Emerald Bay

Assessment

Fleet size and operational costs are high for long term consideration – could evaluate with reservation system and minimum



How People Would Arrive in the Summer

29% 10% 61%

Tahoe Trail Completed | Through Traffic Allowed | Roadside Parking Relocated

Number of Buses & Costs

2035 Projected Visitation

Fleet Size	*Fleet with Spares*	*Projected Fleet Costs*	*Projected Annual Operating Costs*
25	**34**	$13,500,000	$4,137,200

A bus every 5 minutes from SnoPark to Emerald Bay

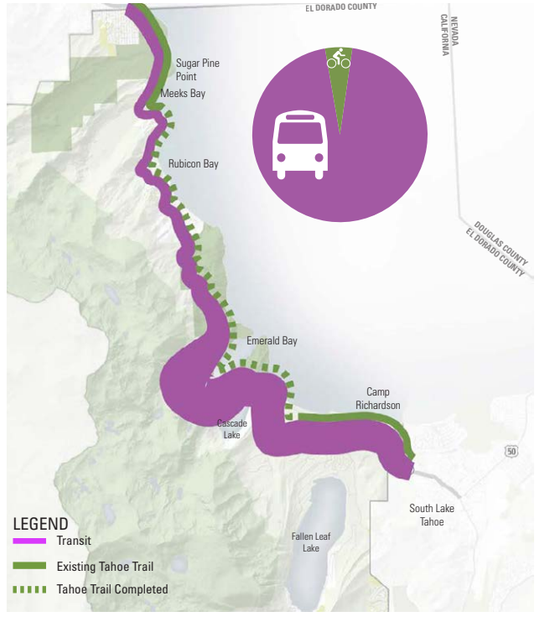
2045 Projected Visitation

Fleet Size	*Fleet with Spares*	*Projected Fleet Costs*	*Projected Annual Operating Costs*
67	**90**	$36,180,000	$13,698,273

A bus every 2-4 minutes from the Y to Emerald Bay + a bus every 5-10 minutes from Stateline to Emerald Bay

Assessment

Moves toward a vision for car free experience, but the fleet size and costs are unsustainable



How People Would Arrive in the Summer

0% 10% 90%

Tahoe Trail Completed | Through Traffic Allowed | Roadside Parking Relocated

Number of Buses & Costs

2035 Projected Visitation

Fleet Size	*Fleet with Spares*	*Projected Fleet Costs*	*Projected Annual Operating Costs*
38	**51**	$20,520,000	$4,959,200

A bus every 3-7 minutes from SnoPark to Emerald Bay

2045 Projected Visitation

Fleet Size	*Fleet with Spares*	*Projected Fleet Costs*	*Projected Annual Operating Costs*
92	**124**	$49,680,000	$16,474,571

A bus every 2-3 minutes from the Y to Emerald Bay + a bus every 3 minutes from Stateline to Emerald Bay

Assessment

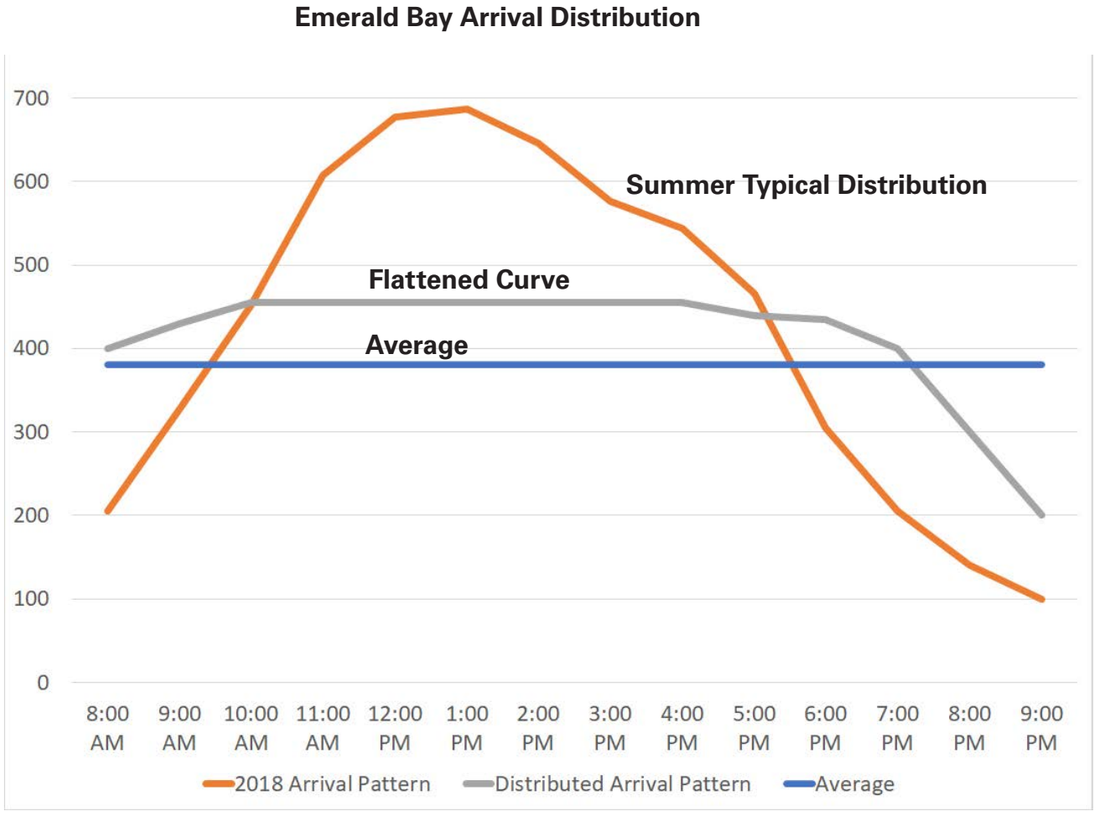
Achieves a vision for car free experience, but the fleet size and costs are unsustainable

Multiple Strategies

Muir Woods Precedent for Use of Reservations

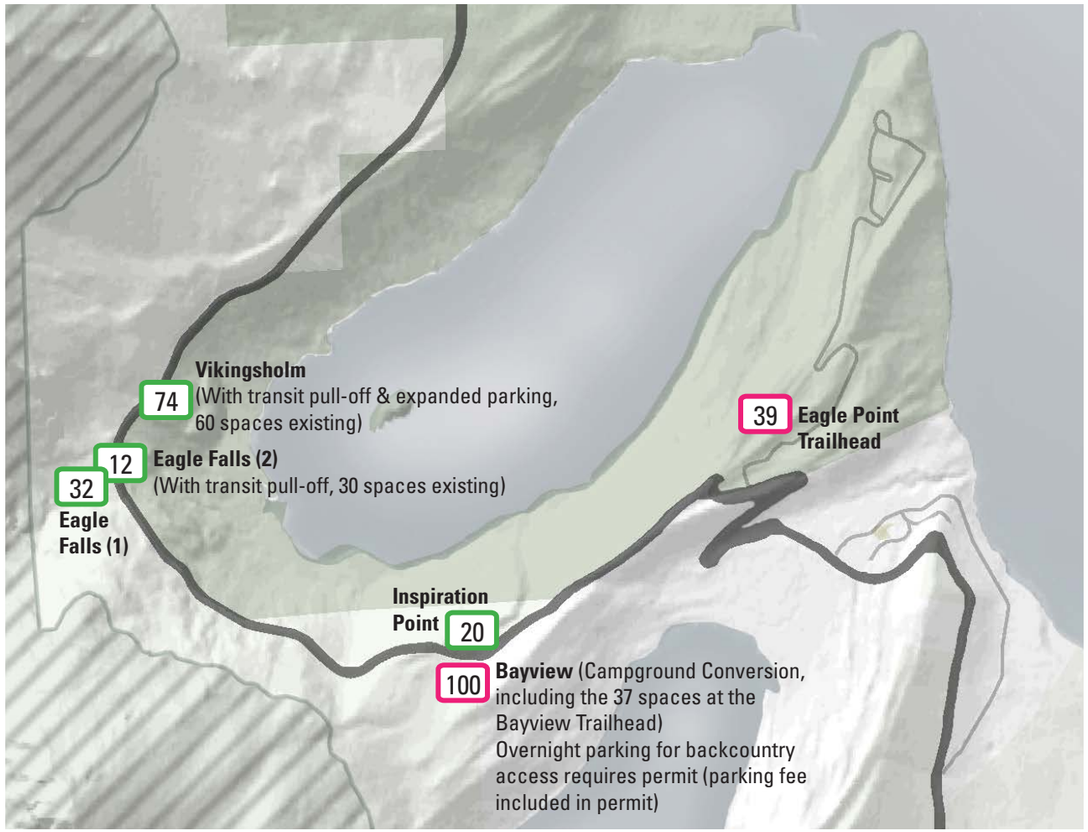
Average is 45% of peak – Muir Woods planned for 45% to 50% reduced peak by moving to reservations

Planning Assumption: Spread Distribution within 20% of the Average (a 35% Reduction from the Peak)



Griffith Observatory Precedent for Peak/ Congestion Pricing at Parking Locations

Parking Strategies at Emerald Bay



Vista Parking
- 30-minute metered parking
- Rates to increase after 30 minutes to encourage turnover
- No overnight parking

Corridor Parking
- Metered, congestion-priced
- Charge year-round
- Overnight parking requires permit (parking fee included in permit)

Building the Framework - 1st Phase

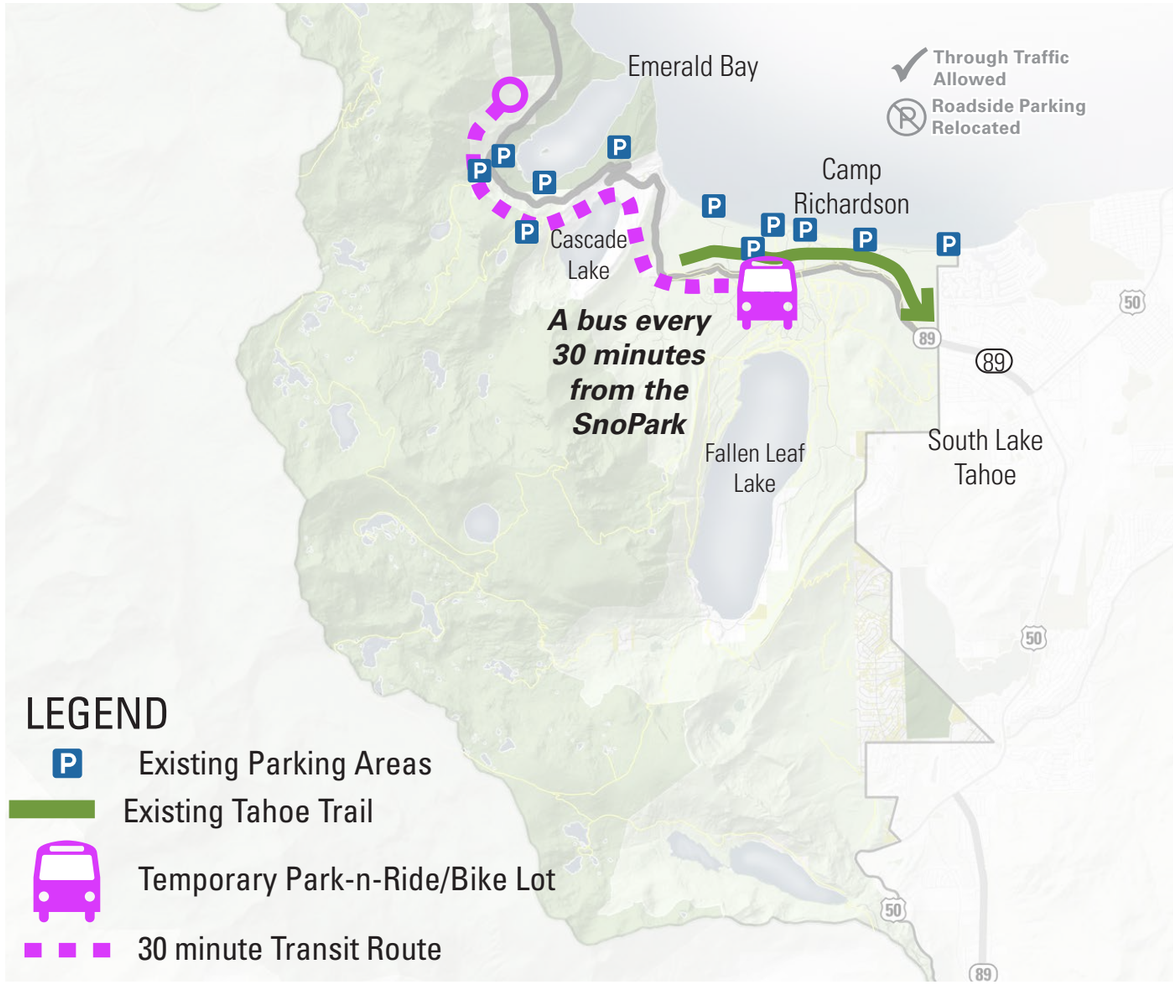
7,500 fewer cars in **Emerald Bay** every summer month

How People Arrive to Emerald Bay in the Summer[1]

15% 0% 85%

Through Traffic Allowed

Roadside Parking Relocated



Transit Service

Bus Routes

- SnoPark to Emerald Bay every 30 minutes

Fleet Size	*Fleet with Spares*	*Projected Fleet Costs*[2]	*Projected Annual Operating Costs*
2	**3**	$1,000,000	$636,000

Building the Framework - 2nd Phase

25,400 fewer cars in the **Corridor** every summer month

How People Arrive to the Corridor in the Summer[1]

29%	3.5%	1.5%	66%

Through Traffic Allowed

Roadside Parking Relocated

Transit Service

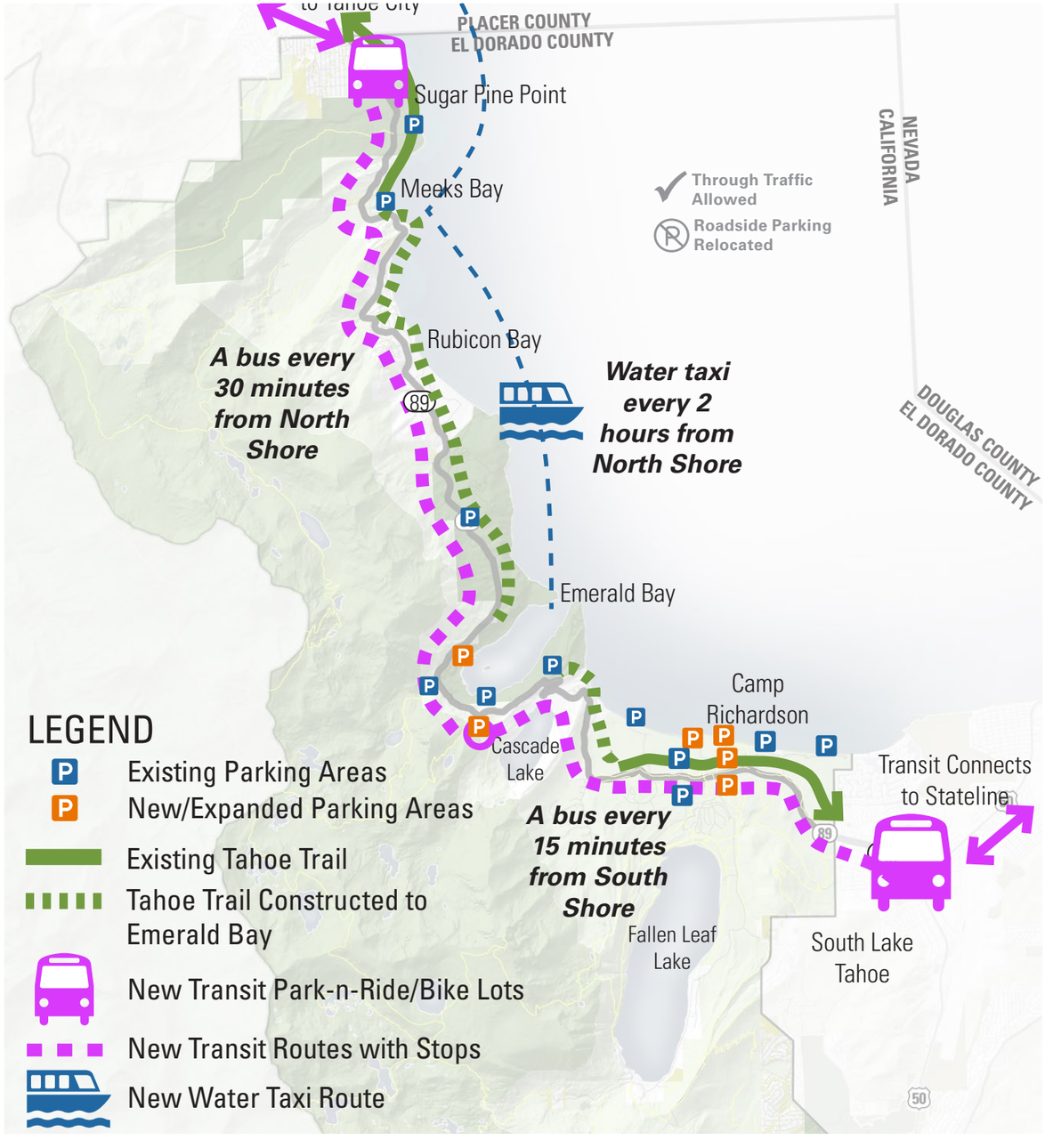
Bus Routes

- Y to Emerald Bay every 15 minutes
- Sugar Pine to Emerald Bay every 30 minutes

Water Taxi Routes

- North Shore: 1 boats running every 2 hours from 10:30-6:30 (from Homewood or Sugar Pine Point State Park to Emerald Bay)

Fleet Size	*Fleet with Spares*	*Water Taxis*	*Projected Fleet Costs[2]*	*Projected Annual Operating Costs*
7	**9**	**1**	$9,500,000	$2,444,000



Building the Framework - Final Phase

37,400 fewer cars in the **Corridor** every summer month

How People Arrive to the Corridor in the Summer[1]

44%	10%	5%	41%

Tahoe Trail Completed ✓ Through Traffic Allowed ✓ Roadside Parking Relocated Ⓡ

Transit Service

Bus Routes

- Y to Emerald Bay every 15 minutes
- Sugar Pine to Emerald Bay every 15 minutes

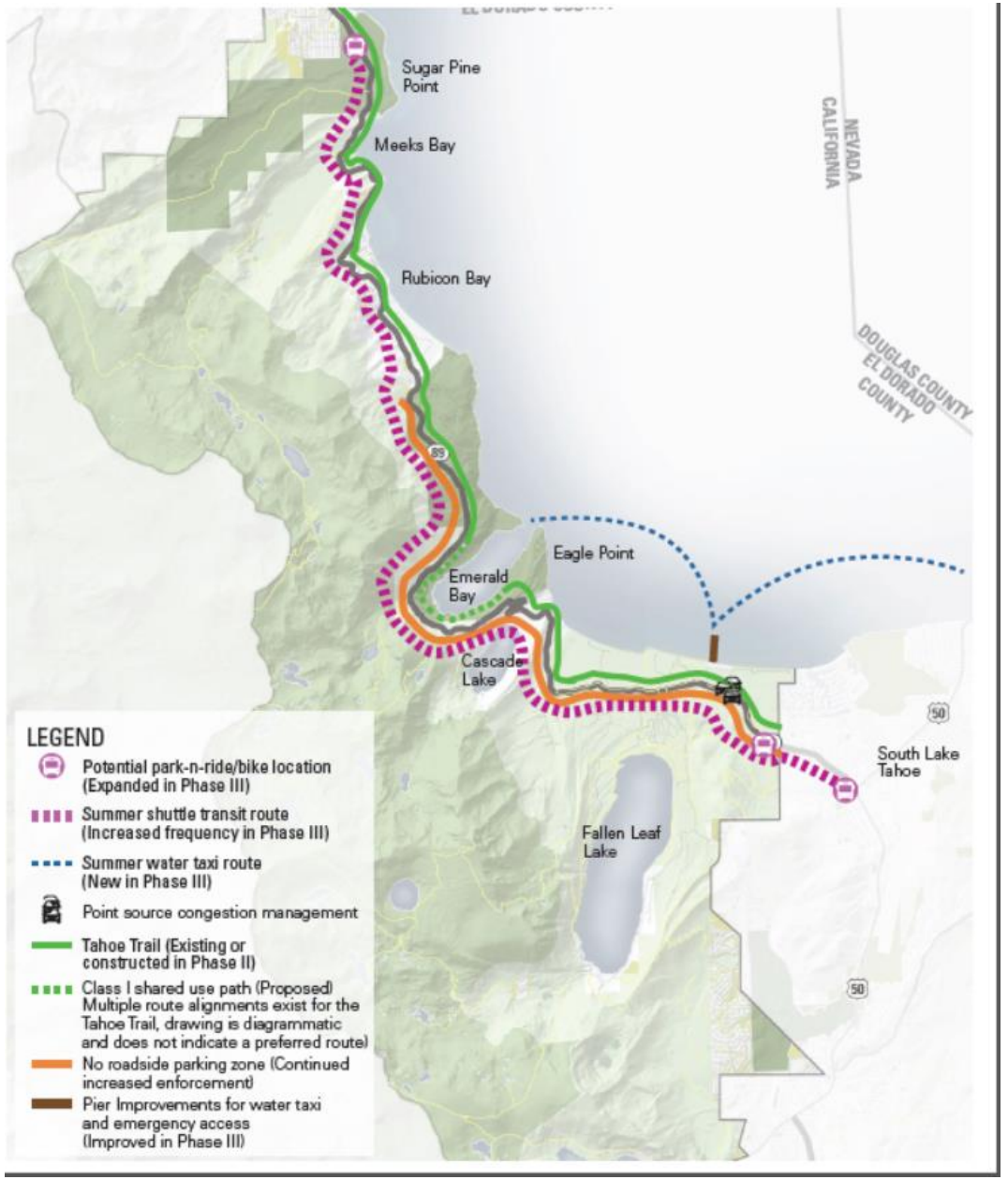
Water Taxi Routes

- South Shore: 2 boats running hourly from 10:30-6:30
- North Shore: 1 boats running every 2 hours from 10:30-6:30 (from Homewood or Sugar Pine Point State Park to Emerald Bay)

Fleet Size	*Fleet with Spares*	*Water Taxis*	*Projected Fleet Costs*[2]	*Projected Annual Operating Costs*
9	**12**	**3**	$13,500,000	$3,193,200

Corridor-Wide Recommendations

- Coordinated management approach
- Tahoe Trail
- Highway Right of way
- Winter and off-season access
- Technology Infrastructure
- Increased operational resources



Corridor Project Management Team

LINKING TAHOE
REGIONAL TRANSPORTATION PLAN

TAHOE REGIONAL PLANNING AGENCY | lake tahoe

FINAL
April 2017

TAHOE REGIONAL PLANNING AGENCY

SR-89 Corridor Management Plan

Administrative Draft
June 2020

Next Steps

Draft Corridor Plan
- Available now at www.trpa.org/sr-89

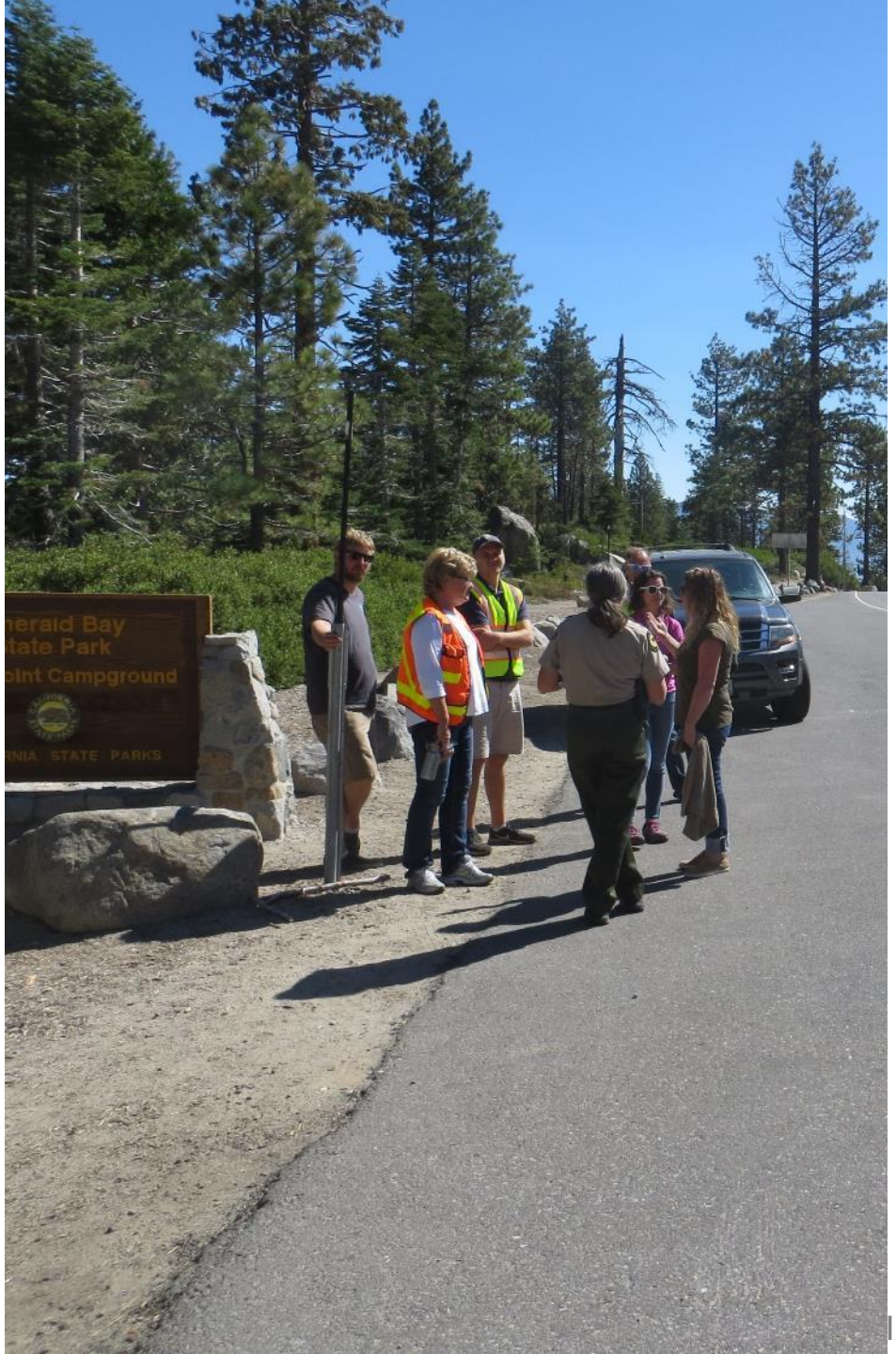
Partner Board Presentations

Stakeholder Engagement

Public Webinars (Sign up at www.trpa.org/sr-89)
- Monday, August 10 Noon to 1:30pm
- Monday, September 21 Noon to 1:30pm

HOAs, boards, groups, clubs, etc.
- Email dmiddlebrook@trpa.org to request a presentation

Final Corridor Plan
- Available week of September 14-18



QUESTIONS

Governing Board – Agenda Item
No. IX.A