

SR 89 Recreation Corridor Management Plan

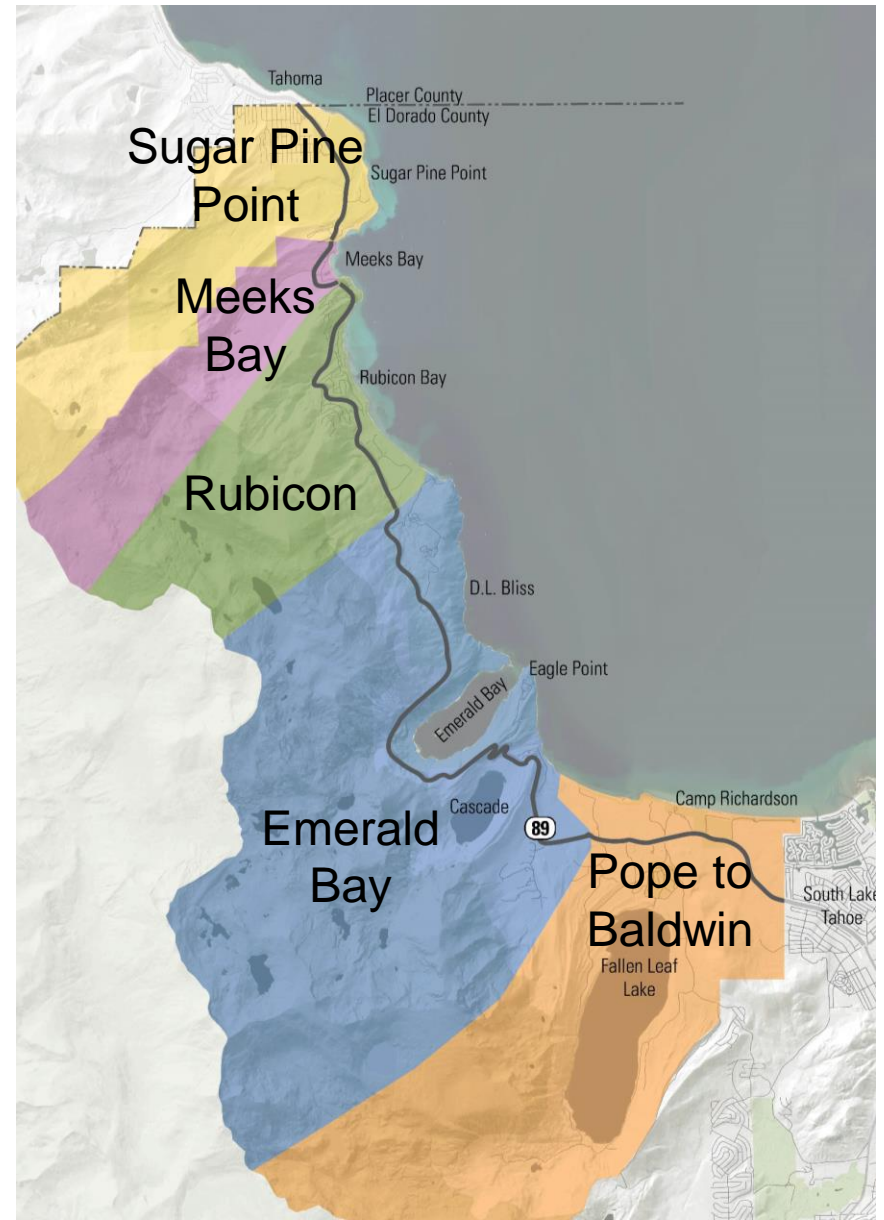


Connections

- Regional Transportation Plan
 - Project list
 - Program for funding
 - Transit Packages
 - Contribution to regional goal attainment
- Bi-State Consultation
 - Transit Packages
 - Funding Discussion
- Threshold Standards
 - Recreation
 - Water Quality
- Partner Agencies
 - USFS
 - CA State Parks
 - TTD

Strategies

- Visitor Use Management
- Parking Management
- Transit
- Path Improvements
- Enforcement and Safety Services
- Technology
- Year-Round Access



New Strategies for Consideration

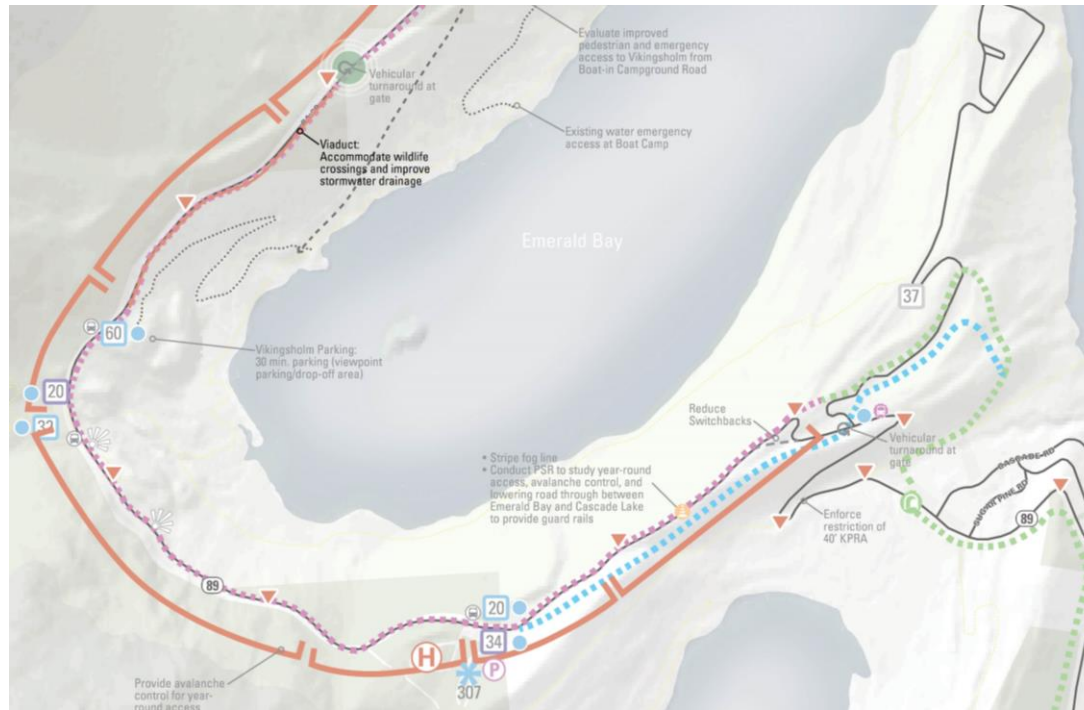
- Parking
 - **Reservation Systems**
 - Peak pricing
 - **Elimination of roadside parking**
 - Development of park and ride locations
- Access
 - **Transit only access**
 - **Congestion pricing**
 - Winter and shoulder season
 - Equity and inclusion
 - Washoe Tribal access
 - New and expanded public access
 - **Waterborne transit**
- Infrastructure
 - Tahoe Trail
 - Roadway improvements
 - Avalanche control
 - **Transit only lanes**
 - Expanded bike and pedestrian facilities
- Visitor Management
 - Proactive visitor management
 - Stewardship messaging
 - Public private partnerships
 - **Recreation fee structure**

Pope to Baldwin | Strategies



- Elimination of roadside parking
- Shifting of land uses
- Park and Ride lots
- Expanded pedestrian and bike facilities
- Transit only lane(s)
- Establish “recreation speed limit” (example of Tahoe Meadows on Mt. Rose)

Emerald Bay Segment | Strategies



- Elimination of roadside parking
- Paid parking
- New or expanded infrastructure
- Reservation or transit only access
- Congestion and dynamic pricing
- Tahoe Trail alignment
- Roadway improvements
- Expanded winter access

Travel Options Analysis

Volume of people to shift by mode and strategies and cost to achieve selected goal

POPE TO BALDWIN SEGMENT

Mode shares to consider roadside parking use.

Existing off-highway parking to remain.

- AUTO DOMINATES** ↓ Related to roadside parking
- Mode Share | Today's Visitor
 - Transit: 0% | Bike 15% | Auto: 85%
 - Mode Share | Savvy Visitor
 - Transit: 20% | Bike 20% | Auto: 60%
 - Mode Share | Plan Ahead Visitor
 - Transit: 40% | Bike 35% | Auto: 25%
 - Mode Share | Car Free
 - Transit: 85% | Bike 15% | Auto: 0%
- CAR FREE**

EMERALD BAY SEGMENT

Mode shares to consider roadside parking and existing off-highway parking use.

- AUTO DOMINATES** ↓ Related to roadside and off-highway parking use
- Mode Share | Today's Visitor
 - Transit: 0% | Bike 5% | Auto: 95%
 - Mode Share | Savvy Visitor
 - Transit: 50% | Bike 5% | Auto: 45%
 - Mode Share | Plan Ahead Visitor
 - Transit: 65% | Bike 5% | Auto: 30%
 - Mode Share | Car Free
 - Transit: 95% | Bike 5% | Auto: 0%
- CAR FREE**

Alt 1: Today's Visitor

Alt 2: Savvy Visitor

Alt 3: Plan Ahead Visitor

Alt 4: Car Free Visitor



Auto Dominate

Car Free

Move toward car free experience over time

Travel Options Analysis Transit Routes

EXPRESS ROUTE

"PARK ONCE" APPROACH

Stateline TC → Tahoe City TC

Stops

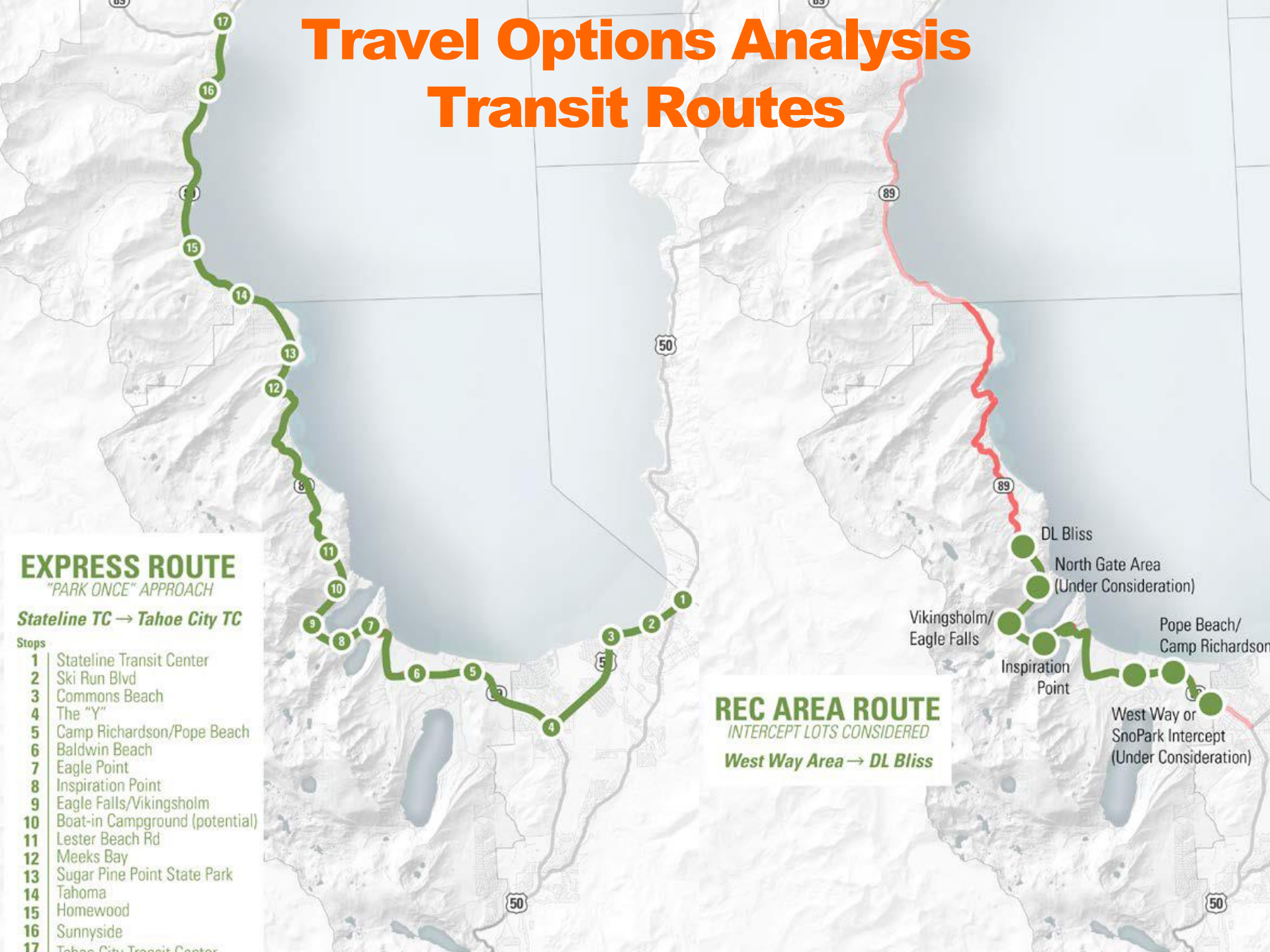
- 1 Stateline Transit Center
- 2 Ski Run Blvd
- 3 Commons Beach
- 4 The "Y"
- 5 Camp Richardson/Pope Beach
- 6 Baldwin Beach
- 7 Eagle Point
- 8 Inspiration Point
- 9 Eagle Falls/Vikingsholm
- 10 Boat-in Campground (potential)
- 11 Lester Beach Rd
- 12 Meeks Bay
- 13 Sugar Pine Point State Park
- 14 Tahoma
- 15 Homewood
- 16 Sunnyside
- 17 Tahoe City Transit Center

REC AREA ROUTE

INTERCEPT LOTS CONSIDERED

West Way Area → DL Bliss

- DL Bliss
- North Gate Area
(Under Consideration)
- Vikingsholm/
Eagle Falls
- Inspiration
Point
- Pope Beach/
Camp Richardson
- West Way or
SnoPark Intercept
(Under Consideration)



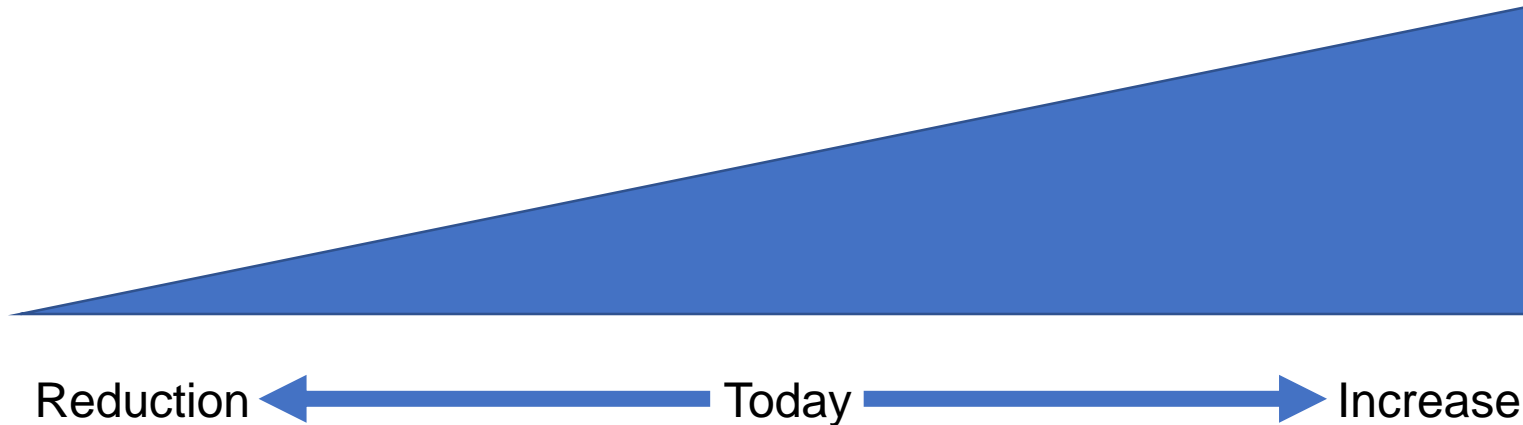
Travel Options Analysis

Parking Management

Parking Lot Type	Locations	Structure
Intercept	Stateline, Tahoe City, 'Y', Sno-Park, Airport	all day parking allowed (fee depends on location, in corridor fee higher) small parking fee
Vistas	Inspiration, Vikingsholm, Eagle Falls	30-minute metered photo parking (higher rate, if don't leave after 30 minutes)
Corridor	Emerald Bay Day Use	metered, congestion priced; charge year-round; overnight- permit includes fee
Facility	Camp Rich, Pope, Baldwin, Meeks, DL Bliss, Sugar Pine, Taylor Creek, Kiva, Tallac Historic Site, Fallen Leaf	flat fee with reservation at certain locations, flexibility for prime beach hours versus evening and off-season

Travel Options Analysis

Future Visitation

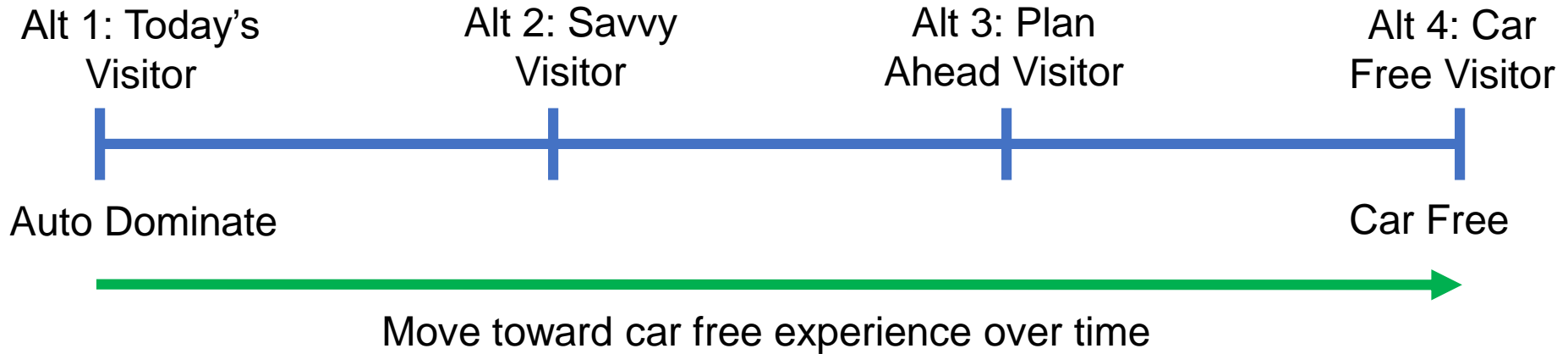


Balancing our needs and achieving our goals

Considerations

- Visitor Management
 - Matching resources to visitor demand
 - Shifting visitor use over time and space
- Investing in infrastructure to meet desired outcomes
 - Transit, parking, recreation sites
- Balancing access, equity, and resource conditions
- Basin-wide implications

Outcomes

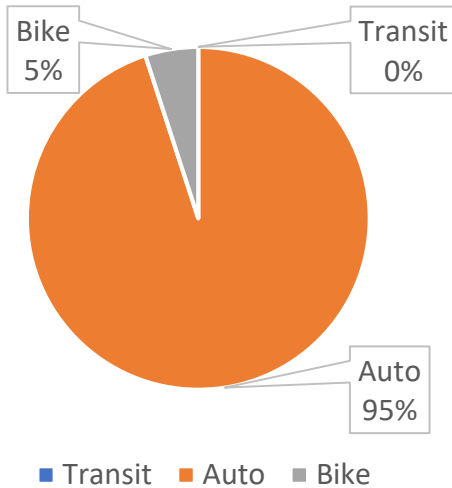


- Congestion, VMT, Vehicle Access
 - Regional Transportation Plan Goals
- Visitor Experience and Public Access
 - Equity and access for all
 - Threshold Standards
- Natural Resource Conditions
 - Threshold Standards
- Safety

Alternative 1 – Today's Visitor

No Transit Service - Minimal parking restrictions

Emerald Bay



Visitor Use Management

- Passive
- Un-Guided

Parking Management

- First-Come, First-Serve
- Free or Fixed Rate

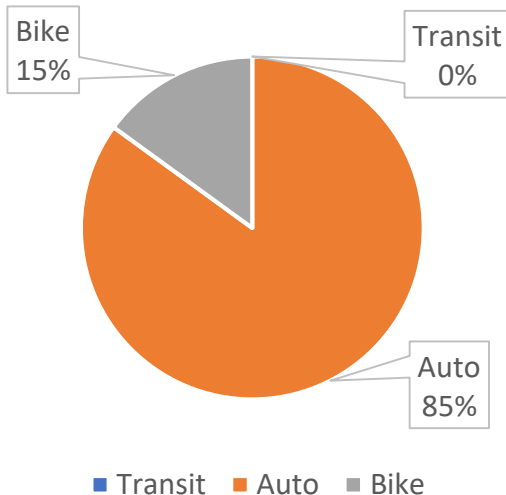
Access

- Unmanaged
- Less people served

Infrastructure

- Maintain Existing
- Expansion of in corridor parking
- No transit

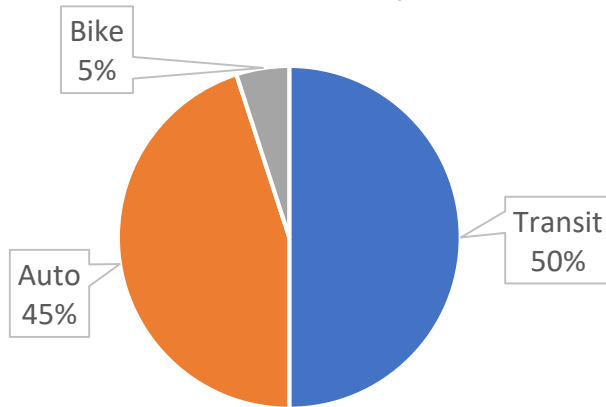
Pope Baldwin



Alternative 2 – Savvy Visitor

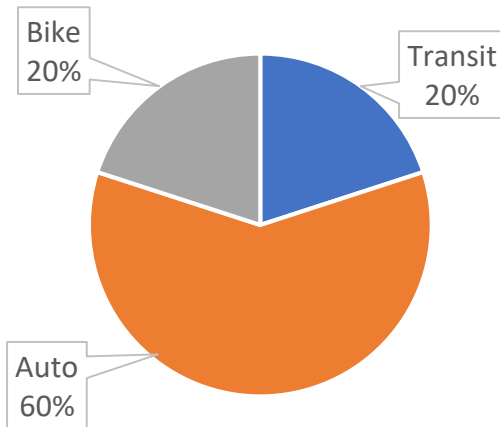
Low level transit - Minimal parking restrictions

Emerald Bay



■ Transit ■ Auto ■ Bike

Pope Baldwin



■ Transit ■ Auto ■ Bike

Visitor Use Management

- Passive
- Self-Guided

Parking Management

- First-Come, First-Serve
- Metered parking

Access

- Semi-managed
- Less people served

Infrastructure

- Some investment in recreation sites
- In corridor parking plus small intercept lots
- Small transit expansion

Alternative 3 – Plan Ahead Visitor

High level transit - Mid level parking restrictions

Visitor Use Management

- Active
- Guided

Parking Management

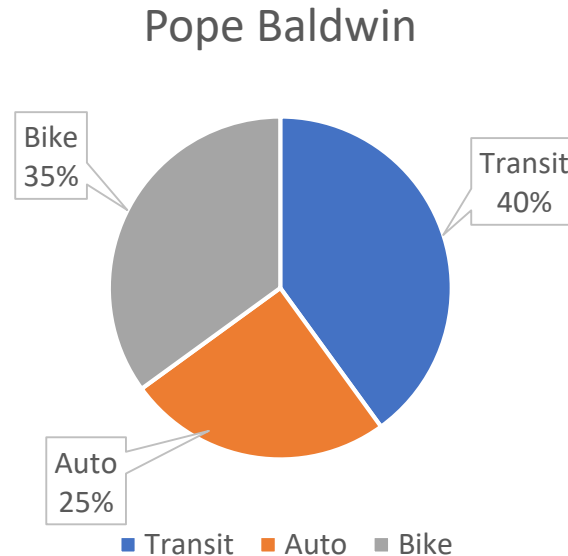
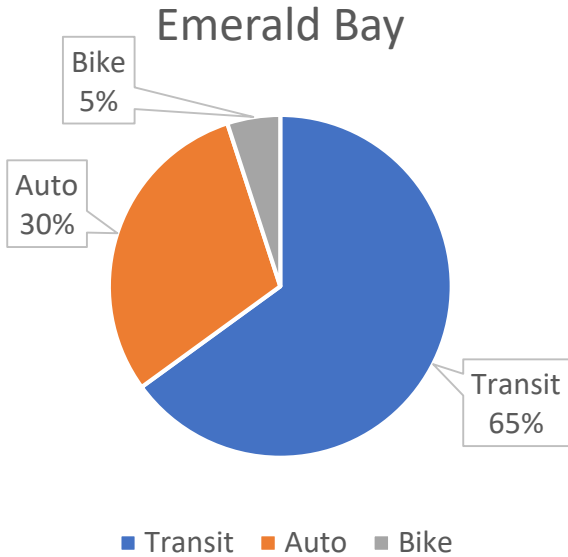
- Reservation plus vista points
- In Corridor restrictions
- Congestion pricing

Access

- Highly managed
- More people served

Infrastructure

- Some investment in recreation sites
- Large intercept lots, minimal in corridor parking
- Major transit expansion



Alternative 4 – Car Free Visitor

High level transit - Maximum level parking restrictions

Visitor Use Management

- Active
- ‘Disney Land’

Parking Management

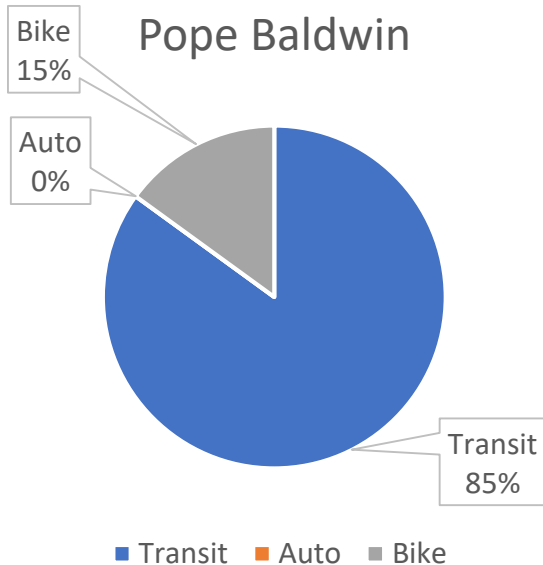
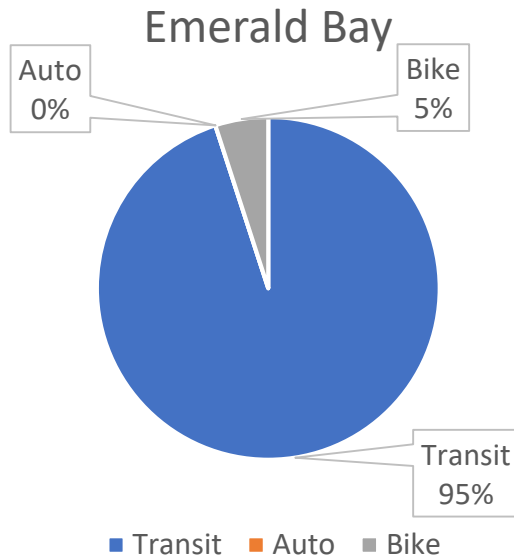
- Restricted vehicle access to Emerald Bay
- Reservation only
- Congestion pricing

Access

- Highly managed
- More people served

Infrastructure

- Some investment in recreation sites
- Multiple intercept lots
- Major transit expansion



Next Steps

- Incorporate Feedback from today
- Finalize baseline model run
- Detailed analysis for Alternative 2 and 3 with maps
 - Key differences: parking strategies and transit service levels

Results

- Mode split goals and number of people to shift by mode
- Estimated annual operating costs
- Vehicle Capital Costs (not including other capital costs)
- System capacity-throughput (volume of people)

Next Steps

Stakeholder Engagement

- PDT Meetings #5 & #6
- Stakeholder Workshop
- Public Workshops
- Digital Webinar
- One-on-One meetings

Agency Alignment

- Board Presentations
- Executive Meetings
- TIE Steering Committee

Plan Adoption

- Draft Plan (end of March)
 - 30 day public comment period
 - Additional stakeholder outreach
- Final Plan Released and Endorsement(May 1)
- Final Plan and Adoption (June)
 - TRPA Governing Board

Questions and Discussion

