



LINKING TAHOE: 2045 REGIONAL TRANSPORTATION PLAN

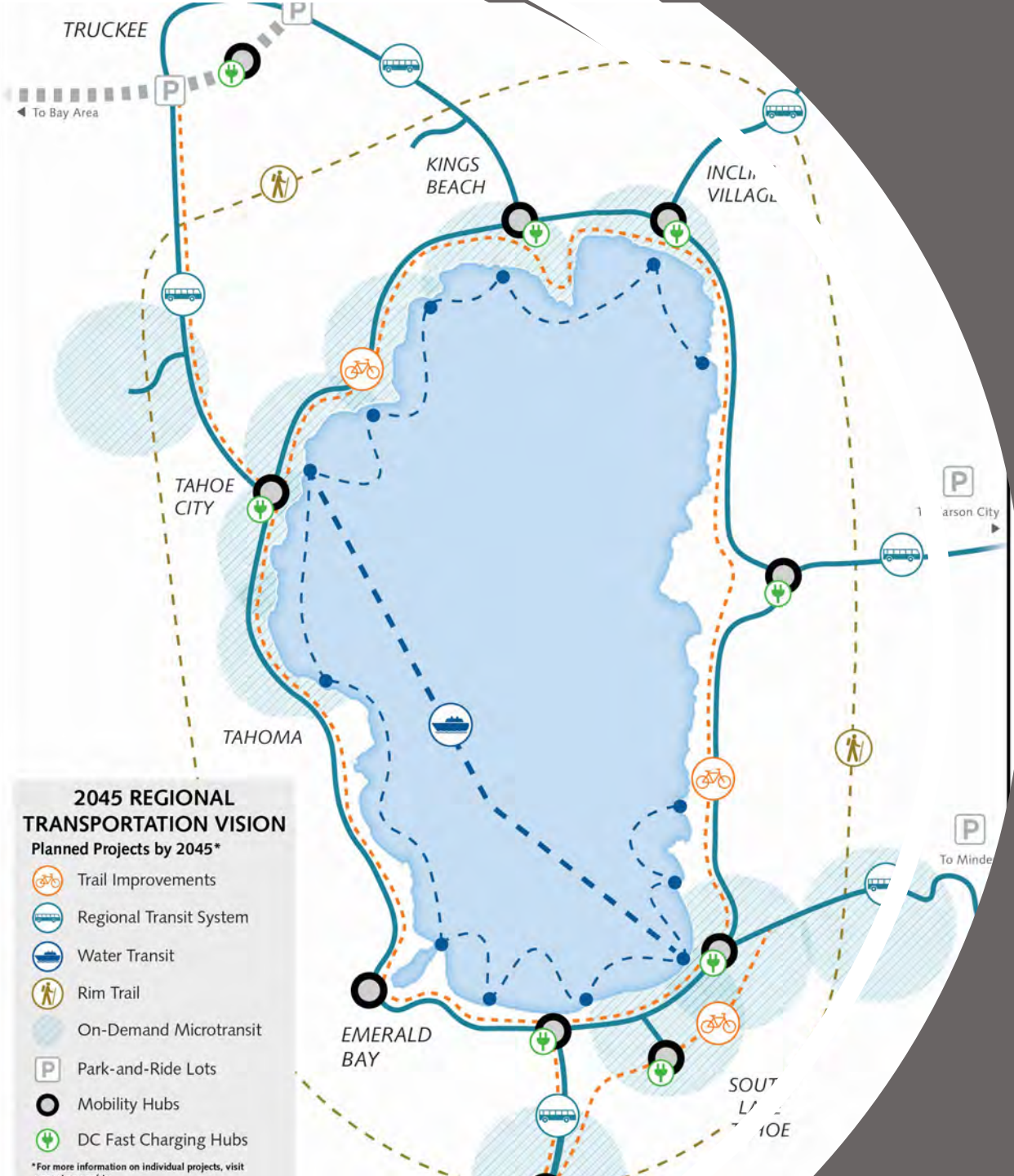
**DRAFT – Public Hearing
TRPA/TMPO Governing Board**

**September 30, 2020
Item VII B. and VIII A.**



2045 REGIONAL TRANSPORTATION PLAN

- 25-year Planning Horizon
- Satisfies Three Distinct Planning Authorities
- Collaboratively Developed
- Transportation Vision
- Regional Transportation Goals
- Implementation Plan
 - Priorities & Strategies
 - Funding
- Updated every 4 years



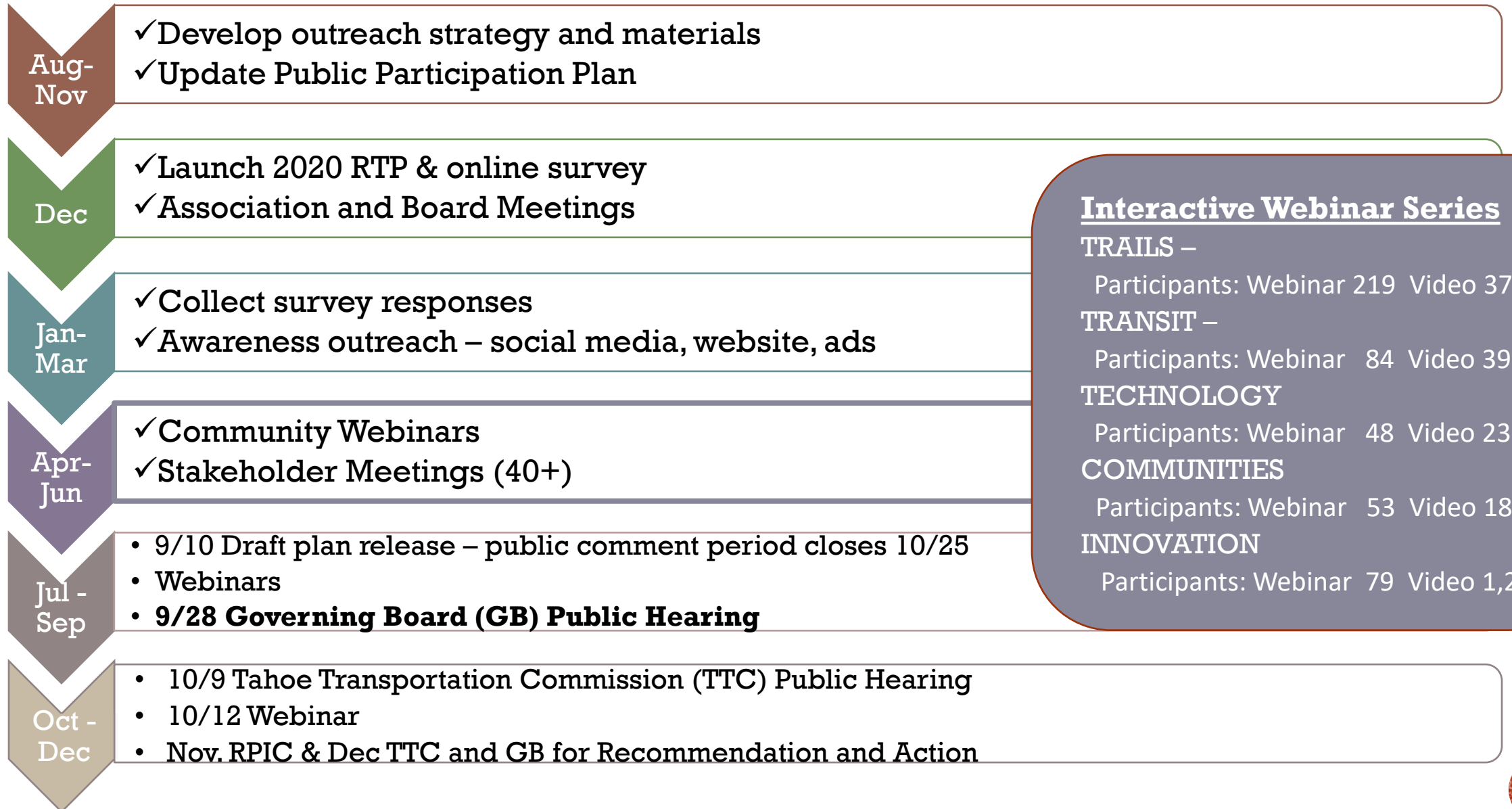
VISION

- Tahoe's transportation system is interconnected, inter-regional, and sustainable, connecting people and places in ways that reduce reliance on the private automobile.

COMMITTEE & BOARD INPUT



PUBLIC INPUT



FACT SHEETS:

TRANSIT, TRAILS, TECHNOLOGY, & COMMUNITIES

Complete the Tahoe TRAIL and connections.

REGIONAL TRANSPORTATION PLAN
2045

Vision: A connected active transportation network of shared-use lanes, and crosswalks. Visitors and locals will be able to travel and recreate while protecting Lake Tahoe's environment.

Today: Regional partners are working to complete connection system, planning for trail projects including the Tahoe Trail, which y Additional priorities include new technology such as e-bikes, enh and encouraging more people to bike or walk.

GOALS

by 2025	7 new miles of shared-use paths.
by 2035	47 miles of new paths, bike lanes, bike routes and sidewalks.
by 2045	110 miles of new paths, bike bike routes, and sidewal

For more i

Completa el CAMINO DE TAHOE y las conexiones

REGIONAL TRANSPORTATION PLAN
2045

Visión: Una red de transporte activa conectada de caminos de uso compartido, aceras, rutas en bicicleta y cruces peatonales. Los visitantes y los habitantes podrán viajar y recrearse a pie o en rueda, mientras protegen el medio ambiente del lago Tahoe.

Hoy: grupos regionales están trabajando para completar las conexiones en el Sistema de transporte existente, planificación de proyectos de senderos, incluido el Camino de Tahoe, que circunnavegará el lago. Las prioridades adicionales incluyen nuevas tecnologías como bicicletas eléctricas, mejorar la infraestructura existente, y alentando a más personas a andar en bicicleta o caminar.

METAS

para 2025	7 millas de nuevas rutas de uso compartido
para 2035	47 millas de nuevos caminos, carriles bici, rutas en bicicleta, y aceras
para 2045	110 millas de nuevos caminos, carriles bici, rutas en bicicleta, y aceras

PROYECTOS PRIORITARIOS

- Camino de Trail desde Sand Harbor hasta Parque estatal Spooner Lake
- Conexión de South Tahoe Greenway de Bijou a Sierra Tract
- Implementar proyectos de calles completas en áreas de alto uso
- Camino de Tahoe desde Meeks Bay a la playa de Baldwin
- Completa el Camino de Tahoe y conectores como la South Tahoe Greenway

Para más información, visite tpa.org/rtp

TAHOE REGIONAL PLANNING AGENCY

Introduction

Travel Analysis

DRAFT Plan

Interactive Project Map

Get Involved

Contact Us



Welcome

Transit, Trails, Technology, and Communities

LINKING TAHOE

REGIONAL TRANSPORTATION PLAN

2045

WEBSITE: [TRPA.ORG/RTP](https://trpa.org/rtp)


 Meet GHG Goals

 New Funding

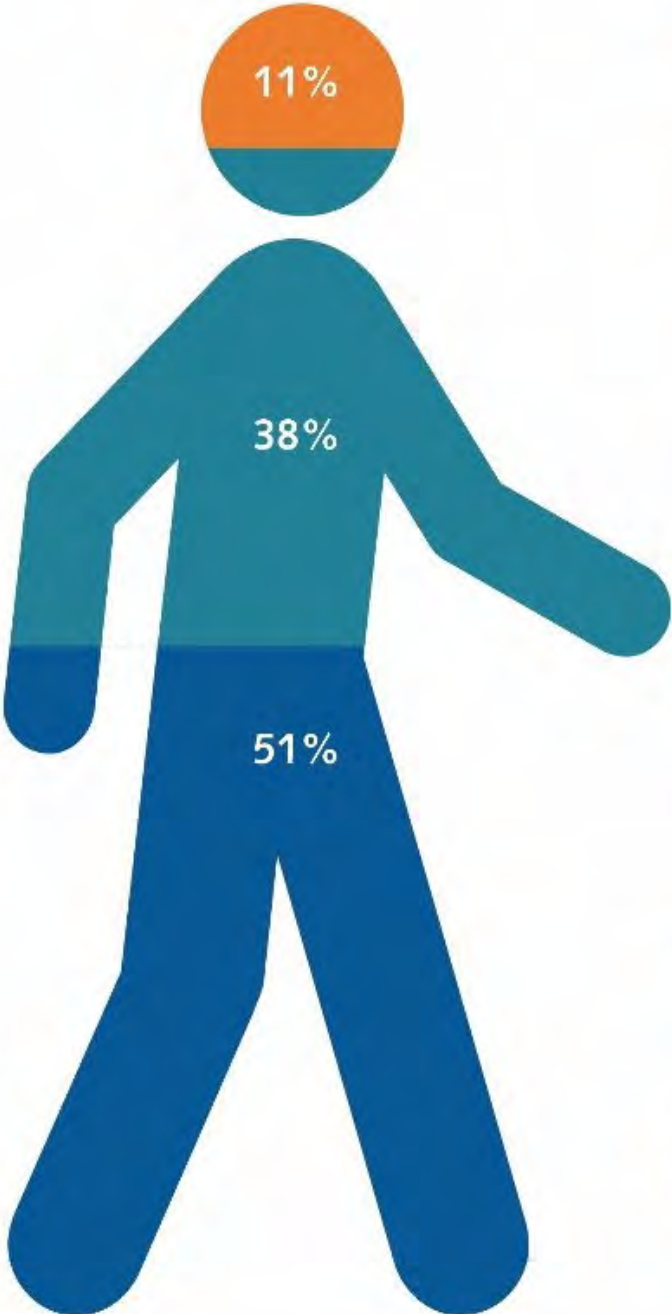
 Bi-State & Regional Alignment on Priorities

 Innovation & Technology

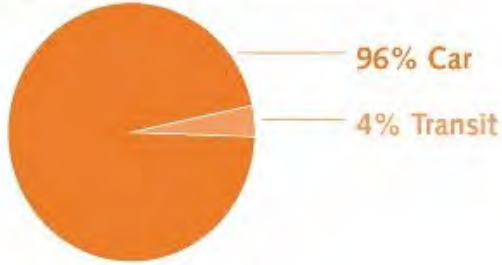
 Increasing Private Sector Role

 Recreation Travel & Access

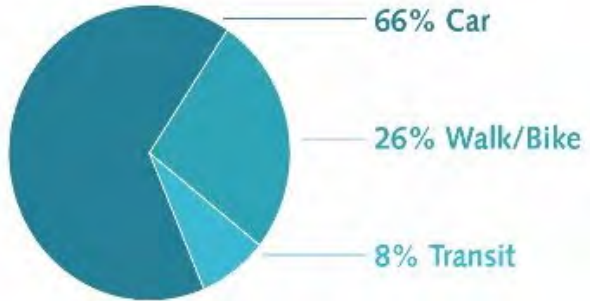
ENHANCED ELEMENTS OF 2045 RTP



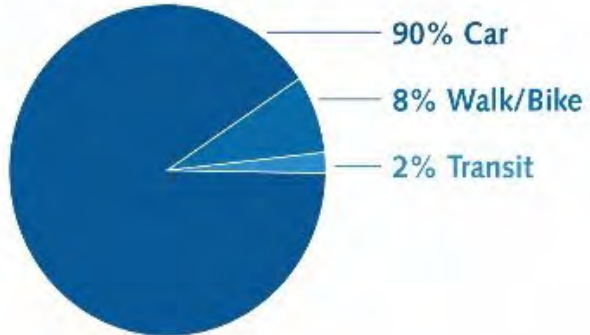
VISIT TAHOE
Regional Entry and Exit Travel



DISCOVER TAHOE
Recreation Travel



EVERYDAY TAHOE
Resident and Workforce Travel



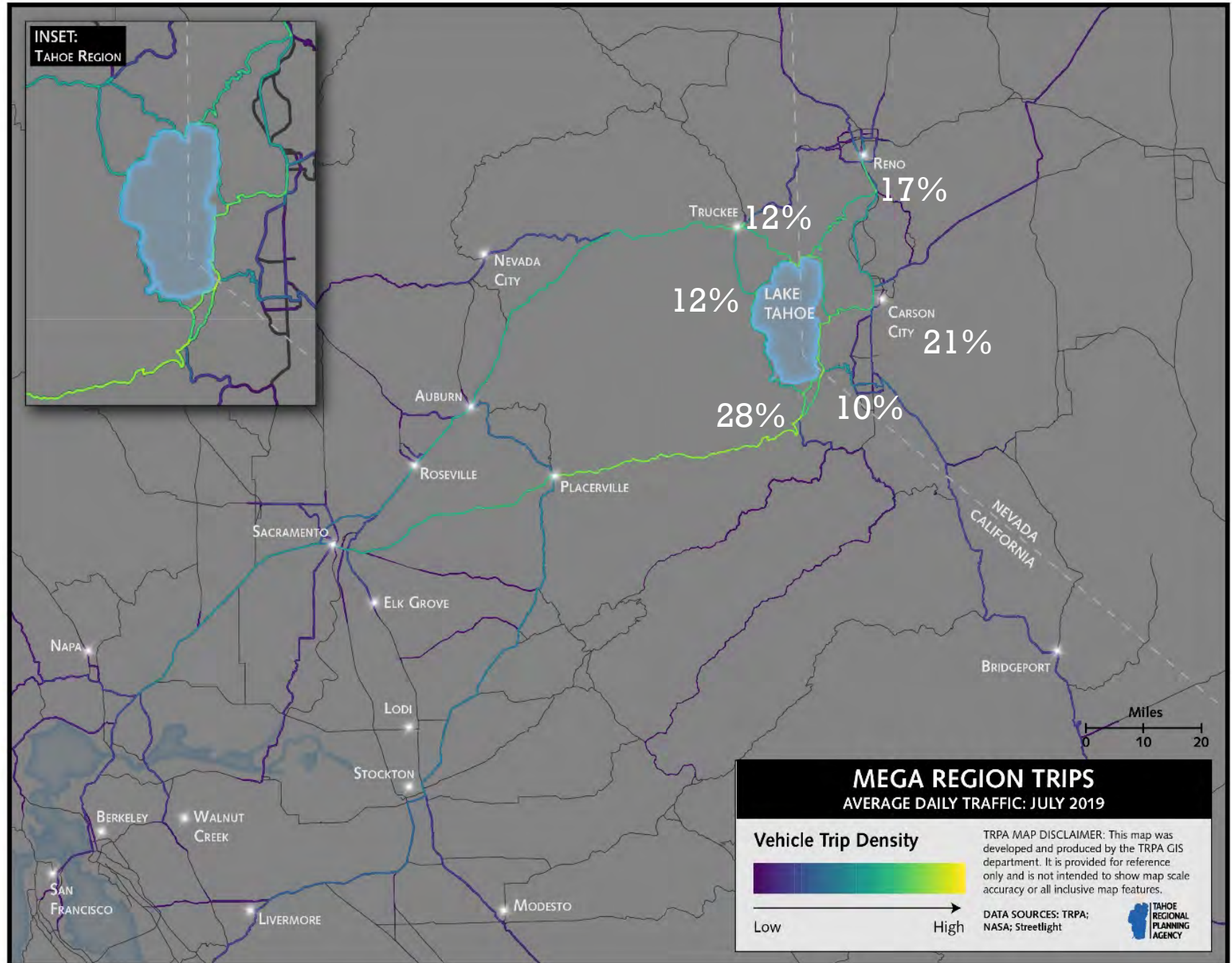
USER TYPES

Visit Tahoe – Regional Entry and Exit Travel 11%
long-distance trips to and from Tahoe from the Northern California and Nevada Mega-region, and across the country and the globe

Discover Tahoe – Recreation Travel 38%
residents and visitors traveling longer distance to recreation areas around the Region

Everyday Tahoe – Resident and Workforce Travel 51%
commutes to work or school and routine short trips around town

EXTERNAL PRESSURES



FOCUSED FRAMEWORK

Trails

- Complete the **Tahoe Trail and connections**

Transit

- **Enhanced and Free** to user Transit

Technology

- Utilize **new technology** to provide options for travel

Corridors & Communities

- **Align priorities** with funding
- **Enhance transportation access** to regional hot spots

TRAVEL DEMAND MANAGEMENT



- Marketing and Information
 - Programs focused on employees
 - Programs focused on visitors
- Parking Management
 - Making information available
 - Peak use pricing
- Transit
 - Free
 - On Demand Services

Complete the Tahoe TRAIL and connections.

by
2025

by
2035

by
2045

GOALS

7 new miles of shared-use paths.

47 miles of new paths, bike lanes, bike routes, and sidewalks.

110 miles of new paths, bike lanes, bike routes, and sidewalks.

PRIORITY PROJECTS

- Tahoe Trail from Sand Harbor to Spooner Lake State Park.
- South Tahoe Greenway connection from Bijou to Sierra Tract.
- Implement complete street projects in high use areas.
- Tahoe Trail from Meeks Bay to Baldwin Beach.
- Complete the Tahoe Trail and connectors such as the South Tahoe Greenway.

For more information, visit trpa.org/rtp



Modernize the TRANSIT system.

GOALS

1 million riders served.

by 2025

3 million riders served.

by 2035

5 million riders served.

by 2045

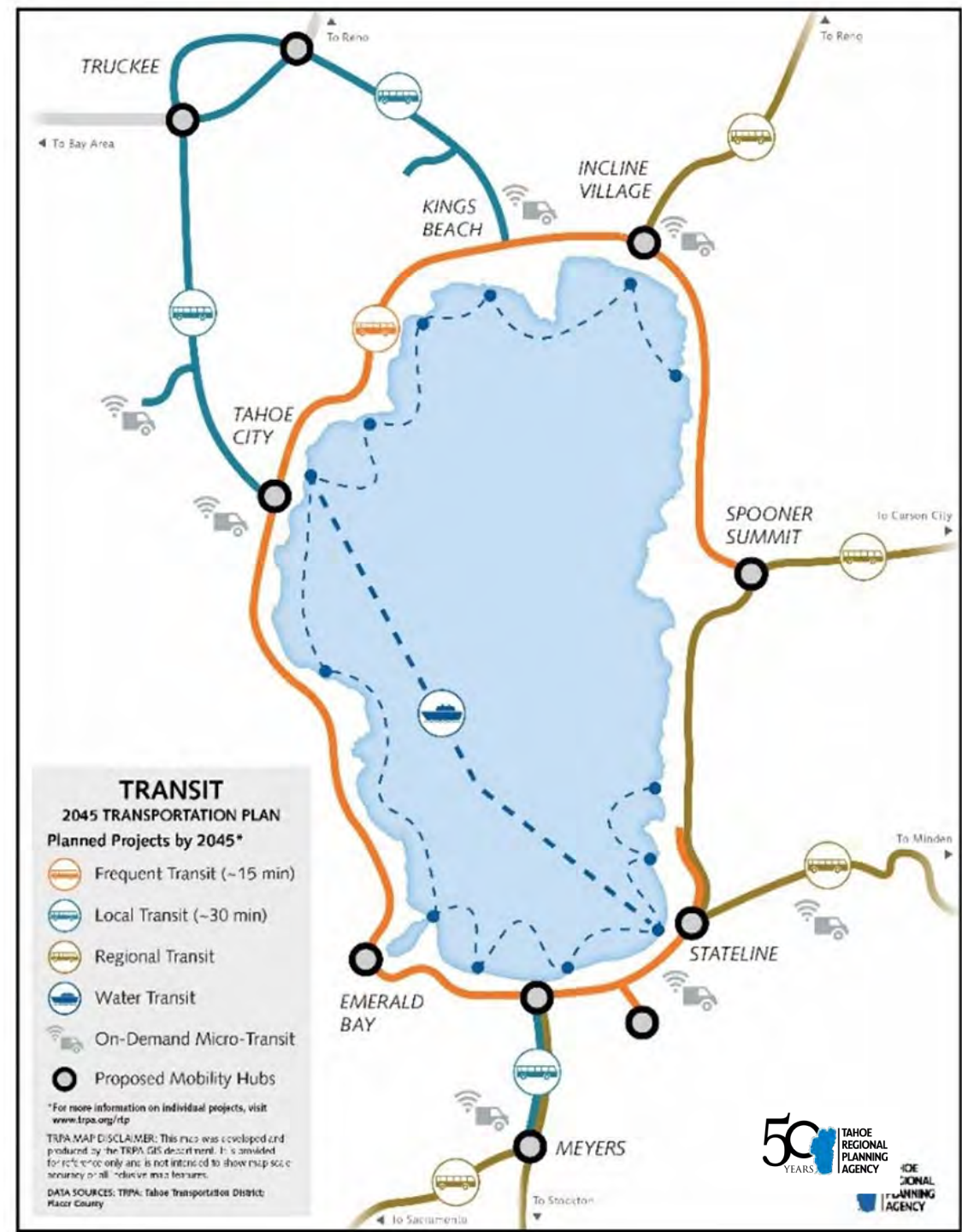
PRIORITY PROJECTS

- Free to ride buses every 30-minutes each day.
- Operators buy electric buses and install charging stations.
- Pilot micro-transit shuttles on North and South Shores.

- Free to ride buses every 15-20 minutes during peak times, open until 2 a.m.
- Commuter service between Carson and Tahoe.
- Emerald Bay shuttle.
- Regional water taxi services.

- Regional transit to Reno, Stockton, Sacramento, and the Bay Area.
- Cross lake ferry connecting North and South Shore.

For more information, visit trpa.org/rtp



Support new TECHNOLOGY options for travel.

GOALS

- Improve access to East Shore Trail recreation.
- Prioritize walking and biking at traffic signals in California.
- Prioritized transit at traffic signals in California.
- Implement dynamic travel lanes on California highways reducing the need for road widening.
- Reduce road construction impacts through information sharing.
- Reward those who do not drive a car.

PRIORITY PROJECTS

- S.R. 28 parking management, East Shore Express parking lot: smart-phone app, new web site, and parking status message signs.
- California multi-modal signal control optimization.
- California transit signal priority along South Shore helps transit stay on-time.
- California adaptive traffic management on S.R. 89, S.R. 267, and U.S. 50: bus-only lanes or modified lane configurations during peak travel times.
- California Intelligent Mobile Observation Systems.
- TRPA Travel Management Program.

For more information, visit trpa.org/rtp



by
2025

by
2035

by
2045



Enhance local **COMMUNITIES**, expand **transportation** access to regional hot spots, and align priorities with funding.

GOALS

- Commuters are encouraged to carpool.
- Every corridor has an improvement plan.
- Kids safely and confidently walk, bike or ride transit to and from school.

- South Shore's Main Street plan is completed.
- More people park their cars and get around by transit, walking, and/or biking.
- Meeks Bay recreation access is improved with new paths and parking management.

- Local roads are paved, potholes filled, and regular maintenance completed.
- Vehicles traveling through Tahoe are separated from recreation areas, and a new main street is built with improved walking, biking, and transit service.

PRIORITY PROJECTS

- LinkingTahoe.com is live.
- U.S. 50 East Shore Corridor Management Plan.
- Safe Routes to School.

- U.S. 50/South Shore Community Revitalization Project.
- Free transit, real-time information, and parking management.
- Meeks Bay corridor improvements.

- Local jurisdictions fund and implement road maintenance.
- The Loop Road is complete.

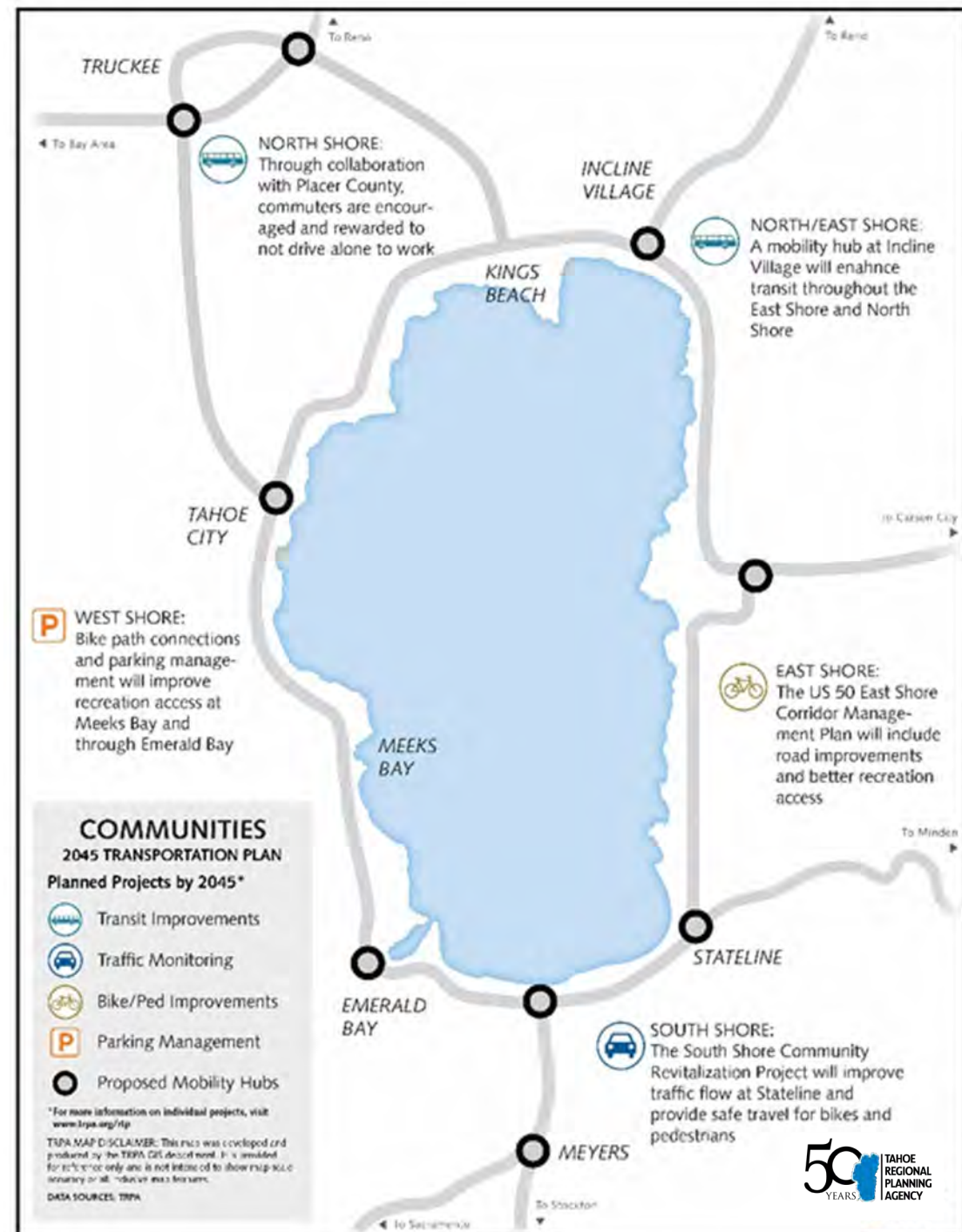
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by
2025

by
2035

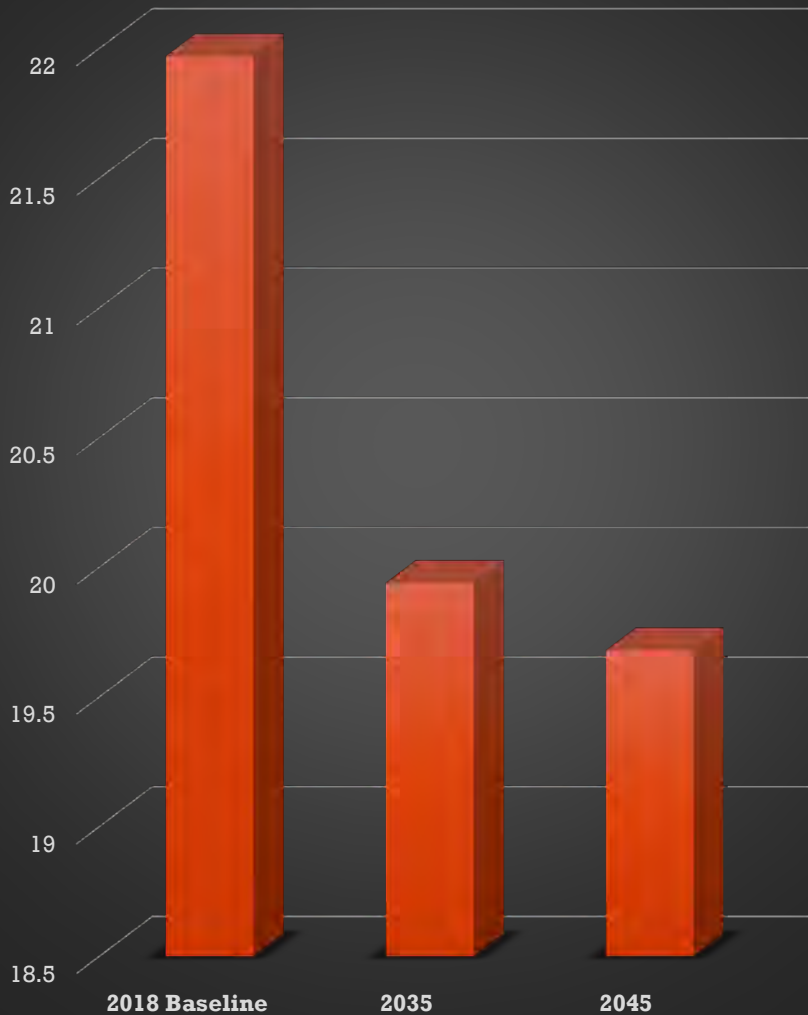
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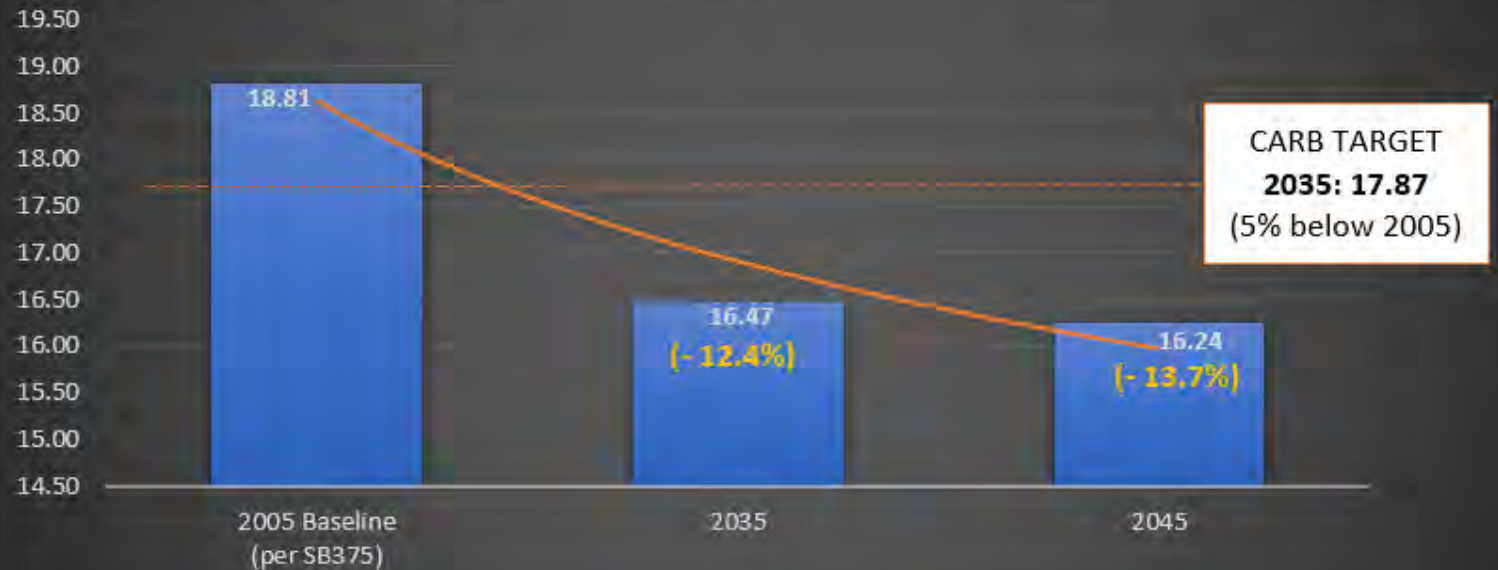
Annual Average Daily VMT per Capita



RESULTS

- **CURBING VMT GROWTH: 1.2% over 25 Years**
- **GOING BEYOND CARB 5% Reduction GOAL: – 12.4% in 2035**

Per Capita Passenger Vehicle GHG Emissions



PERFORMANCE

NON-AUTO MODE SHARE

TARGET: Improve average non-auto mode share calculated from the two most recent TRPA travel survey results.

PERFORMANCE: ON TARGET

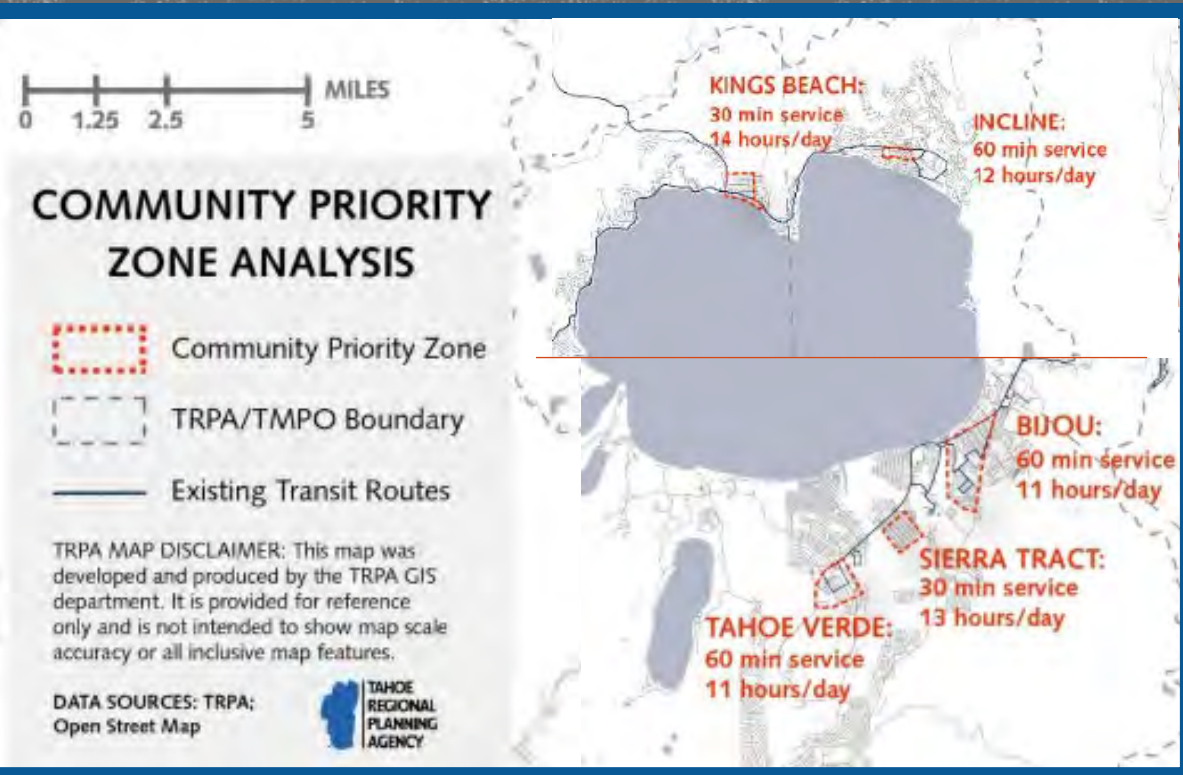
2014-2016 Avg.

18.0%

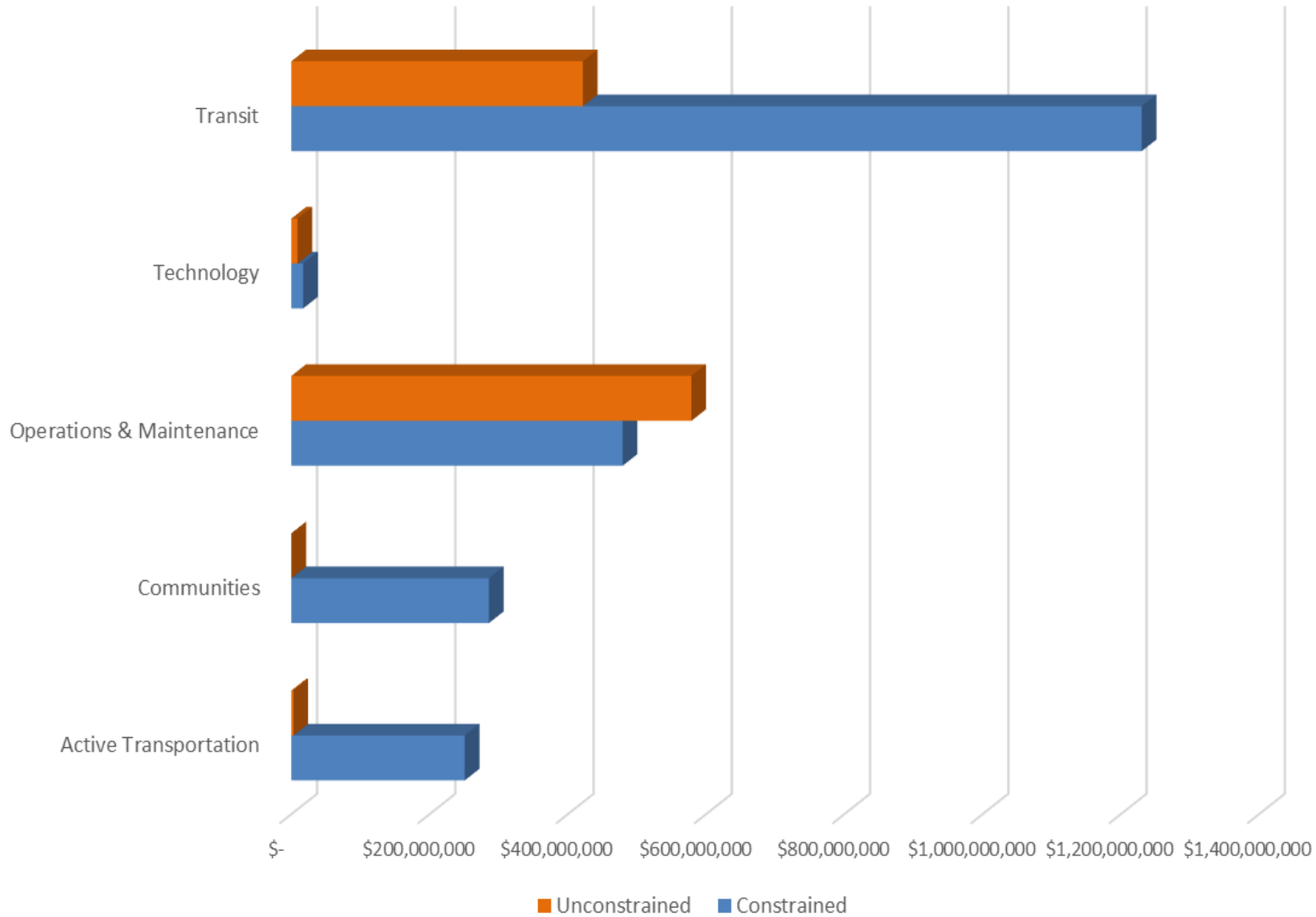


2018-2020 Avg.

24.5%



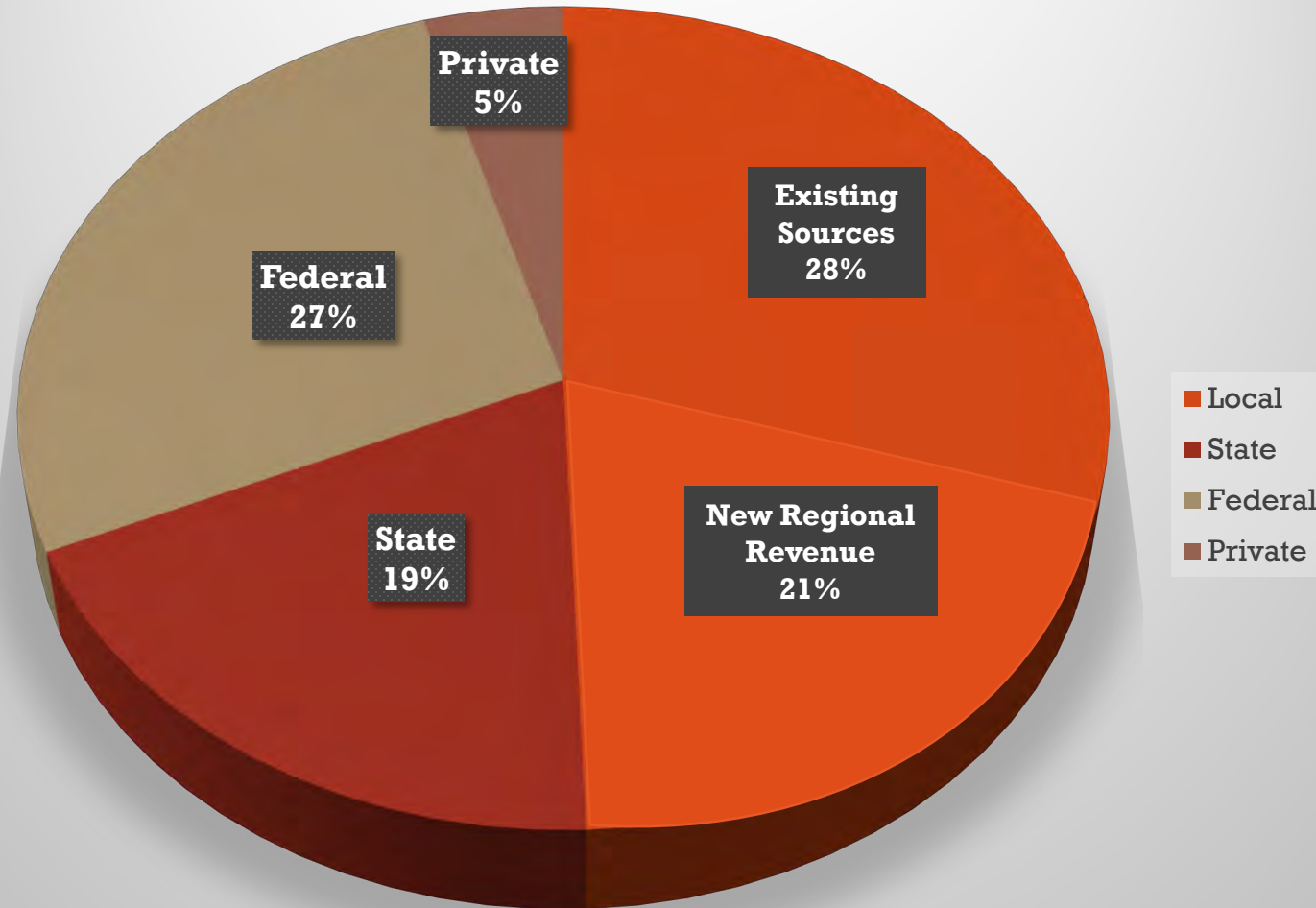
2020 RTP/SCS Revenue
UnConstrained vs Constrained



Funding

- Includes Formula and Discretionary Grants
- Elevated Transit
- Constrained Plan = \$2.2B

2045 RTP Revenue Shares \$2.2B



FUNDING

- Partnerships & Collaboration
- Sustainable Funding Source

BI-STATE COORDINATION — NEAR TERM PRIORITIES

US 50 South Stateline Revitalization

Project Cost: \$156M
Potential Funding: \$108M
Additional Funding Need: \$49M



Hwy 89/Emerald Bay Corridor

Project Cost: \$20M
Potential Funding: \$17M
Additional Funding Need: \$3M



SR 28 Stateline-to-Stateline Bikeway

Project Cost: \$60M
Potential Funding: \$52M
Additional Funding Need: \$8M



Placer Resort Triangle Transit Priority (Phase 1)

Project Cost: \$10M
Potential Funding: \$8M
Additional Funding Need: \$2M



Free and Enhanced Transit

Annual Operating Cost: \$26M
Potential Funding: \$10M
Additional Funding Need: \$16M



IMPLEMENTING THE PLAN



Better Understanding Tahoe Travel



Addressing Congestion through Mobility



Data and Performance



Efficient and Accelerated Implementation

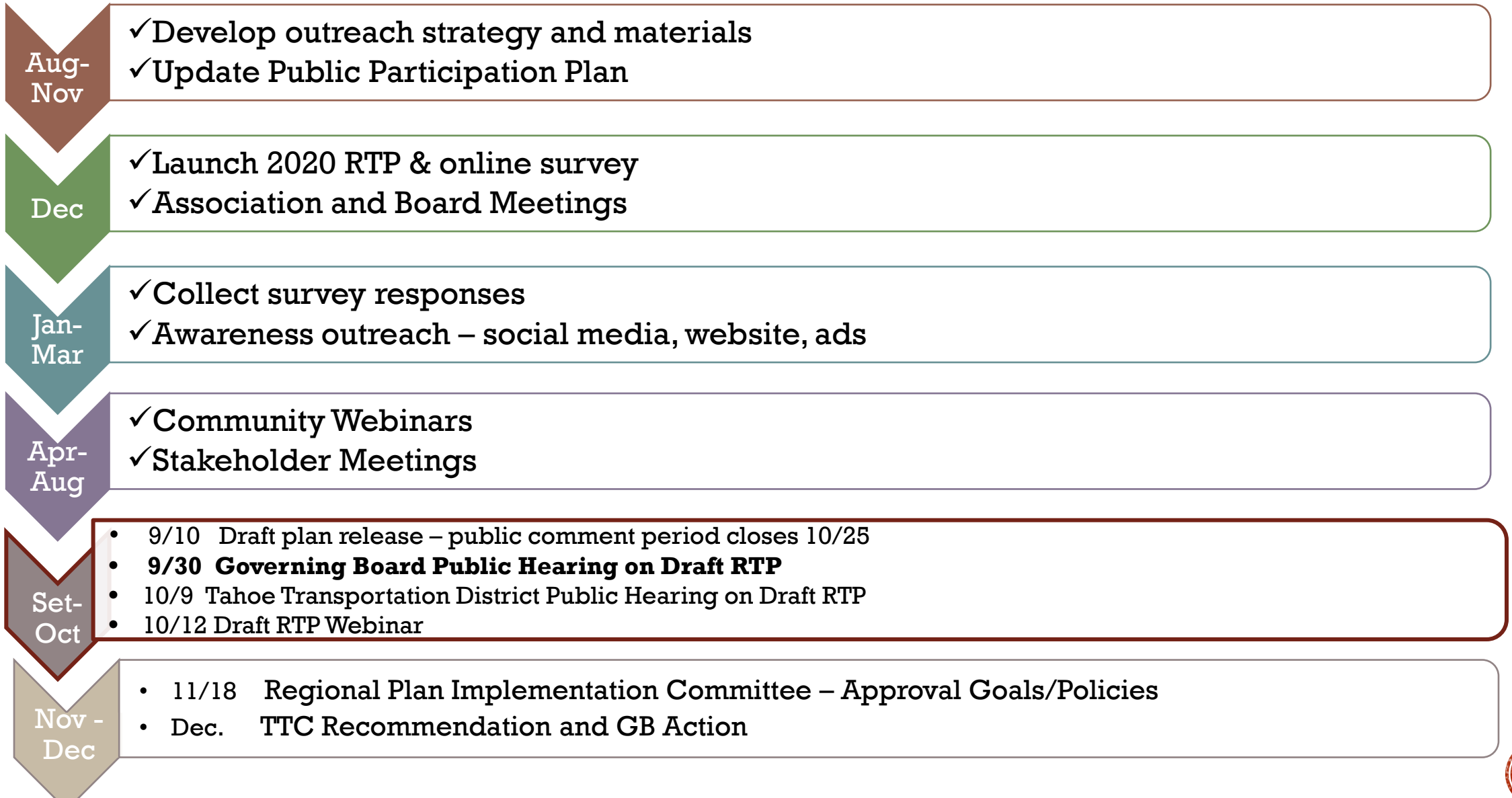


Travel Management Program

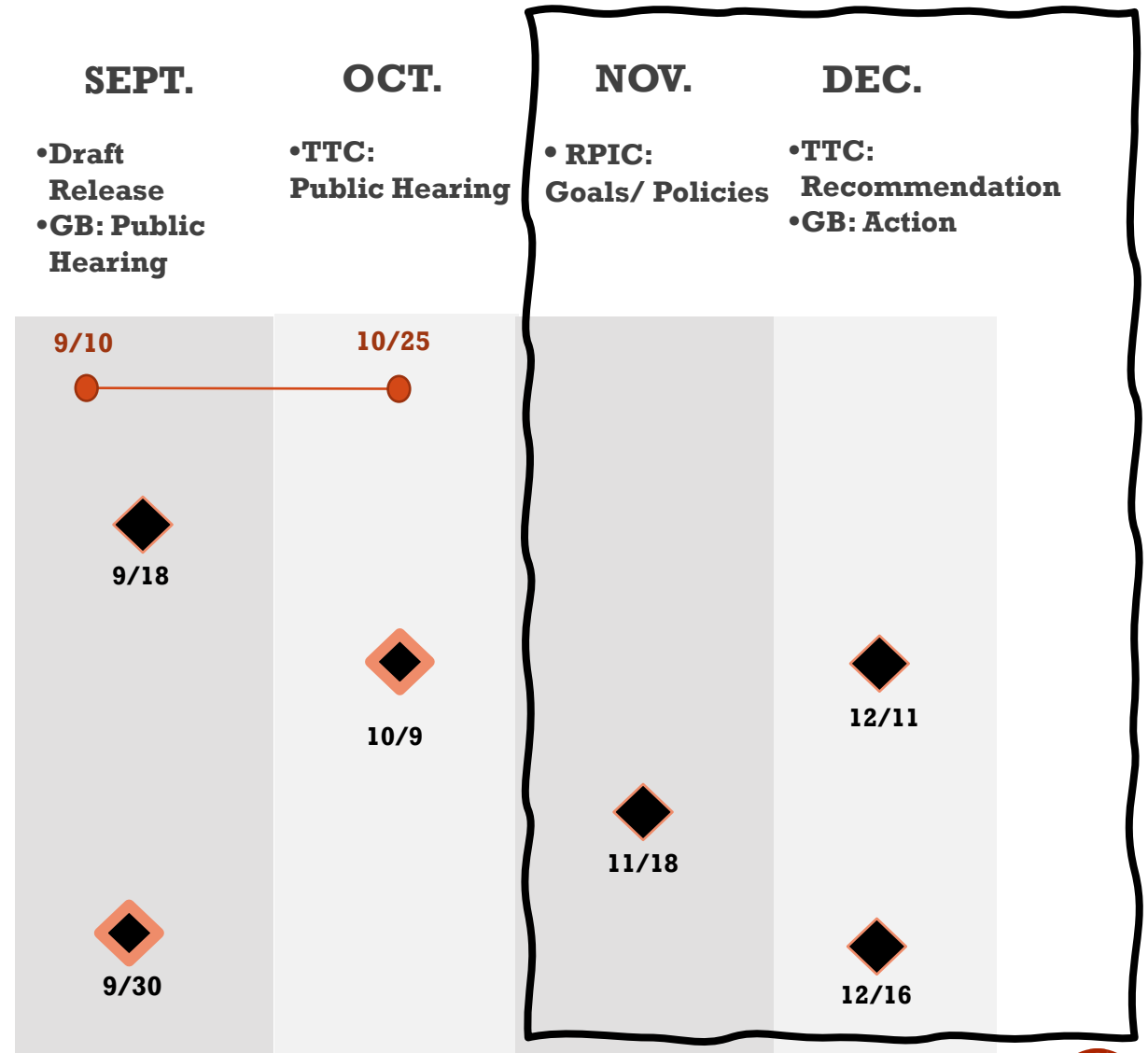
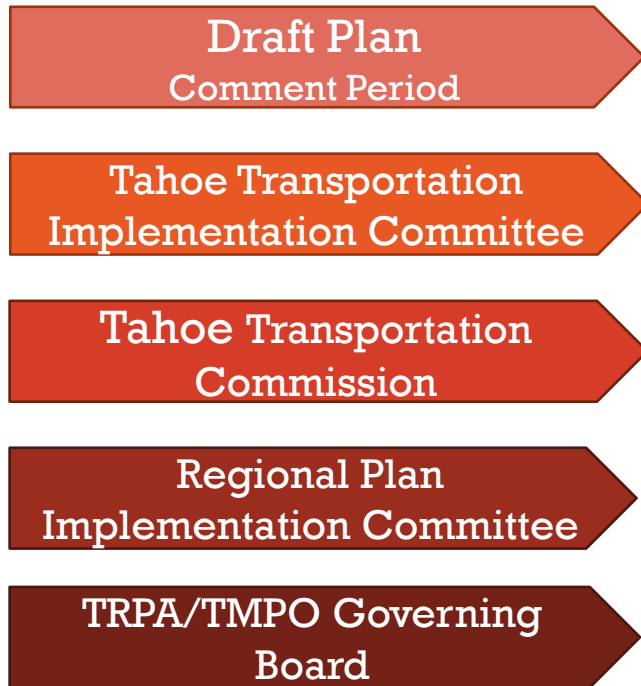


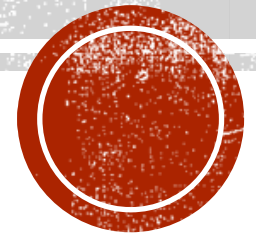
Innovative Regional Revenue

PUBLIC INPUT



RTP RECOMMENDATION & ACTION





THANK YOU

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Item VII B. and VIII A.

**GOVERNING BOARD
QUESTIONS**

PUBLIC COMMENT

BOARD DELIBERATION

