

CHAPTER 6: IMPLEMENTATION PLAN

Implementation is by far the most challenging aspect of creating a successful active transportation network. Significant obstacles can include acquisition of right-of-way, securing construction and maintenance funding, designing projects that provide access for all roadway users, and meeting environmental standards. Partners must work together to find common ground on project designs, locations, and funding mechanisms. This chapter outlines the actions that partnering agencies should take to implement the goals and policies in Chapter 3. Benchmarks have also been listed that will help partners implement actions in a timely fashion. To assist in project development, Section 6.2 contains cost estimates that can be used as a resource when estimating full project cost. This can be helpful for grant applications, or when budgeting various funding sources (such as TRPA Air Quality Mitigation Fees) for project implementation. In section 6.3, the prioritized project list is explained, and can be found in Appendix H. Projects are prioritized based on criteria vetted by the BPTAC, the community, and best practices. This list should be utilized when partners decide where to focus staff time and funding. Finally, this chapter also includes funding strategies.



Kahle and Laura Drive Intersection. Photo: Mike Vollmer.

6.1 ACTIONS

SECTION 1: NETWORK DESIGN

Action 1.A: Public and private entities should continue to focus planning and funding efforts on the remaining priority projects that will connect a complete shared-use path around the lake.

Benchmark 1.A: At least one new project will be 100 percent designed and funded by 2018.

Action 1.B: TRPA/TMPO will supply guidelines on the design/build process for implementing entities to review when considering transportation-related projects. TRPA/TMPO will coordinate educational opportunities through webinars and workshops on the many design/build processes available. Implementing agencies will create a document that outlines their design/build process and make available for the community.

Benchmark 1.B: TRPA/TMPO will create guidelines and conduct one webinar by end of 2016. Complete street workshop will be held in November 2015. TRPA/TMPO will request implementing agencies submit design/build process and provide online for community by end of 2017.

Action 1.C: TRPA/TMPO will annually request betterment projects or maintenance plans (for appropriate time horizon) for all roadway improvement projects.

Action 1.D: TRPA/TMPO will continue to provide funding, monitoring, and conduct outreach for SRTS program and project implementation. TRPA/TMPO is available to provide assistance if requested. Local jurisdictions should also adopt SRTS plans and prioritize SRTS funding and implementation of associated engineering projects. Law Enforcement agencies should conduct enforcement activities around schools at the beginning of each school year.

Benchmark 1.D: TRPA/TMPO will continue to offer On Our Way grants for the remainder of 2015, school locations will be used as criteria for choosing monitoring sites, and outreach to all school districts to be completed by 2015. LTUSD will adopt SRTS Plan in 2015, CSLT and El Dorado County will adopt SRTS Plan in 2016 and review projects for inclusion on CIP list by 2018. Law Enforcement will implement enforcement and education activities by start of 2016 school year.

SECTION 2: FACILITY MAINTENANCE

Action 2.A: Local jurisdictions should continue current winter maintenance while using data to identify and seek opportunities to expand programs. Regional bikeways and SRTS projects should be prioritized for winter maintenance. TRPA/TMPO to monitor winter use patterns to help identify locations in need of winter maintenance and to research incentives to support winter maintenance programs.

Benchmark 2.A: Local jurisdictions will create or expand winter maintenance programs by 2019 if appropriate. Winter monitoring will begin by TRPA/TMPO in 2016. Formal requests will be made to state agencies for spring striping maintenance by end of 2016.

Action 2.B: Consistent with TRPA Code of Ordinances section 36.5.5, TRPA/TMPO will include a Maintenance Responsibilities Chart and Plan template as part of TRPA and local jurisdiction permit application packets (when appropriate), and ensure this information is located within permits. Minor

technical amendments may be necessary to Code section.

Benchmark 2.B: Template will be included into packet and technical amendments to Code completed by end of 2016.

Action 2.C: TRPA/TMPO will annually update jurisdictions on available Air Quality Mitigation funds. TRPA/TMPO will request that local jurisdictions submit five year plans with estimated project fund requests.

Benchmark 2.C: TRPA/TMPO will update EIP reporting process and update Code technical amendments to assist local jurisdictions, if necessary, by end of 2016.

SECTION 3: MULTI-MODAL CONNECTIONS

Action 3.A: TTD to continue to work in partnership with TRPA/TMPO and local jurisdictions on the corridor connection process. Community organizations and private entities will use data collected on bike parking location needs and either purchase and install or create programs to help increase bike parking. TRPA/TMPO is available to provide technical assistance and outreach on multi-modal connections. An example of such assistance could be a forum on first and last mile solutions that includes governmental and private entities. Local jurisdictions will address adequate bike parking needs by working with local property owners during project review process.

Benchmark 3.A: Corridor connection plans complete by end of 2017, TRPA/TMPO will work with local jurisdictions to set bike parking increase target by end of 2017, TRPA/TMPO will complete first and last mile forum by end of 2016, and local jurisdictions will have increased equitable parking facilities to appropriate target by 2018.

Action 3.B: Using TRPA/TMPO data, TTD will seek to increase bicycle carrying capacity on high-use routes by seeking additional funding and upgrading infrastructure to meet current standards and available technologies.

Benchmark 3.B: Bicycle carrying capacity increased by 2018.

SECTION 4: PROJECT IMPLEMENTATION

Action 4.A: TRPA/TMPO will facilitate the 2015 complete street workshop, develop next steps memorandum to guide responsible agency actions, and provide *Lake Tahoe Complete Street Resource Guide* to all implementing agencies. Local jurisdictions will adopt and/or update current policies if necessary and use guidance for all future projects.

Benchmark 4.A: TRPA/TMPO will conduct workshop in fall of 2015 and supply *Lake Tahoe Complete Street Resource Guide* by summer of 2016. Local jurisdictions will adopt and upgrade policies and processes by end of 2018. These updates will live in area plans, general plans, and engineering standard documents.

Action 4.B: TRPA/TMPO will update Code of Ordinances Section 36.5.2 to include all active transportation users. This Code section addresses standards for commercial, tourist accommodation, public service and multi-family residential projects. Language updates would include replacing “pedestrian circulation system” with “active transportation circulation systems.”

Benchmark 4.B: Code updated by end of 2016.

Action 4.C: TRPA/TMPO will include active transportation support and end-of-trip facilities questions and recommended standard conditions of approval in appropriate permit application packages and permit approval checklists for use by TRPA/TMPO and local jurisdictions.

Benchmark 4.C: To be updated by end of 2016.

Action 4.D: TRPA/TMPO will bi-annually update the Active Transportation Plan sections that analyze crash, health, and infrastructure data with assistance from partnering agencies.

Benchmark 4.D: Next update to occur in 2017.

Action 4.E: TRPA/TMPO will coordinate partnership meetings among local agencies that should work together to implement local projects. Meetings should take place twice annually, in the spring and fall of each year.

Benchmark 4.E: First meeting will be held in February 2016.

Action 4.F: TRPA/TMPO will work with local partners and advocacy groups to engage Lahontan and secure the Water Board's concurrence as to the merits of code provision 30.4.6.D.3 and discuss their approval of the necessary changes to Lahontan regulations to fully activate the TRPA Code provision in California.

SECTION 5: EDUCATION, ENCOURAGEMENT, EVALUATION, AND ENFORCEMENT PROGRAMMING

Action 5.A: All actions for this policy for the LTUSD are located in the *Lake Tahoe Unified School District Safe Routes to School Master Plan*. All other districts without a SRTS master plan should seek to assess current conditions, consider developing a SRTS master plan, or implement some of the recommended programming in the LTUSD SRTS Master Plan as appropriate for their schools. TRPA/TMPO should continue to offer support through funding and outreach for SRTS planning.

Benchmark 5.A: Program actions in LTUSD SRTS master plan implemented by end of 2016.

Action 5.B: Through the Bikeway Partnership, continue to coordinate wayfinding efforts and identify "Rules of the Trail" etiquette strategies that are consistent region-wide. Community organizations, private entities, and implementing agencies should work together to generate campaigns and signage to educate users.

Benchmark 5.B: Wayfinding implementation increased by end of 2016, "Rules of the Trail" considered and adopted, if appropriate, by Bikeway Partnership by mid-2016, and implemented by various agencies/organizations by end of 2017.

Action 5.C: TRPA/TMPO will bi-annually implement, act as a clearing house, and report on data collected through monitoring implementation. TRPA/TMPO will work with local and state agencies on securing and implementing permanent data collection infrastructure. TRPA/TMPO will consider expanding the monitoring protocol to include implementation of a Travel Diary and/or the

continuation of intercept surveys.

Benchmark 5.C: Monitoring reports will be released in January of every other year (next to be 2018). Permanent counting infrastructure to be implemented by end of 2016 and monitoring protocol to enter second phase by end of 2020.

Action 5.D: TRPA/TMPO will annually produce the Active Transportation Implementation Report as part of the TRPA Annual Report, and update the plan every four years.

Benchmark 5.D: Implementation report will be released in 2017, and Active Transportation Plan will be updated in 2020.

Action 5.E: Law enforcement agencies will utilize funding sources to increase enforcement and education programs that increase active transportation safety. For more information about how to accomplish this policy, please see Chapter 5.

Benchmark 5.E: On an ongoing basis, TRPA/TMPO will request enforcement agencies to submit information on when enforcement and education programs are conducted. This information will be included in TRPA/TMPO's Implementation Report.

6.2 BALANCING COST AND BENEFITS

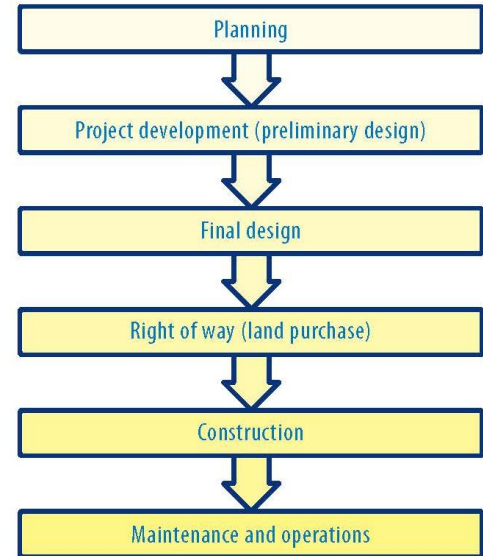
Implementation of the active transportation network incurs short and long terms costs, while also affording benefits to transportation users, the environment, and the community. To determine the potential effectiveness of a project in comparison to the cost, increasingly governmental agencies are conducting cost benefit analysis. This type of analysis compares potential benefits such as reduction in VMT, increased physical activity (health), and decreased crash incidence to total project cost. A variety of tools are available, such as the *California Active Transportation Program Benefit/Cost Tool*, which can be accessed on the Caltrans website. Cost/benefit tools are used for detailed analysis that quantifies data collected for specific projects. For high-level project prioritization, as is conducted for this plan, assessment of cost and benefits are conducted through the use of broad quantitative and qualitative criteria.



Sawmill Bike Path. Photo: Mike Vollmer.

Cost Estimates: Phase, Type, & Total Project Components

Project Phase: Implementation of the active transportation network involves many planning phases and sources of funding. Often, active transport facilities are included as parts of other projects, such as water quality improvements on the state highway system. When considering the full cost of projects, implementers must include all phases of work, including planning, design, environmental review, construction, and on-going maintenance. It is difficult to assess the cost of each phase, as it is highly dependent on project type, size and the amount of community outreach and environmental review. This is based on a variety of factors such as ease of implementation, right-of-way constraints, level of community support, and geography. Table 6-1 illustrates current cost estimates of annual maintenance by agency, and what those activities include.



Agency	Cost	Cost Unit	Description	Snow Removal
City of South Lake Tahoe	\$7,500.00	per mile per year	sweeping, clearing, striping, vegetation management, and crack filling	No
	\$9,500.00		Same as above, including snow blowing.	Yes
Douglas County	\$35,000.00	per year	trash removal, sweeping, vegetation management, seal and repair	No
	\$5,585.00		Snow removal (in some areas only)	Yes
El Dorado County	\$10,000.00	per year	Sweeping, striping, clearing, brushing, & sign replacement	No
Placer County	\$82,000.00	per mile per year	crack filling, vegetation removal, power washing	Paths = No Sidewalks = Yes
Washoe County	Not available			
Tahoe City Public Utility District	\$12,000.00	per year	Sweeping, crack sealing, vegetation trimming, minor repairs, etc.	No
North Tahoe Public Utility District	\$10,000.00	per year	Clearing, vegetation management, crack sealing	No

Table 6-1: Region-wide Agency Annual Maintenance Cost Estimates. Source: TMPO

Project Type: High-level, average costs are used to generate an overall estimated cost by project type, such as implementation of a Class I/shared-use path, or a sidewalk. These are rough costs based on historical local cost data, current project data, national research, level of improvement, and geographic considerations. For this plan, high-level costs are used as a criterion for determining project prioritization level (organized as high, medium, and low). Table 6-2 is used to determine high-level costs associated with projects in this plan.

FACILITY TYPE	ESTIMATED COST*	COST UNIT
Class III/Bike Route		
Signage	\$600.00	each
Sharrows	\$90.00	each
Class II/Bike Lane		
Striping only	\$5,000.00	Per Mile
Striping & Bike Lane Arrow	\$10,000.00	Per Mile
Class I/Shared Use Path		
New 10' wide paved trail on public land, already graded ROW with minimal site improvements necessary	\$475,000.00	Per Mile
New 10' wide paved path on public land, relatively flat ground with minimal site improvements, no major structures, and some grading required	\$580,000.00	Per Mile
New 10' wide paved path on public land, relatively flat ground with grading and drainage facilities, small walls, short stretches of board walk and or minor bridge structures, small trail head improvements (parking, restrooms)	\$1,500,000.00	Per Mile
New 10' wide paved path on public land, requiring substantial grading on steeper slopes, large wall sections, major bridge structures, major drainage improvements, new trail head facilities (parking, possibly restrooms)	\$3,000,000.00	Per Mile
Refurbished existing trail	\$250,000.00	Per Mile
Upgrade of existing trail to meet current standards	\$360,000.00	Per Mile
Pedestrian		
New Sidewalk (5ft)	\$240,000.00	Per Mile
New Sidewalk including Cub & Gutter	\$750,000.00	Per Mile
Refurbished Sidewalk	\$120,000.00	Per Mile
Crosswalk	\$550.00	each
*All costs include labor to install and purchase of necessary materials		

Table 6-2: Project Type High Level Cost Estimates. Source: TMPO

Detailed Project Components: A FHWA 2013 report conducted research on average infrastructure improvement costs nationwide. For the report, *Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public*, provides median and average prices for infrastructure improvements. These costs were generated by making over 1,700 cost observations. Though costs can vary depending on state, geography, or local regulations, the costs provided are robust estimates that can be used for project development and funding requests. More detailed cost information can also be found in Appendix A: *Lake Tahoe Complete Street Resource Guide*.



6.3 PROJECT PRIORITIZATION

TRPA/TMPO conducts high-level prioritization for all active transportation projects. Projects are assessed based on a variety of criteria, while also utilizing professional expertise. Projects are listed as high, medium, and low priorities. All **design-level high priority projects** are listed below, while the full prioritized list can be found in *Appendix H: Existing and Proposed Project List*. All of the projects that are ranked as “High” in the “Design” list should be included on the constrained project list in the Regional Transportation Plan if reasonably foreseeable revenues exist. Implementing agencies should use the prioritized list to assist in determining their project focus areas for their capital improvement plans. However, as Policy 4.7 states, “Projects should go forward, regardless of where they are on the priority list, when an opportunity or eminent loss of an opportunity makes implementation favorable or necessary.” Bike route projects and the east and west shore complete street improvement areas are not included in the prioritized list. Bike routes are low-cost solutions to closing gaps in the active transportation network and should be implemented when funds are available. The east and west shore complete street improvements are currently being explored through the corridor connection planning process and individual projects will be identified in 2017. At that time, individual projects will be added to the prioritized list.

Table 6-3: Design-Level High Priority Projects. Source: TMPO

Project Name	Lead Implementer	Stage	Description	Estimated Total Cost	Miles	Jurisdiction	Final Score
High Priority							
Nevada Stateline to Stateline Bikeway Phase 2 (Incline to Sand Harbor)	Tahoe Transportation District	Design	C-1 / Shared-Use Path	\$14,500,000.00	5.02	Washoe County	100
US Highway 50 Sidewalk or Shared Use Path Construction - Kingsbury Grade to Lake Parkway	Nevada Department of Transportation	Design	C-1 / Shared-Use Path	\$156,600.00	0.27	Douglas County	98.75
Al Tahoe Safety and Mobility Enhancement Project	City of South Lake Tahoe	Design	C-1 / Shared-Use Path	\$2,160,928.00	1.90	City of South Lake Tahoe	93.75
West Shore Bike Trail Extension & Improvements - Homewood	Tahoe City Public Utility District	Design	C-1 / Shared-Use Path	\$1,804,000.00	0.97	Placer County	92.5
South Tahoe Greenway Shared-Use Trail (Van Sickle to Sierra Blvd.)	California Tahoe Conservancy	Design	C-1 / Shared-Use Path	\$5,000,000.00	2.50	City of South Lake Tahoe	90
El Dorado Beach to Ski Run Boulevard Bike Trail	City of South Lake Tahoe	Design	C-1 / Shared-Use Path	\$2,200,000.00	0.82	City of South Lake Tahoe	88.75
South Tahoe Greenbelt (B Street, Winnemucca, South Avenue)	City of South Lake Tahoe	Design	Corridor Revitalization / Complete Streets	\$2,162,500.00	1.60	City of South Lake Tahoe	87.5
West Shore Bike Trail Extensions & Improvements - Sugar Pine to Meeks Bay	Tahoe Transportation District	Design	C-1 / Shared-Use Path	\$3,000,000.00	0.60	El Dorado County	87.5
Nevada Stateline to Stateline Bikeway Phase 1 (Stateline / Edgewood)	Tahoe Transportation District	Design	C-1 / Shared-Use Path	\$3,000,000.00	0.36	Douglas County	81.25
Nevada Stateline to Stateline Bikeway Phase 3 (Sand Harbor to Spooner Summit)	Tahoe Transportation District	Design	C-1 / Shared-Use Path	\$36,200,000.00	8.00	Washoe County, Carson City, Douglas County	78.75

Criteria

The criteria on the next page was updated from the 2010 Bike and Pedestrian Plan by the BPTAC. The same criteria are used for both planning and design level projects. However, two additional criteria were added for design-level projects, including “improvement of facilities” and “constructability.” Table 6-3 illustrates how criteria were applied. The Bike Trail User Model determined “estimated usage.” For more information on how the model is applied, please see two TRPA/TMPO generated documents: the 2009 study *Environmental, Economic, and Public Health Impacts of Shared Use Paths* and *Appendix K: Lake Tahoe Bicycle and Pedestrian Plan 2010 Use Estimation*. Both documents can be found on the TMPO website.



Photo: Mike Vollmer

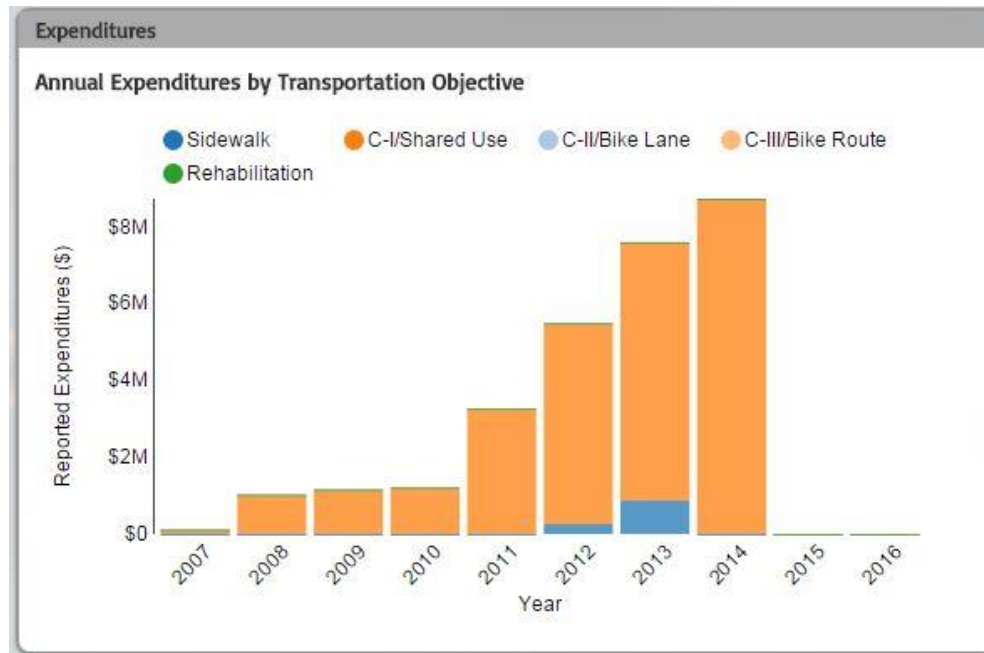
Table 6-4: Prioritization Criteria. Source: TMPO.

PROJECT PRIORITIZATION CRITERIA		
PLANNING-LEVEL PROJECTS		
The overarching goal of all criteria is to increase connectivity of the active transportation network		
Ranking Criteria	Weight	Evaluators should use professional judgement when ranking. Not all situations conform to the criteria below.
Gap Closure	20	Project closes a gap within the network between popular destinations such as schools, towncenters, tourist accommodation and residential bed base areas, recreation areas, and/or disadvantaged communities. If yes = 1; If no = 0
Estimated use	15	Based on the Lake Tahoe Bicycle and Pedestrian User Model. Over 1,500 estimated users per day = 1 pt. 1,000 to 1,500 = 0.75 pt. 500 to 1,000 = 0.5 pt. 100 to 500 = 0.25 pt. Less than 100 = 0.1 pt. Note: Destination connectivity is incorporated into this criterion through the model calculations.
Destination Connectivity	15	Provides a direct link between destinations (residential and tourist accommodation areas, recreational or commercial area) where either no, or only indirect routes exist. If yes = 1; If no = 0
Safety	20	Project will provide for increased safety for active transportation users while providing for the concept of complete streets. Project will mitigate user conflict, identified through public outreach, State and locally reported collisions, and known best practices in facility safety design. If yes = 1; If no = 0
Multi-Modal Connectivity	15	Project is within 1/4 mile of existing transit stops, routes, water transit, private shuttle services, or intercept parking lots/nodes. If yes = 1; If no = 0
Cost	10	Based on cost per mile of project Under \$100,000.00 = 1 pt. \$100,000.00 to \$500,000.00 = 0.75 pt. \$500,000.00 to \$1 Million = 0.5 pt. \$1 Million to \$3 Million = 0.25 pt. Above \$3 Million = 0 pt.
Economic Vitality	5	The project improves aesthetic value of location, making the area more walkable, bikeable, and livable. If yes = 1; If no = 0
TOTAL	100	
DESIGN-LEVEL PROJECTS		
Criteria are the same as for Planning-level projects, with addition of criteria below.		
Improves Facilities	10	Project upgrades a section not built to current standards or increases capacity ability, and/or project adds support facilities such as bike racks, benches, shelter, water, and wayfinding. If yes = 1; If no = 0
Constructability	20	Permitted or Permit Requested = 1 pt. Final Design = 0.75 pt. Environmental Review = 0.5 pt. Preliminary Design or Feasibility Study = 0.25 Feasibility Study = 0
TOTAL	130	

6.4 FUNDING STRATEGIES

Construction of the active transportation network at Lake Tahoe is a partnership between federal, state, and local agencies. Partners work together to combine funding sources and construction and maintenance responsibilities. Project expenditures are tracked by all agencies in the Region and are consolidated in the TRPA EIP Project Tracker, located online at www.conservationclearly.org/tracker. This helpful tool can segregate projects by infrastructure type, jurisdiction, funding source, and more.

Figure 6-1: Annual Expenditures by Transportation Objective. Source: EIP Tracker.



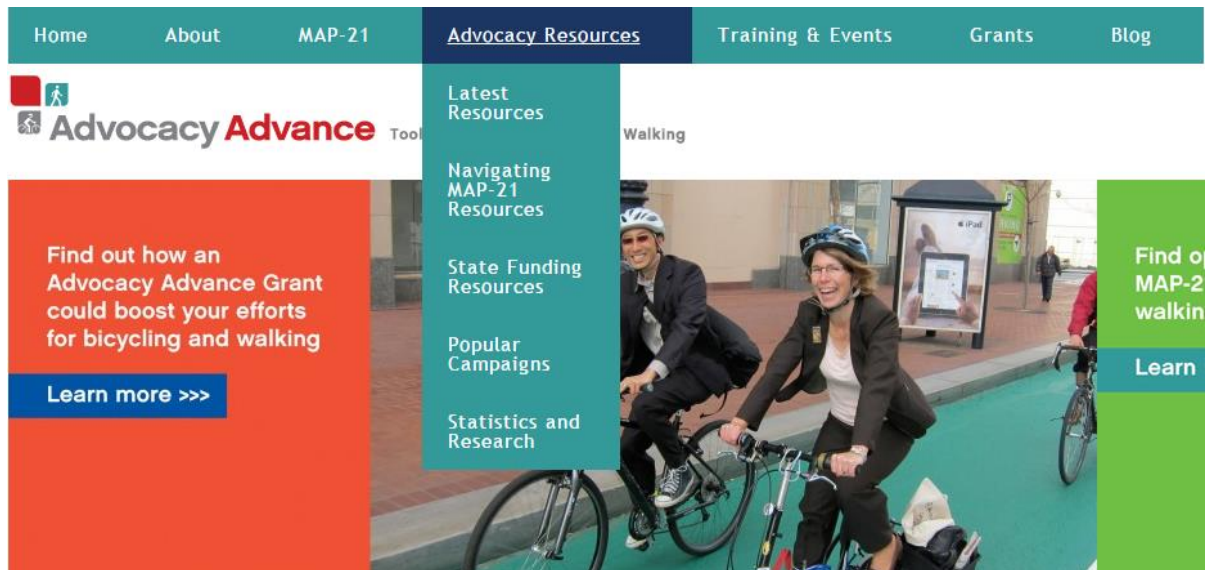
Between 2010 and 2014, an estimated total of over \$30 million funded the completion or rehabilitation of active transportation infrastructure at Lake Tahoe. This estimate is derived from the EIP tool and will become more accurate as jurisdictions continue to update information about their past projects. This cost does not include water quality projects that may have also added infrastructure such as bike lanes. Overwhelmingly, most expended funds constructed Class I / shared-use paths, as shown in Figure 6-1. Another estimated \$60 million in project investments are undergoing design and/or implementation and expected to be completed by 2020.

The existing network of 120 miles represents a substantial implementation and long-term investment. To add approximately 68 miles of high-priority facilities will require funding that surpasses \$150 million. The total cost of complete build out of the entire network as proposed is over \$230 million.

Funding Sources

Many projects will use federal and state funding sources made available through formula allocation methods, such as the Surface Transportation Program (STP). Some of the proposed network will be constructed using formula allocated funds as part of future development and roadway projects. However, a substantial portion of project implementation will rely on grant funds or other revenues.

Advocacy Advance (<http://www.advocacyadvance.org/resources>) tracks available funding sources and provides descriptions and infographics to help applicants understand how funding is allocated and the types of projects each source funds. Advocacy Advance also provides reports to help project applicants and advocacy groups secure funding to implement projects.



LIST OF FEDERAL, STATE, AND LOCAL GRANT PROGRAMS:

**Note: The below list is non-exhaustive, but is a starting point when researching possible grant opportunities.*

FEDERAL:

The federal government offers a wide variety of funding sources. Advocacy Advance provides a "Find It, Fund it! Tool" to connect people interested in getting infrastructure or other programs funded with all potential federal funding sources.

Find it here: <http://www.advocacyadvance.org/MAP21/finditfundit>.

The FHWA also offers a very helpful website that lists all funding opportunities and eligible project components on their website:

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

Specific program requirements must be met and eligibility must be determined on a case-by-case basis. For example: Transit funds must provide access to transit; Congestion Mitigation and Air Quality Improvement Program (CMAQ) must benefit air quality; Highway Safety Improvement Program (HSIP) projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem; NHPP must benefit National Highway System (NHS) corridors; RTP must benefit trails; the Federal Lands and Tribal Transportation Programs (FLTTP) must provide access to or within federal or tribal lands.

Highway Safety Improvement Program (HSIP)

HSIP are federal funds that are administered by State departments of transportation. The purpose of the Highway Safety Improvement Program (HSIP) is to significantly reduce traffic fatalities and serious injuries on public roads, including non-state-owned public roads and roads on tribal land. HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves safety for its users.

CALIFORNIA:

Active Transportation Program

The Active Transportation Program is designed and developed to promote bicycle and pedestrian projects that support SB 375 goals and to bring additional funding to these projects. The Active Transportation Program consolidates four existing programs into a single program, providing approximately \$129.5 million in funding per grant cycle. The program will be funded from a combination of federal and state funds. The four programs that were consolidated are the federal Transportation Alternatives Program, federal and state Safe Routes to Schools programs, and the state Bicycle Transportation Account program.

Metropolitan Planning Organizations (MPOs) with a population over 200,000 receive 40 percent of the ATP funds for sub-allocation. Fifty percent of Active Transportation Program funds are administered via a statewide competitive program. Small urban and rural areas are guaranteed at least 10 percent of the funds within the statewide program. Disadvantaged communities are guaranteed at least 25 percent of the entire program's funding.

Systemic Safety Analysis Report Program (New)

The Systemic Safety Analysis Report Program will enable local agencies to apply a more comprehensive approach to their safety programs and provide them the opportunity to include a systemic proactive approach for evaluating their local roadway systems. When the SSAR's funded by this program are complete, local agencies will be encouraged to use the results documented in the SSAR to address safety issues on their local roadway networks and help prepare future HSIP applications.



Wildwood. Photo: Mike Vollmer.

NEVADA:

Complete Streets Program

Enacted in 2013, this program promotes the retrofitting of streets or highways that are under the jurisdiction of the board of county highway commissioners for the primary purpose of adding or significantly repairing facilities which provide street or highway access considering all users, including, without limitation, pedestrians, bicycle riders, disabled persons, persons who use public transportation, and motorists. Nevada counties must adopt a complete street policy to access the funds, which are generated by donations to Nevada Department of Motor Vehicles.

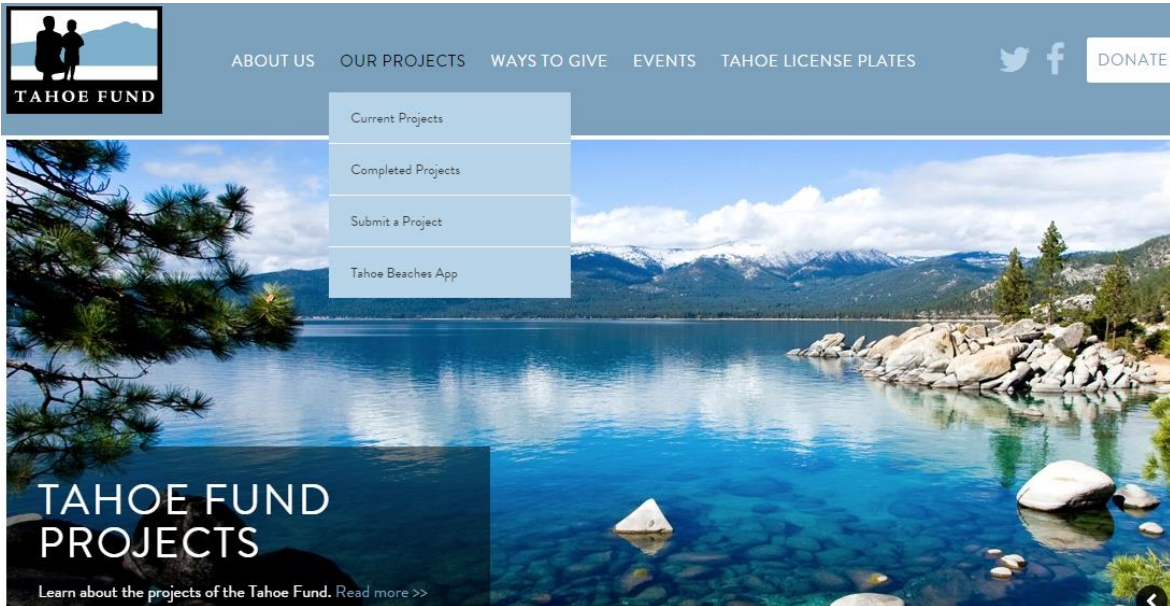
Bicycle/Pedestrian Safety Education Program

This program provides safety education funding to local jurisdictions and programs in Nevada. The funds are generated from driver's license fees.

TAHOE-SPECIFIC:

Tahoe Fund

The Tahoe Fund inspires the private community to support environmental improvement projects that improve watersheds and lake clarity, enhance outdoor recreation, and build a greater sense of stewardship in the Tahoe Basin.



TRPA/TMPO On Our Way Grant Program

The purpose of the program is to help Lake Tahoe communities identify neighborhood-level transportation and community improvements to meet region-wide sustainability goals of:

- creating walkable, mixed use centers
- encouraging biking, walking, and transit use
- supporting economic vitality
- reducing impacts to the environment

Local jurisdictions, non-profit organizations, educational institutions, other formalized community groups, and government agencies are eligible to apply. The products of the On Our Way program will inform the Regional Transportation Plan Update, the Regional Plan, area plans, and other local and regional plans or codes, and are intended to lead to construction of capital improvements or the approval of new policies and programs.

North Lake Tahoe Resort Association (NLTRA):

The NLTRA supports active transportation projects in North Tahoe through its capital investment program. The program uses Transient Occupancy Tax funding to help pay for projects that are in conformance with the NLTRA's strategic goals and the North Lake Tahoe Tourist Development Plan.

NATIONAL NON-PROFIT:

People for Bikes Community Grant Program

This program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. Visit the grants awarded database for examples of funded projects.

THANK YOU!

Thank you to all project partners, community members, and elected officials, for your continued support promoting and building active transportation infrastructure at Lake Tahoe. This plan illustrates our progress in the Lake Tahoe Region and provides a vision for our continued success. Together, we can continue to support innovative complete street projects that improve the mobility and safety of all roadway users. And for those about to actively transport: We salute you!



Logan Shoals. Photo: Tom Lotshaw

linkingtahoe.com

View the plan online at: tahoempower.org/activetransportationplan

