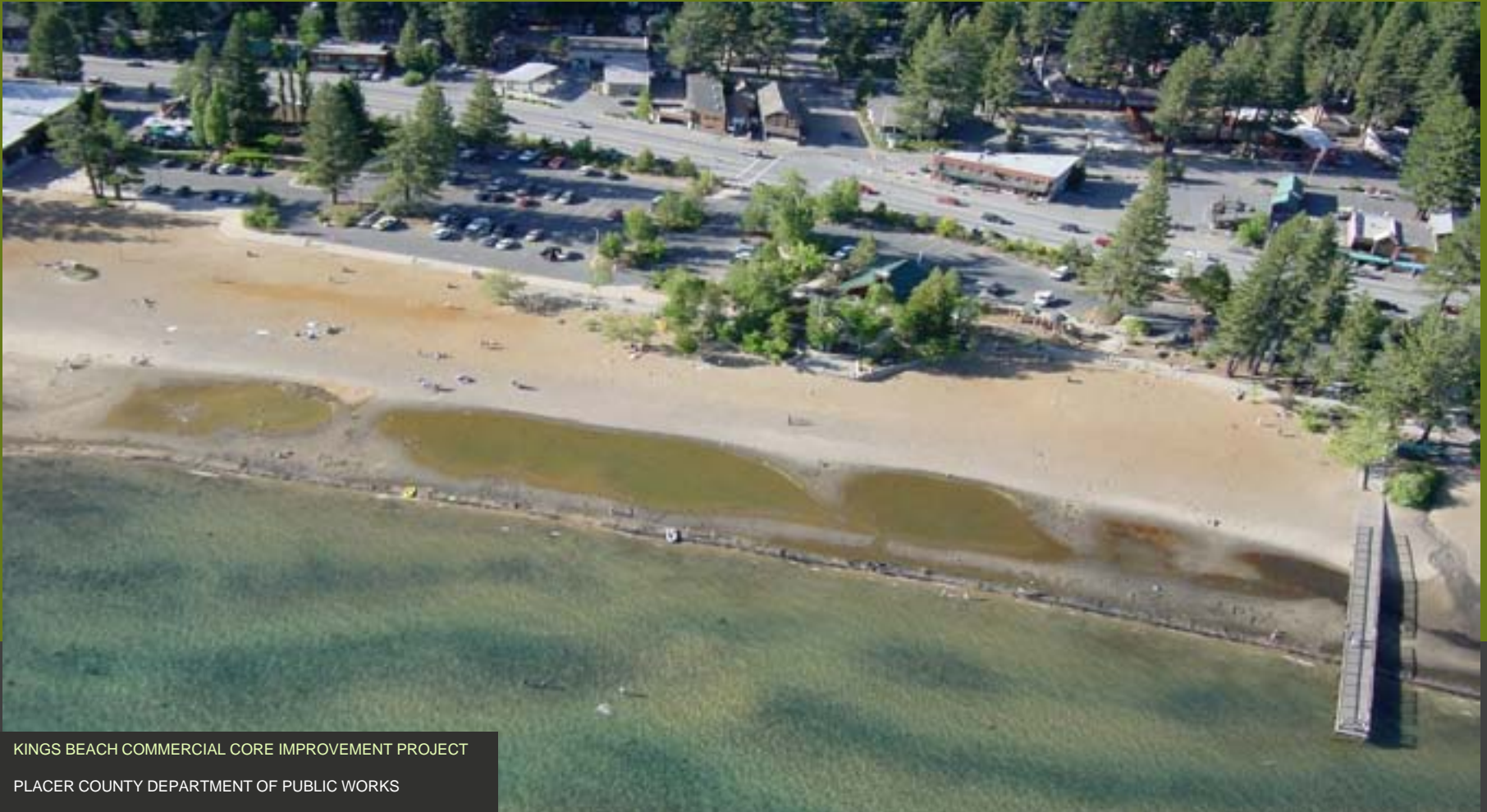
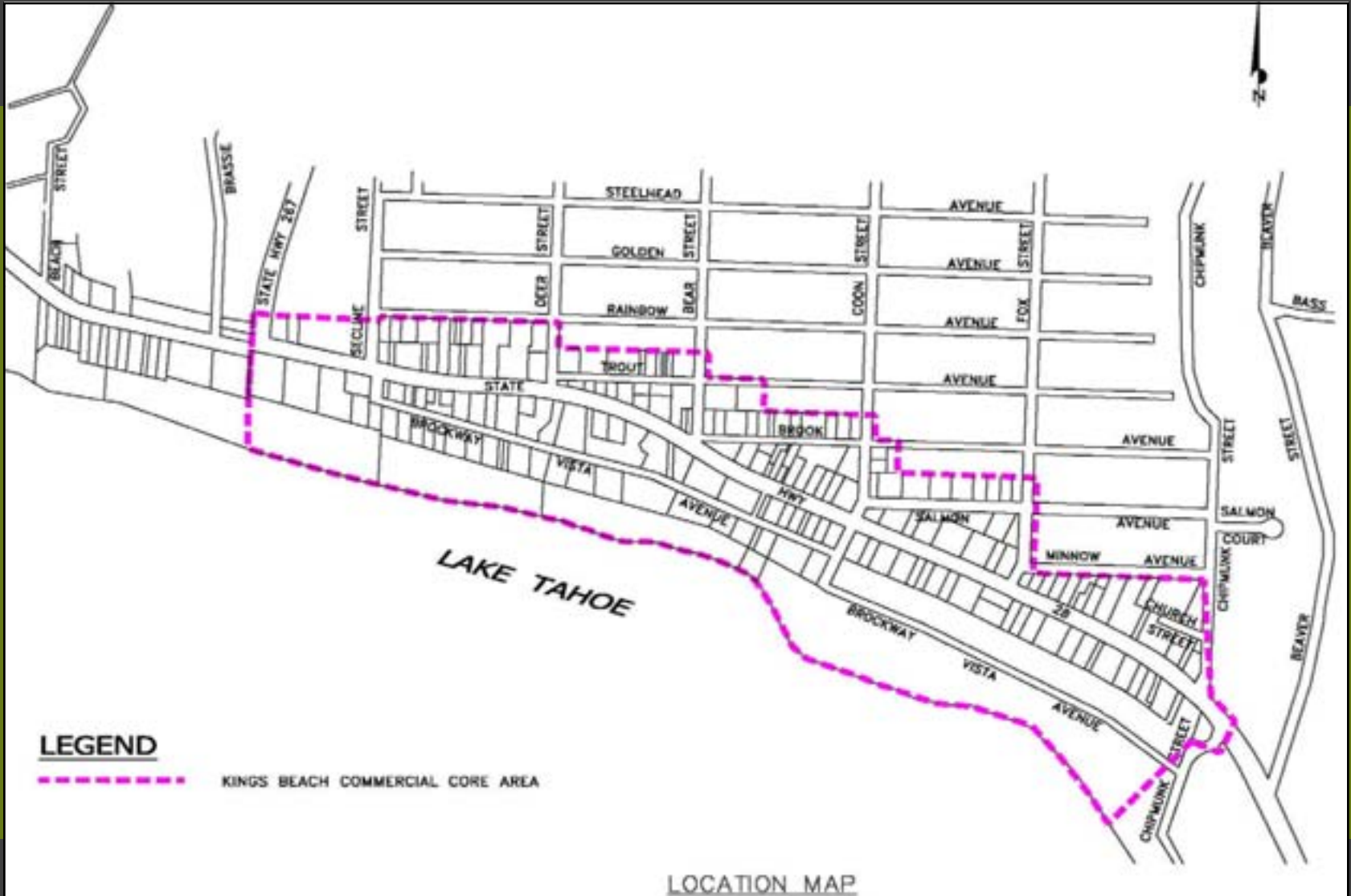


# INFORMATION PACKET FOR *KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT*



KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT  
PLACER COUNTY DEPARTMENT OF PUBLIC WORKS

# KINGS BEACH COMMERCIAL CORE AREA



# PROJECT PURPOSE

- **Improve Pedestrian and Bicycle Mobility and Safety**
- **Improve Storm Water Runoff Treatment to Enhance Clarity of Lake Tahoe**
- **Improve Aesthetic Character of the Commercial Core**



# TAHOE CITY BEFORE



# TAHOE CITY AFTER



# PARTNERS



Tahoe Regional  
Planning Agency



Federal Highway  
Administration



Caltrans



United States  
Forest Service



North Lake  
Tahoe Resort  
Association



California Tahoe  
Conservancy



Placer County  
Redevelopment  
Agency

Placer County



North Tahoe  
Business  
Association

# COMMUNITY INVOLVEMENT

- **Four roadway alternatives were studied as part of the environmental review for this project.**
- **These alternatives were developed with community and business members from the project area during public meetings held to gather input.**



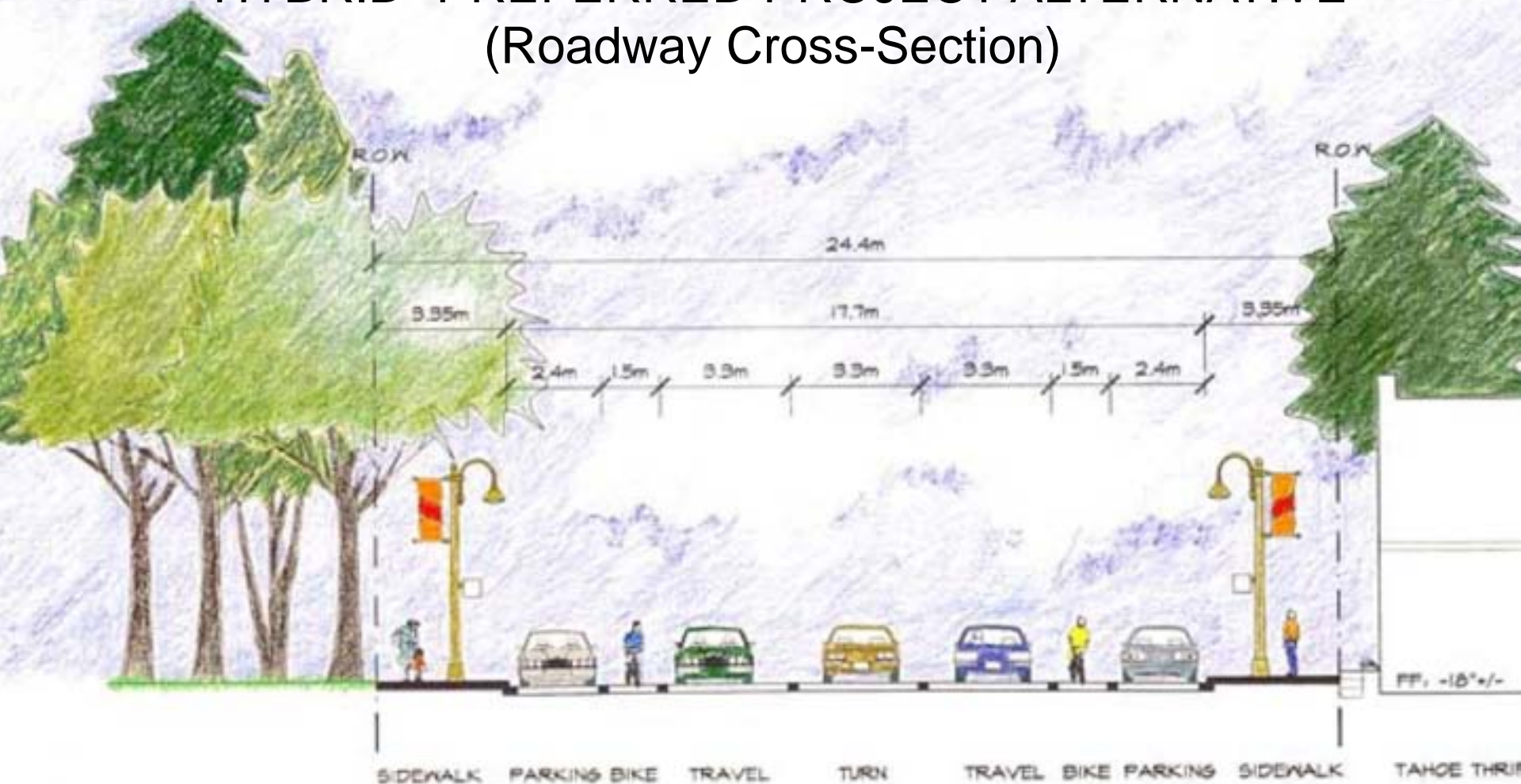
# **PROJECT RECOMMENDATION CRITERIA (Resulting in Selection of “Hybrid” 3-Lane Alt.):**

- 1. Maximizing Purpose and Need of Project**
- 2. Contribution to Regional and Community Visions**
- 3. Input from Community**
- 4. Balance of Environmental Impacts/Benefits**

# PROJECT FUNDING FOR KINGS BEACH CCIP (as of 7/21/2009)

FUND SOURCE	SECURED	PROPOSED	FUTURE POTENTIAL
Redevelopment Agency	\$11,000,000		
State Transportation (STIP)	\$3,715,000		
Federal State Lands (SNPLMA)	\$8,175,000 Rounds 5-8	\$3,000,000 Round 9	
US Forest Service/CTC	\$1,200,000		
Transit Occupancy Tax (NLTRA)	\$ 3,350,000		
Federal Transportation (TEA)	\$146,000		
TRPA Water Quality Funds		\$215,000	
County Traffic Impact Fees	\$600,000		
ARRA-TIGER (Federal)			\$17,199,000
<b>SUBTOTAL</b>	<b>\$27,186,000</b>	<b>\$3,215,000</b>	<b>\$17,199,000</b>
		<b>TOTAL</b>	<b>\$48,600,000</b>

# “HYBRID” PREFERRED PROJECT ALTERNATIVE (Roadway Cross-Section)

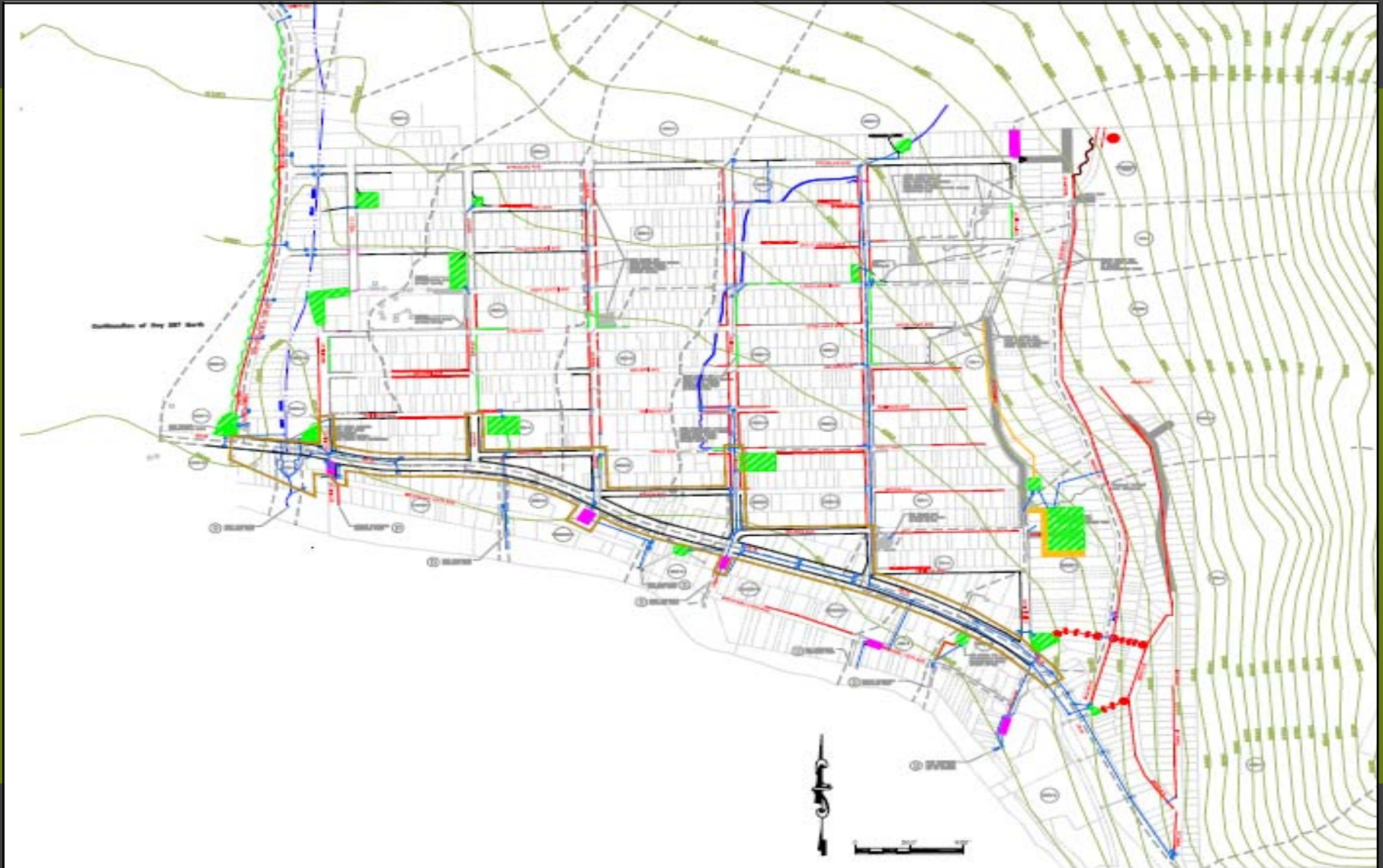


 **3-LANE ALTERNATIVE**  
1100

KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT

- 3 Lanes with Roundabouts at Coon and Bear
- Seasonal Highway Parking
- 10-ft. Nominal Width Sidewalks
- Bike Lanes in Both Directions

# WATER QUALITY PLAN FROM EIR



KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT

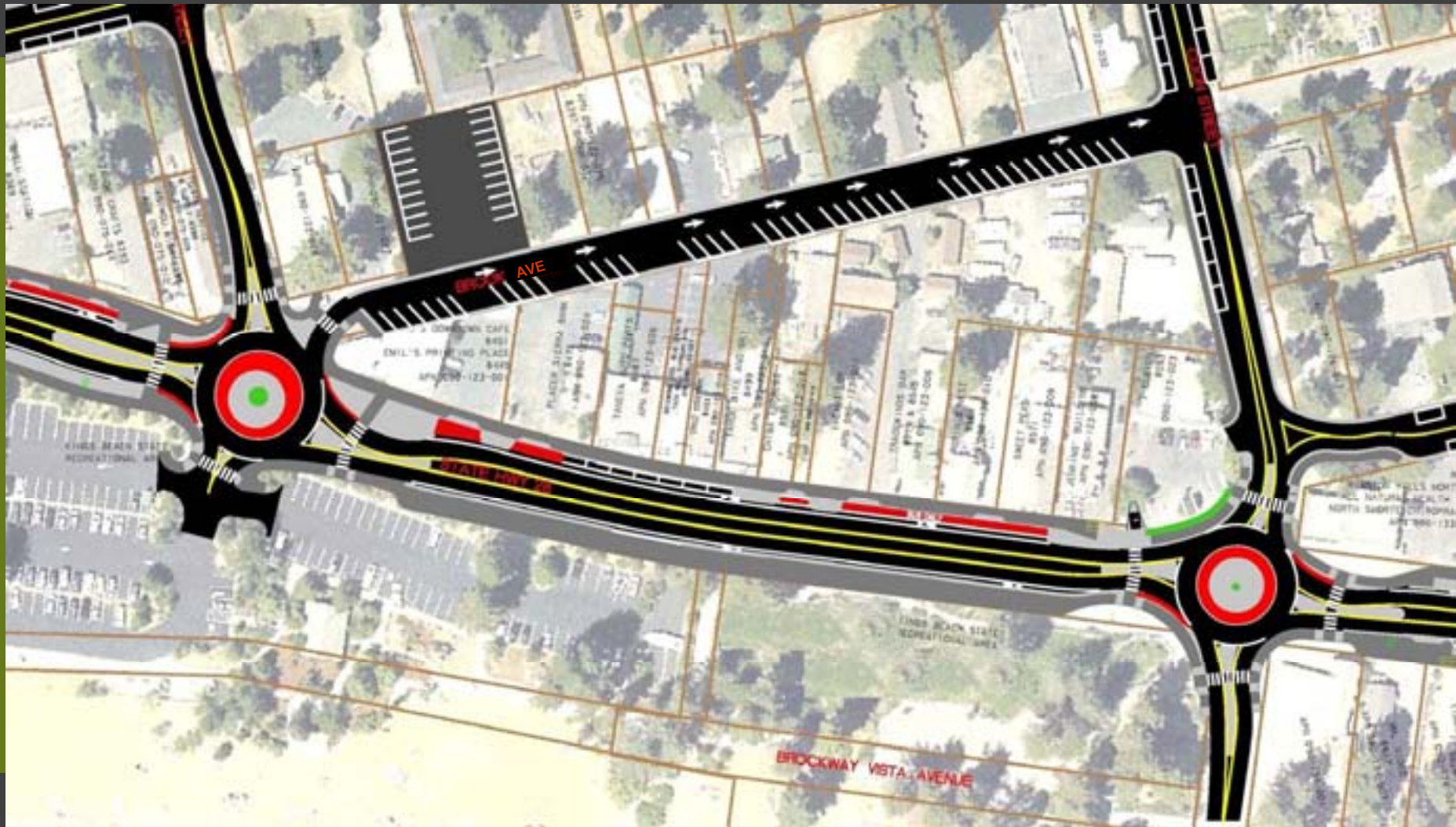
PLACER COUNTY DEPARTMENT OF PUBLIC WORKS



# SIDEWALK AMENITIES FOR HYBRID



# BROOK AVENUE PLAN VIEW SHOWING BOTH RABs



SR 28 Towards Coon: Existing



**SR28 Towards Coon: HYBRID**



# ROUNABOUT : TRAFFIC AND PEDESTRIAN SAFETY

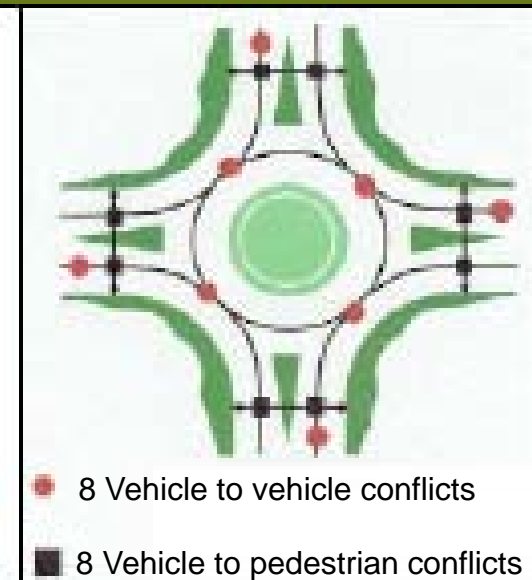
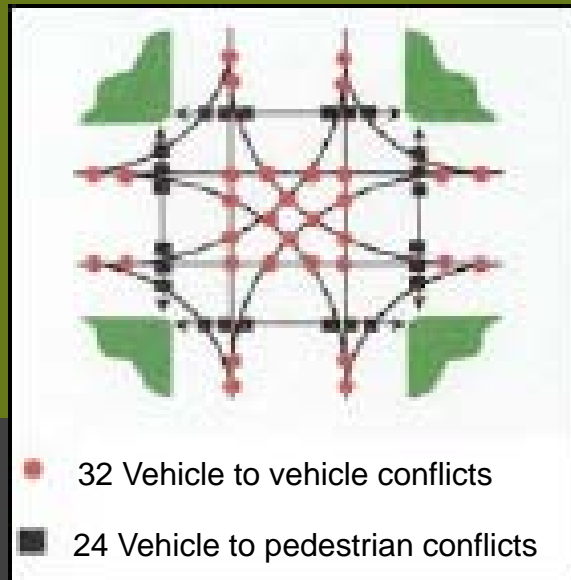


*"Modern roundabouts are the prettiest and safest form of traffic control in the world. Roundabouts slow all vehicles and provide refuges for pedestrians." –roundabouts.net*

PEDESTRIAN AND  
MULTIUSE  
CROSSWALKS

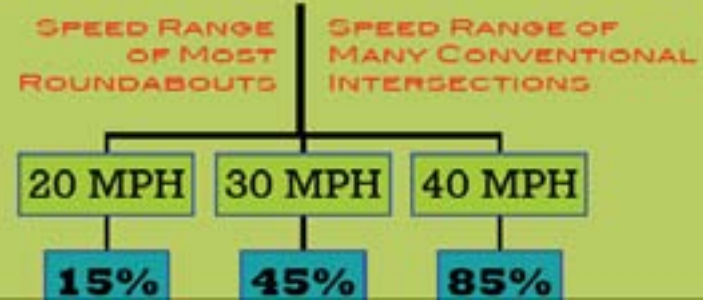
Roundabouts create 75% fewer opportunities for vehicle to vehicle conflict

Roundabouts are very pedestrian friendly. The splitter islands provide a space for pedestrians in the middle of each crossing. Therefore, pedestrians only need to cross one direction of traffic at a time. The pedestrian crosswalks are set at least one full car length back from the yield line. That way pedestrians do not have to cross in front of drivers that are looking for their gap in traffic. Experience has shown that the stopped vehicle one car length back from the yield line is more aware of pedestrians.



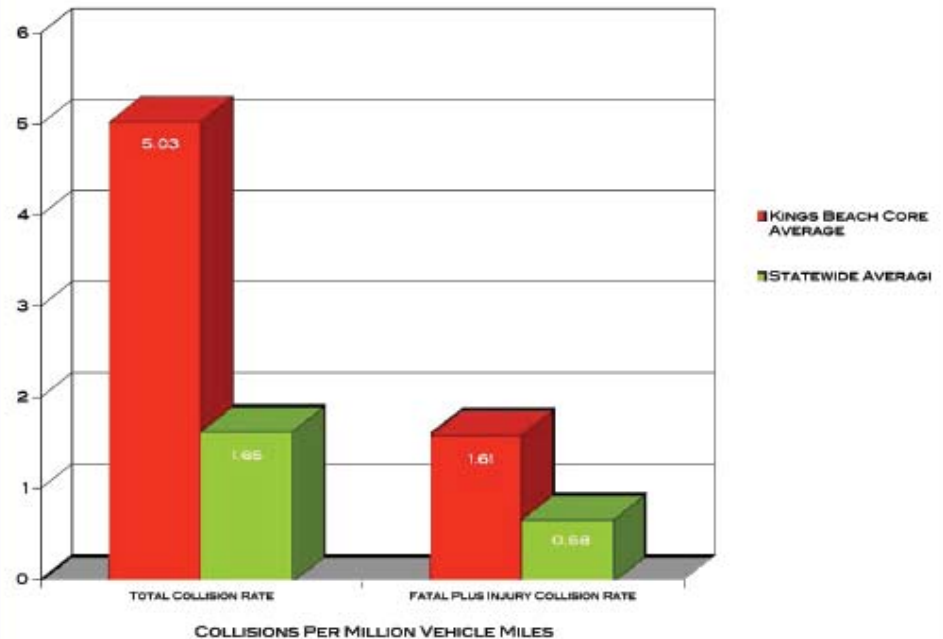
# ROUNDBOUT: TRAFFIC AND PEDESTRIAN SAFETY

## CHANCE OF DEATH WHEN A PEDESTRIAN IS HIT BY A VEHICLE



According to the Insurance Institute for Highway Safety, modern roundabouts reduce motor vehicle crashes. Their July 2001 Status Report noted "most serious kinds of crashes at conventional intersections are virtually eliminated by roundabouts...Crashes that do occur tend to be minor because traffic speeds are slower." The study reviewed 24 intersections around the U.S. that have been converted from stop signs or traffic signals to modern roundabouts. **At those intersections, all crashes were reduced by 39%. Serious crashes were reduced by 76%. At the time of the study, there had been no fatalities at any of the new roundabouts. So, the study estimates that fatal or incapacitating injuries will be reduced by 90% at those intersections.**

COLLISION DATA FOR SR28 THROUGH KINGS BEACH



# KEY ROUTES OF DRIVERS AVOIDING SR 28 CONGESTION



# CONCEPTUAL NEIGHBORHOOD TRAFFIC CALMING PLAN



# TAHOE REGIONAL PLANNING COMPACT

Tahoe Regional Planning Agency  
308 Dorla Court  
P. O. Box 1038  
Zephyr Cove, NV 89448

## **Compact**

PUBLIC LAW 96-551 – DEC. 19, 1980  
Article V.(c)(2)(a) (Planning):

*To reduce dependency on the automobile by making more effective use of existing transportation modes and of public transit to move people and goods within the region.*

# REGIONAL PLAN GOALS AND OBJECTIVES



FINAL VERSION  
October 27, 2004

## SECTION 4: Goals, Policies and Objectives (p.35)

*3. It is the goal of the Regional Transportation Plan to establish a safe, efficient, land integrated transportation system which reduces reliance on the private automobile, provides for alternative modes of transportation, and serves the basic transportation needs of the citizens of the Tahoe Region, supports the economic base of the Region in the movement of goods and people, and minimizes adverse impacts on man and the environment.*



Adopted by the  
Governing Board  
September 17, 1986

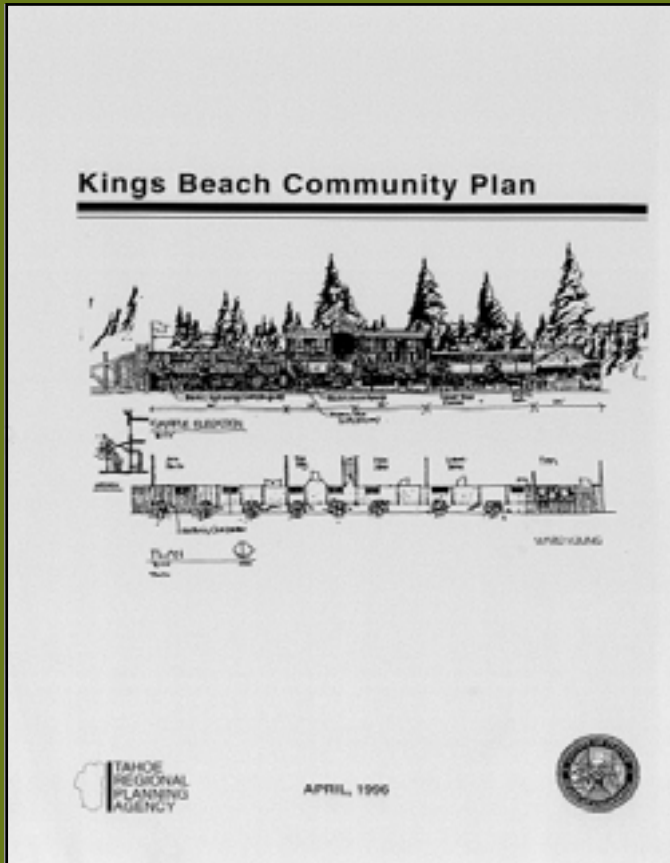
Regional Plan for the Lake Tahoe Basin

## **GOALS AND POLICIES**

### REGIONAL TRANSPORTATION POLICIES AND OBJECTIVES (p. III-3):

- 2. Plan for and promote land use changes and development patterns which will encourage the use of alternative transportation modes and minimize impacts on the existing transportation system.*
- 4. Develop and encourage the use of pedestrian and bicycle facilities as a safe and viable alternative to automobile use.*
- 7. Limit improvements to the regional highway system to those necessary to meet the Goals and Policies of the Regional Plan.*

# KINGS BEACH COMMUNITY PLAN



## CHAPTER ONE: INTRODUCTION D. VISION FOR 2007 PLAN (P. I-3)

### VISION FOR LAND USE (CP ELEMENT):

#### *Downtown Commercial Area*

*Design Theme: The Plan envisions a pedestrian tourist village ("Old Tahoe") oriented toward the main street (State Route 28), and Lake Tahoe. The focus is on the State Park/Lake Tahoe which serves as the village square or green. The downtown will be pedestrian in scale and rely on shared parking, interconnecting sidewalks, wall to wall buildings, and small plaza areas. State Route 28 and side street improvements will reflect a downtown street design in setbacks and landscaping. State Route 28 will function more as town main street than as limited access highway.*



# ENVIRONMENTAL DOCUMENT ANALYZED FOUR DIFFERENT PROJECT ALTERNATIVES:

<b>PROJECT ALTERNATIVE</b>	<b>ROW AREA DEDICATED TO AUTO</b>	<b>ROW AREA DEDICATED TO BICYCLE</b>	<b>ROW AREA DEDICATED TO PEDESTRIAN</b>
<b>Alternative 1 – No Project</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>
<b>Alternative 2 – Three Lanes with Roundabouts and Seasonal On-Hwy Parking</b>	<b>65%</b>	<b>11%</b>	<b>24%</b>
<b>Alternative 3 – Four Lanes with Traffic Signals and Year-Round On-Hwy Parking</b>	<b>75%</b>	<b>11%</b>	<b>14%</b>
<b>Alternative 4 – Three Lanes with Roundabouts and No On-Hwy Parking</b>	<b>45%</b>	<b>11%</b>	<b>44%</b>
<b>“Hybrid” Alternative – Three Lanes with Roundabouts and <u>Limited</u> Seasonal On-Hwy Parking</b>	<b>65%</b>	<b>11%</b>	<b>24%</b>