



# TAHOE COMPLETE STREETS

SUGAR PINE VILLAGE  
SOUTH LAKE TAHOE, CA

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SUGAR PINE VILLAGE  
SOUTH LAKE TAHOE, CA

## TEAM SKILLS + WHAT WE HOPE TO GAIN



**BENJAMIN TUGGY**

**SKILLS** | Adobe Suites, AutoCAD, GIS, Public Speaking, Data + Statistics  
**GOALS** | Sketching, Teamwork Insights, Emailing



**EMILY YU**

**SKILLS** | Adobe Suites, Data, Organization, CRD  
**GOALS** | Gain GIS Experience, Housing Policies, Zoning Laws



**GISELE ARGUELLO**

**SKILLS** | Community Outreach, Emailing, Public Speaking  
**GOALS** | Improve Illustrations/Design Skills



**MAYA SABA**

**SKILLS** | Photoshop, Illustration  
**GOALS** | Community Outreach, Building Policies, Zoning Laws



**SAL MORALES**

**SKILLS** | Procreate, Esri Products, Community + Transportation Policy, Data, Public Speaking, Interpersonal  
**GOALS** | Transportation + Infrastructure Design Experience, Actively collaborate w/Community



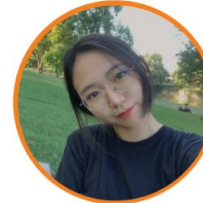
**SARAH RAHMAN**

**SKILLS** | Flexible, Quick Learner  
**GOALS** | Specialization, Gain Experience for the Future



**VINCENT RAY**

**SKILLS** | Housing + Transportation Policy, CEQA, Climate Change Mitigation Efforts  
**GOALS** | City Planning Experience, Sustainable Housing + Transportation Design



**ZHENGQI JIAO**

**SKILLS** | Photoshop, Sketching, Writing  
**GOALS** | Urban Planning Experience, Research, Transportation Design

# TAHOE COMPLETE STREETS

SUGAR PINE VILLAGE  
SOUTH LAKE TAHOE, CA

## GOALS + STRATEGIES + COMMUNITY PARTNERS

### GOALS + OBJECTIVES

- A way to increase overall TRI (Transit Related Improvements)
- Motivate community members to get out of their cars and take alternative forms of transportation
- Transit Oriented and Functionality
- Creating a safe path from housing units to the Raley's across the street
- Focus on Tata Lane and Julie Lane—the main concern is finding a way to slow down drivers
- Providing affordable housing for people that will need to live in mobile rooms/far away from Tahoe

### CORE VALUES

- Affordable housing for low-income individuals/families, especially essential workers
- Diversity, Equity, Inclusion—access to transportation and amenities
- Integrity—honesty, not promising what we can't deliver, owning up to mistakes or when we don't know something
- Preserve Indigenous culture and natural landscape
- Climate change mitigation through transportation and housing design

### HOW WILL WE GET THERE?

- Weekly emails sent by the team to update partners and ask questions
- Transparency
- Overall organization and meeting deadlines
- Pair detailed written reports with engaging visuals



### COMMUNITY PARTNERS



**TAHOE REGIONAL PLANNING AGENCY (TRPA)**  
<https://www.trpa.org/>

**SUGAR PINE VILLAGE**  
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*City of South Lake Tahoe*  
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# SPECIAL THANKS TO OUR PARTNERS

Over the past quarter, we have been working closely with Zachary Thomas, Housing Manager at City of South Lake Tahoe, and Meea Kang, Senior Vice President of Related California Affordable.

With their support and defined guidance, we felt secure moving forward with our project as they were attentive in answering our questions, helped us problem solve obstacles and were gracious with sharing relevant resources.

The logo for Related, consisting of a blue square icon with a white geometric pattern inside, followed by the word "RELATED" in a bold, blue, sans-serif font.



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# TAHOE COMPLETE STREETS SITE CONTEXT MAP

SUGAR PINE VILLAGE  
SOUTH LAKE TAHOE, CA

The Sugar Pine Community is located South of the heavily congested Lake Tahoe Blvd. The area surrounding it is made up of residential homes, retail stores, restaurants, a school, and a transit center. The area is covered in dense trees and many trails that have allowed locals to quickly travel through the area. At the moment, Tata Lane (East of Sugar Pine) is having an issue with traffic from Lake Tahoe Blvd. On Julie Lane, there is a bus stop that will allow residents of Sugar Pine to choose a more efficient way to commute through the city. The transit center is about a 15 minute walk from the development. The Raley's, to the East of the site, is of particular importance due to it being the main grocery store in the area. The high school is located West of the housing. It should be noted that the average household has about 2.42 occupants so we are not sure how likely it is that families will be the ones moving into the Sugar Pine housing.



## LEGEND

- Streets/Highways
- Sugar Pine Sites
- Commercial Spaces
- High School
- Bus Infrastructure



# TAHOE COMPLETE STREETS SITUATION ANALYSIS

SUGAR PINE VILLAGE  
SOUTH LAKE TAHOE, CA



The focus is Tata Lane and how that can become a complete street.

Tata Lane has a 50 foot right of way (ROW). Sidewalks are sparse due to the property owners not installing sidewalks. The main concern is to reduce the speed of traffic. Locals complain that drivers frequently use Tata Lane to bypass congestion on Lake Tahoe Blvd and Highway 50. Speed bumps are not possible due to the need for snowplows.

There are 6 trail entrances that begin on the East side and converge into one on the West side. The longest trail from beginning to end is approximately 760 feet and leads into Raley's. Locals tend to use these unofficial trails to avoid heavy traffic. This has led to concerns about liability issues for the developers. Raley's has also become vocal in that they do not want pedestrians entering from trails. Our partners said that acknowledging and improving the trails could actually help Raley's by reducing the likelihood of accidents.

Other than the physical areas of concern, the budget for the project and community voices have proven to be the issues. There has been some community uproar against the new housing project.

Areas of opportunities include trail improvements, landscape, street, and pedestrian infrastructure. The idea is to create a seamless experience for pedestrians by adding necessary crosswalks, lighting, and other amenities. A class 3 bike lane would give space for bikers while also acts as a deterrent to speeding. Alternative forms of transportation have also been brought up by the developers. Their commitment to green transportation, and the manageable size of the project, should make it easier to redesign these elements in the next few weeks. There is currently one bus stop located near the East side which could prove to be useful for potential residents.

Sugar Pine Village is separated into 2 sites. The site East of Tata Lane is 9.75 acres and the other is 1.6 acres in size. The site is considered an infill development. The area is open and densely populated with trees.

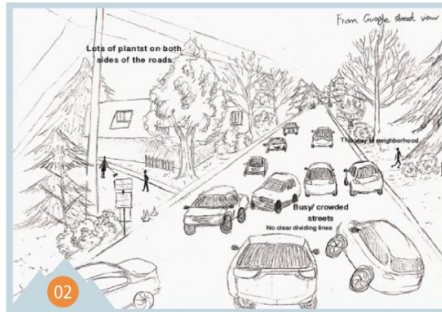
# TAHOE COMPLETE STREETS

## THE ESSENCE OF SUGAR PINE VILLAGE

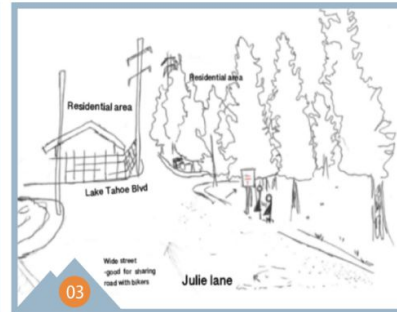
SUGAR PINE VILLAGE  
SOUTH LAKE TAHOE, CA



**01** The South Y Transit is essential in limiting car traffic on the US-50, which is a high priority for the residents of the Sugar Pine Community. In an effort to avoid traffic, drivers have been cutting through residential streets, Tata and Julie Lane which has the potential to be dangerous as the cars are usually traveling at high speeds. Limiting car travel and encouraging alternative forms of transportation, such as public transit will surely help alleviate the congestion. The South Y Transit Center is in close proximity to neighborhoods, commerce centers, nature trails, and much more, making it the perfect solution to the traffic problem. Streamlining the public transit infrastructure in Tahoe, will be a crucial part of solving this ever growing problem: better and more visible signage for the transit center, and easier accessibility to the transit center, such as sidewalks, and bike lanes are some possible solutions.



**02** This hand drawing is based on the street view of Tata Lane in Tahoe from Google Earth. The scene is special and important because it is a beautiful view of the Tata Lane that shows enough details to allow us to imagine people's life there. Both the right side and left side have paths for people to walk in. The left side is a service center, and the entrance of the path seems to put several roadblocks to avoid cars getting in. The image's landscape comes from google street view, and people/cars come from my personal imagination. Tata Lane is a place that is easy to have traffic jams. It is a wide path, which could allow about three to four cars, but unplanned lanes maybe lead to cars disordered.



**03** There is a lot of space for pedestrians to walk along the side of the road and feel safe from oncoming vehicles. Julie Lane is a wide street that intersects with Lake Tahoe Blvd. The street is wide enough for both bikes and cars to share the road. The bus stop provides a lot of space for many people to wait for the bus. It is important to the context of our site since this is one of the few bus stops and adds to the context of the traffic flow in the surrounding area.



**04** These sketches show Tata Lane while less populated and deserted. Same as the sketch with more heavy traffic flow, it's full of trees and bushes all along the area near the K-Mart to the left and the Service Center next to it as well. To the right of Tata Lane is where the trail that leads to Raley's is located. This trail is also full of very tall trees along the whole trail with little to no lighting in the area either making it difficult to follow in the dark. This can be dangerous also because the sidewalks and walkways are not quite distinctly separate from the main road, making it tough to walk along it.



# TAHOE COMPLETE STREETS COMMUNITY QUESTIONS

SUGAR PINE VILLAGE  
SOUTH LAKE TAHOE, CA



Image: forbes.com

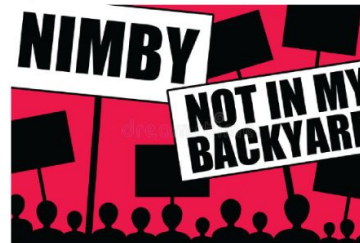


Image: dreamstime.com



Image: trpa.org

## 01 CONTEXT

**Physical** | Tata Lane, Julie Lane, informal Raley's walk/bike path, transit center, but stop, sidewalks  
**Social** | TRPA + City of South Lake Tahoe



Image: earth.google.com

## 02 COMMUNITY ASSETS

**Landscape** | Mountain terrain, lake  
**Hospitality** | City has hotels (includes casinos)  
**Outdoor Activities**  
**Local Businesses**  
**Tourism**  
**Community Members** | Different social classes  
- Poverty rate: 13.6%  
- Median household income: \$48.7k  
- Median property value: \$391.6k  
- Population: 21.8k  
- Employed population: 11.4k

Source: datausa.io

## 03 IMPRESSIONS SO FAR

**NIMBYism** | SLT community is very territorial and not fond of major changes to infrastructure.  
**CEQA Exemption** | This affordable housing project is exempt from CEQA. But Tahoe has its own "mini-CEQA" with federal, the state of California, and Nevada involvement, in addition to CEQA and NEPA. Only place in the country like this.

## 04 PARTNER CONCERNS

**Raley's** | In order to efficiently address the linkage of the bike/path to Raley's, the store needs to get in the loops. The city of South Lake Tahoe and Tahoe Regional Planning Agency (TRPA) have already partnered up in working around the property such as on Tata and Julie Lane.

**Property Owners** | As of now, the biggest stakeholders are probably the property owners on Tata Lane. These sites have been vacant for 50 or 60 years and there's fear about how it changes. Their neighborhood could be changed and lots of people are going to live there now. Therefore, they are key stakeholders. Our partners have seen some blowback from members of the community.

**Residents' Needs** | Designers need to think about resident's needs like safety.

## 05 PARTNER PRIORITIES

**Traffic Calming** | Our partners are emphasizing the need to address traffic calming methods on Tata Lane as the driving behaviors on this street can be described as a "freeway" while being in a residential neighborhood.

## 06 CONFLICTS

**Sidewalks** | Only new developments will have the opportunity to open up sidewalks due to city and other regulations/restrictions. Don't expect private developers to add a sidewalk. Negotiating with private landowners could be important.

## 07 IN SUMMARY

**Themes** | Tata Lane beautification? Street/traffic calming methods?

**Questions** | What are the limits in complete streets? How to get people out of their cars/reduce traffic volume?

**Listening Methods** | It is important to hear what the community members have to say, because they will be utilizing these streets on a daily basis. As designers trying to address complete streets, we must review the laws and regulations found in the Tahoe Valley Area Plan—a document that the City of SLT and the Tahoe Regional Planning Agency (TRPA) has created.

# TAHOE COMPLETE STREETS RELATOGRAM

SUGAR PINE VILLAGE  
SOUTH LAKE TAHOE, CA



# TAHOE COMPLETE STREETS FUTURE WORK PLAN

SUGAR PINE VILLAGE  
SOUTH LAKE TAHOE, CA

## FINAL PROJECT OBJECTIVES

Our objective is to present site designs that will assist in reducing traffic through various traffic calming designs. And to create a vision for the Raley's Trail that could easily be implemented in its current state.

## WHO + HOW WILL WE ENGAGE/MEET OUR GOALS?

Since the project is too late for direct outreach, we will be using the resources provided by our partners to best understand the context, challenges, and opportunities of the community. This will help make sure our designs meet their needs.

## SCOPE OF FINAL PROJECT

A combination of a site design and a beautification project. We will utilize minimalistic approaches and vegetation to successfully calm traffic on Tata Lane.

## FUTURE TEAM CONTRIBUTIONS

BEN + SAL | contribute ideas, editing, mapping with CAD

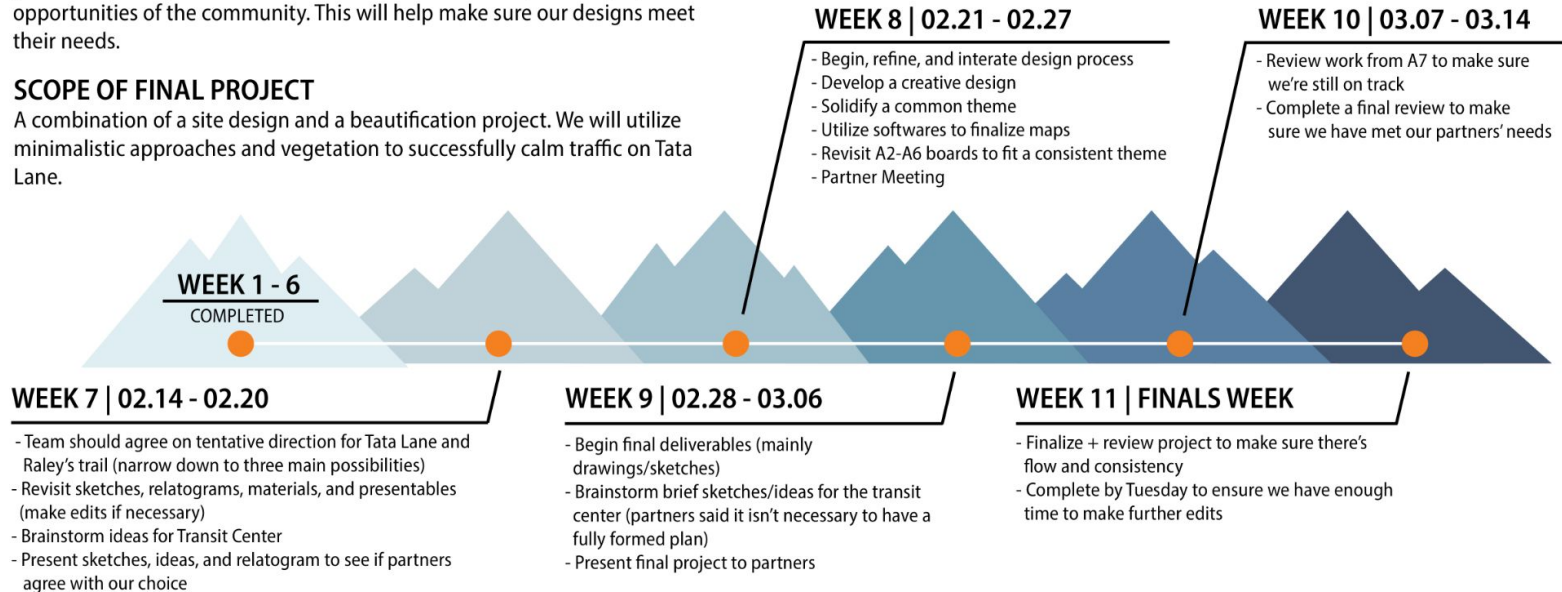
EMILY + MAYA | visual ideas, design concepts

GISELE | communicating with partners, overall support, idea producer

SARA | contribute sketches, visuals, data gathering

VINCE | further research in traffic calming strategies, idea producer

ZHENGQI | contribute ideas, assist in final design



# WEEK 07 | Feb. 14 - Feb. 20



## GOAL:

- Narrow down idea to whether we are including the Raley's trail
- Go over workshop notes and narrow down design to three street calming solutions



## QUESTIONS:

- Should we include the Y Transit center in our design?
- Median Island vs Signal Progression vs Pinch Points



## PRODUCT:

- Sketches for three main possibilities
- Finish Workshop Summary
- Presentation for Partner Meeting



# TAHOE COMPLETE STREETS WORKSHOP SUMMARY

SUGAR PINE VILLAGE  
SOUTH LAKE TAHOE, CA

## DESIRED FEEDBACK

Insight on which solution would be most effective and feasible in the context of our site.

## WORKSHOP

Present five (plus our own) groups with traffic calming alternatives, and at the end leave time to open the floor up for discussion. We sent the groups out into their respective breakout rooms to discuss their respective strategies. We prepared a GoogleDoc “worksheet” that each group could list their pros and cons onto. Recollecting at the end to discuss each group’s findings.

## RESULTS

The individual groups critiqued various street layouts to point out the pros and cons. After looking through the comments from other groups, there seems to be a few common themes.

The groups seemed to prioritize pedestrian safety, large walking areas, minimum crossing distance, beautification, and reducing car speed. Many were concerned with the possible traffic congestion and accidents that could occur with many of the listed traffic calming solutions.

## HOW THE RESULTS INFLUENCED US:

Maybe go for smaller design interventions (cost efficiency) and realistic implementation into the site.

# PARTNER MEETING | Feb. 18

From our workshop, we were able to narrow down our design to three decisions that we are going to bring to the partner meeting.



## QUESTIONS:

- Between the three traffic calming strategies:
  - Pinch Points
  - Median + Refugee Islands
  - Signal Progression
- Which is most relatable and realistic for Tata Lane?

# NOTES FROM MEETING | Pinch Points

## ARGUMENTS FOR:

- Pinch point in the middle of Tata, used to create a safe pedestrian crossing (between the project sites). This also forces people to slow down right at the part of the street where they might be picking up speed. Not terribly expensive since it's only one point. Can put greenery in the pinch zone

## ARGUMENTS AGAINST:

- Creates issues for the snow plow to have a change in width of the street in the middle
- Not good for winter season



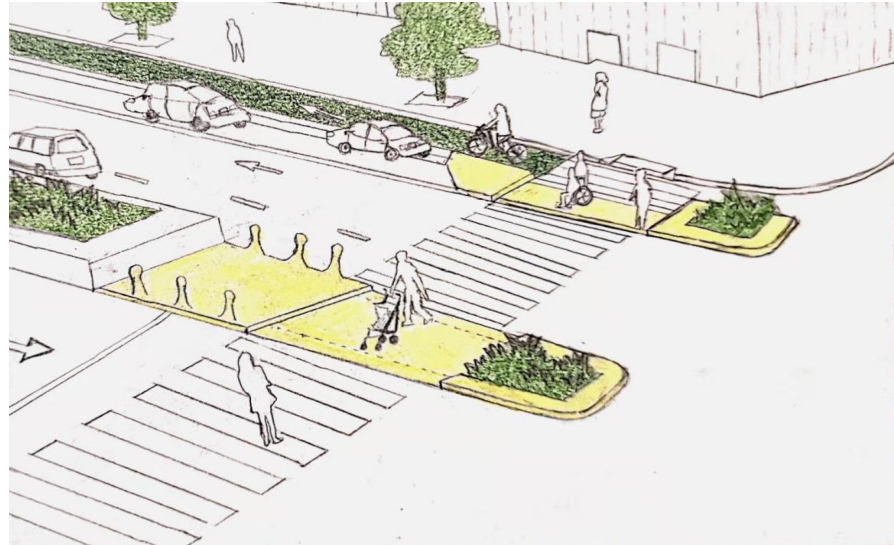
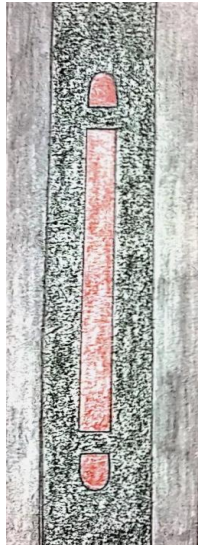
# NOTES FROM MEETING | Median + Refugee Islands

## ARGUMENTS FOR:

- Shortens the distance for pedestrians crossing, greenery/landscaping along the median to beautify the place, narrows the street a little bit to make it feel more like a residential street
- Pedestrian island is realistic given the width of the street

## ARGUMENTS AGAINST:

- Snow plows can't go over the raised ground without mountable curbs
- Snow plows will tear up rumble strips
- No irrigation for plants in planters
- Can't have planters, need snow banks





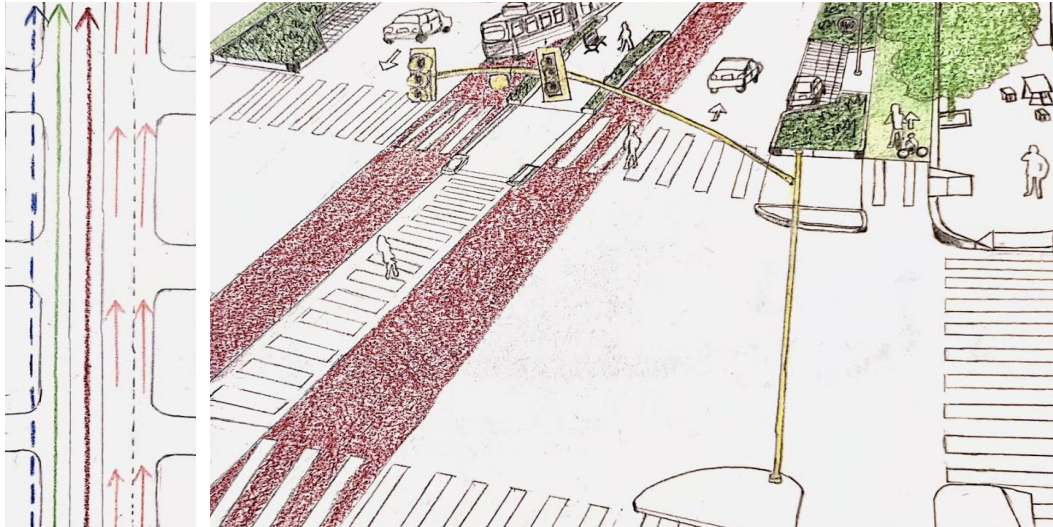
# NOTES FROM MEETING | Signal Progression

## ARGUMENTS FOR:

- Rather than having the typical traffic lights at intersections, we could implement the pedestrian crossing lights that flash/blink once pedestrians begin crossing or add more signs and maybe one of those speed meter things
- Flush to the ground
- Low cost, leaves room for creativity

## ARGUMENTS AGAINST:

- Paint comes off easily in the snow season
- Low impact
- Can't really put anything on the ground that will be torn out by snow plow



# TAKEAWAYS

We got really good feedback from our partners about how to move forward with our design. The best way to move forward is with signal progression as a base of our design. To be able to separate the street into different sections in creative ways that aren't paint. Thinking about how we can use bioswales and thinking about space needed for snow plow.



## FOR THE NEXT MEETING:

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- Alternatives for paint
- How we are going to separate the street
- Begin thinking about plants that would do well in the climate
- Create calendar invites for the rest of the quarter

# WEEK 08 | Feb. 21 - Feb. 27



## GOAL:

- Go over community meeting provided to us by partners
- Better orient ourselves with the site in real life



## QUESTIONS:

- What is realistic for the site?
- How do people use the site?
- How fast are people going? Types of drivers?



## PRODUCT:

- Pictures and walkthrough of site by team member
- Sketches for Partner Meeting
- Feedback from partners

# PARTNER MEETING | Feb. 25

Start by explaining three general ideas that we're focusing on. Talk about what the team found from a site visit to Tata Lane.



## **QUESTIONS:**

- Interpretive signage?
- Which of our three designs should we go with?
- Any other barriers to be aware of?



# SITE VISIT

The site visit allowed us to better understand:

- How to use the sun's direction for snow control
- The space we had to work with
- Driving habits
- Amount of snow that would accumulate over time





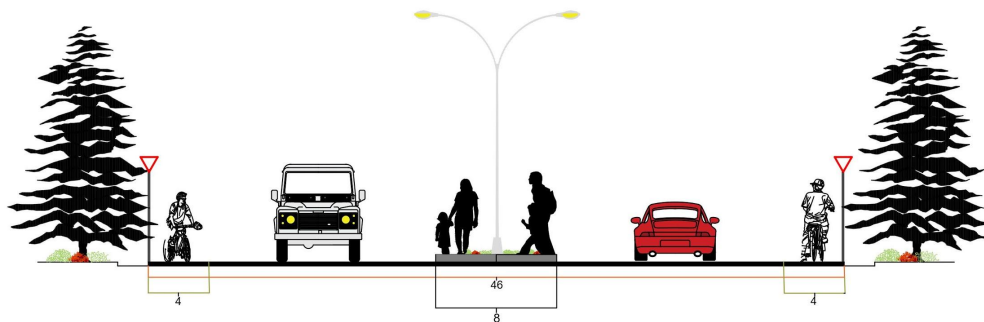
# NOTES FROM MEETING | Median Islands

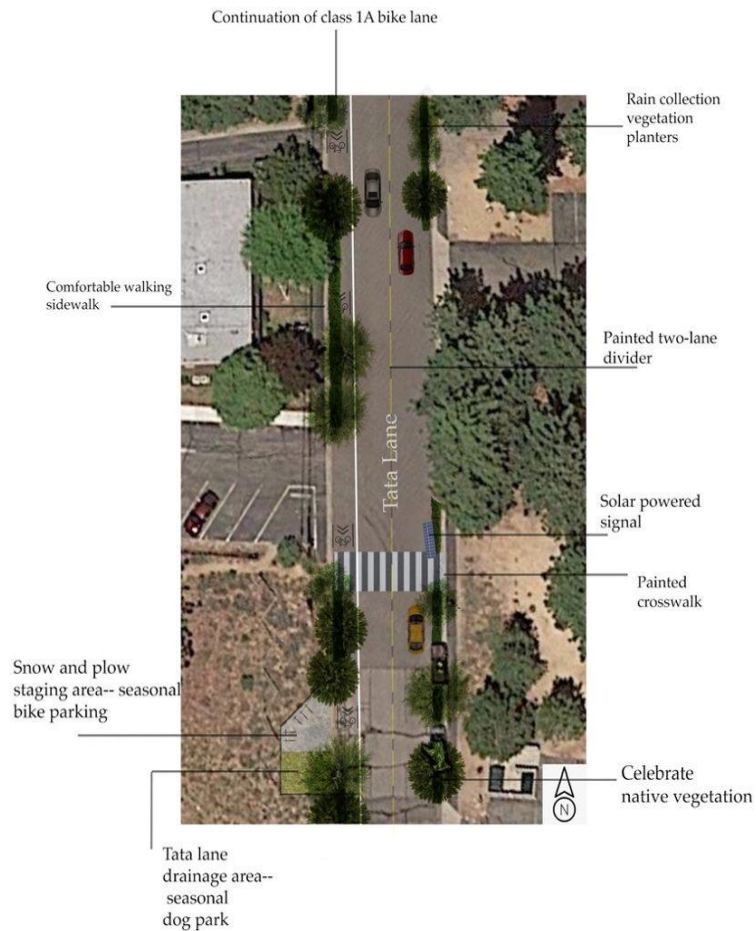
## PROS

- Traffic Island can work with snow plows
- Snow plow needs 12' wide space to move through
- Rolled or mountable curbs are a good compromise for plows
- Public Works would be open to the idea of a traffic island

## CONS

- No space for trail
- Less functionality of space
- No paint
- Reduces parking to one side





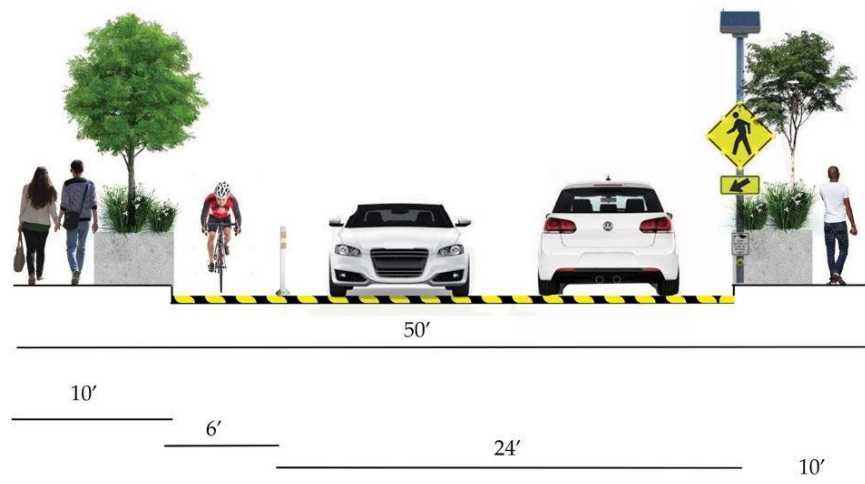
# NOTES FROM MEETING | Straight Design

## PROS:

- Using passive strategies to melt the snow
- Includes a class 1 sidewalk
- Protects pedestrians and bikers from cars

## CONS:

- Nowhere for snow bank
- No need to separate bikers and pedestrians
- No trees in bioswales





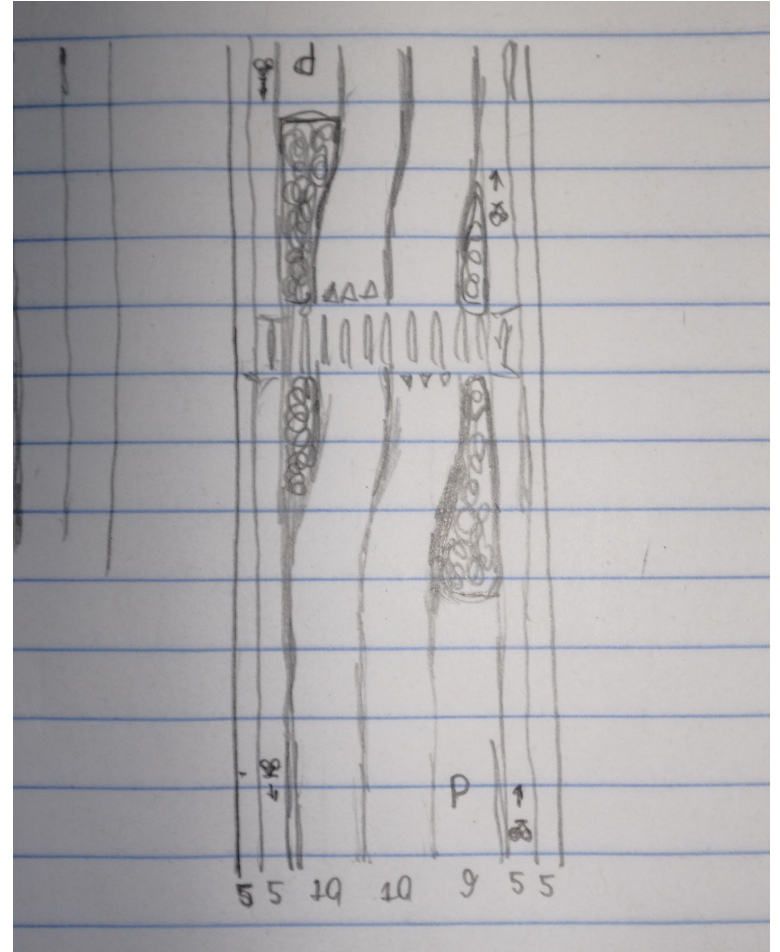
# NOTES FROM MEETING | S-Curve Design

## PROS

- Has parking on both sides of the street
- Works for snow plows (12' wide) with low curbs
- Bioswales used as snow-storage areas
- Best strategy to slow traffic

## CONS

- Requires regrading the road which is expensive
- Longer project
- Have to physically plow street parking on west side
- Don't need biking on both sides of the road





# TAKEAWAYS

Makes more sense to combine pedestrian and bike lanes to create a multi-use trail on the east side. Best to have the trail on the east side in order to use the sun as a way to melt the snow rather than relying on physical sidewalk plowing. Also we need to expand the project site.



## FOR THE NEXT MEETING:

- Have two ideas taking in the feedback from this meeting
- Thinking about what specific plants would be better for the bioswale



## GOAL:

- Applying feedback from last two partner meetings to present at final design meeting
- Individually researching and drafting renderings and plans to bring to our next partner meeting
- Understanding the aesthetic of Tahoe to fit project into



## QUESTIONS:

- How necessary is on-street parking (both sides?)
- What type of lighting should be used?
- What questions should we ask at our final meeting?
- Bioswale plants



## PRODUCT:

- Final design and dimensions agreed upon
- Making sure everyone has a task to complete

# OUR PICKS FOR POTENTIAL BIOSWALE VEGETATION



**RED DOGWOOD**

- Sturdy in snow



**SNOW PLANT**

- Annual
- Blooms in the Spring



**BRICKELL BUSH**

- Smells good!



# LAKE TAHOE APPROVED BMP VEGETATION

These plants are tolerant of both drought and saturated soil, and have long lifespans. That would result in the lowest cost and maintenance requirements.



*Elymus glaucus*, BLUE WILDRYE



*Epilobium ciliatum*, FRINGED WILLOWHERB



*Juncus effusus*, COMMON RUSH



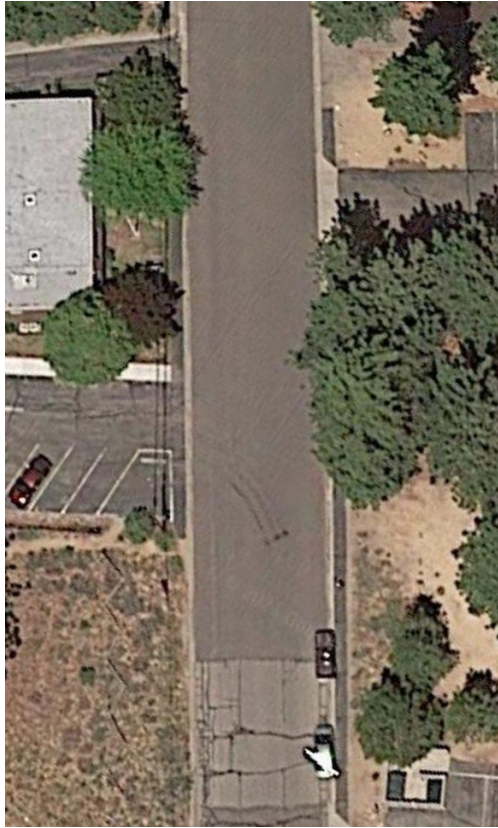
# LAKE TAHOE APPROVED BMP VEGETATION (CONT.)



*Deschampsia elongata*, SLENDER HAIRGRASS



*Hordeum brachyantherum*, MEADOW BARLEY



Expanding the project site to the whole street



BEFORE



AFTER



# ADDITIONAL RESEARCH

---

- Community and development agencies, general plan, CA state laws (Gavin Newsom executive order), the culture, workers' commute to SLT, neighborhood associations, climate change mitigation.
- Mixed affordable housing for community, preservation of native species and sensitive land, sustainable housing for active transportation, diversity, equity and inclusion for access to transportation and amenities
- Looked into information about mixed use trails and bioswales and how they could function and fit into our design.
- Did research into different kinds of sustainable substitutes for street lighting.

# TAKEAWAYS

We spent the week to prep for our final partner meeting which brought up a lot of final decision-making and questions. Overall, it was better to expand and zoom out to work on a larger section/portion of the street.



## **FOR THE NEXT MEETING:**

---

- Show drafts of designs and get feedback



# WEEK 10 | Mar. 07 - Mar. 14



## GOAL:

- Agreeing on final design dimensions to begin final renderings
- Make sure everyone has what they need to complete their tasks



## QUESTIONS:

- 6x2 vs 4x4 on East side?
- S-Curve Design or Straight Design?
- What are we missing?



## PRODUCT:

- Invite other community members to final presentation
- Final renderings by due date
- Create final presentation

# PARTNER MEETING | Mar. 11

Showing two designs that take into account the wants from both project partners. We are having this meeting to get final feedback from both partners as well as UCD staff.



## QUESTIONS:

- Can we get the full CAD area from Tata & Lake Tahoe Boulevard to the proposed bike trail outlet at Emerald Bay Road?
- Is it okay if we just come up with a quick proposed design for interpretive signage, without needing to meet to discuss it?
- S-Curve vs Straight Design



# PROPOSAL 01 | S-Curve Design

The S- Curve design enables us to regrade the street entirely to create a slow street that makes the driver physically change direction to encourage drivers to use the road more safely.

## PROS

- Drivers slow down much before reaching the crosswalk
- Compensates for loss of on-street parking (East and Westbound)

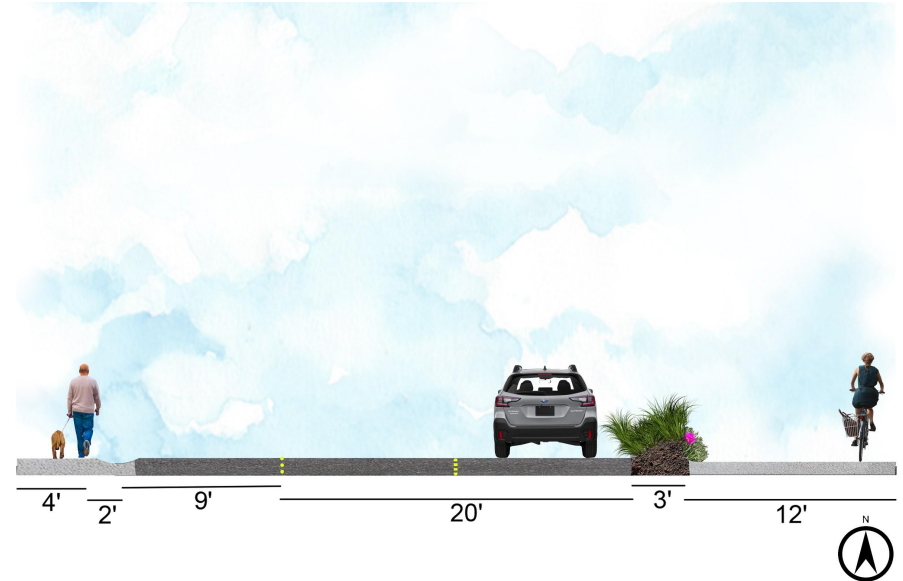
## CONS

- Expensive and hard to plan within the timeframe
- Need approval from more than just partners
- Less buffer space for pedestrians/cyclists



# PROPOSAL 01 | S-Curve Design [Section]

- Photo on left depicts crosswalk section where the bioswale widens out to accommodate for larger snow storage
- Photo on the right shows a section view with a 9' street-parking section and a 3' bioswale



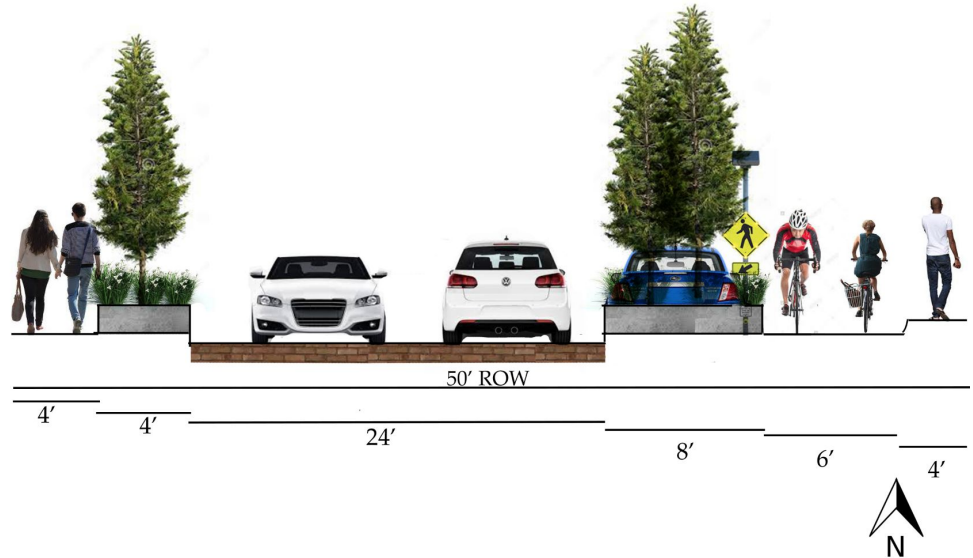


# PROPOSAL 02 | Straight Design



## PROS

- Easier and cheaper to implement
- Have planters placed on one side of the street to act as snow storage areas
- Street parking acts as a buffer where bioswales aren't present



## CONS

- Can't have raised planters (not good for mediating snow)
- No trees in bioswales
- Would need different sized snow plow/blowers for the different elevations

# TAKEAWAYS

We were provided feedback that a combination of both our designs would best suit the idea of *complete streets*. We were also recommended to consider digging into the ground to create an effective bioswale, and to consider the TRPA pre-approved list of plant species that would work for our design.



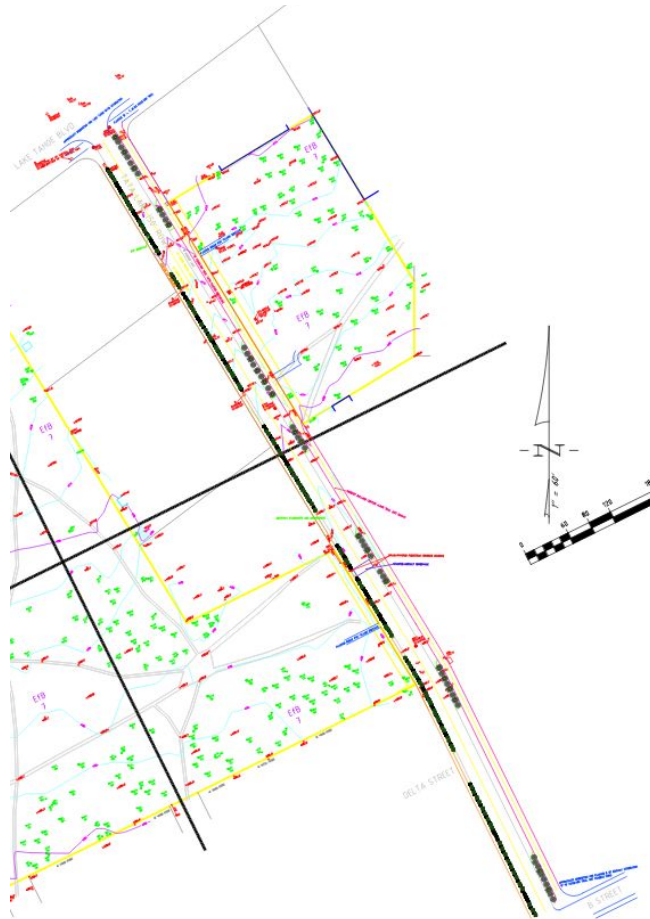
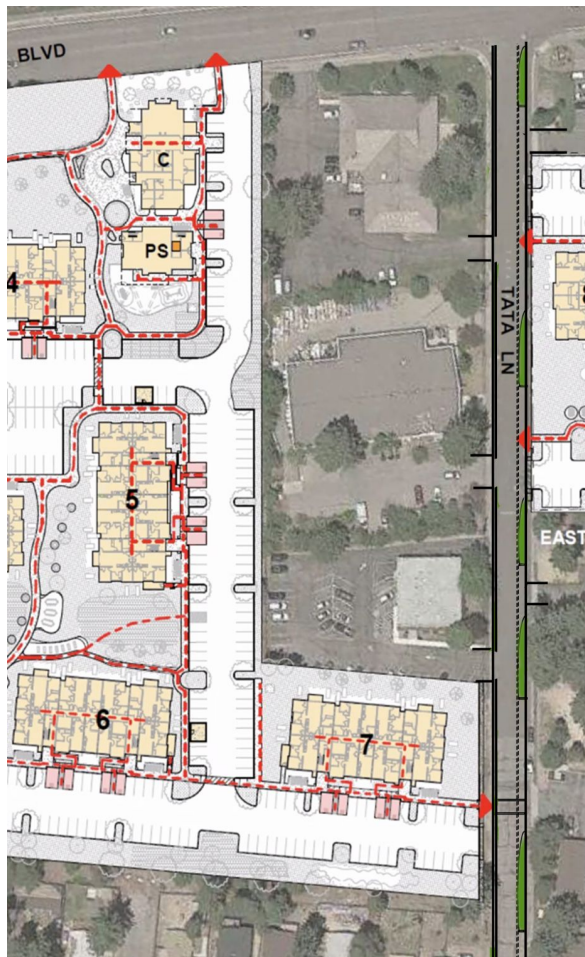
## FOR FINAL PRESENTATION

- Present final design utilizing all the feedback Zach and Meea have given

# FINAL DESIGN

Through the process we relied heavily on the opinions from our community partners. They were the closest we could get to the community in terms of understanding their needs and wants. The Sugar Pine Village community has expressed wavering opinions on the idea of implementing a slow street on Tata Lane. So in order to keep tensions low and not cross any boundaries, we were reliant on the expertise of Zach and Meea. The developers were able to provide us with primary documents and sources that we could reference to understand the limitations of the site we would not have known without them. Because their opinions mattered so much to the success of our design, we had 5 meetings with them in the ten weeks of our class.

Many emails and hours of Zoom later, we are excited to present our final design confidently.



## FULL SPECTRUM OF THE PROJECT AREA

From B Street to Lake Tahoe Blvd.

### FINAL DIMENSIONS

West Sidewalk | 4'3"

West Bioswale | 3'9"

Motor Vehicles | 12'

East Bioswale + Parking | 8'

East Multi-Use Trail | 10'

### LEGEND

- - - > Entrances + Exits
- Bioswales
- Crosswalk



# ZOOMED-IN PLAN VIEW OF PROJECT SITE

## Street-Slowing Strategy Complete Streets

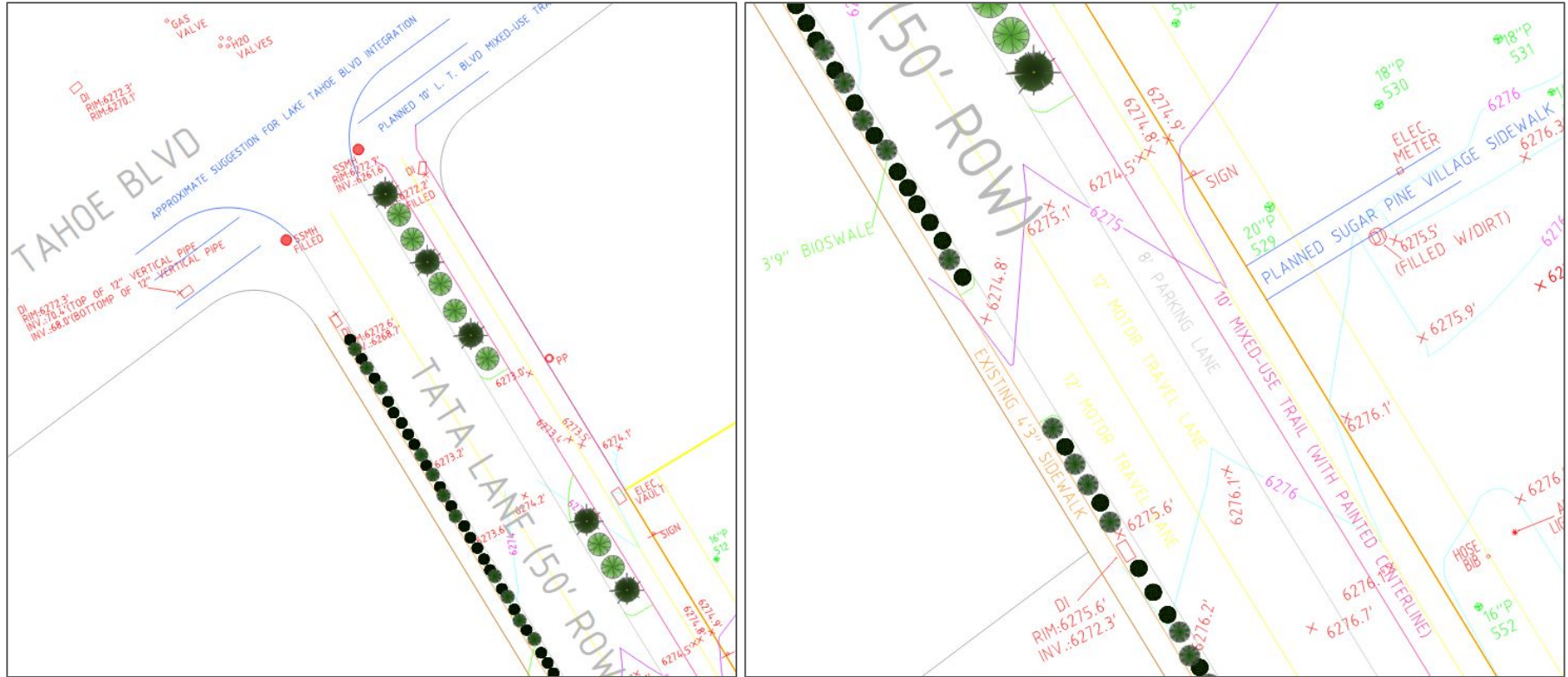
By introducing a stamped-asphalt crosswalk with crossing beacons, pedestrians can pass safely from one side of the street to the other without fearing oncoming traffic.

Motorists drive very quickly on Tata Lane because it opens up into a highway. This slow-street design will help mediate traffic coming to Tata Lane from Lake Tahoe Blvd and B Street.

We have overall narrowed the road by introducing a multi use trail and parking areas on the east side. In addition, the visual impact of the bioswales makes drivers more cautious about their speed while on this complete street.



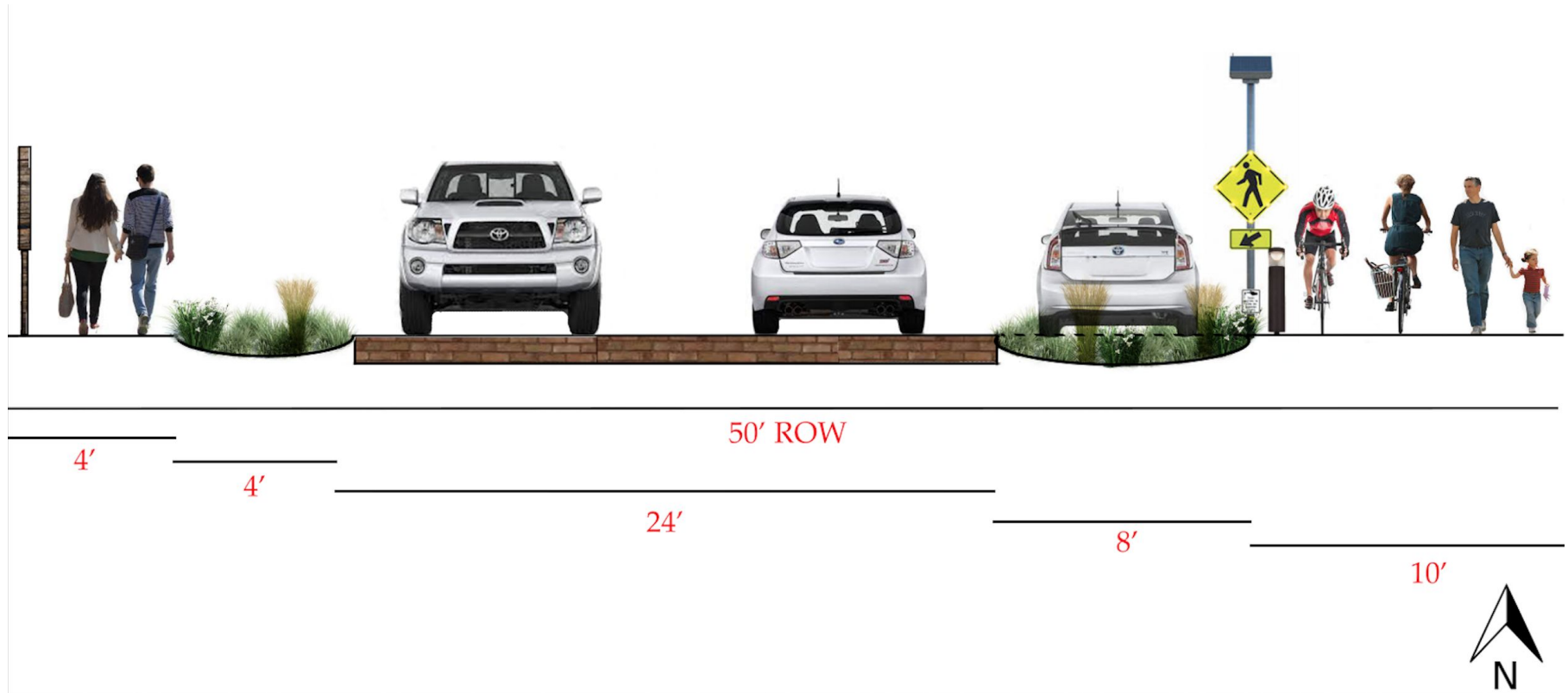
# ADDITIONAL PLAN DETAILS



# FINAL DESIGN | Plan View

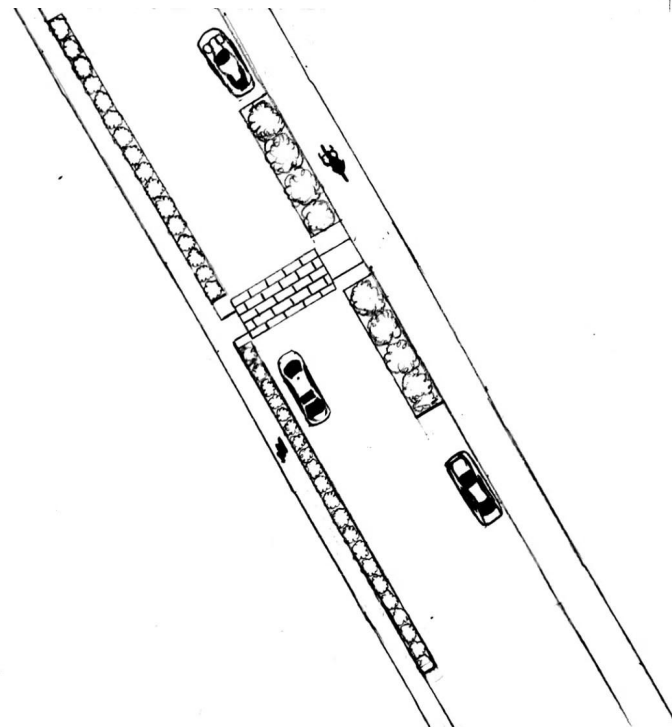
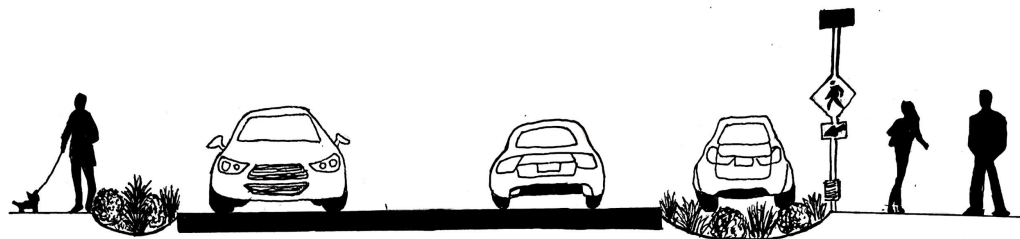
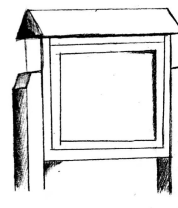


# FINAL DESIGN | Section View





# FINAL DESIGN | Hand Drawings



# TAHOE COMPLETE STREETS AUDIT

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- ✓ Our main focus will be the Tata Lane corridor. We are particularly interested in the trail between the residential area/Tata Lane and the Raley's. Our thoughts are, how do we appeal to the surrounding community/ neighborhood while also trying to mediate traffic flow along Tata Lane. Another area we are looking at, if time permits is the Transit Center.
- ✓ Seeing as how the main focus was Tata Lane, keeping traffic relatively slow on this street is a very important factor in the improvement of this corridor because we want people from one side of the street to be able to feel safe crossing over to the other side without worrying about oncoming traffic. A multi-use trail as well as a parking lot on the East side will also narrow the road and adding bioswales will make drivers more wary of speeding on the street. Our team looked through the best bioswale options for this environment as well as Lake Tahoe approved vegetation to really represent the effectiveness of this design. Because of the time and work that went into working on Tata Lane we unfortunately were unable to expand our efforts to the Transit Center. We approached these ideas in hopes that they will create a safer space and successfully calm traffic on Tata Lane.

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