

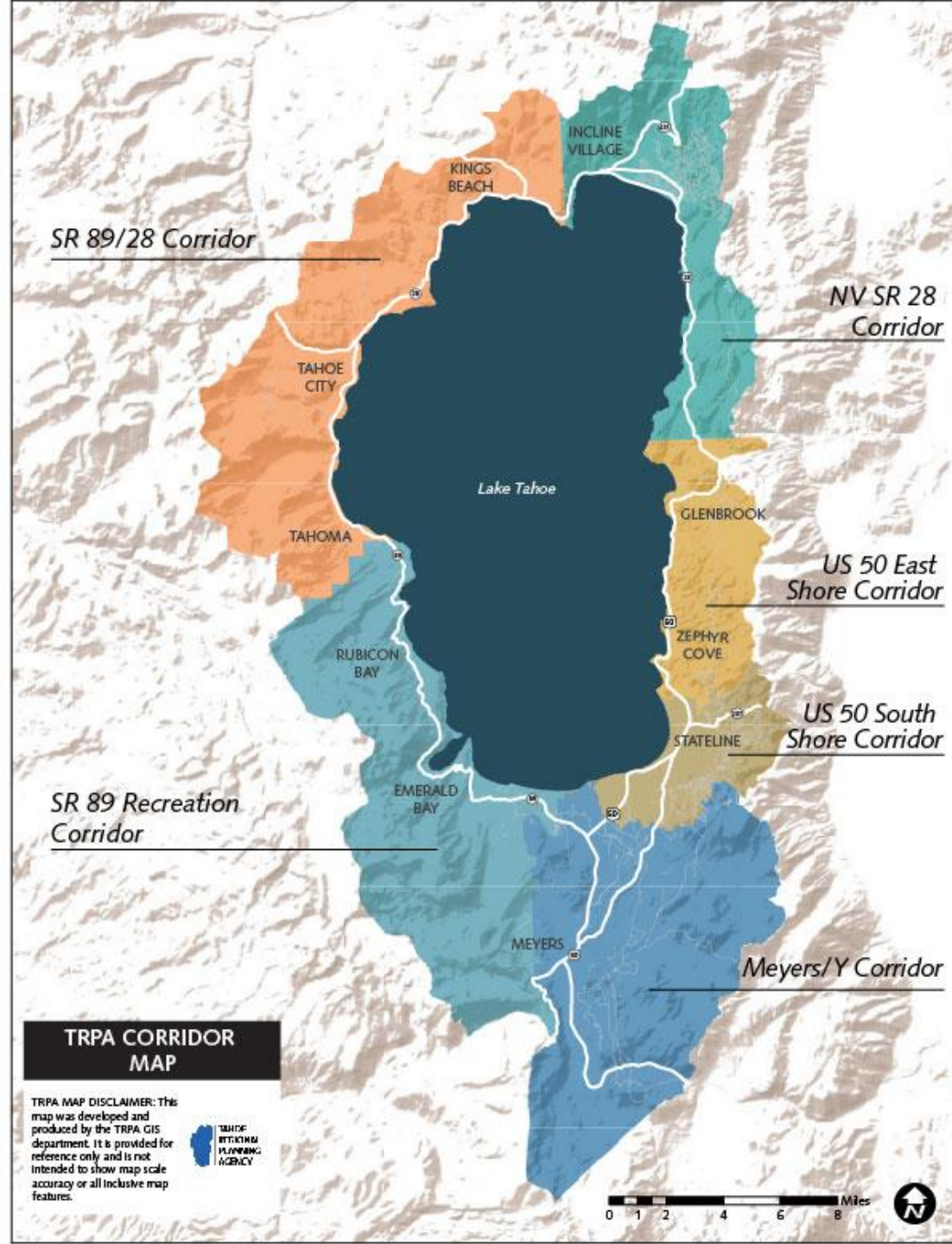
# Tahoe Regional Planning Agency

Governing Board Item IX.C.

August 24, 2022



# Community Planning: linking land use and transportation





# Collaboration

Steering  
Committee:



Consultants:



Project  
Development  
Team:



# Spoooner Summit to South Shore

## US 50 Study Limits (13 miles)

- Northern Terminus: Spooner Summit
- Southern Terminus: Lake Pkwy

## Scenic Corridor Serving a Broad Range of Users:

- Residents
- Commuters
- Visitors/Recreationalists
- Local and Regional Commerce
- Inter-State Travelers



# Study Goals



Improve Safety



Enhance the Visitor Experience



Promote Economic Vitality



Protect Lake Tahoe



Expand Multimodal Transportation Choices



Promote and Enhance Agency Collaboration and Management

# Outreach

## Initial public canvassing tour (summer 2021)

-Reached over 80 individuals, a mix of both visitors and residents

- 62% of residents prioritized high speeds and dangerous driving as a key concern.
- 56% of residents prioritized difficulty turning in/out of side streets and driveways.
- 79% of recreationalists note the lack of safe bike and pedestrian options.

## A second listening tour (spring 2022)

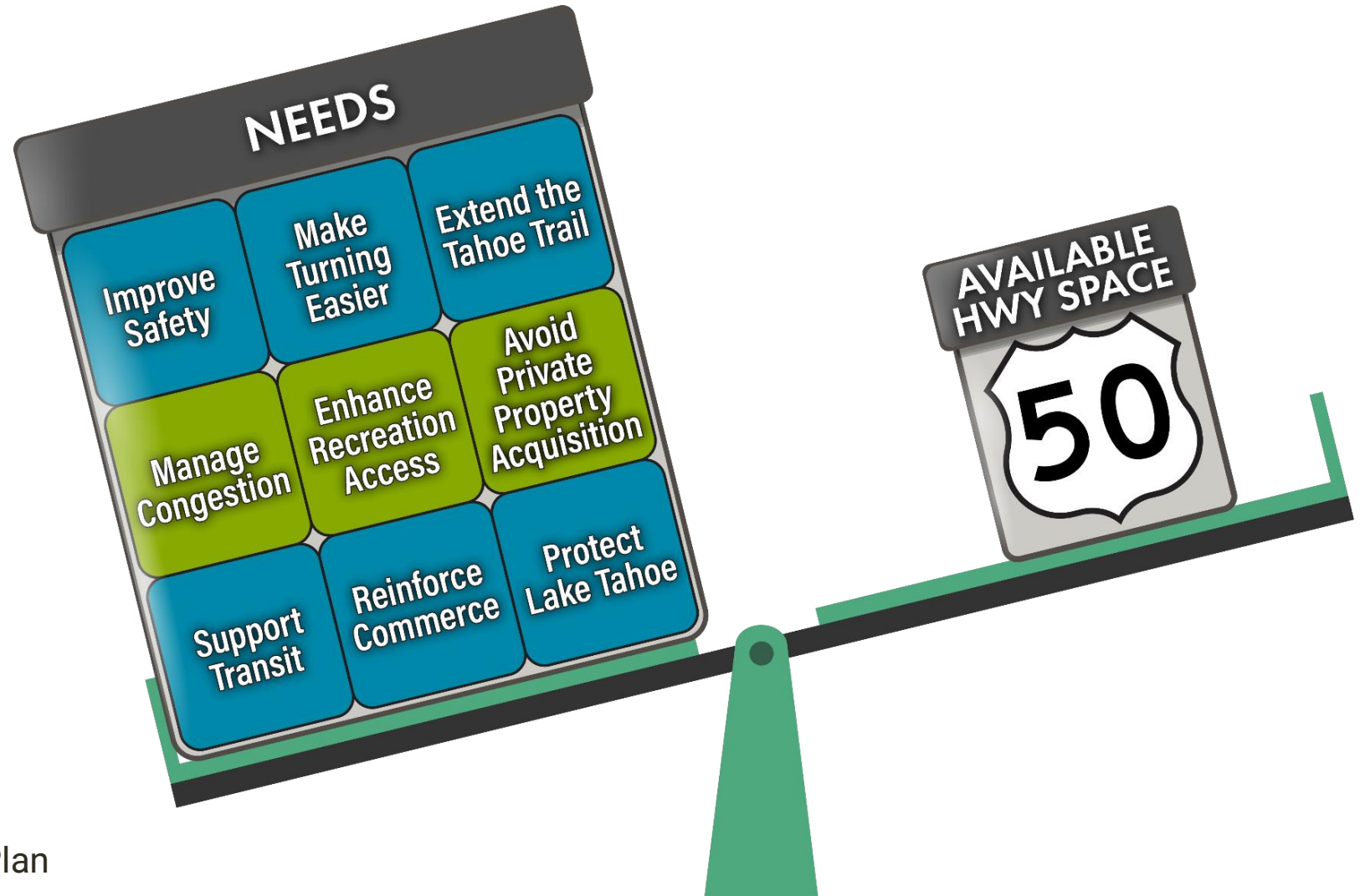
-Focused on potential “backbone” concepts to address concerns, reached over 170 attendees. Key takeaways included:

- Most are in favor of reducing operating speeds and adding turn lanes to address safety/access concerns.
- Lane repurposing concepts in select locations along the corridor, received mixed feedback with the largest concern that congestion could occur with the improved turning opportunities.
- Strong support expressed for eliminating roadside parking, for a potential roundabout at the SR 28 intersection and for roadside multimodal improvements south of Elks Point Road.

## Number of Contacts

- Sent 4200 notices to Douglas County addresses
- Met with HOAs, GIDs, STAR, Barton, Corridor Conference Centers, Recreation Groups and met with individuals

# The Balancing Act





# A Range of Opportunities

## Corridor Opportunities





# Study Development Parameters



Extending the Tahoe Trail is an established regional priority; preferably occurring within the US 50 corridor and nearby public lands



Expanding the paved roadway capacity is inconsistent with adopted policies



Direct impacts and private property acquisition should be limited to the greatest extent possible



Multimodal strategies are critical to address increasing recreational demand and creating alternatives to personal automobiles (i.e. reduce VMT)



Safety, evacuations and emergency management are key priorities for all

# Potential Roadway “Backbone” Opportunities

Consider roadway reconfigurations for the most constrained sections of the corridor. Benefits include:

- Improved safety, reduced speed
- Room to incorporate turn lanes
- Room to incorporate the Tahoe East Shore Trail



# Integrate with Transit Opportunities



Increase Frequency & Service Hours



Add Service to Recreation Spots



Add Water Taxi Service



Implement Ferry Services



Free Fixed Route Service



Increase Ski Shuttle Frequency



On-Demand Microtransit



Re-establish Express Regional Routes



Increase Day User/Airport Service



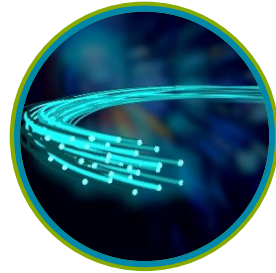
# Integrate Supporting Opportunities



**Technology and ITS**



**Adaptive Corridor Management**



**Communications**



**Transportation Demand Management**

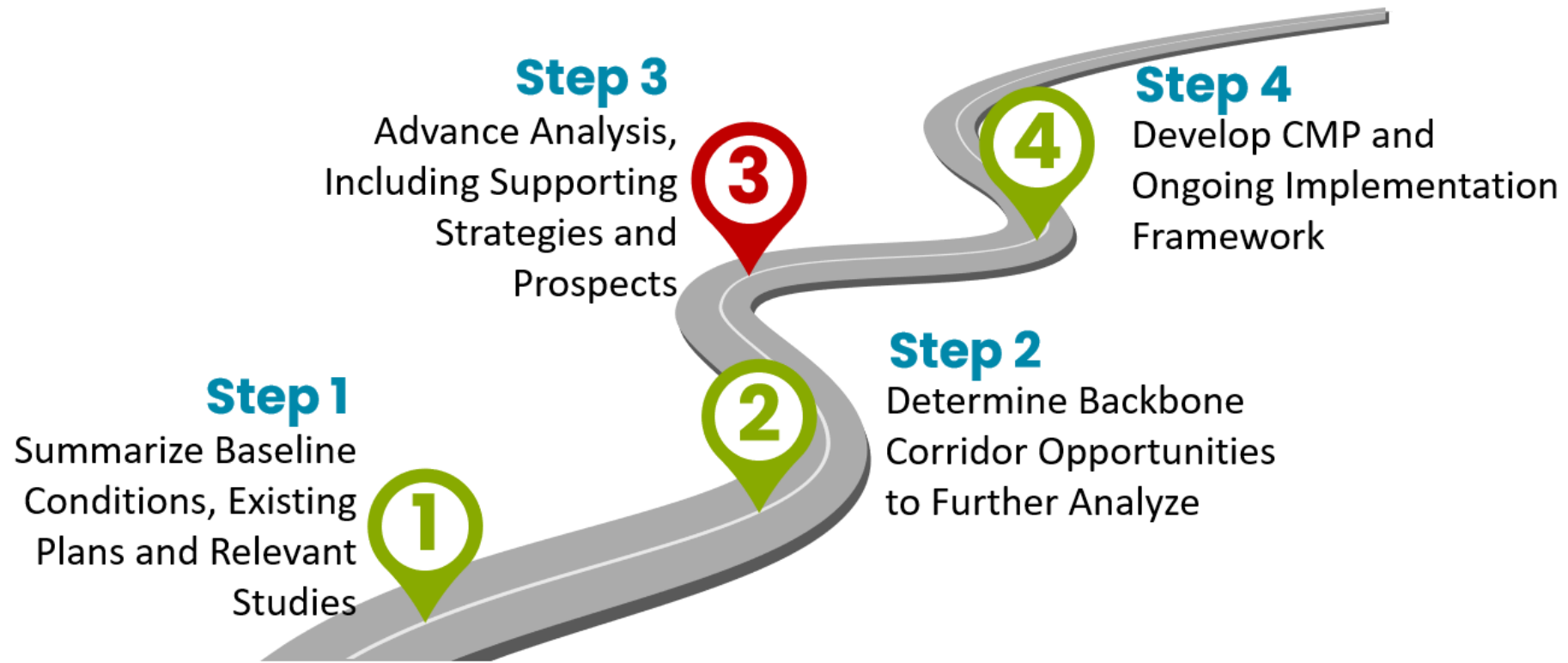


**Parking Management**



**Micromobility Devices**

# Development Process



# Schedule:





**Comments &  
Questions:**

Agenda  
Item IX.C.



**BOARD MEMBERS  
and**

**PUBLIC:**

<small>MIN</small>	<small>SEC</small>
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