

# Board of Supervisors Workshop

July 28, 2020



# Resort Triangle Transportation Plan (RTTP)

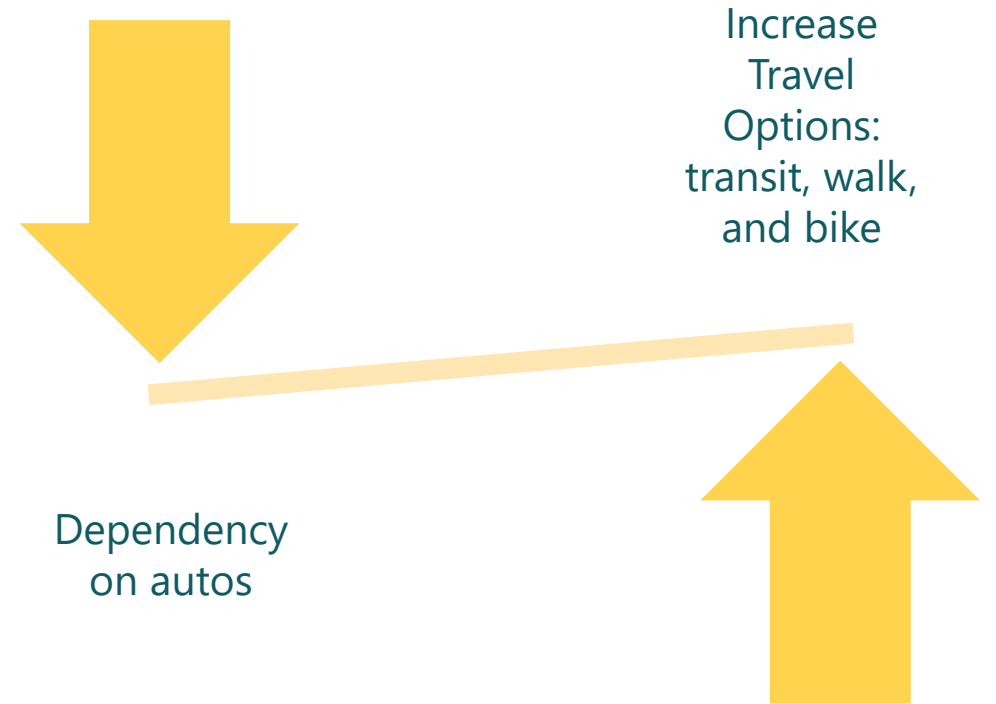
Background and Funding

Study Area



# The Mission

Create a transportation system for tomorrow which will make more efficient use of existing infrastructure, focus on improving mobility for all, reduce transportation impacts on the environment, improve congestion and travel delay, promote and enhance transit services and provide linkage for non-motorized travel choices.



# Plan Objectives

- Alternative Travel Modes a more convenient option
- Disincentivize “drive alone” or low vehicle occupancy
- Transit connections – Fixed Route and On-Demand
- Fewer Vehicle Trips
- Improved Experience and Environment

# Our Tahoe Partners

## **Project Development Team (PDT)**

TRPA, TTD, SACOG, PCTPA, TMA, Truckee, Caltrans, CHP, PUDs, Truckee Tahoe Airport District, NLTRA, Resort Partners, County staff and Consultant team

## **Stakeholder Representative Group (SRG)**

Business interests, Community Organizations, Social Service Organizations, Underrepresented, and Environmental interests

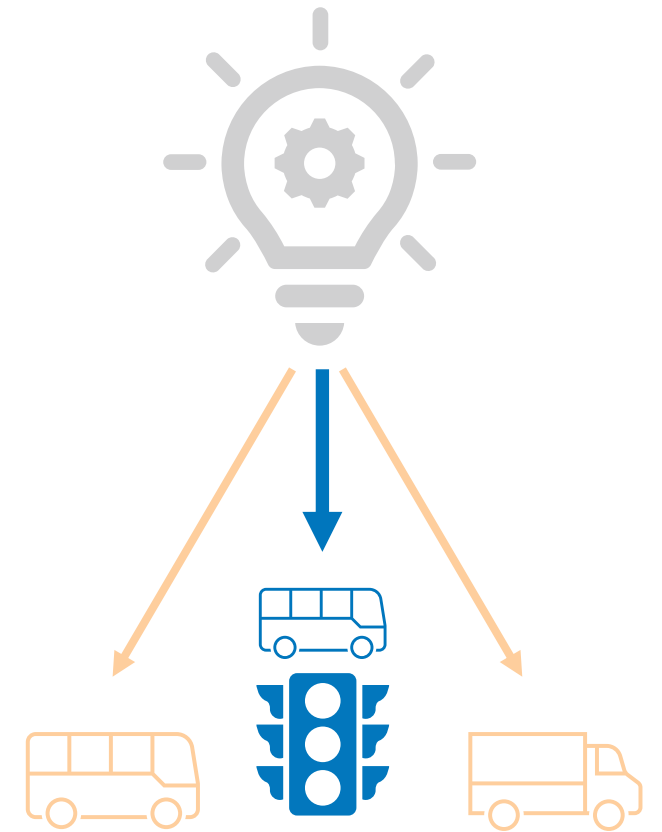
# Key Focus Studies

- Adaptive Corridor Management
- Parking Management
- Transportation Demand Management
- Vehicle Miles Traveled



# Adaptive Corridor Management

- Near-Term Corridor Improvements
  - Focus on transit priority at intersections and signal upgrades
- Long Range Improvements
  - Reversible Bus Only/Transit or HOV 4+ Lane
  - Truck Climbing Lanes
- Considerations and Next Steps

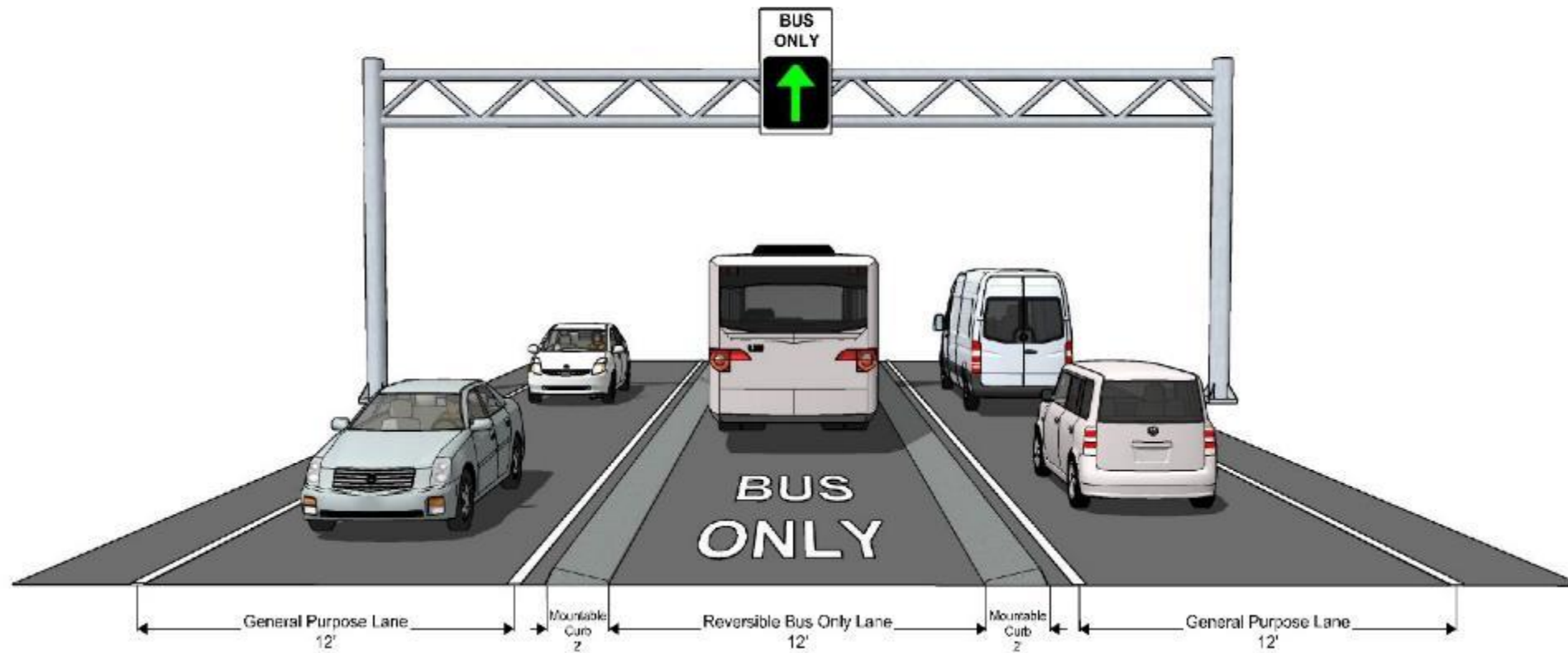




# Adaptive Corridor Management

- Long-Term Recommendation

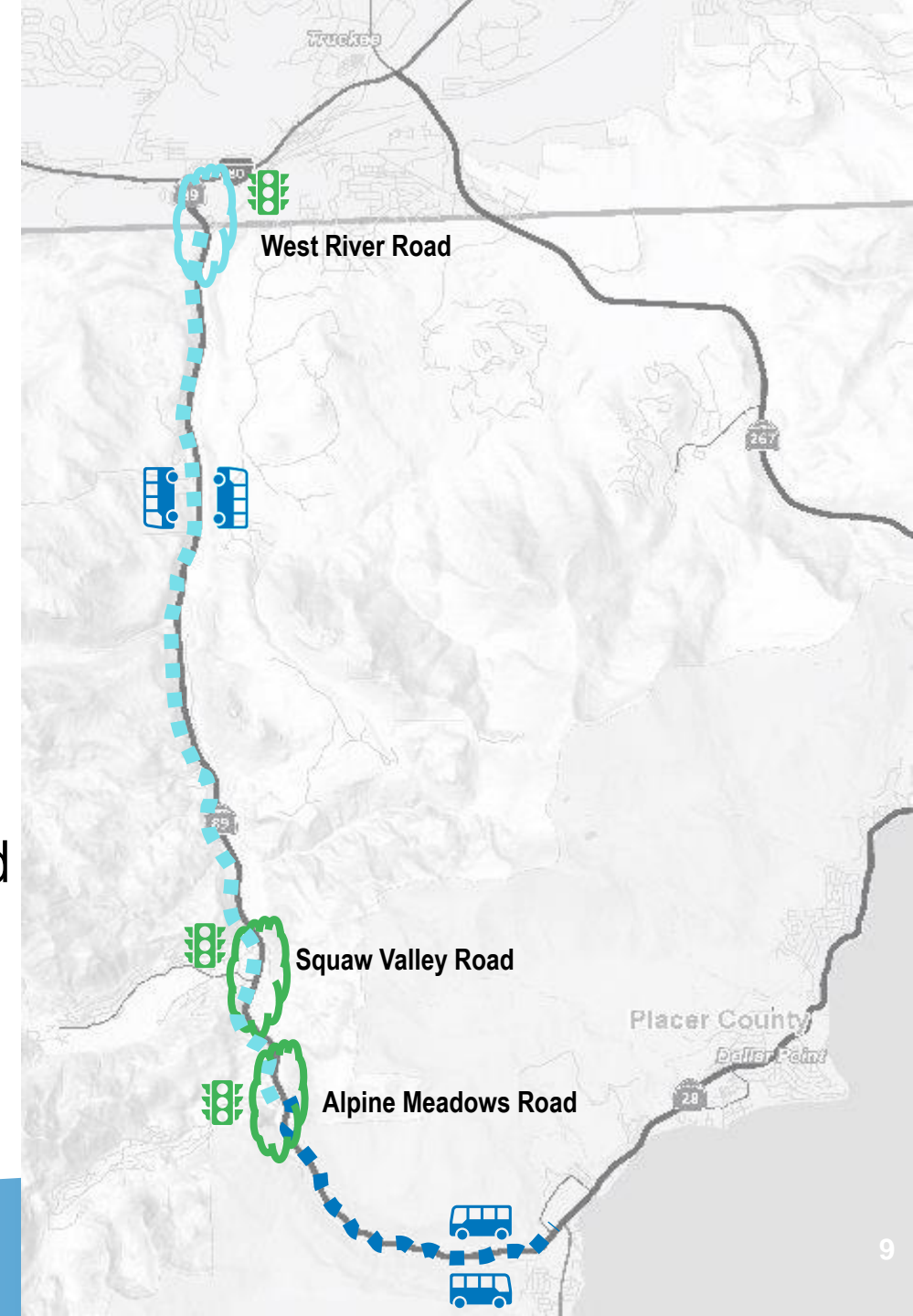
*Reversible Bus Only Lane Cross-Section*





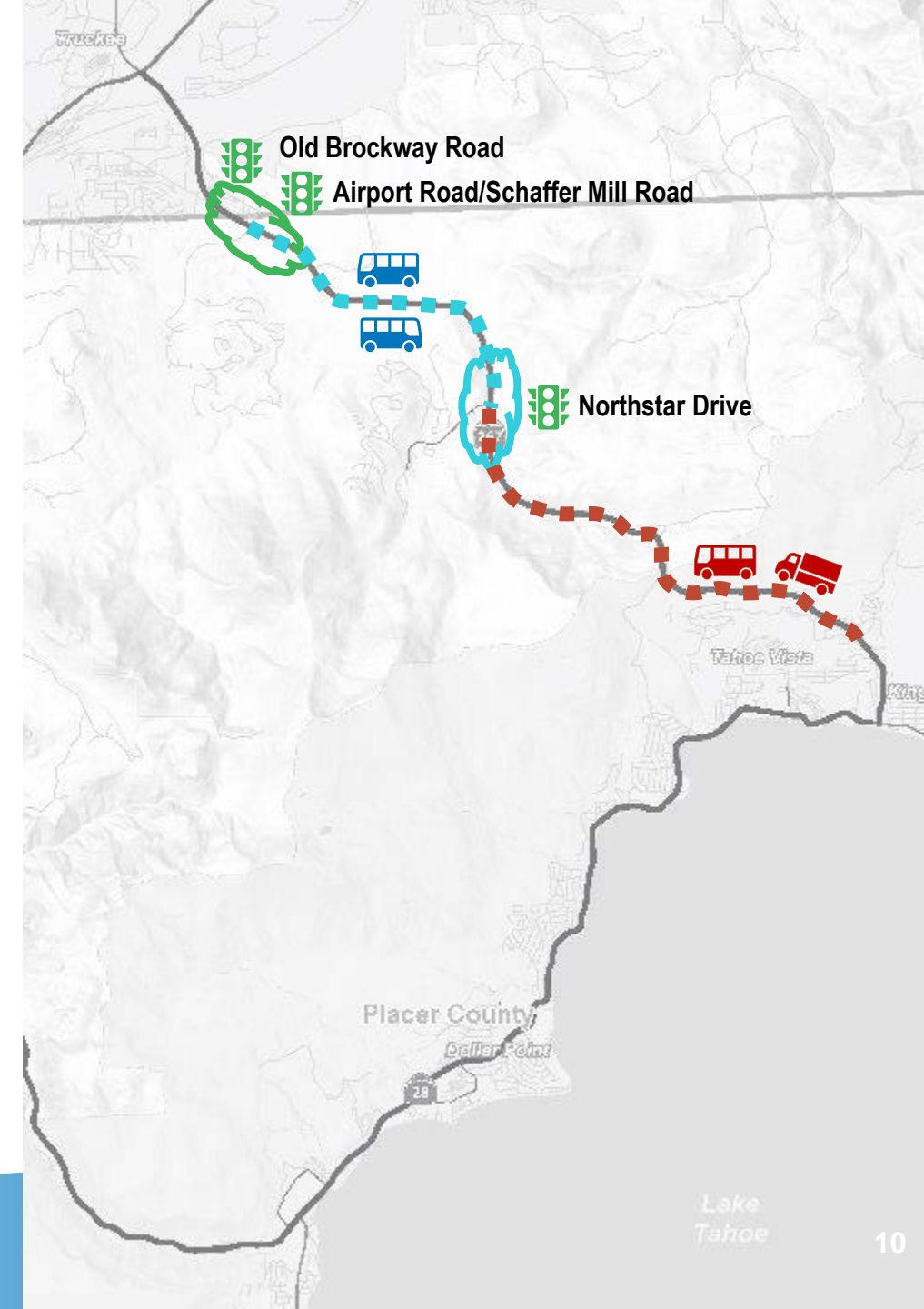
# Adaptive Corridor Management – SR 89

- **Phase 1:**
  - Transit Priority Signal Modifications:
  - Transit Queue Jump Lanes
- **Phase 2:**
  - Transit Queue Jump Lanes
  - Reversible Bus Only/HOV 4+ Lane
    - » West River Road to Alpine Meadows Road
- **Phase 3:**
  - Reversible Bus Only/HOV 4+ Lane
    - » Alpine Meadows Road to Tahoe City



# Adaptive Corridor Management – SR 267

- **Phase 1:**
  - Transit Priority Signal Modifications:
  - Transit Queue Jump Lanes
- **Phase 2:**
  - Transit Queue Jump Lanes
  - Reversible Bus Only/HOV 4+ Lane
- **Phase 3:**
  - Bus + Truck Only Climbing Lanes



# Parking Management Recommendations

## Paid Parking Program - Tahoe City and Kings Beach

- Public (On-Street and Public Lot)
- \$1.50 per hour State Route 28
- \$1.00 per hour elsewhere
- 10 AM to 5 PM, 7 Days a Week
- Summer: Mid-June to Mid-September, Winter – future expansion
- Residential Parking Management – restricted parking



- Summer Recreational Paid Parking Area
- Summer and Winter Paid Parking Area
- Potential Residential Parking Program Area

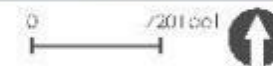


Figure 7





- Existing KBSRA Paid Parking Areas
- Summer and Winter Paid Parking Area
- Potential Residential Parking Program Area

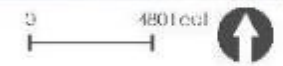


Figure 8



# Parking Management Recommendations

- Summer Recreational/Beach Paid Parking Program
  - \$10 per day - prior to 5 PM
  - \$5 per day - after 5 PM
  - Summer: Mid-June Through Mid-September
  - Will Require Agreements: US Forest Service, State Parks, California Tahoe Conservancy



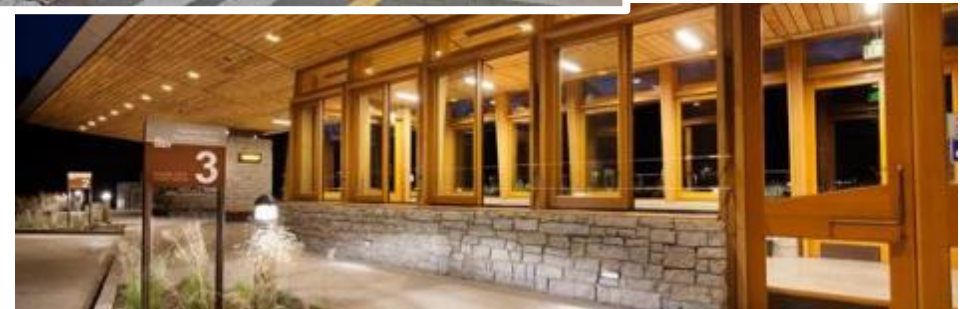
# Additional Parking Considerations

- Private Participation in Parking Management
  - Where excess parking is available or shared parking opportunities exist
  - Revenue return opportunities
  - Encourage Winter Resorts to Implement Paid Parking
- Parking Regulations for development/businesses
  - TBAP – parking in-lieu/transit funding
  - Small project considerations
  - Unbundled parking/parking maximums
- Coordination w/Truckee - intercept parking / transit / paid parking strategy



# Transportation Demand Management

- **Parking Management**
- **Microtransit**
- **Trip Reduction Ordinance**
- Ped and Bike Improvements
- Mobility Hubs
- Wayfinding
- Mobile Information & Trip Planning
- Ride-Matching



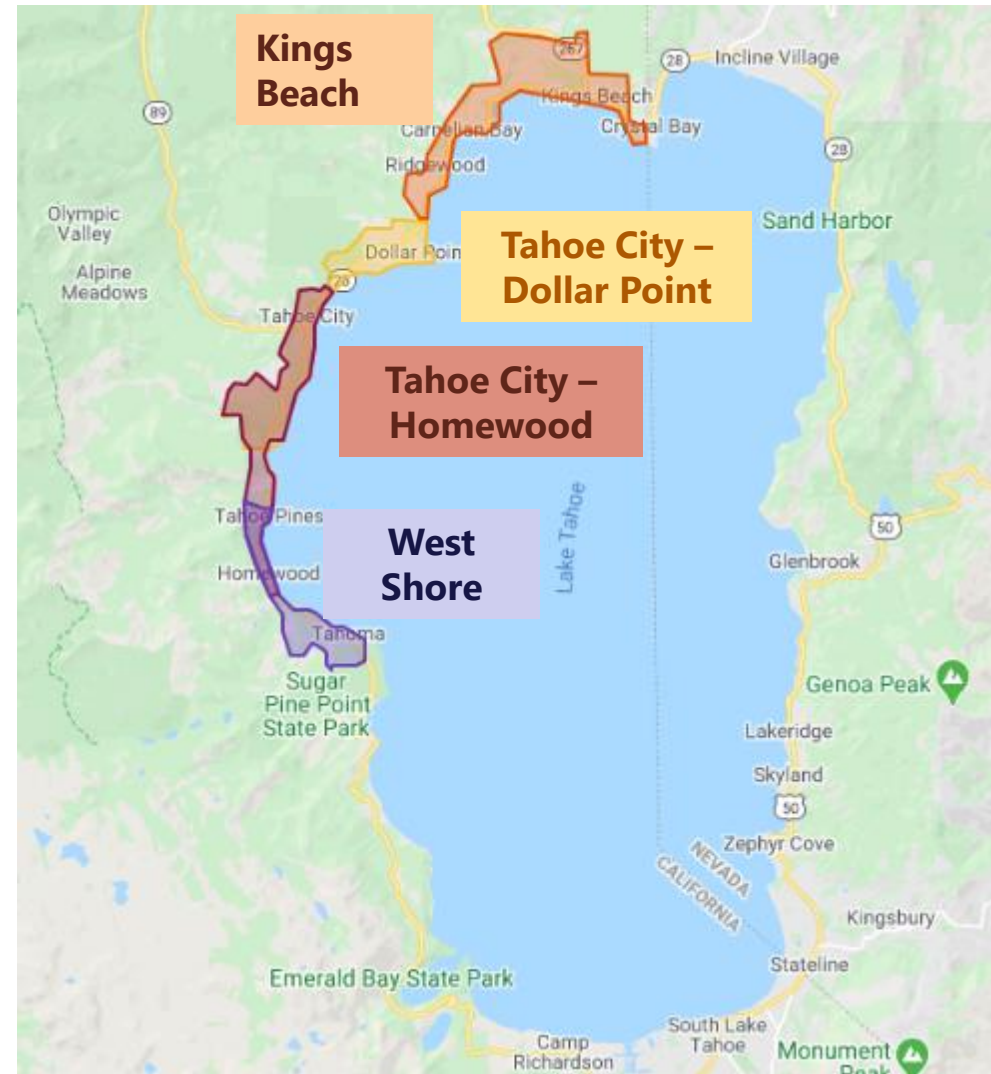
# Microtransit

- Connections to Key Destinations
  - Neighborhoods → Town Centers → Recreation
- Connections to existing TART routes
  - First/Last Mile
- On-Demand Shuttle
  - Real Time/Dynamic
- Mobile-App Based
- Quick Response Time
- Fare-Free



## Microtransit: 4 Service Areas

- Kings Beach
- Tahoe City – Dollar Point
- Tahoe City – Homewood
- West Shore





# Trip Reduction Ordinance: Preliminary Recommendations

- Regional Coordination
- Business Partnership
- Regional Non-SOV Commute Target
- Goal: Expand and Integrate TDM Program Strategies
- Manage a Regional Employee Survey



# VMT Reduction

- Countywide SB 743 effort
  - Resort Triangle (outside Basin) – regional specific
- Resort Triangle/Tahoe Basin
  - Working with TRPA to potentially align the Article VII environmental threshold recommendations with County direction

# VMT Reduction

- Threshold
- Project Screening
- Mitigation Strategies
- Assessment Tools
  
- Goal for Adoption
  - By Board of Supervisors late Fall 2020

## Next Steps

- Board of Supervisors Workshop
- Complete online outreach in July/early August
- Create the final Plan in August
- Final Plan consideration by Board of Supervisors in September
- Begin implementation and funding discussions



# Questions and Thank you

- Resort Triangle Transportation Plan (RTTP) Review

<http://triangle-transportation.com/wp-content/uploads/2020/07/RTTP-Draft-Plan-20200626-2.pdf>

- Submit comments to Placer County by August 7<sup>th</sup>, 2020
  - **Contact: Stephanie Holloway** → [shollow@placer.ca.gov](mailto:shollow@placer.ca.gov)