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STAFF REPORT

Date: June 16, 2021
To: TRPA Governing Board
From: TRPA Staff
Subject: Briefing on the Resort Triangle Transportation Plan

Summary and Staff Recommendation:

This is for informational purposes only. Placer County staff will be presenting the recently adopted Resort Triangle Transportation Plan, the corridor management plan for sections of SR89/28 Kings Beach, Tahoe City and Tahoma.

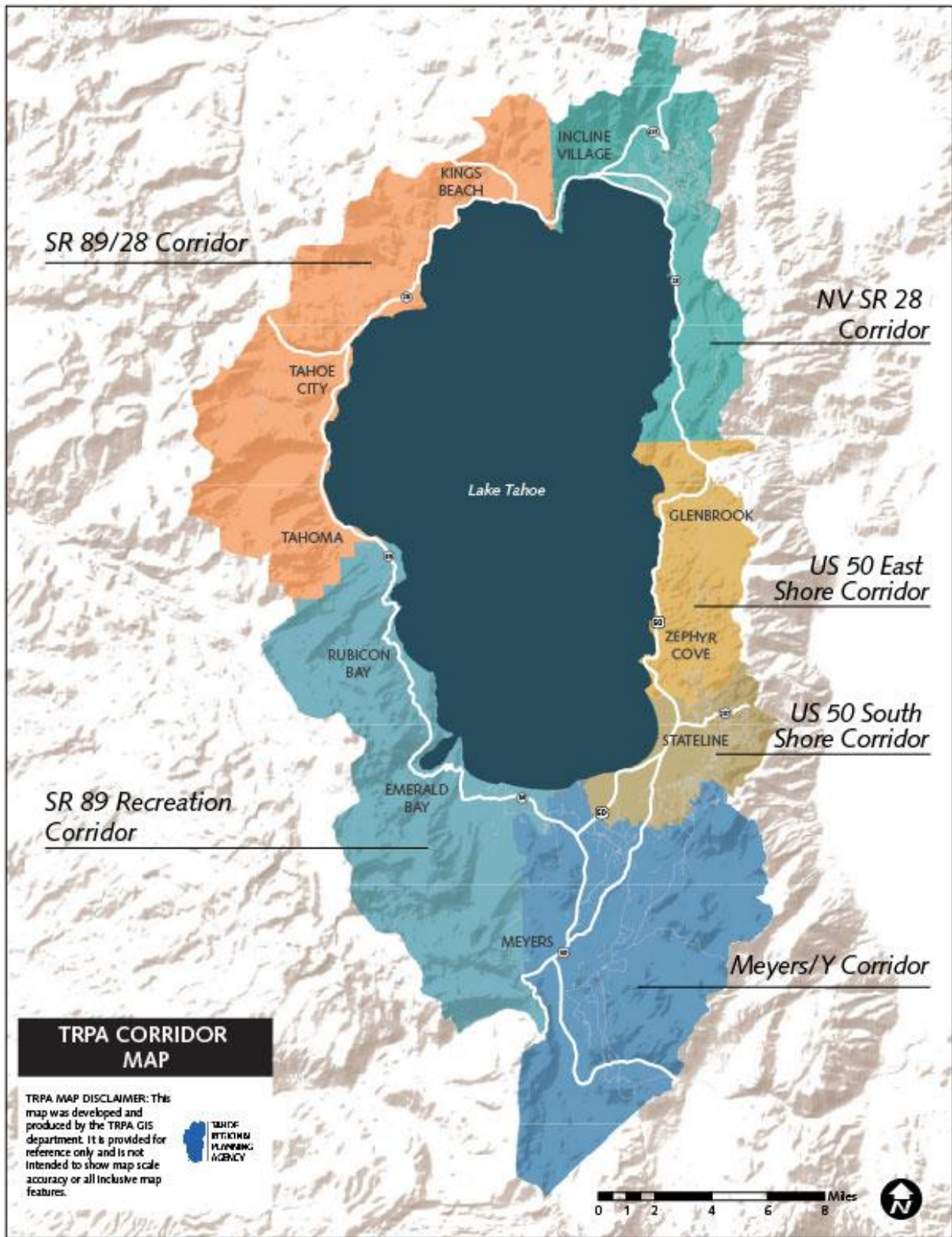
Background:

Corridor planning is the bridge between the Regional Transportation Plan's (RTP) goals and policies, the implementation and long-term operation of multi-benefit projects, and the region's approach to comprehensively addressing its largest challenges. The Corridor Planning Framework was developed to increase collaboration and accelerate transportation improvements that often cross jurisdictional boundaries. The Tahoe Region is divided into six corridors based on the unique transportation, recreation, and quality of life needs of each. Corridor planning allows TRPA to leverage its transportation and land use policies to create synergies and maximize the cost efficiencies and benefits of projects. The approach to each corridor is adaptive to recognize and respond to localized needs, but planning always includes active transportation, sustainable recreation, housing, and development within and near to town and regional centers.

Development and Outreach:

The Resort Triangle Transportation Plan (RTTP) began plan development during the summer of 2018. The RTTP includes SR267/28/89 within the Tahoe region. Placer and consultant staff engaged with a robust team of technical partners from the region to provide both feedback and alignment across agency policies. These partners included federal, state, and local jurisdictions and organizations with overlapping responsibilities for transportation within the Resort Triangle area. The Project Development Team (PDT) included Tahoe Regional Planning Agency (TRPA) staff providing feedback and ensuring plan consistency with regional transportation planning documents and recommendations that would further accelerate the RTP.

Additionally, Placer and consultant staff engaged a Stakeholder Representative Group (SRG) made up of a comprehensive set of organizations including community leaders and business owners bringing a variety of perspectives and disciplines together to provide input on the types of strategies considered



and the RTTP development. The first meeting was to gather input on the data and information used to inform the analysis as well as the types of strategies being considered. The second meeting focused on discussion of the draft recommendations.

The project team also sought input from disadvantaged communities that experience hardships and challenges related to transportation due to lower income levels, race, ethnicity, language barriers and/or disabilities. One opportunity for engagement presented itself during a local community event which allowed for feedback on topics related to transit and day to day travel choices. However, with the onset of COVID-19 and its subsequent health protocols, these in-person outreach opportunities had to be cancelled to help protect public health. The project team then pivoted the outreach approach to a virtual community workshop engagement effort. The virtual workshop was open to the public from July 27 through August 17, 2020. During this time, the project team received more than 420 responses from community members. The purpose of the virtual community workshop was to build awareness about the plan; present proposed strategies developed as part of the draft plan; and obtain community input on the proposed strategies. The virtual workshop included a series of informational, animated videos narrated by the project team. These videos introduced the plan and explained each of the key proposed strategies included in the plan's four focus areas: adaptive corridor management, parking management, transportation demand management (TDM), and vehicle miles traveled (VMT).

In addition to the virtual community workshop, County staff provided presentations to many other organizations and groups throughout the plan development, including North Tahoe Regional Advisory Council, Capital Projects Advisory Committee, California Highway Patrol & Caltrans, downtown business associations, Tahoe Transportation District and the Truckee North Tahoe -Transportation Management Association.

The Plan:

The final RTTP, approved October of 2020, provides detailed recommendations within four plan emphasis areas which were the subject of technical studies and community consideration: Adaptive Corridor Management along State Routes 89 and 267, Parking Management, Transportation Demand Management and the linkage to reduction of Vehicle Miles Traveled throughout the plan area. Recommendations for the Resort Triangle are summarized below. More details on these recommendations are provided within the final RTTP, Attachment A.

Adaptive Corridor Management

A recommended package of near-term, mid-term, and long-term improvements were identified for the State Routes 89 and 267. The primary recommendations include:

- Transit Signal Priority at intersections
- Transit Queue Jump Lanes at intersections
- Reversible Bus Only Lane between intersections
- Bus/Truck Climbing Lanes over Brockway Summit on State Route 267

Parking Management

The Parking Management study considered existing available parking and parking use across summer and winter in three different types of geographies: (1) commercial town centers; (2) beach recreational areas; and (3) winter recreational areas. Based on the assessment of existing conditions, review of best practices in other similar mountain recreation cities and towns, as well as more urban areas, the plan recommends the following five areas for a coordinated parking management program.

- Commercial Center Paid Parking
- Residential Permit Program
- Summer Recreational (aka Beach) Paid Parking
- Winter Recreational Parking Coordination
- Private Partnership Opportunities

Transportation Demand Management

Further evaluation of Transportation Demand Management (TDM) options was performed as part of the project analysis and advanced the two most impactful strategies identified in the previously adopted TDM Strategies for North Lake Tahoe (2019) plan: transit shuttles (aka micro transit) and updated standard practice options for the current Placer County Trip Reduction Ordinance (TRO).

- Transit Shuttle Program – initial phases coordinated with Paid Parking
- Trip Reduction Ordinance – update with current best practices

Vehicle Miles Traveled

Outside of efforts by Placer related to transit service expansion, the most significant and meaningful ways to reduce Vehicle Miles Traveled (VMT) in the Resort Triangle are captured by the projects and program recommendations in the RTTP for adaptive corridor management, parking management, micro transit, and trip reduction strategies for commute travel. The work effort related to Vehicle Miles Traveled as part of this Plan was coordinated with a Countywide effort to establish VMT thresholds as well as potential strategies to reduce VMT. The TRPA Governing Board recently approved standards of significance and code amendments related to both Regional VMT goals as well as project related requirements for identification of the impacts of vehicle usage. The Placer County Board of Supervisors will further consider adoption of staff recommended environmental thresholds under the California Environmental Quality Act (CEQA). The Placer County VMT recommendations for East Placer were development in response to Senate Bill 743 and coordinated with the Tahoe Regional Planning Agency. Coordination efforts between Placer County and TRPA related to VMT will continue with threshold implementation in late June.

Contact Information:

If you have questions regarding this item, please contact Michelle Glickert, Principal Transportation Planner, TRPA, at (775) 589-5204 or mglickert@trpa.gov or Stephanie Holloway, Senior Civil Engineer, Placer County Public Works, at (530)745-7551 or shollow@placer.ca.gov.

Attachment:

- A. Placer County // Resort Triangle Transportation Plan

Attachment A

[Placer County // Resort Triangle Transportation Plan](#)