

SR 89 Recreation Corridor Management Plan

PDT Meeting #4



DESIGN WORKSHOP | LSC | ORCA | KAREN MULLEN-EHLY | NELSON/NYGAARD

August 12, 2019

schedule

- **Transit Alternatives** **September 2019**
- **Alternatives Document:** **September 2019**
- **Admin Draft for PDT Review:** **October 2019**

vision

Provide a safe and seamless travel experience that **inspires every visitor and resident to walk, bike, or use transit** to access the corridor's diverse recreation offerings to better **manage congestion, enhance environmental resiliency, and allow people to focus on enjoying the special nature of Lake Tahoe's southwest shoreline.**

what we're trying to achieve

Goals



roles & responsibilities

- SR 28 Example
- Identify “who does what best”
- Not a commitment to do the activities
- Identify who should be involved in future maintenance and operations discussions

Table 15: Proposed Operations & Maintenance Responsibilities (may be focused around individual agency lands)

Task	NDOT	State Parks	USFS	Washoe County	TTD	Vendor
Parking Lots						
Parking Meter Maintenance	To be discussed by the Management Team as CMP implementation moves forward.					
Meter Collection/Administration						
Sweeping	X	Staff only		X		
Garbage Pickup		X	X			X
Litter Patrol	X	X	X	X		
Regulatory Sign Replacement	X	X (in park)	X			
Visitor Signage	X	X	X	X		
Vista, Transit Stops, & Emergency Turnouts						
Sweeping	X	Staff only	Vistas	X		
Garbage Pickup		X	Vistas			X
Litter Patrol	X	X	Vistas	X		
Restroom Cleaning		X	Vistas			X
Graffiti Removal	X	X	Vistas	X		
Regulatory Sign Replacement	X	X (in park)				
Visitor/Wayfinding/Interpretive Signage	X	X	X	X		
Snow Removal	X			X		
Scenic Byway Brochures	Funding Only			X	X	

roles & responsibilities

POTENTIAL CATEGORIES (FROM SR 89)

- ***Parking Lots***
 - Operation/management of payment system
 - Sweeping
 - Garbage pickup
 - Regulatory sign replacement
 - Visitor signage
- ***Vista, Transit Stops, & Emergency Turnouts***
 - Sweeping
 - Garbage pickup
 - Restroom cleaning
 - Graffiti Removal
 - Regulatory sign replacement
 - Visitor/wayfinding signage
 - Snow removal
 - Brochures
- ***Tahoe Trail***
 - Sweeping
 - Litter patrol
 - Regulatory sign replacement
 - Interpretive signage
- ***Authorized Trails***
 - Routine tread maintenance
- Visitor signage
- Litter patrol
- Monitoring unauthorized trails
- ***Transit***
 - Transit funding
 - Bus operation
 - Kiosk maintenance
 - Brochure
 - DMS messaging
 - Public information
 - Mobility Hub litter patrol
- ***Capital Infrastructure Maintenance***
 - Bus replacement
 - Parking lot striping, sealing, etc.
 - Bike lane sealing, overlay, etc.
 - Tahoe Trail sealing, overlay, etc.
 - Pull-offs & transit sealing, overlay, etc.
 - Bridge inspections
 - Interpretive sign replacement
 - Bear proof can replacement
 - Recreation Corridor gateway signage

roles & responsibilities

DISCUSSION

- What types of operation/management/maintenance activities are your organization currently performing in the corridor? Where?
- What activities are your organization best at performing?
- What are the needs and opportunities?

metrics | consider what we want to achieve and how we might measure

- Example from SR 38

Metric	Baseline Data	Target Goal	Progress Update	Responsible Agency	Method	Value
TRANSPORTATION – ALTERNATIVE TRANSPORTATION SYSTEMS						
60% of surveyed ESE rider go to intercept lot first	N/A	60% of users surveyed		TTD	Survey Card on ESE every 4 years	Reduces VMT and improves air quality as motorists don't travel to a parking lot and then turn around to access transit.
Manage number of passenger trips per hour to spread demand throughout the day	N/A	TBD (normalize bell curve of demand)		TTD	Calculated via fare box	Can be used to determine peak times so if you want to shift demand via fare decrease you have benchmark.
Monitor number of passengers picked up at each stop to maintain appropriate visitor use levels	N/A	Varies per stop		TTD	Calculated via fare box	Can be used to indicate % of total passenger at each location to compare to capacity for each location.
Increase the number of people who bike, walk, or take transit to a trailhead	N/A	TBD. Coordinate with TMPO		TCORP/TRPA	Integrate with TCORP survey Q: Did you drive walk or bike to trail today & zip code	Can be used to look at shift in auto to alternative modes of transportation in basin
Increase the number of people biking or walking for destination transportation		TBD. Coordinate with TMPO		TCORP/TRPA	Infrared counters for two week period in July or Aug to coincide with TCORP survey.	Can be used to determine ROI and check trends in demand and is part of TRPA threshold attainment surveys.
Increase transit stops to recreation sites	2012/2013: ESE Pilot Program to Sand Harbor	2023: 7 transit stops	Pilot Program 2 transit stops	TTD TRPA	Count number of transit stops to recreation sites, including intercept lots	Helps to attain connectivity to recreation sites a TRPA Threshold.
Regional connectivity to TART, Reno, Carson/Douglas		Connections established and number of trips per day			Review of available transit options.	Helps to identify regional connectivity to the east shore transit system
USER EXPERIENCE & AESTHETICS						
Relocation of all shoulder parking along east shore	2011: 593 shoulder-parked vehicles at peak overall demand	2023: 593 spaces relocated	2012: 152 spaces relocated	NDSP USFS TTD NDOT	As No Parking Zone expands, the number of cars relocated.	Relocation of shoulder parking improves safety for motorist, bikes and pedestrians.
90% of surveyed visitors who are at the beaches and coves rated the "type of their expected experience" to be comparable to their "actual experience"	N/A	90% of users surveyed		TRPA USFS NDSP	TRPA survey every 5 years USFS survey every 5 years (National Visitor Use Monitoring has general basin-wide information)	Indication that the different experiences expected for Sand Harbor and the coves quality remains similar to 2013 conditions. TRPA threshold.
90% of surveyed visitors who are at the beaches and coves rated their experience as good to excellent	N/A	90% of users surveyed		TRPA USFS NDSP	TRPA survey every 5 years USFS survey every 5 years (National Visitor Use Monitoring has general basin-wide information)	Indication that a quality visitor experience remains high. TRPA threshold.
90% of surveyed ESE riders rate experience as good to excellent	2011: Good to excellent rating	2023: Good to excellent rating		TTD	Survey card on ESE every 4 years	Indication that visitor experience remain at a high level. TRPA threshold.
Visitor Viewpoints, kiosks, interpretive centers, interpretive signage improved	2011: 1 vista point	2023: 12 vista points		NDOT NDSP USFS Washoe	Number of viewpoints, kiosks, interpretive signs, interpretive center constructed.	Construction of vista points will help to attain a quality visitor experience and designate appropriate areas for travelers to temporarily pull-off the highway.
Connectivity of parking, trails and recreation sites along east shore	2011: 0 miles connected	2023: 10.5 miles connected		USFS TTD NDSP	Number of trail miles built that connect facilities.	Improves safety and promotes biking and walking to destinations.
Miles of authorized trails with connectivity to other recreation amenities or linking communities	2011: Lakeshore Boulevard connection	2023: 14 miles of trail connectivity		TRPA USFS NDSP Washoe	Number of miles of trail constructed. USFS Access & Travel Management Plans	Expands/maintains a high quality visitor recreation experience.

metrics | consider what we want to achieve and how we might measure

SR 28 Corridor Management Plan Monitoring Program Tracking Sheet

Metric	Baseline Data	Target Goal	Progress Update	Responsible Agency	Method
PUBLIC SAFETY					
Create 27 signed, emergency turnouts.	2011: 0 signed turnouts	2023: 27 signed turnouts		NDOT	Number of turnouts implemented.
90% reduction in shoulder parking tickets after no parking zone is established	2011: ##	2023: ##		NHP NDSP Washoe	Total tickets per year illegally parked
Zero Fatalities	2011: 2 fatalities	0 fatalities annually		NDOT	NDOT data
Reduce collisions of cyclists & pedestrians with & without vehicle involvement by 30%	N/A	N/A		NDOT NDP NLTFPD	NDOT RSA every 4 years NHP data NLTFPD data
Reduce rear end and drifting incidents by 50%	2011: 175 incidents	2023: 88 incidents		NDOT	NDOT RSA every 4 years
TRANSPORTATION – HIGHWAY OPERATIONS					
Bike lanes or widened shoulders	2011: 0 miles	2023: 10 miles of bike lanes or signed and widened shoulders. Minimum of 5.5 miles of uphill bike lanes with corresponding downhill sharrow in steep sections.		NDOT	Number of miles striped by NDOT
Extend no parking zone to full length of corridor	2011: 3 miles of no parking zones	2023: 10 miles of no parking zone		NDOT TTD USFS NDSP	Amount of shoulder parking occurring
Implement NDOT RSA pedestrian crossing improvements.	2011: Pedestrian crossing improvements needed in Incline Village	Implementation of improvements.		NDOT	Implementation of improvements.
Reduce queue at Sand Harbor entry to less than 1 minute delay on SR 28.	2011: Vehicles entering park back-up onto highway with wait time exceeding 20 minutes	2023: Vehicles queue within park and do not back-up onto highway		NDSP	NDSP

metrics | consider what we want to achieve and how we might measure

Steering Committee to Discuss & Provide Draft Metrics for PDT Review

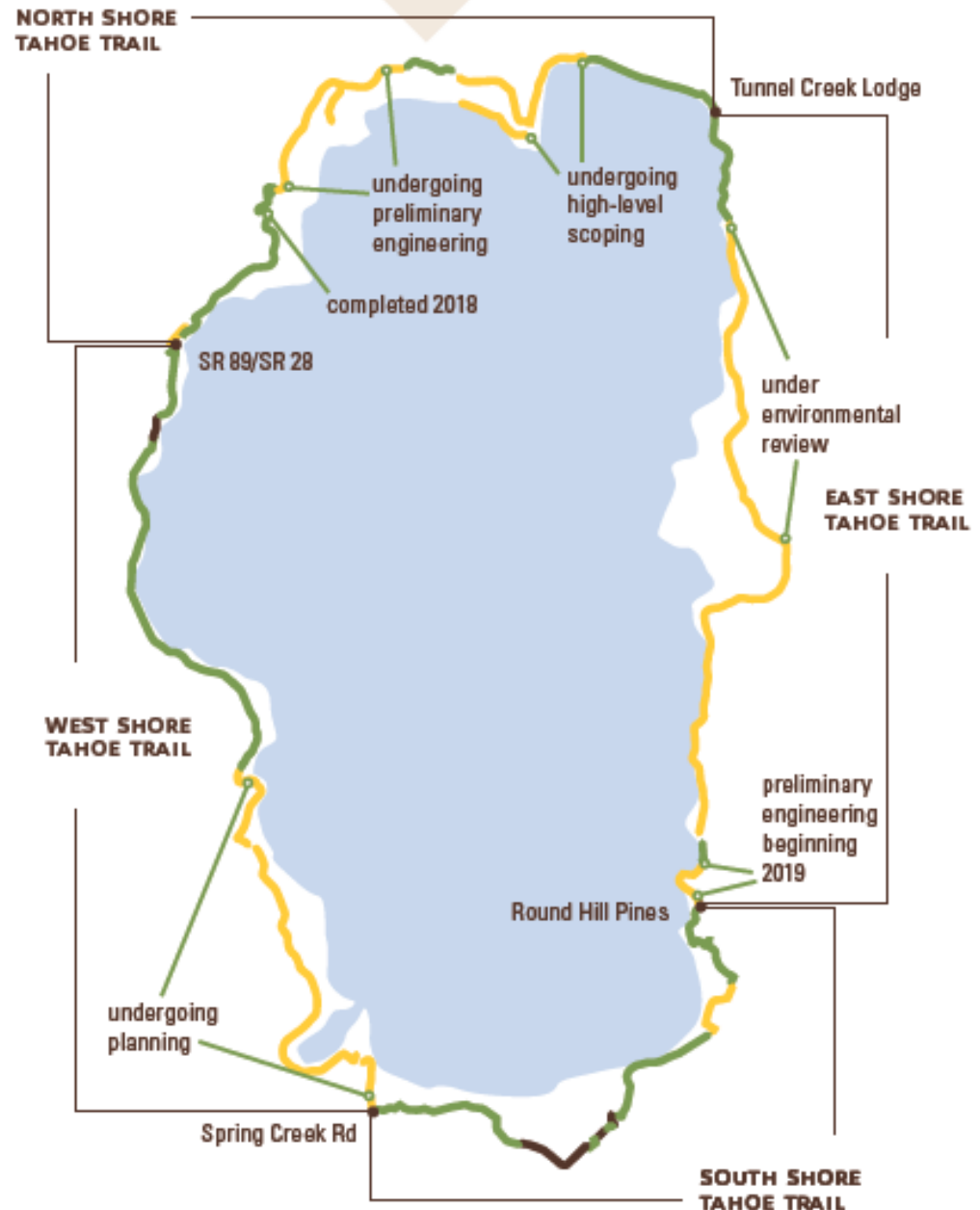
- PDT Input Today
 - What's Currently Being Measured?
- Desires Previously Discussed
 - Improved visitor experience
 - Less cars
 - Managed congestion
 - Improved safety
 - Reduce sediment loading (erosion from roadside parking)
 - Not additional visitation (maintain existing access)
 - Create turnover (vehicle) (more solution, not goal)
 - Allow for the different recreation experiences



project updates | tahoe trail



THE TAHOE TRAIL existing & proposed network



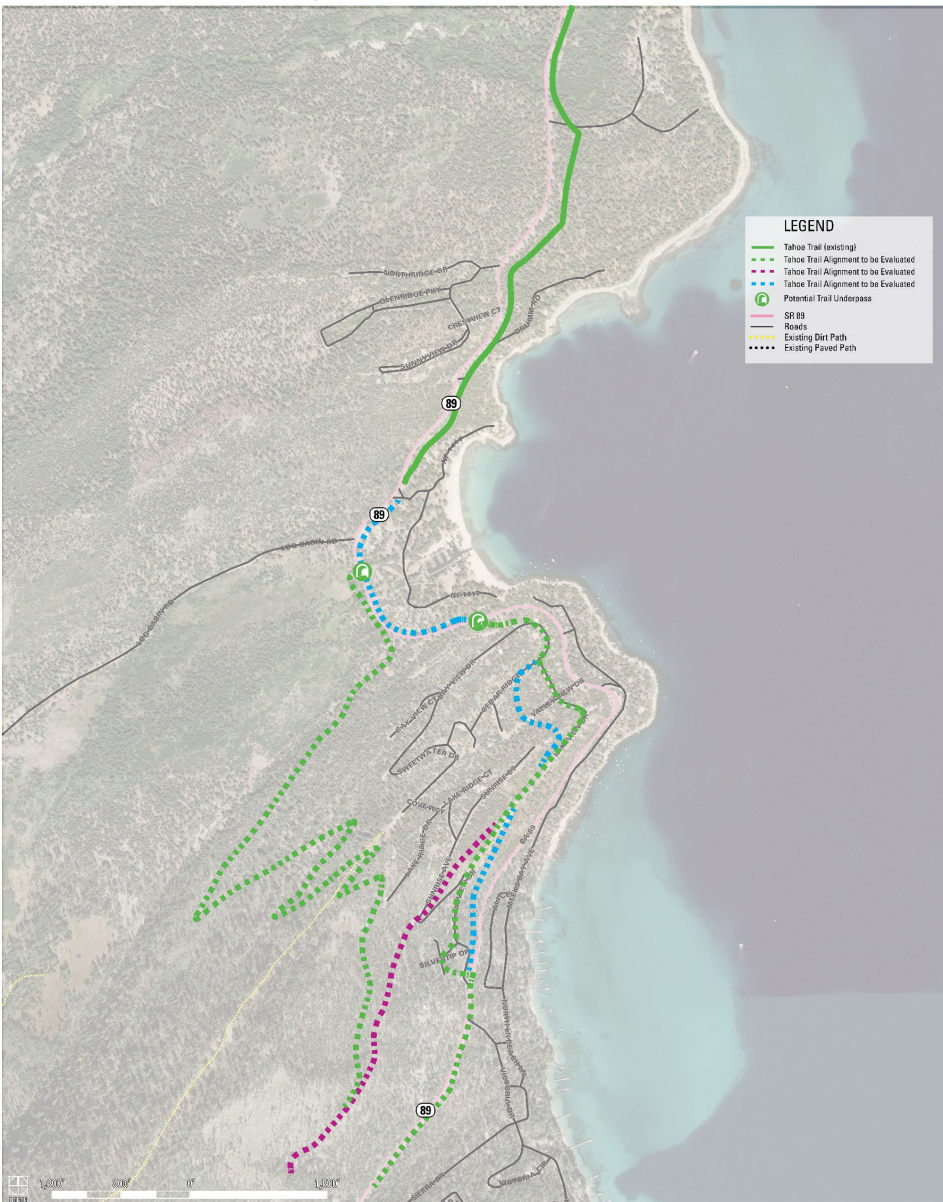
project updates | tahoe trail

Objectives of the Planning and Design Process

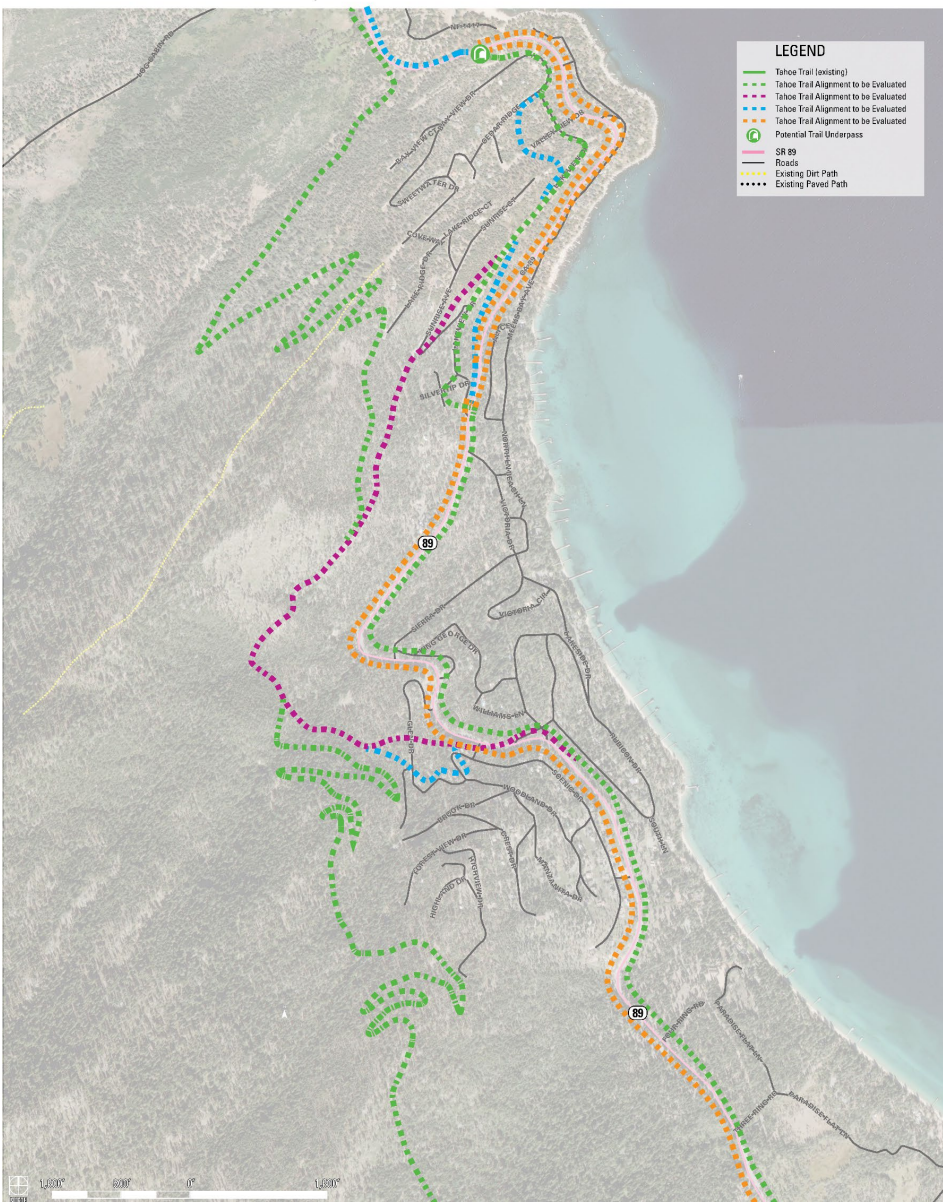
- Analyze feasibility of proposed alternative alignments along State Route 89 from Meeks Bay to Spring Creek Road, connecting to the West Shore Tahoe Trail, as identified in the Corridor Management Plan.
- Develop and construct the trail with a phased approach; (1) Meeks Bay to Emerald Bay State Park, (2) Spring Creek to Inspiration Point, and (3) Emerald Bay State Park.
- Plan and implement water quality and stormwater enhancement as part of the trail design and construction.

project updates | tahoe trail

DRAFT TAHOE TRAIL ALIGNMENT | MEEKS BAY SEGMENT

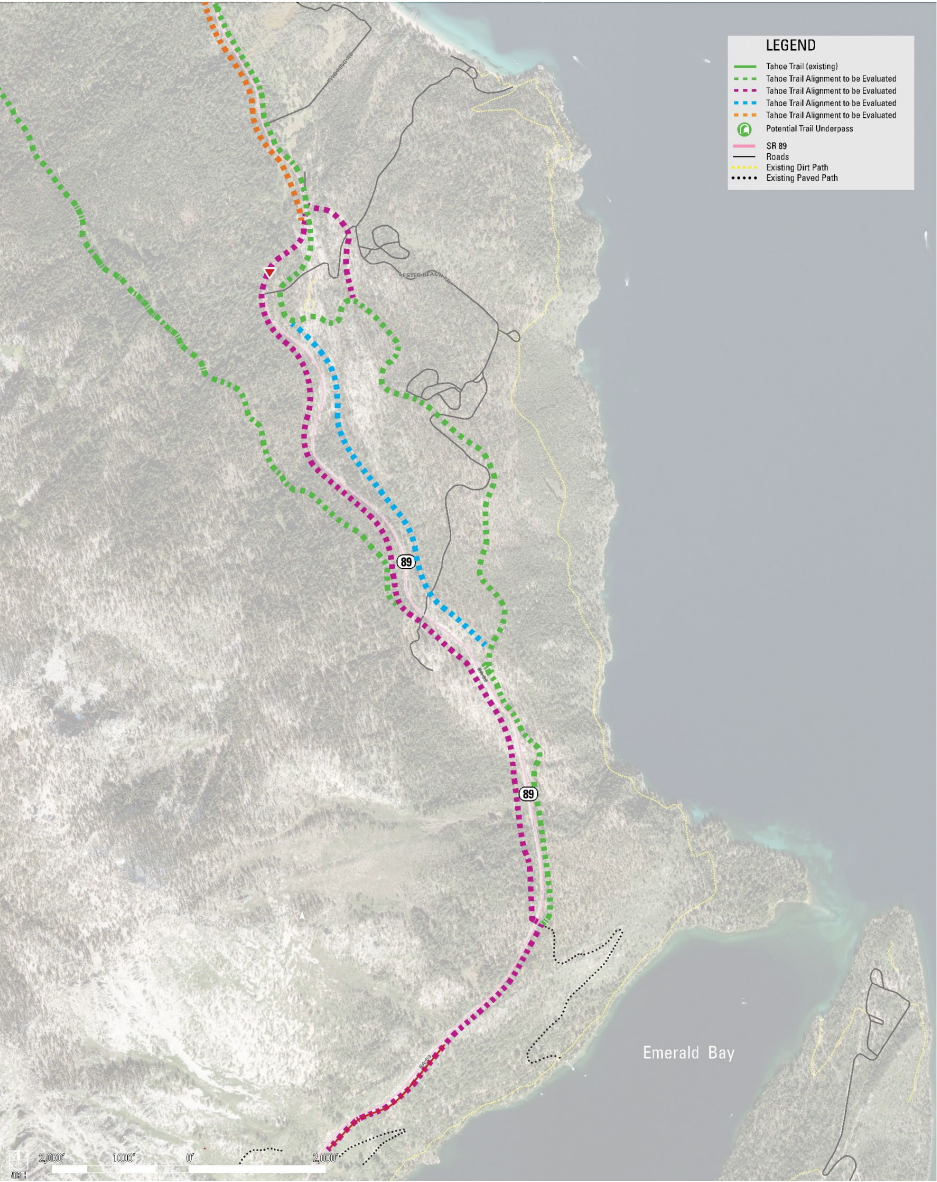


DRAFT TAHOE TRAIL ALIGNMENT | RUBICON BAY SEGMENT

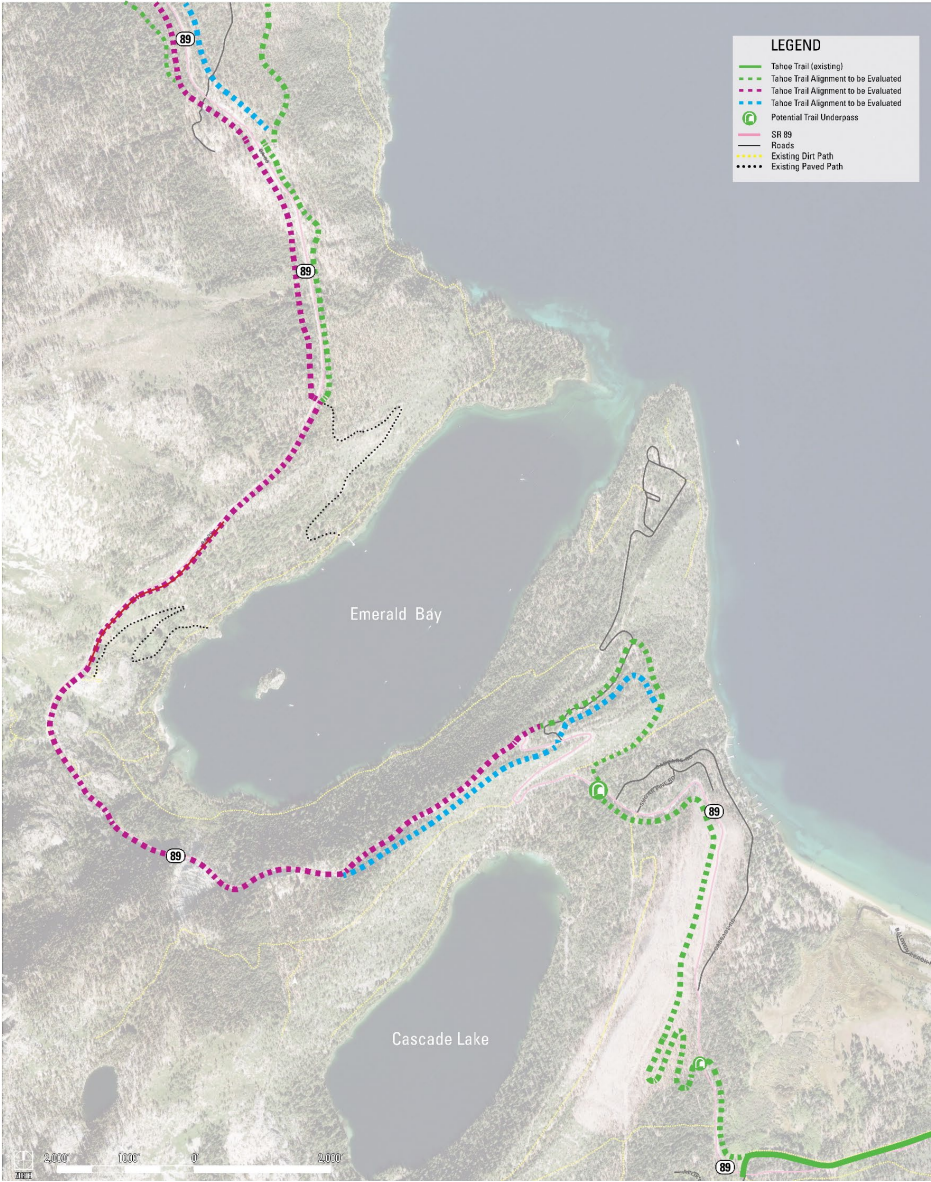


project updates | tahoe trail

DRAFT TAHOE TRAIL ALIGNMENT | EMERALD BAY SEGMENT



DRAFT TAHOE TRAIL ALIGNMENT | EMERALD BAY SEGMENT



project updates | pope beach



transit alternatives being evaluated

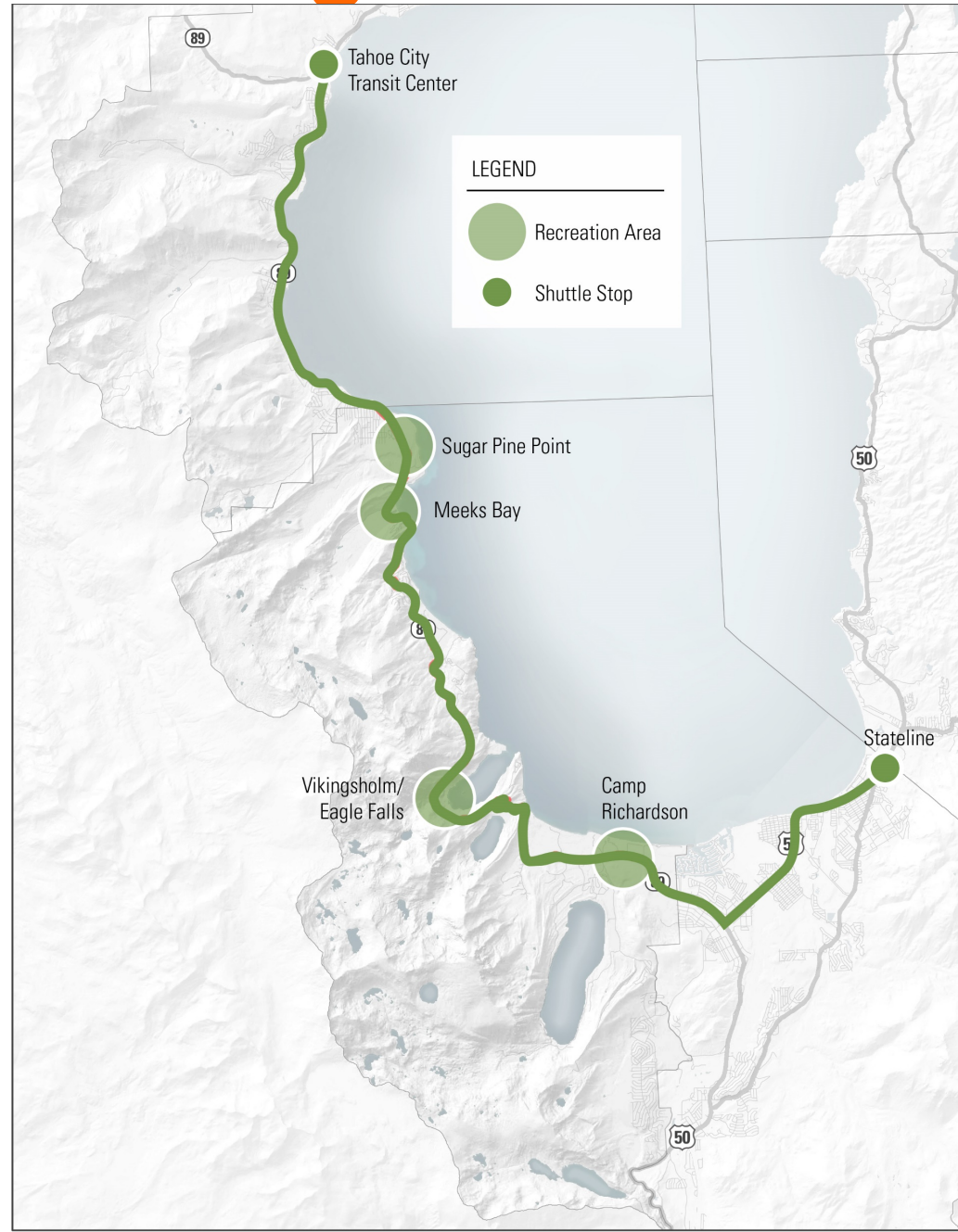
- Emerald Bay Area
- Range in degree of restricting/managing vehicular access to Emerald Bay
- All have transit during peak season & replace shoulder season parking with off-highway parking improvements
- Alternatives
 - Transit with first-come/first-served, metered parking in EB
 - Time Limits Vary for Parking Areas
 - Short-term/20-minute metered parking
 - Long-term metered parking
 - Transit with reservation-only parking in EB
 - Transit only access during peak period in EB

transit alternatives being evaluated

- Nelson Nygaard evaluating different pivot points
- Length of route
- Stop locations
- Frequency
 - Hours of run time
 - How many days/week
 - Vehicle size
- Can see order of magnitude operation costs and fleet requirements with quick modeling
- ORCA to evaluate options based on visitor experience

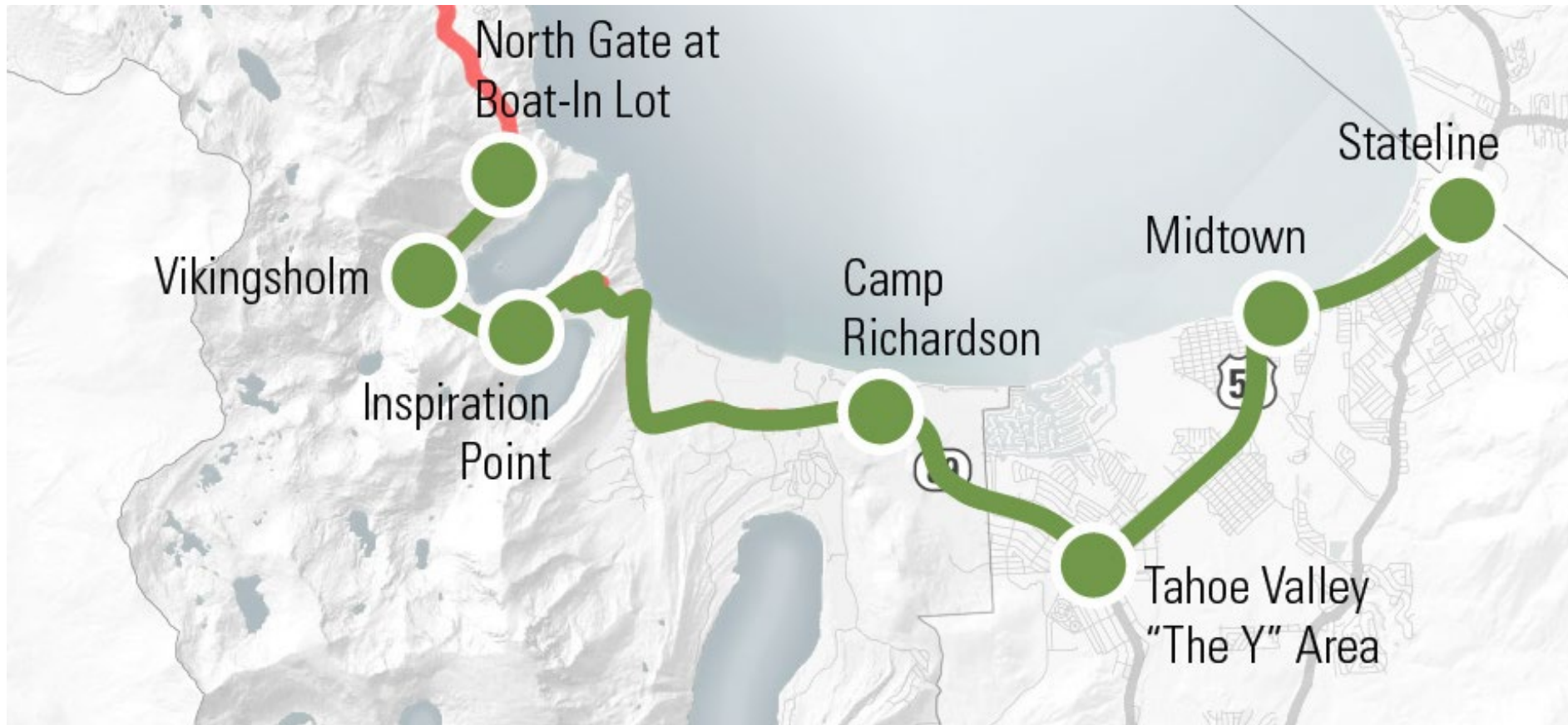
transit alternatives being evaluated

- Four Routes & Combination of Routes
- Stateline to Tahoe City (express)



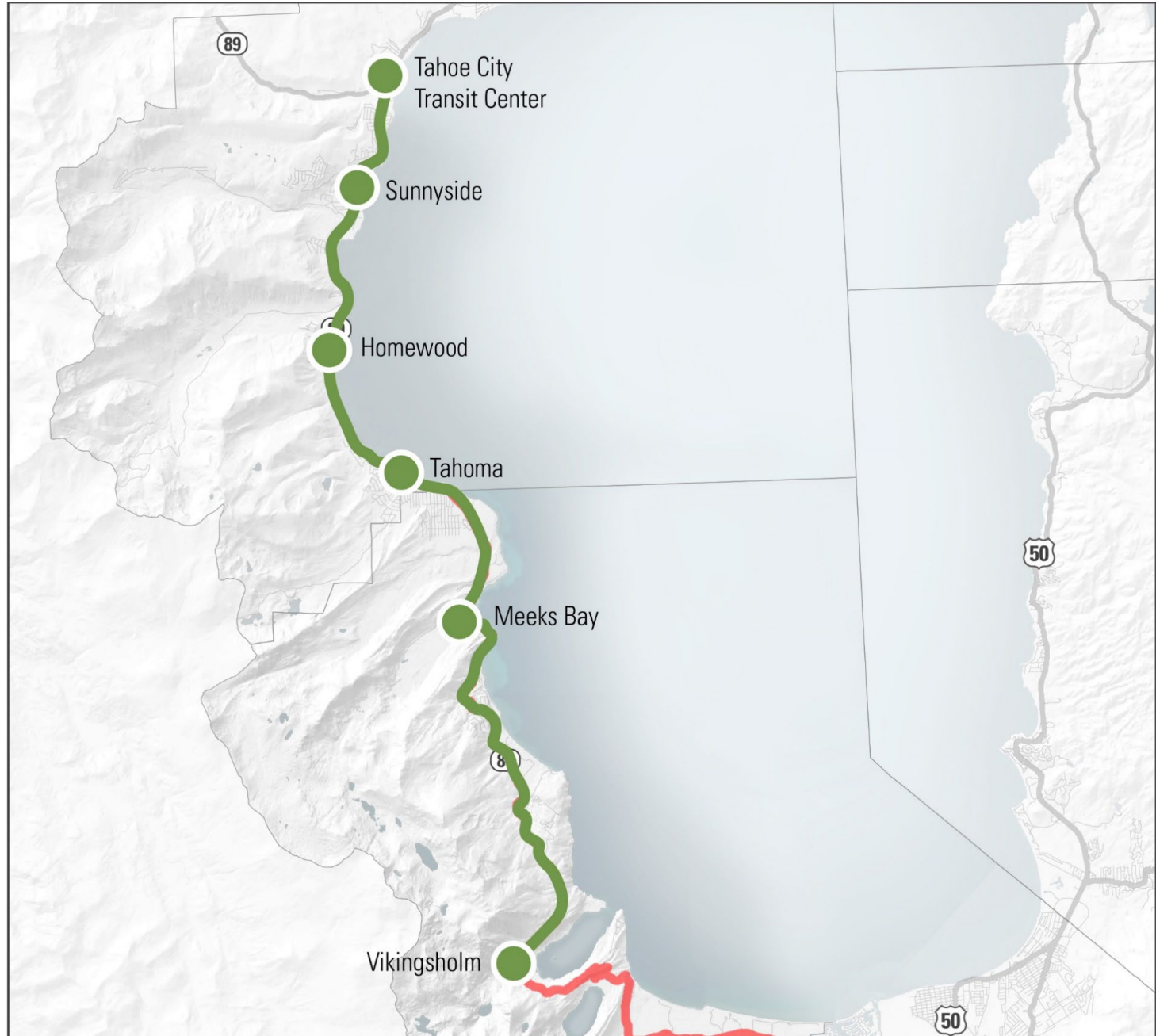
transit alternatives being evaluated

- Stateline to Emerald Bay (express)



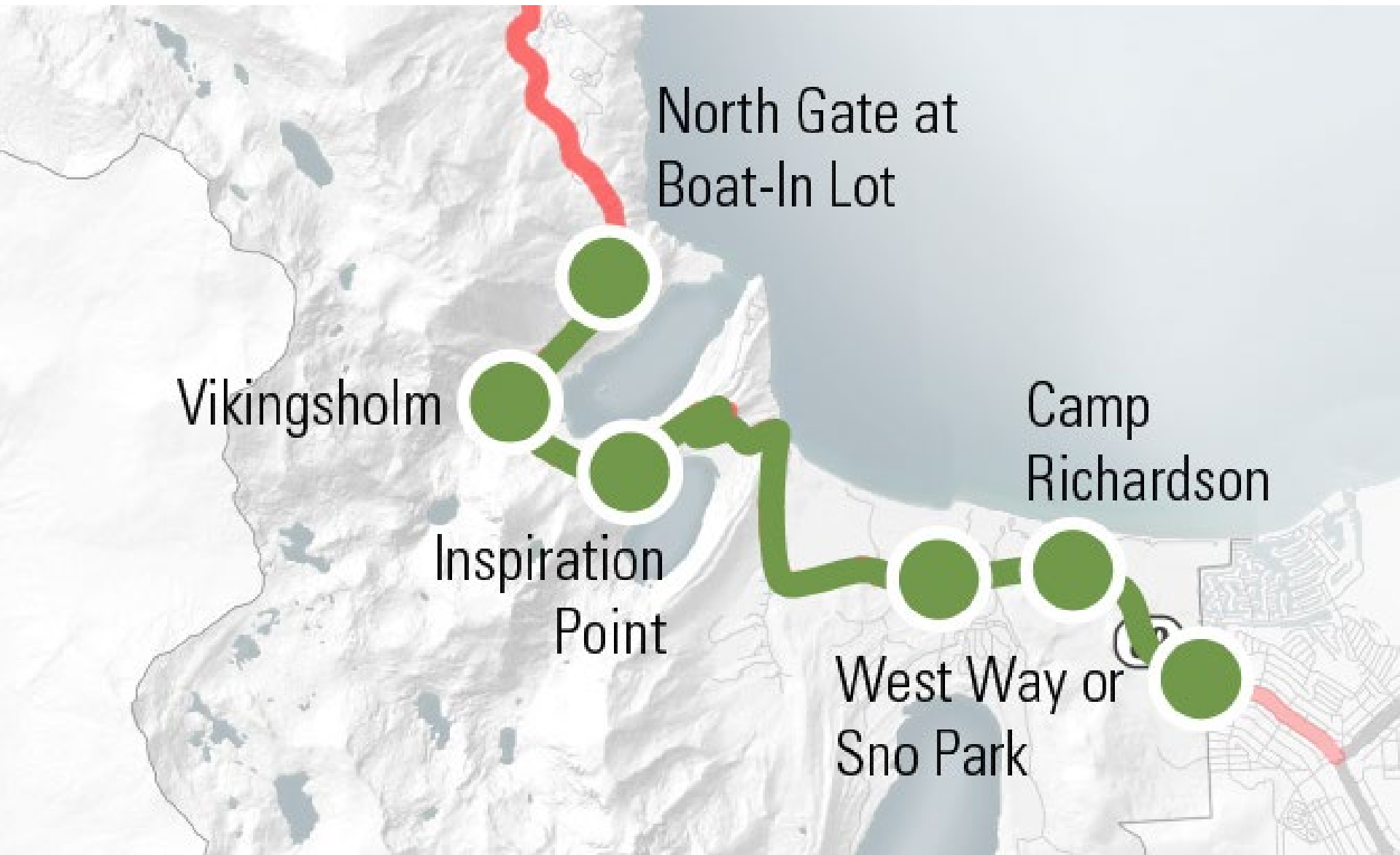
transit alternatives being evaluated

- Tahoe City to Emerald Bay (express)



transit alternatives being evaluated

- Camp Rich to Emerald Bay



schedule

- **What does approval/acknowledgement/adoption look like for your organization?**
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