

DESTINATION

Lake Tahoe **FACTS**

76 Miles of Roadway

Only 21 Miles of 4-Lane

Two Transit Agencies

+/- 55,000 Full-time Residents

Five Points of Entry

Lake Clarity declined to 77.8'

Project OVERVIEW

Sand Harbor
Jarrod Lopiccolo/flickr

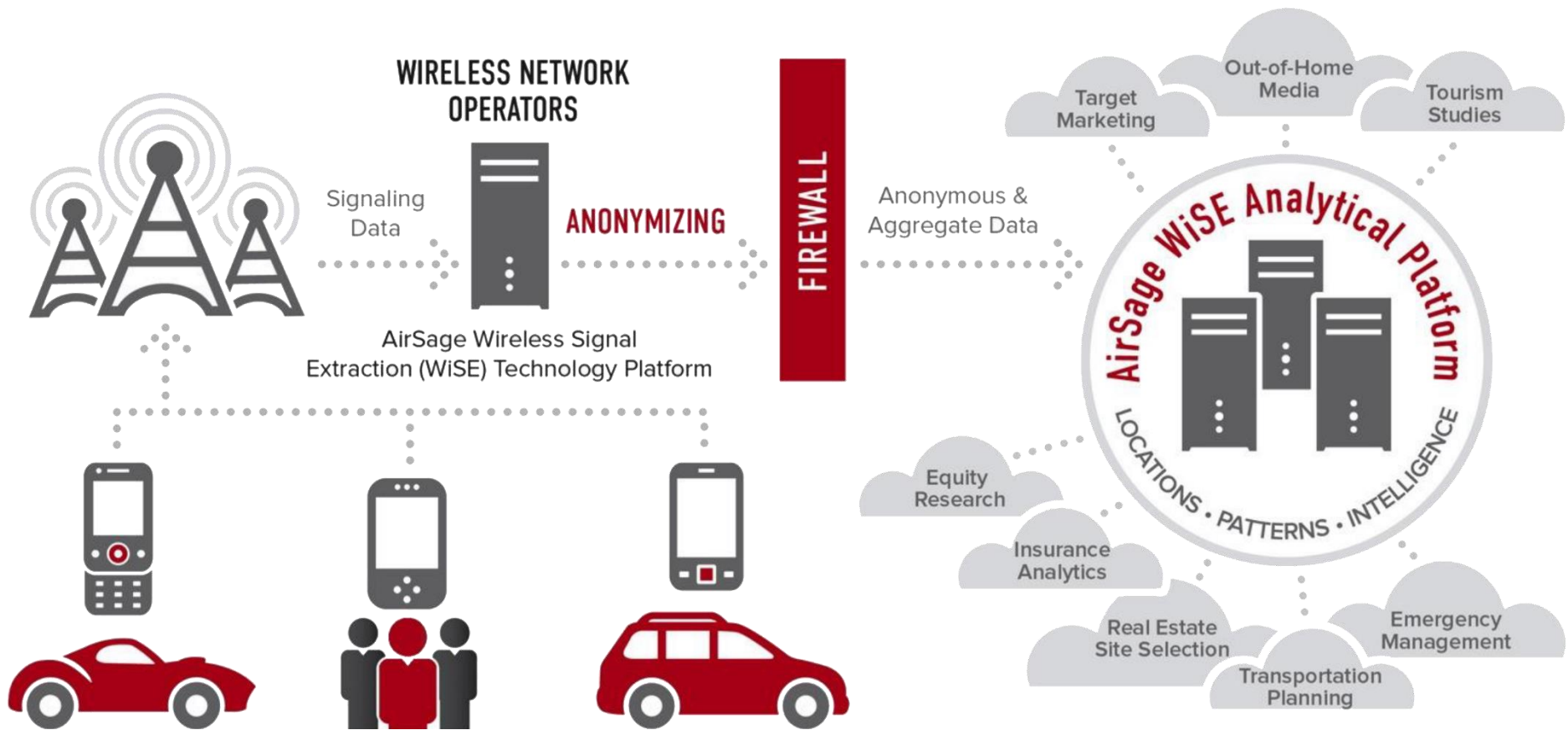
Goal

Create a Lake Tahoe Multimodal Corridor Management Plan including an Intra/Inter Regional Coordinated Transit Master Plan

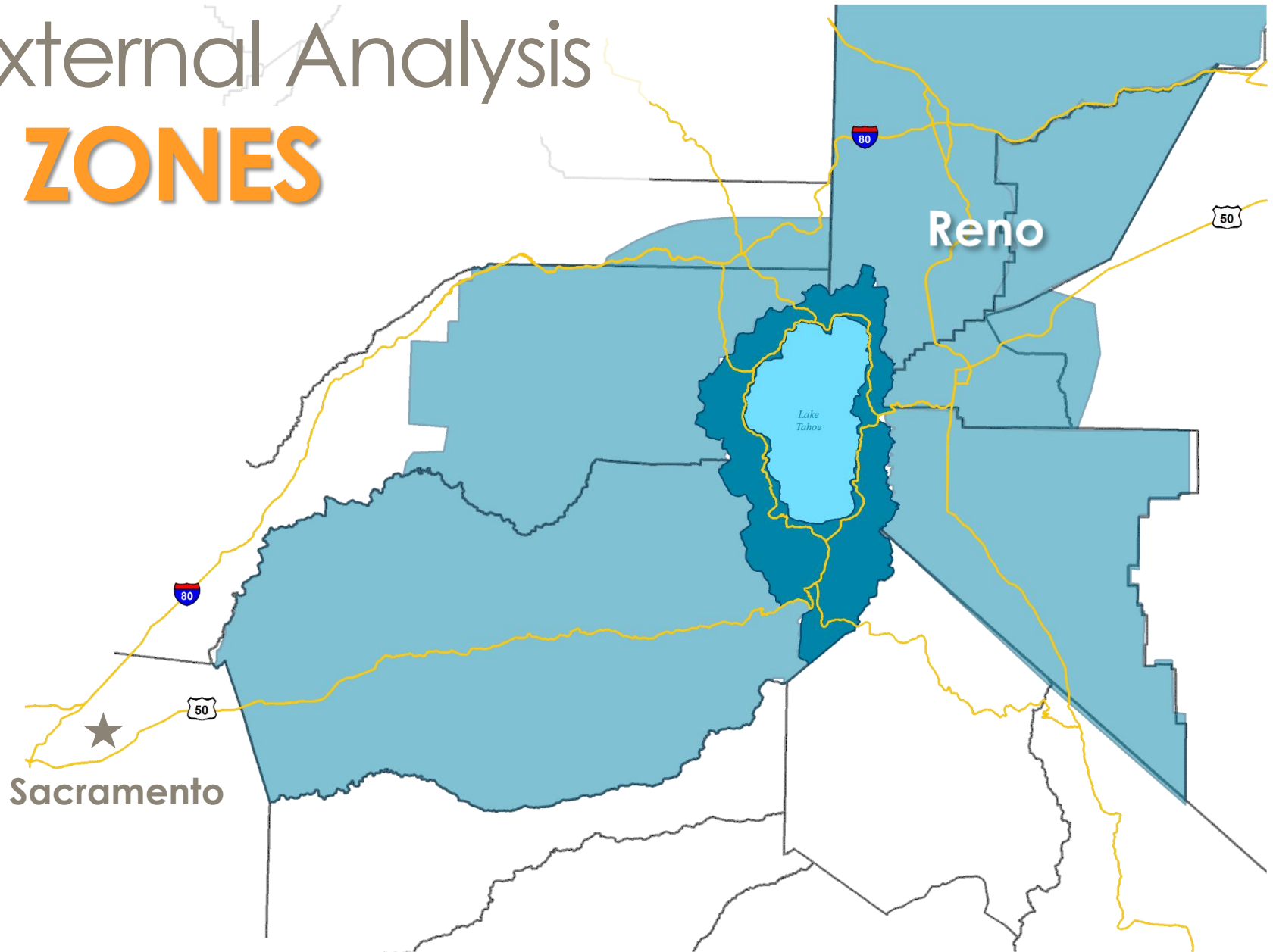
Tasks

- Create an accelerated implementation plan through multi-agency, stakeholder, public private partnerships
- Analyze six areas as corridors
- Complete a trip generator/land use analysis
- Identify existing service gaps
- Conduct mode and use analysis
- Existing parking capacity study
- Wireless device data collection and analysis
- Transit Master Plan
- Ferry Oriented Development Plan
- Corridor Management Plan

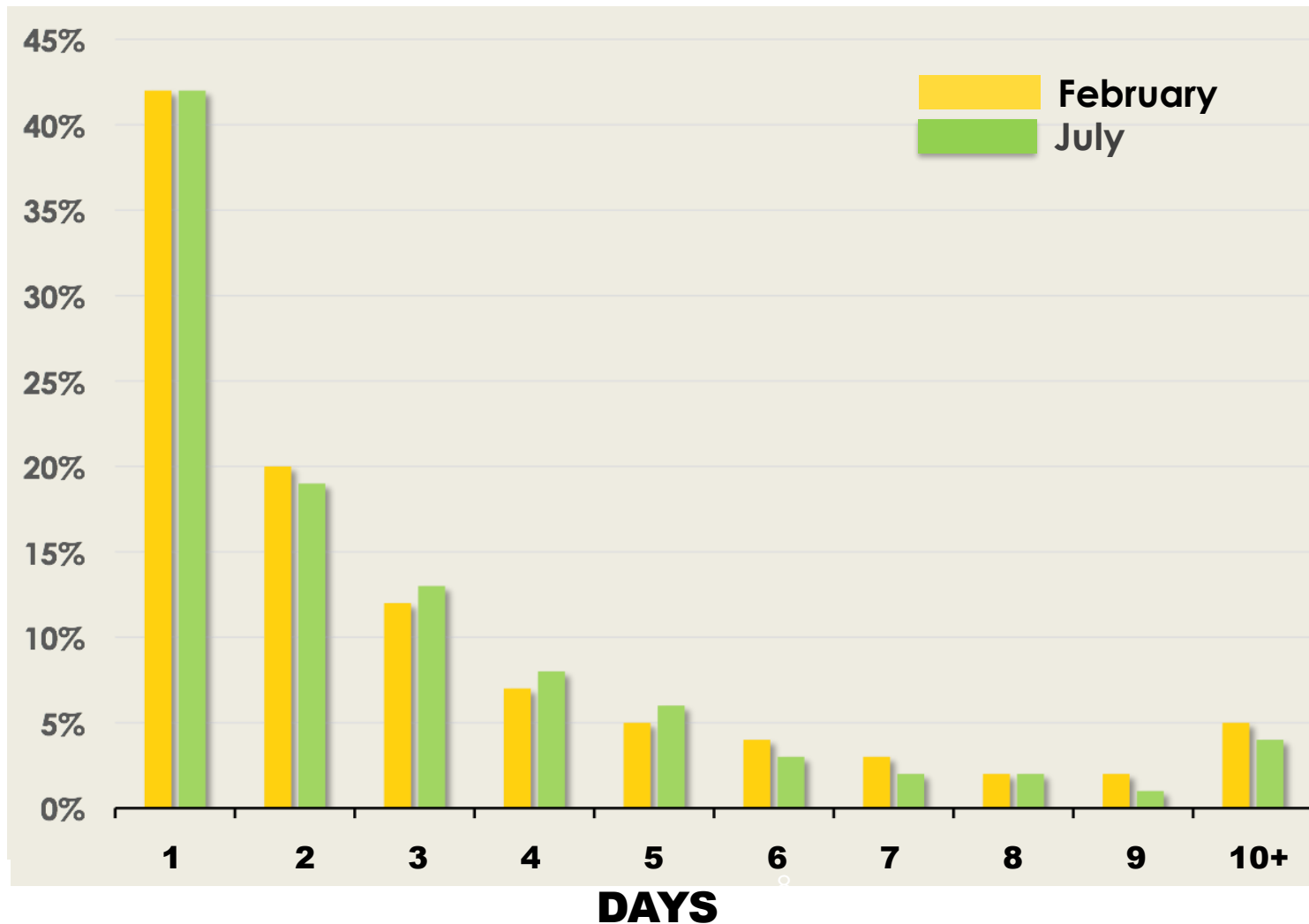
- Collect & analyze mobile signaling data
- We “see” over:
 - 1/3 of the U.S. population
 - 100 million devices / day
 - each device average 100 times / day
- **Anonymous** - Consumer privacy



External Analysis **ZONES**

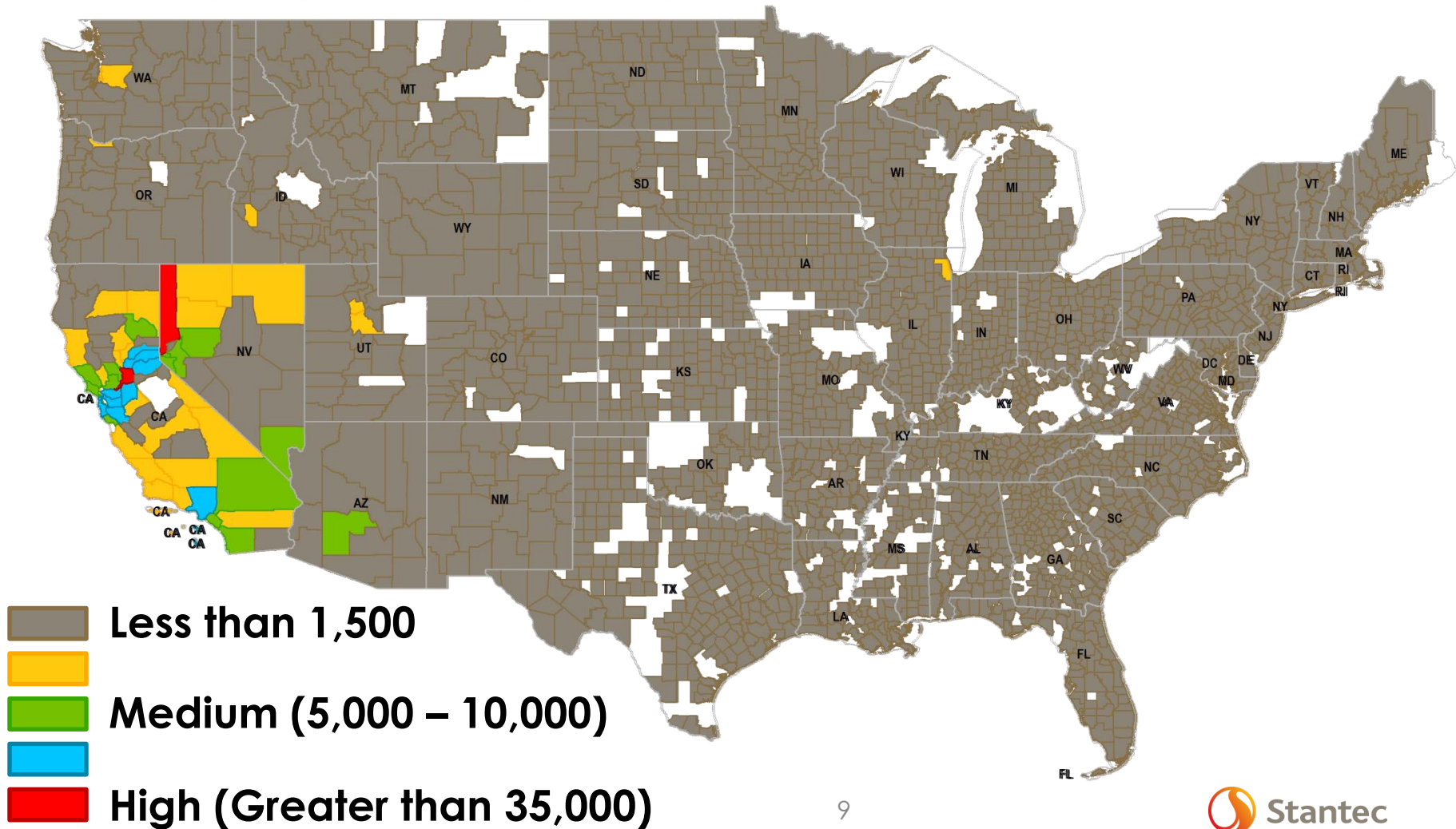


Visitor Length of Stay



Visitor Home LOCATIONS

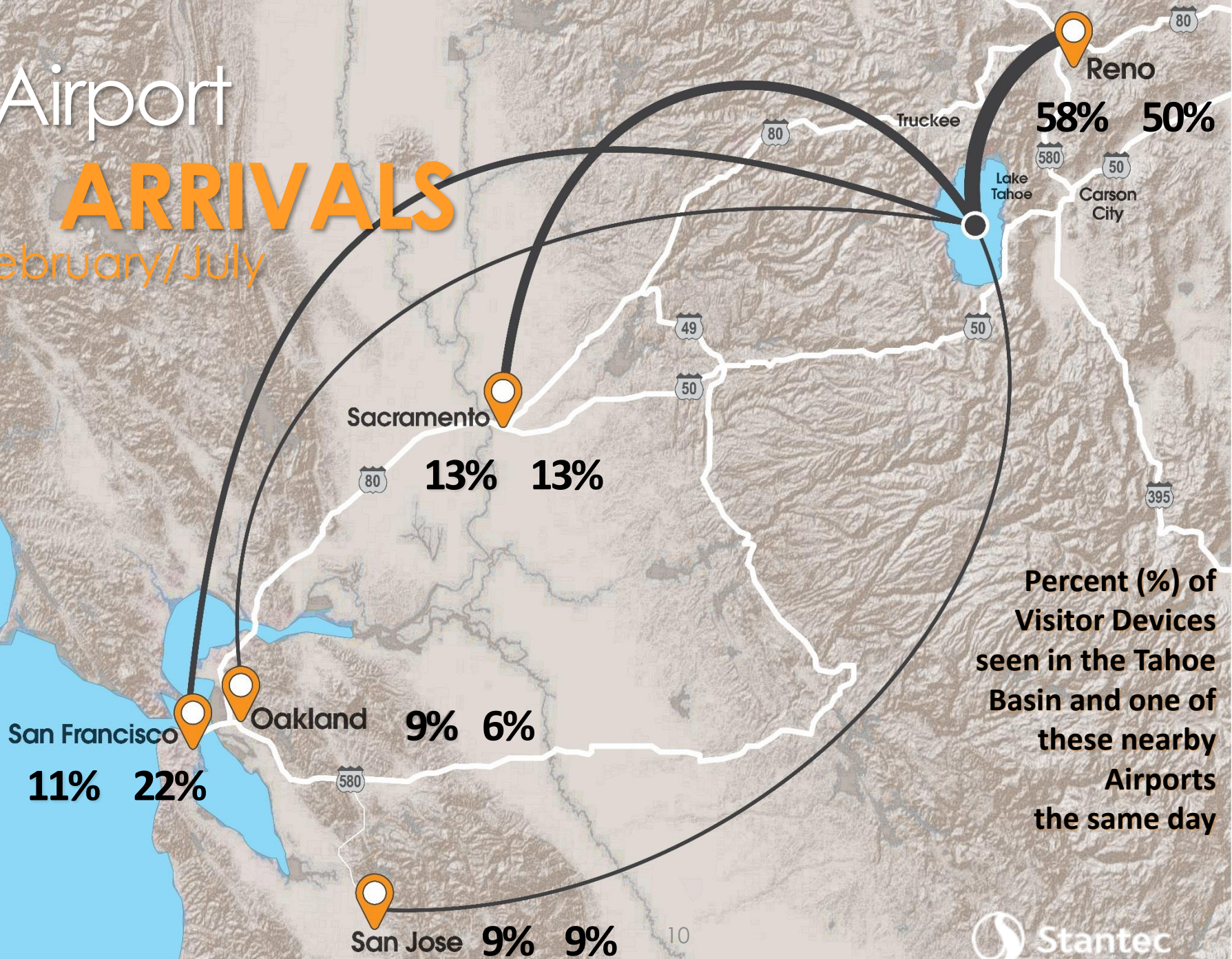
February/July



Airport

ARRIVALS

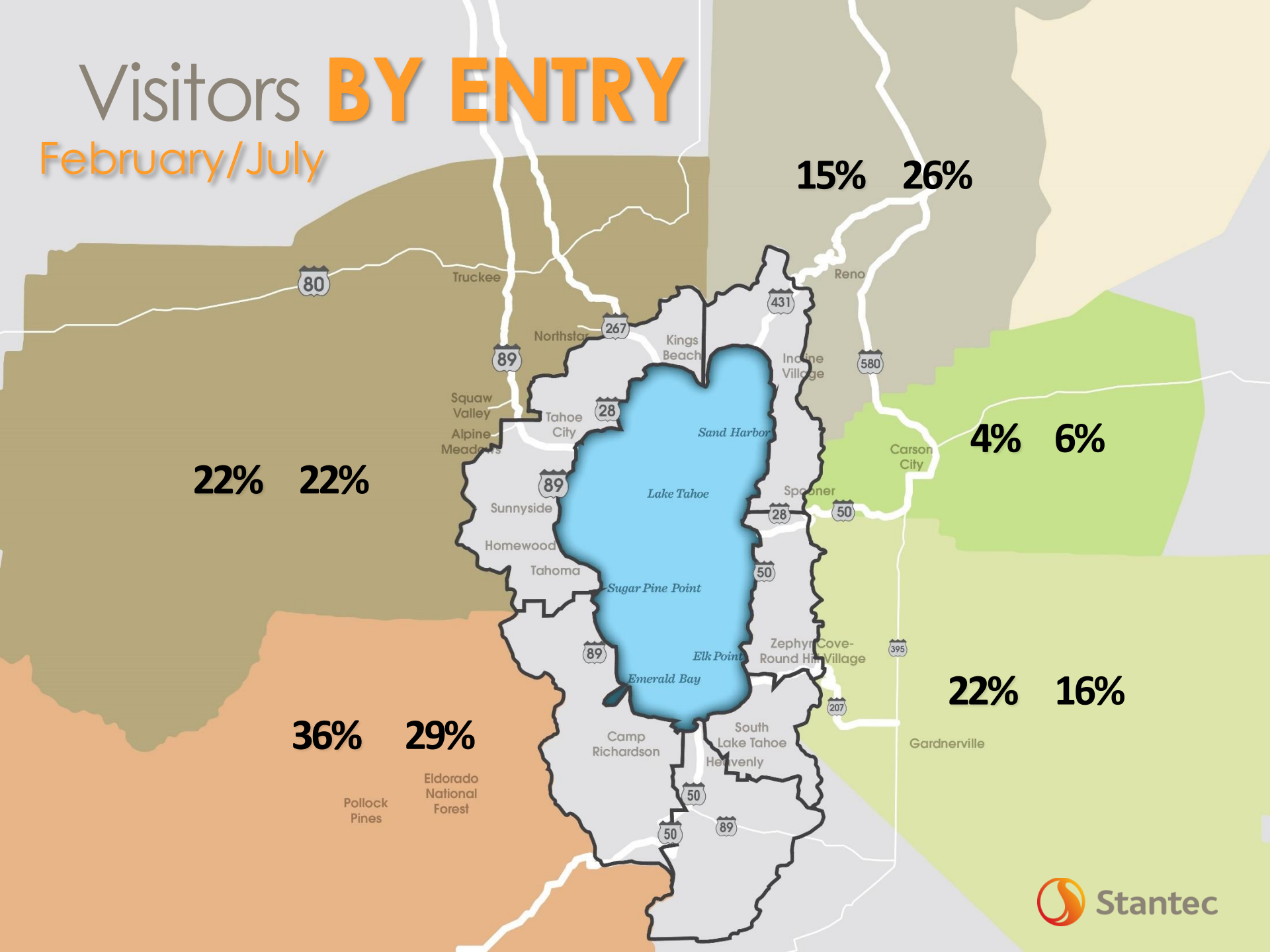
February/July



Percent (%) of Visitor Devices seen in the Tahoe Basin and one of these nearby Airports the same day

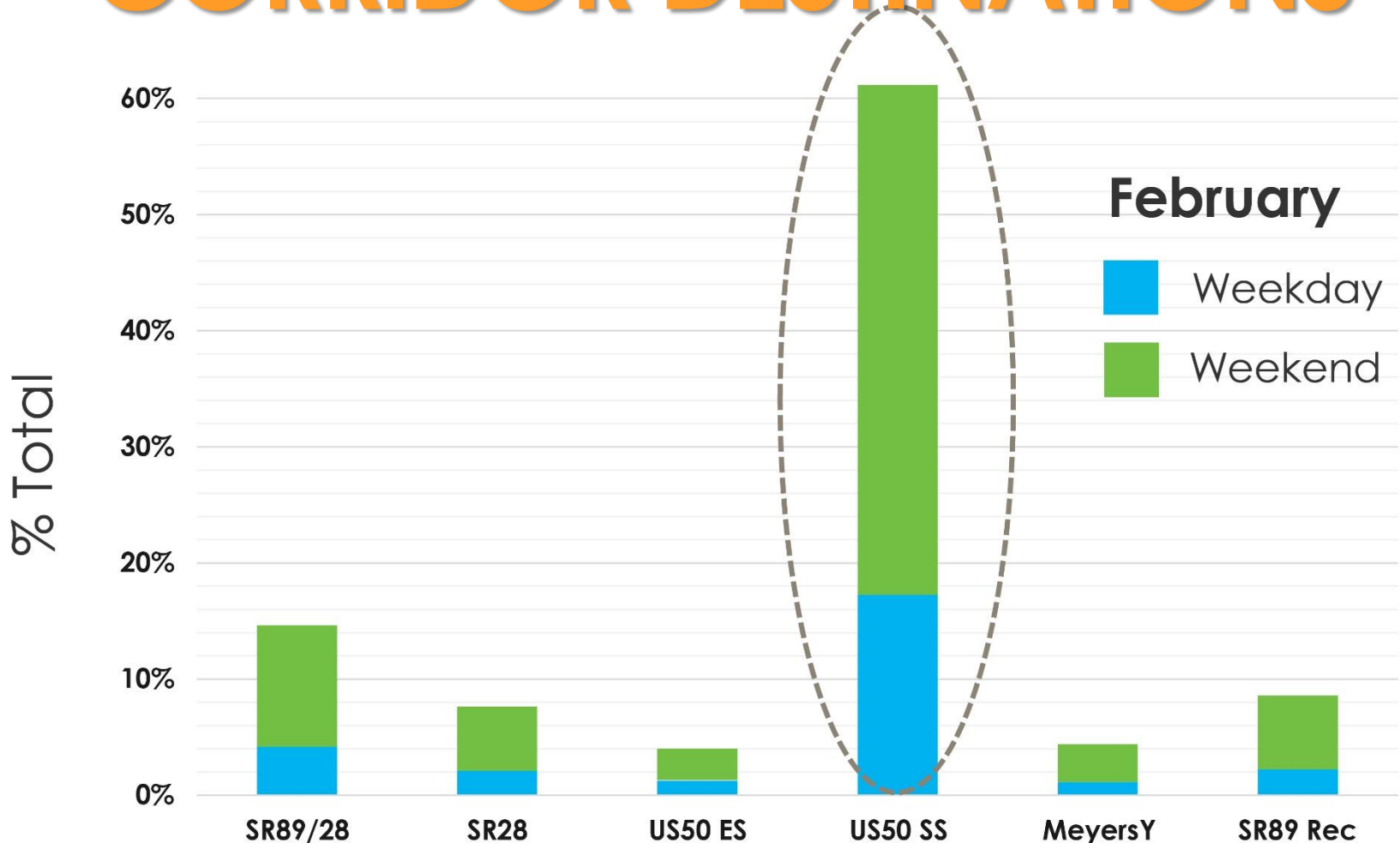
Visitors **BY ENTRY**

February/July



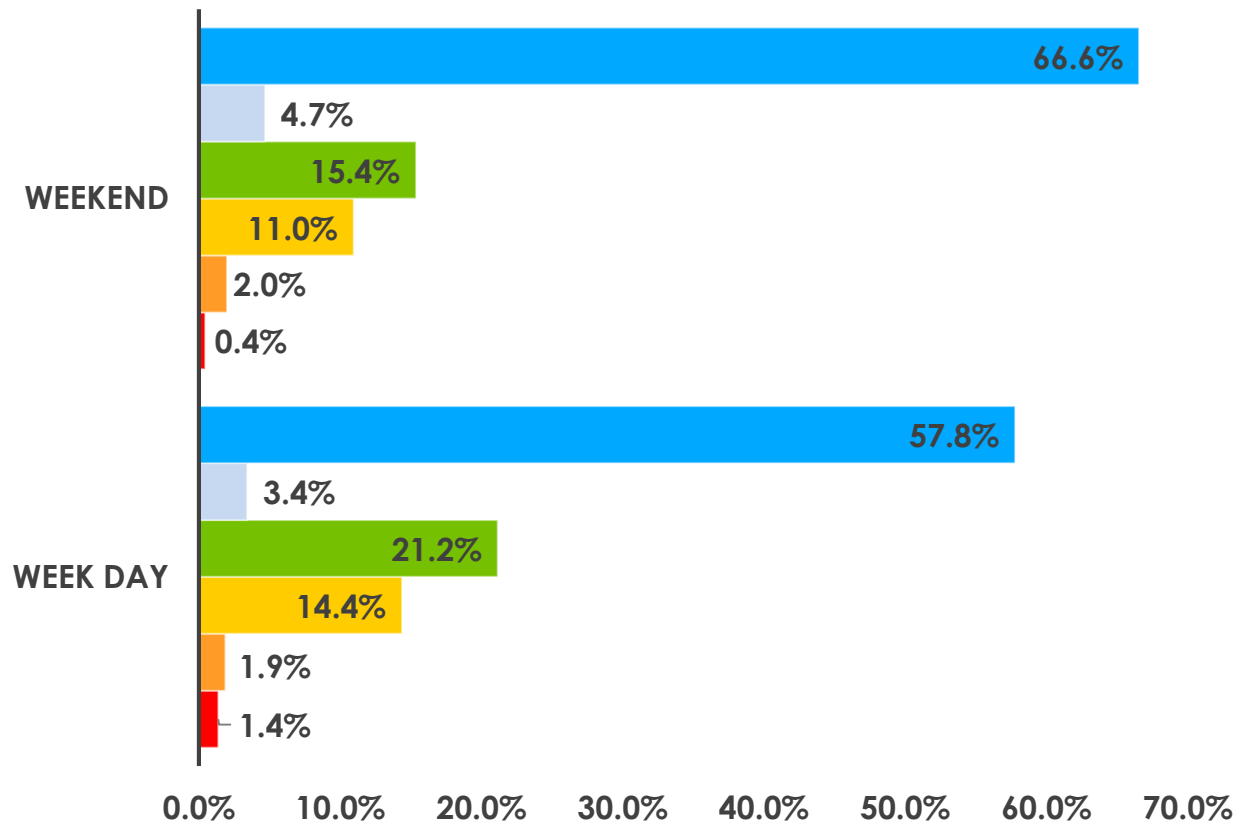
Visitor Devices

CORRIDOR DESTINATIONS



Internal to Internal Trips

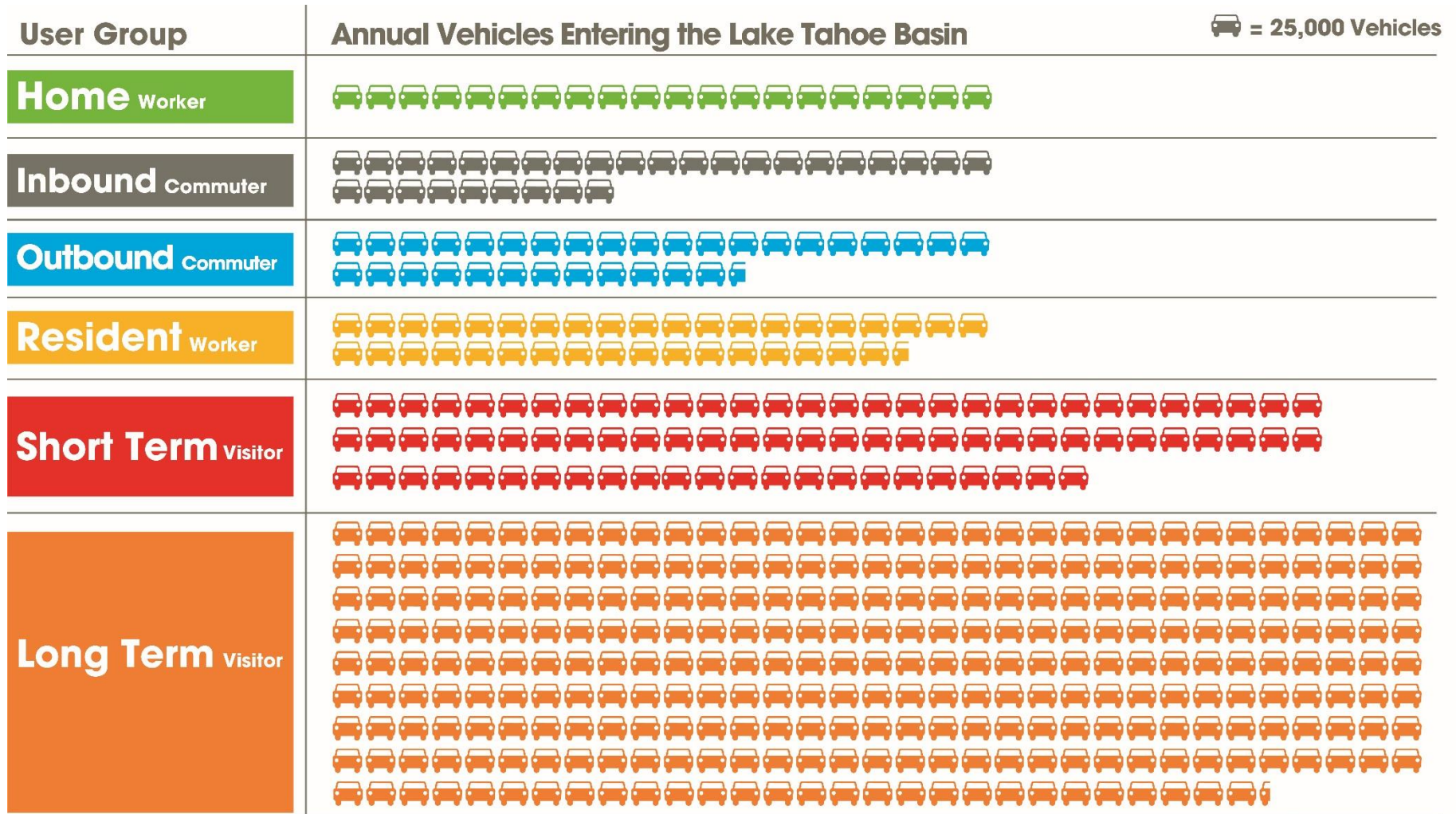
% TOTAL BY USER GROUP



July

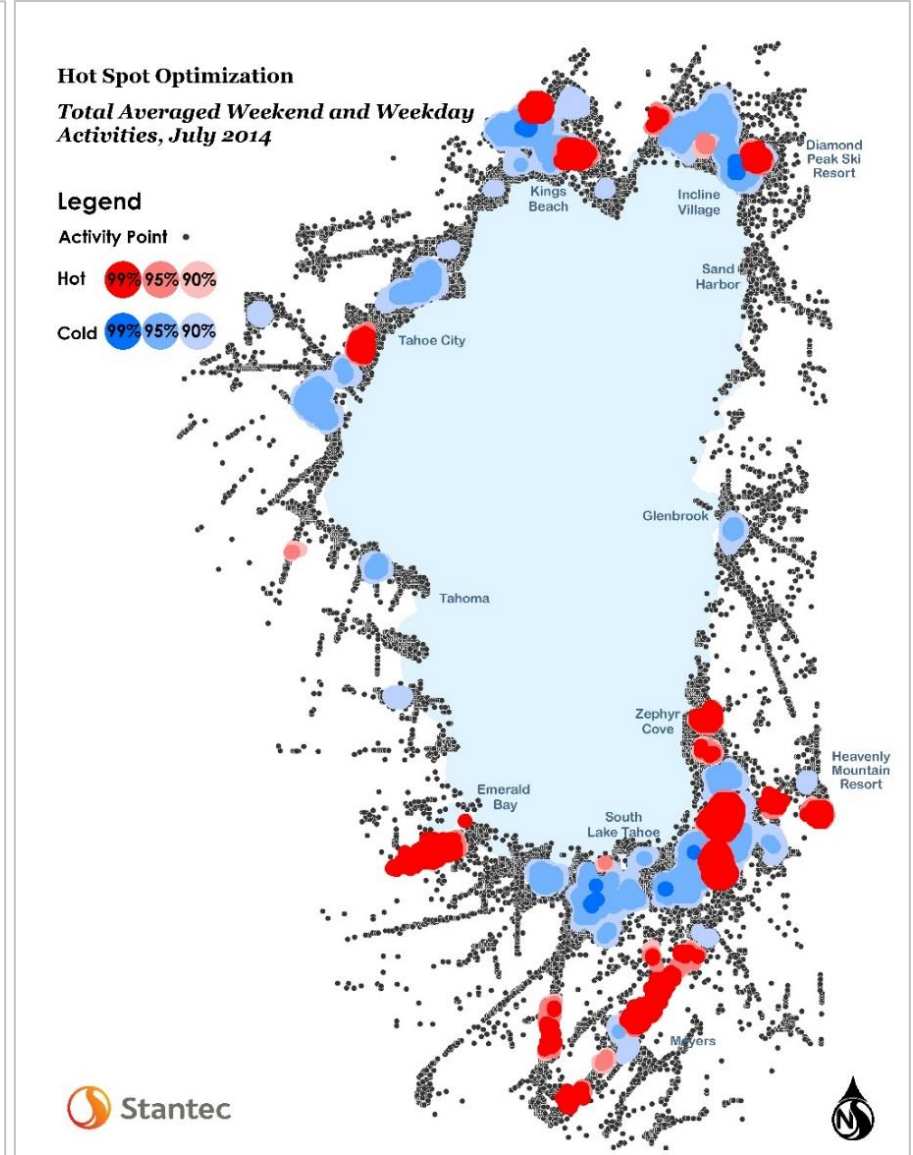
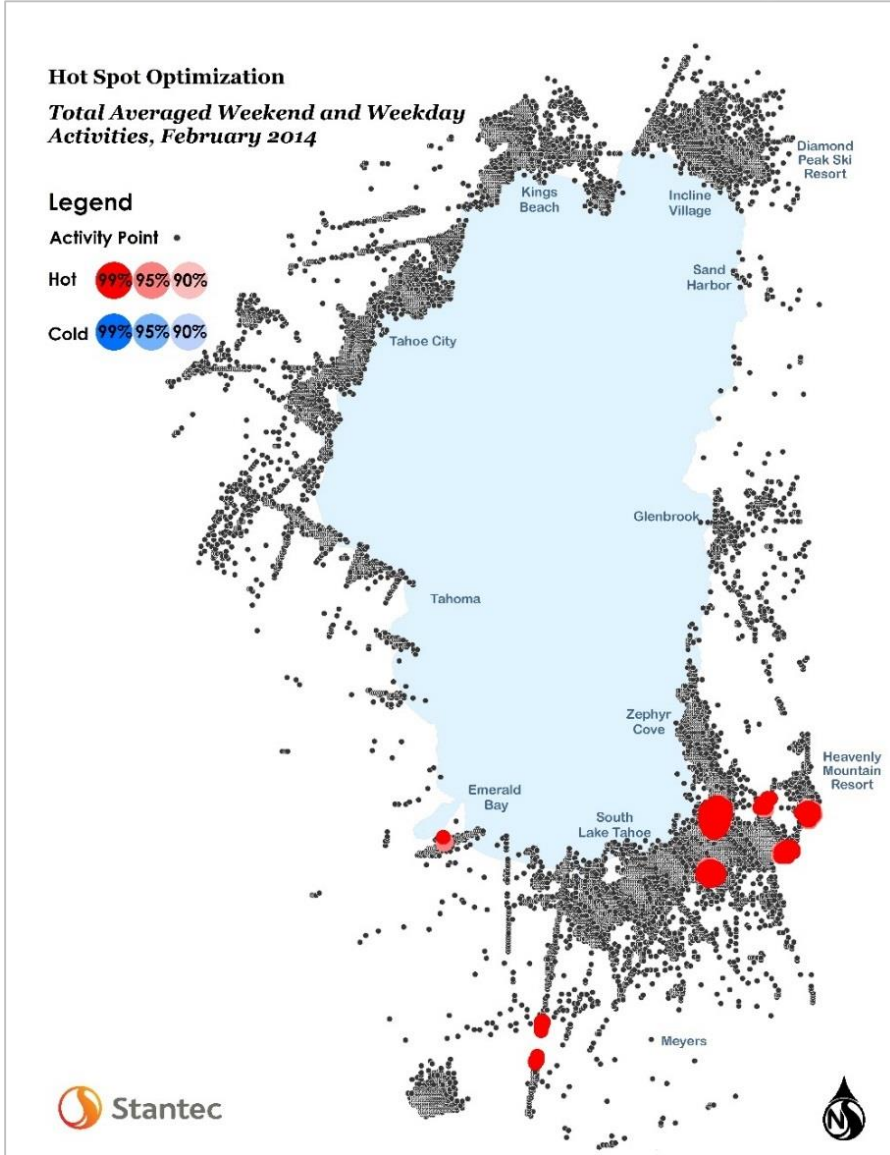
- Long Term Visitor
- Short Term Visitor
- Resident Worker
- Home Based Worker
- Outbound Commuter
- Inbound Commuter

Annualized Vehicle Trips 2014



Activity Density LOCATIONS

Unique Wireless Devices Seen During the Month



Annual Transit **RIDERSHIP**

Transit 1.4%



Legend

Annual Transit Ridership

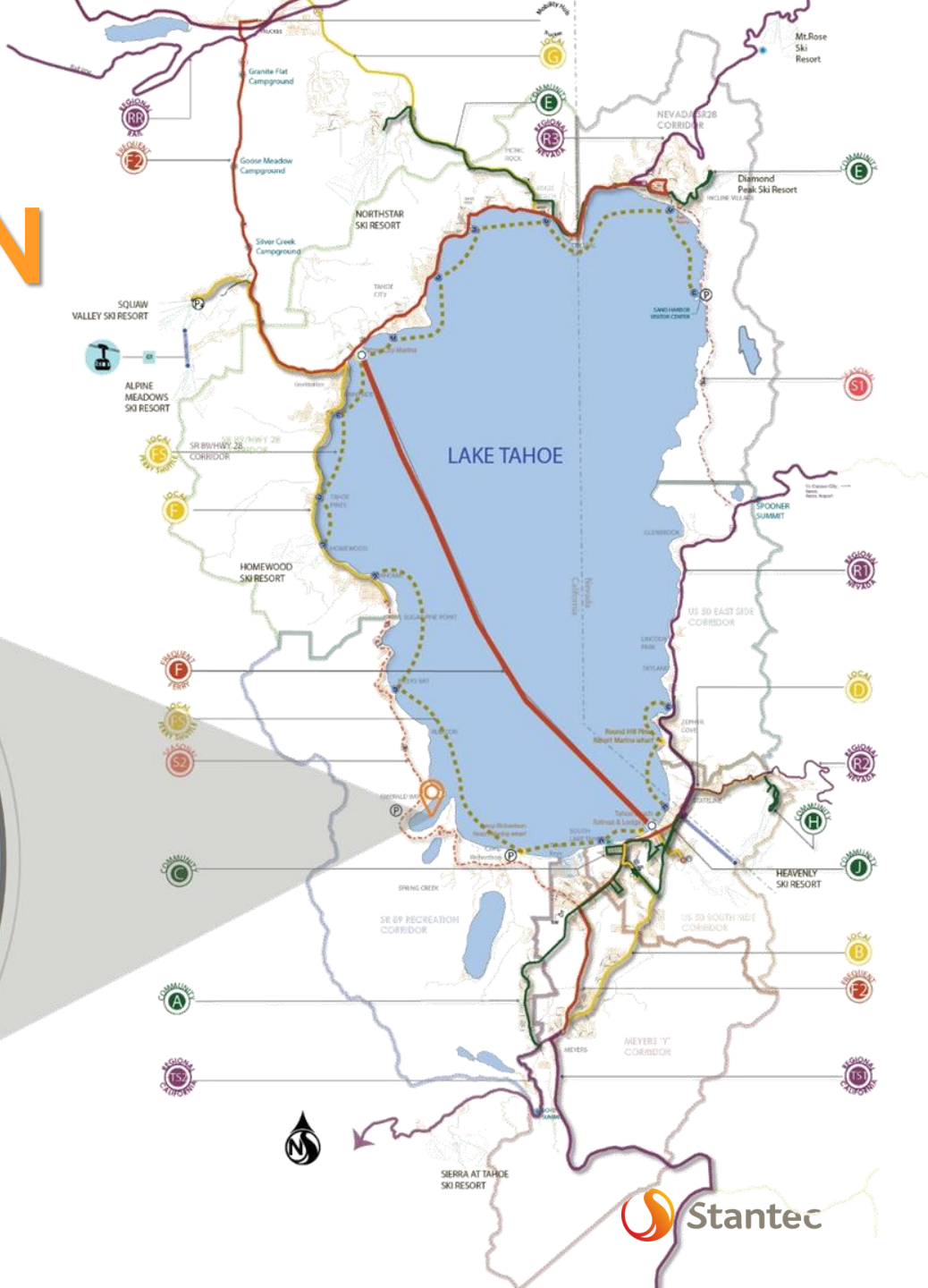
- 1,497 - 7,482
- 7,483 - 18,122
- 18,123 - 45,483
- 45,484 - 86,043
- 86,044 - 170,682

TC Transit Center



Transit

MASTER PLAN



Vision CONCEPT MAP



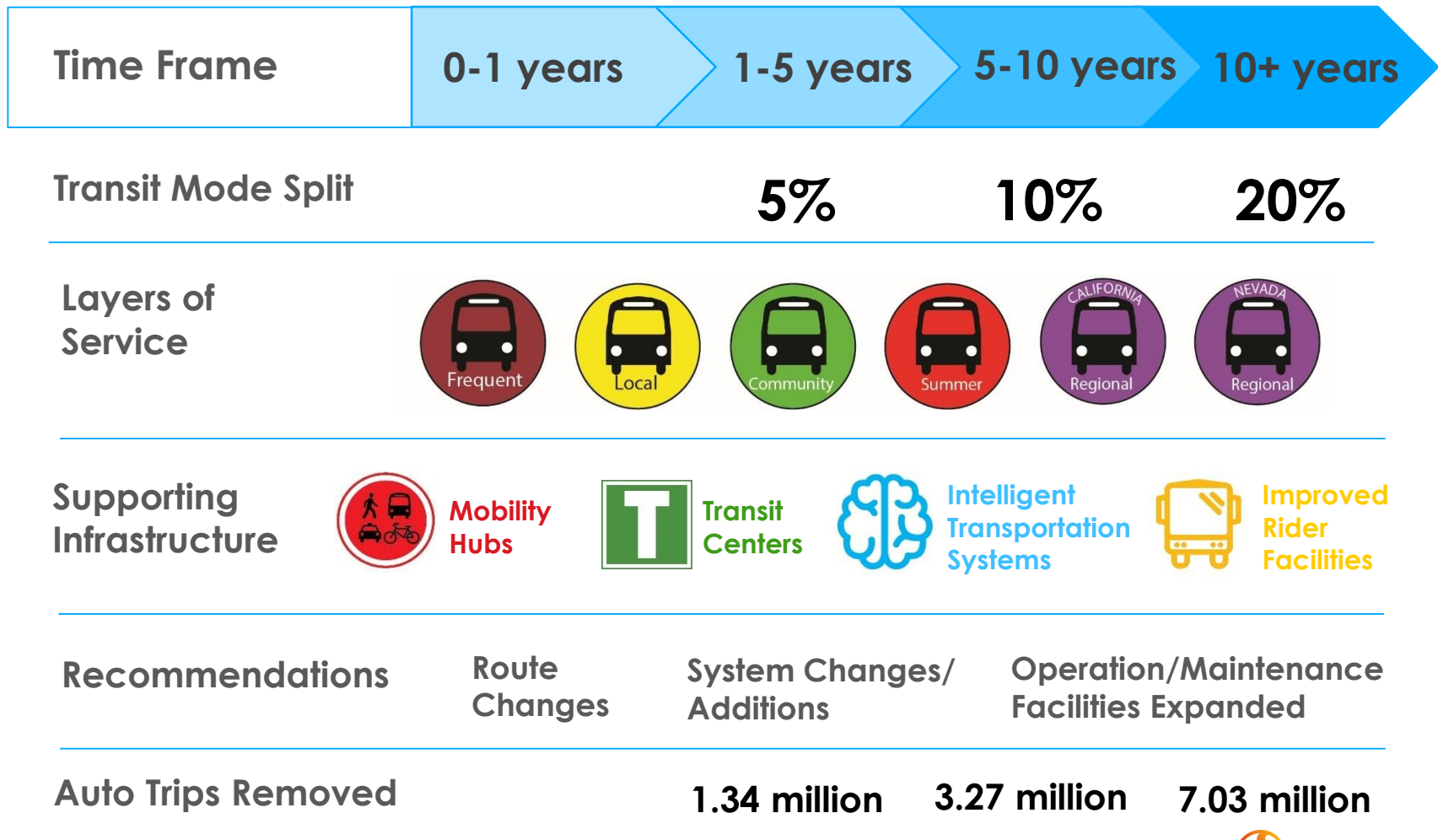
Transit Vision

Proposed Connections



Transit Vision

SUMMARY



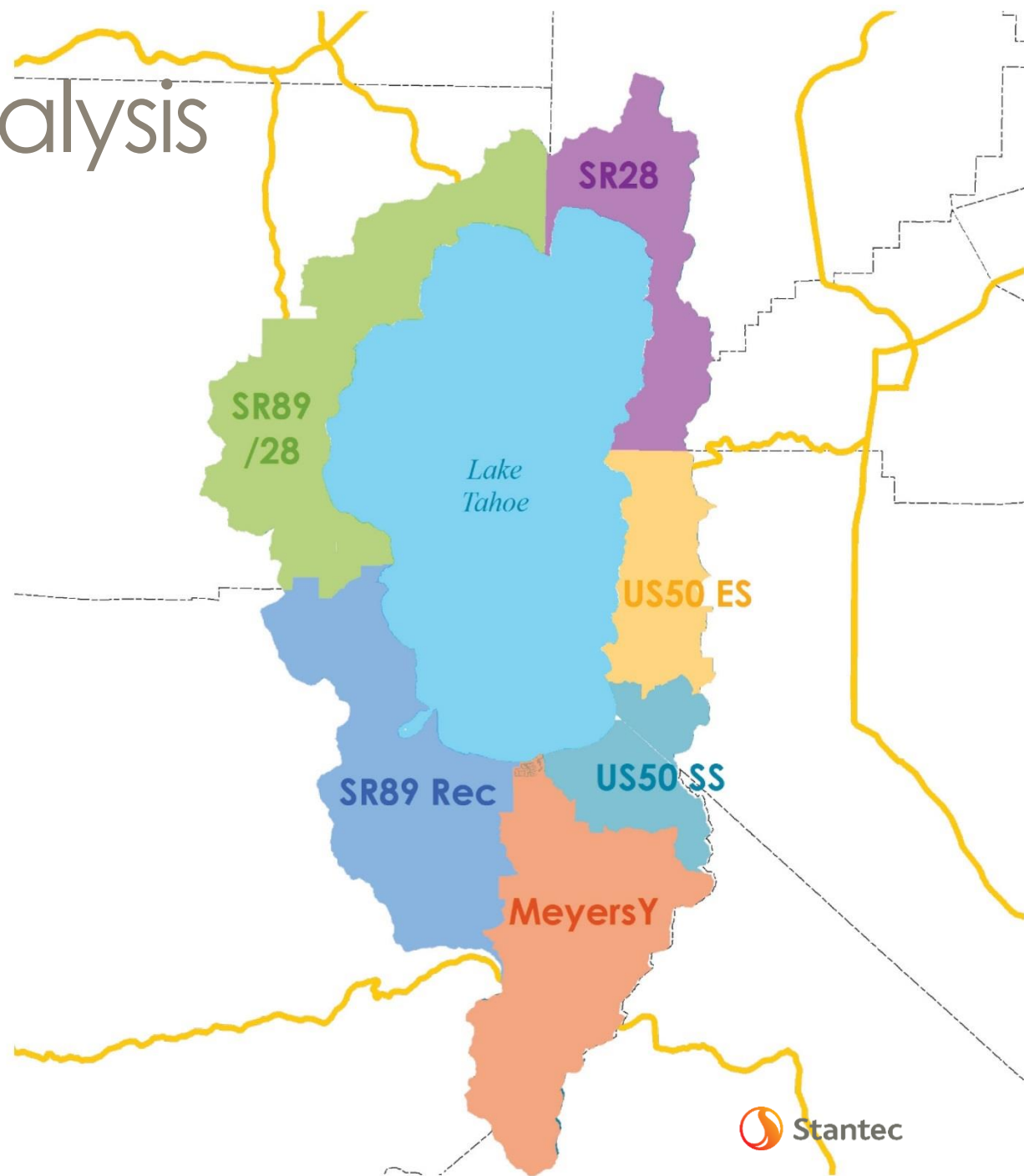
Transit

MODE SHARE SCENARIOS

Scenario	Existing	Easily	Progressive	Aggressive
Mode Share	1.4%	5%	10%	20%
Annual Service Hours	67,600	237,500	313,000	536,300
Peak Trips per day	-	585	679	1131
Heavy Duty Peak Buses	29	113	138	174
Heavy Duty Total Buses	33	150	199	295
Passengers	1,075,400	3,955,000	8,089,900	16,121,000
Estimated Operating Cost *	\$7,101,000	\$25,016,000	\$33,063,000	\$56,597,000
Estimated Fare Revenues *	-	\$14,014,000	\$21,470,000	\$42,987,000
Net Operating Cost *	-	\$11,002,000	\$11,593,000	\$13,610,000
Net Revenue/Cost Ratio	-	56%	65%	76%
Passengers per Hour	15.9	16.7	25.8	30.1
Average Fare	-	\$3.54	\$2.65	\$2.67
Cost per Hour	\$105.04	\$105.33	\$105.63	\$105.53
Equivalent Auto Trips Removed	-	1,346,000	3,278,000	7,031,000

Internal Analysis

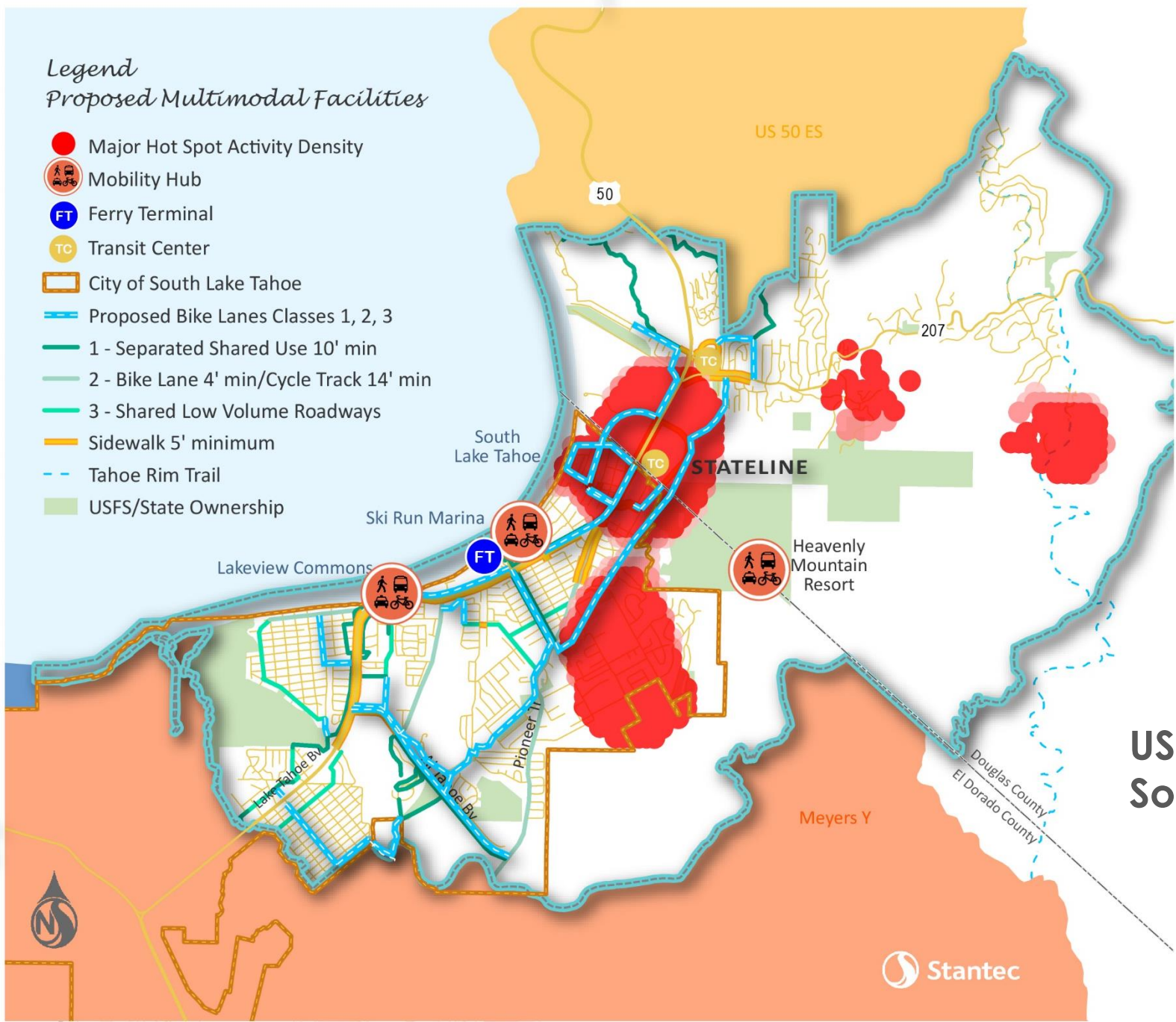
ZONES



Legend

Proposed Multimodal Facilities

-  Major Hot Spot Activity Density
-  Mobility Hub
-  Ferry Terminal
-  Transit Center
-  City of South Lake Tahoe
-  Proposed Bike Lanes Classes 1, 2, 3
-  1 - Separated Shared Use 10' min
-  2 - Bike Lane 4' min/Cycle Track 14' min
-  3 - Shared Low Volume Roadways
-  Sidewalk 5' minimum
-  Tahoe Rim Trail
-  USFS/State Ownership



**US50
South Shore**

US 50/South Shore Community Revitalization Project Overview – Need for Project



- Need is more comprehensive than 35 years ago
- Create local main street, complete destination vision
- Reduce congestion and improve through flow
- Improve vehicle, bicycle, and pedestrian safety
- Enhance visitor and community experience
- Improve the environmental quality of the area
- Address local housing needs
- Inspire economic development and infrastructure modernization

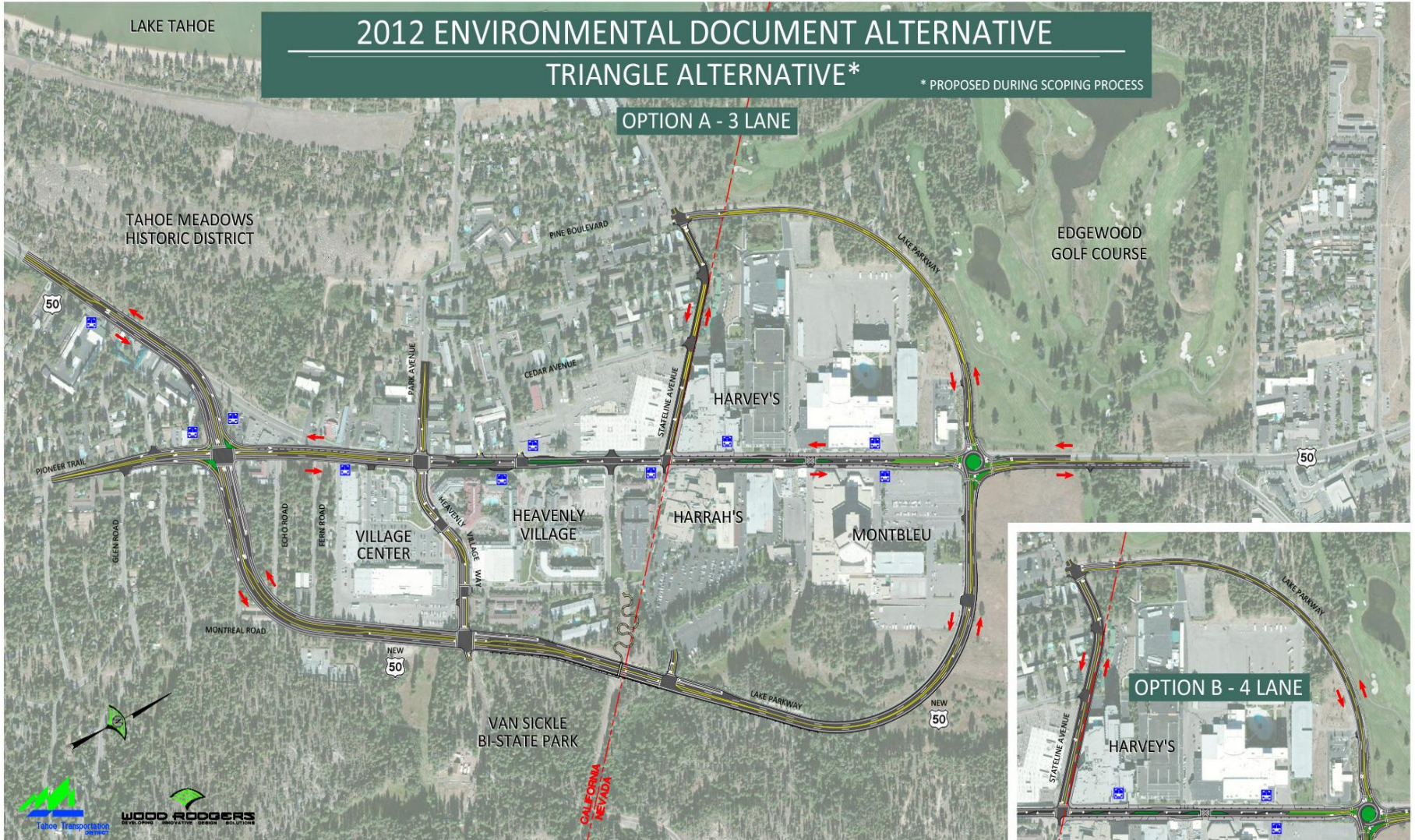
US 50/South Shore Community Revitalization Project Alternative B



2012 ENVIRONMENTAL DOCUMENT ALTERNATIVE TRIANGLE ALTERNATIVE*

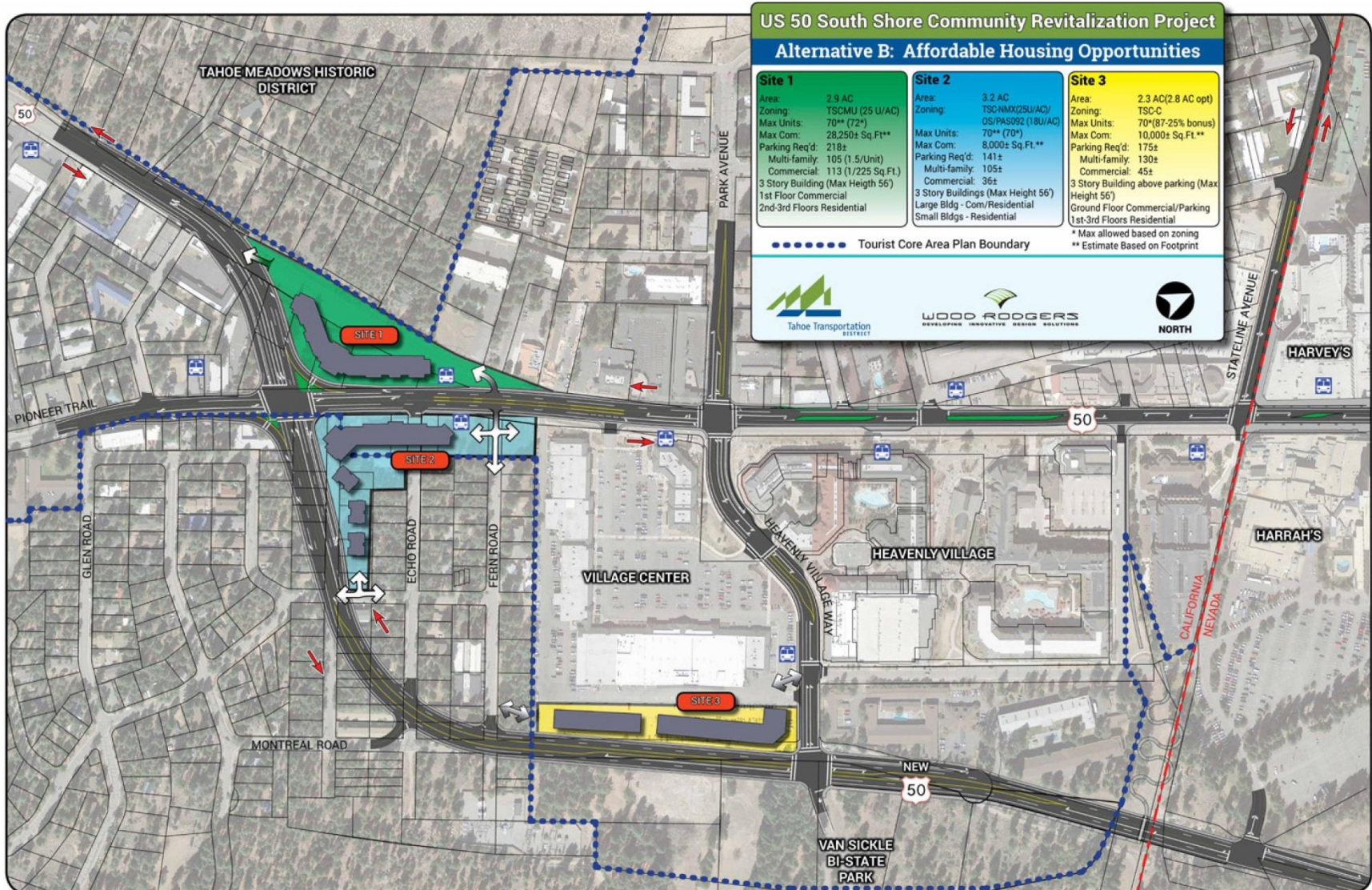
* PROPOSED DURING SCOPING PROCESS

OPTION A - 3 LANE



OPTION B - 4 LANE

US 50/South Shore Community Revitalization Project Alternative B-Housing Opportunities



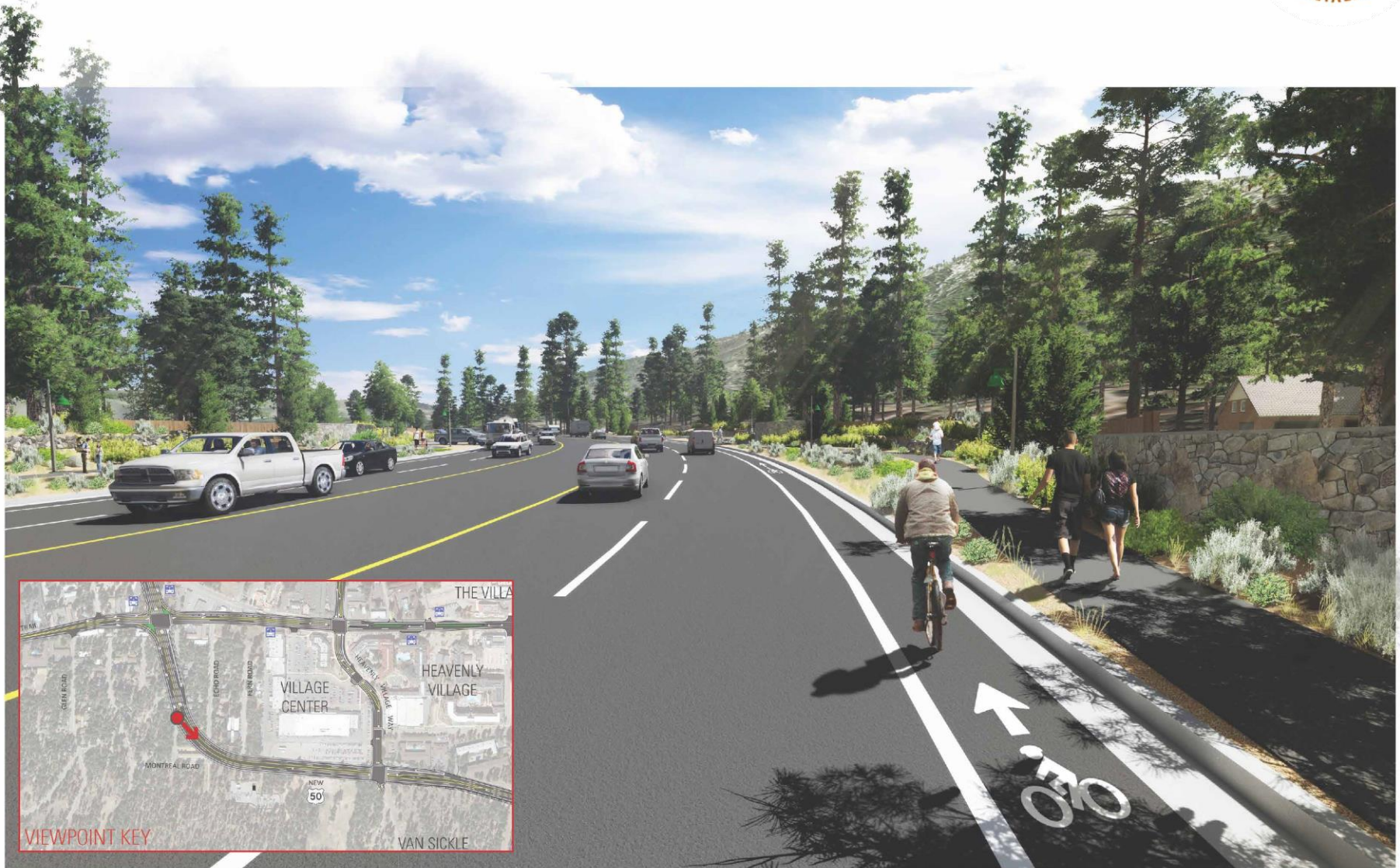
US 50/South Shore Community Revitalization Project Alternative B-Housing Development Potential



US 50/South Shore Community Revitalization Project Alternative B-New “Main Street” Concept



US 50/South Shore Community Revitalization Project Alternative B-Alignment through Residential Area



US 50/South Shore Community Revitalization Project Proposed Pedestrian Crossing to Park



US 50/South Shore Community Revitalization Project Illustrations, Van Sickle Bi-State Park

