the project and location
holistic model

plan partners

[Logos representing various organizations]
why

11 miles

Emerald Bay — 7.5 miles
Baldwin and Kiva Beaches — 2 miles
North of Meeks Bay — 1.5 miles
Zephyr Cove — .9 miles
Pope Beach — .8 miles

Crystal Bay
Sand Harbor
Hidden Beach
Thunderbird Lodge
Secret Harbor
Skunk Harbor
Incline Village

7.5 miles
9 miles
2 miles
8 miles
1.6 miles
FIGURE 13
Trails: Chimney Beach to Whales Beach

TRAIL KEY
- Red = Use Trails
- Yellow = Established Trails
- Blue = U.S. Forest Road

Chimney Beach
USFS Mountainside
USFS Lakeside
Solar Panel
Whales Beach

Tahoe Transportation District
why
SAFETY

Access
User Experience
Scenic Experience
Water and Air Quality
Mobility Choice
Resource Management
Parking and Carrying Capacity
Fire Management
Utilities and Infrastructure
Physical Constraints/Topography
Multi Jurisdictional Authority

ENVIRONMENT

TRANSPORTATION

ECONOMIC

RECREATION/ VISITOR EXPERIENCE

Tahoe Transportation DISTRICT
east shore express

Legend:
Number of Persons Getting Out of Cars Parked in a Particular Segment (persons may walk through multiple segments to reach a destination)

1 = 20 people

Percent Utilization of Available Parking Per Segment:
- All Illegal Parking
- Greater than 100% utilized
- 99% utilized
- 75% utilized
- 59% utilized
- 39% utilized
- 19% utilized

Change in Parking from 2011 to 2012:
- Increase in Number of Cars (at peak time)
- Change in Number of Persons (at peak time)

2012 Change in Peak Shoulder Parking from 2011:
public input

- Four public meetings – 120 people attended
- One stakeholder meeting – 42 people attended
- Crowdbrite on-line software
  - 2,750 page views
  - almost 570 ideas, votes, & comments

- Comments organized according to topic/category & charts show relationship between responses
public input

General Comments on the Corridor Situation

<table>
<thead>
<tr>
<th>Comment</th>
<th>Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Parking/Situation is Dangerous</td>
<td>14, 41%</td>
</tr>
<tr>
<td>Trouble Finding Parking</td>
<td>13, 38%</td>
</tr>
<tr>
<td>Shoulder Parking Makes Bike Riding Difficult</td>
<td>4, 12%</td>
</tr>
<tr>
<td>Parking on Highway is Great for Trail Access</td>
<td>1, 3%</td>
</tr>
<tr>
<td>Trash is a Problem at the Sledding Hill</td>
<td>1, 3%</td>
</tr>
<tr>
<td>Lack of Town Center in Incline Forces Driving</td>
<td>1, 3%</td>
</tr>
</tbody>
</table>

34 Comments, Ideas, & Votes Regarding the Overall Corridor Situation

- Trouble Finding Parking
- Current Parking/Situation is Dangerous
- Parking on Highway is Great for Trail Access
- Trash is a Problem at the Sledding Hill
- Lack of Town Center in Incline Forces Driving
- Shoulder Parking Makes Bike Riding Difficult
Parking Suggestions, Comments, Ideas, & Votes

Support for Relocating Shoulder Parking & Expanding Off-Highway Parking 34, 62%
- Retain Shoulder Parking or Build Lot ....... 3
- Improve Parking......................... 4
- Remove Shoulder Parking............... 6
- Expand Off-Highway Parking .......... 17
- Provide Parking at Ponderosa Ranch .... 3
- Create Parking Garage at Sand Harbor .... 1

Support for Retaining & Improving Shoulder Parking 1 9, 35%
- Retain Shoulder Parking ................. 2
- Retain & Improve Shoulder Parking ...... 12
- Improve Shoulder Parking – Widen Shoulder 5

Open Lots Earlier & Leave Them Open Longer 1, 2%
Provide Private Parking for Rocky Point Residences 1, 2%

55 Comments, Ideas, & Votes Regarding Parking Suggestions

- Support for Retaining & Improving Shoulder Parking
- Support for Relocating Shoulder Parking & Expanding Off-Highway Parking
- Open Lots Earlier & Leave Them Open Longer
- Provide Private Parking for Rocky Point Residences
the plan

SR 28 Corridor Management

Purpose & Need Plan’s Value
Partnerships, Governing Policies, Funding Plan, & Maintenance
Safety, Environment, Transportation, Visitor Experience, Economic Benefit
Agency Coordination/Management Plans; TRPA Plan Area Statements & Community Plans; NDOT Corridor Landscape & Aesthetics Plan
Technology

Public Safety
Highway Safety Improvements
Emergency Pullouts
Highway Enforcement

Highway Operations
Regulatory Signs
Bike Lanes
Pedestrian Crossings
Slope Stabilization
Snow Removal
Drainage Improvements
ITS

Alternative Transportation Systems
Buses
Transit Stops
Pedestrian & Bike Paths

User Experience & Aesthetics
Scenic Byway (National Park Level)
Gateways
Vista Points
Interpretive Signage
Corridor Parking
Visitor Amenities
Recreation Access Points/Trails
Wayfinding Signs

Integration of Resource Management
Forest Health
Cultural & Historic
Biological
Watershed-Level Restoration
Backcountry Trails
Forest Roads
vision & principles

- Safe and appropriate shoulder and off-highway parking
- Emergency and scenic pull outs
- Information technology for the corridor user
- Environmental improvement projects
- Transportation system connectivity enhancements
- America’s Most Beautiful Bikeway
- America’s Great Outdoors Initiative
- Coordinated project improvements

Lake to Rim Analysis...
<table>
<thead>
<tr>
<th>New/Expanded Lot(s)</th>
<th>No Shuttle (1)</th>
<th>June 15-Labor Day 7 Days a Week (2)</th>
<th>June 15-Labor Day 7 Days a Week and September Service Weekends Only (3)</th>
<th>June 15-Sept 30 7 Days a Week (4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>New NDOT ROW Lot and/or Existing Lot in SW Corner of 28/Lake Shore Blvd</td>
<td>83</td>
<td>40</td>
<td>33</td>
<td>25</td>
</tr>
<tr>
<td>New Rocky Point Lot</td>
<td>21</td>
<td>21</td>
<td>18</td>
<td>10</td>
</tr>
<tr>
<td>Expand Sand Harbor Lot</td>
<td>155</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>New Thunderbird Lot</td>
<td>15</td>
<td>15</td>
<td>9</td>
<td>2</td>
</tr>
<tr>
<td>Expand of Existing Marlette and/or New Chimney Beach Lot</td>
<td>126</td>
<td>25</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Expand Secret Harbor Lot</td>
<td>139</td>
<td>93</td>
<td>23</td>
<td>17</td>
</tr>
<tr>
<td>New Skunk Harbor Lot</td>
<td>29</td>
<td>23</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>Total New Spaces Within the Corridor</td>
<td>568</td>
<td>217</td>
<td>90</td>
<td>57</td>
</tr>
</tbody>
</table>

Peak Parking Demand on Peak Day Eliminated by Need to Use Shuttle
- 0
- 149
- 205
- 220

Peak Parking Demand on Peak Day at North Intercept Lot
- 0
- 160
- 204
- 219

Peak Parking Demand on Peak Day at South Intercept Lot
- 0
- 42
- 69
- 72

Total
- 568
- 568
- 568
- 568

1. Based on peak parking demand on day of overall peak shoulder demand in Summer 2011 (no shuttle service provided, no increased enforcement of shoulder parking).
2. Based on peak observed parking demand on day of overall peak shoulder demand in September 2012.
3. Based on peak observed parking demand on weekday of overall peak shoulder demand in September 2012.
4. Based on peak observed parking demand on day of overall peak shoulder demand in October 2012.
State Route 28
Corridor Management Plan
America’s Most Beautiful Bikeway

- Nevada Stateline to Stateline Bikeway
  - SR 28 East Shore Segments:
    - Incline to Sand Harbor (3 miles)
    - Environmental Analysis Includes:
      - Two alignments (mountain/lake side)
    - Sand Harbor to Spooner Lake (8 miles)
      - IGVID co-location of export line
    - Crystal Bay to Incline (3 miles)
  - Feasibility Study Includes:
    - Connections to Incline Bikeway & Incline Core from Crystal Bay
next steps

- Environmental Process Completed - 2016
- Final Design Completed – 2016 - 2017
- Construction – 2016 - 2018
  - NDOT currently constructing 73’ tunnel under the highway to Hidden Beach and trailhead parking scheduled to be completed by October 20

For more information:
http://www.nevadadot.com/Projects_and_Programs/Road_Projects/SR_28.aspx
Tunnel Construction 11-day Traffic Control Plan

Traffic Control Stage 1
- Relocated sewer
- One lane with flagger on detour Shoofly

Traffic Control Stage 2
- One lane with flagger control on existing southbound lane

All information presented is preliminary and subject to revision.
Thank You

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