





## **CHAPTER THREE**

# *Main Street Uses*

# OVERVIEW

## Permit Condition Requirements

The permit condition requires that this section explain how Main Street is intended for both transportation and non-transportation uses in addition to identifying desired and allowed uses. The plan also needs to establish policies on the priority of uses based on stakeholder preferences consistent with applicable plans and regulations. Lastly, the plan needs to identify space allocation recommendations prioritizing those modes that most effectively utilize space for the movement of people.

## DESIRED AND ALLOWED USES

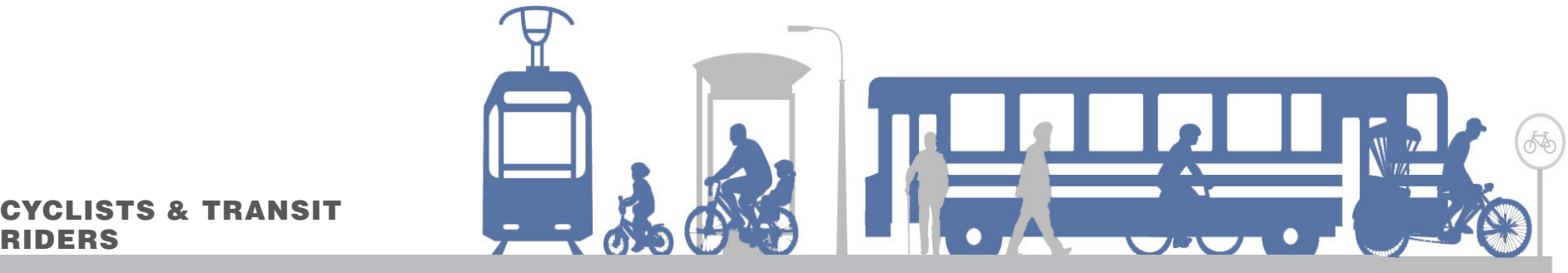
Desired and allowed uses for Main Street were initially identified during the beginning phases of the project. By listening to community input and working with stakeholders, the project team understood the holistic vision for a Main Street that meets the needs of people walking, driving cycling, taking transit and doing business. Main Street was designed to balance the needs of diverse users in order to create an environment that ensures access, safety, comfort, and enjoyment for everyone.

## PRIORITY OF USES

The prioritization of uses was initially established during the benchmarking phase in which stakeholders developed street section alternatives for the corridor. The alternatives had key features and considerations for the allocation of right-of-way that provided insight as to the priority of the pedestrian realm, street edge and travelway. Public comment on the section alternatives allowed the team to further refine street sections and build consensus around a configuration that represents community priorities.

## SPACE ALLOCATION

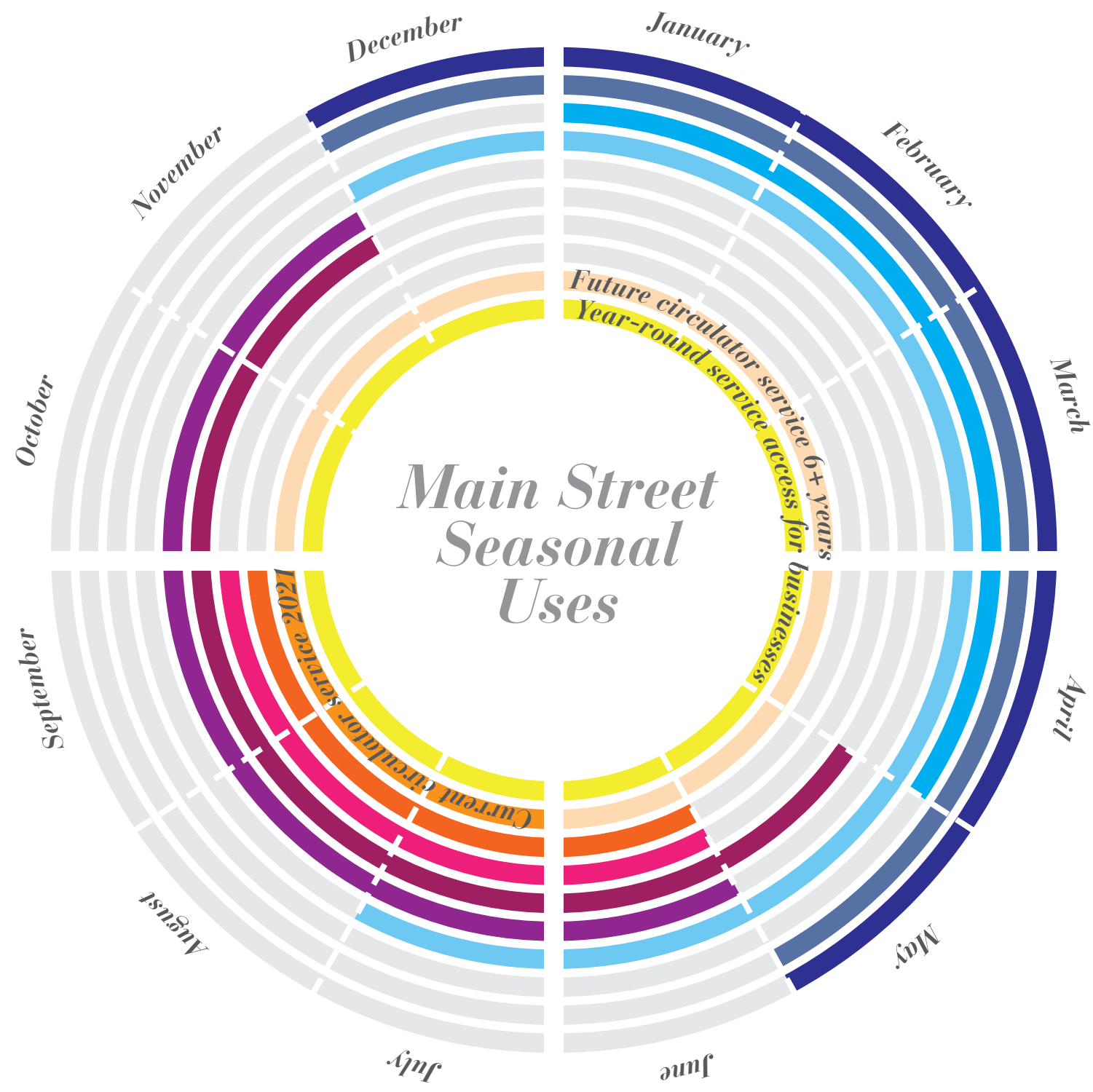
The physical allocation of space that is shown in the preferred alternative was a culmination of the project process. After identifying desired uses and the prioritization of Main Street components, the team integrated technical input from best practices and analyses to begin testing the feasibility of configuration. The final design and space allocation represent the desires of the community and align with the goals of other adopted plans while providing an implementable design for the corridor.



3.1 Designing For the Street  
Credit: NACTO



# OVERVIEW





# ACTIVE TRANSPORTATION

## Existing PEDESTRIAN NETWORK

The existing pedestrian experience differs dramatically throughout the study area when comparing the Gateway Zone, Village Core, and Casino Core conditions. Successful pedestrian realm design is represented in the streetscape surrounding Heavenly Village, Chateau Shops, and Zalanta Resort - with minimum 12' sidewalk widths, landscape, and street trees which help buffer vehicle and pedestrian uses, and ample amounts of seating opportunities for pedestrians. The Casino Core pedestrian realm has 6' sidewalk widths without buffers and fails to provide pedestrian comfort or safety with few crossings.

Crosswalks throughout the corridor are distanced from 775' - 900' (double the recommended distance by NACTO), and are 68' in length making the current crossing a long and treacherous experience. Traveling from Main Street to destinations like Lake Tahoe and Van Sickle State Park lack defined sidewalks and landscape improvements.

### WHAT WE HEARD

Based on stakeholder and public input, design strategies for improving the pedestrian experience will include:

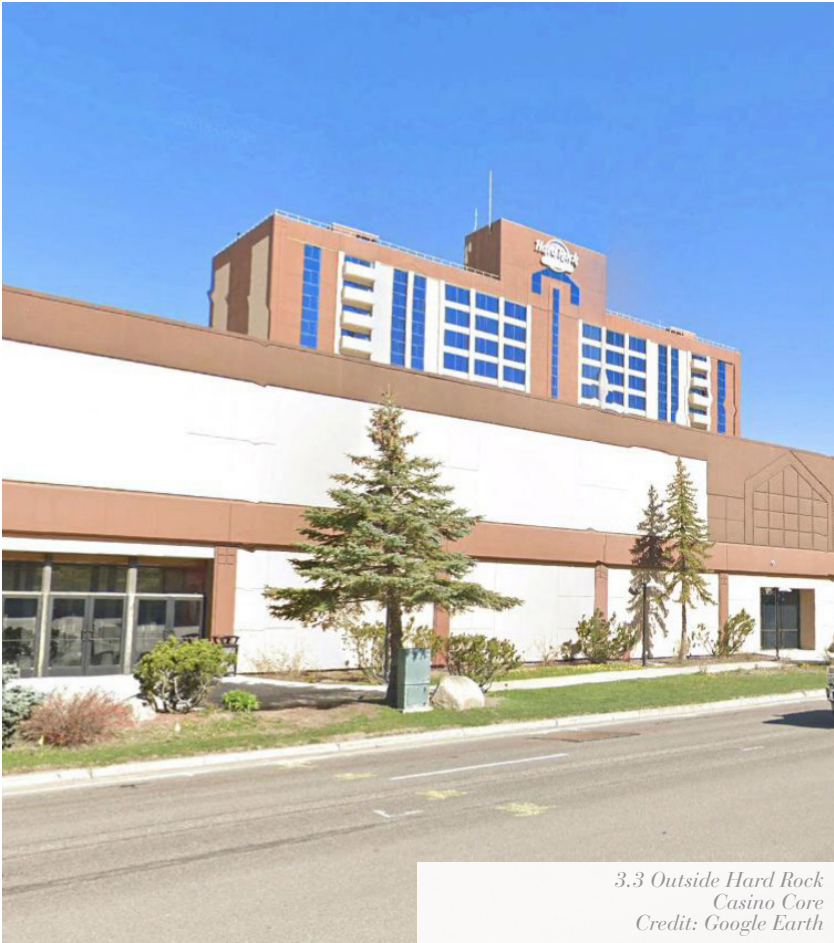
- Providing a minimum 5' landscape buffer for the pedestrian zone through the corridor
- Improving pedestrian comfort and safety with increased seating opportunities, increased width of sidewalks, and increased lighting
- Reducing the number and width of travel lanes through the corridor
- Connecting pedestrian realm improvements beyond Main Street to Stateline Ave., Friday Ave., and Park Ave.

### Existing Metrics

CATEGORY	METRIC	UNIT	NEVADA	CALIFORNIA
Space Allocation	Width dedicated	Ft.	12'	22'
	% Dedicated	%	9%	17%
Sidewalk	Sidewalk width	Ft.	6' - 8'	11'-29'
Crosswalks	Number	Qty.	3	4
	Length	Ft.	68'	68'
	Spacing	Ft.	900'	775'
Pedestrian Experience	Seating	LF	18'	800'
	Street Trees	Qty.	0	101



3.2 Pioneer Avenue Existing Conditions  
Gateway zone  
Credit: Google Earth



3.3 Outside Hard Rock  
Casino Core  
Credit: Google Earth

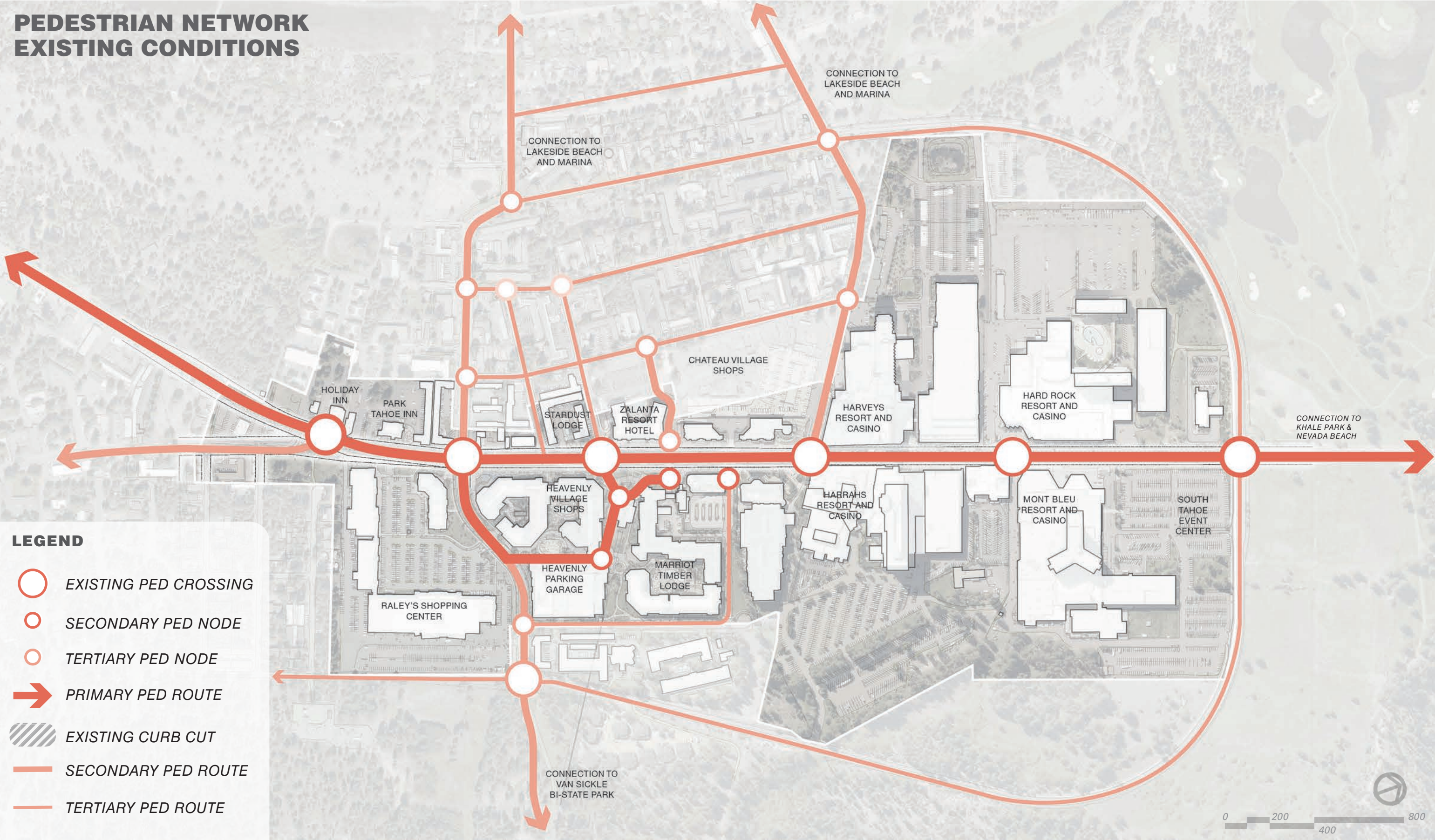


3.4 Outside Hard Rock  
Casino Core  
Credit: Google Earth



# ACTIVE TRANSPORTATION

## PEDESTRIAN NETWORK EXISTING CONDITIONS





# ACTIVE TRANSPORTATION

## Proposed PEDESTRIAN NETWORK

### OVERVIEW

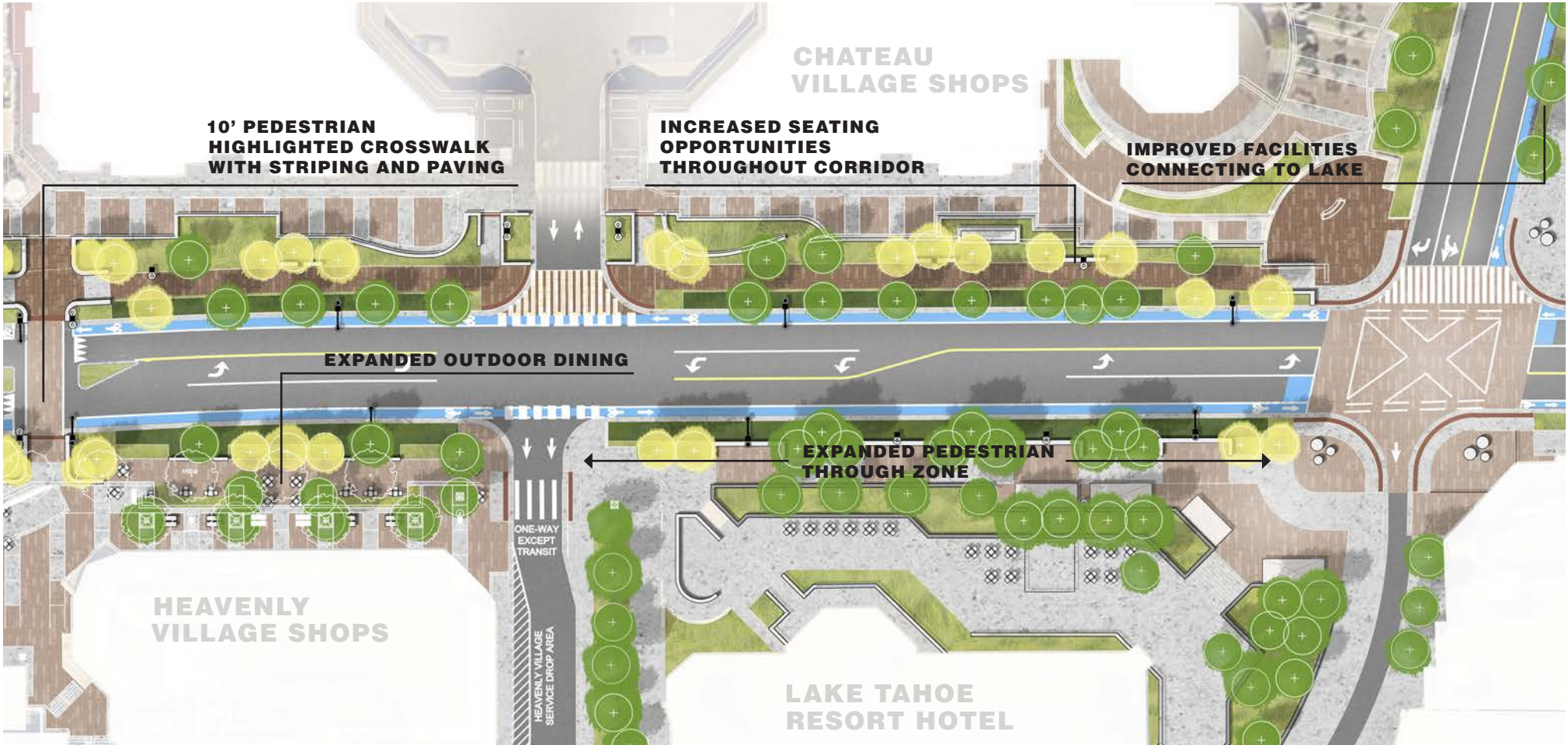
Pedestrian network improvements follow the guidance and input provided by stakeholders and the public. The streetscape improvements create a rhythm through Main Street that improves the safety and comfort to users, while strengthening the diverse districts into a legible and cohesive streetscape. The streetscape rhythm is achieved through landscape buffering between conflicting uses, improved and consistent placement of pedestrian and street lighting, increased seating opportunities, and expanded outdoor dining opportunities.

### OUTCOMES

- Width of sidewalk on through the Casino Core increased to a minimum of 8’
- (2) crosswalks added through the Casino Core, and (2) added to CA side, decreasing the distance between crossings by 35%
- Crosswalk length reduced by 20’
- Crosswalk widths increased to 10’ minimum through the corridor
- Seating opportunities increased by 150%
- 325 street trees added
- Outdoor dining opportunities increased by 100% in Nevada and California

### Proposed Metrics

CATEGORY	METRIC	UNIT	NEVADA	CALIFORNIA
Space Allocation	Width dedicated	Ft.	16’	30’
	% Dedicated	%	20%	34%
Sidewalk	Sidewalk width	Ft.	8’ - 10’	10’ - 45’
Crosswalks	Number	Qty.	5	5
	Length	Ft.	45’	47’
	Spacing	Ft.	475’	500’
Pedestrian Experience	Seating Opportunities	LF	660’	1,400’
	Street Trees	Qty.	73	371



### CHARACTER IMAGES



3.5 Clearly Define Crossings  
Credit: Flickr Creative Commons



# ACTIVE TRANSPORTATION

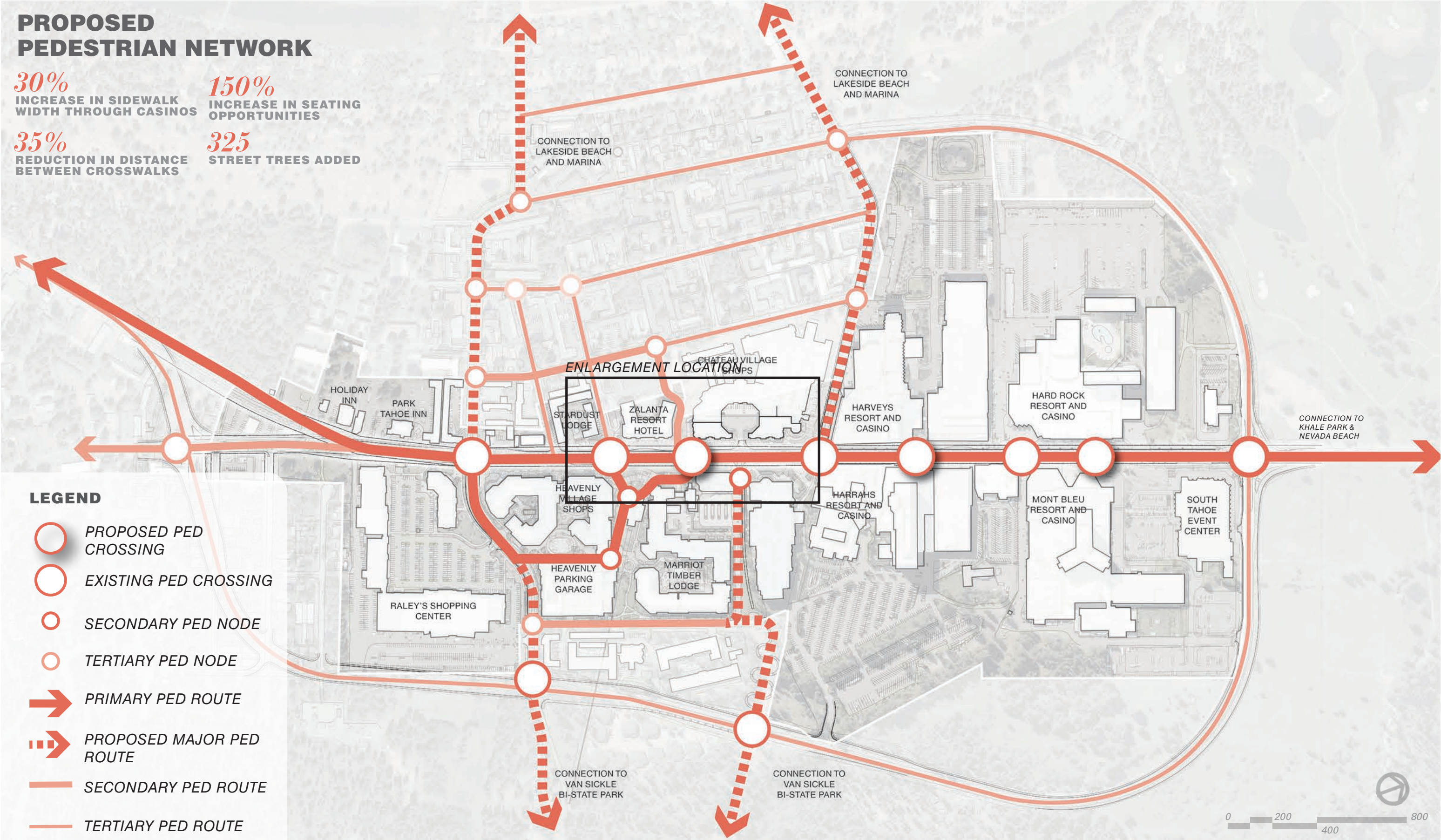
## PROPOSED PEDESTRIAN NETWORK

**30%**  
INCREASE IN SIDEWALK  
WIDTH THROUGH CASINOS

**35%**  
REDUCTION IN DISTANCE  
BETWEEN CROSSWALKS

**150%**  
INCREASE IN SEATING  
OPPORTUNITIES

**325**  
STREET TREES ADDED





# ACTIVE TRANSPORTATION

## Existing CYCLE AND PMD NETWORK

### THE EXPERIENCE

Currently, many cyclists deliberately avoid the Main Street corridor due to the lack of adequate facilities present. The largest ROW allocation to cycle facilities at 5' are present through the Gateway zone. Within the Heavenly Village Core bicycle lanes are present but designed inadequately (3') and provide no comfort for cycle users through the corridor. Through the Casino Core, there are no cycle lanes and vehicle lanes are adjacent to the curb edge. The lack of on-street facilities leads to cyclists and PMD's riding on sidewalks - exacerbating conflicts between users.

Existing cycle parking is inadequate and improvements to capacity should be made to upgrade Main Street to meet demand. Cycle share opportunities do not exist within the South Lake region, but future planning and design suggestions should consider the placement of these facilities through Main Street.

### WHAT WE HEARD

- Establish consistent and designated bike lanes throughout the Main Street corridor
- Consider speed differentials to create a safer street for cyclists
- Connect to regional bike systems - Kahle, Van Sickle Bi-State Park, shared-use path to Ski Run
- Utilize landscape materials to buffer cycle facilities where possible
- Solve conflict with PMD's, cyclists, and pedestrians

### Existing Metrics

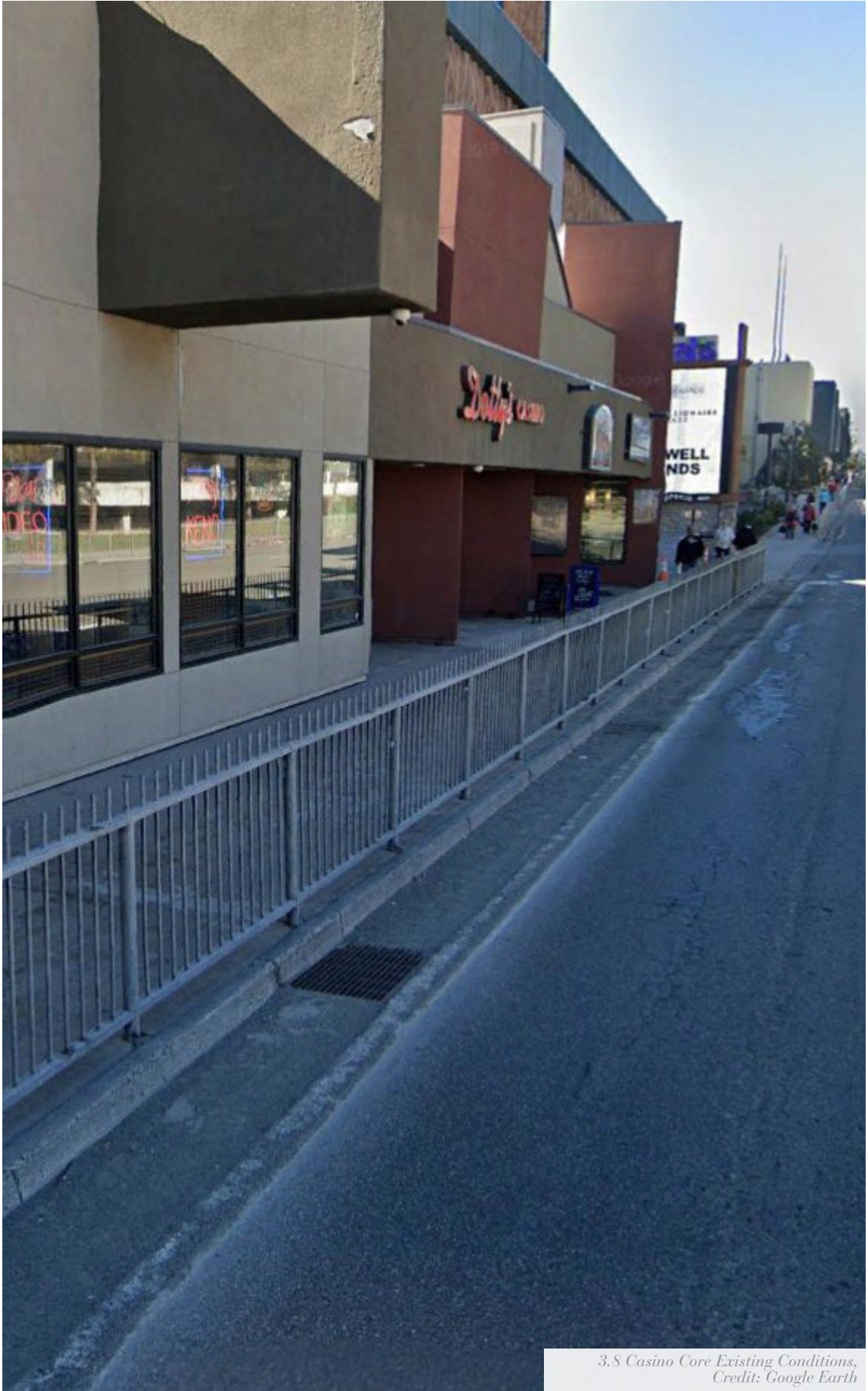
CATEGORY	METRIC	UNIT	NEVADA	CALIFORNIA
Space Allocation	Width of cross section dedicated to cycle facilities	Ft.	0	8'
	% of Cross section dedicated to cycle facilities	%	0%	10%
Facility	Type	N/A	None	Conventional
	Length	Ft.	0	2,752
	Width	Ft.	0	6'
	Buffer Type	N/A	None	None
	Buffer Width	Ft.	0	0
Provisions	Bike Racks	Qty.	5	20
	Bike parking Capacity	Qty.	25	100



3.6 Gateway Zone Existing Conditions, Credit: Google Earth



3.7 Heavenly Village Core Existing Conditions, Credit: Google Earth

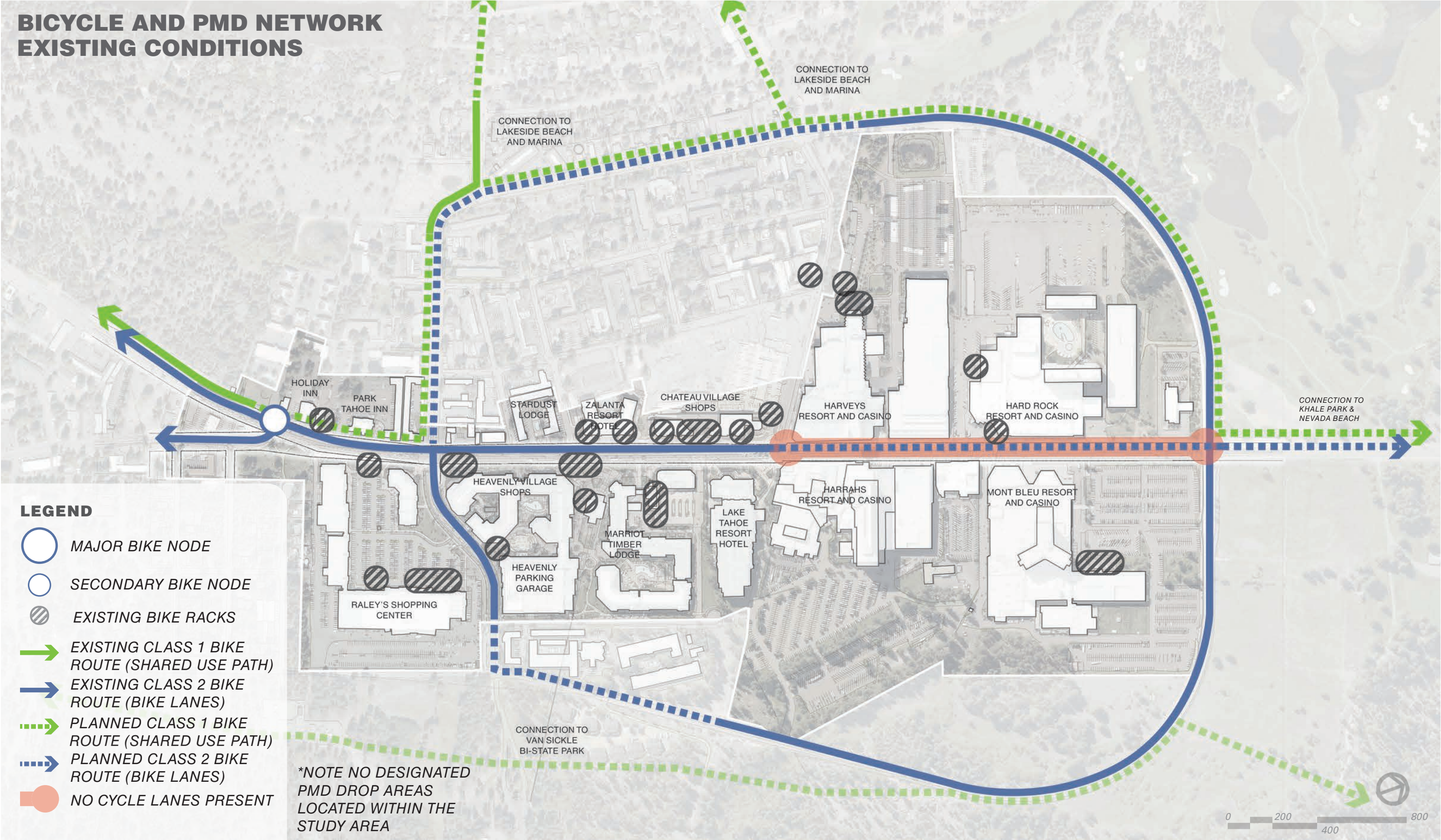


3.8 Casino Core Existing Conditions, Credit: Google Earth



# ACTIVE TRANSPORTATION

## BICYCLE AND PMD NETWORK EXISTING CONDITIONS





ACTIVE TRANSPORTATION

Proposed BICYCLE FACILITIES

**OVERVIEW**  
Based on stakeholder input and public comment, bicycle facilities are located both within the street edge (conventional painted lanes) and the public realm (shared-use path, lake side). The proposed cycle facilities effectively connect to the surrounding regional systems established. At intersections, where conflicts between users exist, the design implores striping through crosswalks, and bicycle boxes to help mitigate conflicts. Cyclists can use both the shared-use path and conventional painted lanes.

FACILITY 1: CONVENTIONAL BIKE LANE

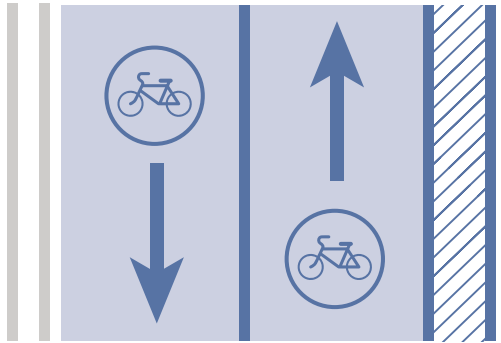
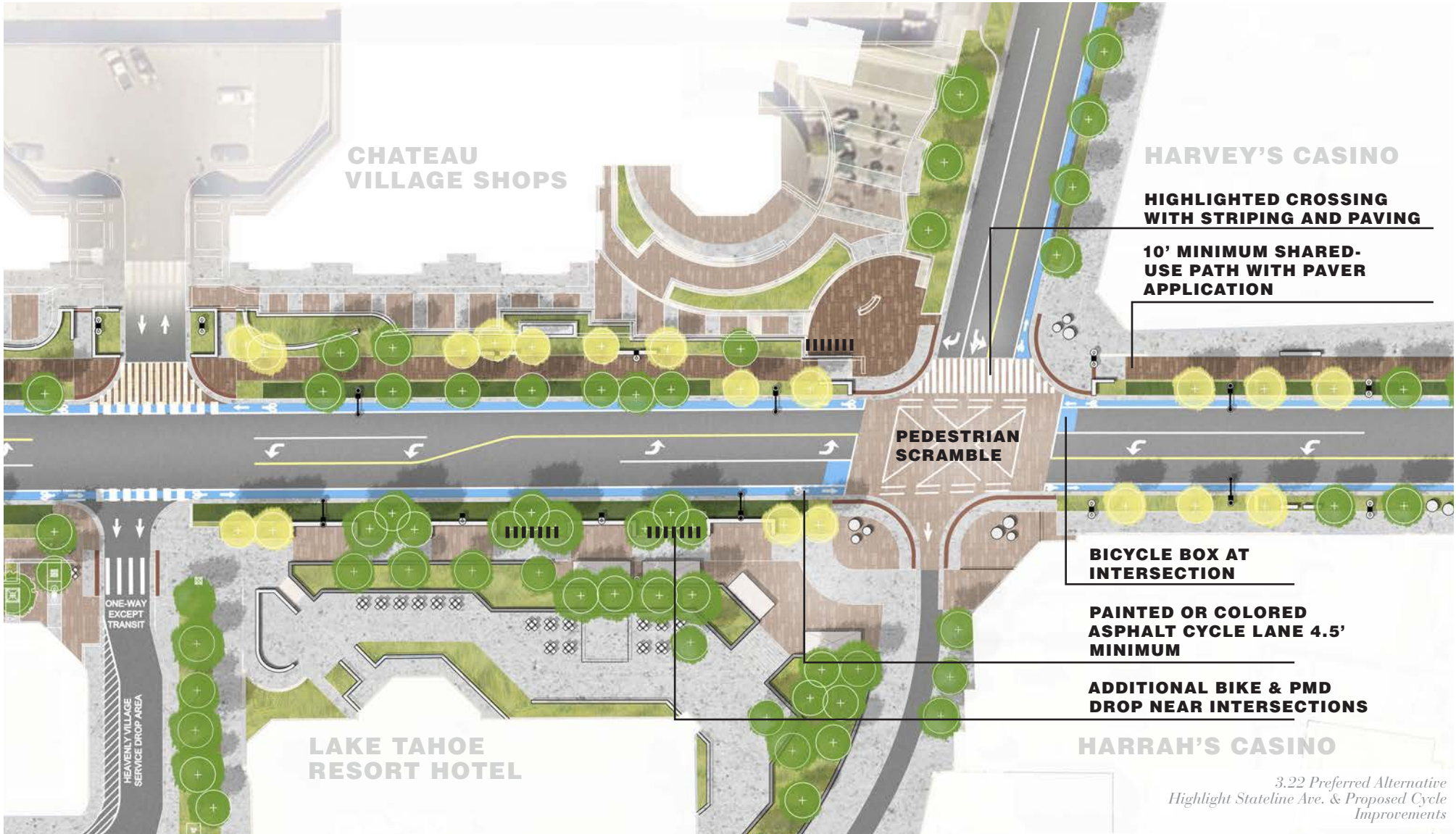
- Designate space within the travelway for cyclists using pavement markings and signage
- Adjacent to travel lanes and in same direction
- 4.5' width through Nevada
- 6' width through California

FACILITY 2: SHARED-USE PATH

- Designated space within pedestrian realm for PMD's, cyclists, and pedestrian traffic with minimum 5' landscape buffer
- 8' minimum width at certain pinch points, 10-12' width through corridor

Proposed Metrics

CATEGORY	METRIC	UNIT	NEVADA	CALIFORNIA
Space Allocation	Width dedicated	Ft.	19'	22'
	% Dedicated	%	24%	25%
Facility 1 Conventional Bike Lane	Type	N/A	Conventional	Conventional
	Length	Ft.	1,706'	2,752'
	Width	Ft.	4.5'	6'
	Buffer Type	N/A	Painted Stripe	Painted Stripe
	Buffer Width	Ft.	6" - 8"	6" - 8"
Facility 2 Shared-use Path	Type	N/A	Multi-Use Path	Multi-Use Path
	Length	Ft.	1,706'	2,752'
	Width	Ft.	10' - 12'	10' - 12'
	Buffer Type	N/A	Vegetated	Vegetated
	Buffer Width	Ft.	6' - 10'	8' - 20'
Provisions	Bike Racks	Qty.	20	30
	Capacity	N/A	100	150



10' MINIMUM 3' BUFFER MINIMUM



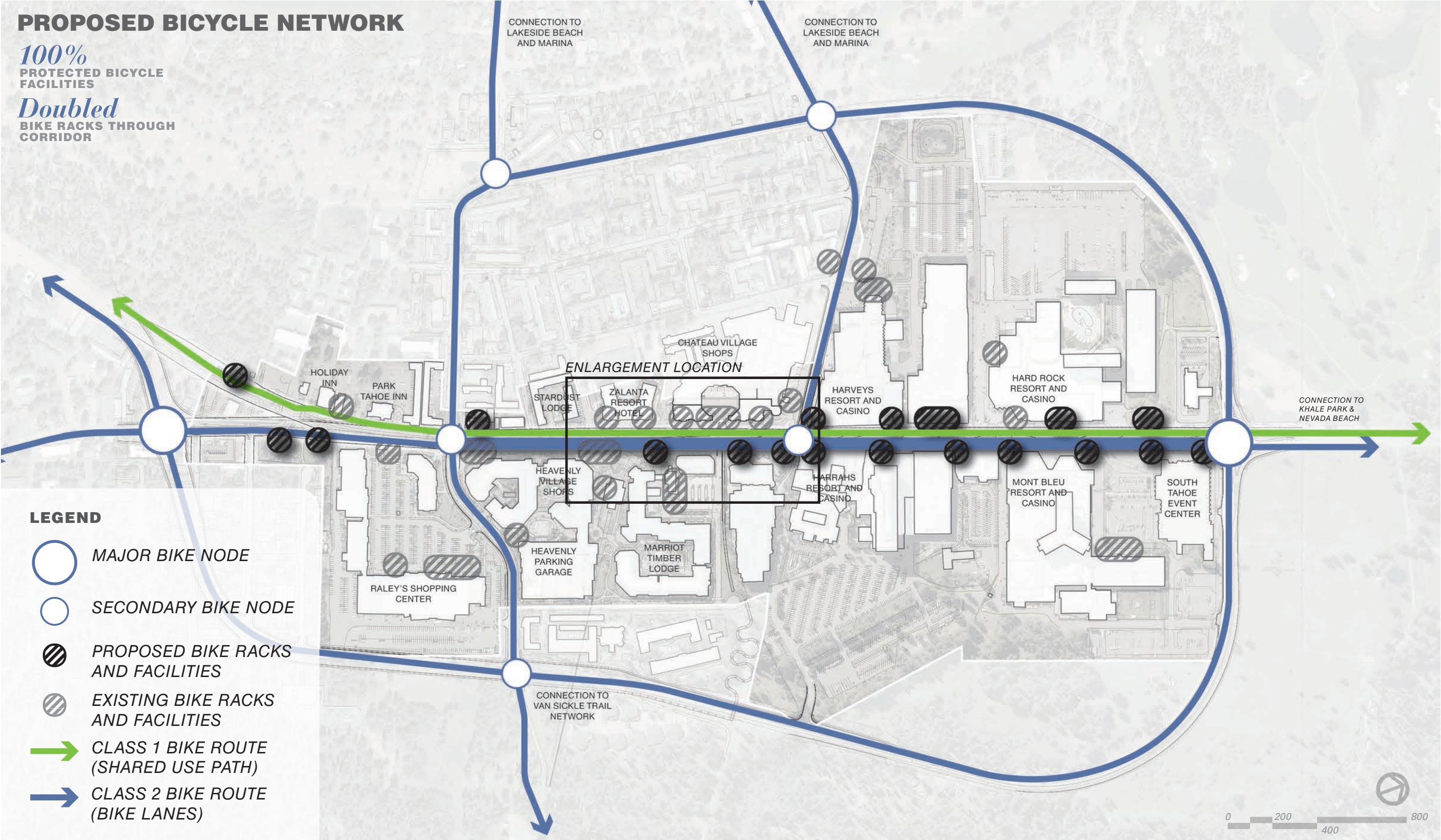


# ACTIVE TRANSPORTATION

## PROPOSED BICYCLE NETWORK

**100%**  
PROTECTED BICYCLE  
FACILITIES

*Doubled*  
BIKE RACKS THROUGH  
CORRIDOR





# ACTIVE TRANSPORTATION

## *Proposed* PMD FACILITIES

Following the existing laws, PMD's will be allowed to use the shared-use path and conventional painted bike lanes through the Main Street Corridor. PMD parking and drop locations have been designated near transit facilities, with (7) drop locations in total. PMD drop location capacity should follow the operators recommendations of 10-15 devices in each location.

Designated drop and parking locations help prevent conflicts between users and makes it easier to locate PMD's. This plan effectively recommends that the operators of PMD's reduce the allowable speed to 5 MPH between the proposed roundabout to the Heavenly Village Way intersection (see pg. 49).

The following facilities are available for use by PMD's:

### **FACILITY 1: CONVENTIONAL BIKE LANE**

- Designate space within the travelway for scooter/PMD using pavement markings and signage
- Adjacent to travel lanes and in same direction
- 4.5' width through Nevada
- 6' width through California

### **FACILITY 2: SHARED-USE PATH**

- Designated space within pedestrian realm for PMD's, cyclists, and pedestrian traffic with minimum 5' landscape buffer
- 8' minimum width at certain pinch points, 10-12' width through corridor
- Recommend that the operator reduce allowable speed in the MSMP area to 5 mph



### CHARACTER IMAGES



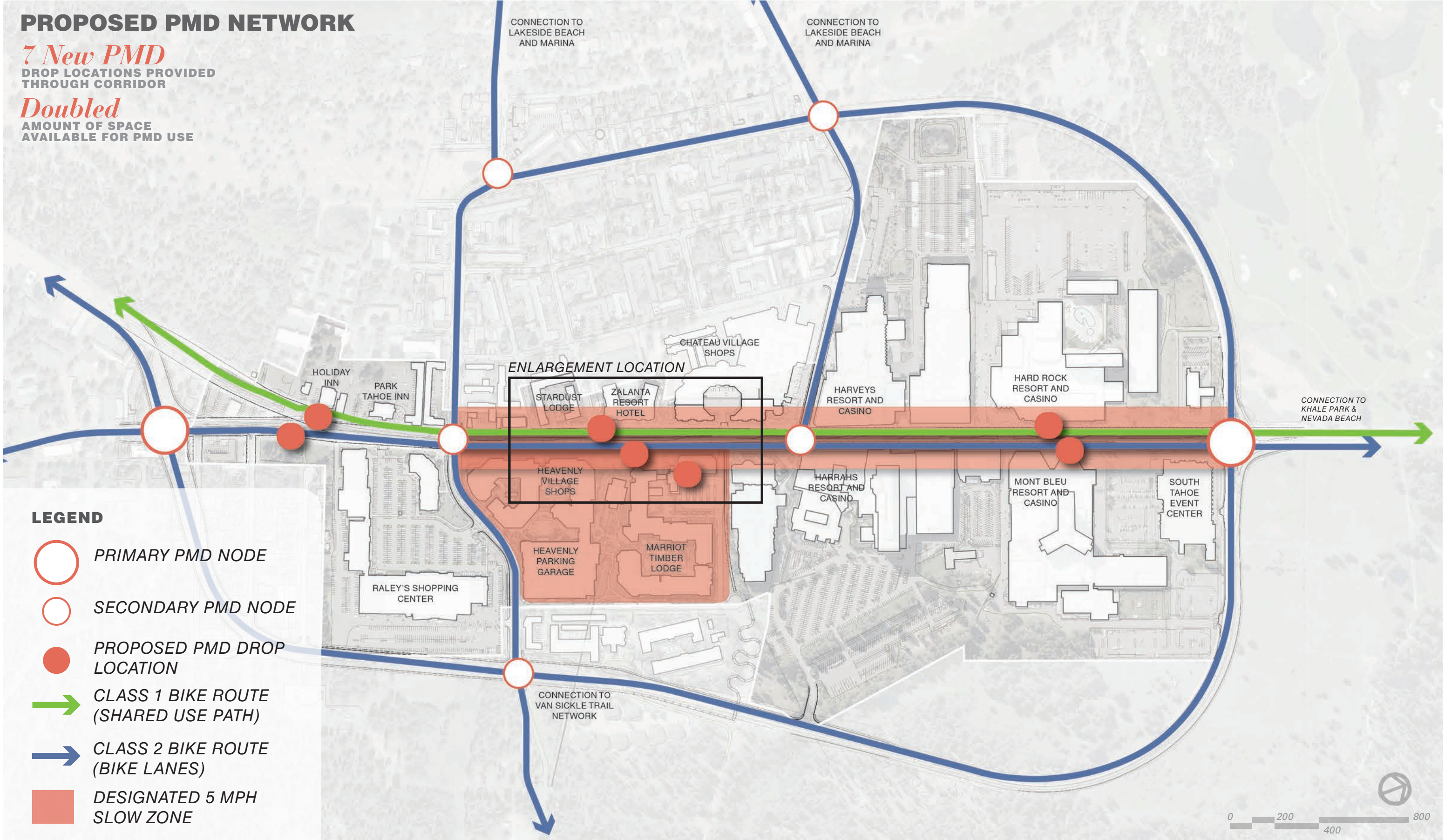


# ACTIVE TRANSPORTATION

## PROPOSED PMD NETWORK

*7 New PMD*  
DROP LOCATIONS PROVIDED  
THROUGH CORRIDOR

*Doubled*  
AMOUNT OF SPACE  
AVAILABLE FOR PMD USE





# GREEN INFRASTRUCTURE

## *Proposed* STORMWATER IMPROVEMENTS

Historically, streets have formed an impermeable paved layer on top of what was once greenspace. Landscape that is incorporated into the urban realm can provide many cultural, ecological , and economic benefits to the environment.

Main Street will utilize stormwater bioretention planters and bioswales throughout the entirety of the corridor. The stormwater planters will act as a natural filter, where run-off will be captured and native/low-water vegetation and trees will then absorb many of the pollutants prior to reaching the greater stormwater system. The proposed design, which includes over 19,000 sqft area of stormwater treatment planters, will in effect treat 80-90% of stormwater though the corridor. Surface run-off from the 3-lane street and adjacent sidewalks/shared-use path will be collected in the following stormwater facilities:

### FACILITY 1: BIORETENTION PLANTERS

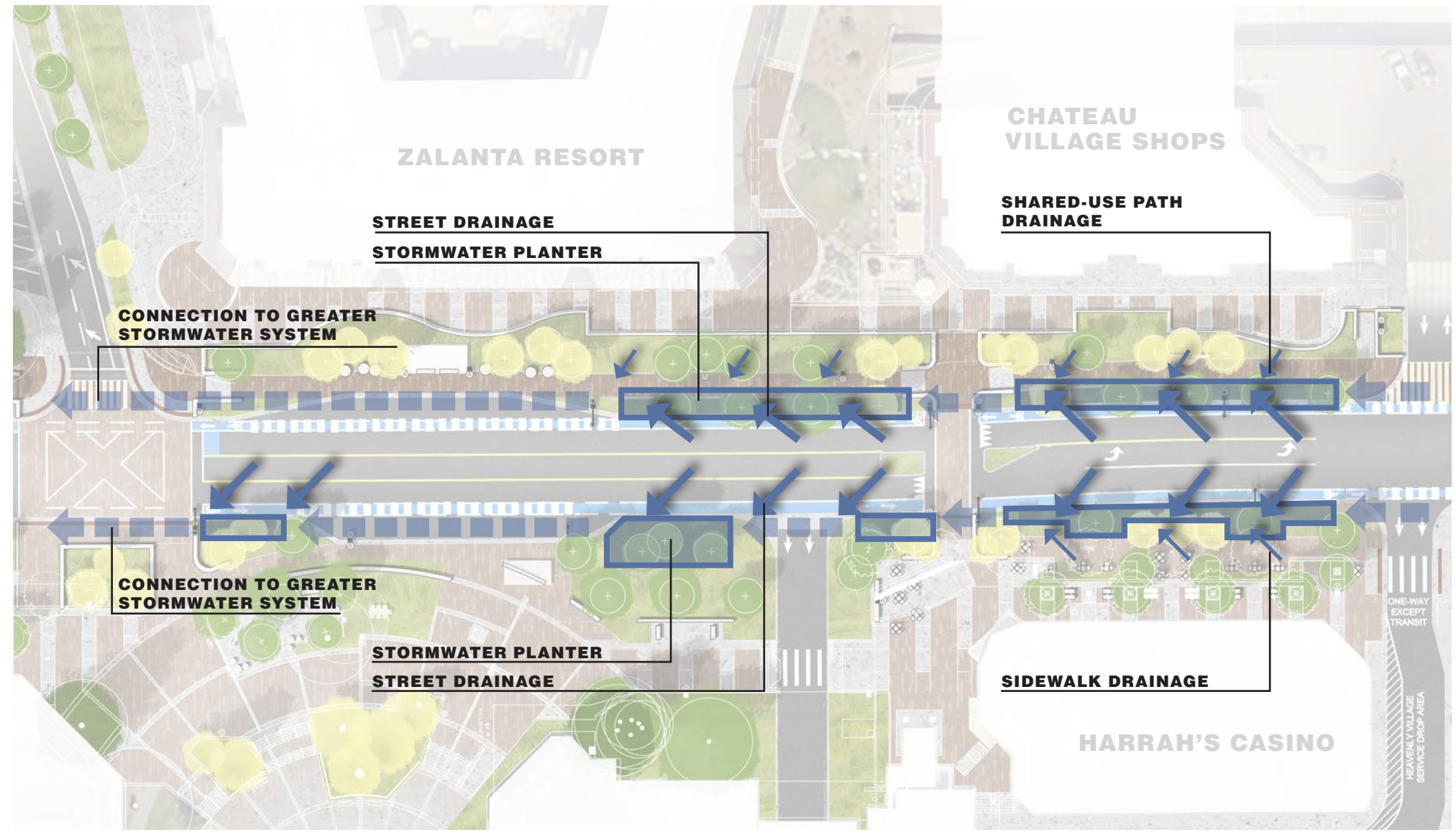
- Bioretention cells are walled vertically on either side of the planter. Location recommendations include areas within the right-of-way, medians & pedestrian areas. Planters are particularly effective where right-of-way width is constrained.
- Biodetention application is most conducive when retention planters cannot be achieved. Filtration planter bottoms can be concrete or lined to deter water from infiltrating.

### FACILITY 2: BIOSWALES & HYBRID

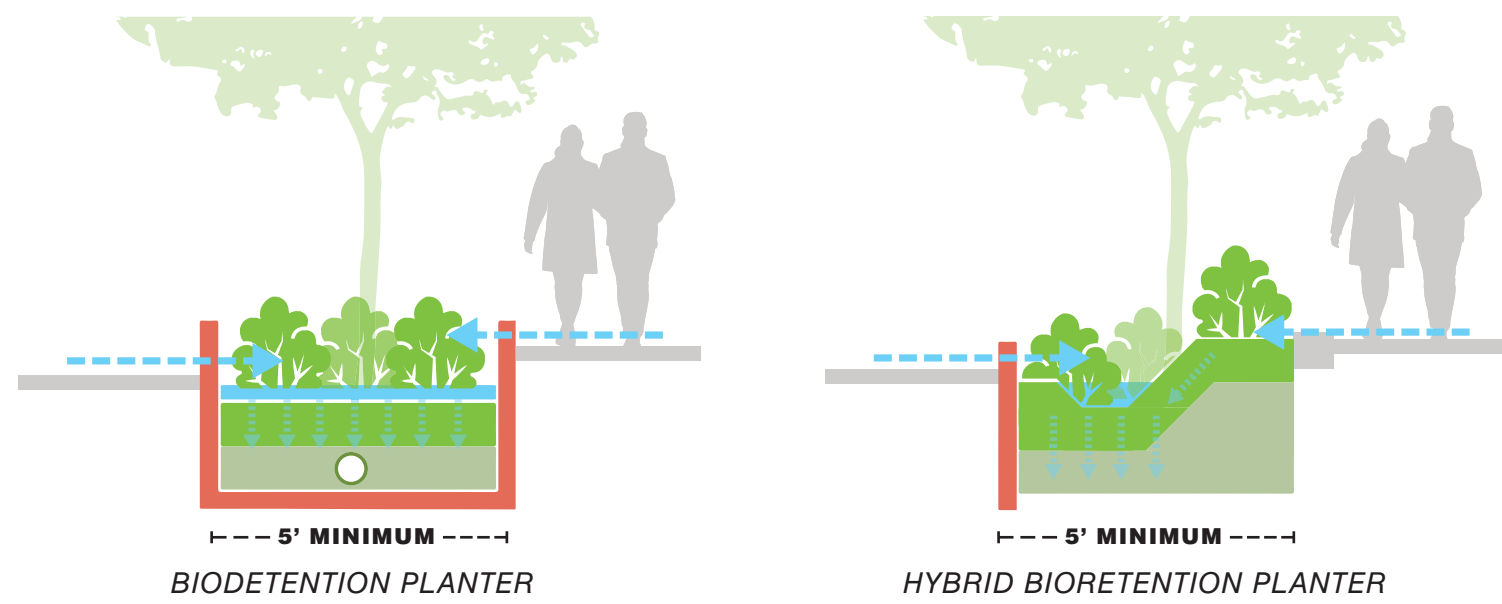
- Bioretention swales are shallow vegetated depressions that slope towards a low point. Much like the bioretention planters, swale are designed to capture, treat, and infiltrate stormwater runoff as it moves throughout a corridor.
- This hybrid cell combines elements of both swales and planters, with a side that is sloped and one side being a wall. Walls or graded sides can be located adjacent to either street or sidewalk.

### FACILITY 3: PERMEABLE PAVING

- This paving solution is an effective application when there is limited space to implement bioswales and retention planters.
- Application on Main Street should be explored along the multi-use path



### STORMWATER PLANTER CONDITIONS





# GREEN INFRASTRUCTURE

## PROPOSED STORMWATER IMPROVEMENTS

**19,000 sqft**  
OF PROPOSED STORMWATER  
TREATMENT PLANTERS

**80%**  
OF STORMWATER RUN-OFF  
TREATED ON-SITE

CONNECTION  
TO GREATER  
STORMWATER  
SYSTEM


CONNECTION  
TO GREATER  
STORMWATER  
SYSTEM

ENLARGEMENT LOCATION

### LEGEND

 STORMWATER PLANTER

 MOVEMENT OF WATER

 EXISTING STORMWATER  
TREATMENT AREA





TRANSIT

Existing  
TRANSIT NETWORK

This section addresses facilities and service that increase transit ridership, in both the winter and summer seasons, and connections with other transportation modes. TTD is the lead organization for this component and will submit the most up-to-date transit plan to the TRPA Governing Board for approval regarding consistency with the US 50 SSCRP permit and this plan. This plan includes a transit circulator within the project area that will operate in concert with the parking management plan. The circulator will be operational concurrent with or prior to the completion of the SSCRP.

On the South Shore, TTD operates Route 50, a 30-minute service along Highway 50 from 6:30 a.m. to 8:30 p.m. Route 55 runs hourly along Highway 50 and into some local neighborhoods from 6 a.m. to 7 p.m. TTD also operates hourly local service between Stateline and Daggett Summit along Kingsbury Grade and a commuter route that provides service from Carson City and Minden to Stateline. Complementary paratransit services are provided within one mile of the local fixed routes with added paratransit service to Meyers. In addition to TTD services, Heavenly Mountain Resort provides frequent winter shuttle service between several of its base lodges. These services are open to the public and free-to-the-user.

The Stateline Transit Center is located in the heart of the Main Street Management Plan area, behind the Heavenly Village Shops, yet ridership to, from, and within the MSMP area is underutilized. Making transit faster, cheaper, and more convenient is key to increasing ridership in this area.

ROUTES & FACILITIES

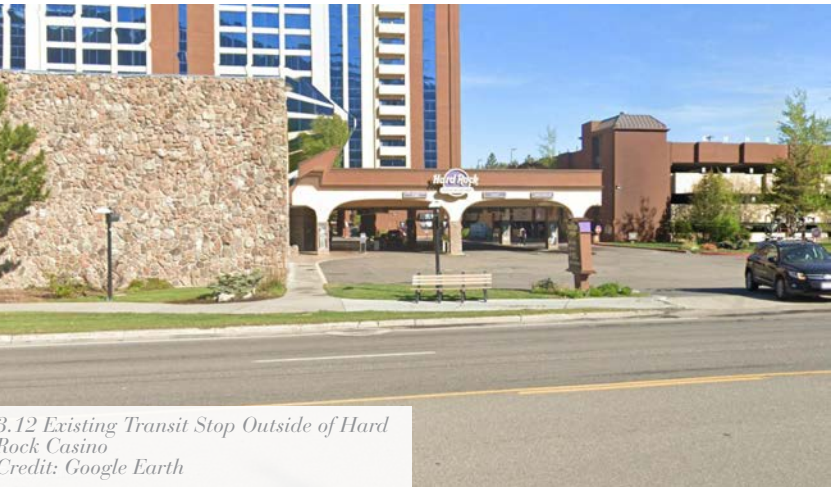
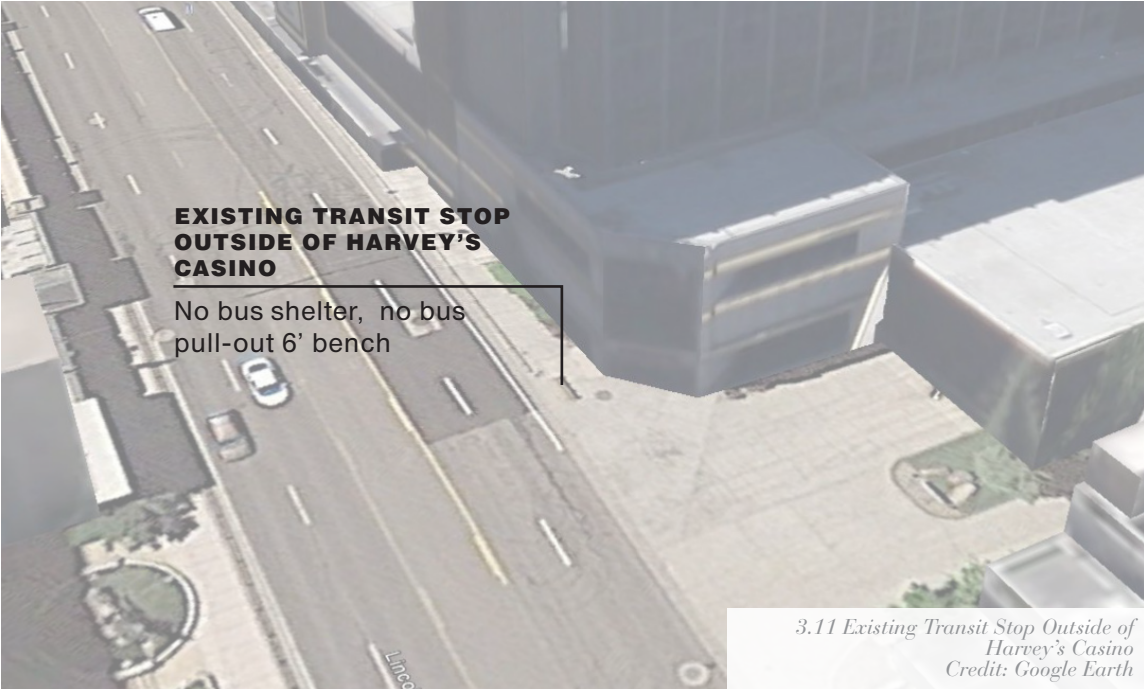
- Transit Center behind Heavenly Village Shops, accessed via Transit Way
- Route 22 Frequency 60 min - Service Kingsbury Grade destinations including NV side of Heavenly Resort
- Route 50 Frequency 30 min - Service Highway 50 West towards “Y”
- Route 55 Frequency 60 min - Service South Lake neighborhoods Ski Run Blvd and Lake Tahoe Community College

WHAT WE HEARD

- Make transit a priority by providing dedicated bus pull outs.
- Provide more frequent transit service that runs 24/7 to the “Y” and other regional hubs.

Existing Metrics

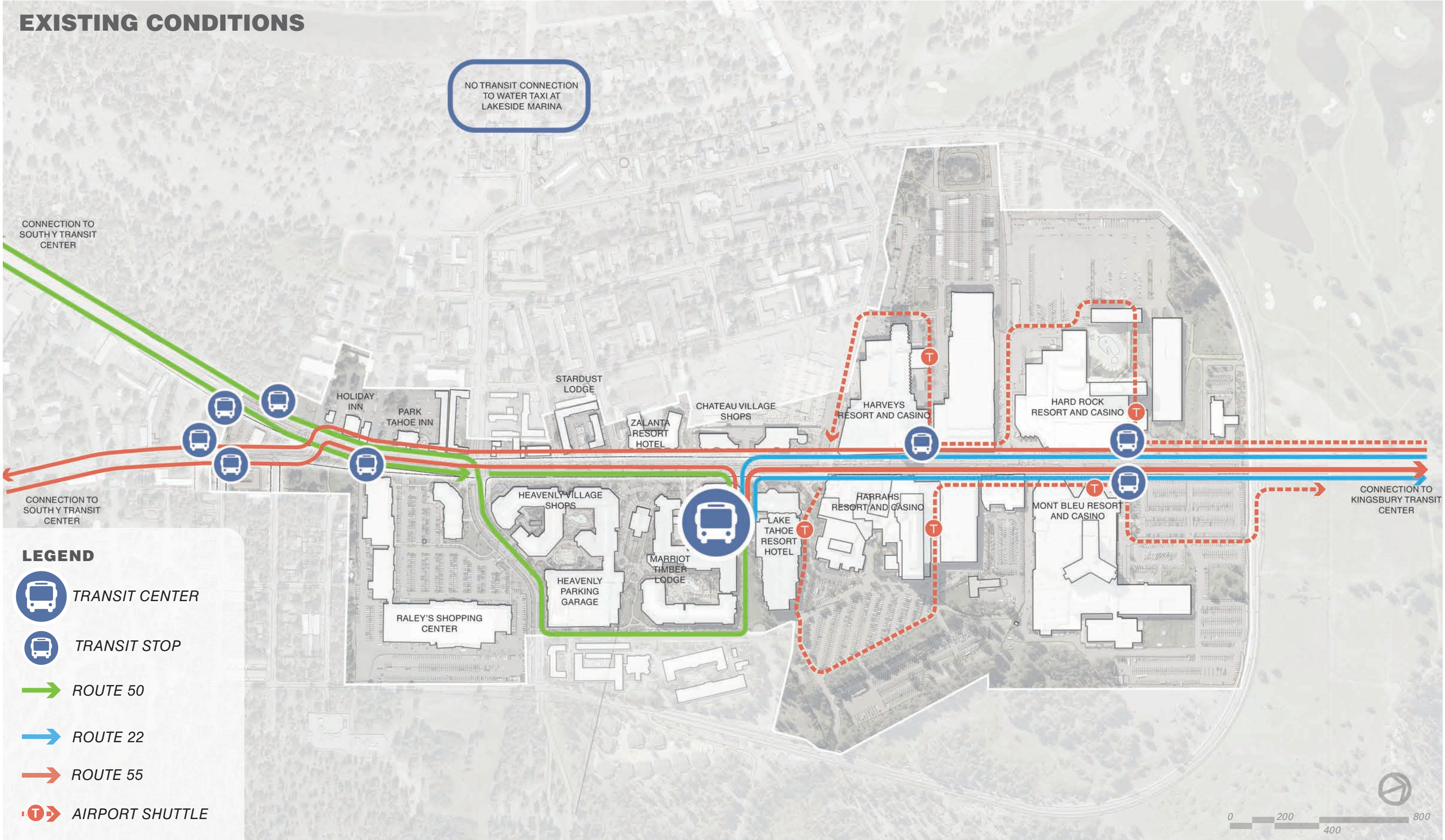
CATEGORY	METRIC	UNIT	NEVADA	CALIFORNIA
Facility	Vehicle Type	N/A	TTD	TTD
	Lane Type	N/A	Shared	Shared
	Lane Width	Ft.	12' - 12.5'	11'
Transit Stops	Number of stations	Qty.	1	0
	Number of stops	Qty.	3	3
	Type of bus stop	N/A	Variable	Variable
	% w/ shelter & seating	%	0%	0%
	% w/ wayfinding	%	0%	0%
	% w/ real time arrival data	%	0%	0%





# TRANSIT

## EXISTING CONDITIONS





TRANSIT

Proposed  
TRANSIT NETWORK

OVERVIEW

The proposed design for Main Street provides safer, more frequent and more comfortable transit stops throughout the corridor. Dedicated bus pull-outs will prevent vehicle backups from occurring.

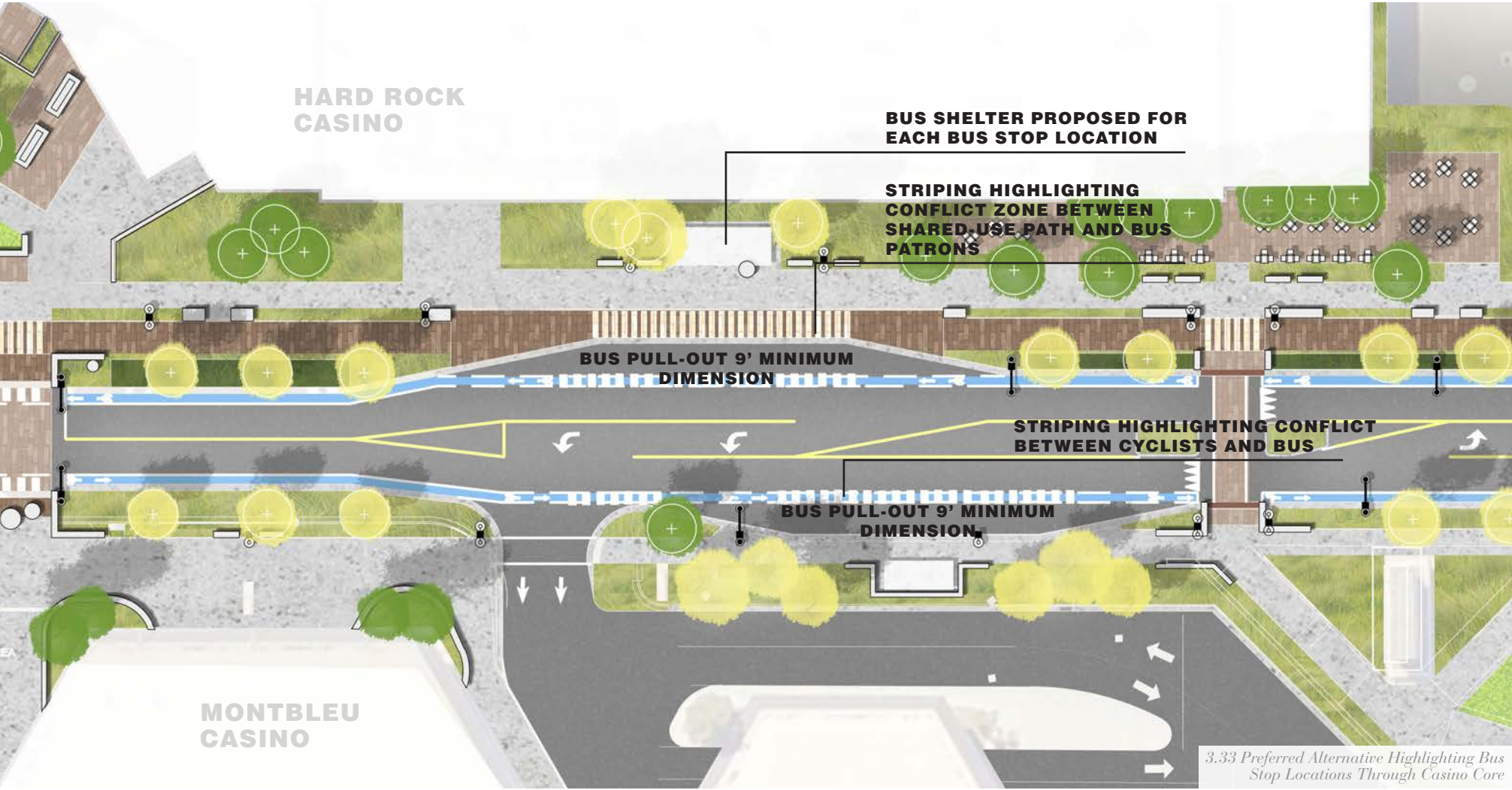
The proposed design shows a connection from Bellamy Court to the Harrah's parking lot. This would provide the ability to circulate more easily from the transit center to the casino parking lots.

PROPOSED DESIGN FEATURES

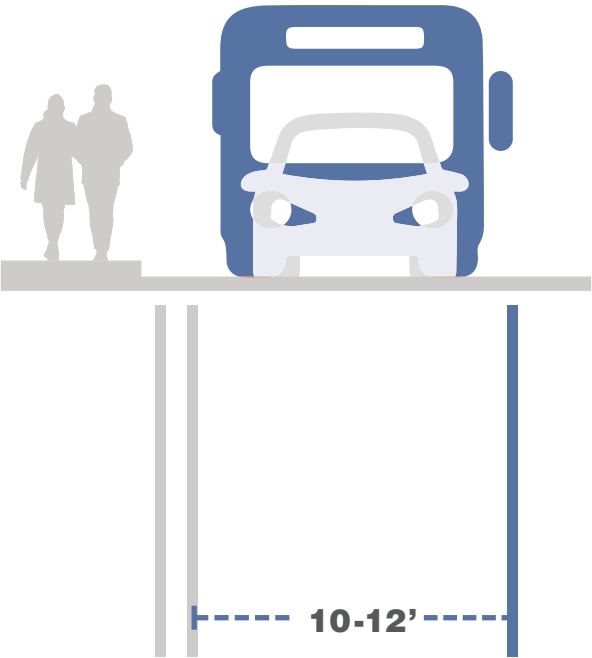
- Transit shared lane with privately-owned vehicles (POV)
- Bus pull-out 9' width minimum in dimension
- Covered bus shelter for transit users
- Clearly marked bus loading and unloading areas that are ADA compliant

Proposed Metrics

CATEGORY	METRIC	UNIT	NEVADA	CALIFORNIA
Facility	Vehicle Type	N/A	TTD + Circulator	TTD + Circulator
	Lane Type	N/A	Shared/in-lane	Shared/in-lane
	Lane Width	Ft.	11'	11'
Transit Stops	Number of stations	Qty.	1	0
	Number of stops	Qty.	2	4
	Type of bus stop	N/A	Pull-Off	Pull-Off
	% w/ shelter & seating	%	100%	100%
	% w/ wayfinding	%	100%	100%
	% w/ real time arrival data	%	100%	100%



CHARACTER IMAGES

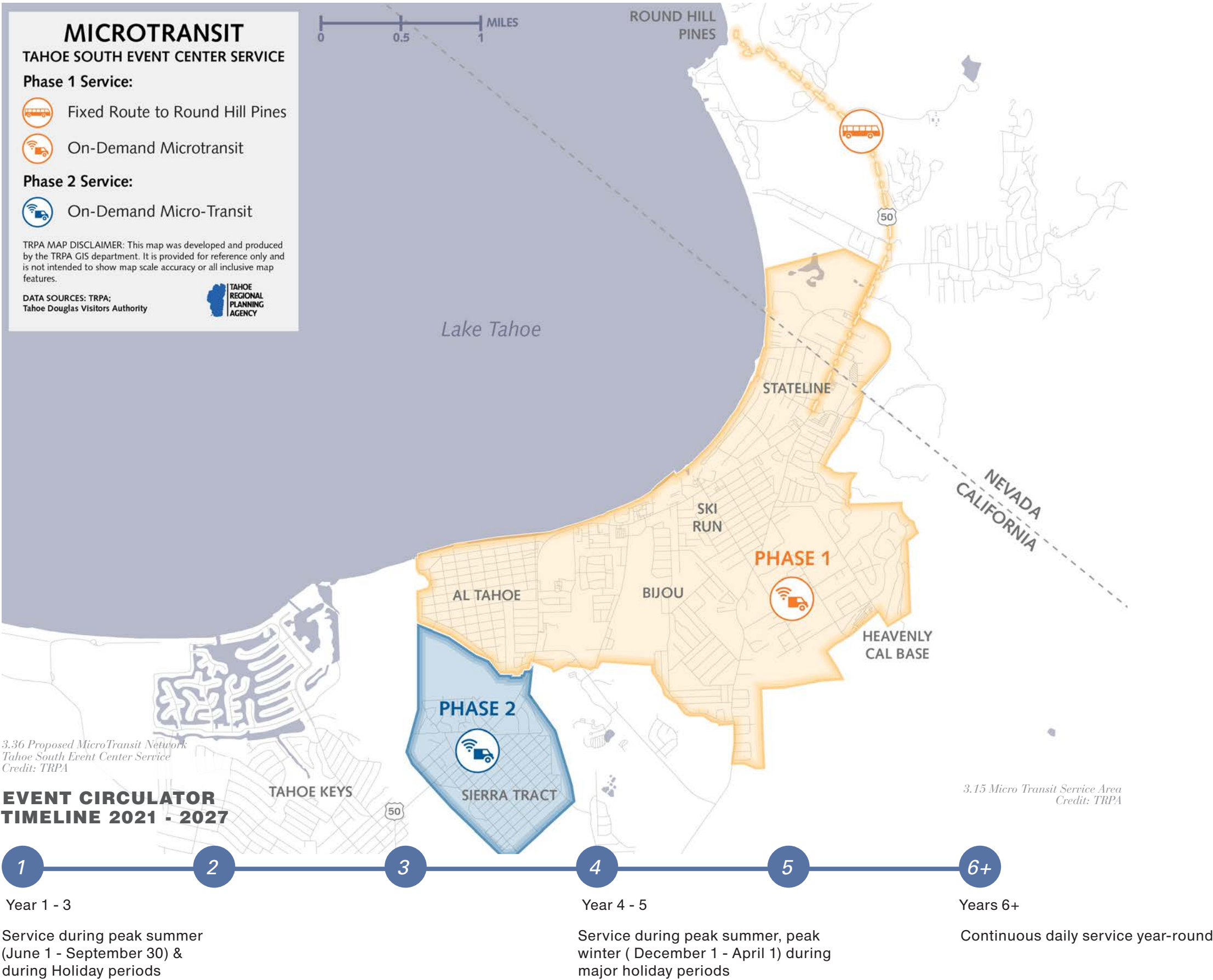




# TRANSIT

## SOUTH TAHOE EVENT CENTER CIRCULATOR

In 2020, the TRPA Governing Board approved plans for the 6,000-person Tahoe South Events Center in the MSMP area. As part of the project, the event center will provide a combination of free fixed-route, and on-demand micro transit service to the MSMP area from Round Hill in Nevada to the Bijou neighborhood in South Lake Tahoe, California. Service will begin in summer 2021 and expand from seasonal to year-round over a six-year period. Add on areas could further expand service to South Lake Tahoe’s Sierra Tract Neighborhood.





# TRANSIT

## EXPANSION OF TRANSIT SERVICE

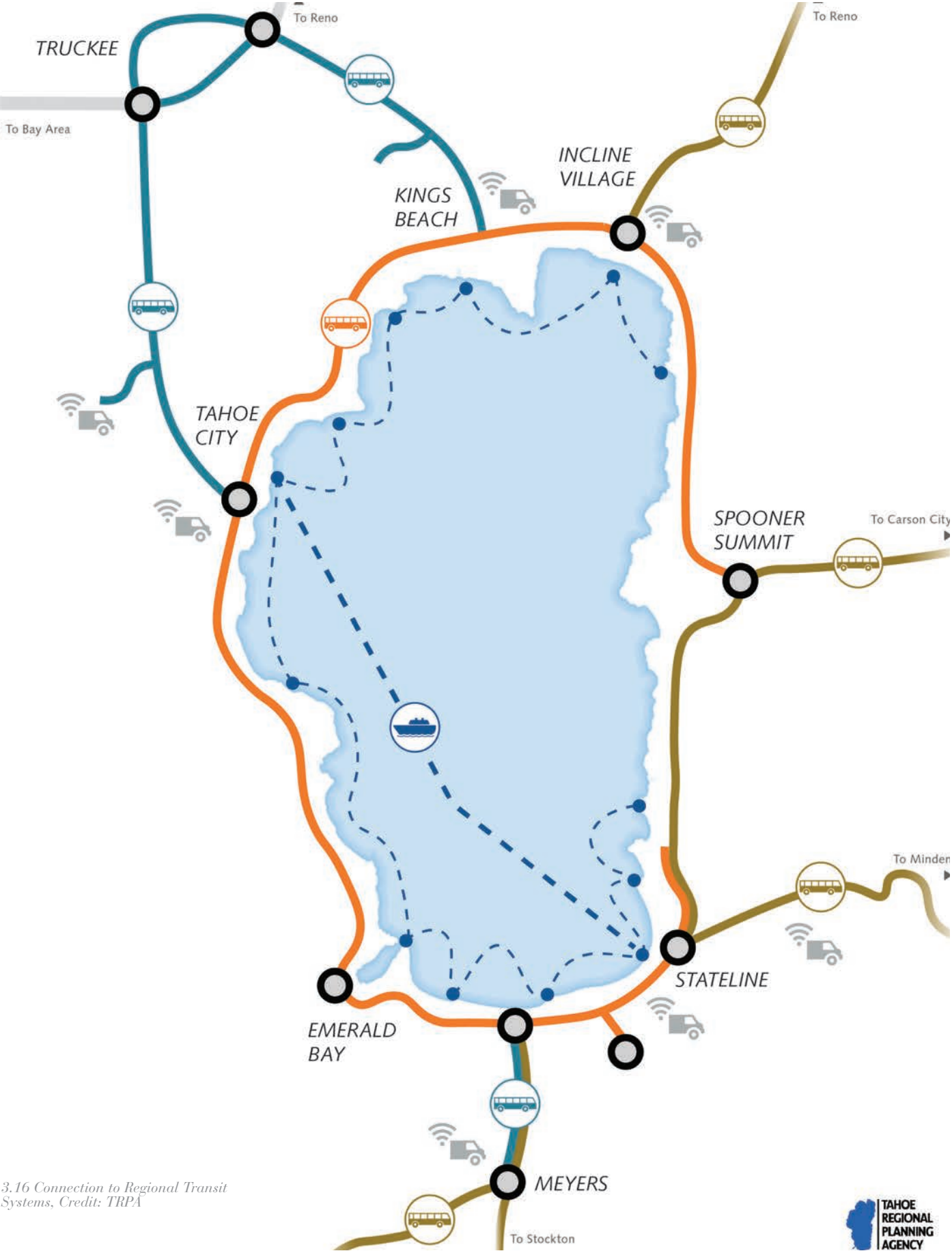
In addition to the Event Center Circulator, a smaller scale circulator for the MSMP area could be provided to connect people more seamlessly to local shops and hotels, recreation destinations and parking facilities. This service could be provided by TTD, a private transit provider, or through a public private partnership. The exact route and implementation details of an MSMP circulator will be based on transit need and the availability of funding once the Main Street has been implemented.

## CONNECTIONS TO REGIONAL TRANSIT

Future transit services will build on existing fixed routes operated by TTD to improve frequency, service span, and provide more service to the MSMP area and surrounding hotspots. In 2020, TTD began providing free-to-the-user service on all routes and will continue to offer free fares on in-basin public transit through 2045. Private transit providers will also play a key role in transit access to the project area and help fill gaps to surrounding recreation sites and neighborhoods and assist in offering additional regional service. This section highlights how public and private partners can work together to provide frequent and fun transit service to the MSMP area that encourages residents and visitors to leave their car behind.

Consistent with the Regional Transportation Plan and Short Range Transit Plan, future transit to the MSMP area will include the following:

- The Stateline Transit Center will continue to act as a south shore hub with connections to local and regional transit routes.
- Route 50 and 22 will continue to connect the MSMP area to the “Y” with increased frequency 15-minute fixed route service.
- Local routes, including Route 55, will serve surrounding neighborhoods with buses arriving every 30 to 60-minutes, providing connections to more frequent routes.
- On-demand service within neighborhoods and town centers, will link to frequent routes and provide service to the MSMP area.
- Regional routes 21 and 20 will connect commuters to the Stateline Transit Center from Carson City and Minden
- Public and private transit providers will build on the existing water transit to provide more options for commuters and visitors. Water taxis will connect Stateline to the North Shore and popular beaches and marinas in the South Shore during peak summer months.



3.16 Connection to Regional Transit Systems, Credit: TRPA

### TRANSIT

#### 2045 TRANSPORTATION PLAN

Planned Projects by 2045\*

- Frequent Transit (~15 min)
- Local Transit (~30 min)
- Regional Transit
- Water Transit
- On-Demand Micro-Transit
- Proposed Mobility Hubs

\*For more information on individual projects, visit [www.trpa.org/rtp](http://www.trpa.org/rtp)

TRPA MAP DISCLAIMER: This map was developed and produced by the TRPA GIS department. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features.

DATA SOURCES: TRPA; Tahoe Transportation District; Placer County



**PAGE INTENTIONALLY LEFT  
BLANK**



VEHICLE ACCESS

Existing  
CONDITIONS

OVERVIEW

Existing vehicle access points are focused along Main Street, causing traffic and conflicts between different users. Curb cuts should be reduced in size and number to reduce conflicts between vehicles and pedestrians. There is currently ample parking within the Casino Core, but access and connectivity between these parking areas lack cohesion. Future access to parking should look at the opportunity to join the parking areas via Bellamy Ct.

WHAT WE HEARD

Based on stakeholder input and public comment, the vehicle network will focus on providing access to destinations and rerouting vehicle departures off of Main Street to Highway 50 and Lakeview Parkway by implementing the following solutions:

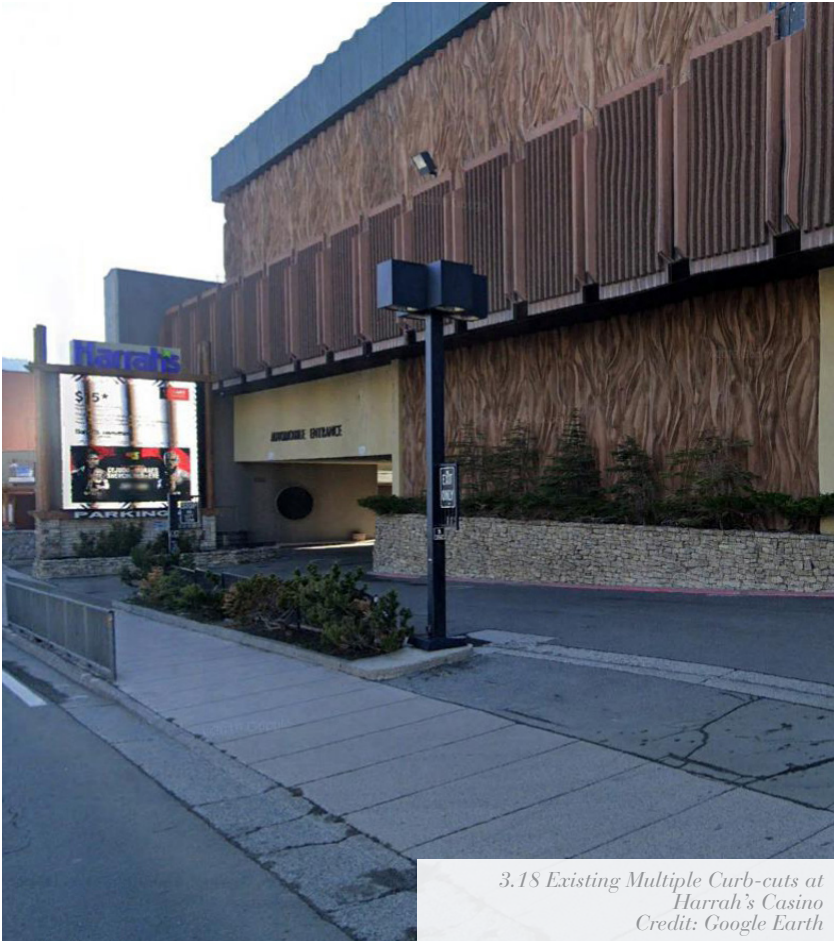
- Vehicle access points to be provided on Main Street
- Reduce sizes of access points to decrease the length of curb cuts
- Eliminate ingress/egress point when possible while maintaining minimum emergency and safety requirements
- Encourage vehicle departures to Lake Parkway Ave. and new Highway 50
- No vehicle departures on Main Street except transit via Transit Way
- Provide strategically located access to parking via Main Street - utilize Highway 50 and Lake Parkway Ave for access during street event closures
- Connect large parking areas via Bellamy Ct.

Existing Metrics

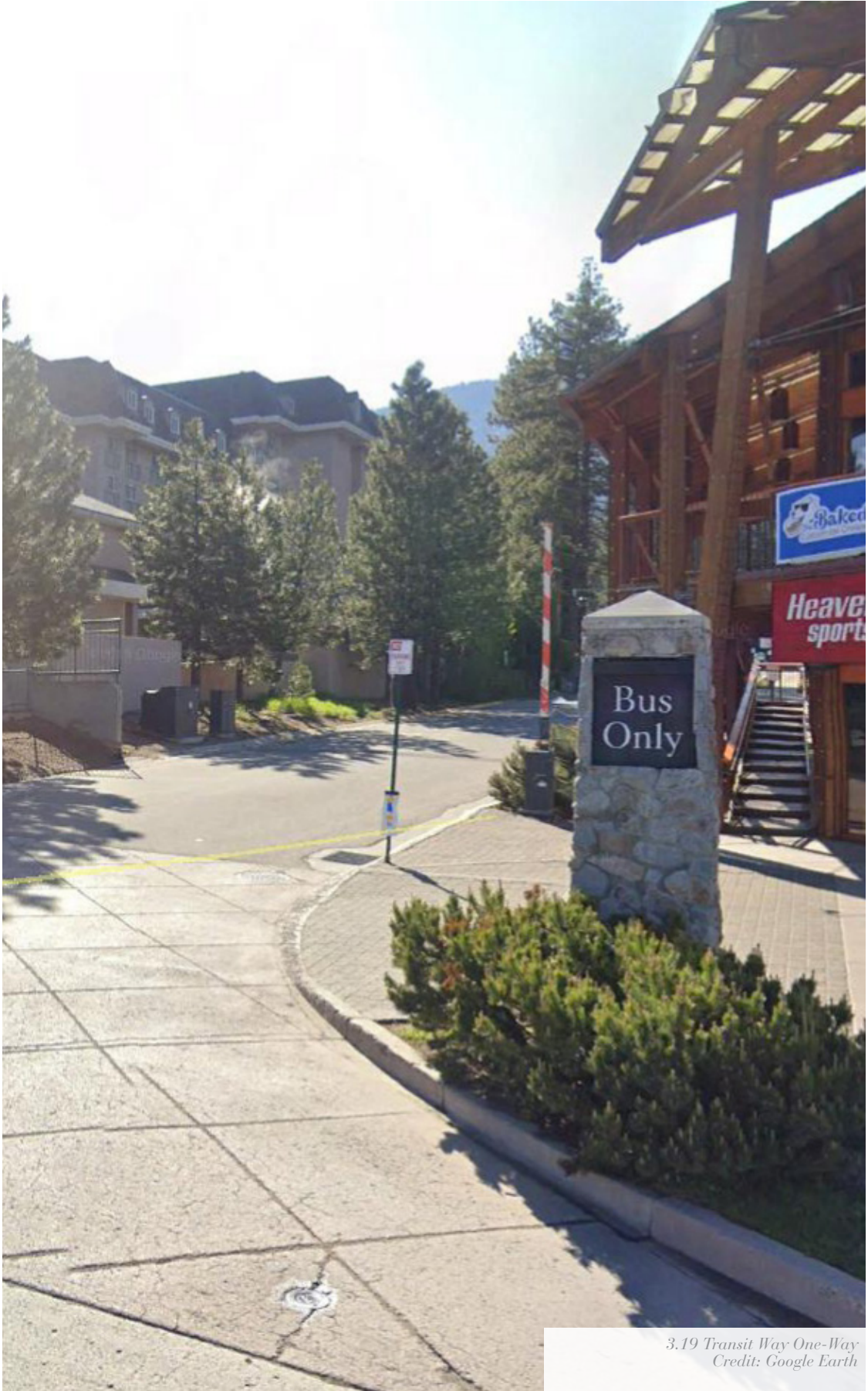
CATEGORY	METRIC	UNIT	NEVADA	CALIFORNIA
Travel Lanes	Number	Qty.	4	4
	Width	Ft.	11' - 12.5'	11'
Turn Lanes	Number	Qty.	1	1
	Width	Ft.	12' - 12.5'	12.5'
Curb Cuts	Qty.	Ft.	480'	850'
Car Share Facilities	Number	Qty.	0	0
	Number	Qty.	0	0



3.17 Existing Cul-de-sac at Bellamy Ct.  
Credit: Google Earth



3.18 Existing Multiple Curb-cuts at Harrah's Casino  
Credit: Google Earth

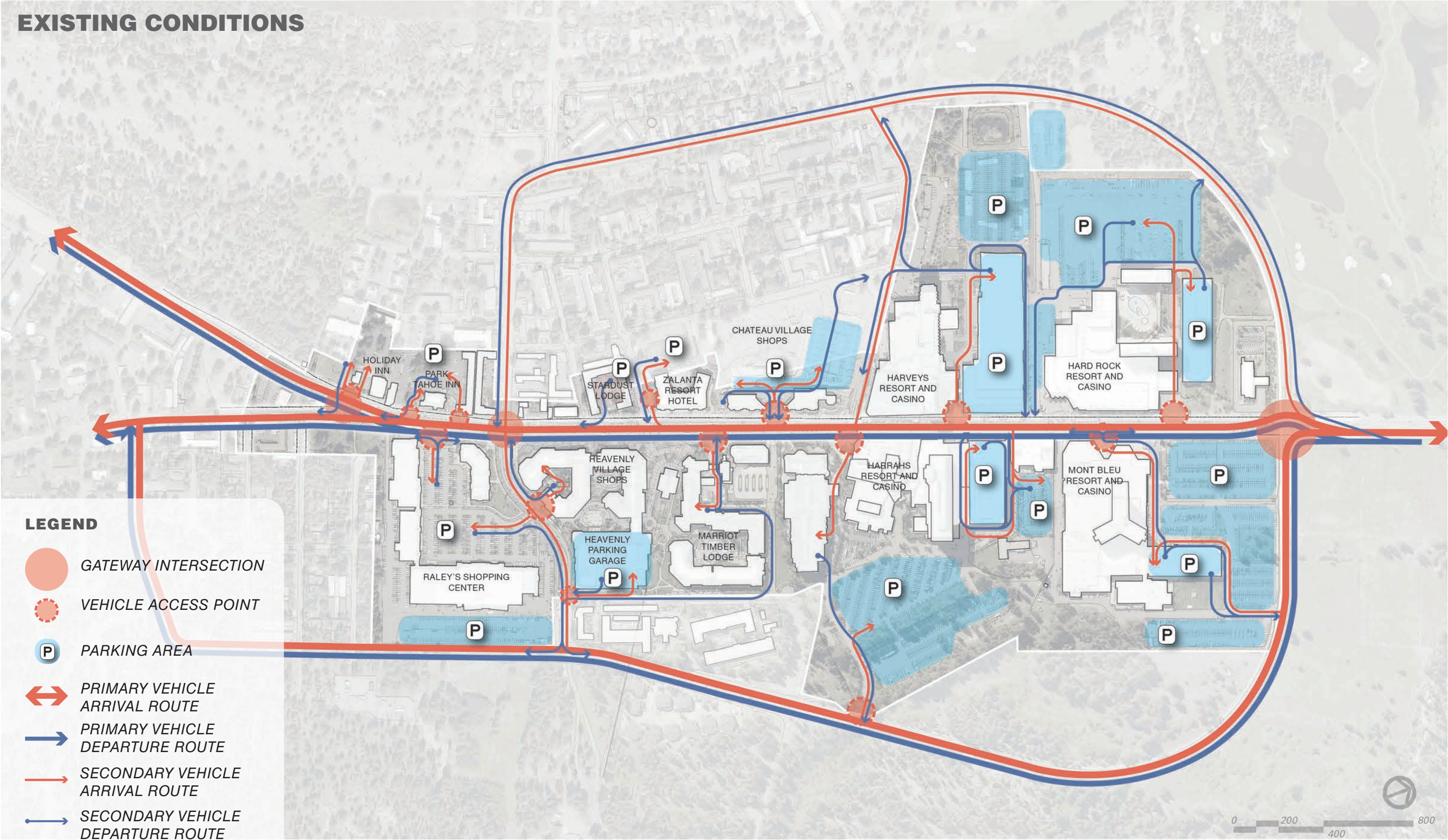


3.19 Transit Way One-Way  
Credit: Google Earth



# VEHICLE ACCESS

## EXISTING CONDITIONS





VEHICLE ACCESS

Proposed  
VEHICLE NETWORK

OVERVIEW

The Main Street design creates a vehicle network that seamlessly directs vehicles to parking areas and destinations. From parking areas, vehicle departure traffic is directed off of Main Street to peripheral roads, Highway 50 and Lakeview Parkway. Ingress points are reduced in quantity and size to alleviate conflict between pedestrians and vehicle traffic.

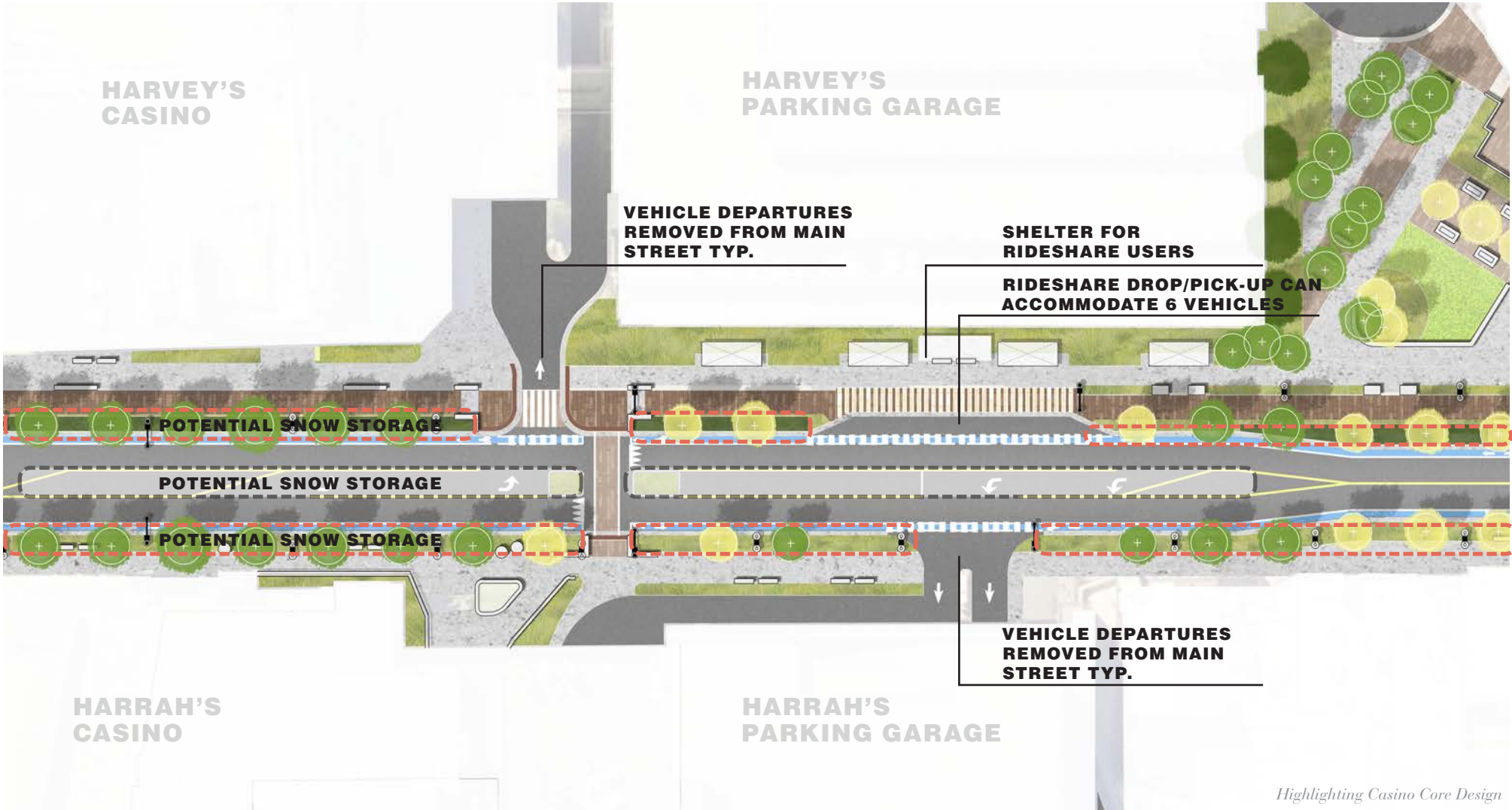
Two-lanes of traffic with a center turn lane provide access to users traveling east or west though the corridor. During street event closures, access to primary destinations is directed to Highway 50 and Lake Parkway Ave, see pages 72-76 for further clarification on vehicle access during street events closures.

PROPOSED DESIGN FEATURES

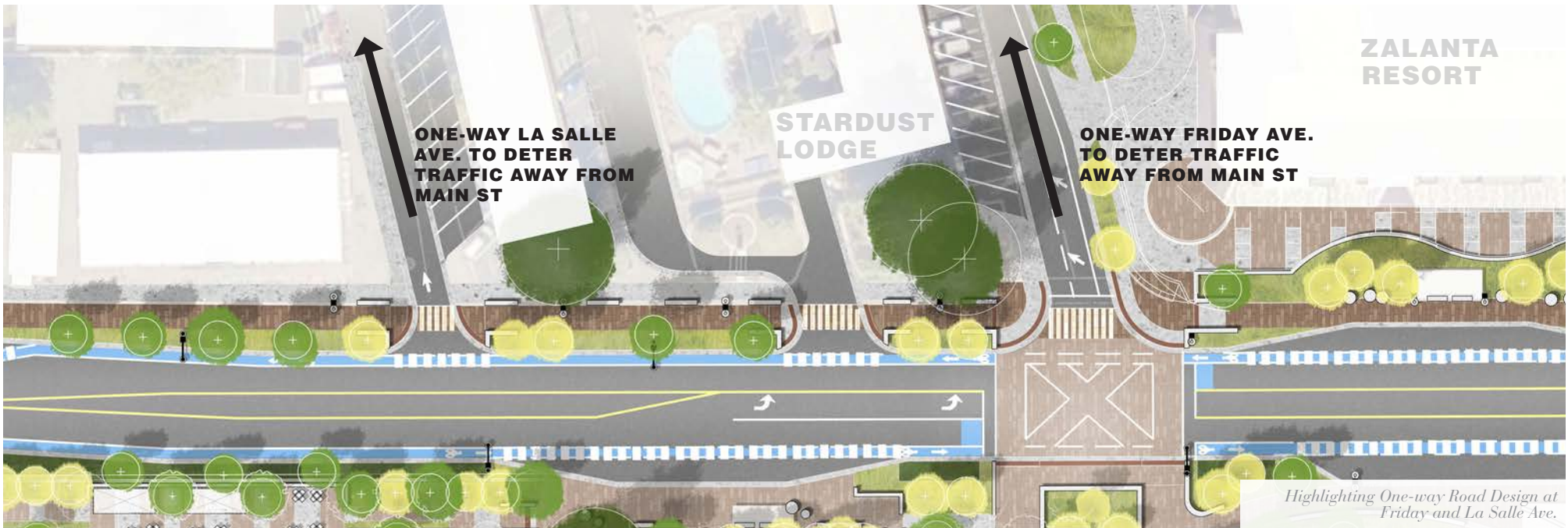
- Vehicle access provided to major destinations via Main Street, except during events
- Vehicle access point widths reduced by 50%
- Vehicle departures restricted on Main Street
- Departures directed to Lake Parkway and new Highway 50
- Access to all parking areas provided via Main Street and secondary routes - Lake Parkway Ave., and Highway 50
- Rideshare drop/pick-ups provided in both Nevada and California

Proposed Metrics

CATEGORY	METRIC	UNIT	NEVADA	CALIFORNIA
Travel Lanes	Number	Qty.	2	2
	Width	Ft.	11'	11'
Turn Lanes	Number	Qty.	1	1
	Width	Ft.	11'	11'
Curb Cuts	Qty.	Ft.	129'	593'
Car Share Facilities	Number	Qty.	1	1
	Number	Qty.	5	7



Highlighting Casino Core Design



Highlighting One-way Road Design at Friday and La Salle Ave.



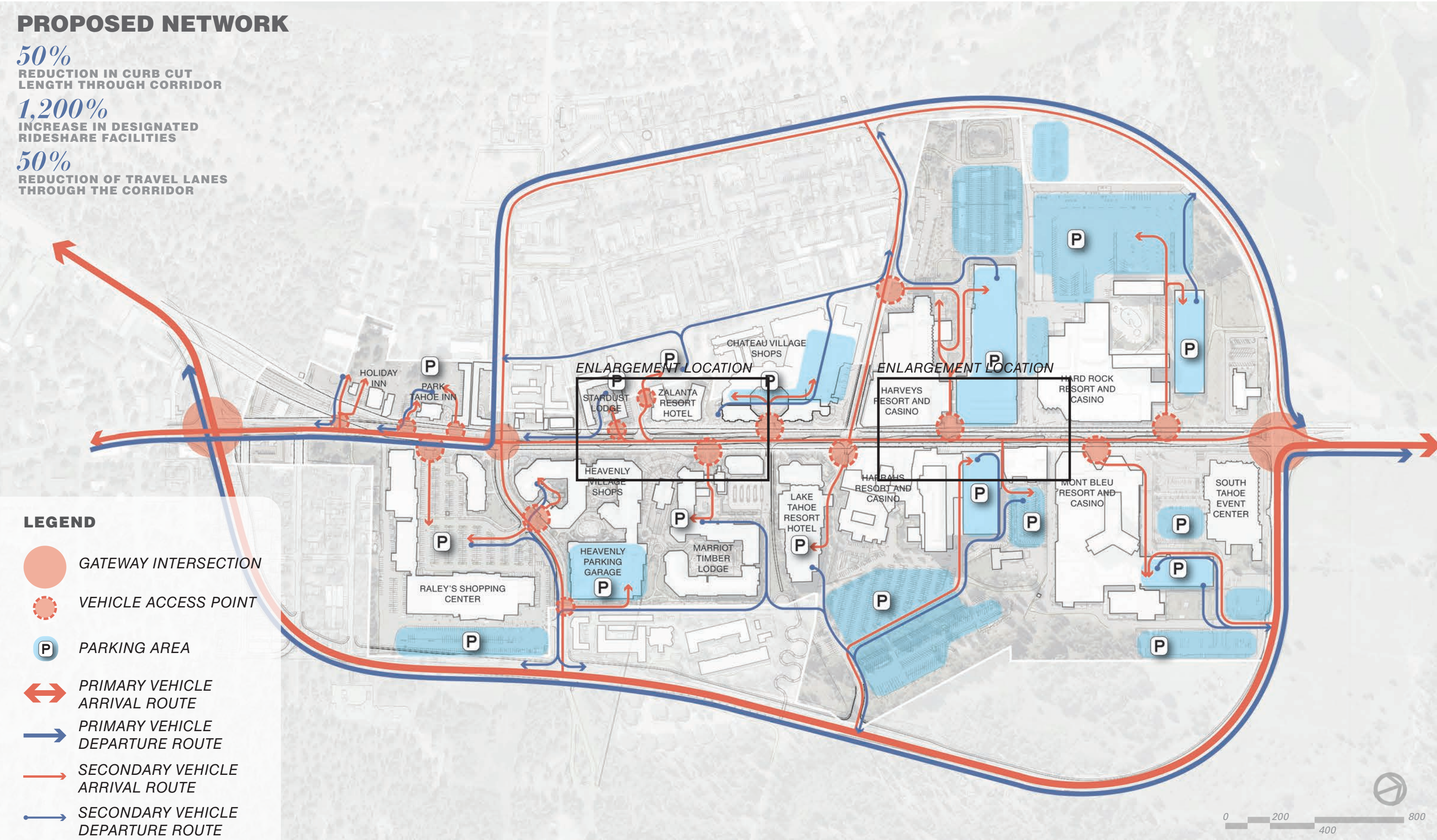
# VEHICLE ACCESS

## PROPOSED NETWORK

50%  
REDUCTION IN CURB CUT  
LENGTH THROUGH CORRIDOR

1,200%  
INCREASE IN DESIGNATED  
RIDESHARE FACILITIES

50%  
REDUCTION OF TRAVEL LANES  
THROUGH THE CORRIDOR





# SERVICE ACCESS

## Existing SERVICE ACCESS

### OVERVIEW

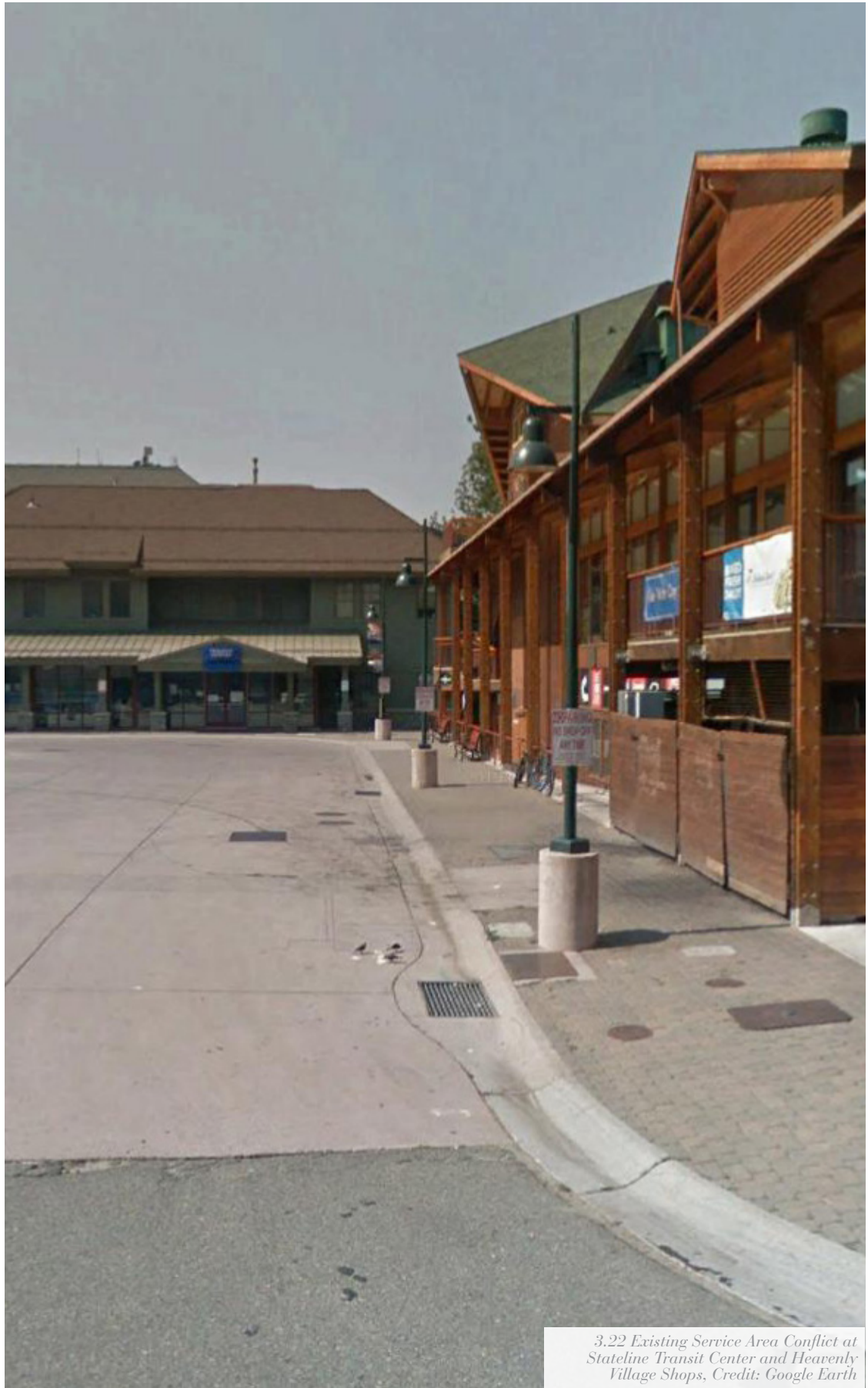
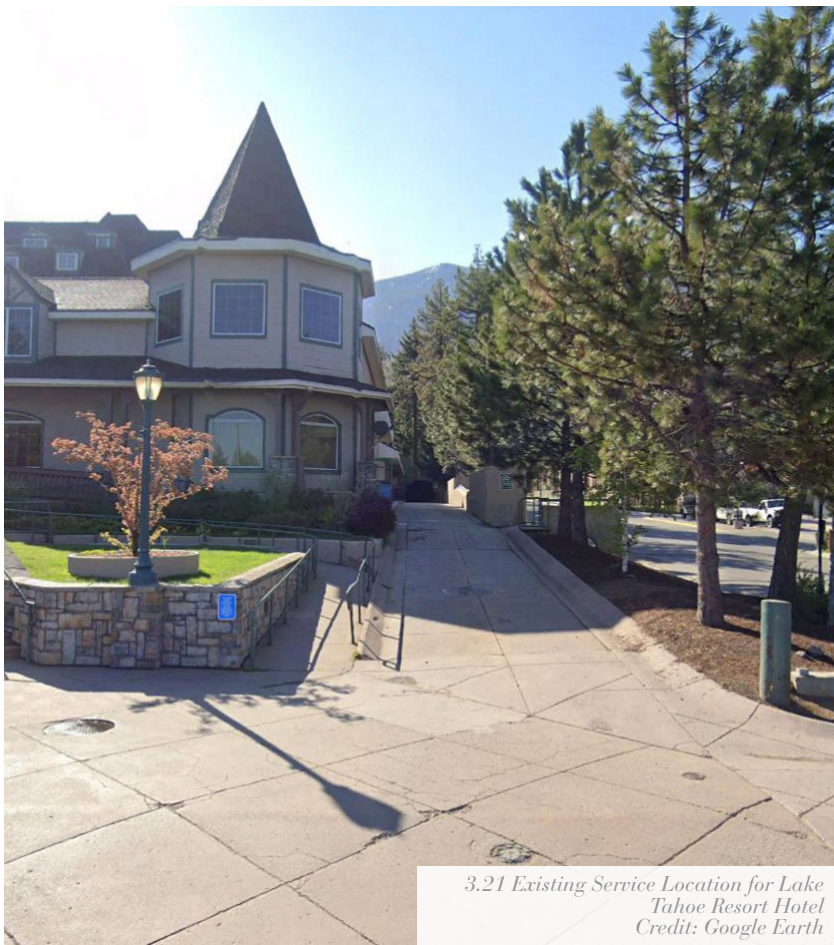
The existing service access area at many locations through Main Street struggle with conflict between transit and POVs. What was once a bus stop at Heavenly Village, has transformed into a service pull-out and POV drop off for skiers during the winter months - effectively eliminating transit stops though the Heavenly Village Core. At the Stateline Transit Center, transit vehicles are often in conflict with service vehicles attempting to deliver to Heavenly Village Shops via Transit Way.

Other conflicts with service arise with the proposed street closures during events, namely at Lake Tahoe Resort Hotel, Stardust Lodge, and business locations within Heavenly Village. The design will provide service access to destinations during events via Lake Parkway Ave, Highway 50, and other peripheral streets.

### WHAT WE HEARD

Based on stakeholder input and public comment, service access focused on all businesses located in the Main Street Corridor and address the following concerns

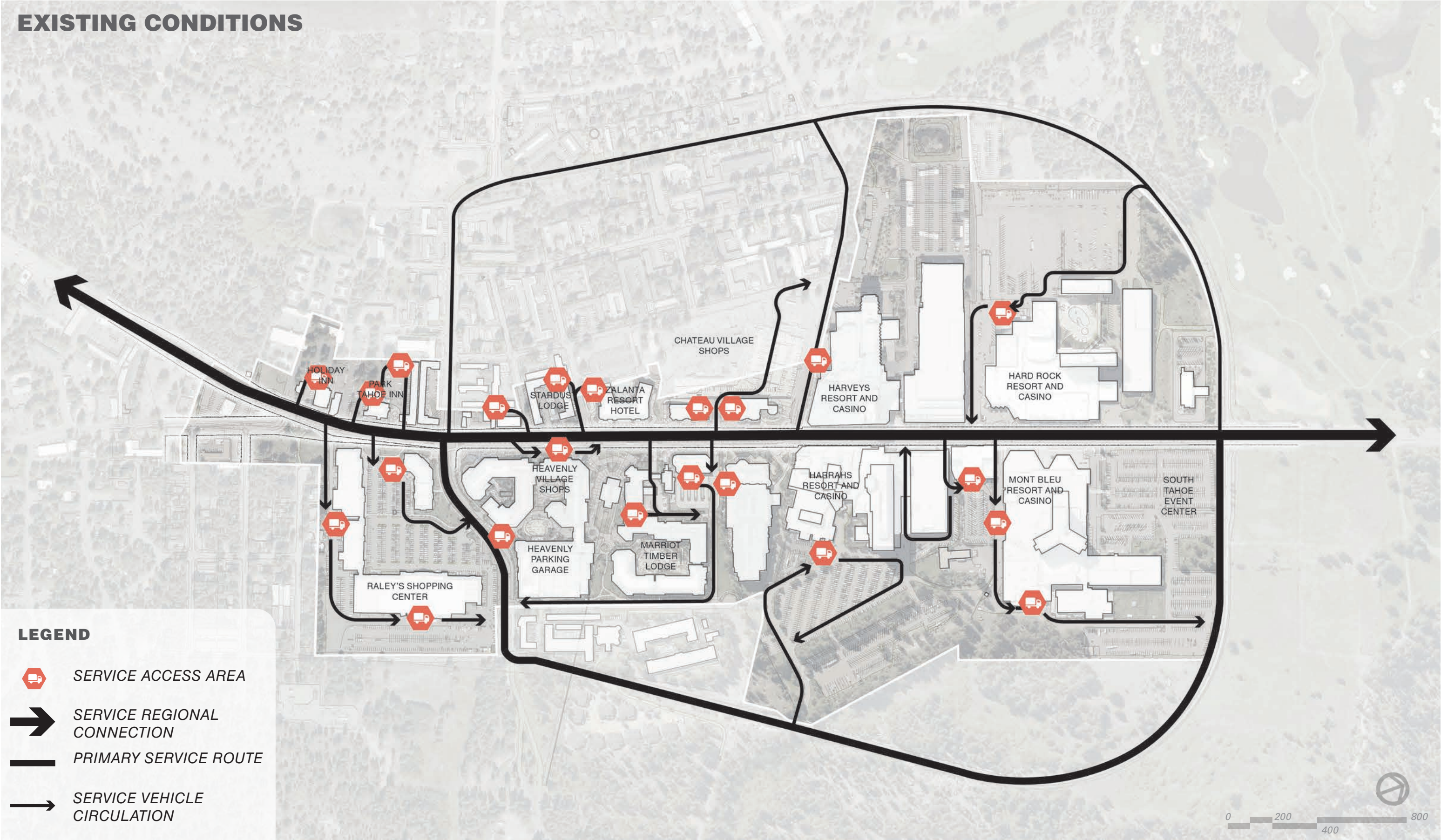
- Provided the necessary infrastructure for service access during events
- Eliminated conflicts between transit and service vehicles
- Eliminated conflicts between POV and service vehicles
- When possible, eliminate the need for service access from Main Street





# SERVICE ACCESS

## EXISTING CONDITIONS





# SERVICE ACCESS

## Proposed SERVICE ACCESS

### OVERVIEW

Service access in the proposed design addresses the conflicts between other modes of vehicular traffic by creating designated service access areas where conflict is prevalent. Along Transit Way, an allotted space for up to (3) service vehicles is provided to mitigate the existing conflicts between transit and service vehicles.

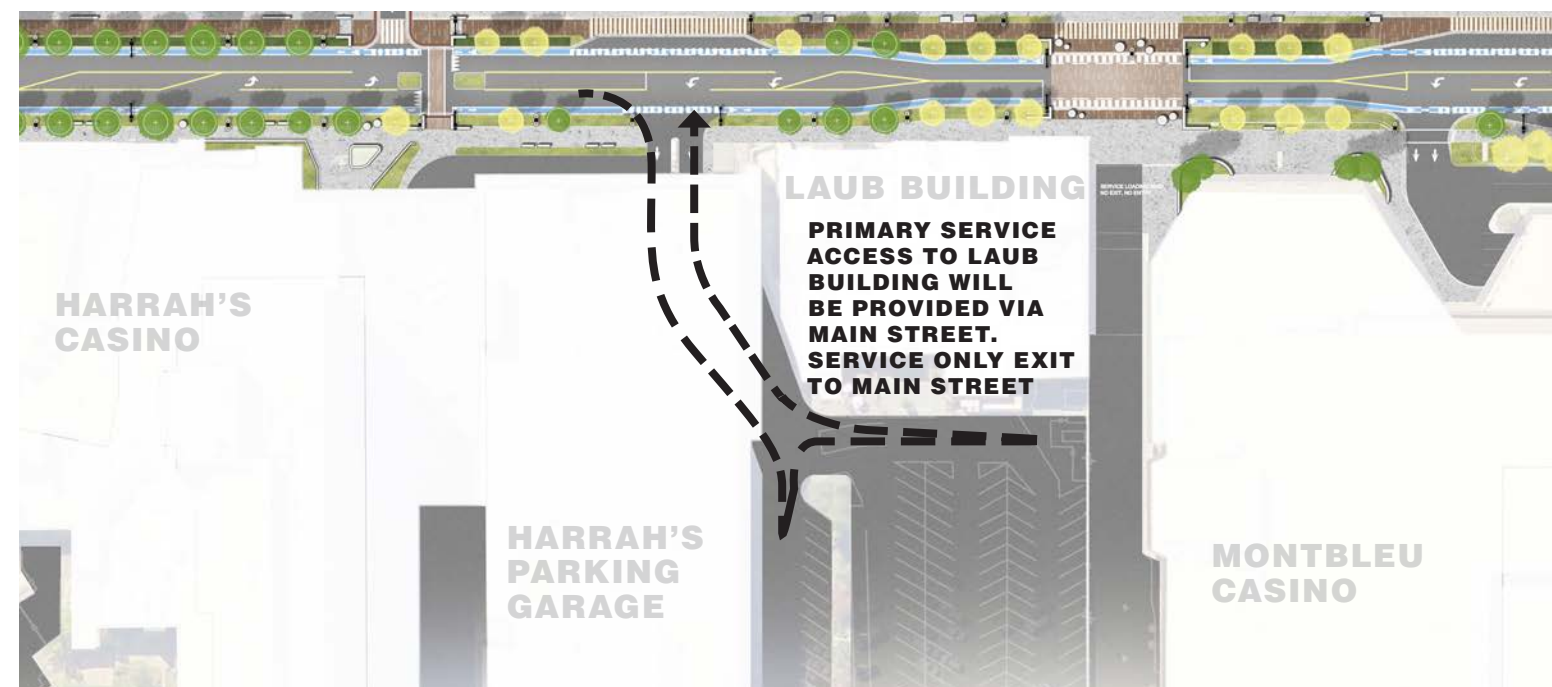
Lake Tahoe Resort Hotel has a unique service access drive that flows parallel to Transit Way, but is separated by significant grade change. The result is a required access point from the intersection of Transit Way and Main Street with a rolled curb application. This allows service vehicles to access Lake Tahoe Resort Hotel loading bay from Main Street and from Transit Way (during events, see pages 77-79 for more information on service access during events).

Friday Ave is a proposed one-way that will function as a two way street during event closures. This will provide access to Stardust Lodge and Zalanta Resort..

Service access to businesses within the Casino Core will primarily be from Highway 50 and Lake Parkway. The exception, seen in the diagram on the right, is service access to the Laub Building. This plan recommends service access to the Laub Building be provided through an easement on Harrah's Casino property. Until this is feasible, service access will continue to utilize Main Street as the primary access route.

### PROPOSED DESIGN FEATURES

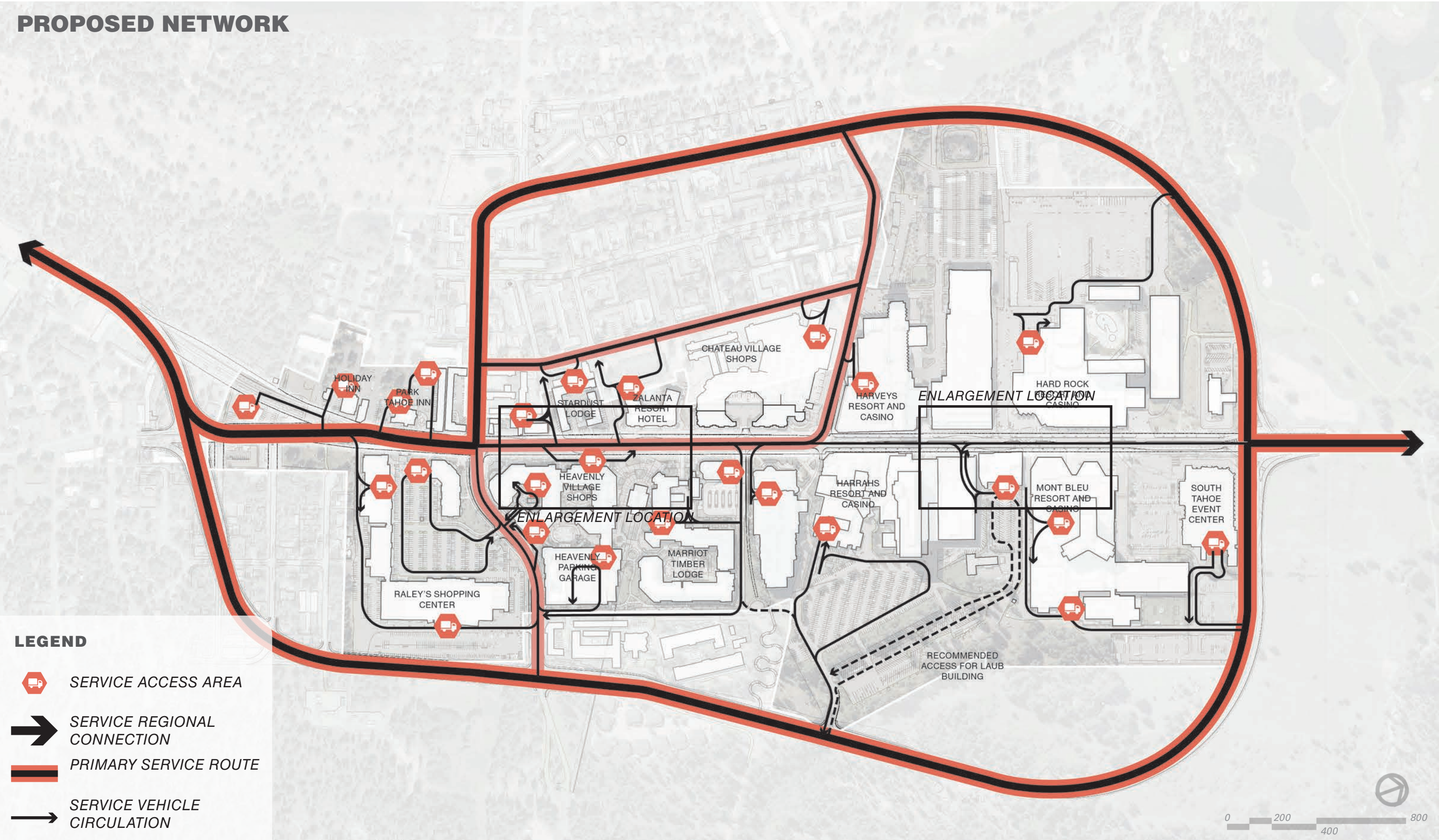
- Provides the necessary infrastructure for service access during events
- Eliminates conflicts between transit and service vehicles
- Eliminates conflicts between POV and service vehicles
- Eliminates the need for service access from Main Street where possible





# SERVICE ACCESS

## PROPOSED NETWORK





# EMERGENCY ACCESS

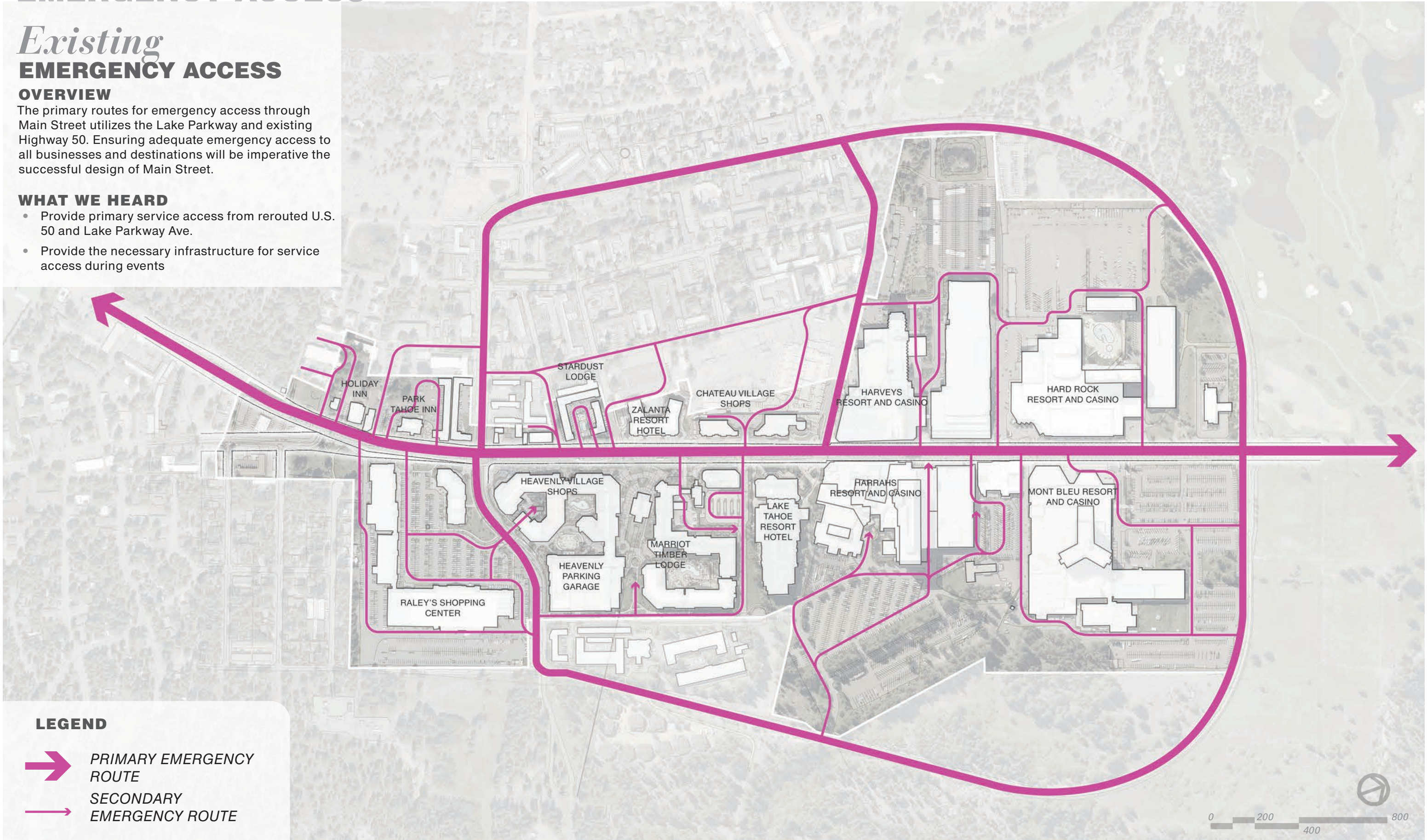
## Existing EMERGENCY ACCESS

### OVERVIEW

The primary routes for emergency access through Main Street utilizes the Lake Parkway and existing Highway 50. Ensuring adequate emergency access to all businesses and destinations will be imperative the successful design of Main Street.

### WHAT WE HEARD

- Provide primary service access from rerouted U.S. 50 and Lake Parkway Ave.
- Provide the necessary infrastructure for service access during events





# EMERGENCY ACCESS

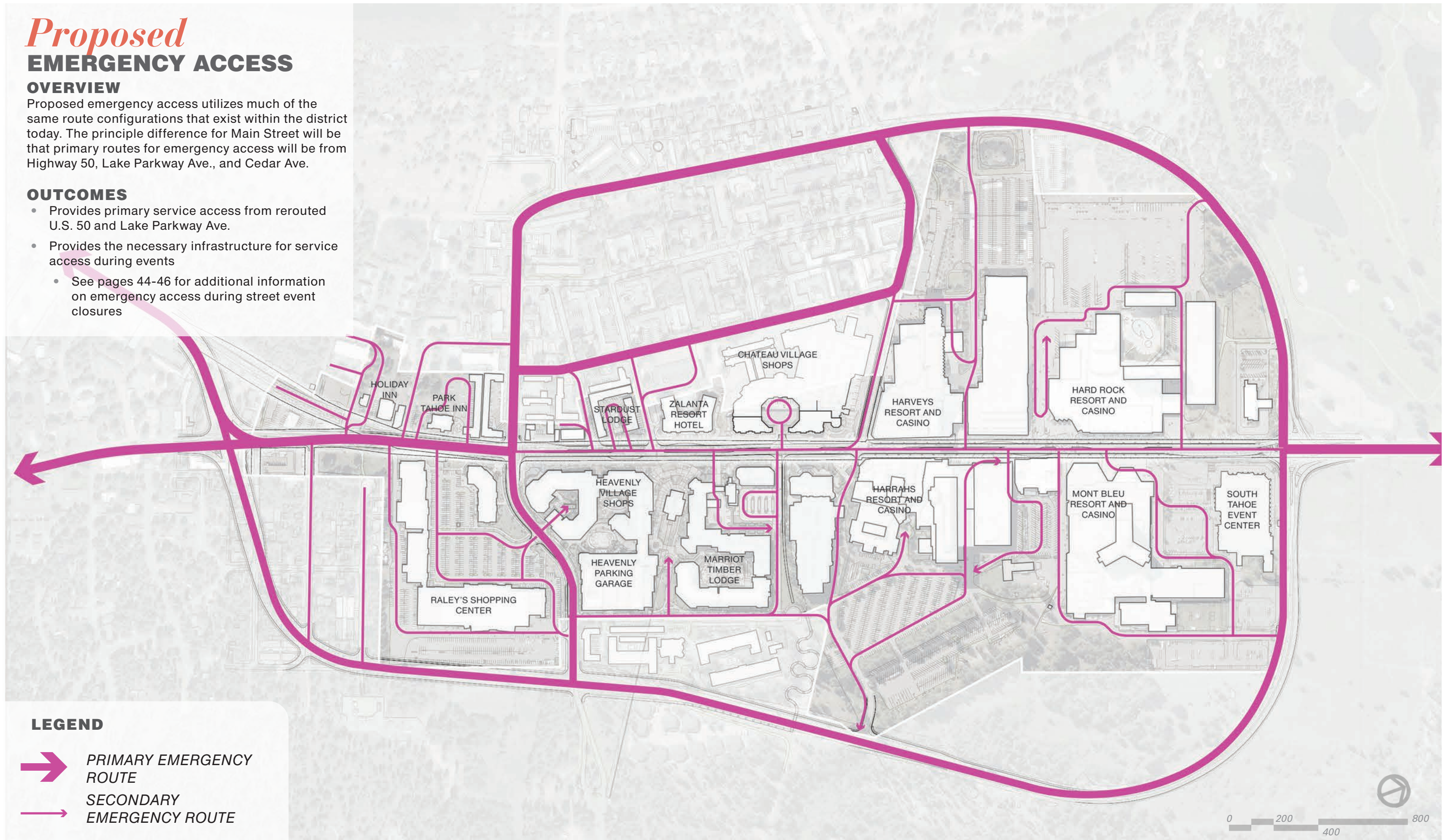
## *Proposed* EMERGENCY ACCESS

### OVERVIEW

Proposed emergency access utilizes much of the same route configurations that exist within the district today. The principle difference for Main Street will be that primary routes for emergency access will be from Highway 50, Lake Parkway Ave., and Cedar Ave.

### OUTCOMES

- Provides primary service access from rerouted U.S. 50 and Lake Parkway Ave.
- Provides the necessary infrastructure for service access during events
  - See pages 44-46 for additional information on emergency access during street event closures





# ADJACENT LAND USES & ACTIVATION

## Existing LAND USES & ACTIVATION

### OVERVIEW

Throughout the Casino Core, many of the public spaces and street frontages lack activation. The casinos are a product of an antiquated casino design strategy, that encouraged the activity and dining to be located within buildings, and the outdoor spaces and street frontages - an after thought. As the gaming industry continues to see declines in revenue, many casinos will be looking for alternative sources of revenue, which will include dining and events. Hard Rock Casino has been the first to explore some of the alternative revenue strategies, and last year Harvey’s Casino created temporary outdoor dining along Stateline Avenue.

As the trends of outdoor dining and activation continue to grow within the casino industry, so will the demand for space to provide these services. This, along with the recent COVID-19 pandemic which has forced local business and restaurants to provide outdoor dining to remain open, will create the incentives necessary for Main Street to bloom into an activated street.

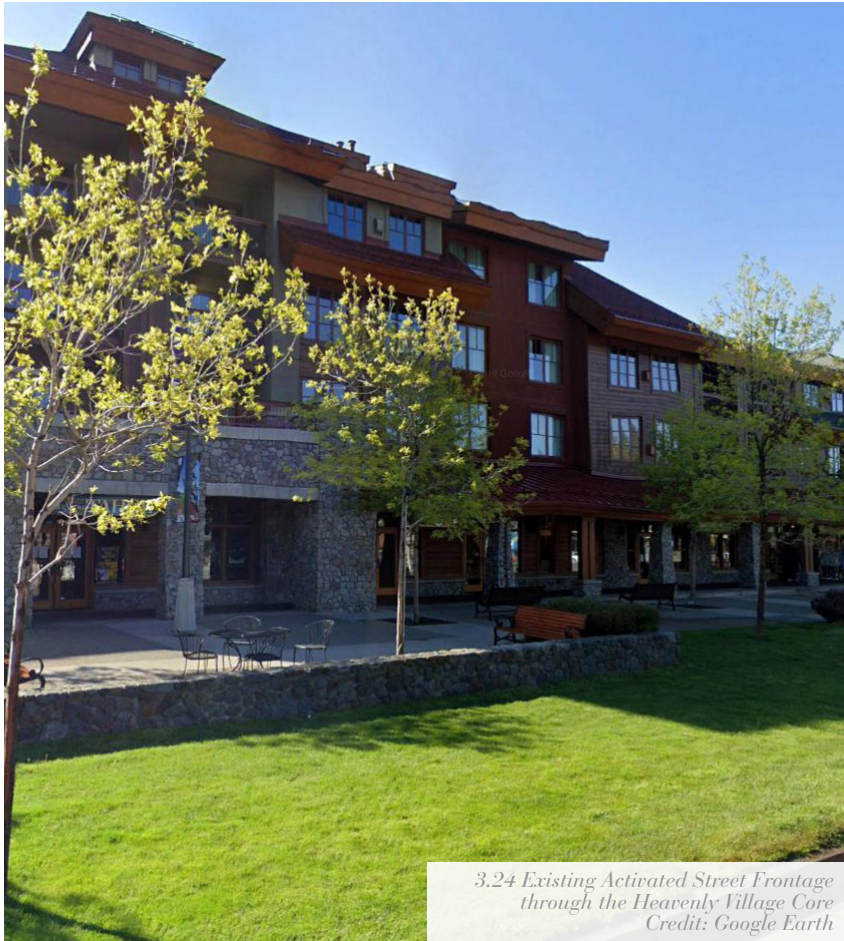
The Heavenly Village Core has a robust and healthy streetscape that provides abundant space for businesses and restaurants to utilize outdoor dining and off-street events. Solutions will build off the existing successes found at Heavenly Village, and extend through the Main Street Corridor.

### WHAT WE HEARD

- Establish anchors to enhance the sense of arrival
- Promote connectivity to surround destinations
- Draw visitors along the street by encouraging outdoor dining and activated street frontage through the corridor

### Existing Metrics

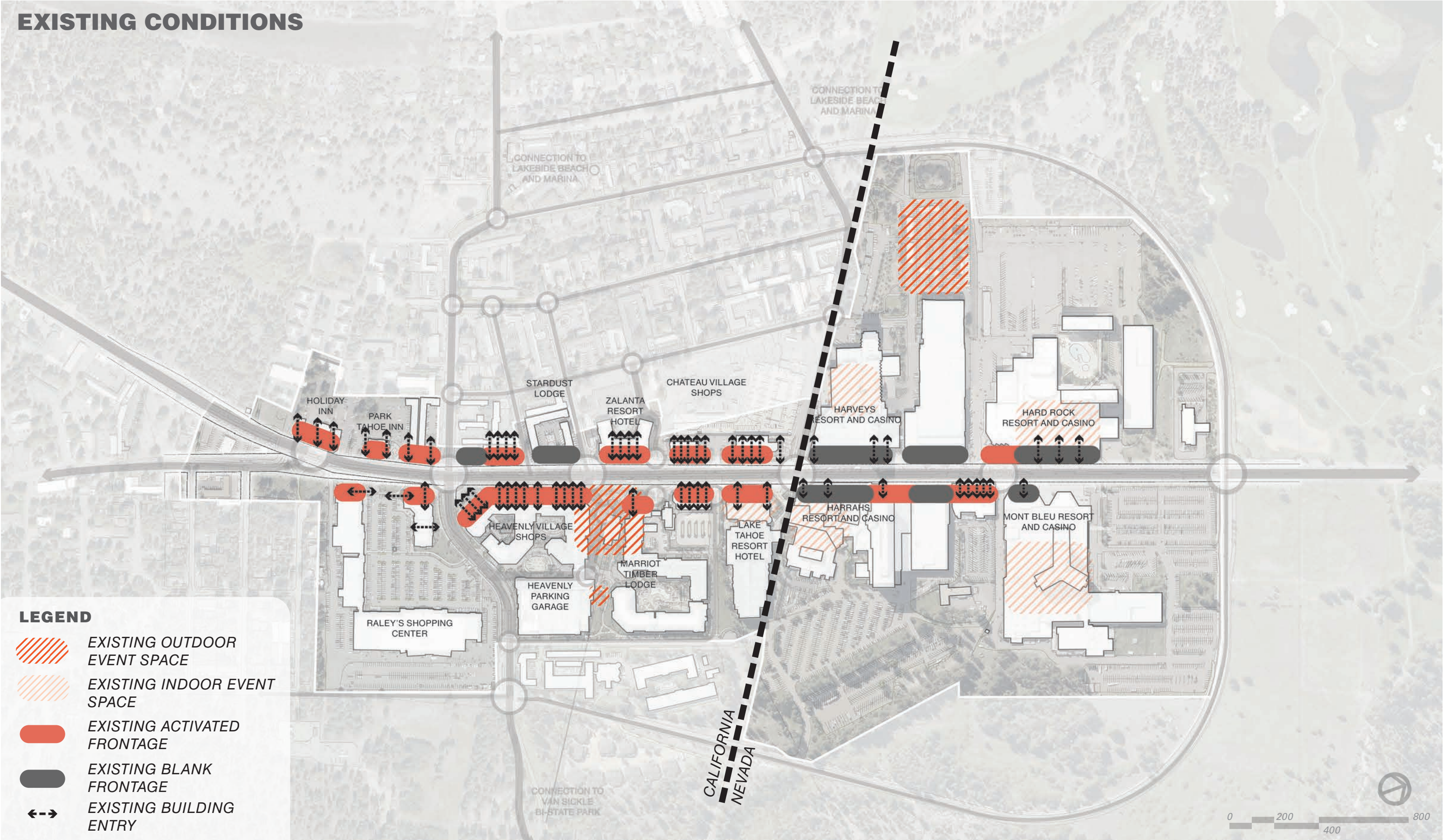
CATEGORY	METRIC	UNIT	NEVADA	CALIFORNIA
Active Facade	Length of Facade	Ft.	2253	2565
	Length of Active Facade	Ft.	100	2045
	% of Active	%	4%	80%





# ADJACENT LAND USES & ACTIVATION

## EXISTING CONDITIONS





# ADJACENT LAND USES & ACTIVATION

## Proposed LAND USES & ACTIVATION

### OVERVIEW

Main Street design will effectively increase the amount of activated street frontage by 42% throughout the corridor with an added 15,000 sf of potential outdoor dining space. Many of the locations identified for increased activated street frontage and outdoor dining are outside of the current ROW. It is the intent of this plan to encourage individual property owners throughout the corridor to improve the street frontages of their businesses, but ultimately will be decided by the individual property owners.

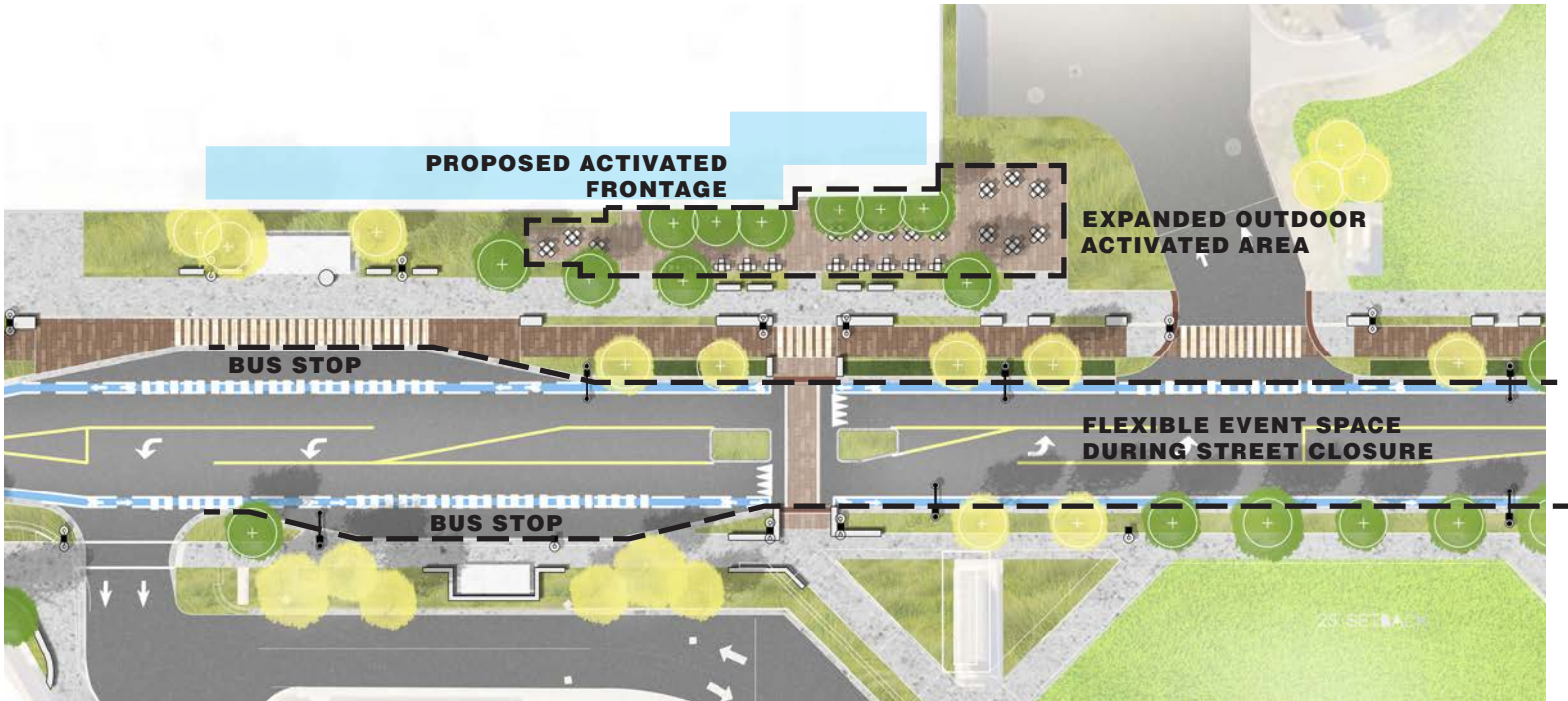
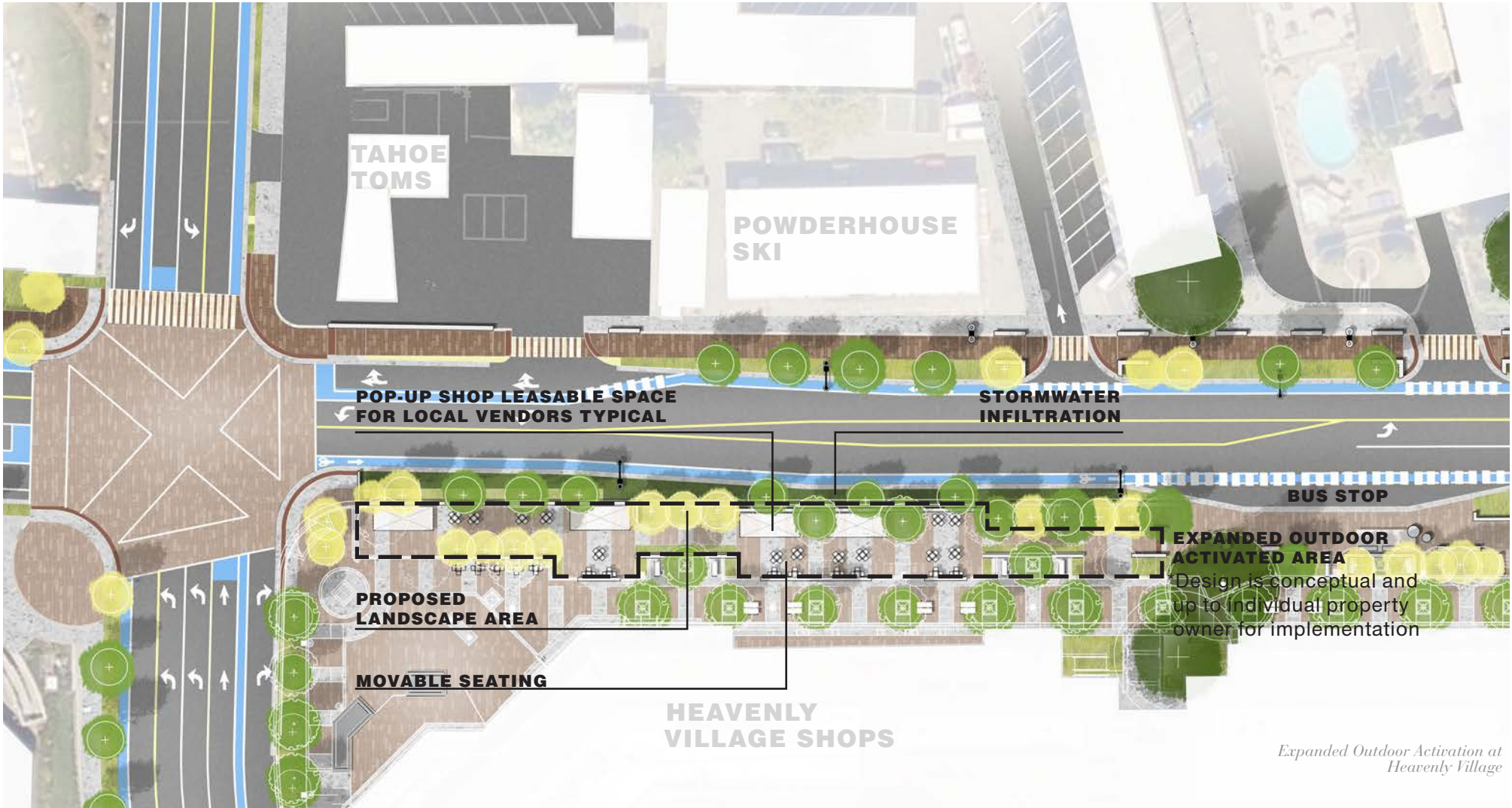
To encourage and promote local businesses, several locations through Main Street have been identified as potential “pop-up shop” locations (see diagram on right). These areas will be small leasable spaces, available to local business and vendors to occupy to sell goods and services on a year round basis.

### OUTCOMES

- Establishes open space anchors at gateways into the corridor to enhance the sense of arrival
- Promotes connectivity to surrounding destinations
- Draws visitors along the street by providing a consistent rhythm of outdoor dining and activated street frontage through the corridor
- Makes the streetscape more walkable, reducing dependence on cars throughout the corridor

### Proposed Metrics

CATEGORY	METRIC	UNIT	NEVADA	CALIFORNIA
Active Facade	Length of Facade	Ft.	2253	2565
	Length of Active Facade	Ft.	100	2045
	% Active	%	4%	80%



\*Design is conceptual and up to individual property owner for implementation  
Expanded Outdoor Activation at Hard Rock Casino



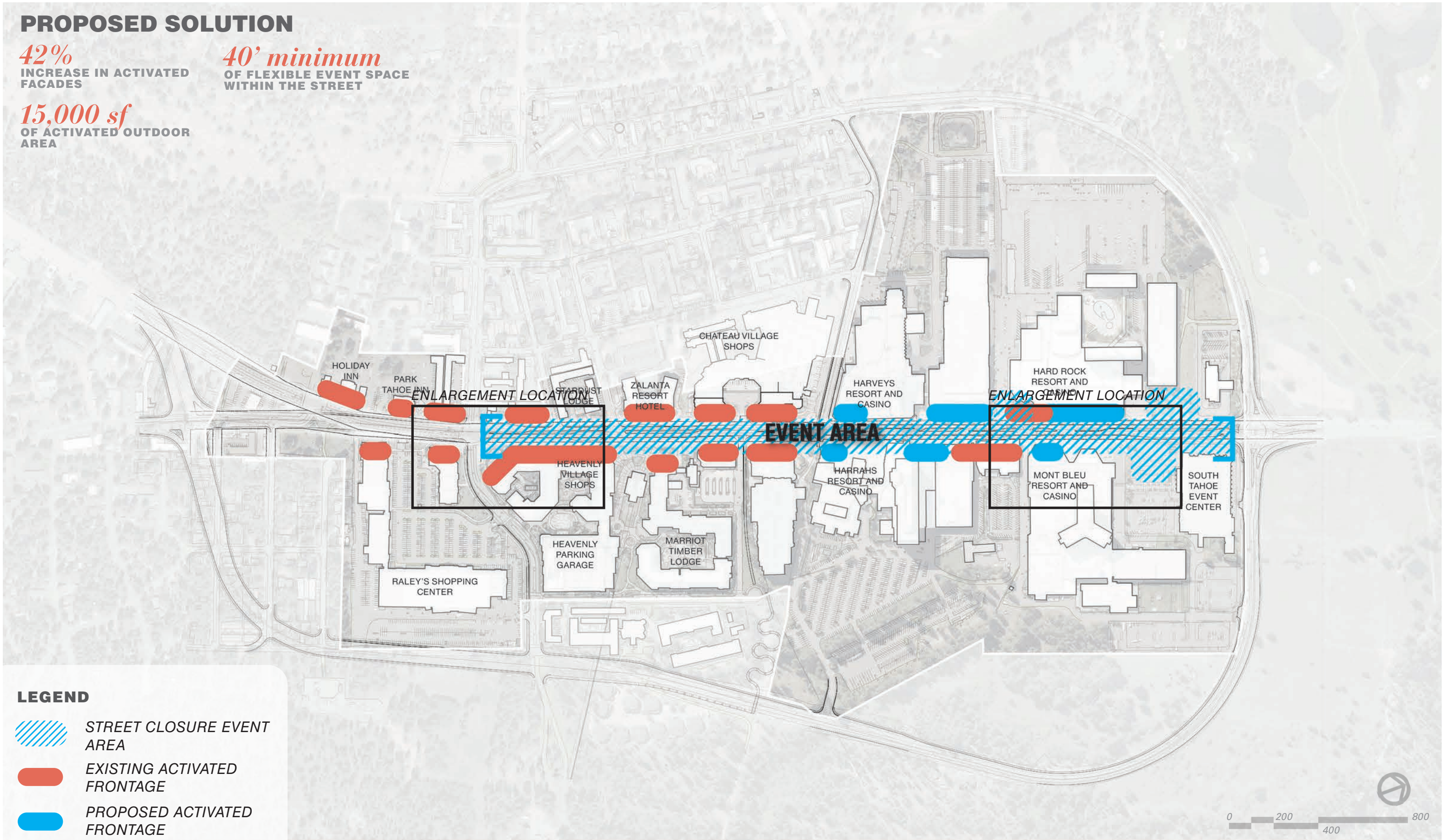
# ADJACENT LAND USES & ACTIVATION

## PROPOSED SOLUTION


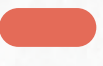
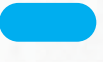
**42%**  
INCREASE IN ACTIVATED  
FACADES

**40' minimum**  
OF FLEXIBLE EVENT SPACE  
WITHIN THE STREET

**15,000 sf**  
OF ACTIVATED OUTDOOR  
AREA



### LEGEND

-  STREET CLOSURE EVENT AREA
-  EXISTING ACTIVATED FRONTAGE
-  PROPOSED ACTIVATED FRONTAGE



# STREET EVENT CLOSURE

## Events ON MAIN STREET

Building on the success of the Heavenly Village, the Ski Run Farmers Markets, and pulling from best practices around the world, Main Street has been designed with the flexibility for the street to come alive with outdoor street events. Year-round events like farmers markets and mini outdoor concert series previously were not possible due to the presence of Highway 50 separating the two sides of Main Street. With an estimated 70% reduction in traffic on this converted local street, Main Street will provide an opportunity for locals and visitors to gather in celebration of Tahoe’s unique environment.

### SEASONAL EVENTS

Events of all sizes help local businesses thrive during the slower shoulder season and provide a gathering space in the High-Density Tourist Core Area. Events that could be held on Main Street include:

SUMMER	SHOULDER SEASON	WINTER
Summer mini-concert series	Trick-Or-Treat	Holiday Markets
Farmers Markets	Oktoberfest	Winter Carnival
Wine Walk	Wanderlust Festival	Snowglobe
Art Walk	Farmers markets	New Year’s Eve fireworks

### WHAT WE HEARD

- Provide flexibility for events within the street, and pedestrian realm

### RECOMMENDATIONS FOR IMPLEMENTATION

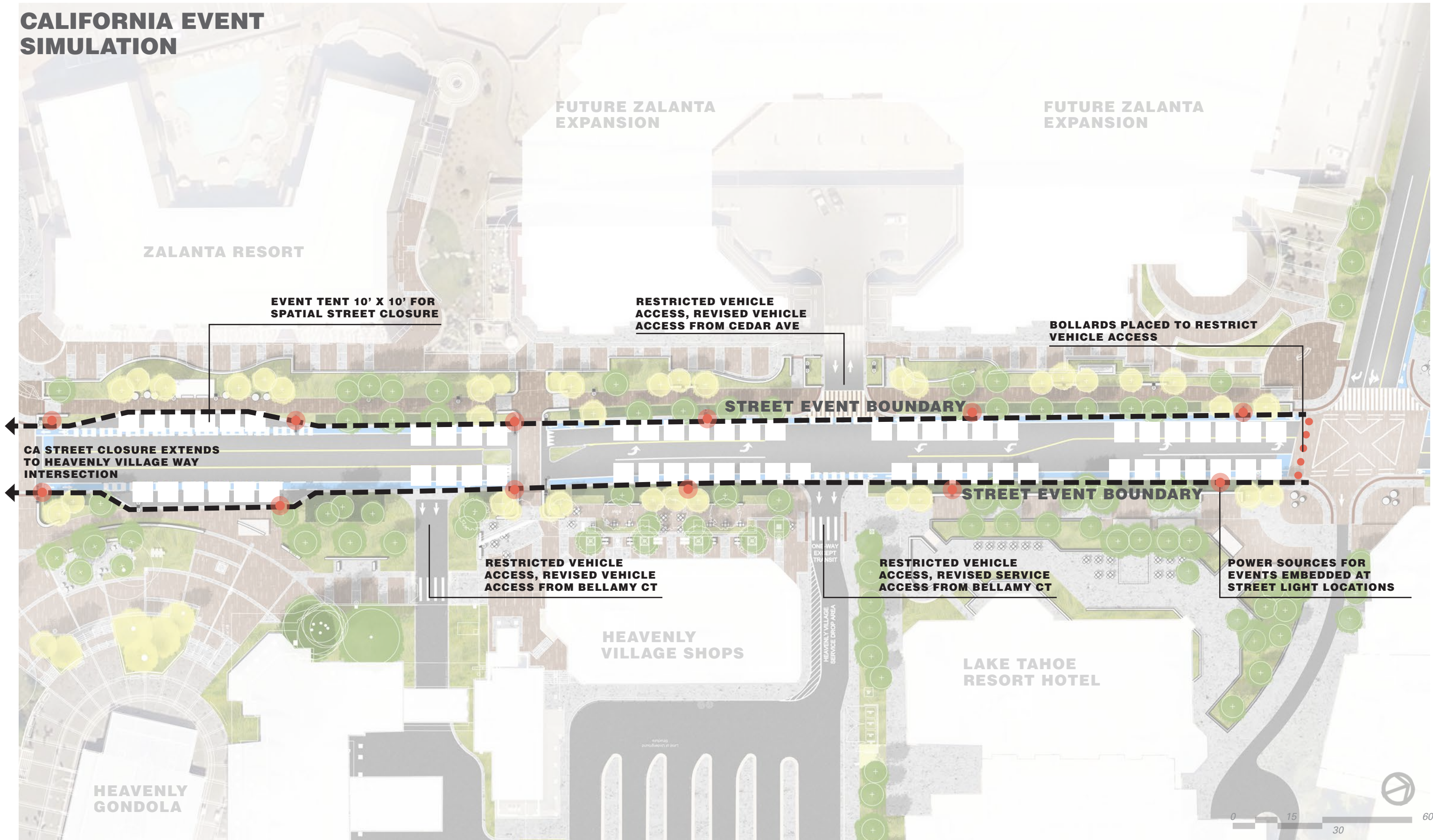
- Provide key infrastructure to host and maintain street events include power, storage, and bollards for safety (conceptual infrastructure locations shown on diagram)
- Convene an events management group or business partnership that includes representatives from the City of South Lake Tahoe, Douglas County, Park Avenue Redevelopment Management Agency (PADMA), and local business owners, among others, to coordinate events that only require a partial closure, event permits, event management, etc.
- Consider public-private partnership, with local jurisdictions contributing TOT funding to event production.





# STREET EVENT CLOSURE

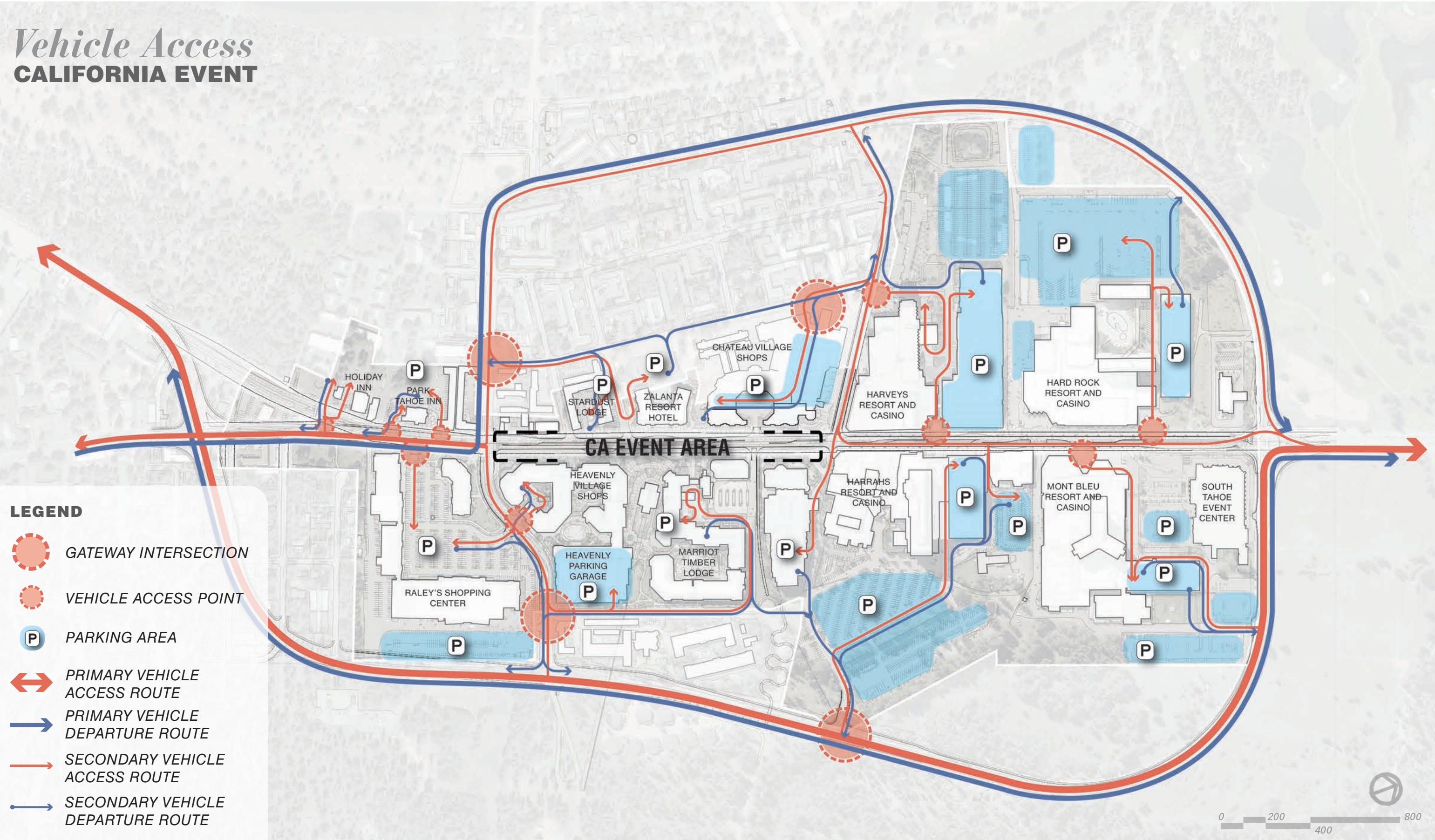
## CALIFORNIA EVENT SIMULATION





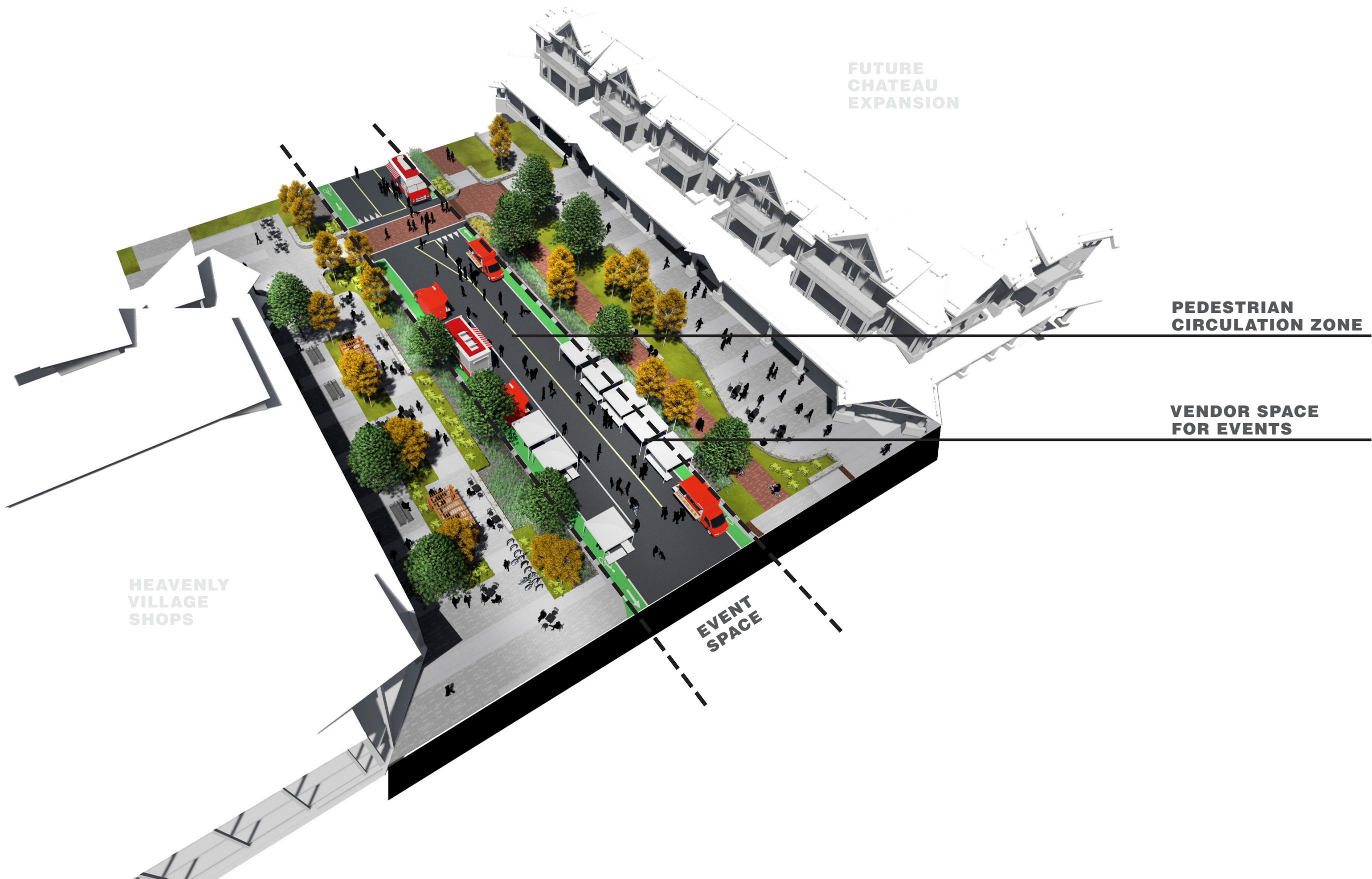
# STREET EVENT CLOSURE

## Vehicle Access CALIFORNIA EVENT





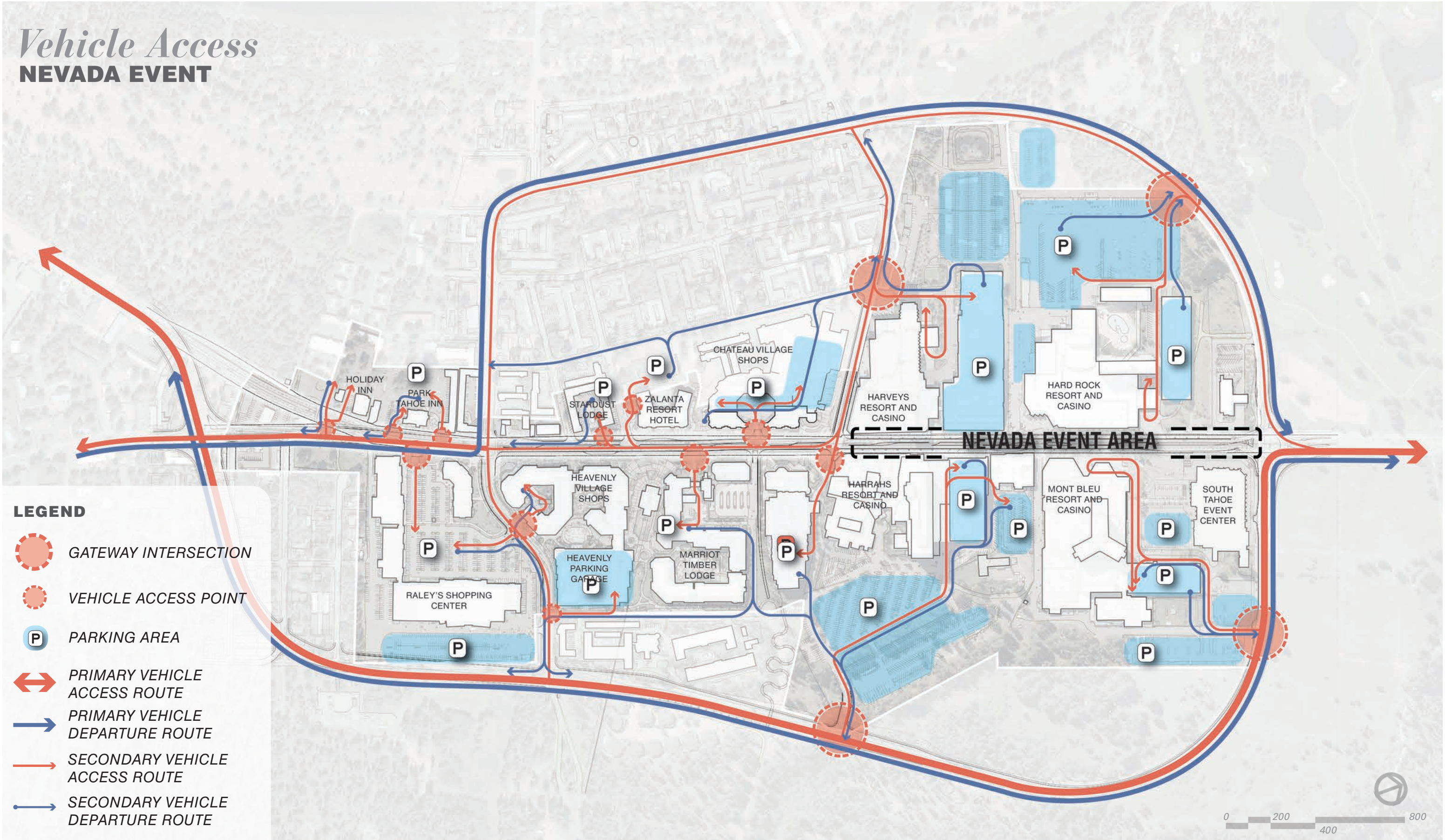
STREET EVENT CLOSURE  
CALIFORNIA EVENT





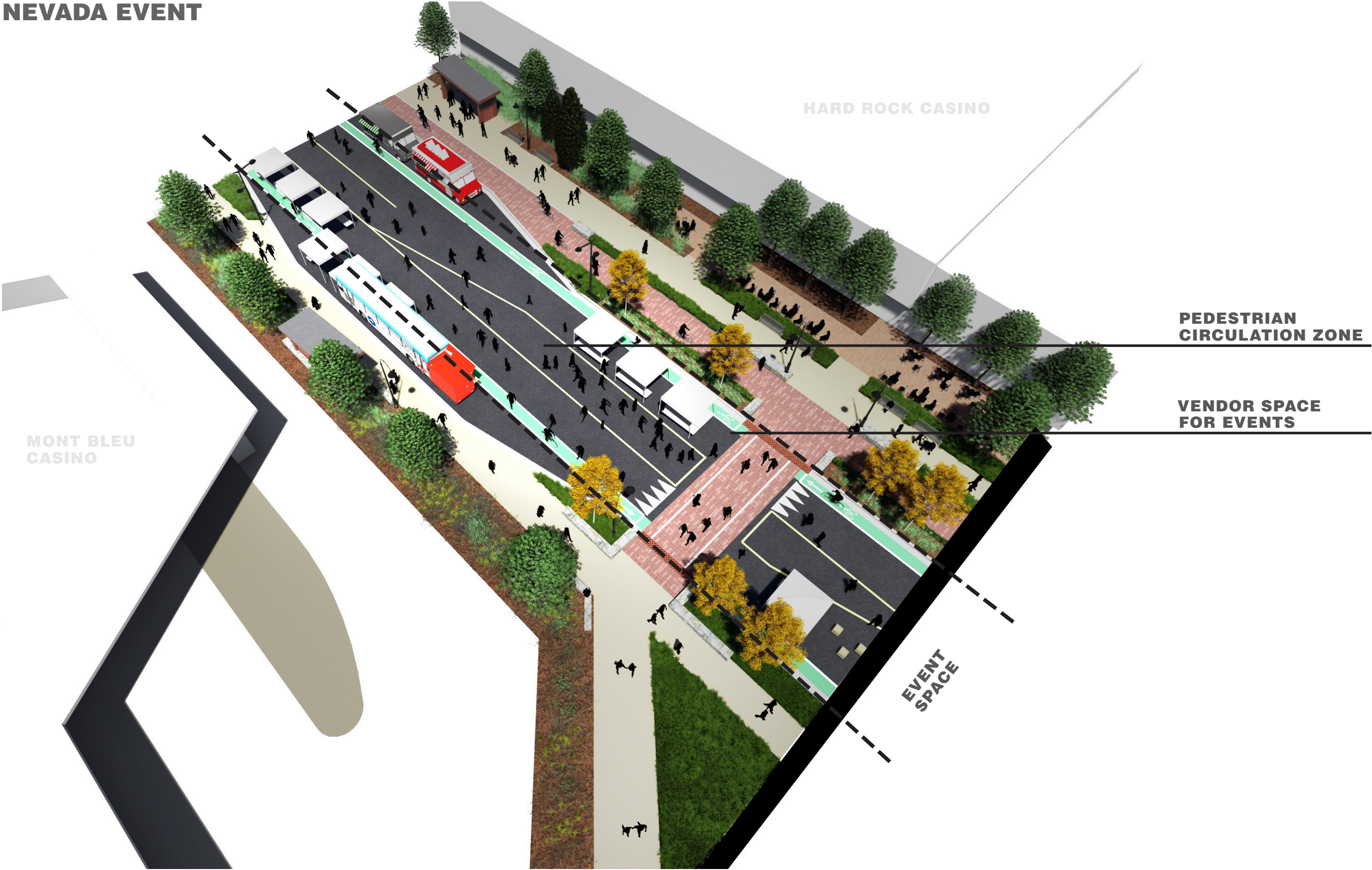
# STREET EVENT CLOSURE

## Vehicle Access NEVADA EVENT





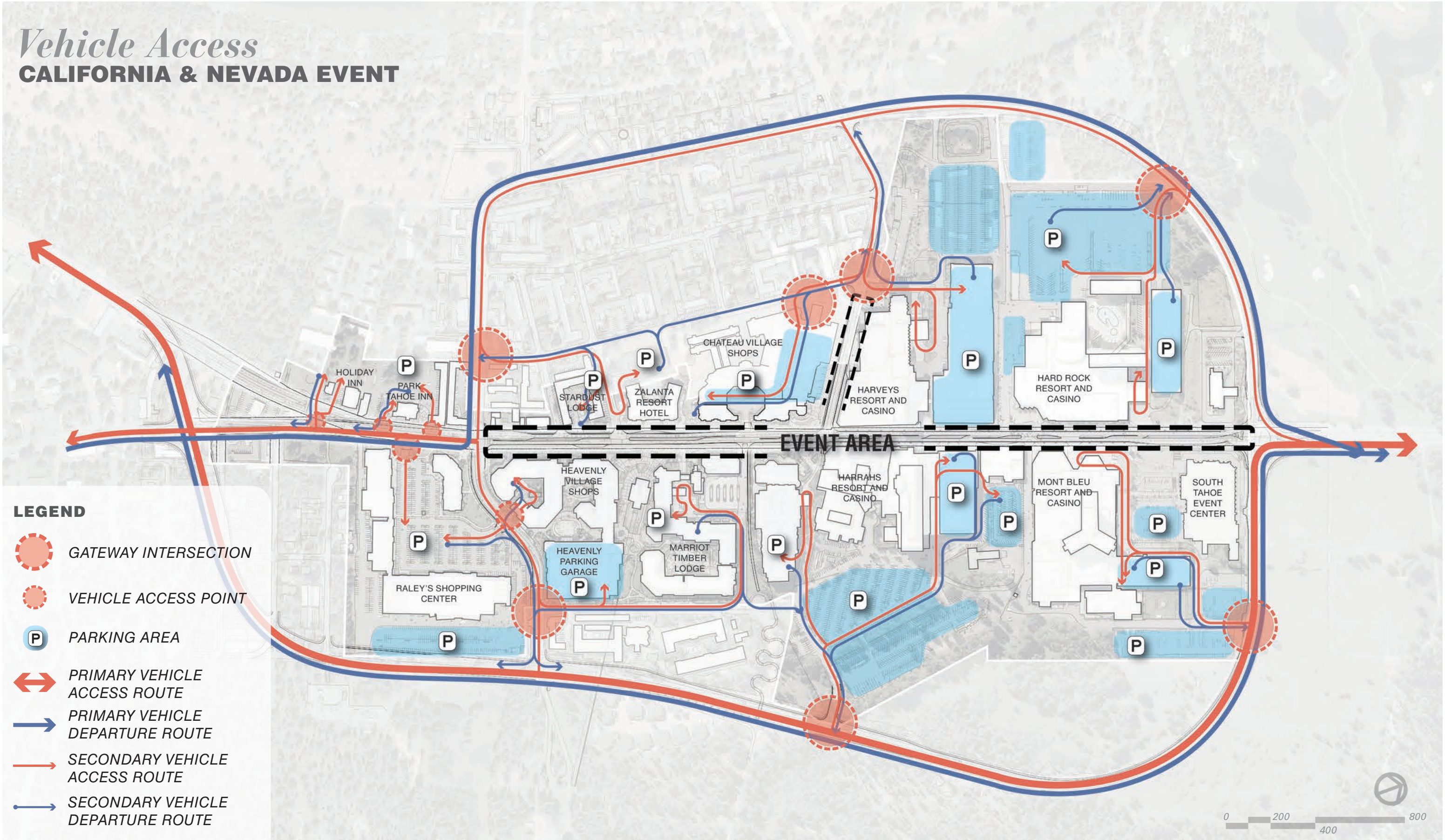
STREET EVENT CLOSURE  
NEVADA EVENT





# STREET EVENT CLOSURE

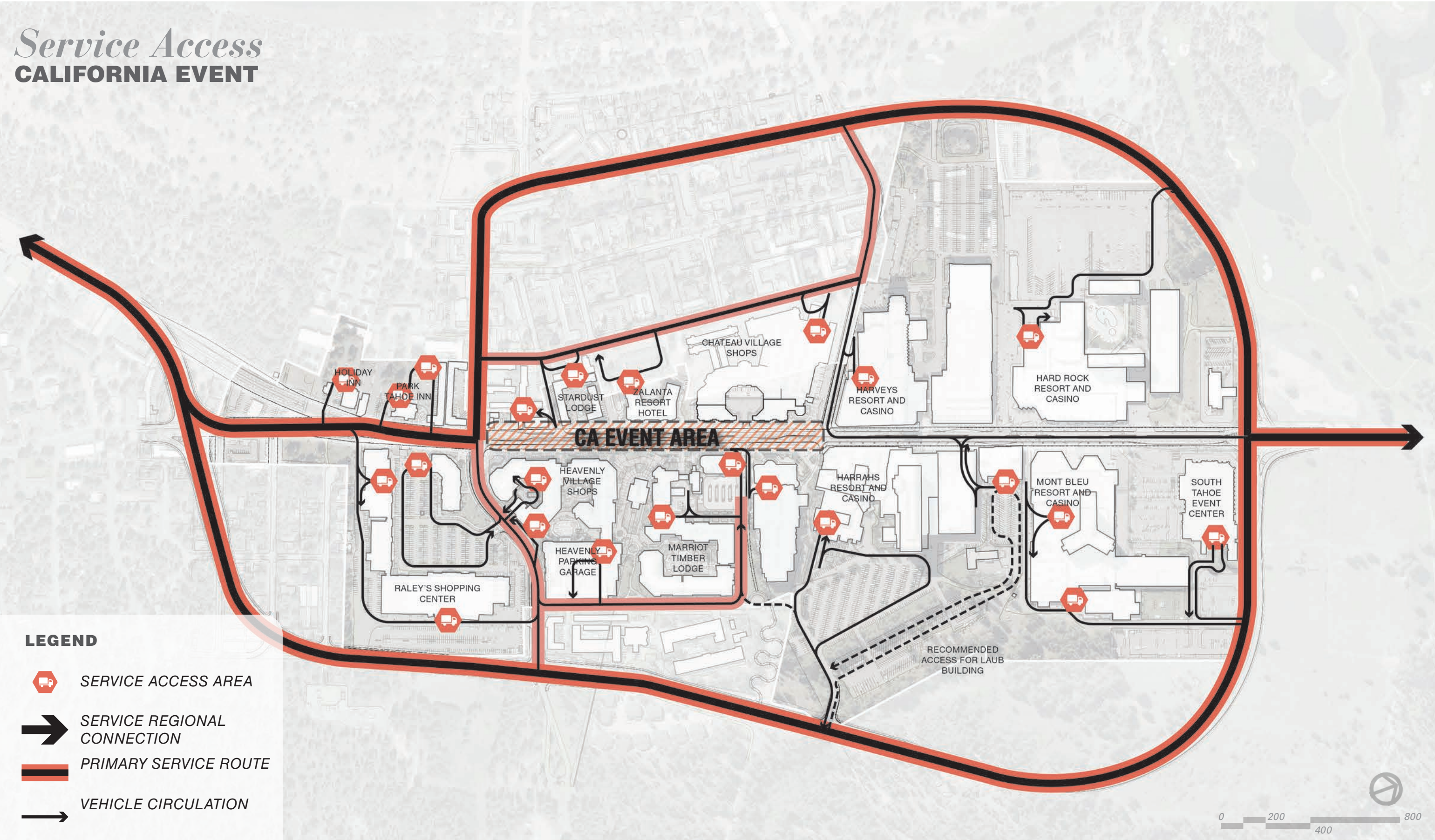
## *Vehicle Access* CALIFORNIA & NEVADA EVENT





# STREET EVENT CLOSURE

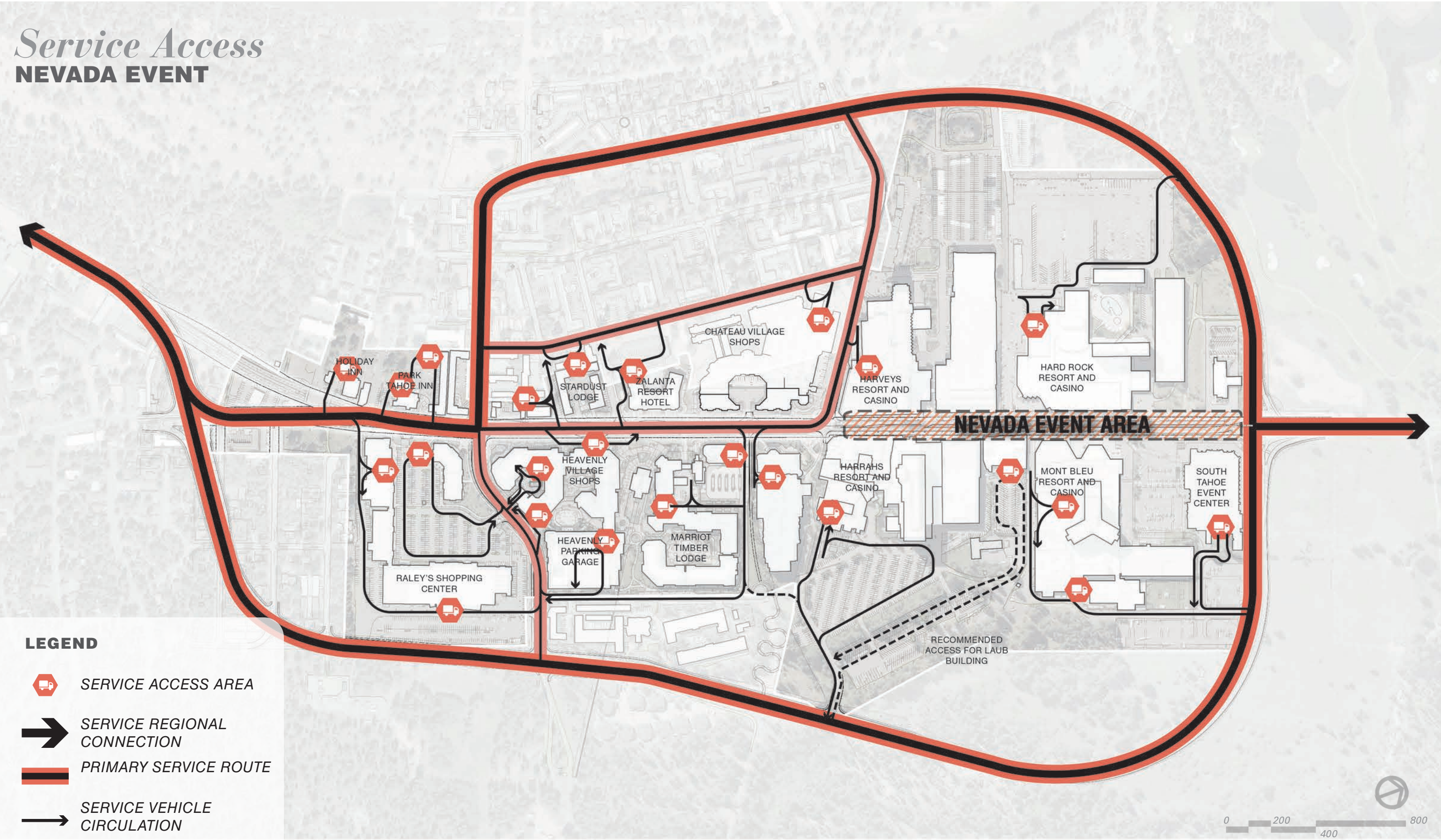
## *Service Access* CALIFORNIA EVENT





# STREET EVENT CLOSURE

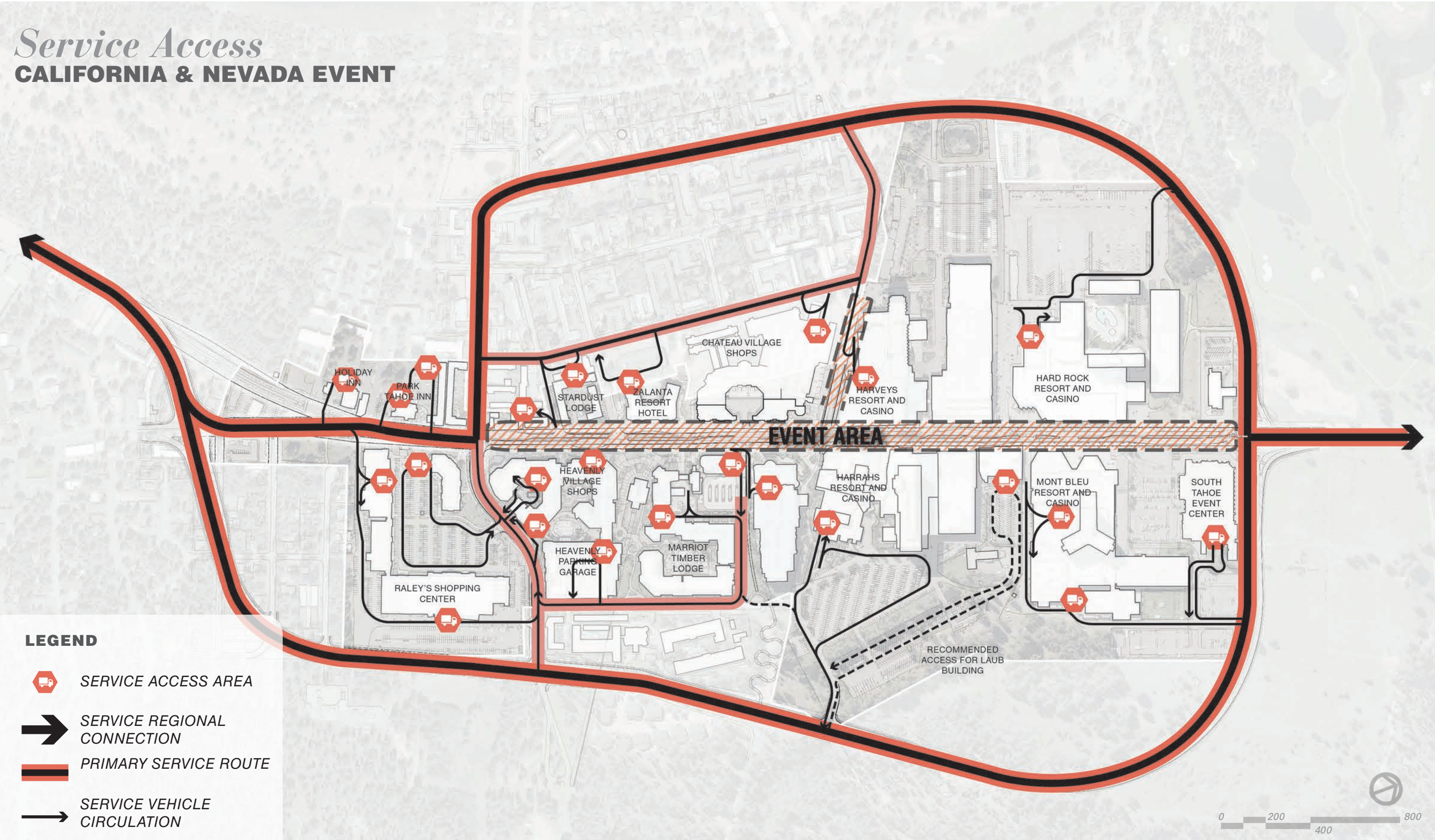
## Service Access NEVADA EVENT





# STREET EVENT CLOSURE

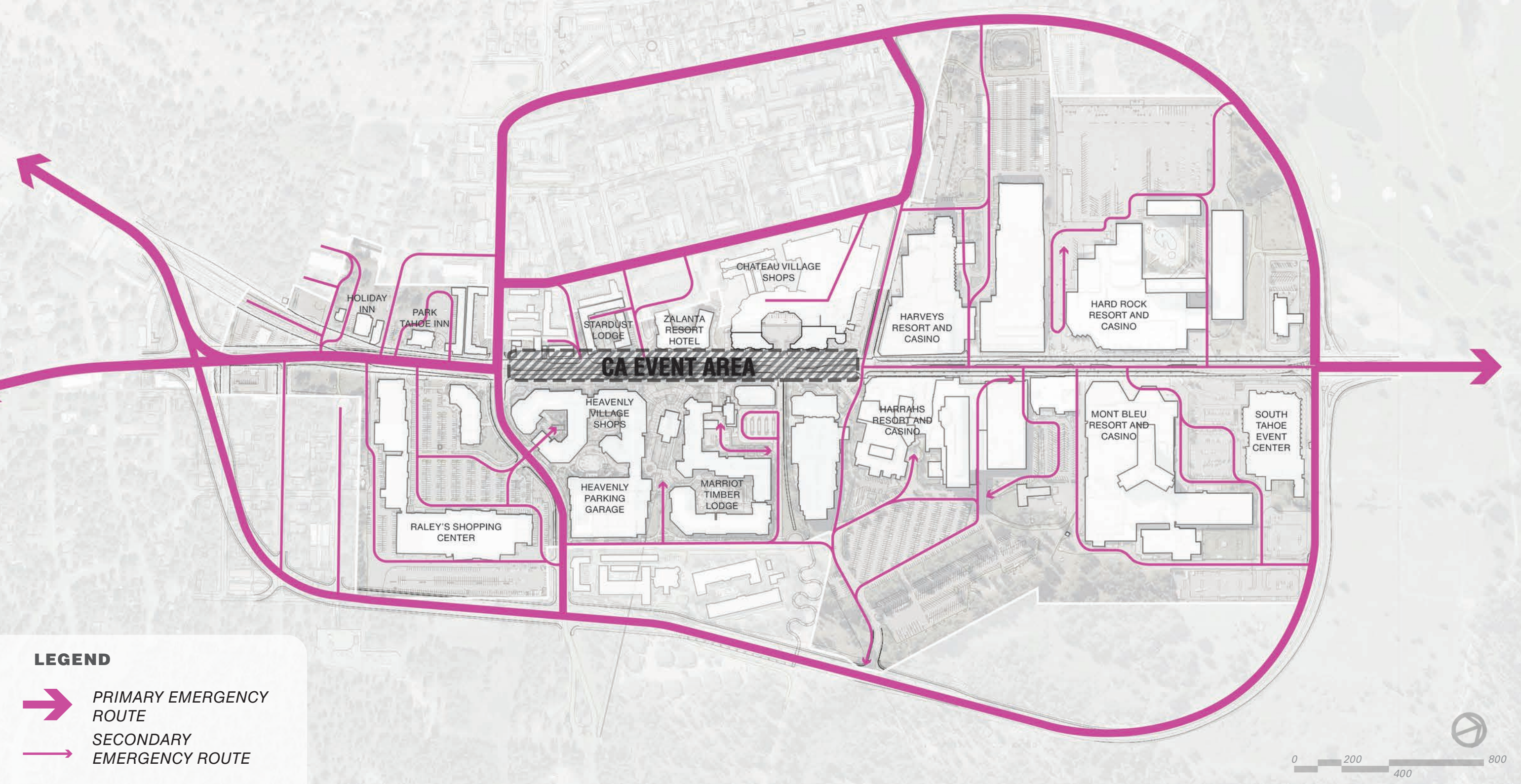
## *Service Access* CALIFORNIA & NEVADA EVENT





# STREET EVENT CLOSURE

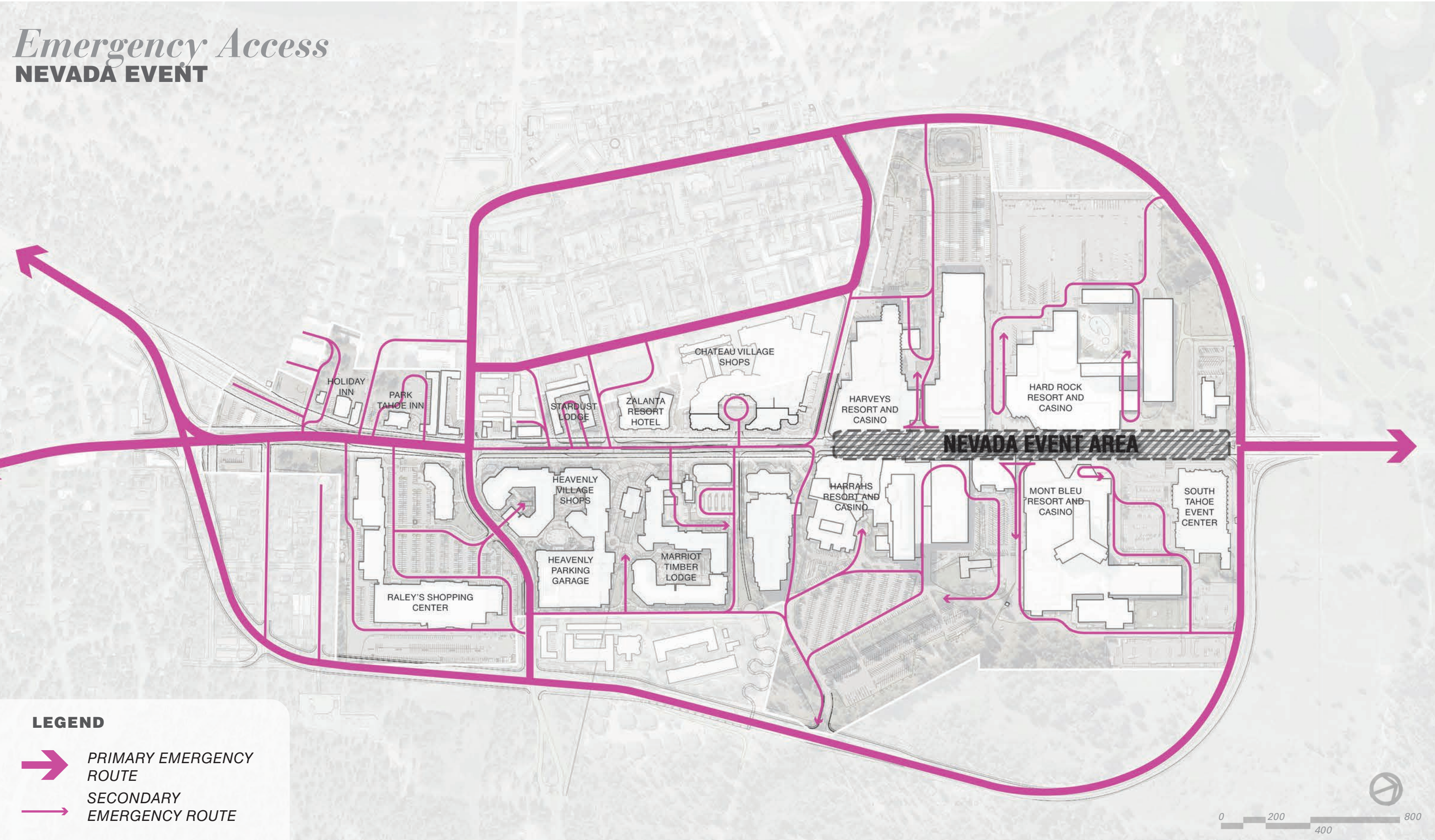
## *Emergency Access* **CALIFORNIA EVENT**





# STREET EVENT CLOSURE

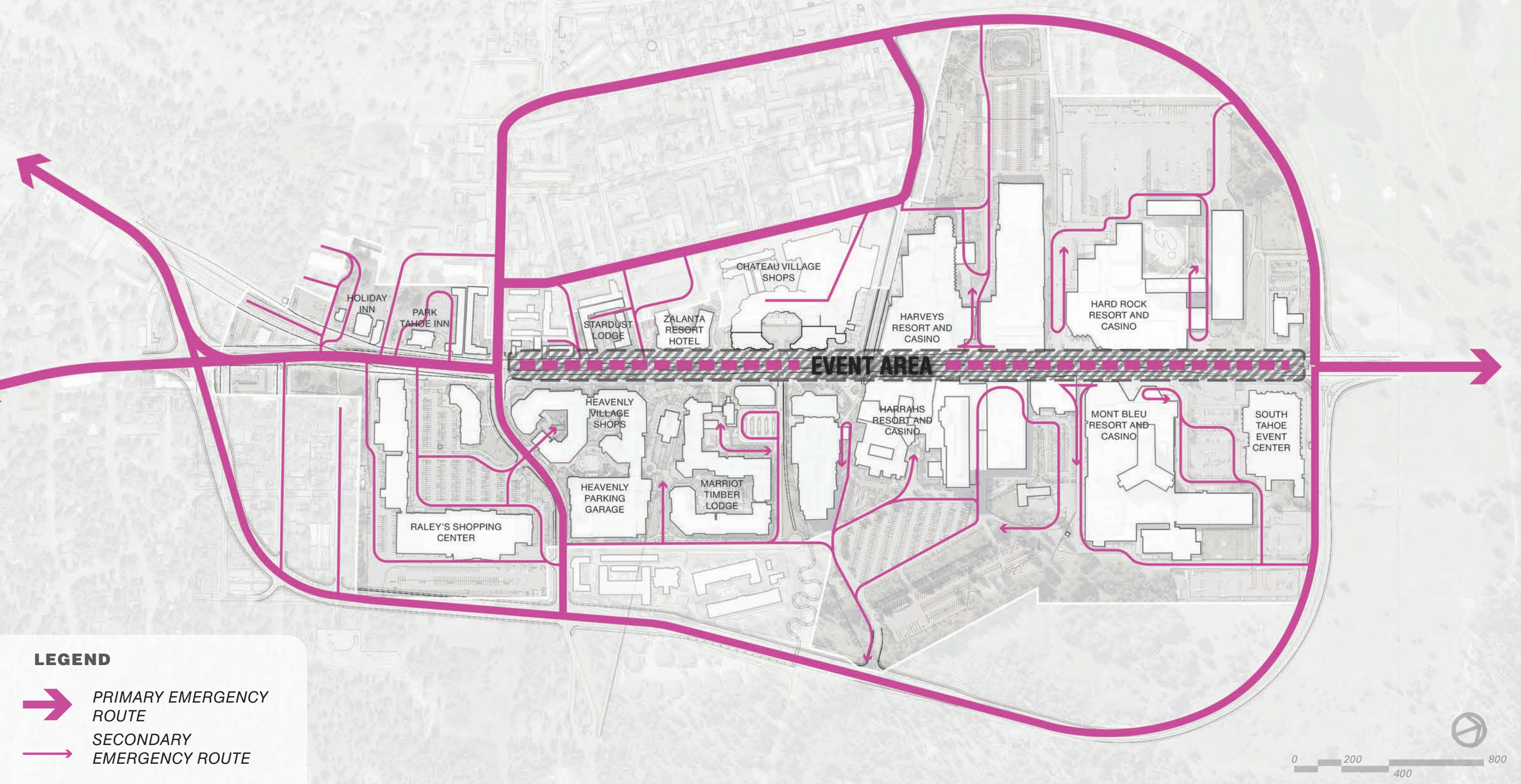
## *Emergency Access* NEVADA EVENT





# STREET EVENT CLOSURE

## *Emergency Access* CALIFORNIA & NEVADA EVENT





# PARKING

## Existing PARKING EXPERIENCE

A common perception among visitors is that there is not enough available parking in the Tourist Core. In reality, thousands of parking spaces remain underutilized (the majority privately owned) even during peak periods. Limited on-street public parking options are unorganized and undefined and existing private parking is fragmented. Parking is not necessarily easy to find for visitors new to the area due to lack of cohesive parking management policy, wayfinding, linkages to other transportation options, and clarity on where to park for what purposes.

### WHAT WE HEARD

Based off stakeholder and public input, design strategies for improving the parking experience need to address:

- Lack of coordination between parking facilities
- Confusing parking policies across jurisdictions
- Undefined on-street parking
- Lack of cohesive parking policy to support employee parking, varied business types, and destination parking

### METRICS

- Inventory existing parking on and off-street to be considered (limited existing data)
- Location turn-over, vehicle occupancy, pricing, policy, and compliance data

### PROPOSED

A clear cohesive easy to understand parking system for the project area

### OUTCOMES

A parking system across jurisdictional boundaries is needed with close coordination amongst public and private stakeholders to optimize existing parking supply and improve the destination user experience as part of providing transportation choices. Enhanced wayfinding and digital parking guidance signage with occupancy data should direct drivers to available parking.

### A SHARED VISION

Parking and traveling into the Tahoe Basin and the Tourist Core should be safe, reliable, sustainable, adaptable, and convenient, giving visitors, residents, and businesses the opportunity to use technology to make informed decisions before and during their trip. Parking strategies should be developed to guide decisions for a destination parking system. Facility specific strategies may vary by operator, season, event, day of the week, or time of day based on parking demand, business need, other transportation options, and accessibility.

- Parking purposes need to be defined to address varied business types, employee parking, spillover, and destination parking to optimize existing availability and turnover to support uses.
- Parking policies should be developed to provide a cohesive system that is easy for the visitor to understand and comply with in order to reduce vehicle miles traveled from searching for parking which will support other sustainability goals.
- Parking management should consider the seasonal demands and use of the area to make data driven decisions.
- Parking management should be considered as a component of a larger transportation system with real-time information through cohesive branding giving users clear choices early in their decision making.
- Compliance should be considered through cooperative agreements with outside agencies, cohesive policies and procedures, and the use of technology and data driven decisions.

### METRICS

Metrics such as occupancy, turnover, compliance, and duration as well as available indicator data on the following:

- Traffic congestion;
- Transit use, bicycle and pedestrian counts;
- And other information can be used to guide parking management and traveler choices to adapt and improve the system.



3.27 Existing Parking at Mont Bleu Resort,  
Credit: TRPA



3.28 Existing Parking at Heavenly Village  
Credit: TRPA