

## Next steps

In broad terms, there are four steps to completing a Tahoe Transportation District (TTD) project: initiation; environmental documentation and agency approvals; design and preconstruction; and construction. The US 50/South Shore Community Revitalization Project has progressed to the second step with the following target dates for 2016:

### Environmental Impact Study draft, first quarter

The study will be released with a 60-day public comment period.

### Environmental Impact Study final, second quarter

The final document will include the recommended preferred alternative.

### Decision on preferred alternative and acceptance of environmental analysis, third quarter

The Advisory Planning Commission, TTD, City of South Lake Tahoe, Douglas County, Federal Highway Administration and Tahoe Regional Planning Agency (TRPA) will reach a decision on the preferred design alternative and adequacy of the environmental study.

### Design/preconstruction and construction

A combination of resources, including local, state, regional, federal and private funding, will need to be secured to proceed. The project is currently funded through the environmental process.

### PARTNERS

Along with the government agencies involved, business and property owners and area residents, including second-home owners, are working together to make this community development project and its revitalizing benefits a reality.

### SUPPORT

Stay informed on the US 50/South Shore Community Revitalization Project and provide your input at the website below and at community open houses. Attend scheduled agency board meetings, also published on the website, to express your views.

Visit: [TahoeTransportation.org/us50](http://TahoeTransportation.org/us50)



conceptual drawing: US 50 Nevada gateway



conceptual drawing: pedestrian overcrossing



photo: Lake Parkway today



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## US 50 / SOUTH SHORE COMMUNITY REVITALIZATION PROJECT



conceptual drawing: proposed commercial core



photo: commercial core today

## A transportation project evolves.

Thanks to input from local residents and property owners, plans are evolving to improve not only transportation on Lake Tahoe's south shore, but also lake clarity, air quality, housing opportunities, bi-state economic vitality and quality of life. Although the project's highway alignment concept has been suggested as a solution for traffic congestion since 1980, the associated community development goals and benefits are coming to the forefront with the design alternatives under consideration today.

**Project Description.** Revitalization is, perhaps, becoming the most important word in the project's name.

With a vision of vibrant growth, the project addresses a full-range of needs and improvements:

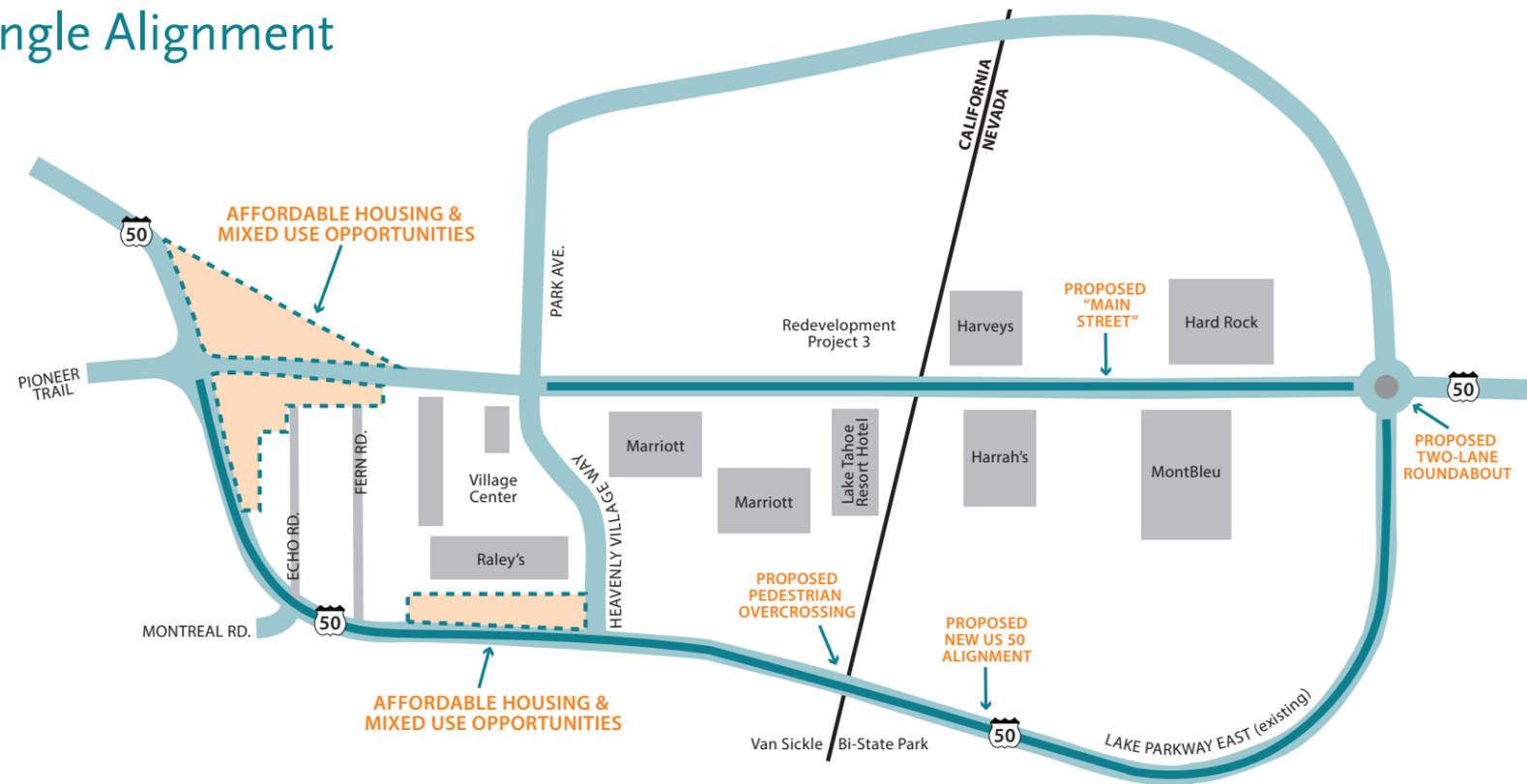
- contemporary affordable housing needs
- economic development stimulus needs
- transportation needs, including pedestrian, bike, transit and auto movement
- environmental improvement for water and air quality, including greenhouse gas reduction
- scenic improvement

The four build alternatives are consistent with the City of South Lake Tahoe and Douglas County Master Plans, Local Area Plans, and the Tahoe Regional Planning Agency Land Use Plan.

# Proposed Alignment B – Triangle Alignment

The proposed Triangle Alignment - one of four alternatives and a no build being evaluated - would feature a new alignment for US 50:

- five lanes in California and four plus turn pockets in Nevada
- from a new Pioneer Trail intersection (California)
- continuing behind the Village Center, Heavenly Village, Harrah's and Mont Bleu
- meeting the existing US 50 with a new two-lane roundabout at the Lake Parkway intersection (Nevada)



Other proposed Alignment B improvements include:

- Pedestrian overcrossing on new US 50 alignment near California/Nevada border, connecting Van Sickle Bi-State Park to the state line area
- Commercial core "Main Street." Existing US 50 reduced to one lane in each direction, with landscaped medians and left-turn pockets. Bike lanes and sidewalks added and/or upgraded
- Transit shelter and service
- Creation of consolidated potential gateway development areas, meeting local and regional plans to address mixed use and housing needs



conceptual drawing: proposed pedestrian trail



photo: between Bellamy and Van Sickle today

## OPPORTUNITIES

A 2013 analysis, by Economic & Planning Systems Inc. observed that the south shore is perceived as an aging resort area, no longer effectively competing with other mountain resorts. Components of the US 50 project can help change that perception:

**Creating a gateway and sense of place** with appealing streetscapes and gathering places

**Providing recreation options** and attracting events with accessible open space and parks

**Stimulating private-sector support** by investing in infrastructure to improve both the resident and tourist experience. (Potential, per the analysis: a billion-plus dollars in private construction activity.)

**Attracting/maintaining a quality workforce** of both service-sector and younger professional employees. Conceptual plans identify mixed commercial/affordable housing nodes at prime, transit-served locations.

These opportunities and the project's evolved development goals promise a variety of benefits:

## COMMUNITY BENEFITS

- Local "Main Street" downtown core
- "Complete Street" amenities for resident/tourist
- More transportation choices
- Destination California/Nevada attraction/venue
- Affordable workforce, senior and family housing
- New core infrastructure with 75-year lifespan, consistent with community identity

## ENVIRONMENTAL BENEFITS

- Run-off upgrades for water quality/lake clarity
- Scenic corridor aesthetics
- Fewer private-car trips
- Improved recreation access
- Reduced vehicle emissions and greenhouse gases
- More transit-oriented development

## ECONOMIC BENEFITS

- Stimulus for potentially \$1 billion in adjacent property improvements
- Conservative \$16-\$25 million retail sales increase
- Higher property values
- New transportation, commercial and housing infrastructure
- Competitive, modernized built-environment



conceptual drawing: proposed Main Street intersection



conceptual drawing: gateway mixed used development