Appendix B
2015 Community Outreach Report

Tahoe Metropolitan Planning Organization

TAHOE REGIONAL PLANNING AGENCY

2015 COMMUNITY OUTREACH REPORT

TAHOE METROPOLITAN PLANNING ORGANIZATION
TAHOE REGIONAL PLANNING AGENCY

lake Tahoe

December 2015

2015 COMMUNITY OUTREACH REPORT

December 2015

Tahoe Regional Planning Agency
Tahoe Metropolitan Planning Agency

ACKNOWLEDGMENTS

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GLOSSARY OF ACRONYMS, ABBREVIATIONS, & TERMS

Active Transportation: A means of transportation that is powered by human energy, such as biking and walking.

Cafecitos: Parent Teacher Association meetings held at elementary schools for Spanish-speaking parents.

Car Share: A method of renting a car by hour or by day, usually inclusive with a membership.

Commonality: A term used in the Active Transportation Plan Survey referring to how frequently different survey respondents identified the same location as functioning well or in need of improvement.

Commuters: People who live outside of the Lake Tahoe Region, but commute to work or school in Lake Tahoe.

Commuter Bicyclist: People who mostly bike to get to places like work, school, or shopping.

Competitive Cyclist: People who bike mostly for training in competitions.

Full-Time Residents : People who live in the Lake Tahoe Region year-round.

Improvements: A term used in the Actrrive Transportation Plan Survey referring to specific locations or intersections that are in need of infrastructure updates to better accommodate all travel modes.

Mountain Biker: People who mostly ride on mountain bike trails, but sometimes use the street network to get to their trail destination.

Multi-Modal: Transportation that involves various methods of travel, such as using public transit, and a bicycle for one trip.

NHP: Nevada Highway Patrol

TNT TMA: Truckee North TahoeTransportation Management Association

NTEEC : North Tahoe Environmental Education Coalition

Recreational Bicyclist: People who mostly bike for fun and/or exercise.

Seasonal Residents: People who split their time living in Lake Tahoe and elsewhere throughout the year.

Signalized Intersection: An intersection that contains a light signal or a signalized crosswalk.

STEEC: South Tahoe Environmental Education Coalition

SWITRS: California Statewide Integrated Traffic Records System

TAMBA: Tahoe Area Mountain Biking Association

TART: Tahoe Area Regional Transit

TMPO : Tahoe Metropolitan Planning Organization

TRPA: Tahoe Regional Planning Agency

Unsignalized Intersection: An intersection where neither a light signal nor a signalized crosswalk is present.

Visitors: People who travel to Lake Tahoe several times a year.

INTRODUCTION

In early 2015, the Tahoe Regional Planning Agency (TRPA)/Tahoe Metropolitan Planning Organization (TMPO) conducted extensive outreach throughout Lake Tahoe and its surrounding areas to gain public input on the existing and future active transportation network. Outreach efforts included community gatherings, association presentations, informational booths at events, and a survey that was available both online and in hard copy format from March 2015 through June 2015. Outreach collected feedback that clarified current active transportation trends, location specific needs, and qualitative crash data to supplement law enforcement reporting. Additionally, community members provided feedback on the types of infrastructure users are interested in seeing constructed in Lake Tahoe, and gave guidance on goals and priorities for projects.

TRPA/TMPO marketed the multiple input opportunities through flier distribution, advertisements in print and online newspapers, social media, organization listserves, and targeted mailings. Materials such as brochures, posters, and magnets were generated and distributed to the public through these many forums.

TRPA/TMPO sought to reach a wide variety of demographics throughout the Region. Because the Latino community makes up over 20% of the total regional population[1], TRPA/TMPO translated all outreach materials into Spanish, offered translation services at community gatherings, attended Spanish speaking Parent Teacher Association (Cafecitos) meetings at 3 different elementary schools, and hired Vaca Consulting to conduct door to door outreach in the North Shore. Vaca consulting collected over 100 surveys from the Latino community.

The Lake Tahoe Region supports a healthy culture of bicyclists and pedestrians who use active transportation networks for recreation, competition, and every day errands and commute. As the Region continues to focus on improving multi-modal transportation options, understanding users—who they are, how they act, what their needs are, and why is critical. Comprehensive public participation from community members and agency stakeholders is the backbone of

Nevada Stateline to Stateline Bikeway

Photo: Mike Vollmer

a successful Active Transportation Plan. The information found in this report will assist in creating a user-friendly, convenient, and safer active transportation network. This analysis will help to meet the Regional Transportation Plan's vision of an innovative multi-modal transportation system that encourages shifts in travel patterns from single occupancy vehicles to walking, biking and transit.

[1]*Tahoe Basin Census Trend, August 2013*

SECTION 1: SURVEY RESULTS

DESCRIPTION

TRPA/TMPO released The Active Transportation Plan Survey to collect and analyze community generated data on the Lake Tahoe regional bike and pedestrian network. The survey sought to understand current mobility patterns, multi-modal connections, and identify specific locations within the network that are working well, or are in need of improvements. The survey also included questions about crash history, which was discovered through stakeholder meetings to be under-reported by law enforcement due to non-reporting, staff capacity and technological constraints. The data collected also identifies the reasons users feel comfortable or uncomfortable on current infrastructure, and the types of infrastructure that would encourage increased use. This information is intended to support user friendly, community supported, and better funded implementation.

The Active Transportation Plan Survey released to the public on March 9th, 2015, and closed June 30th, 2015. The survey was available online at www.tahoempo.org/atpsurvey in both English and Spanish, and printed and available in hard copy at community workshops and other local events and presentations. The survey was also administered to the North Lake Tahoe Latino community through door to door facilitation by Vaca Consulting. TRPA/TMPO advertised the availability of the survey through online and print newspapers, advocacy and governmental list serves, social media, and flyers around the Region.

Demographics

According to 2010 census data, approximately 55,000 residents live in the Lake Tahoe Region. A total of 662 survey responses were recorded. Survey respondents were asked to identify their Lake Tahoe residency status and provide a home zip code. The distribution of survey respondents' residency status is displayed in Figure 1.

Figure 1: Residency Status. Source: 2015 ATP Survey
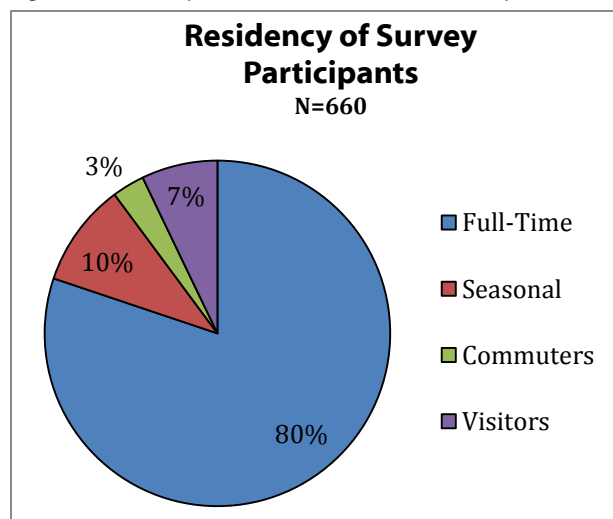
Full-time residents are people who live primarily in the Lake Tahoe Region year-round. **Seasonal residents** are those who split their time living in Lake Tahoe and elsewhere throughout the year. **Commuters** are people who live outside of the Region but commute to work or school in Lake Tahoe. **Visitors** are people who travel to Lake Tahoe for vacation.

The age of survey respondents are representative of the 2010 census regional demographics, as shown in Table 1 and Figure 2 below. Additionally, more women than men participated in the survey, though not by a large margin.

Table 1: 2010 Regional Age Distribution. Source: Census 2010

2010 Lake Tahoe Age Distributions	
Age	**Percent of Lake Tahoe Residents**
Under 18	20%
19-24	8%
25-34	15%
35-54	29%
55-64	16%
Older than 64	12%
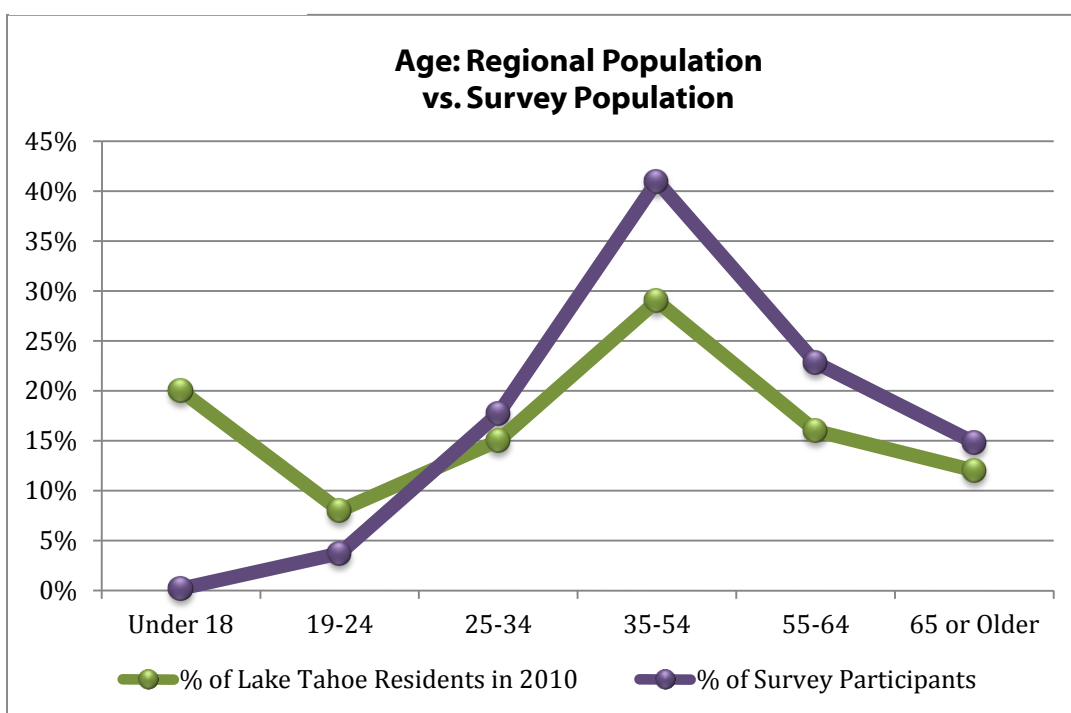
Figure 2: Regional vs. Survey Population Age Distribution. Sources: Census 2010, 2015 ATP Survey

According to census data, the majority of Lake Tahoe residents live on the South Shore, making up 65% of the total regional population. Of the total full-time residents who took the survey, 46% live on the South Shore and 54% live on the North Shore. Table 2 compares percentages of community members living in areas of the Region, to percentages of survey respondents reached in those communities.

Lake Tahoe Community	Percent of Total Lake Tahoe Population in 2010	Percent of Full-Time Survey Respondents Living in Community in 2015
North Lake	**35%**	**54%**
Homewood	1.3%	0.4%
Tahoe Pines/Sunnyside	1.7%	0%
Tahoe City	1.6%	4.6%
Lake Forest/Dollar Hill	2.3%	7.3%
Carnelian Bay	2.4%	2.5%
Tahoe Vista	3.1%	6.8%
Kings Beach/Brockway	6.3%	11.2%
Crystal Bay/Incline Village	16.3%	21.2%
South Lake	**65%**	**46%**
South Lake Tahoe	44%	30.9%
Meyers/Hope Valley/Luther Pass	9.6%	1.2%
Westside El Dorado/Tahoma	1.8%	1.9%
Glenbrook/Kingsbury/E. Shore Douglas	9.6%	12%
TOTAL:	**100%**	**100%**

TRPA/TMPO conducted thorough outreach to distribute the survey to residents, commuters, and visitors in every community in and surrounding Lake Tahoe. In addition, 107 participants took the survey in Spanish. Although the online survey was offered in Spanish, all completed Spanish surveys were conducted in hard copy through door to door outreach or through attendance at Cafecitos meetings in South Lake Tahoe. The Spanish hard copy surveys were distributed throughout Latino communities in Tahoe Vista, Kings Beach, and Incline Village. Just over 16% of the surveys were completed in Spanish, while 20% of Lake Tahoe's population is Latino.[1]

Snow Creek Restoration Project

Photo: Tom Lotshaw

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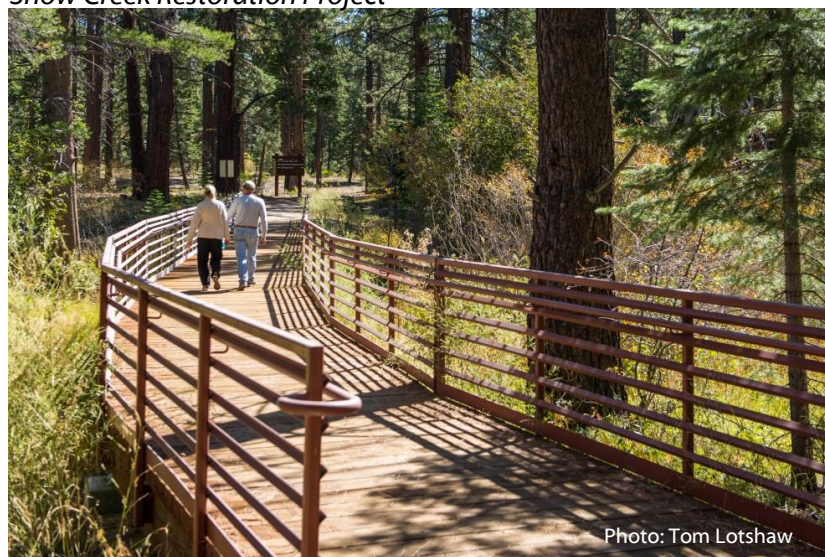
[1] *Tahoe Basin Census Trend, August 2013*

Figure 3: Latino Community Outreach, North Shore
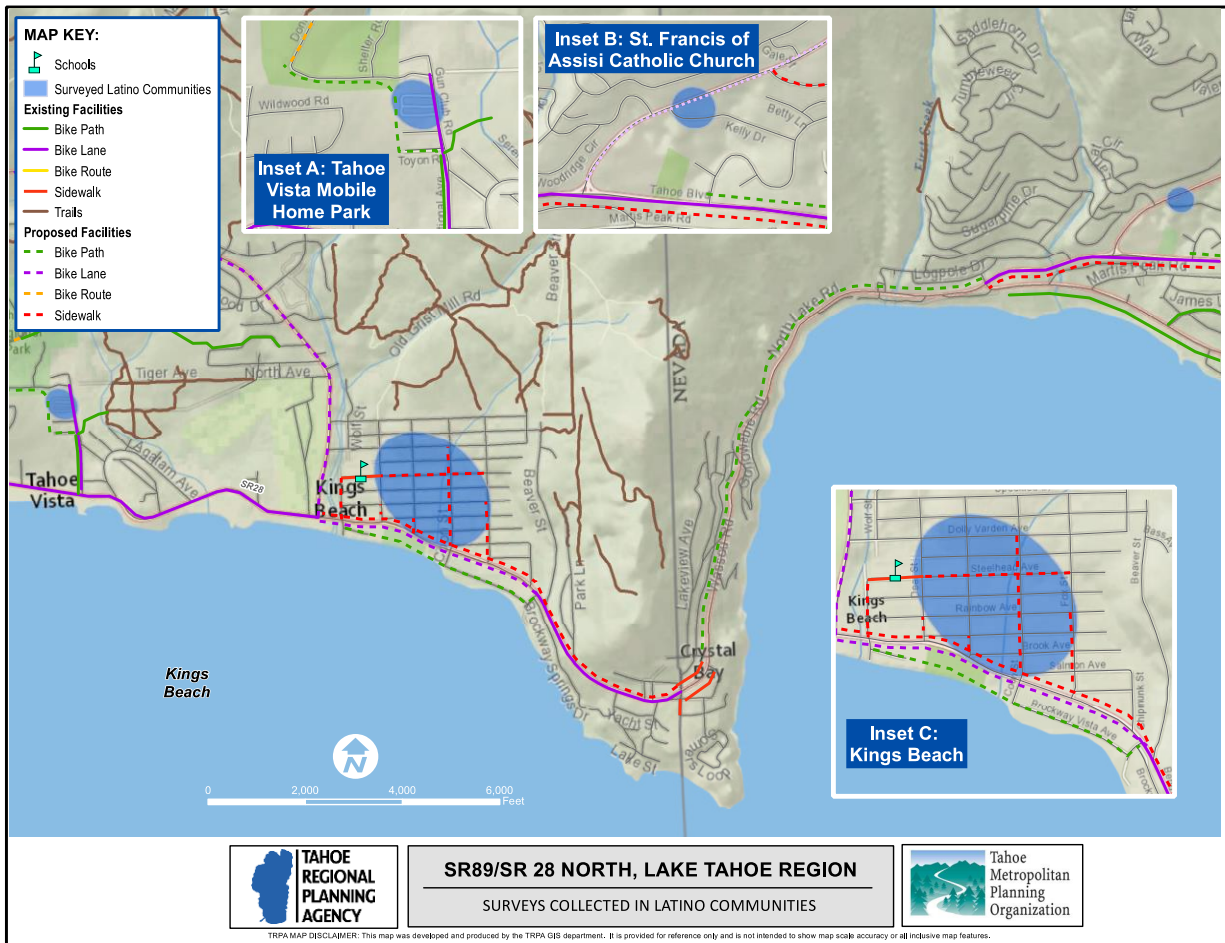
In 2010, the median household income of Lake Tahoe residents was $60,833 per year. Average household size and annual income of survey respondents are captured in Figures 4 and 5 below.

Figure 4: Annual Income of Survey Respondents. Source: 2015 ATP Survey

Annual Income of Survey Respondents
N=607
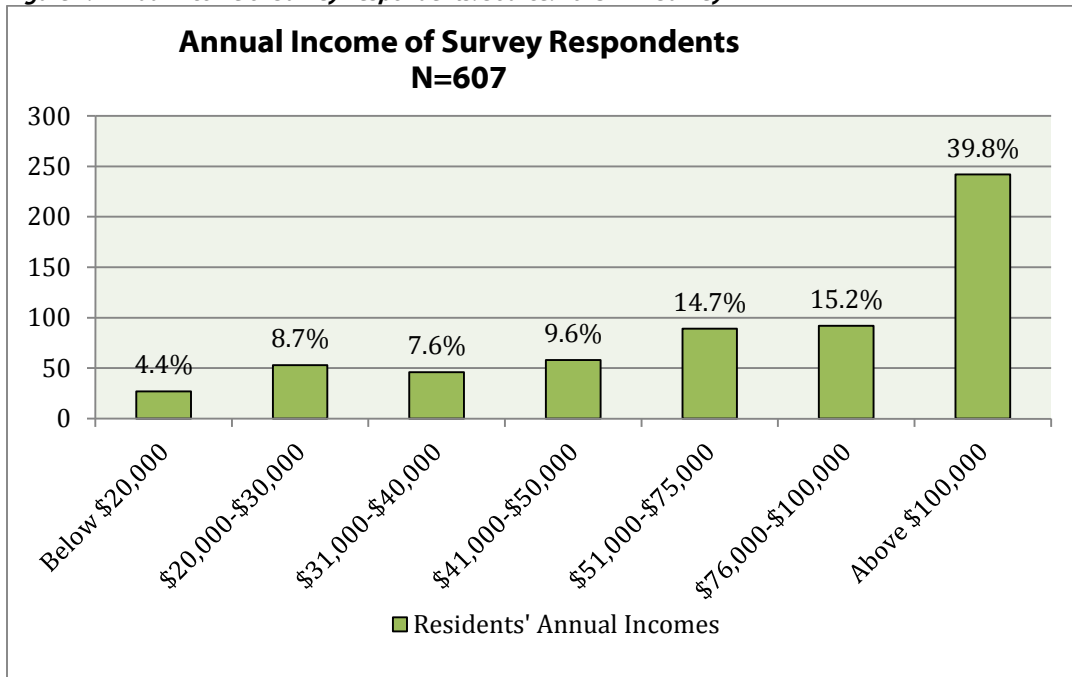
Figure 5: Income Level & Household Size. Source 2015 ATP Survey

Income Level and Family Household Size
N=605
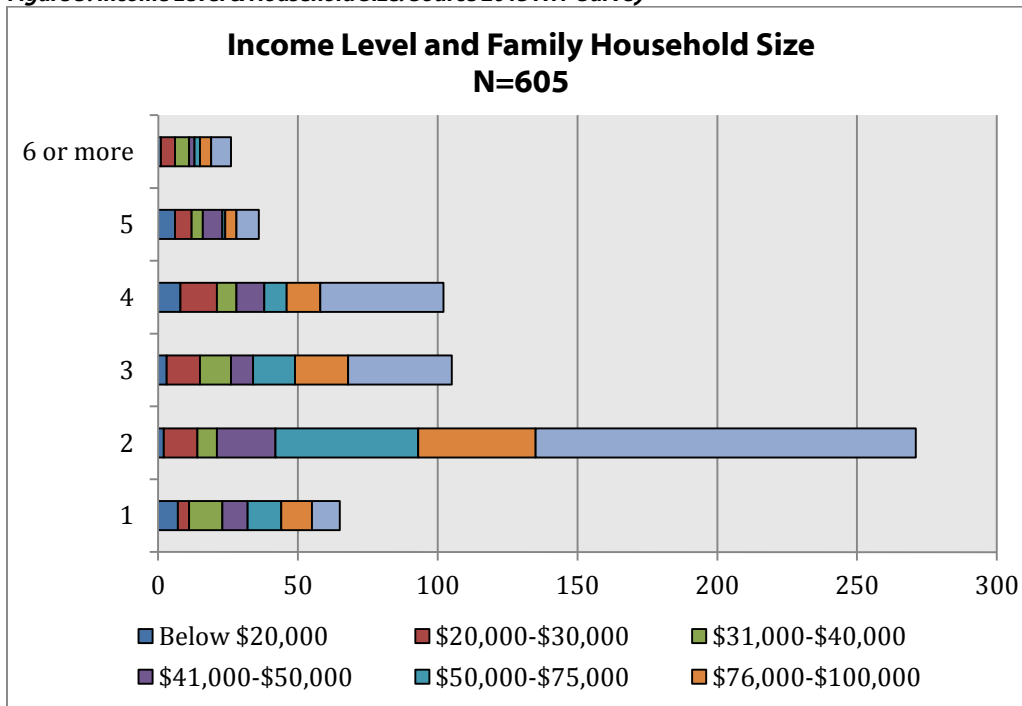
Travel Modes

When asked about typical daily travel methods, respondents overwhelmingly travel by car, with walking and biking relatively equal as shown in Figure 6. Respondents were able to choose all the methods they use, thus they could indicate that they use all different types of methods depending on the occasion. When asked about their typical and preferred travel methods, respondents answered as shown in Figure 7 and Figure 8 on the next page.
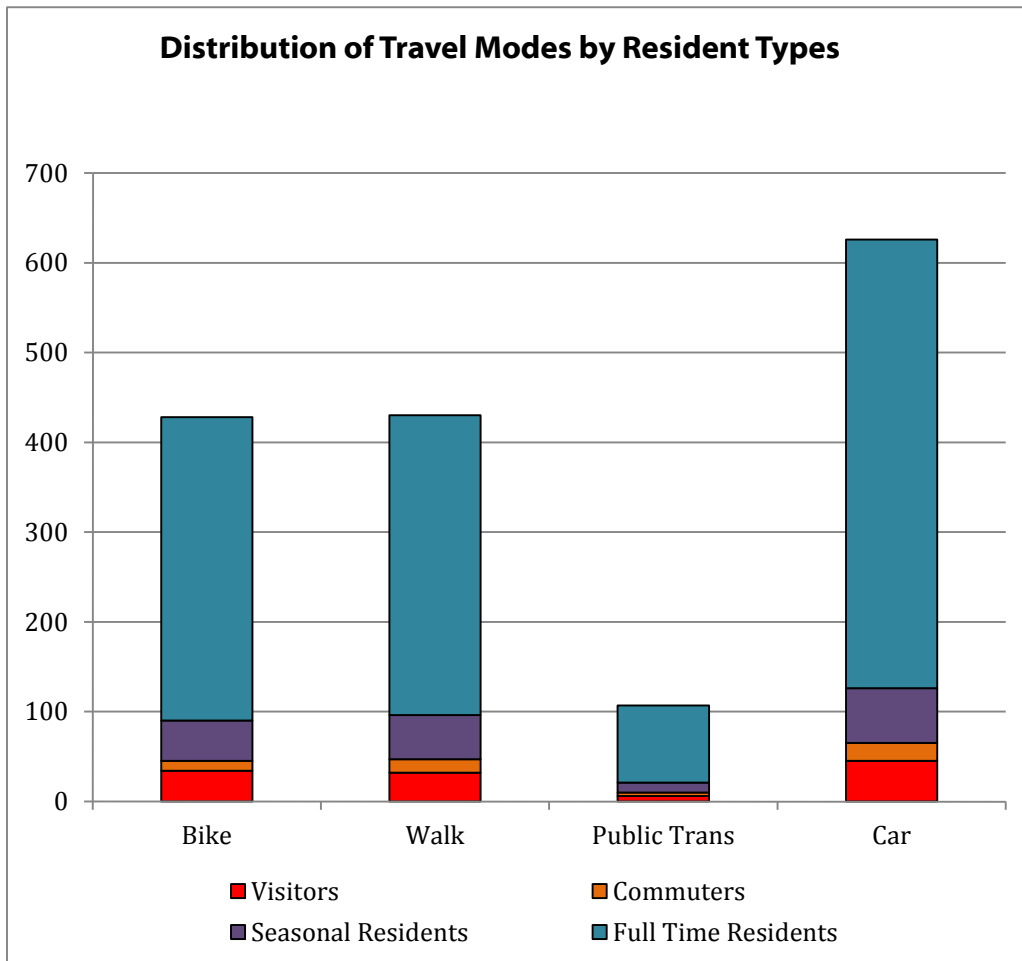
Figure 6: Typical Daily Travel Methods. Source: 2015 ATP Survey

Typical Travel Modes
N=656
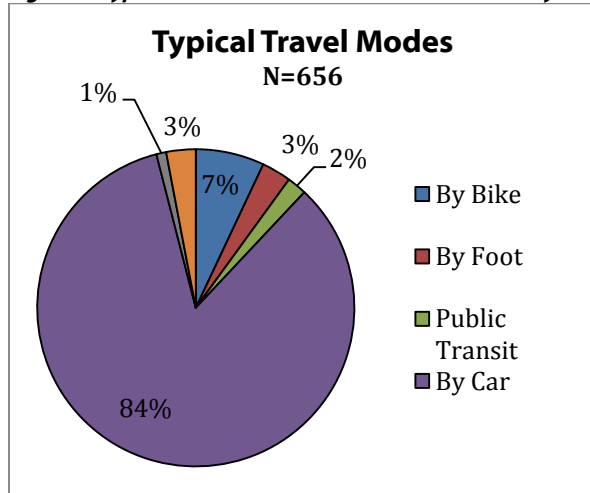
Preferred Travel Modes
N=645
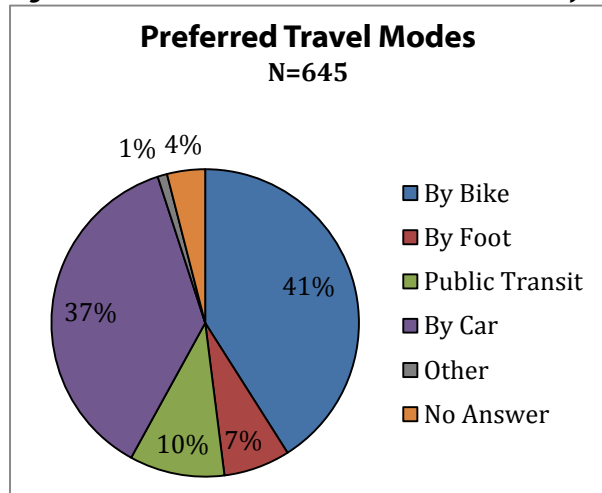
While the majority of respondents typically travel by car year round, only 37% prefer to travel by car. More people prefer to travel by bike (about 41% of all survey participants). Of the survey respondents, 23% reported biking with their children, 28% do not bike with their children, and 42% reported they are not a parent. The survey did not ask respondents why they do not travel typically by their preferred method, which would be useful information. It can be assumed from these results that if safe and convenient active transportation infrastructure were available, respondents would be much more likely to choose active modes.

Respondents were asked to identify the "type" of bicyclist they consider themselves, if they bike in Tahoe. Respondents were only allowed to choose one category.

- **Recreational:** Mostly bike for fun or exercise
- **Commuter:** Mostly bike to get to places like work, school, or shopping
- **Competitive cyclist:** Mostly bike for training in competitions
- **Mountain biker:** Mostly ride on mountain bike trails, sometimes using the street network
- Rarely ride

Figure 9: Distribution of Lake Tahoe Bicyclists. Source: 2015 ATP Survey

Lake Tahoe Bicyclist Types
N=649
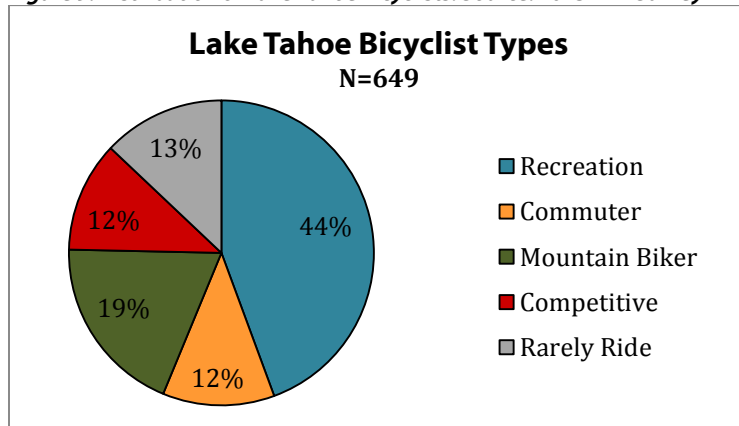
Respondents were also asked how often they bike. Biking frequency is displayed in Figure 10. Of the bikers who listed their biking frequency, over 75% claimed to bike either once a week or once per day.

Figure 10: Biking Frequency. 2015 ATP Survey
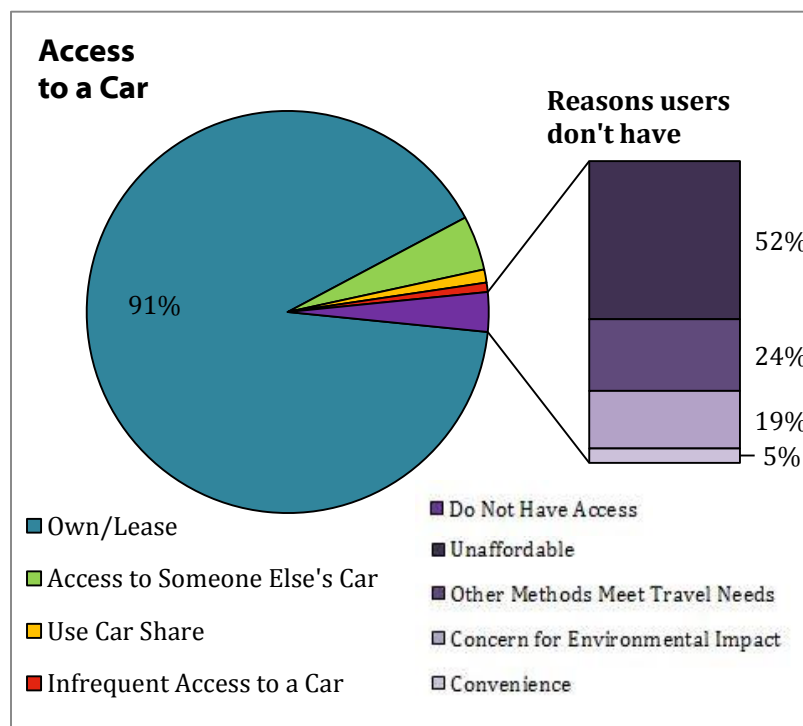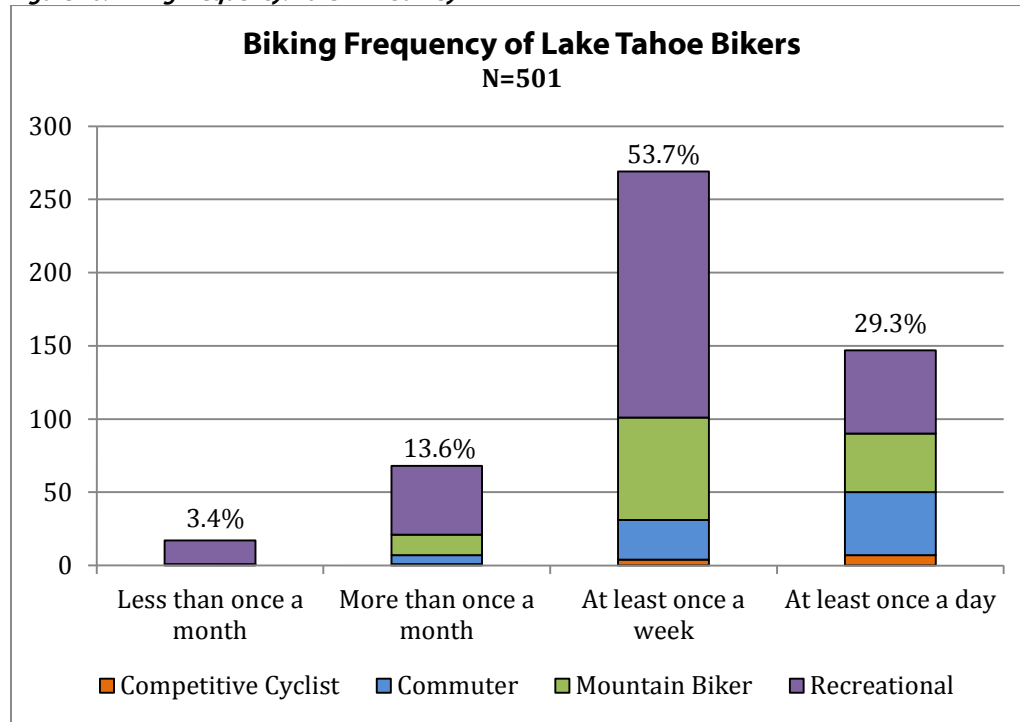
To understand how much of the Lake Tahoe population is dependent on public transit or the active transportation network to conduct daily travel needs, the survey asked respondents whether or not they have access to a car. Of all 662 responses, 600 (90.6%) people own or lease a car, and 56 (8.5%) do not own a car, but usually have some access to one. For respondents who said they did not have access to a car, the most common reason cited was unaffordability. Figure 11 depicts respondent access to a car.

Figure 11: Access to a Car. Source: 2015 ATP Survey

Multi-Modal Connections & Facilities

Increasing and supporting multi-modal connections is a major goal for the Region. To identify if visitors are willing to use transit if readily available, they were asked whether or not they use public transit when located at their primary residence. Of the 47 total visitors who took the survey, 10 use public transportation while at their primary residence.
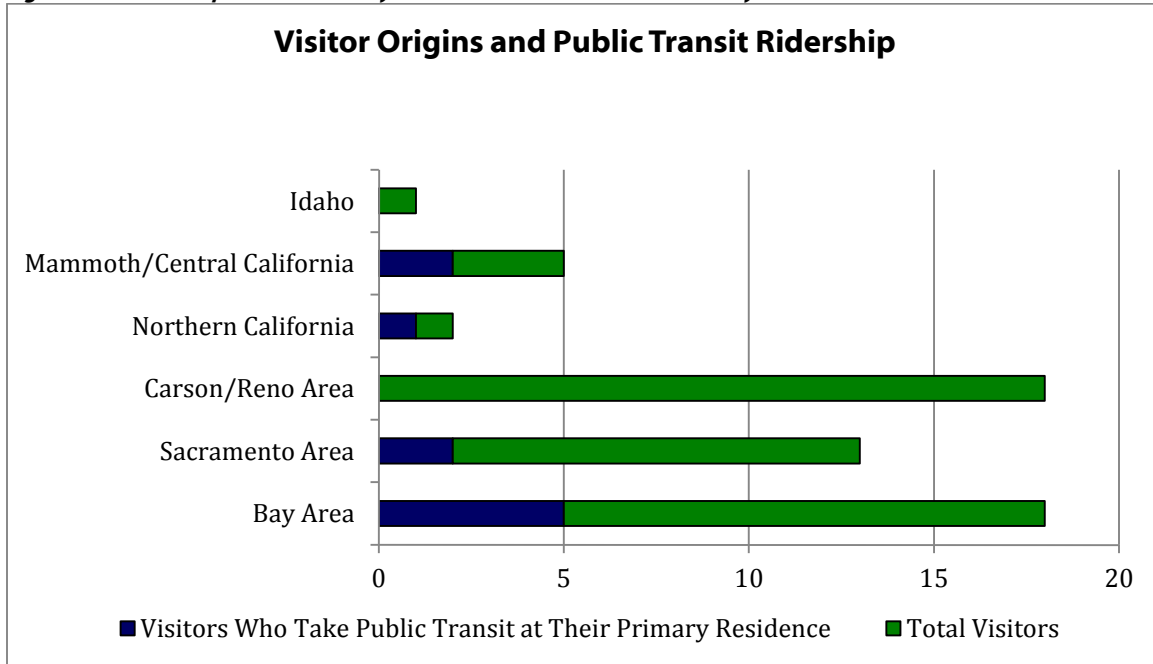
To help identify which transit routes currently have the highest use in combination with bicycle commuting, survey respondents were asked whether or not they used public transit in combination with bicycles while in the Lake Tahoe Region. 104 out of the 662 respondents answered affirmatively. Income and age distributions of these 104 people are displayed in Figure 13. Route ridership in combination with bike ridership is displayed in Figure 14.

Age & Income Distribution of People who use Transit with their Bikes in Lake Tahoe
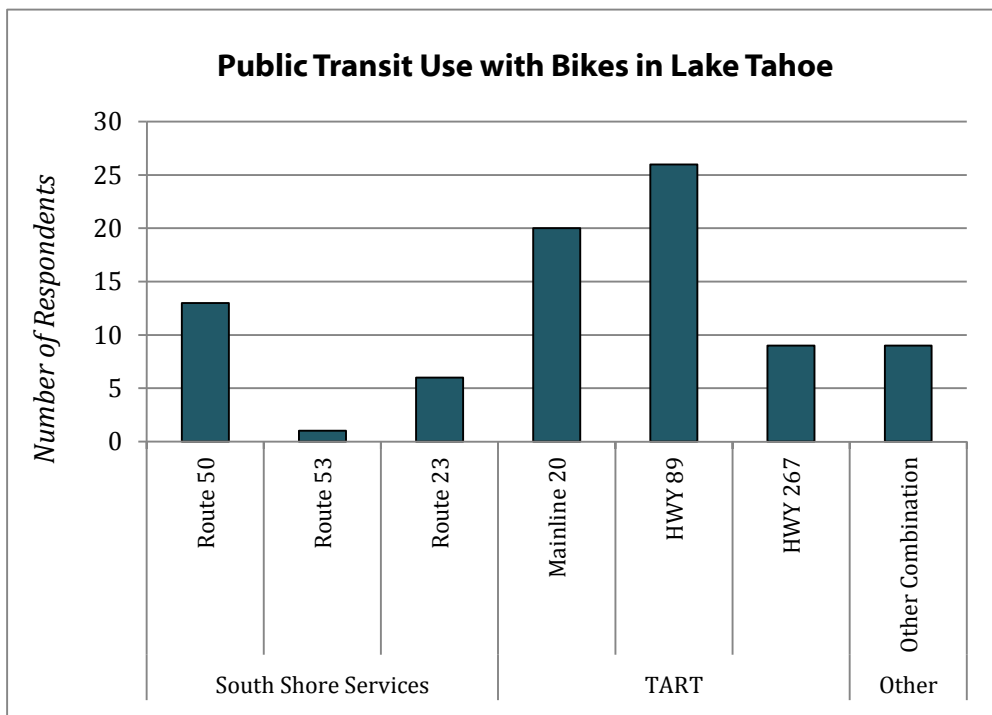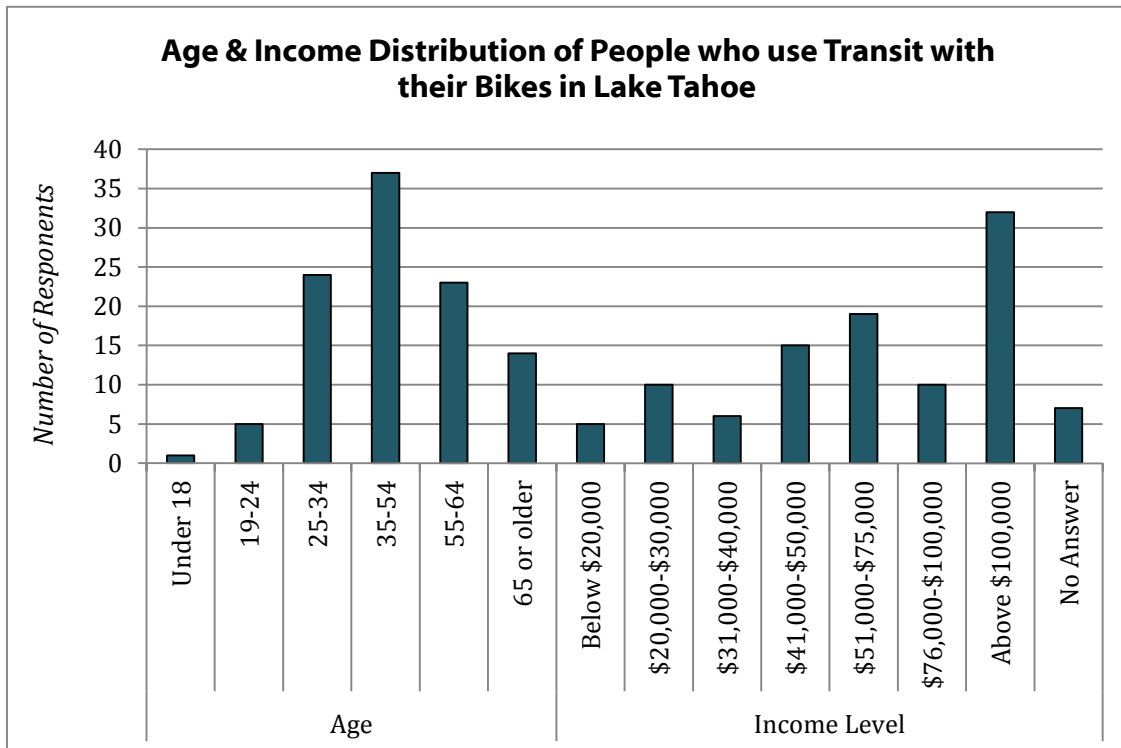
Figure 14: Public Transit in Combination with Bike. Source: 2015 ATP Survey

Figure 15 illustrates how survey respondents answered when asked how often buses have rack space available for their bikes.

Figure 15: Rack Space Availability. Source 2015 ATP Survey

Rack Space Availability on Buses
N=86

Bus Routes that Seldom have rack space available

23%

11%

44%

22%

- Always
- Often
- I don't know
- Seldom

- So. Shore Route 23
- So. Shoure Route 50
- TART Hwy 267
- TART Hwy 89
- TART Mainline
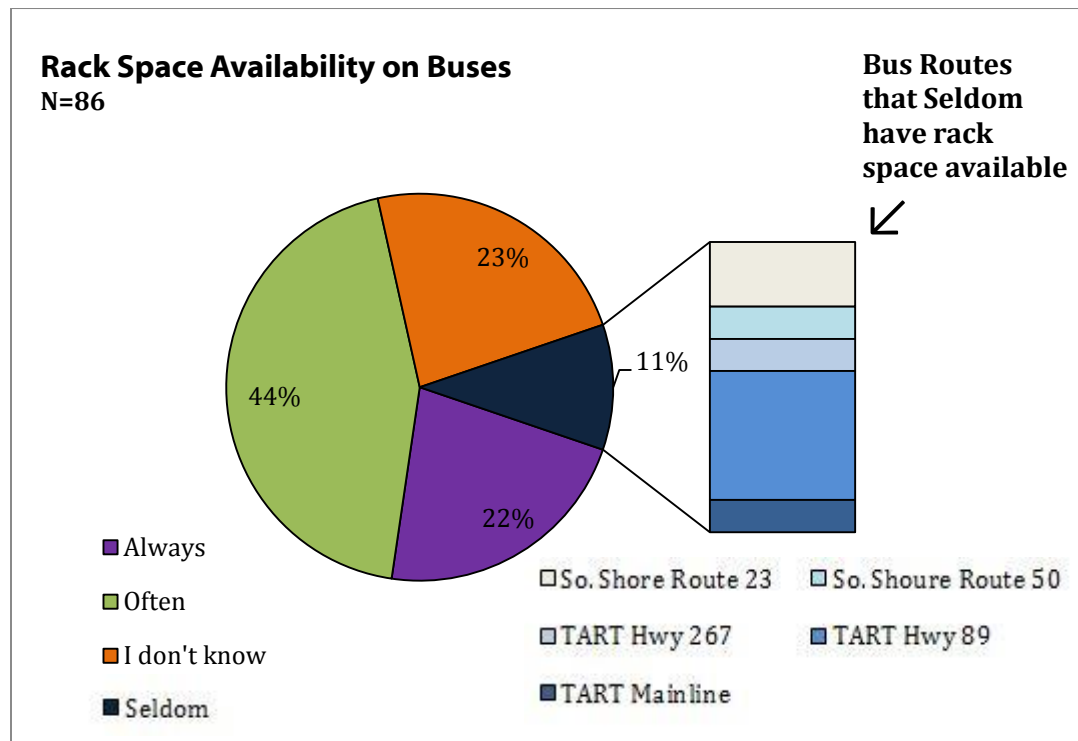
Similarly, respondents were asked whether or not well-designed bike parking exists at their most used bus stops. Their answers are shown in Figure 16. Figures 14, 15, 16 and Table 3 below help to illustrate which routes are most used in combination with bikes, and should be considered for increasing bicycle carrying capacity and onsite bicycle parking.

Figure 16: Bike Parking at Transit Stops. Source: 2015 ATP Survey

Does a well-designed (your bike is safe and stable) bike parking rack exist at your most used bus stop?
N=89

16%

37%

47%

- Yes
- No
- I don't know
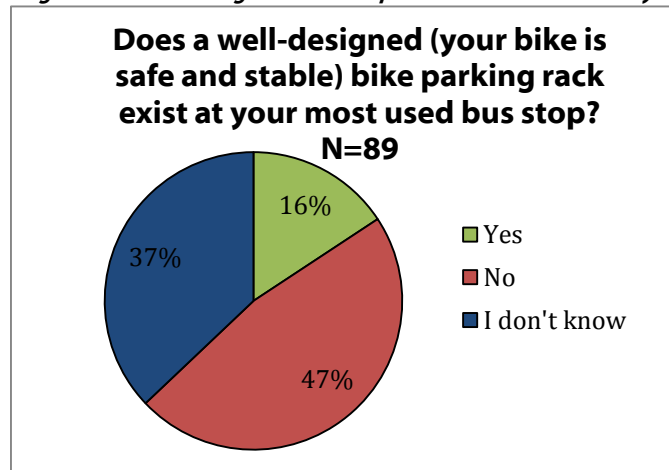
Some participants also listed specific transit stops that are in need of more bicycle parking facilities. The most commonly listed transit stops are shown in Table 3 below.

Table 3: Transit Stops in Need of Bike Parking. Source: 2015 ATP Survey

Transit Stop	# of Respondents Citing Transit Stop is in Need of More Bike Parking Facilities
Tahoe City Transit Station	5
Y Transit Station	4
All Stops in Kings Beach	3
Incline at Southwood Blvd & SR 28	3

When asked whether they leave their bikes locked in bicycle parking at the bus stop, 70 of the 104 participants said "No," 9 said "Yes," and 25 did not answer. Many people who stated they would not leave their bikes locked at the bus stop cited fear of theft, and feeling uncomfortable not taking their bikes with them. Respondents were then asked which type of parking would make them feel safe to leave their bikes while they are away. Survey respondents were given four bicycle rack options, as illustrated below. Their answers are as follows in Figure 17.

Figure 17: Bicycle Parking Preferences. Source: 2015 ATP Survey
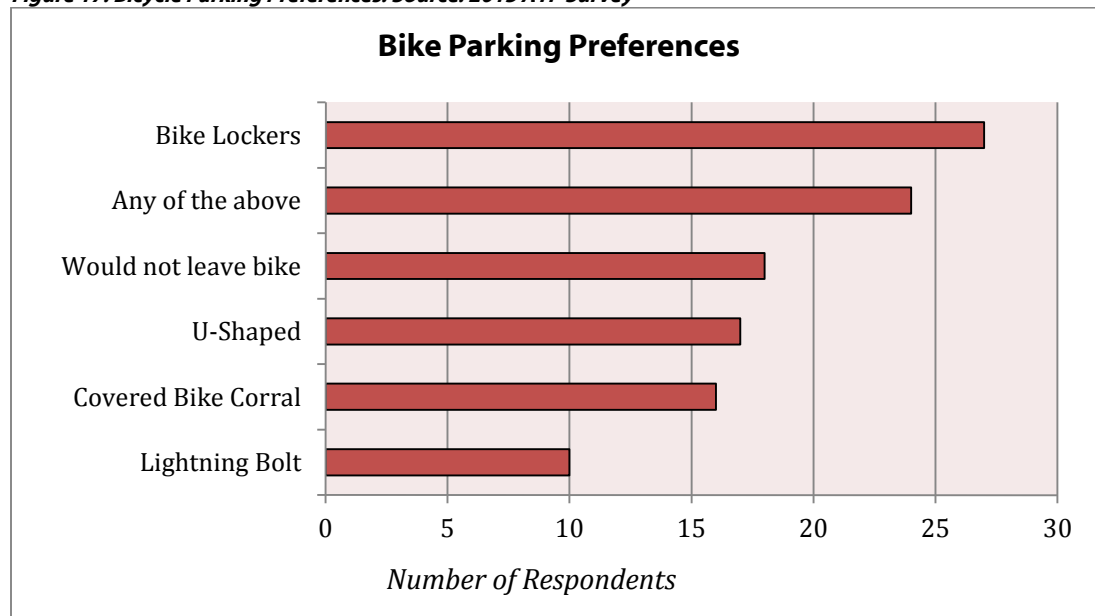
U-Shaped

Bike Lockers

Lightning Bolt

Covered Bike Corral

Common Bicycle Routes

Survey respondents were asked to identify or describe their most typical biking routes. Throughout the Lake Tahoe Region, some of the most frequently mentioned routes include portions along US 50 from Stateline all the way to the "Y" in South Lake Tahoe, CA-89 from Meeks Bay to the Tahoe City Wye, SR 28 through North Lake Tahoe, Kingsbury Grade, the Pope/Baldwin Beach bike path, and Lake Tahoe Blvd in South Lake Tahoe. The maps on the following pages shows these and other common routes categorized as common, very common, and most common. When asked to explain why these routes are most commonly used, respondents noted they chose routes for exercise and enjoyment. Several respondents also explained these routes are most convenient, direct and safe for commuting to work, school, beaches or travel to town. In some cases, routes were chosen exclusively because they are separated from the highways.

The average length of respondents' typical bike route is about 8.52 miles. Figure 18 below shows the distribution of respondents' typical biking route distance.

Figure 18: Average Distance of Common Routes. Source: 2015 ATP Survey
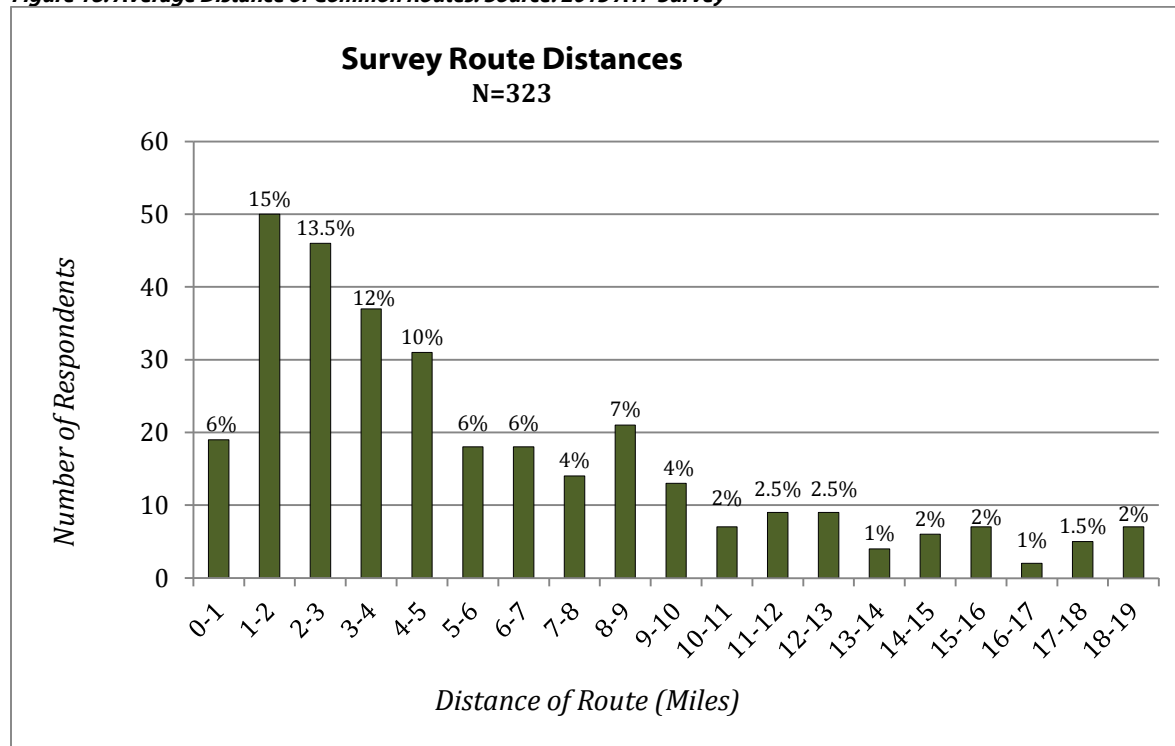
Bicycle Route Comfort

Respondents were asked to describe, or identify on a map, where they felt most comfortable and least comfortable within their typical biking routes. The most often mentioned location where bikers felt comfortable was a portion of the bike path along SR 28 in between the Tahoe City Wye and Dollar Point. Other comfortable areas included multiple locations along the Pope/ Baldwin Beach bike path. Survey respondents were then asked to identify each reason they felt comfortable or uncomfortable at those locations. Respondents were able to choose multiple options. Their answers are shown in Figures 19 and 20 below. The respondents who said "Other" for the comfortable locations most often noted they felt comfortable in that location because it was on a separated bike path, or there was a wide shoulder along the road. For the areas most in need of improvements, "other" mostly denoted poor road conditions, narrow lanes, lack of a designated bike path or bike lane, high user volumes, and dangerous crossing points.

Figure 19: Reasons Bicycle Locations Function Well. Source: 2015 ATP Survey
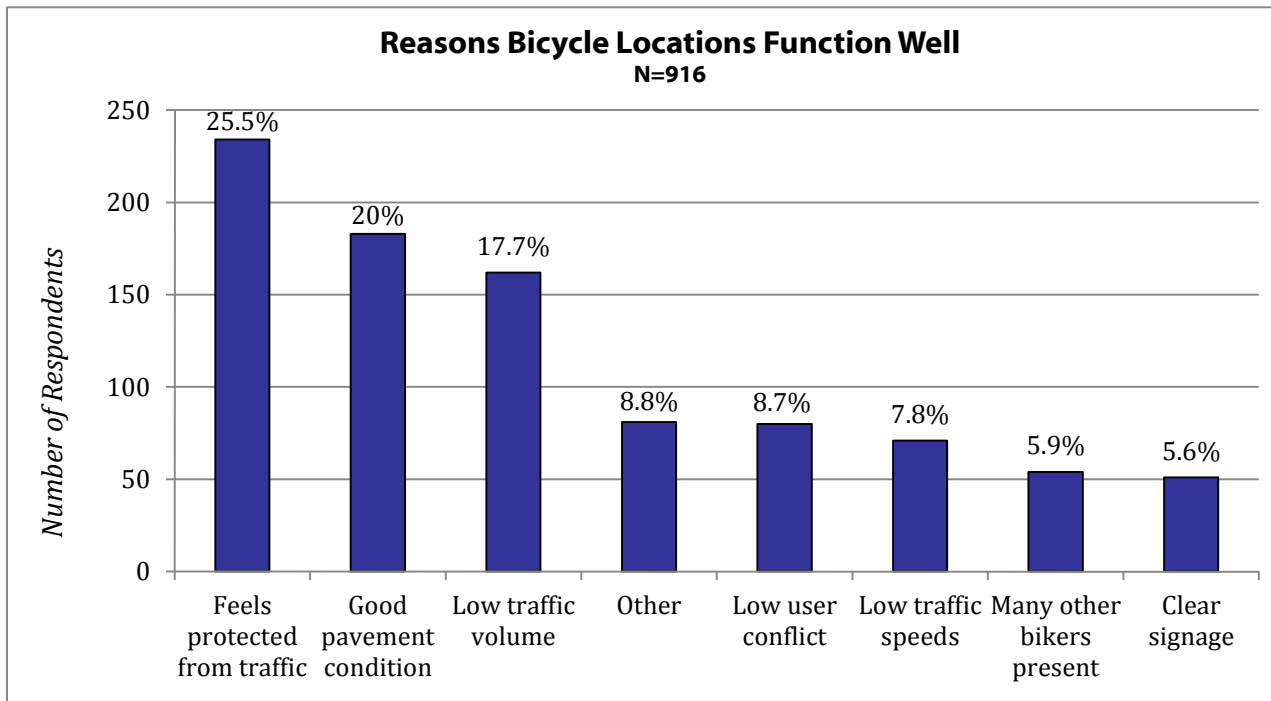
Pope/Baldwin Beach Separated Bike Path

Dollar Point Separated Bike Path

Figure 20: Reasons Bicycle Locations Need Improvements. Source: 2015 ATP Survey

Reasons Bicycle Locations Need Improvements
N=1,116
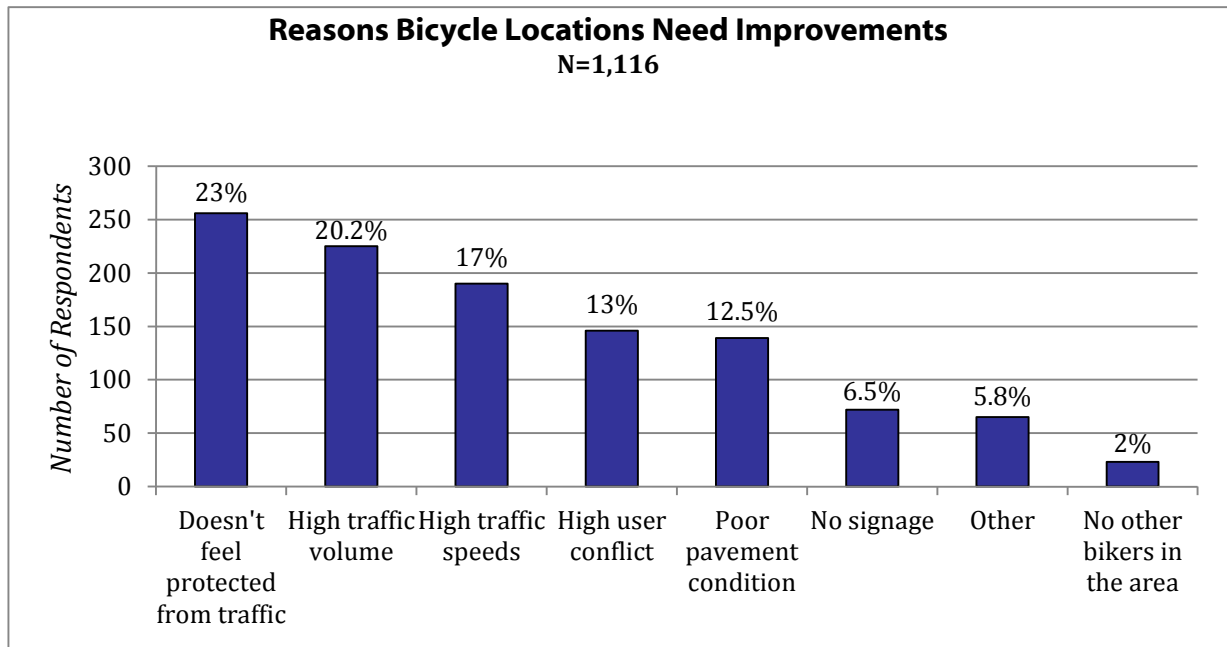
Areas bikers felt were most in need of improvements were at the US 50 and CA 89 intersection, known as the South Lake Tahoe "Y." Other areas commonly mentioned were bike lanes along Pioneer Trail, the Tahoe City Wye intersection, and the area of US 50 in front of Grocery Outlet in South Lake Tahoe.

Tahoe City Wye Intersection

US 50 by Grocery Outlet

South Lake Tahoe "Y" Intersection

*Pioneer Trail near
Golden Bear Trail*

Figure 21: Regionwide Most Common Routes

MAP KEY:

Common Routes

- Common
- Very Common
- Most Common

Tahoe Rim Trail:
Kingsbury to Spooner Summit

Inset A:
The South Tahoe "Y"

TAHOE REGIONAL PLANNING AGENCY

LAKE TAHOE REGION

SURVEY RESPONDENT COMMON ROUTES

Tahoe Metropolitan Planning Organization

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.

Figure 22: Corridor 1 North - Survey Input on Bicycle Network

MAP KEY:

⚐ Schools

— Trails

🚲 Transit Stops in Need of Bike Parking

▢ Town Centers

Common Routes
▪▪▪ Common
▪▪▪ Very Common
▪▪▪ Most Common

Scale of Comfort on Bike
● 1 - 2
● 3 - 5
● 6 - 8

Scale of Uncomfort on Bike
● 1 - 2
● 3 - 5
● 6 - 8

"SR 267 is very unsafe for bikers"

TART Transit Stops

Kings Beach

Inset A: Kings Beach

0   2,000   4,000   6,000 Feet

TAHOE REGIONAL PLANNING AGENCY

SR89 / SR 28 NORTH, LAKE TAHOE REGION

SURVEY INPUT ON BICYCLE NETWORK

Tahoe Metropolitan Planning Organization

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.

Figure 23: Corridor 1 South - Survey Input on Bicycle Network

Inset A: Tahoe City

Tahoe City

"CA-89 needs wider lanes and shoulders"

"Too many highway crossings along CA-89"

SR89/28

MAP KEY:

⚑ Schools

— Trails

🚲 Transit Stops in Need of Bike Parking

Town Centers

Common Routes
- Common
- Very Common
- Most Common

Scale of Comfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

Scale of Uncomfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

TAHOE REGIONAL PLANNING AGENCY

SR89 / SR 28 SOUTH, LAKE TAHOE REGION

SURVEY INPUT ON BICYCLE NETWORK

Tahoe Metropolitan Planning Organization

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.

Figure 24: Corridor 2 – Survey Input on Bicycle Network

NV SR28 NATIONAL SCENIC BYWAY

Incline Village

Inset A: Incline Village

Tahoe Blvd & Northwood Blvd

771 Southwood Blvd TART transit to Sand Harbor

"Kings Beach to Incline Village is very unsafe for bikers"

"Incline Village to Spooner Summit needs wider bike lanes along SR 28"

Washoe Co.

Carson City

MAP KEY:

- Schools
- Trails
- Transit Stops in Need of Bike Parking
- Town Centers

Common Routes
- Common
- Very Common
- Most Common

Scale of Comfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

Scale of Uncomfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

Feet
0   3,000   6,000

TAHOE REGIONAL PLANNING AGENCY

NV SR28 NATIONAL SCENIC BYWAY

SURVEY INPUT ON BICYCLE NETWORK

Tahoe Metropolitan Planning Organization

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.

Figure 25: Corridor 3 - Survey Input on Bicycle Network

Inset A: Skyland Park

MAP KEY:

Schools

Trails

Common Routes
- Common
- Very Common
- Most Common

Scale of Comfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

Scale of Uncomfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

US50 EAST SHORE

Tahoe Rim Trail Spooner Summit to Incline Village

TAHOE REGIONAL PLANNING AGENCY

US50 EAST SHORE, LAKE TAHOE REGION

SURVEY INPUT ON BICYCLE NETWORK

Tahoe Metropolitan Planning Organization

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.

Figure 26: Corridor 4 - Survey input on Bicycle Network
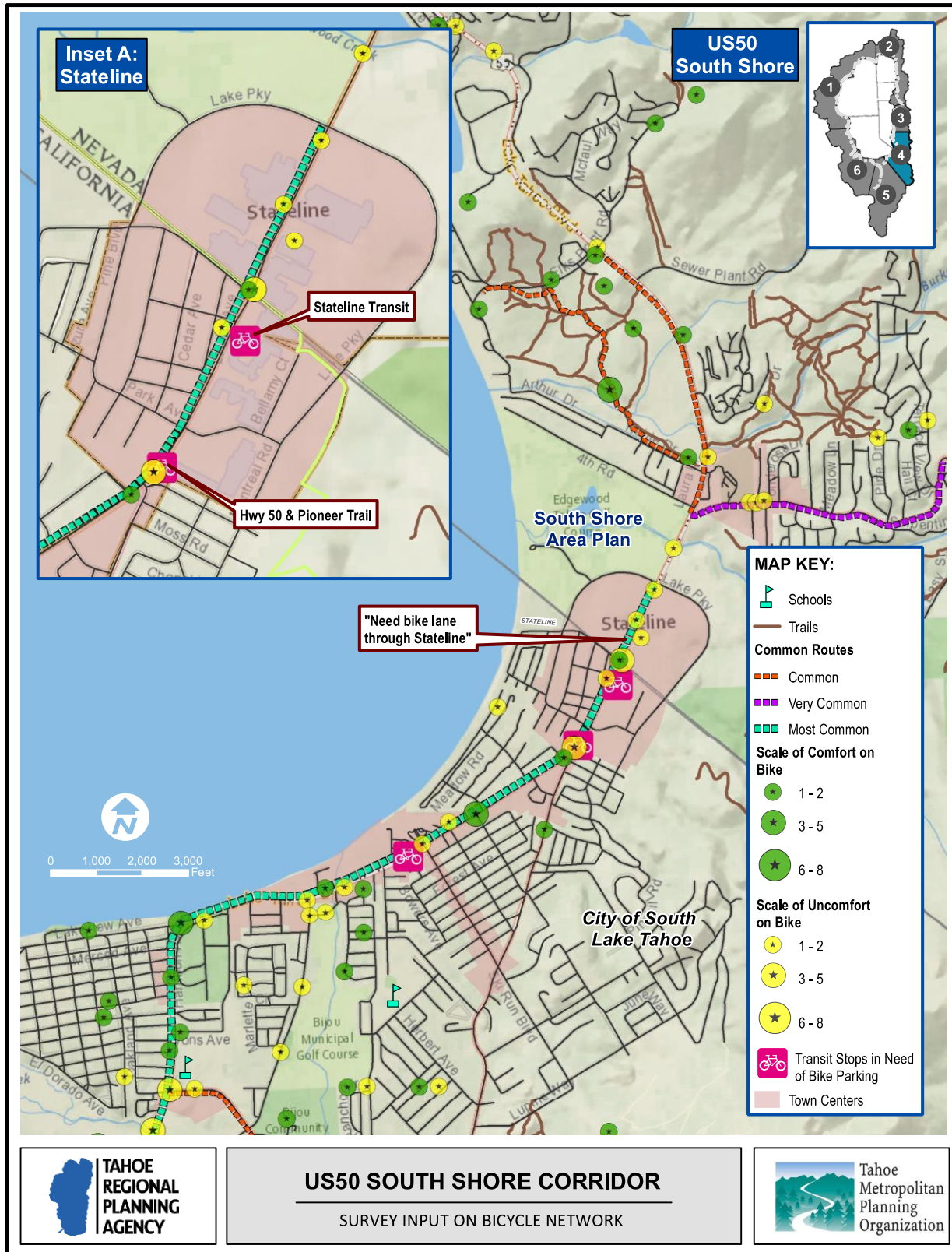
Inset A: Stateline

US50 South Shore

Stateline Transit

Hwy 50 & Pioneer Trail

"Need bike lane through Stateline"

South Shore Area Plan

City of South Lake Tahoe

MAP KEY:

- Schools
- Trails

Common Routes
- Common
- Very Common
- Most Common

Scale of Comfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

Scale of Uncomfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

Transit Stops in Need of Bike Parking

Town Centers

TAHOE REGIONAL PLANNING AGENCY

US50 SOUTH SHORE CORRIDOR

SURVEY INPUT ON BICYCLE NETWORK

Tahoe Metropolitan Planning Organization

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.

Figure 27: Corridor 5 North - Survey input on Bicycle Network
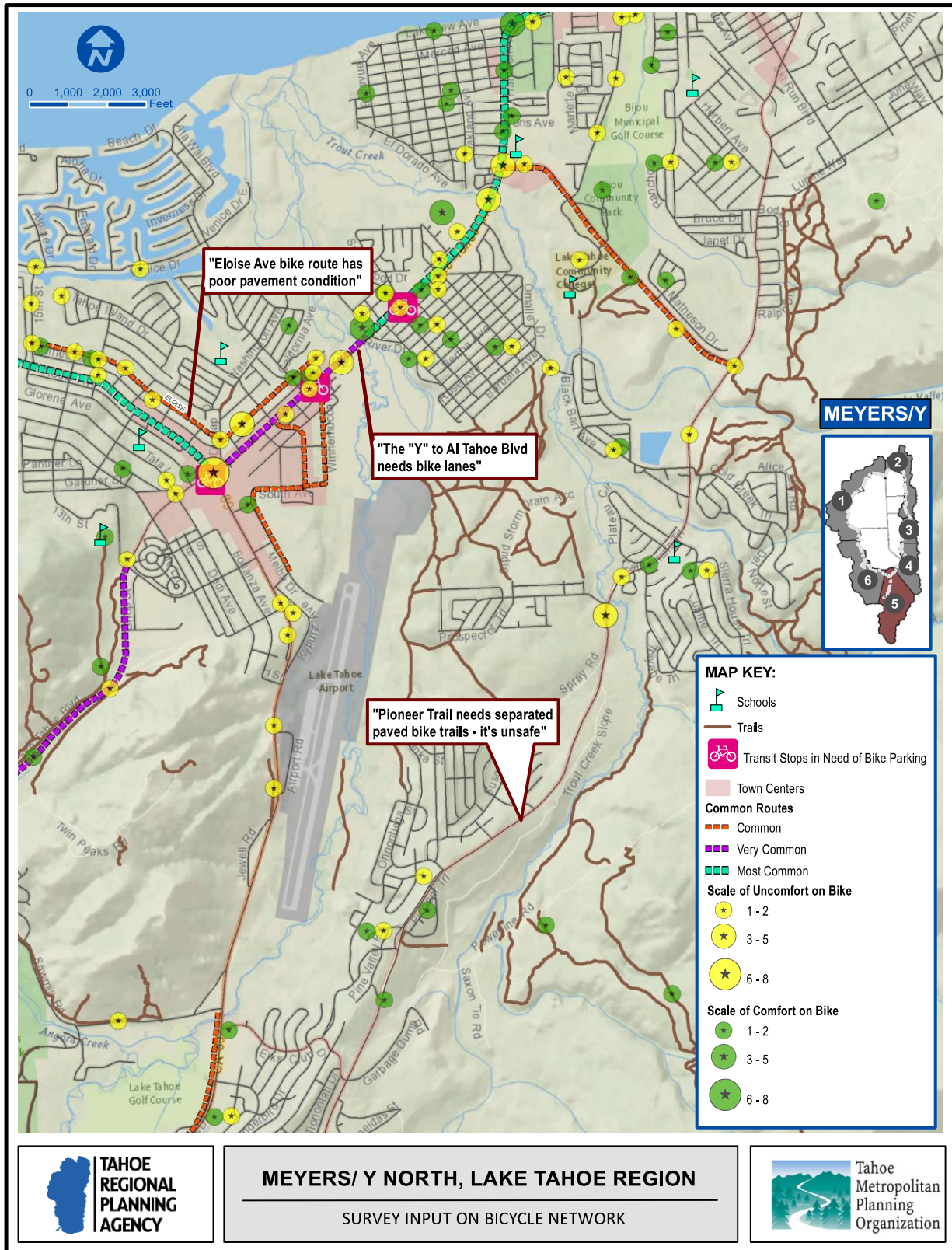
"Eloise Ave bike route has poor pavement condition"

"The "Y" to Al Tahoe Blvd needs bike lanes"

"Pioneer Trail needs separated paved bike trails - it's unsafe"

MEYERS/Y

MAP KEY:

- Schools
- Trails
- Transit Stops in Need of Bike Parking
- Town Centers

Common Routes
- Common
- Very Common
- Most Common

Scale of Uncomfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

Scale of Comfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

TAHOE REGIONAL PLANNING AGENCY

MEYERS/ Y NORTH, LAKE TAHOE REGION

SURVEY INPUT ON BICYCLE NETWORK

Tahoe Metropolitan Planning Organization

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.

Figure 28: Corridor 5 South - Survey input on Bicycle Network
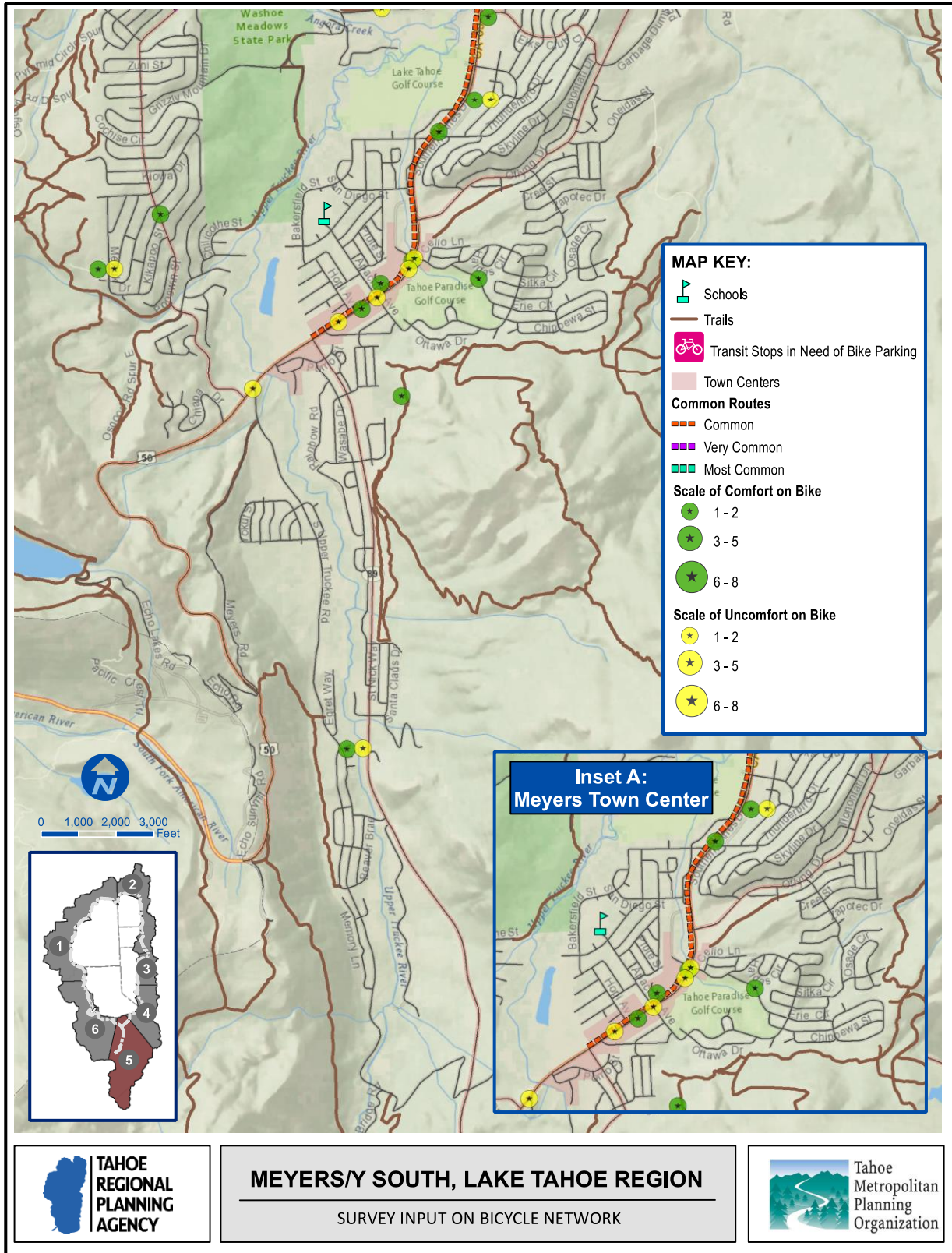
MAP KEY:

- Schools
- Trails
- Transit Stops in Need of Bike Parking
- Town Centers

Common Routes
- Common
- Very Common
- Most Common

Scale of Comfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

Scale of Uncomfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

**Inset A:
Meyers Town Center**

TAHOE REGIONAL PLANNING AGENCY

MEYERS/Y SOUTH, LAKE TAHOE REGION

SURVEY INPUT ON BICYCLE NETWORK

Tahoe Metropolitan Planning Organization

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.

Figure 29: Corridor 6 - Survey Input on Bicycle Network

MAP KEY:

- 🚩 Schools
- ⎯⎯ Trails
- 🚲 Transit Stops in Need of Bike Parking

Common Routes
- Common
- Very Common
- Most Common

Scale of Comfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

Scale of Uncomfort on Bike
- 1 - 2
- 3 - 5
- 6 - 8

SR89 Recreation

Inset A: Rubicon Bay

Inset B: Pope Bike Path

0 1,500 3,000 4,500 Feet

SR89 RECREATION, LAKE TAHOE REGION

SURVEY INPUT ON BICYCLE NETWORK

TAHOE REGIONAL PLANNING AGENCY

Tahoe Metropolitan Planning Organization

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.

In an effort to understand the importance of how on-street bikeway facility intersection design impacts rider comfort, respondents were asked if they feel comfortable making a vehicular left turn (entering the traffic lane with cars) at a typical Lake Tahoe intersection. Most respondents indicated they are moderately comfortable making a vehicular left turn on their bikes. However, there was a significant portion of respondents (about 38%) who said they were not comfortable making a vehicular left turn on their bikes. This indicates the need for infrastructure design in intersections that accommodates bicyclists and improves safety. Responses are compared in Figure 30 below.
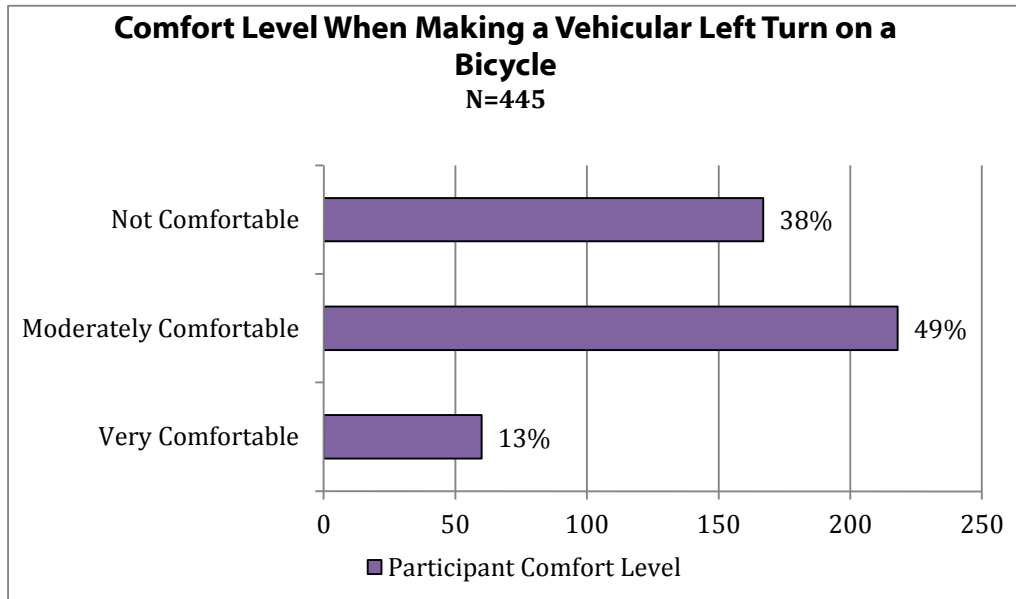
Figure 30: Left Turn Comfort Level. Source: 2015 ATP Survey

3rd Street & US Highway 50 intersection

Pedestrian Intersection Comfort

Survey respondents were asked which signalized and unsignalized intersections they use most frequently as pedestrians. The most often crossed intersections are the South Lake Tahoe "Y," the Tahoe City "Wye," SR 28 & Village Blvd, US 50 & Lake Shore Blvd, and SR 28 & Coon St. Respondents also identified which intersections they feel are in need of improvements, and intersections they think function well.

Signalized Intersections
The most common signalized intersections respondents felt need improvements were located at SR 28 & CA 89, Lakeshore Blvd & US 50 at Marla Bay, and US 50 & Sierra Blvd. Respondents were asked to describe why these intersections need improvements, and they cited several reasons including not feeling safe, high vehicle volumes, high vehicle speeds, small waiting areas, and lack of a crosswalk. The most common signalized intersection identified as functioning well was SR 28 & Village Blvd. Other signalized intersections that function well include SR 28 & National Ave, and Fanny Bridge on CA 89. Respondents described short crossing distances, low vehicle speeds, large waiting areas, and feeling safe while crossing these intersections. Respondents who answered "other" for well-functioning intersections most commonly mentioned feeling safe with many other pedestrians crossing, noting clear signals, a signal button, and a long time allowed for crossing. Respondents who described "other" reasons signalized intersections are in need of improvements noted only one-sided crossing, oblivious drivers, confusing or missing signals, and poor pavement conditions around the intersection. A collection of cited reasons from the survey are shown in Figures 31 and 32.

Figure 31: Reasons Signalized Intersection Functions Well. Source: 2015 ATP Survey

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Unsignalized Intersections

Respondents also identified a number of unsignalized intersections they feel are in need of pedestrian improvements. The most common of these intersections were SR 28 & Coon St., US 50 & Lake Shore Blvd, and US 50 & Lodi Avenue. Respondents reported reasons including not feeling safe, high vehicle volumes, lack of a crosswalk, and long crossing distances. For those who cited "other", most claimed the intersection was not well signed or well lit, and there was often dangerous merging traffic at the intersection. Reasons are shown in Figure 33.

Warrior Way & US Highway 50

Reason Unsignalized Intersection Needs Improvements
N=810
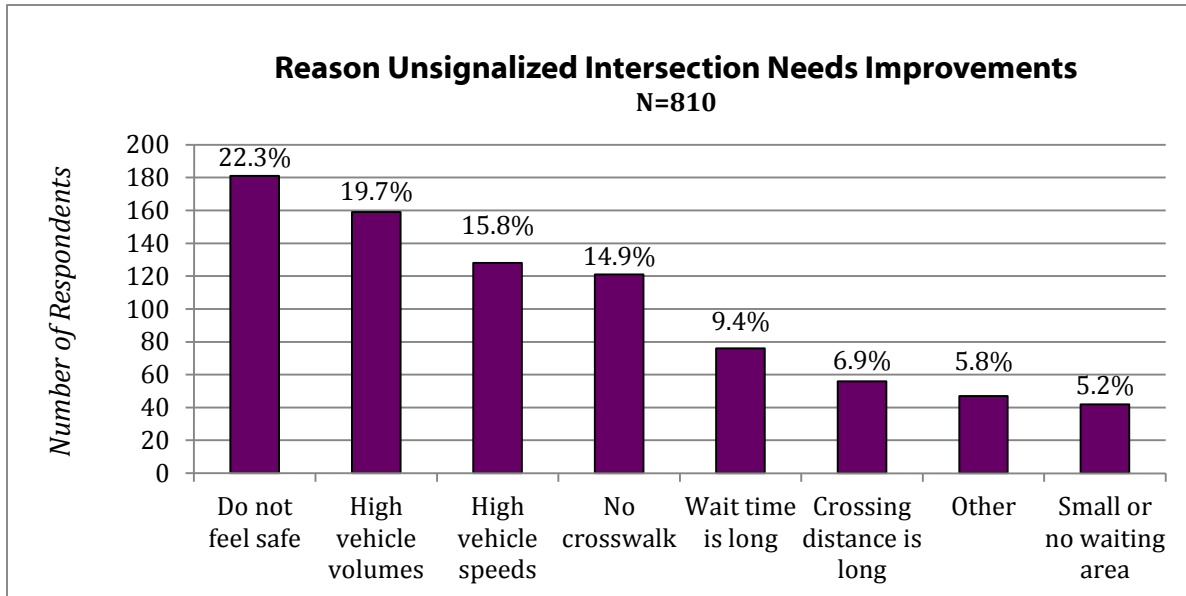
The following maps show all of the survey responses related to pedestrian intersection improvments.

Figure 34: Corridor 1 North - Pedestrian Intersection Improvement Needs

MAP KEY:

Signal Functions Well
- 1 - 4
- 5 - 10
- 11 - 23

Unsignalized Intersections Need Improvements
- 1 - 4
- 5 - 10
- 11 - 23

Signal Needs Improvements
- 1 - 4
- 5 - 10
- 11 - 23

Existing Facilities
- —— Shared Use Path
- —— Sidewalk
- —— Trails

Proposed Facilities
- - - Shared Use Path
- - - Sidewalk

- Schools
- Town Centers

Kings Beach

"Need street lights in Kings Beach along SR 28"

Inset A: Kings Beach

TAHOE REGIONAL PLANNING AGENCY

SR89 / SR 28 NORTH, LAKE TAHOE REGION

PEDESTRIAN INTERSECTION FUNCTIONALITY

Tahoe Metropolitan Planning Organization

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.
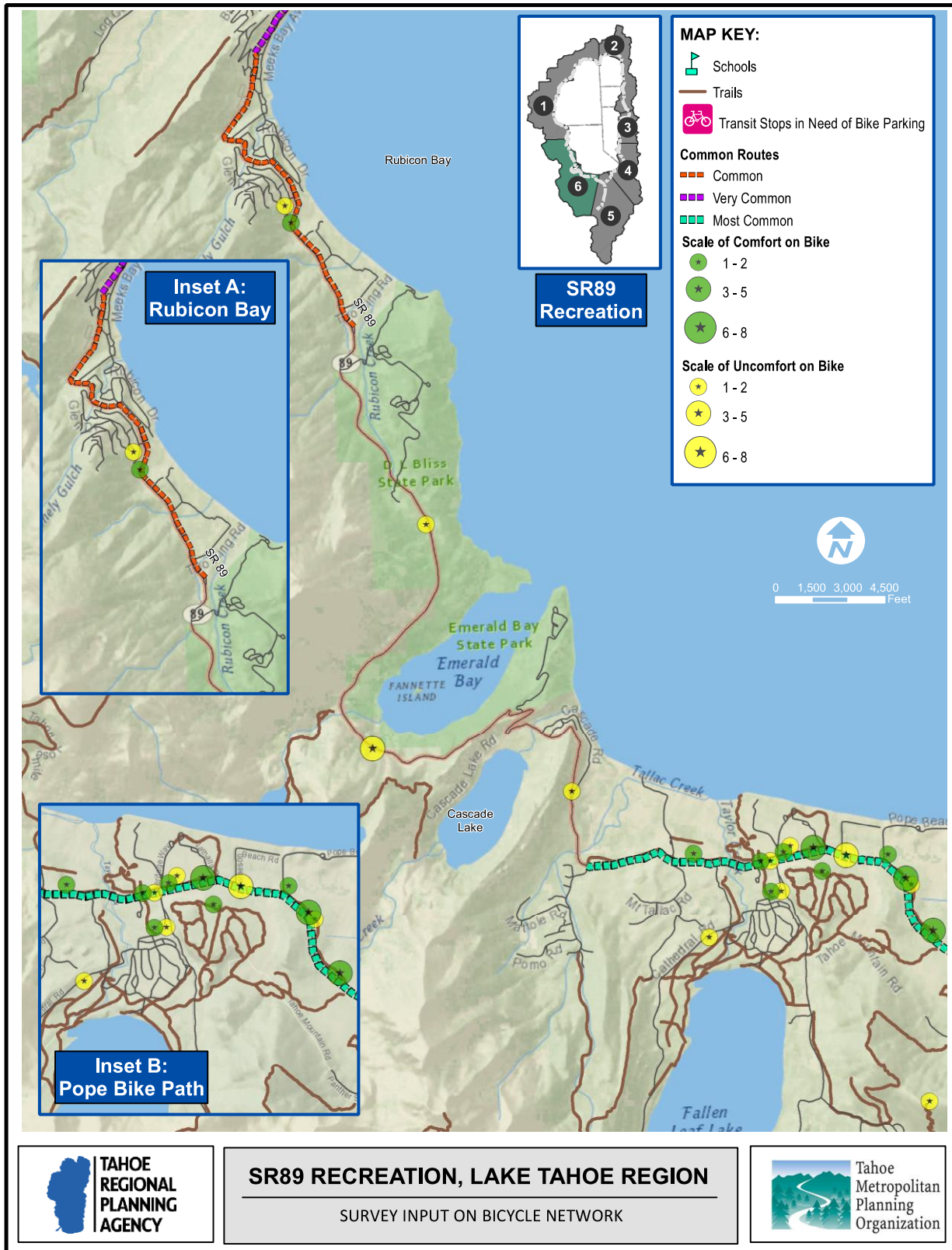
Figure 35: Corridor 1 South - Pedestrian Intersection Improvement Needs
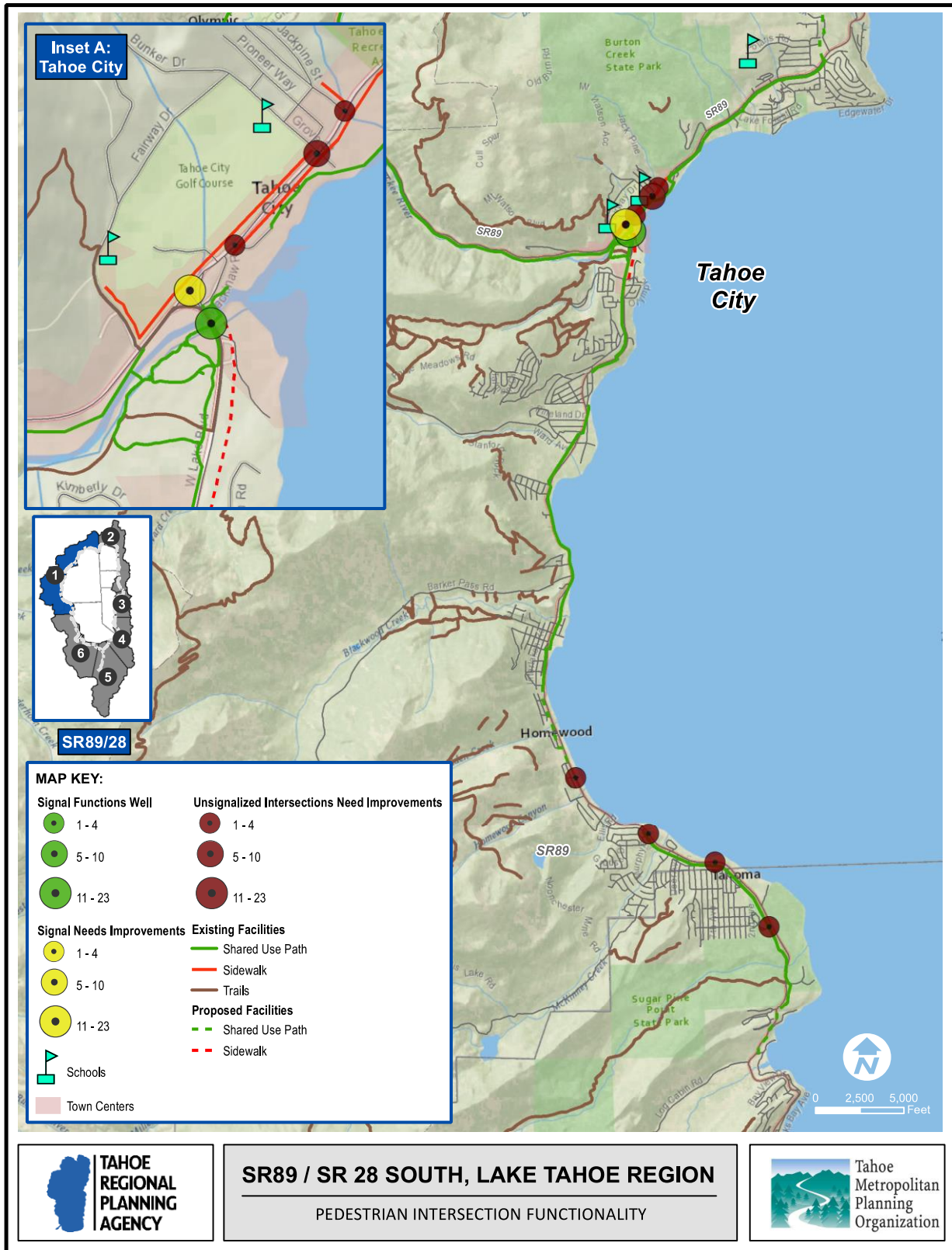
MAP KEY:

Signal Functions Well
- 1 - 4
- 5 - 10
- 11 - 23

Unsignalized Intersections Need Improvements
- 1 - 4
- 5 - 10
- 11 - 23

Signal Needs Improvements
- 1 - 4
- 5 - 10
- 11 - 23

Schools

Town Centers

Existing Facilities
- Shared Use Path
- Sidewalk
- Trails

Proposed Facilities
- Shared Use Path
- Sidewalk

TAHOE REGIONAL PLANNING AGENCY

SR89 / SR 28 SOUTH, LAKE TAHOE REGION

PEDESTRIAN INTERSECTION FUNCTIONALITY

Tahoe Metropolitan Planning Organization

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.

Figure 36: Corridor 2 - Pedestrian Intersection Improvement Needs
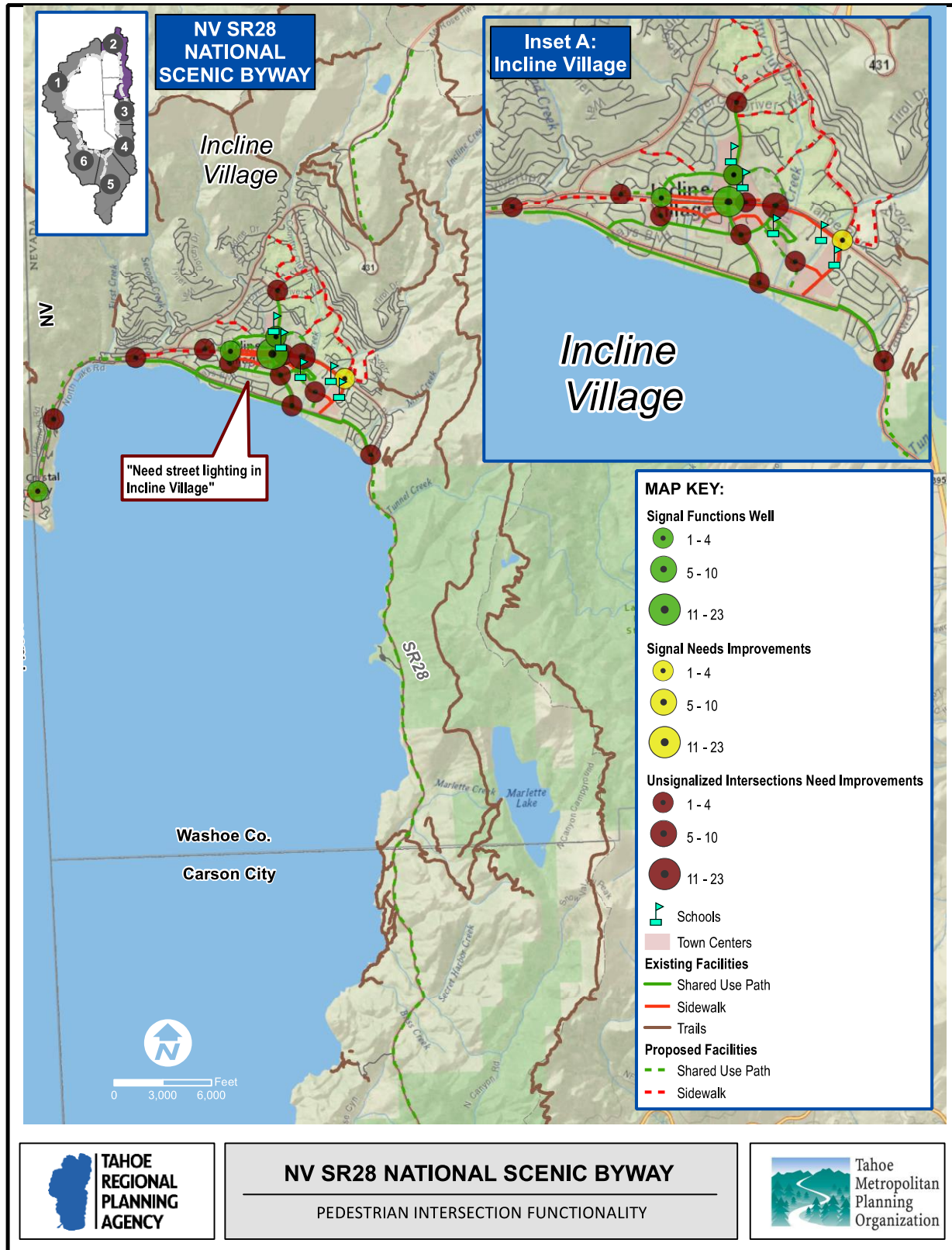
NV SR28 NATIONAL SCENIC BYWAY

Inset A: Incline Village

Incline Village

"Need street lighting in Incline Village"

Incline Village

MAP KEY:

Signal Functions Well
- 1 - 4
- 5 - 10
- 11 - 23

Signal Needs Improvements
- 1 - 4
- 5 - 10
- 11 - 23

Unsignalized Intersections Need Improvements
- 1 - 4
- 5 - 10
- 11 - 23

- Schools
- Town Centers

Existing Facilities
- Shared Use Path
- Sidewalk
- Trails

Proposed Facilities
- Shared Use Path
- Sidewalk

Washoe Co.
Carson City

TAHOE REGIONAL PLANNING AGENCY

NV SR28 NATIONAL SCENIC BYWAY

PEDESTRIAN INTERSECTION FUNCTIONALITY

Tahoe Metropolitan Planning Organization

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.

Figure 37: Corridor 3 - Pedestrian Intersection Improvement Needs

Figure 38: Corridor 4 - Pedestrian Intersection Improvement Needs

US50 SOUTH SHORE CORRIDOR
PEDESTRIAN INTERSECTION FUNCTIONALITY

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.

Figure 39: Corridor 5 North - Pedestrian Intersection Improvement Needs

"Sierra Tract to Al Tahoe needs more crosswalks"

"Need more cross areas along Pioneer Trail"

MEYERS/Y

MAP KEY:

Signal Functions Well
- 1 - 4
- 5 - 10
- 11 - 23

Unsignalized Intersections Need Improvements
- 1 - 4
- 5 - 10
- 11 - 23

Signal Needs Improvements
- 1 - 4
- 5 - 10
- 11 - 23

City of South Lake Tahoe

Schools

Existing Facilities
- Shared Use Path
- Sidewalk
- Trails

Proposed Facilities
- Shared Use Path
- Sidewalk
- Town Centers

TAHOE REGIONAL PLANNING AGENCY

MEYERS/ Y NORTH, LAKE TAHOE REGION

PEDESTRIAN INTERSECTION FUNCTIONALITY

Tahoe Metropolitan Planning Organization

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.

Figure 40: Corridor 5 South - Pedestrian Intersection Improvement Needs
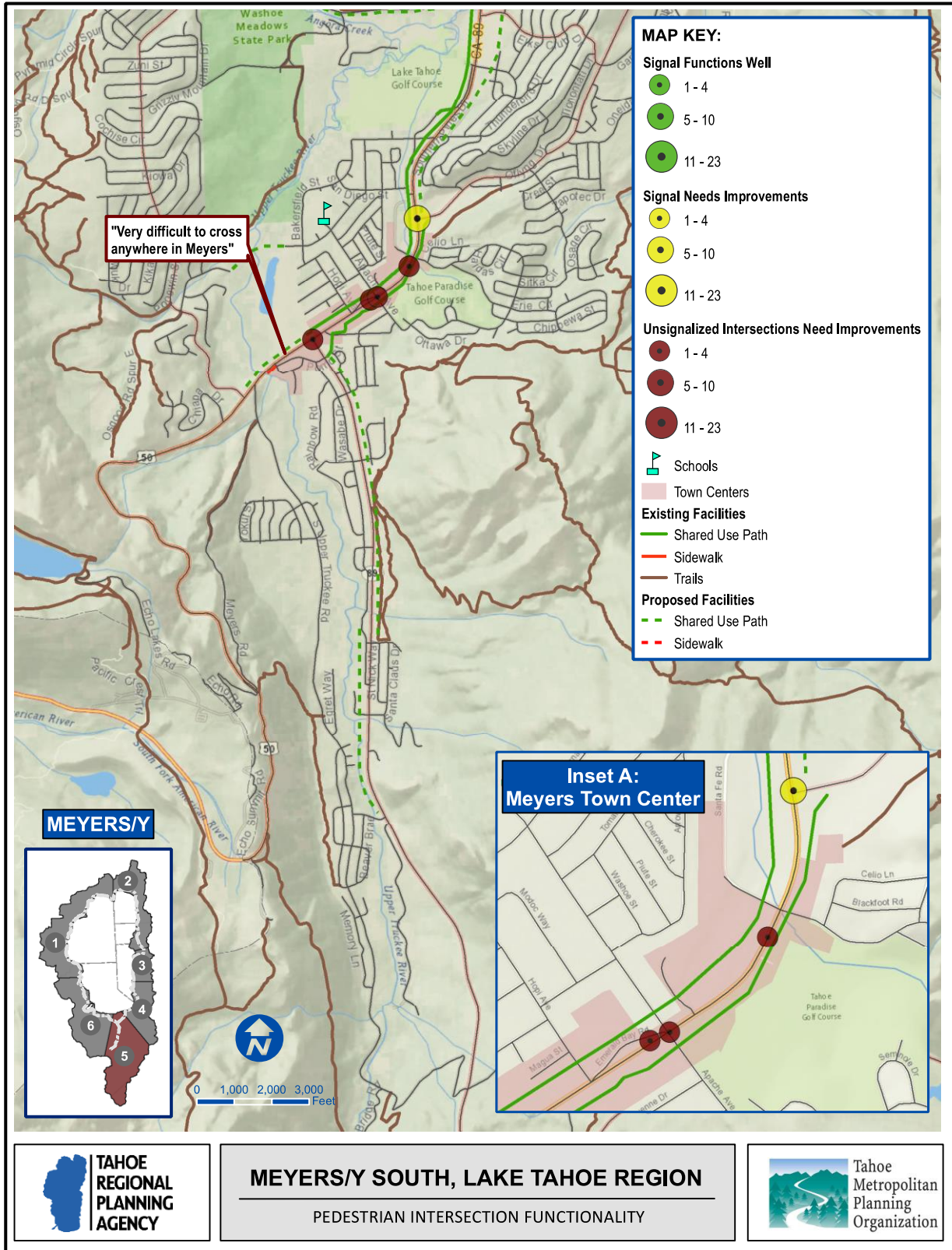
Figure 41: Corridor 6 - Pedestrian Intersection Improvement Needs

SR89 Recreation

MAP KEY:

Unsignalized Intersections Need Improvements
- 1 - 4
- 5 - 10
- 11 - 23

Schools

Existing Facilities
- Shared Use Path
- Sidewalk
- Trails

Proposed Facilities
- Shared Use Path
- Sidewalk

Emeral Bay Rd at Eagle Falls

Inset A: Emerald Bay

TAHOE REGIONAL PLANNING AGENCY

SR89 RECREATION, LAKE TAHOE REGION

PEDESTRIAN INTERSECTION FUNCTIONALITY

Tahoe Metropolitan Planning Organization

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.

Crash Analysis

Multiple agencies are involved in active transportation-related crash reporting. In the Tahoe Region, the South Lake Tahoe Police Department, California Highway Patrol, Nevada Highway Patrol, Douglas County Sherriff, Washoe County Sherriff, and Barton Memorial Hospital all collect and report appropriate data. TRPA/TMPO conducted outreach to Incline Village Community Hospital to clarify if they also recorded transportation related injuries. The hospital indicated they do collect this information individually, however do not consolidate it into any report.

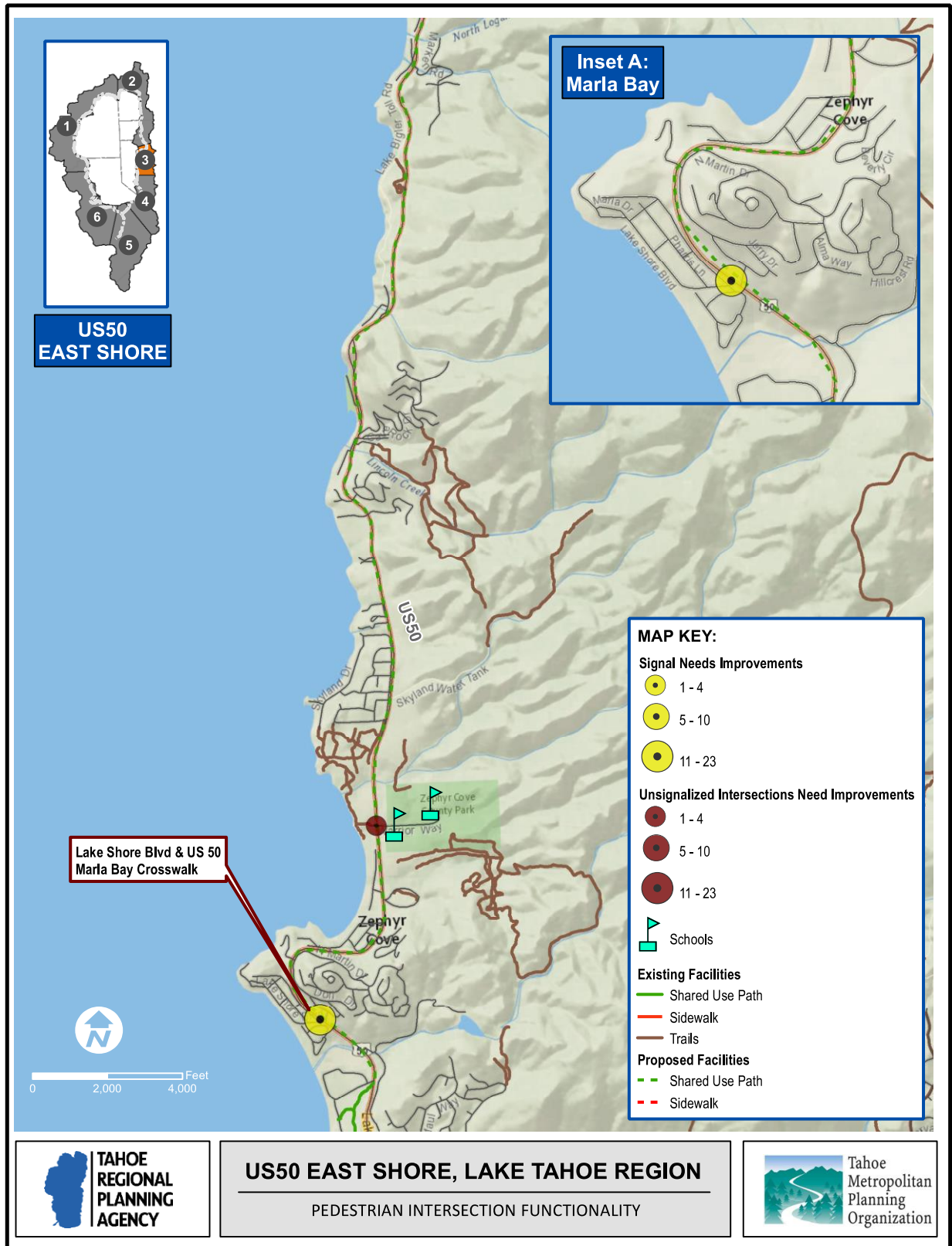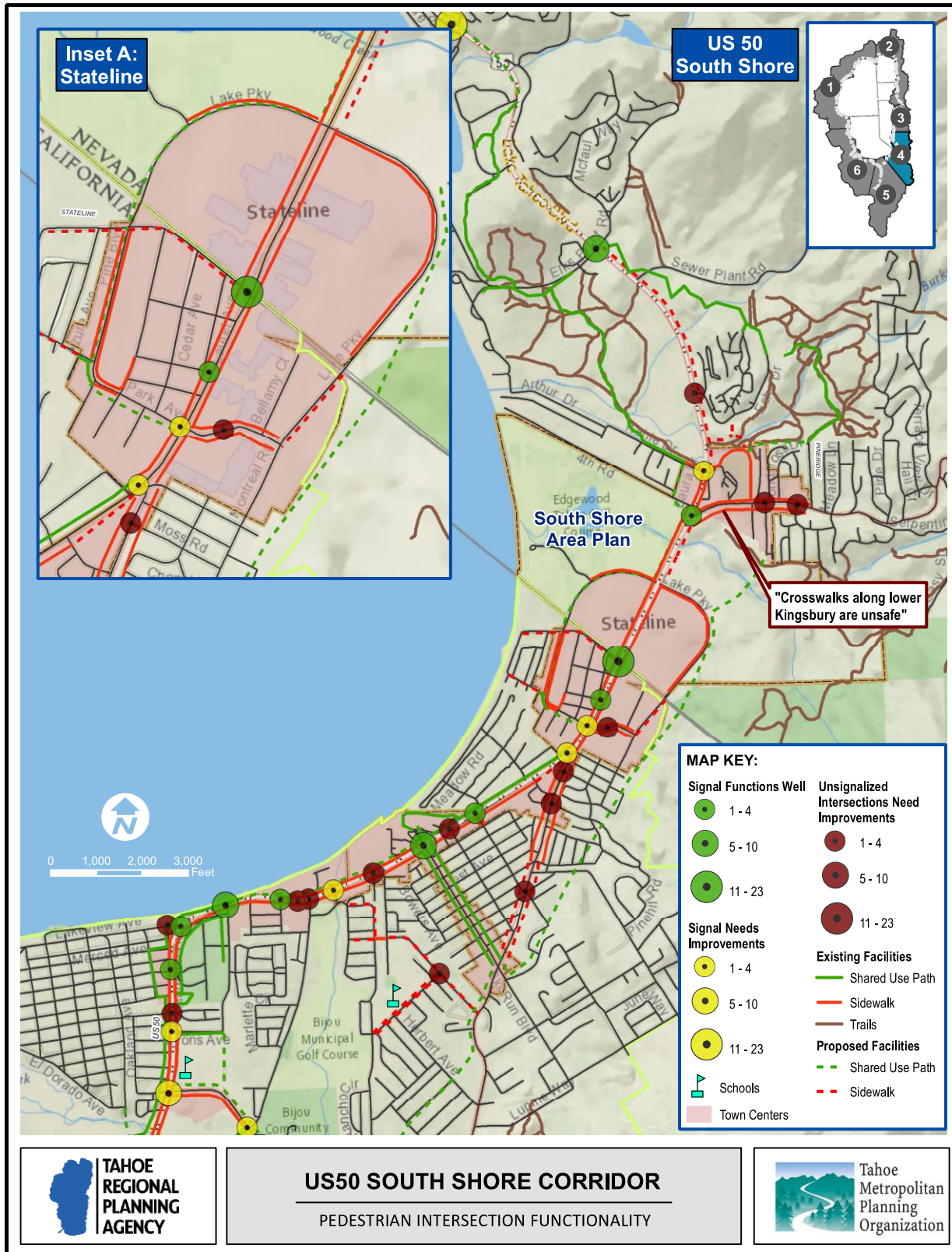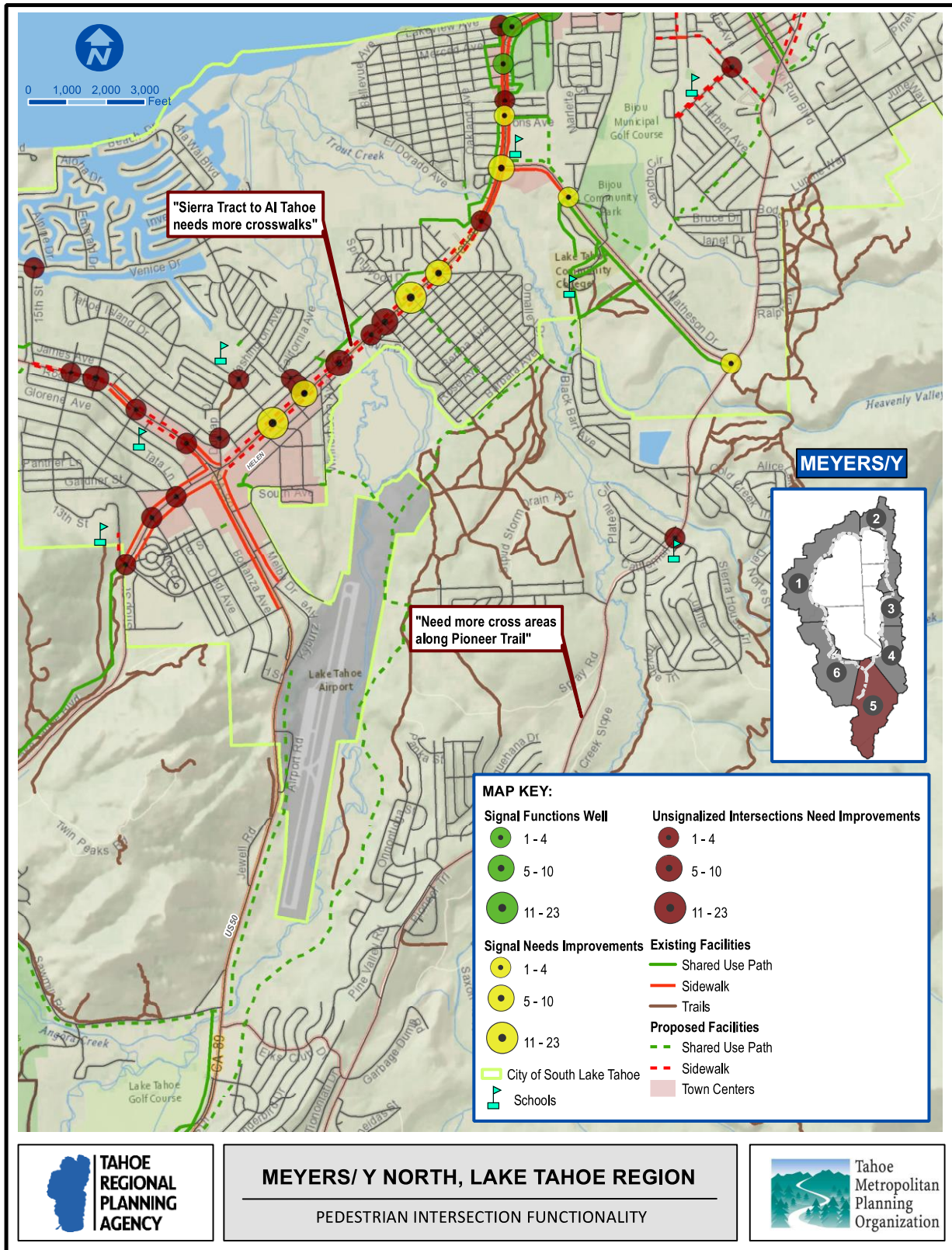Anecdotally it has been identified that current bicycle and pedestrian crash reporting may contain data gaps. During 2014 and 2015, the TRPA/TMPO, the Community Mobility Workgroup, and the Lake Tahoe Bicycle Coalition worked with agencies to collect data and discuss where and how reporting can be more robust. Reasons crashes may not be accurately reported are due to technical difficulties with recording systems, staff availability, injury severity, and Police may not be informed of the incident at all. Recently, the City of South Lake Tahoe Police Department has made strides in overcoming technical recording issues.

Photo: Mike Vollmer

TRPA/TMPO collected qualitative crash data that can supplement recorded Police data over the four year period of 2010 – 2014. Table 4 summarizes crash data recorded from the California Statewide Integrated Traffic Records System (SWITRS), the Nevada Crash Database, and the ATP survey between 2010 and 2014. In some cases data from 2014 may not be complete. Survey respondents were asked whether or not they had experienced a bicycle or pedestrian related crash between 2010 and 2014. In total, 22 respondents noted they had experienced a crash between those years, of which 14 were unreported.

Regional Active Transportation Crash Data						
Reported By:	2010	2011	2012	2013	2014	**Total Collisions:**
SWITRS	17	16	23	19	18	**93**
NHP	1	3	4	4	0	**12**
TRPA/TMPO Active Transportation Plan Survey	Collected for consolidated 4 year period, indicates only non-reported collisions					**14**
Total Collisions:	25	21	27	31	21	**119**

Table 4: Regional Active Transportation Crash Data. Sources: SWITRS, NHP, 2015 Active Transportation Plan Survey

Additionally, Barton Memorial Hospital began recording active transportation related injuries in 2012. This data is provided below, and compared to data available in SWITRS for the City of South Lake Tahoe, El Dorado County, and Douglas County during the same time period. Hospital data does not include area codes , so this comparison assumes records only include injuries from the Barton Hospital identified primary service area (for Lake Tahoe) including the City of South Lake Tahoe, El Dorado County, and Douglas County. Table 5 highlights the discrepancy between reported crashes to the state, and actual active transportation related injuries treated by Barton Hospital.

SWITRS & Barton Memorial Hospital Crash Data: 2012 – 2014				
Reported By:	2012	2013	2014	**Total Collisions:**
SWITRS	12	3	4	**18**
Barton Memorial Hospital	24	16	21	**61**

Table 5: SWITRS vs. Barton Crash Data. Sources: Barton Memorial Hospital & SWITRS

Figure 42: Corridor 1 North - Crash Data

MAP KEY:
- Schools
- Town Centers

Crashes
- California Pedestrian Crashes
- Crashes Only Reported in ATP 2015 Survey
- California Bicycle Crashes

Existing Facilities
- Shared Use Path
- Bike Lane
- Bike Route
- Bike Lane/Wide Shoulder
- Sidewalks
- Trails

SR 89/ SR 28

Kings Beach

Inset A: Kings Beach

CORRIDOR 1: SR 89 / SR 28, NORTH

CRASH ANALYSIS: 2010 -2014

TAHOE REGIONAL PLANNING AGENCY

Tahoe Metropolitan Planning Organization

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.

Figure 43: Corridor 1 South - Crash Data

Inset A: Tahoe City

Tahoe City

MAP KEY:

Town Centers

Schools

Crashes
- California Pedestrian Crashes
- California Bicycle Crashes
- Crashes Only Reported in ATP 2015 Survey

Existing Facilities
- Shared Use Path
- Bike Lane
- Bike Route
- Bike Lane/Wide Shoulder
- Sidewalks
- Trails

SR89/28

0   2,500   5,000
Feet

TAHOE REGIONAL PLANNING AGENCY

CORRIDOR 1: SR89 / SR 28, SOUTH

CRASH ANALYSIS: 2010-2014

Tahoe Metropolitan Planning Organization

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.

Figure 44: Corridor 2 - Crash Data

MAP KEY:

- Schools
- Town Centers

Crashes
- Nevada Bicycle Crashes
- Nevada Pedestrian Crashes
- Crashes Only Reported in ATP 2015 Survey

Existing Facilities
- Shared Use Path
- Bike Lane
- Bike Route
- Bike Lane/Wide Shoulder
- Sidewalks
- Trails

NV SR28 NATIONAL SCENIC BYWAY

Incline Village

CORRIDOR 2: NV SR 28 NATIONAL SCENIC BYWAY

CRASH ANALYSIS: 2010 - 2014

TAHOE REGIONAL PLANNING AGENCY

Tahoe Metropolitan Planning Organization

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.

Figure 45: Corridor 3 - Crash Data

CORRIDOR 3: US 50 EAST SHORE

CRASH ANALYSIS: 2010 -2014

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.

Figure 46: Corridor 4 - Crash Data

Inset A: Stateline

US50 South Shore

MAP KEY:

Town Centers

Schools

Crashes

Bicycle Crashes

Pedestrian Crashes

Crashes Only Reported in ATP 2015 Survey

Existing Facilities

Shared Use Path

Bike Lane

Bike Route

Bike Lane/Wide Shoulder

Sidewalks

Trails

City of South Lake Tahoe

TAHOE REGIONAL PLANNING AGENCY

CORRIDOR 4: US 50 SOUTH SHORE

CRASH ANALYSIS: 2010-2014

Tahoe Metropolitan Planning Organization

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.

Figure 47: Corridor 5 North - Crash Data

MAP KEY:

Town Centers

Schools

Crashes
- California Pedestrian Crashes
- California Bicycle Crashes
- Crashes Only Reported in ATP 2015 Survey

Existing Facilities
- Shared Use Path
- Bike Lane
- Bike Route
- Bike Lane/Wide Shoulder
- Sidewalks
- Trails

MEYERS/Y

TAHOE REGIONAL PLANNING AGENCY

CORRIDOR 5: MEYERS/ Y, NORTH

CRASH ANALYSIS: 2010 -2014

Tahoe Metropolitan Planning Organization

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.

Figure 48: Corridor 5 South - Crash Data

MAP KEY:
TOWN CENTERS
CITY OF SOUTH LAKE TAHOE
SCHOOLS

Crashes
California Pedestrian Crashes
California Bicycle Crashes
Crashes Only Reported in ATP 2015 Survey
Existing Facilities
Shared Use Path
Bike Lane
Bike Route
Bike Lane/Wide Shoulder
Sidewalks
TRAILS

MEYERS/Y

CORRIDOR 5: MEYERS/Y, SOUTH
CRASH ANALYSIS: 2010 -2014

TAHOE REGIONAL PLANNING AGENCY

Tahoe Metropolitan Planning Organization

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.
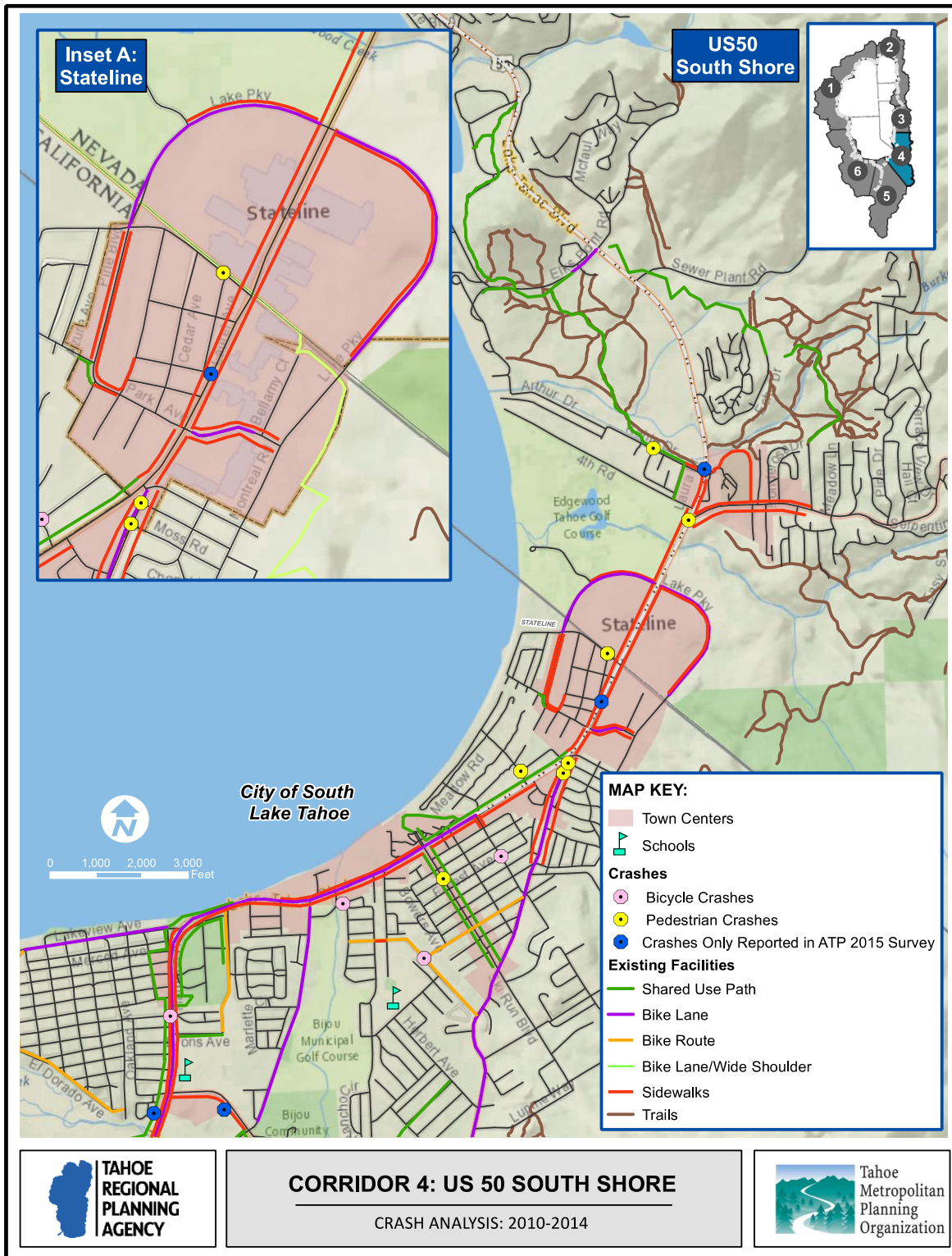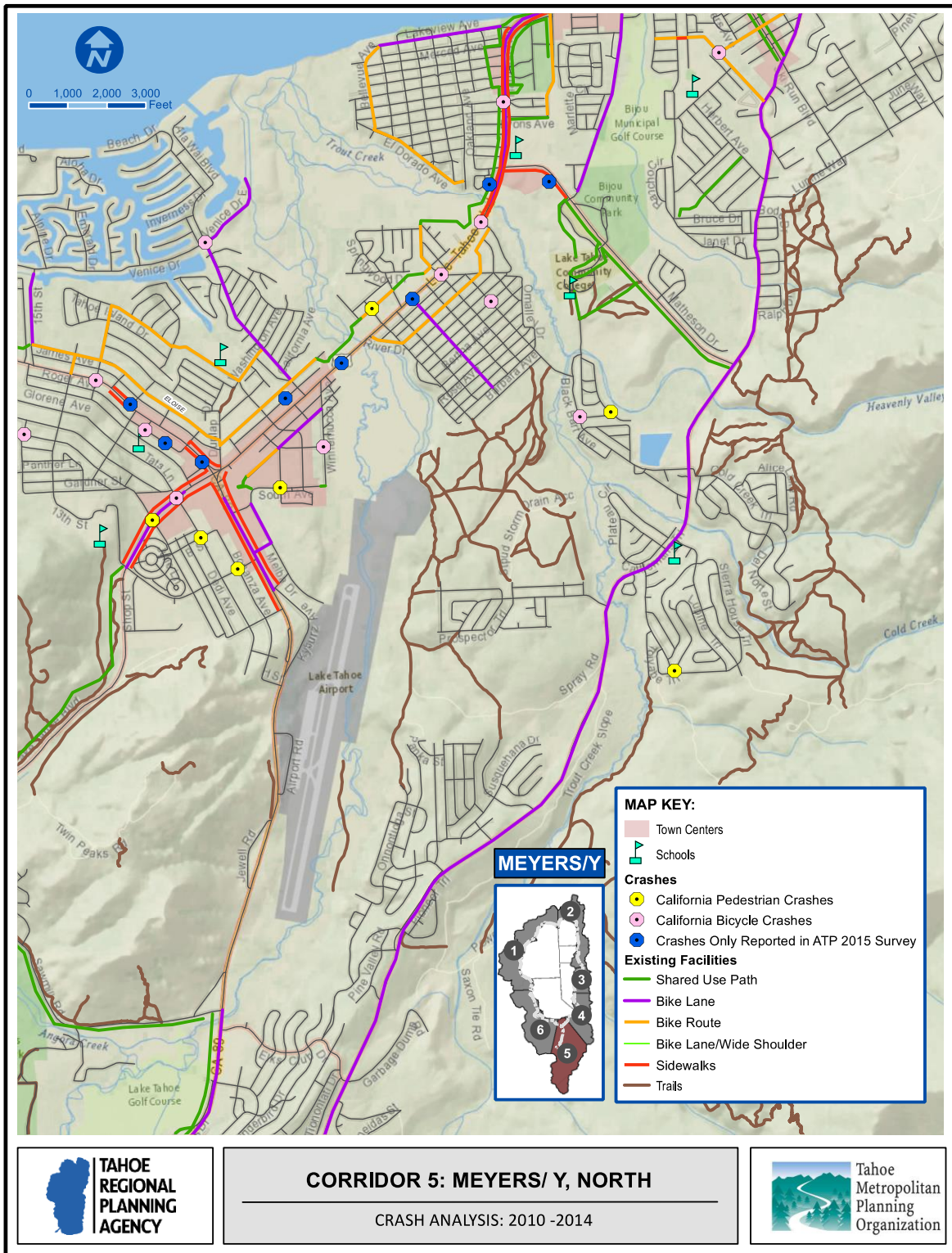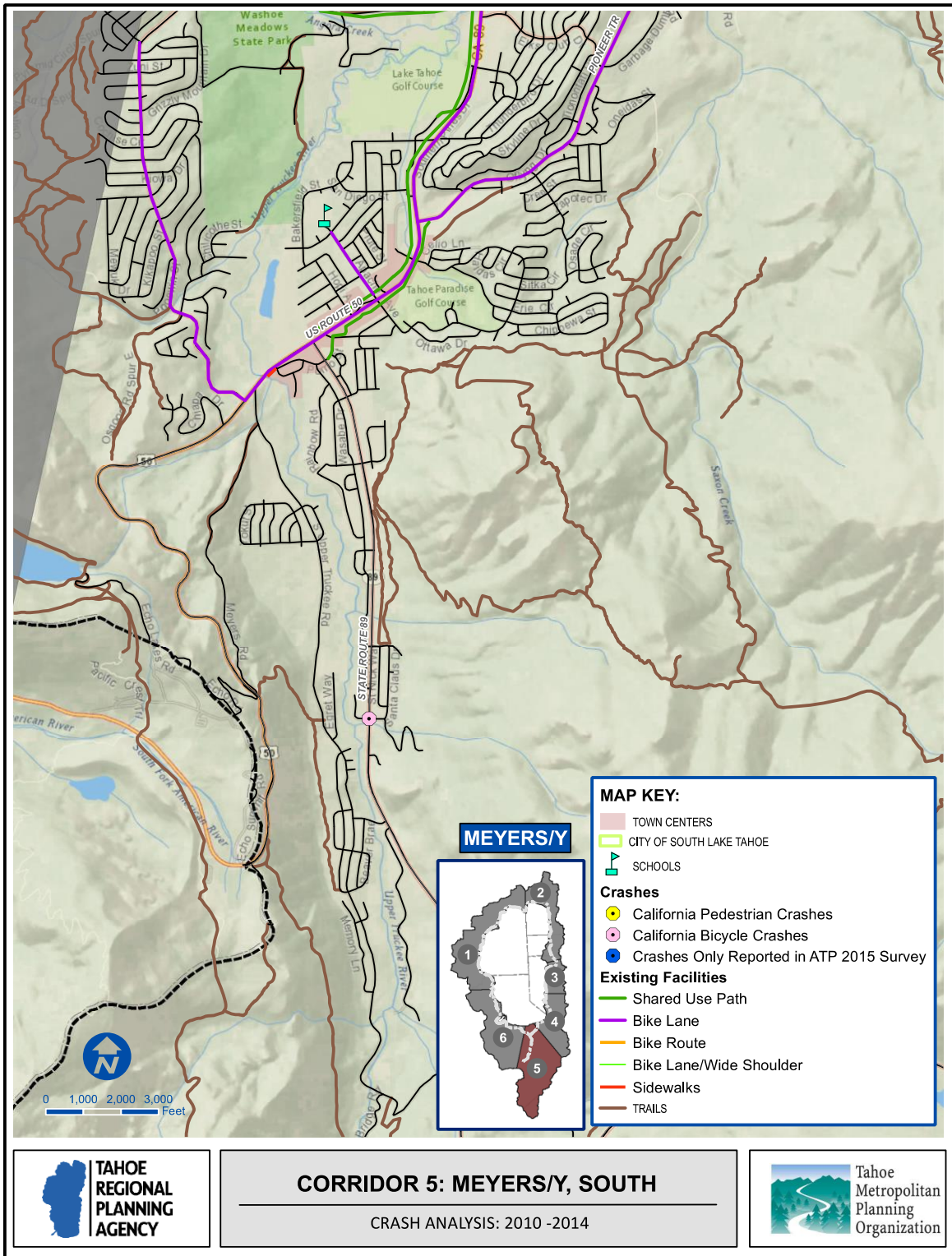
Figure 49: Corridor 6 - Crash Data

MAP KEY:

Crashes
- California Pedestrian Crashes
- California Bicycle Crashes
- Crashes Only Reported in ATP 2015 Survey

Existing Facilities
- Shared Use Path
- Bike Lane
- Bike Route
- Bike Lane/Wide Shoulder
- Sidewalks
- Trails

Inset A: Rubicon Bay

Inset B: Pope Bike Path

SR89 Recreation

CORRIDOR 6: SR 89 RECREATION

CRASH ANALYSIS: 2010 - 2014

TAHOE REGIONAL PLANNING AGENCY

Tahoe Metropolitan Planning Organization

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.

SECTION 2: PUBLIC PARTICIPATION RESULTS

DESCRIPTION

In addition to the online survey, the TRPA/TMPO collected input on the active transportation network from community members and organizations through in person outreach. In an attempt to capture multiple agency feedback, and a broad range of community perspectives that included various ages, language communities, and income levels, outreach activities included hosting Community Gatherings on both shores, participation in transportation related community events, collaborating on education and encouragement programming, and attending agency stakeholder and community organization meetings. In person outreach captured over 500 participants from the Lake Tahoe Region who provided meaningful feedback. Participants were asked to participate through interactive activities, discussion, and presentations.

Advertisement

Advertisements regarding the variety of participation opportunities were distributed in both English and Spanish. Advertisements were placed in hardcopy and online local newspapers, as flyers in stores, on BlueGO! buses, public agency and non-profit email newsletters/list serves and social media. Door to door outreach was also conducted for the Latino Community on the North Shore through the services of Vaca Consulting.

Publicity

Coverage on community gatherings and workshop presentations were included in several newspapers and local newsletters. The Tahoe Daily Tribune, Lake Tahoe News, and South Tahoe Now each wrote articles that included descriptions of community presentations and some of the feedback given by community members. Additionally, Soroptomist International of Tahoe Sierra featured TRPA's presentation in their weekly newsletter and encouraged readers to take the online survey.

Outreach Documentation

Agency Stakeholders & Local Community Members

One of TRPA/TMPO's initial efforts in seeking input for the 2015 Active Transportation Plan began with advertising to local associations, public agencies, schools, and advocacy groups throughout Lake Tahoe. Associate Transportation Planner, Morgan Beryl offered to attend meetings to present information about Active Transportation, the upcoming Plan, and discuss any organization specific requests. Outreach began in January, 2015. Though each presentation varied by audience, the main focus was to inform stakeholders on recent accomplishments, the goals of the Plan, the types of infrastructure options available for the Tahoe Region, and to solicit input on stakeholder preferences. Also discussed were transportation topics relevant to each group's geographic location or specific focus area, such as Safe Routes to Schools or a nearby trail. Direct outreach opportunities were advertised through a variety of methods including through the TMPO transportation online newsletter, the Linking Tahoe Brochure, on the TMPO website, mailers sent to local Home Owners Associations and Government Improvement Districts, and targeted outreach through email and telephone correspondence. Figures 50 & 51 illustrate an example of stakeholder outreach results, conducted with the Truckee North Tahoe Tranportation Management Association.

TRPA letter sent to HOAs & GIDs

Figure 50: TNT TMA Infrastructure Design Preferences
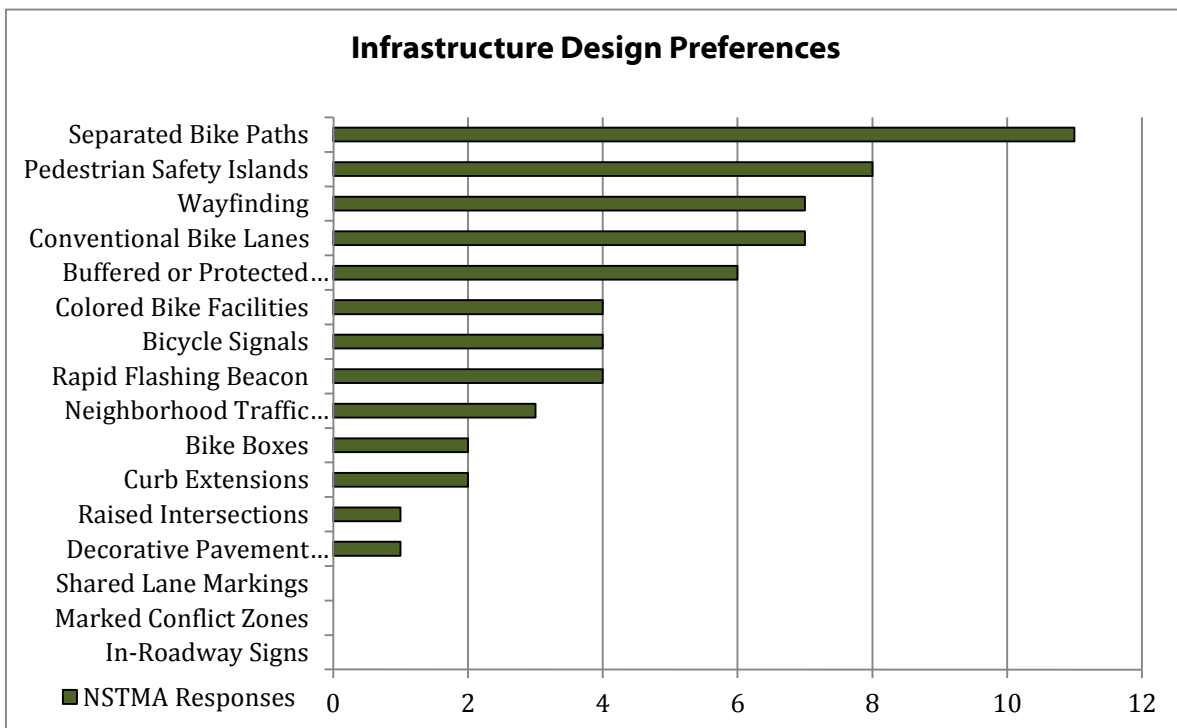
Active Transportation Goals
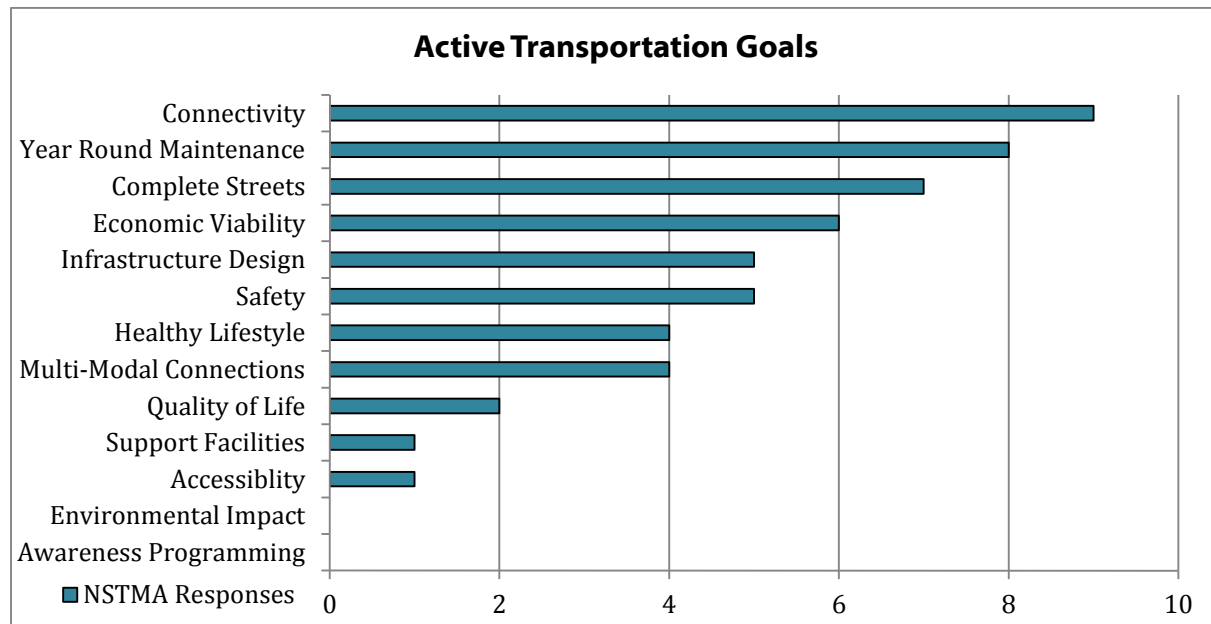
Table 6: Agency Stakeholder Outreach Attendance

Agency Stakeholder Outreach			
Date	**Agency**	**Stakeholder Type**	**# of Attendees**
December 8, 2014	Tahoe Transportation Commission	Regional Agency	18
January 9, 2015	City of South Lake Tahoe JPA Bike Advisory Committee	Local Jurisdiction/Advisory	12
January 15, 2015	Bikeway Partnership	Agency Association	13
March 5, 2015	North Shore Transportation Management Association	Agency Association	23
March 10, 2015	TRPA All-Staff Presentation	Regional Agency	60
March 16, 2015	TRPA All-Department Meeting	Regional Agency	10
May 6, 2015	California Tahoe Conservancy Staff Meeting	State Agency	39
June 19, 2015	South Shore Transportation Management Association	Agency Association	8
July 2, 2015	North Shore Transportation Management Association	Agency Association	20
July 10, 2015	City of South Lake Tahoe JPA Bicycle Advocacy Committee	Local Jurisdiction/Advisory	9
		Total Number of Attendees:	**212**

Community Outreach			
Date	**Organization**	**Audience Type**	**# of Attendees**
January 15, 2015	Community Mobility Group Meeting	South Tahoe Community/Advocacy	8
April 14, 2015	South Lake Tahoe Public Library	South Tahoe Community	27
April 14, 2015	Bijou Elementary School	Cafecitos/School Community	11
April 15, 2015	Tahoe Valley Elementary School	Cafecitos/School Community	5
April 16, 2015	Sierra House Elementary School	Cafecitos/School Community	6
April 16, 2015	King's Beach Elementary School	North Tahoe Community	12
May 6, 2015	Meyers Area Plan Meeting	Meyers Community	110
May 8, 2015	Community Health Advisory Board	Health Community/Advisory	30
May 30, 2015	Bike Challenge Kick-off	North Tahoe Community	58
June 11, 2015	Soroptomist International of Tahoe Sierra	South Tahoe Community	26
June 20, 2015	Bike Challenge Cycle Celebration	South Tahoe Community	70
July 5, 2015	Meeks Bay Vista Property Owners Association	Community/HOA	30
July 21, 2015	Lake Tahoe Unified School District	Community/School Board	25
August 15, 2015	South Shore Rotary	Service Club	15
September17,2015	Community Mobility Group	Community/Advocacy	5
October 13, 2015	Lake Tahoe Bicycle Coalition	Community / Advoacy	8
		Total Number of Attendees:	**445**

Lake Tahoe Bike Challenge Cycle Celebration

Community Gatherings

Community Gatherings were held in April of 2015 on both shores of Lake Tahoe. Each gathering was open to the public, held from 5:30-7:30pm, accessible by transit and active transportation, offered child care, refreshments, and Spanish interpretation services. Flyers and advertisements were distributed in hard copy newspapers, stores, public buildings, on buses, and through online networks in both Spanish and English. Door to door outreach was conducted on the North Shore to the Latino community. On the South Shore, TRPA/TMPO attended three Cafecitos (Spanish speaking parent associations at elementary schools in South Lake Tahoe) meetings during the week of the Community Gatherings to present with Spanish interpretation, collect feedback, and promote the workshops held that week. Feedback collected at Cafecitos meetings mirror much of what was indicated by the broader public and can be found in Appendix C. Comments included bike rack location needs, desires for a *Class IV Cycle Track* and *Pedestrian Safety Islands* along US Highway 50, sidewalks near schools, more connections from the "Y" to Stateline that serve the back neighborhoods not located near US Highway 50, and more lighting in residential neighborhoods like Sierra Tract in South Lake Tahoe.

The Gatherings included a twenty minute presentation by Associate Transportation Planner, Morgan Beryl. The presentation highlighted recent accomplishments, specific updates to Plan Chapters, and an overview of the many active transportation infrastructure options used to encourage safe and increased active transportation. Participants were then asked to visit four stations throughout the room that were manned by TMPO/TRPA staff and volunteers. At the South Shore community gathering, the California Tahoe Conservancy also participated by hosting a booth that informed and collected feedback on the South Tahoe Greenway project, recently awared funding by the State of California Active Transportation Program, and beginning construction in 2015.

April 14, 2015 - South Shore Community Gathering, South Lake Tahoe Public Library
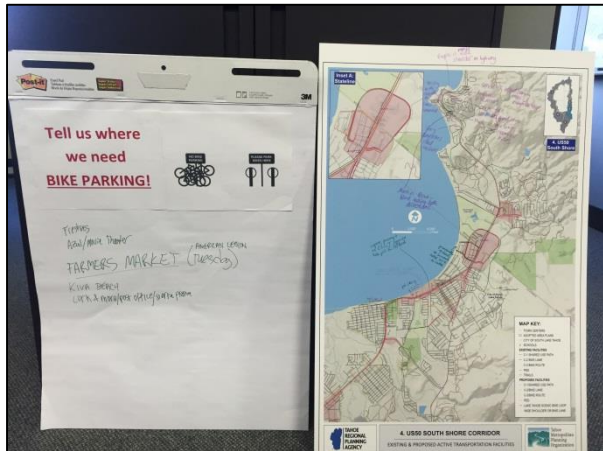
May 6, 2015 - Meyers Area Plan Meeting & Input from the South Lake Tahoe Community

The four stations included:

1. **Surveys:** Take the survey online on a tablet provided by the TRPA/TMPO, or in hard copy.
2. **Sticker Voting:** Place stickers on boards indicating preferences for Goals & Policies, and Infrastructure Designs.
3. **Mapping Routes:** Draw on large poster maps to tell us where we need new routes and what kind. Also tell us which intersections need improvements.
4. **Bike Parking:** Tell us where we need bike parking.

Table 8: Community Gathering Attendance

Community Gathering Data		
Location	**Date**	**# of Participants**
South Lake Tahoe Public Library	April 14, 2015	27
King's Beach Elementary	April 16, 2015	12
Total Number of Participants:		**39**

Bicyclists and community members give their feedback at the TRPA booth on May 30, 2015.

Feedback gathered from the community gatherings and other outreach efforts, such as the Bike Challenge Kickoff event pictured above, were compiled into GIS and are illustrated on the maps in the following pages. Data included community suggested bike parking locations, intersections that are in need of improvement, and additional active transportation facilities people would like to see implemented throughout the Lake Tahoe Region. Capturing this information on digital maps will help to memorialize the feedback collected, and assist planners when finalizing future plan proposals. The maps that follow incorporate all community member comments. Understanding community desire is valuable in working with local partners, and will assist implementation that meets users' needs.

Figure 52: Corridor 1 North - Community Workshop Input

MAP KEY:

- Schools
- Suggested Intersection Improvements
- Suggested Bike Parking

Existing Facilities
- Bike Path
- Bike Lane
- Bike Route
- Sidewalk
- Trails

Proposed Facilities
- Bike Path
- Bike Lane
- Bike Route
- Sidewalk

Suggested Facilities
- Bike Path
- Bike Lane
- Bike Route
- Sidewalk

TART bus line at National Ave

Kings Beach & Coon St.

TART bus line at Dollar Creek

Kings Beach

Carnelian Bay

SR 89/28

Inset A: Kings Beach

TAHOE REGIONAL PLANNING AGENCY

SR89 / SR 28 NORTH, LAKE TAHOE REGION

COMMUNITY WORKSHOP INPUT

Tahoe Metropolitan Planning Organization

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.

Figure 53: Corridor 1 South - Community Workshop Input
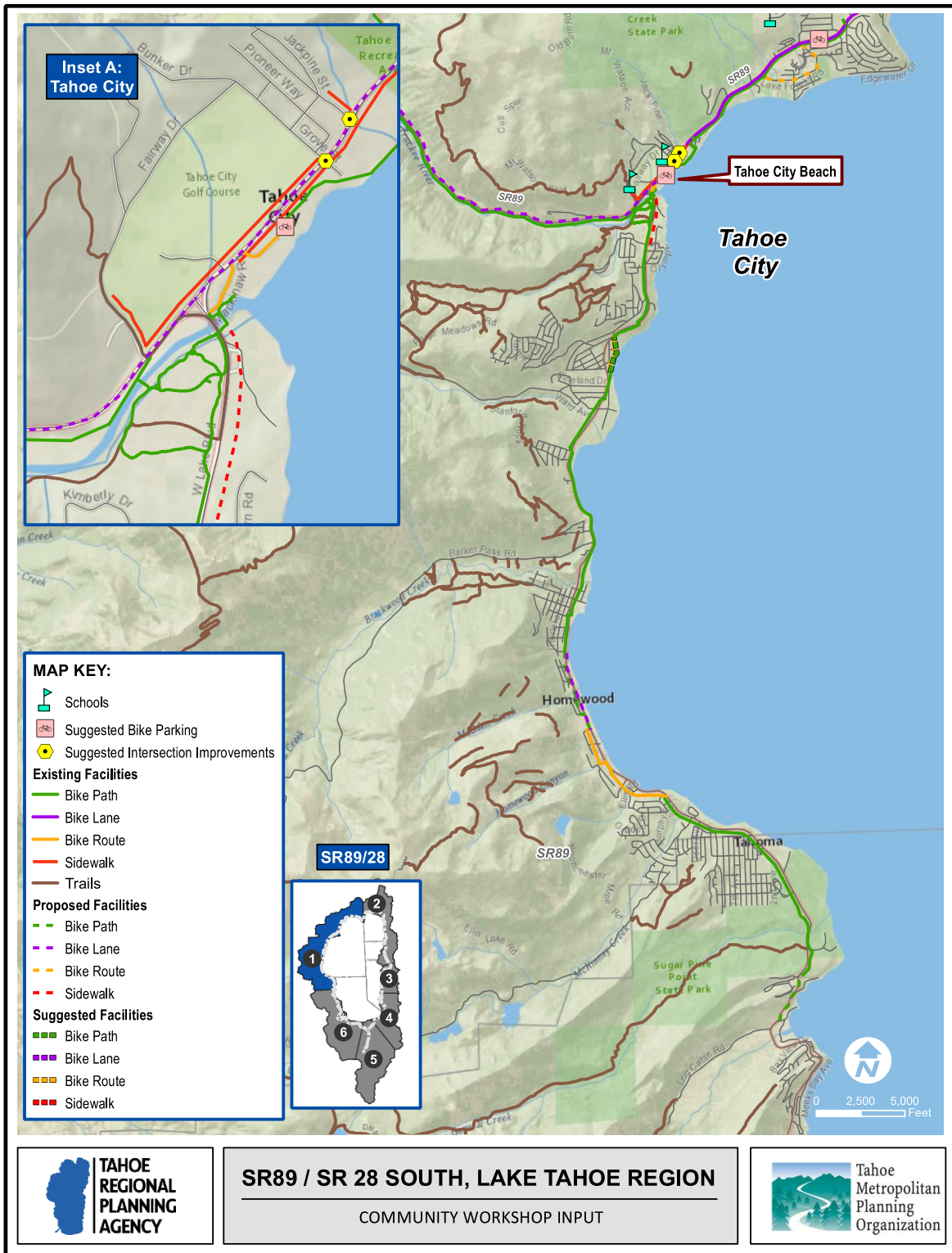
Figure 54: Corridor 2 - Community Workshop Input

Inset A: Crystal Bay

"Designate a lane for bicyclists and make the shoulder safer."

Incline Village

NV SR28 NATIONAL SCENIC BYWAY

"Add a shared use path and stablize the grades."

Hidden Beach

MAP KEY:

- ⚑ Schools
- ⊙ Suggested Intersection Improvements
- Suggested Bike Parking

Existing Facilities
- —— Bike Path
- —— Bike Lane
- —— Bike Route
- —— Sidewalk
- —— Trails

Proposed Facilities
- – – Bike Path
- – – Bike Lane
- – – Bike Route
- – – Sidewalk

Suggested Facilities
- ▪▪▪ Bike Path
- ▪▪▪ Bike Lane
- ▪▪▪ Bike Route
- ▪▪▪ Sidewalk

TAHOE REGIONAL PLANNING AGENCY

NV SR28 NATIONAL SCENIC BYWAY

COMMUNITY WORKSHOP INPUT

Tahoe Metropolitan Planning Organization

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.

Figure 55: Corridor 4 - Community Workshop Input

Corridor 3 US 50 East Shore was not included due to a lack of input on the network in that area.

Inset A: Stateline

Lake Shore Blvd & Hwy 50

Roundhill Shopping Center

Nevada Beach

Azul Cafe at Heavenly Village

South Shore Area Plan

Stateline

Wildwood & Bike Path

Freshies & SLT Safeway

Tourist Core Area Plan

City of South Lake Tahoe

"Improve signage."

The Cork & More, U.S. Post Office

US50 South Shore

MAP KEY:

- Schools
- Suggested Bike Parking
- Suggested Intersection Improvements

Existing Facilities
- Bike Path
- Bike Lane
- Bike Route
- Sidewalk
- Trails

Proposed Facilities
- Bike Path
- Bike Lane
- Bike Route
- Sidewalk

Suggested Facilities
- Bike Path
- Bike Lane
- Bike Route
- Sidewalk

0   1,000   2,000   3,000   Feet

TAHOE REGIONAL PLANNING AGENCY

US50 SOUTH SHORE CORRIDOR

COMMUNITY WORKSHOP INPUT

Tahoe Metropolitan Planning Organization

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.

Figure 56: Corridor 5 North - Community Workshop Input

MEYERS/Y

Mountain Yoga

"Improve signage."

"Poor road condition."

"Add cycle tracks or buffered bike lanes."

U.S. Post Office

Big 5 & Staples

K-Mart at the "Y"

Inset A: The "Y"

MAP KEY:

- ⚑ Schools
- ▨ Suggested Bike Parking
- ⬡ Suggested Intersection Improvements

Existing Facilities
- Bike Path
- Bike Lane
- Bike Route
- Sidewalk
- Trails

Proposed Facilities
- Bike Path
- Bike Lane
- Bike Route
- Sidewalk

Suggested Facilities
- Bike Path
- Bike Lane
- Bike Route
- Sidewalk

Suggested Intersection Improvements:
Emerald Bay Rd & 8th St
Emerald Bay Rd & 5th St
Hwy 50 & CA 89 (the "Y")
Hwy 50 & 3rd St
Elosie Ave & 3rd St
Hwy 50 & Tahoe Keys Blvd
Eloise Ave & Tahoe Keys Blvd
Hwy 50 & Sierra Blvd
Hwy 50 & Al Tahoe Blvd
Hwy 50 & Los Angeles Ave

TAHOE REGIONAL PLANNING AGENCY

MEYERS/ Y NORTH, LAKE TAHOE REGION

COMMUNITY WORKSHOP INPUT

Tahoe Metropolitan Planning Organization

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.

Figure 57: Corridor 5 South - Community Workshop Input

Figure 58: Corridor 6 - Community Workshop Input

SR89 RECREATION, LAKE TAHOE REGION
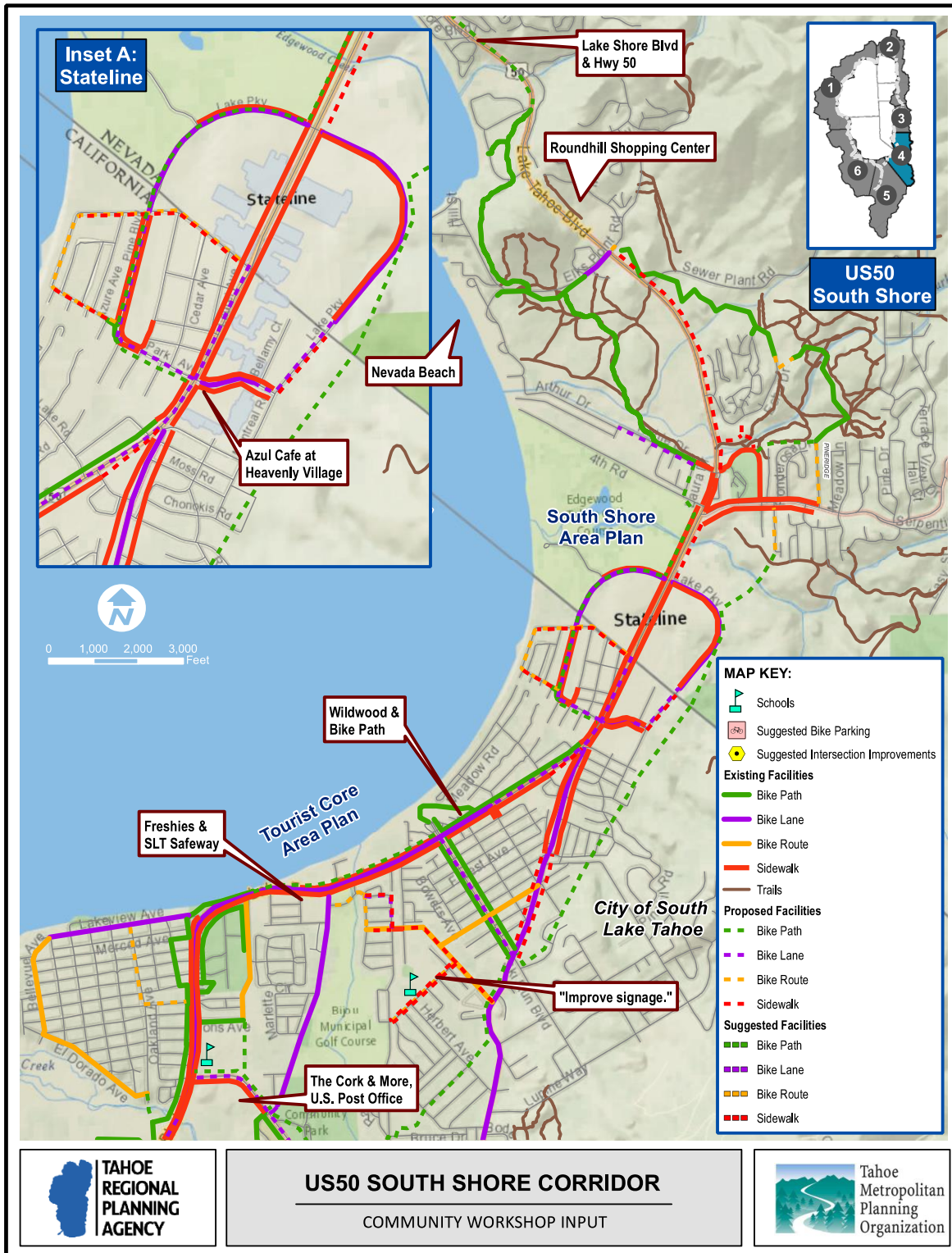
COMMUNITY WORKSHOP INPUT

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.

Goals, Policies & Prioritization

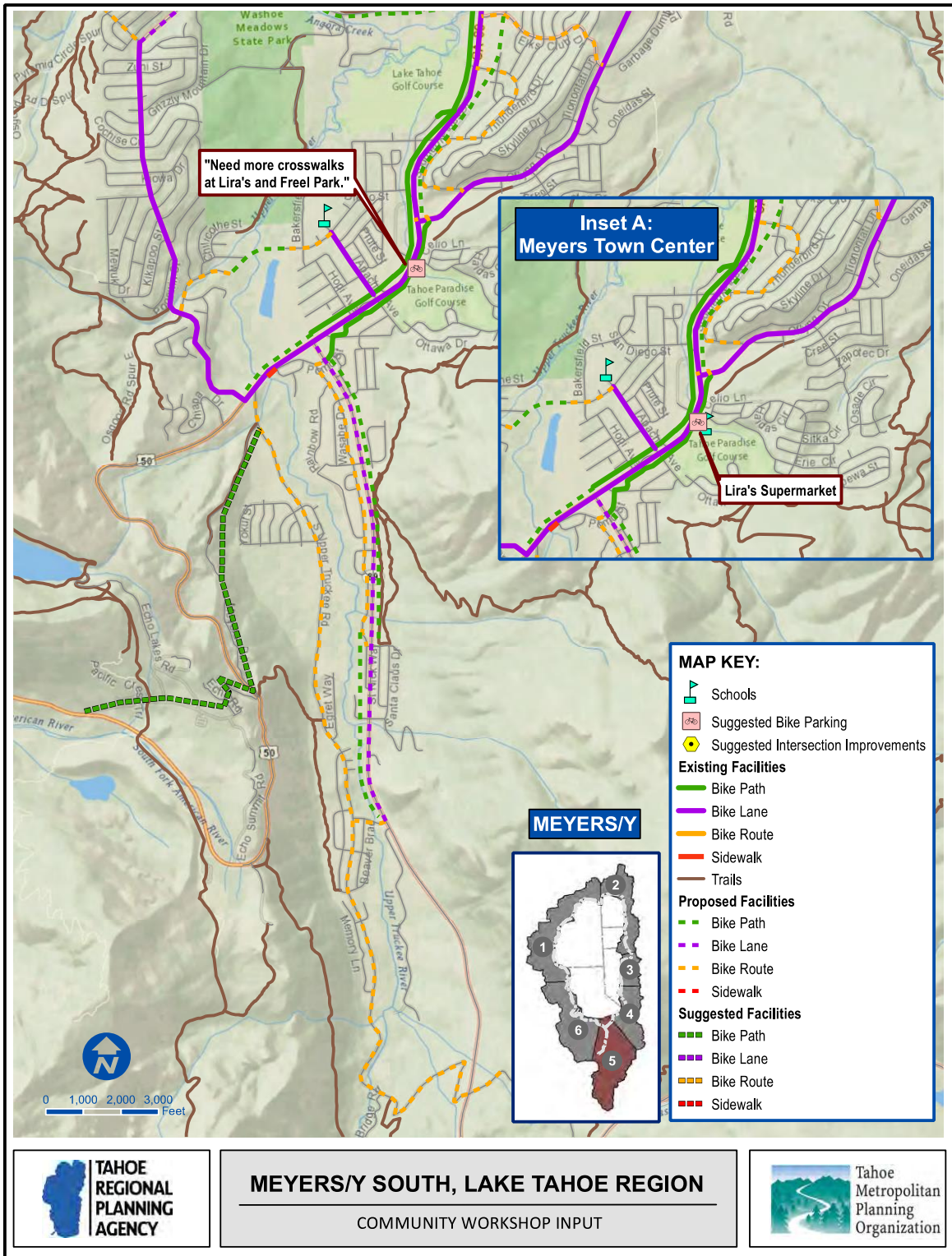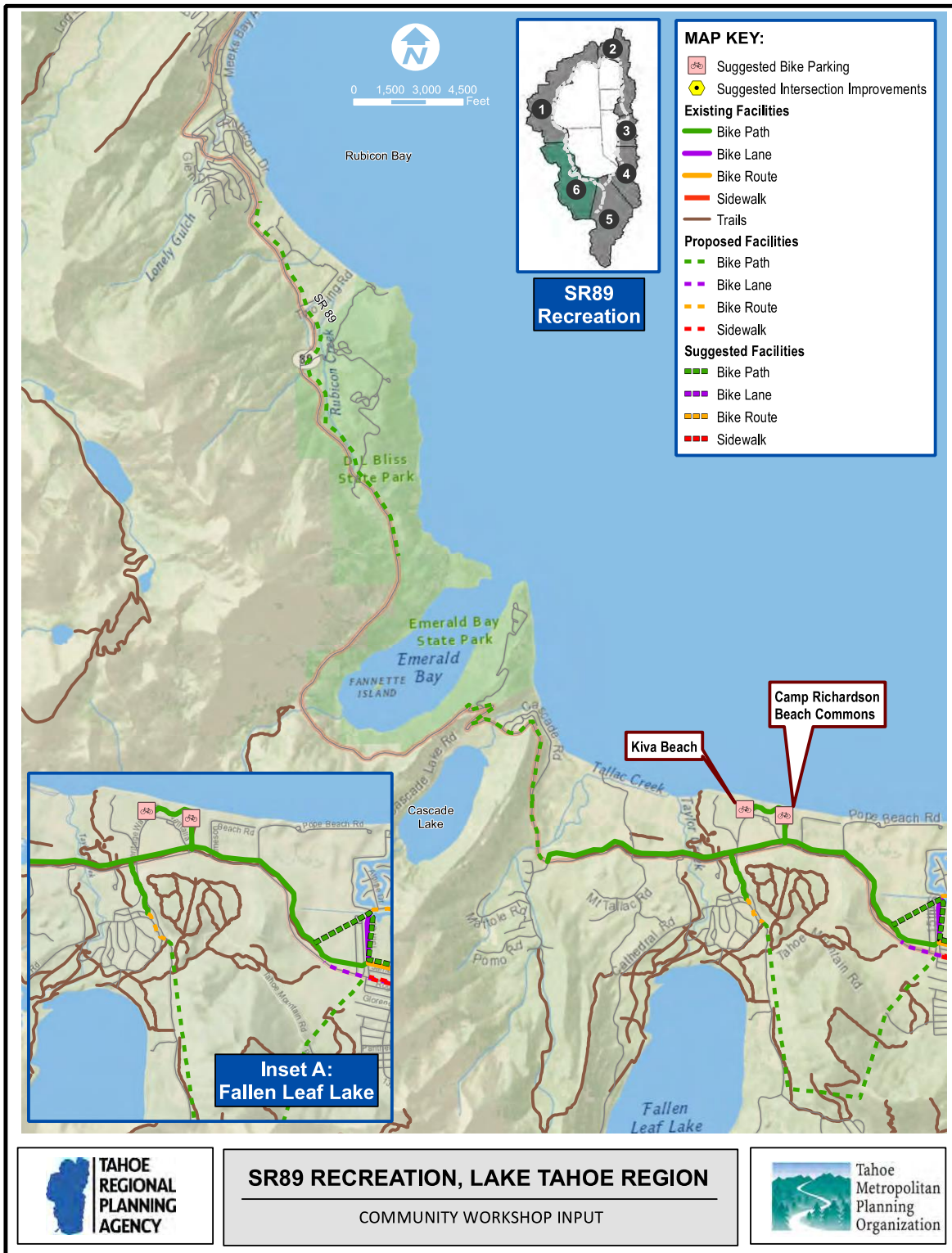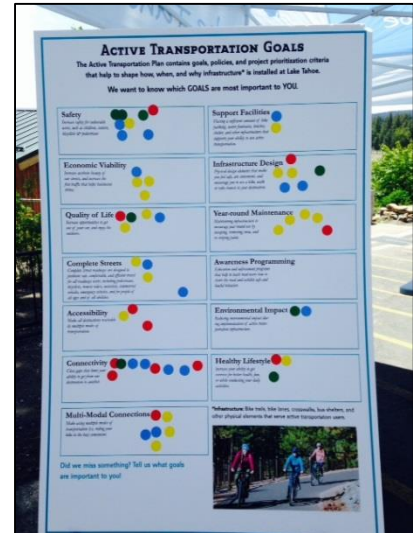The Active Transportation Plan contains goals, policies, and project prioritization criteria that help to shape how, when, and why infrastructure is installed in Lake Tahoe. Since 2010, Lake Tahoe has become a safer, more accessible and well-maintained region for bicyclists and pedestrians. Community feedback is essential to creating a plan that supports implementing projects that make sense for locals and visitors using the network. In order to continue this positive trend, TRPA/TMPO asked community members throughout the Region to identify the top four transportation goals that are most important to them. In total, 166 Lake Tahoe residents gave input about what they felt were the most important active transportation goals. From greatest priority to least, the following four goals were valued the most among 166 participating Lake Tahoe residents:

North Shore Community Input on Active Transportation Goals in Lake Tahoe

1. **Connectivity:** Close gaps that limit your ability to get from one destination to another.
2. **Infrastructure Design:** Physical design elements that make you feel safe, are convenient, and encourage you to use a bike, walk, or take transit to your destination.
3. **Safety:** Increase safety for vulnerable users, such as children, seniors, bicyclists, & pedestrians.
4. **Economic Viability:** Increase aesthetic beauty of our streets, and increase the foot traffic that helps businesses thrive.

Figure 59: Community Input on Active Transportation Goals
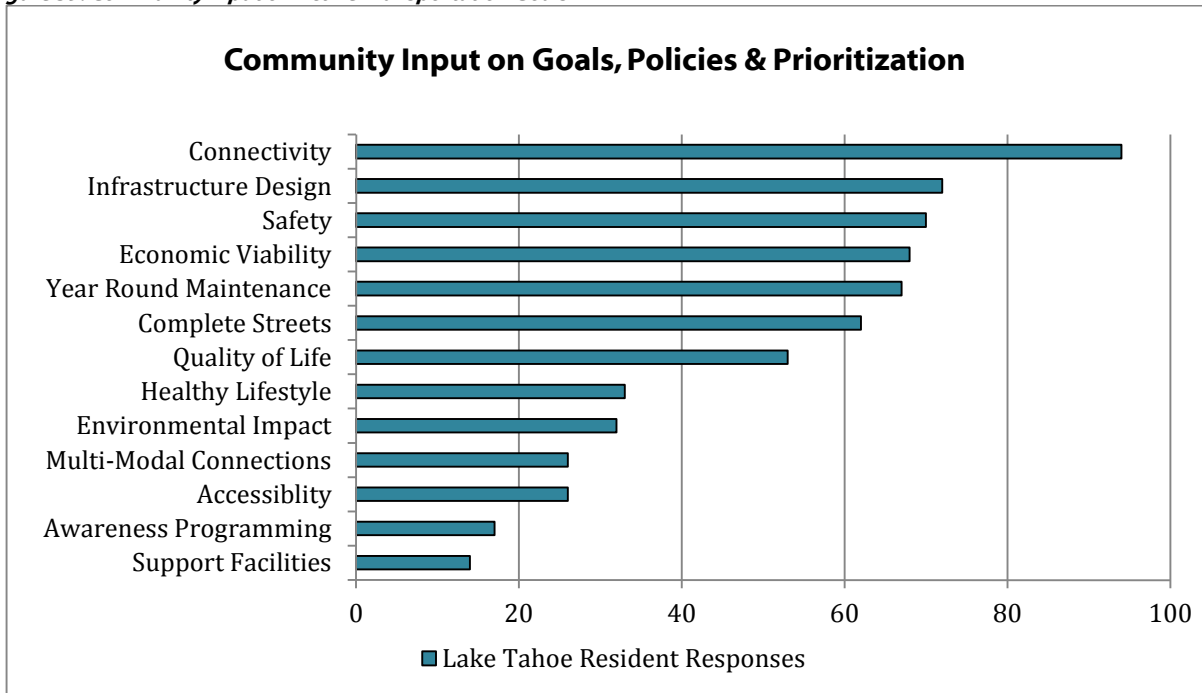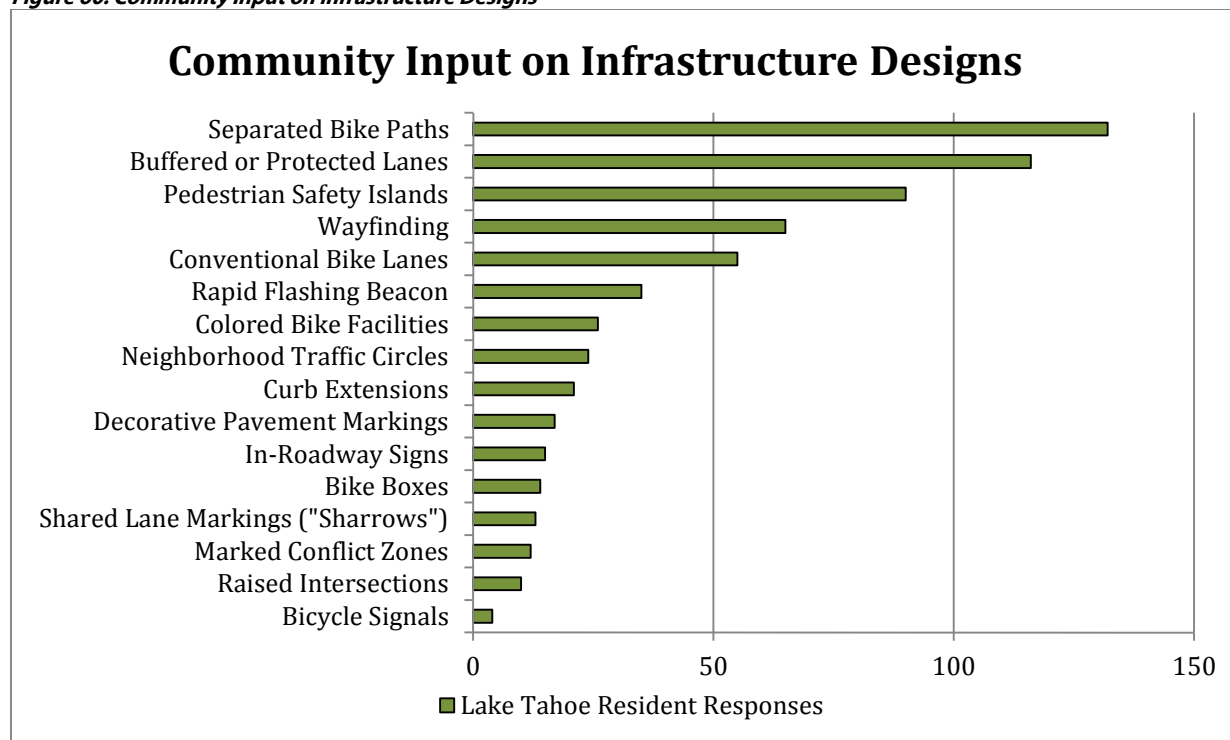
Infrastructure Designs

TRPA/TMPO also asked Lake Tahoe community members which types of infrastructure designs they would like to see implemented in the Region. Since the Plan was updated in 2010, new technologies, designs and policies have emerged that are improving active transportation infrastructure design. To better understand which types of infrastructure local and visitor users feel would increase their use of the active transportation network, participants were asked to vote on their top four priority designs. The following four designs were the most popular:

1. **Separated Bike Paths:** A shared-use path that is completely separated from roadway traffic, and is a minimum 8 feet wide.
2. **Buffered or Protected Lanes:** Conventional bike lanes paired with a designated buffer (painted or vertical buffers, such as flexible polls).
3. **Pedestrian Safety Islands:** A protected stopping point for a pedestrian attempting to cross two directions of traffic. Applied at locations where speeds and volumes make crossing prohibitive, or where three or more lanes of traffic make pedestrians feel unsafe in the intersection.
4. **Wayfinding:** Comprehensive signing and/or pavement markings that guide bicyclists to their destination along preferred bicycle routes.

Meyers Community Input on Infrastructure Designs in Lake Tahoe

Figure 60: Community Input on Infrastructure Designs

Community Input on Infrastructure Designs

- Separated Bike Paths
- Buffered or Protected Lanes
- Pedestrian Safety Islands
- Wayfinding
- Conventional Bike Lanes
- Rapid Flashing Beacon
- Colored Bike Facilities
- Neighborhood Traffic Circles
- Curb Extensions
- Decorative Pavement Markings
- In-Roadway Signs
- Bike Boxes
- Shared Lane Markings ("Sharrows")
- Marked Conflict Zones
- Raised Intersections
- Bicycle Signals

0   50   100   150

■ Lake Tahoe Resident Responses

SECTION 3: EDUCATION & ENCOURAGEMENT

Education and encouragement programming is a joint effort between many local organizations including the TRPA/TMPO, the City of South Lake Tahoe Police Department, the Lake Tahoe Community College, the Lake Tahoe Sustainability Collaborative's Community Mobility Group, the Lake Tahoe Bicycle Coalition, the League to Save Lake Tahoe, Tahoe Area Mountain Biking Association (TAMBA), South Tahoe Environmental Education Coalition (STEEC), and North Tahoe Environmental Education Coalition (NTEEC). Education campaigns, such as Tahoe Talks, the two week long Bike Challenge, Bike to School Week, and elementary student Bicycle Rodeos are organized to increase active transportation, improve safety, and gather valuable community feedback.

"Tahoe Talks" Speaker Series

The Tahoe Talks Series, initiated in the fall of 2014, is a monthly lunchtime forum of community members and industry experts who present and discuss ideas on transportation, the environment, and the economy. The forum is free to the public and includes an hour of presentations or webinars followed by a half hour of discussion. The TRPA/TMPO hosts the Tahoe Talks Series in partnership with other local organizations in an effort to stimulate conversation and education of pressing issues among the Region's citizenry and agency stakeholders.

The forum has covered several topics that focus on active transportation including:
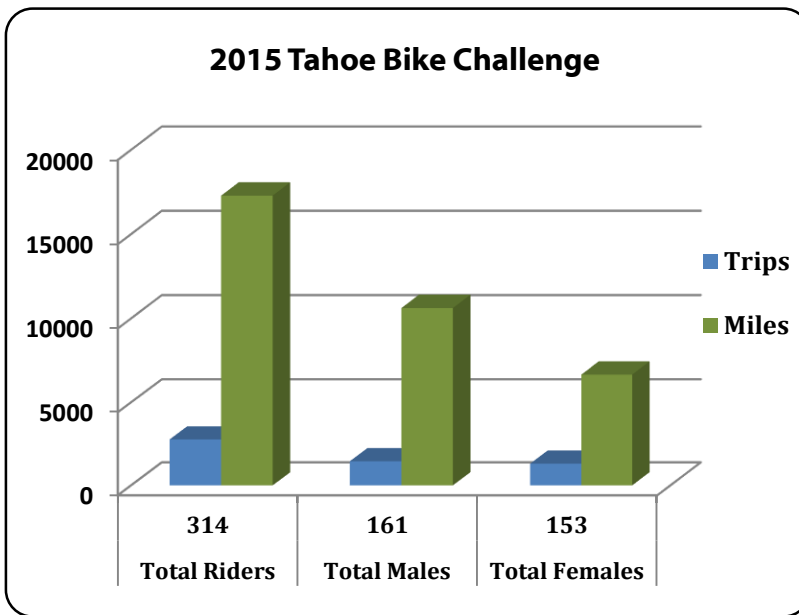
Table 9: Tahoe Talks Attendance

Tahoe Talks Brown Bag Lunch Series			
Date	**Topic**	**Speakers/Presenters**	**# of Attendees**
Nov. 19, 2014	E-Bikes, Electric Assist Bikes, and Transportation	John MacArthur, Sustainable Transportation Program Manager, Portland State University Marni Ratzel, Senior Transportation Manager, City of Boulder (webinar)	15
Dec. 3, 2014	Rapid Implementation and Pilot Projects	Annick Beaudet, AICP, Capital Program Consultant, City of Austin Kyle Wagenschutz, Bicycle and Pedestrian Coordinator, City of Memphis Zach Vanderkooy, Green Lane Project International Programs Manager, People For Bikes (webinar)	15
Dec. 17, 2014	Getting to Better Outcomes from Pilot Projects	Emily P.G. Erickson, Master's Candidate in Counseling Psychology, University of St. Thomas Jessie Holzer, Planner, Alta Planning + Design Kyle Wagenschutz, Bicycle and Pedestrian Coordinator, City of Memphis (webinar)	17
Jan. 21, 2015	Planning and Implementing Complete Streets	Trevor Coolidge, City of South Lake Tahoe Brendan Ferry, El Dorado County	19
Feb. 10, 2015	Modern Roundabouts: Changing our Intersection Landscape	Hillary Isebrands, PE, PhD, Federal Highway Administration	43
May 20, 2015	The Bike's Impact on Tahoe's Economy	Curtis Fong, Bike the West Carol Chaplin, Lake Tahoe Visitors Authority Jason Collin, Board Chair, Lake Tahoe Chamber of Commerce Gary Bell, Sierra Ski and Cycle Works	43
Jun. 17, 2015	Legal Rights and Issues for Pedestrians and Bicyclists	Sgt. Shannon Laney, S. Lake Tahoe Police Dept. Sgt. Shannon Norgard, S. Lake Tahoe Police Dept.	17
Jun. 24, 2015	Law Enforcement Strategies to Improve Pedestrian and Cyclist Safety	Jim Curtin, Seattle Dept. of Transportation Brian Dougherty, Seattle Dept. of Transportation Major Jim Russel, Deputy Chief of Police, Florida State University Police Department (webinar)	17
August 19, 2015	The Geeks are in Charge: Big Data, Autonomous Vehicles and the Sharing Economy	Jim Charlier, Charlier Associates, as part of the the Community Builders webinar series (webinar)	9
September 16, 2015	Me and My Bike – Fun and Safe Ways for Kids to Get on their Bikes in South Lake Tahoe	Rebecca Bryson, Parks and Recreation Commissioner, City of South Lake Tahoe Gianna Aveni, Community Mobility Group of the Lake Tahoe Sustainability Collaborative Ben Fish, President, Tahoe Area Mountain Biking Association	17
		Total Number of Attendees:	**212**

Tahoe Bike Challenge

Since 2005, the Lake Tahoe Bicycle Coalition, the TRPA/TMPO, and other local and regional partners organized the annual Lake Tahoe Bike Challenge. The 2015 Lake Tahoe Bike Challenge took place between June 1st and June 14th. The goal of the annual Bike Challenge is to encourage people all around the Region to forego driving and instead bike as often as possible for fun or commute. By participating as individuals or joining a team, participants spend more time riding their bikes and contribute towards building a healthy, fun, and environmentally friendly atmosphere. Each year, hundreds of cyclists join teams or ride as individuals and record their total number of bicycle trips through an online site: http://tahoebikechallenge.org/. Sponsors also organize a variety of events and group rides throughout the 2-week period to increase awareness, and participation. 2015 was a successful year, with 58 people in attendance at the North Shore Kickoff Party on June 1st, and roughly 70 people at the South Shore Cycle Celebration on June 20th. Throughout the two weeks a total of 315 participants logged 17,299 total miles in 2,706 total trips. The impact of this challenge on the environment was tremendous, saving an estimated 18,663 pounds of carbon dioxide emissions.

June 30, 2015 TRPA Car Free Day

**2015 Lake Tahoe Bike Challenge Kick-off
Ride from Squaw Valley**

**2015 Lake Tahoe Bike Challenge Kick-off
Ride from Homewood**

Meet at 12pm
Squaw Valley Park

End at Moe's BBQ

*Tahoe
City*

End at Moe's BBQ

Meet at 12pm
Homewood Mountain Ski Resort

Table 10: Bike Challenge Participation in South Lake Tahoe

2015 Bike Challenge Events – South Lake Tahoe			
Date	**Event**	**In Collaboration With**	**# of Participants**
June 1, 2015	Ready, Set, Pedal! Party	City of South Lake Tahoe & Pearl Izumi	30
June 2, 2015	Yoga for Cyclists	Camp Richardson & Lorilyn Yoga	33
June 2, 2015	Injury Prevention Workshop	Chris Kozlowski, Barton Hospital	11
June 3, 2015	Pee Wee Herman Movie Screening	Grand Central Pizza	12
June 6, 2015	Bike Tune-up Workshop	Mike Crow	15
June 6, 2015	Mountain Yoga & Bike Ride	Mountain Yoga & Laura DeFreitas Josephy	10
June 9, 2015	Yoga for Cyclists	Camp Richardson & Lorilyn Yoga	17
June 10, 2015	Bike-in Movie	Tahoe Mountain Lab & Sierra Nevada Alliance	15
June 20, 2015	Cycle Celebration	Heavenly Village	70
		Total Number of Participants:	**213**

Table 11: Bike Challenge Participation in North Lake Tahoe

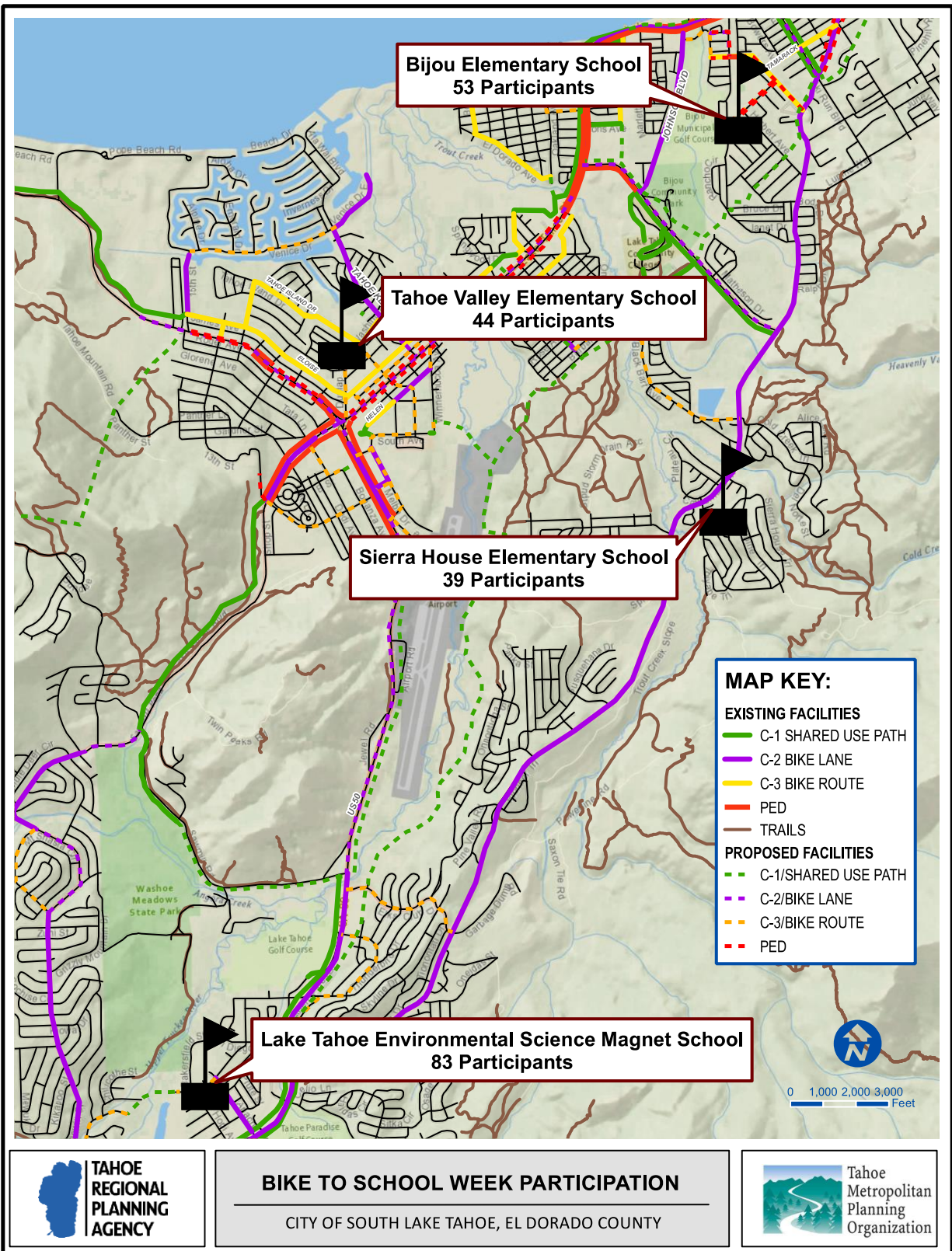| 2015 Bike Challenge Events – North Lake Tahoe			
Date	**Event**	**In Collaboration With**	**# of Participants**
May 30, 2015	North Shore Kick-off Party	TRPA/TMPO, North Shore Transportation Management Association, North Tahoe Public Utility District, and Tahoe City Public Utility District	60
June 3, 2015	LUNA Chix Ride	Tahoe City XC	10
June 4, 2015	Stretching for Cyclists – Yoga!	Coral Taylor and Fairway Community Center	4
June 5, 2015	Inspired to Ride – Movie Premiere	Tahoe Art Haus & Cinema	120
June 6, 2015	Pedal & Putt	Tahoe City Golf Course	4
June 6, 2015	Community Clean-up	Tahoe City Downtown Association and North Tahoe Business Association	33
June 6/7, 2015	The Little Big Festival	Truckee Bike Park	n/a
June 11, 2015	Stretching for Cyclists	Coral Taylor and North Tahoe Event Center	2
June 13, 2015	Bike Safety Awareness Day	Truckee Tahoe Airport	25
		Total Number of Participants:	**258**

Bike To School Week

Bike to School week promotes active transportation at schools by coordinating group rides, providing route information, and offering recognition for those that participate. During the first week of June 2015, the Community Mobility Group in coordination with the Lake Tahoe Unified School District engaged South Lake Tahoe elementary school students to walk or ride their bikes to school. All elementary schools within the City of South Lake Tahoe and the town of Meyers participated. Coordinated rides included a series of drop off points where parents could take students if they were too young to bike alone, didn't have a bike, or lived too far away. Students were escorted to the schools from these locations by adult supervisors. Volunteers were stationed at each school to pass out and hole punch cards for each day students used active transportation to attend school. At the end of the week, students were shown recognition through prizes. A local newspaper, *Lake Tahoe News,* featured an article about the effort on June 4th, 2015 titled: "Youngsters Pedal to School in Bike Challenge."

Table 12: Bike to School Week Participation

Bike to School Week 2015	
Participating School	**Number of Total Participants**
Tahoe Valley Elementary School	44
Sierra House Elementary School	39
Bijou Elementary School	53
Lake Tahoe Environmental Science Magnet School	83
Total Number of Participants:	**219**

Figure 61: Bike to School Week Results

Bijou Elementary School
53 Participants

Tahoe Valley Elementary School
44 Participants

Sierra House Elementary School
39 Participants

Lake Tahoe Environmental Science Magnet School
83 Participants

MAP KEY:

EXISTING FACILITIES
- C-1 SHARED USE PATH
- C-2 BIKE LANE
- C-3 BIKE ROUTE
- PED
- TRAILS

PROPOSED FACILITIES
- C-1/SHARED USE PATH
- C-2/BIKE LANE
- C-3/BIKE ROUTE
- PED

0 1,000 2,000 3,000 Feet

TAHOE REGIONAL PLANNING AGENCY

BIKE TO SCHOOL WEEK PARTICIPATION

CITY OF SOUTH LAKE TAHOE, EL DORADO COUNTY

Tahoe Metropolitan Planning Organization

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.

Bicycle Rodeos

During Bike to School week, TRPA/TMPO partnered with the Community Mobility Group and the California Highway Patrol to put on a Bicycle Rodeo activity at Lake Tahoe Environmental Science Magnet School on June 4, 2015. The event included students from grades 3, 4, and 5. In total, 175 teachers and students rode their bikes to school that day. Once they arrived to the school, students were escorted towards three different themed stations: safety, environmental benefits of active transportation, and rules of the road:

- **Station 1: Traffic Jam** – An interactive game teaching students about bicycle safety, health benefits, and rules of the road.
- **Station 2: Slow Bike Race** – The winner is the student who can ride their bike as slowly as possible and still stay on, teaching control.
- **Station 3: Carbon Dioxide Tags** – Game that simulates CO_2 trapped in the atmosphere and teaches students the impact humans have on climate change.

*Lake Tahoe Environmental Magnet School Slow Bike Race*

Following the successful Bicycle Rodeo event at Lake Tahoe Environmental Science Magnet School, The Lake Tahoe Bicycle Coalition and TRPA/TMPO conducted a second Bicycle Rodeo at the Lake Tahoe Bike Challenge Cycle Celebration on June 20, 2015. This event included nine stations that educated kids about bicycle safety and rules of the road:

- Station 1 – Registration
  - 1a – Take the Helmet Fit Test
  - 1b – Bike Fit and Safety Check
- Station 2 – Mounting and Dismounting
- Station 3 – Stop on a Dime
- Station 4 – Changing Direction
- Station 5 – Straight Line Control
- Station 6 – Avoiding Hazards
- Station 7 – Weaving and Maneuvering
- Station 8 – Driveway Exit
- Station 9 – Finish Line

RECOMMENDATIONS & NEXT STEPS

The 2015 Community Outreach Report summarizes public participation and community feedback on existing and desired active transportation network. Data was collected through community gatherings, public workshops, information booths at local events, and the Active Transportation Plan Survey. The information captured in this report is essential to forming a successful Active Transportation Plan and implementation for the Lake Tahoe Region.

Photo: Mike Vollmer
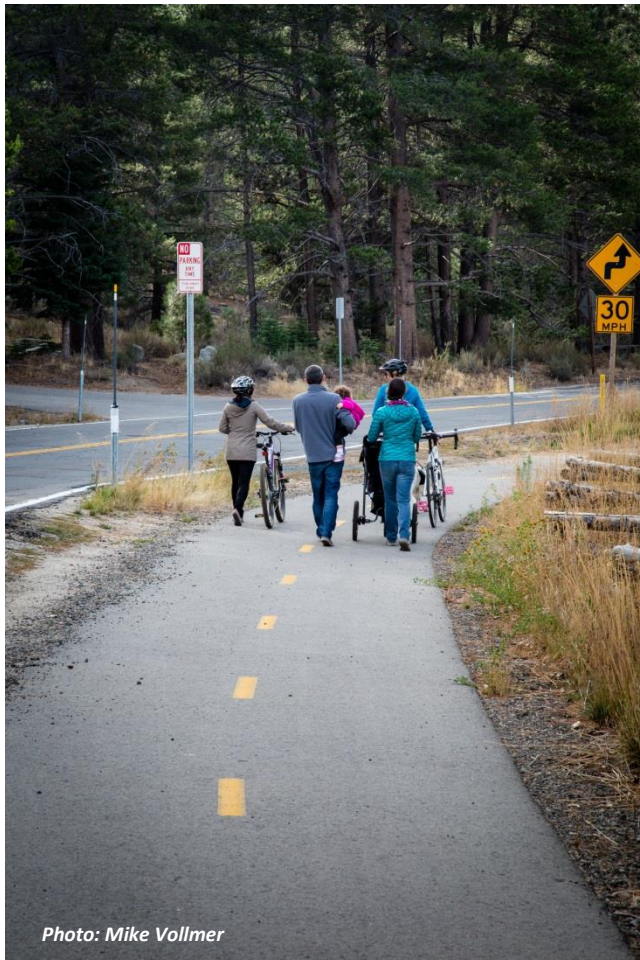
The first section of the report includes detailed analysis of public input from the Active Transportation Plan Survey. From March 2015 through June 2015, a total of 662 community members completed the survey online, or in hard copy format. Additionally, 107 of the total surveys were completed in Spanish as a result of TRPA/TMPO targeted outreach to Latino communities. The survey asked respondents about their typical and preferred travel modes, common biking routes, intersections they feel function well and are in need of improvements, and whether or not they ride transit in combination with bikes.

The second section of the report captures feedback from public participation via community gatherings, agency stakeholder meetings and region-wide awareness events. Community members and agency stakeholders were asked to identify the most important active transportation goals and infrastructure designs. Both parties ranked separated bike paths as their top infrastructure design priority and connectivity as their top active transportation goal.

RECOMMENDATIONS

The Active Transportation Plan Update will incorporate public feedback based on the collective input from survey respondents, community members, and agency stakeholders summarized in this report. The Plan will outline design guidelines, identify goals and policies, prioritize projects, identify areas in need of improvements, and propose new routes based on public data and vetted through technical expertise. Implementing agencies can use this information to prioritize active transportation projects and infrastructure design that will increase multi-modal connections and overall active transportation mode choice.

NEXT STEPS

The TRPA/TMPO should identify why residents do not travel by their preferred travel method, and focus design guidelines and project prioritization criteria on efforts that seek to reduce those barriers.

Implementing agencies should compare areas (along routes and at intersections) that are noted as functioning well for bikers and pedestrians to areas that

Photo: Mike Vollmer

are noted as in need of improvement. This information can help determine which locations should be focus areas for improvements, and which specific barriers to active transportation need to be addressed. Projects should be developed based on this information in combination with jurisdictional priorities and technical expertise.

Transit authorities should seek to implement bicycle parking at stations indicated by the public as high-use stations. Routes noted to be high-use multi-modal routes with limited capacity for bikes (see more detailed survey results in the "Multi-Modal Facilities and Connection" Section) should increase bicycle carrying capacity on buses serving those routes. Based on the data collected in this report, TART Hwy 89, TART Mainline, and South Shore Services 50 are the routes with the most multi-modal riders, which should be prioritized for bicycle carrying capacity increases. Additionally, the survey responses indicated that transit stops most in need of bike parking are the Tahoe City Transit Station, the South Shore "Y" Transit Station, all transit stops in Kings Beach, and the transit stop at Southwood Blvd & SR 28 in Incline Village.

Law enforcement should update their reporting processes to ensure all bicycle and pedestrian collisions are recorded. These reports should be routinely submitted to State databases which are used for annual reporting to federal and regional agencies. Collecting an accurate collision history assists governmental agencies in planning and funding improvements for areas anecdotally known to be unsafe.

Non-profit and advocacy groups should use identified bicycle parking need locations to help promote and implement more bicycle parking through advocacy, partnerships, and programming. Groups can also assist in promoting the prioritization of locations that are in need of improvement by applying for planning and design funding in coordination with local agencies.

REFERENCES

Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Agency. (2013). Lake Tahoe Basin Census Trends Report 1990-2000-2010.

Nevada Department of Transportation. (2010-2014). Bicycle & Pedestrian Collision Data for Nevada.

California Statewide Integrated Traffic Records System. (2010-2014) Bicycle & Pedestrian Collision Data for California.

Barton Memorial Hospital. (2010-2014) ER Injuries Relating to Bicycle & Pedestrian Collisions.

APPENDIX A: METHODS

The Active Transportation Plan Outreach Report captures data collected in 2014 and 2015 from public participation in the ATP Survey , community gatherings and agency stakeholder meetings. The aim of the study was to collect community feedback on the existing active transportation network to generate recommendations on infrastructure improvement. The data collected was analyzed using Microsoft Excel and ArcGIS 10.3.

Survey Analysis:
Demographic data of survey respondents was compared to regional demographic data from the 2010 U.S. Census and the August 2013 Tahoe Basin Census Trend Report. All graphs were created in Microsoft Excel, using data collected from the Active Transportation Plan Survey. Data was automatically collected online and inputted manually for surveys completed and submitted in hardcopy. Questions that were left blank or answered improperly were excluded from analysis.

Public Participation Analysis:
At most community gatherings, agency stakeholder meetings, and even local outreach events, community members were asked to identify their top 4 priorities for both infrastructure designs and active transportation goals in the Lake Tahoe Region. Priority designs and goals were ranked by placing stickers in specific categories on poster boards. The stickers were manually counted after each event where design and goal preferences were then analyzed using Microsoft Excel. Graphs were divided by responses from community meetings and responses from agency stakeholders.

Participation for public outreach meetings and events were documented via sign-in sheets and manual head-counts.

Mapping Techniques:
When asked about common routes, online survey respondents were asked to identify a route on a web-based Google map. Hardcopy respondents described routes verbally. These route distances were calculated mathematically online, and common routes were identified individually and manually inputted into ArcGIS. For surveys that were completed in hard copy format, common routes were identified and recorded manually for input to ArcGIS. The table below illustrates how common routes are defined.

Common	Frequented by 13-16 different survey respondents
Very Common	Frequented by 17-29 different survey respondents
Most Common	Frequented by greater than 30 different survey respondents

Online survey respondents were also asked to identify on a web-based Google map a location where they felt comfortable along their typical biking route, and a location they did not feel comfortable. Hardcopy respondents described these locations verbally. These points were compiled into a list based on latitude and longitude coordinates. The coordinates were inputted into ArcGIS and manually filtered based on accuracy and commonality – how many different survey respondents identified a specific location. Coordinates that were randomly dispersed in areas such as the middle of Lake Tahoe, or a desolate forest far from any trails, were filtered out of the dataset. Additionally, any points outside of TRPA/TMPO jurisdiction were filtered out of the dataset. Points were also filtered based on commonality and were assigned a "count," which

quantified the number of different survey respondents who identified the same location as comfortable or uncomfortable. For example, if 10 different survey respondents identified the same intersection as uncomfortable, 9 points were deleted and the remaining point was assigned a count of 10.

The survey also asked respondents to describe signalized and unsignalized intersections that are in need of pedestrian improvements and signalized intersections that function well for pedestrians. These intersections were manually counted and inputted into ArcGIS. As with the comfortable and uncomfortable bicycle locations, these intersections were filtered based on commonality and assigned a "count," that quantified the number of different survey respondents who identified the intersections as functioning well or in need of improvements. Additionally, if respondents identified the same intersection as functioning well and in need of improvements, the point was filtered based on whichever category contained more input. For example, if 10 people claimed an intersection functioned well, but 12 people claimed it needed improvements, the point classified as functioning well was deleted, and the count for needing improvements was reduced to 2.

Finally, survey respondents were asked whether they had experienced a bicycle or pedestrian involved collision between 2010 and 2014. If they had, they were asked to describe the location of that collision. These locations were manually mapped in ArcGIS.

A series of maps were created based on community gathering and agency stakeholder feedback. During community meetings and local outreach events, people were asked to draw on a map or describe on posters intersections that are in need of improvement, and facilities that should be considered for future implementation. They were also asked to name areas around Lake Tahoe that are in need of bike parking facilities. This data was collected and inputted manually into ArcGIS.

APPENDIX B: ACTIVE TRANSPORTATION PLAN SURVEY

Thank you for taking time to participate in the Tahoe Regional Planning Agency / Tahoe Metropolitan Planning Organization's survey. The survey only takes 15 minutes to complete and your input helps to create a connected, accessible, and safe bike and pedestrian network. This survey seeks to identify specific locations within our bike and pedestrian network that are working well, or are in need of improvements. The data collected here will also assist in identifying the types of infrastructure users are interested in seeing implemented in the Lake Tahoe Region, and support quicker and better funded implementation.

Individual responses will not be shared, but combined and used only to inform the Active Transportation Plan and its associated projects. Please note, all questions are optional. If you have any questions or concerns, please contact Morgan Beryl, Associate Transportation Planner at mberyl@trpa.org, or 775.589.5208.

SECTION 1: TELL US ABOUT YOU

This section helps us understand who you are and your perspective when using the bike and pedestrian network.

1. **Which of the following best describes your residency in the Lake Tahoe Region?**
   a) Full-time Resident
   b) Seasonal Resident
   c) Commuter (I work in the Region but live outside of the Region)
   d) Visitor: Please indicate an estimated number of times you visit Lake Tahoe in one year:_____

2. **Home Zip Code:** _____

3. **If you are a visitor to Lake Tahoe, do you use public transit when located at your primary residence?**
   a) Yes
   b) No

4. **Which of the following describes the different methods you use to get around when in the Lake Tahoe Region?** *(Circle all that apply)*
   a) I ride my bike
   b) I walk
   c) I take public transportation
   d) I drive a car

e) Other_____

5. **How do you typically conduct the majority of your daily travel needs in the Lake Tahoe Region?** *(Circle only one)*
   a) On foot
   b) On bike
   c) By public transportation
   d) In my car
   e) Other:_____

6. **How <u>would you prefer</u> to conduct the majority of your daily travel needs in the Tahoe Region?** *(Circle one)*
   a) On foot
   b) On bike
   c) By public transportation
   d) In my car
   e) Other:_____

7. **If you ride a bike, what kind of bicyclist do you consider yourself most of the time?** *(Circle one)*
   a) Recreation (I mostly bike for fun and/or exercise)
   b) Commuter (I mostly bike to get to places like work, school, or shopping)
   c) Competitive Cyclist (I mostly bike for training in competitions)
   d) Mountain Biker (I mostly ride on mountain bike trails, but sometimes use the street network to get to my trail destination.
   e) I rarely ride a bike

8. **If you ride a bike, how often do you ride in the summer months?**
   a) Less than once a month
   b) More than once a month
   c) At least once a week
   d) At least once a day

9. **What is your age?**
   a) Under 18
   b) 19 - 24
   c) 25 - 34
   d) 35 - 44
   e) 45 - 54
   f) 55 – 64
   g) 65 or older

10. **What is your gender?**
    a) Female

b) Male
c) Other (please specify):_____

11. **Do you typically have a car available for your use?**
    a) Yes, I own/lease a car
    b) Yes, I have access to someone else's car
    c) Yes, I use car share
    d) I have only infrequent access to a car
    e) No, I do not have access to a car.

12. **If you do not own a car, what are the reasons that you have chosen to <u>not own</u> a car?**
    (circle all that apply)
    a) Unaffordable
    b) Convenience
    c) Biking, walking, and public transportation options meet my travel needs
    d) Concerned with environmental impact
    e) Other:_____

13. **How many people live in your household (as a family unit)?**
    a) 1 person
    b) 2 people
    c) 3 people
    d) 4 people
    e) 5 people
    f) 6 people or more

14. **Do you typically bike with your children?**
    a) Yes
    b) No
    c) I am not a parent

15. **What is your total family Income?**
    a) Below $20,000
    b) $20,000 - $30,000
    c) $31,000 - $40,000
    d) $41,000 - $50,000
    e) $51,000 - $75,000
    f) $76,000 - $100,000
    g) Above $100,000

SECTION 2: YOUR MOST COMMON BIKE ROUTE

Please answer the questions below if you ride your bike in the Lake Tahoe Region. If you do not ride your bike, please skip to <u>Section 3: Lake Tahoe Intersections</u>. If you are primarily a mountain biker, and do not ride on the street network to reach your trail destination, please answer the questions below to the best of your ability.

16. **Please provide information on the following questions:**
    a) Explain your most commonly used bike route:

    b) The location on the route that you feel most comfortable on your bike (cross streets if possible):

    c) The location on the route that you feel is most in need of improvements (cross streets if possible):

17. **Why do you most commonly use this bike route?**

18. **Tell us why you feel comfortable in the location on your route that you chose as "most comfortable":** *(Circle all that apply)*
    a) Low Traffic Volume
    b) Low Traffic Speeds
    c) Clear Signage
    d) Location feels protected from traffic
    e) There are many other bikers
    f) There is low user conflict (I am not afraid of running into other people or cars)
    g) Pavement is in good condition
    h) Other:_____

19. **Tell us why you feel the location on your route that you chose as "most in need of improvements" is in need of improvements:** *(Circle all that apply)*
    a) High Traffic volume
    b) High Traffic Speeds
    c) No signage, unsure of best route to take
    d) The location does not feel protected from traffic
    e) No other bikers in the area, making it feel unsafe
    f) High level of user conflict (I am afraid I will hit another person or cars)

g) Poor pavement condition

h) Other: _____

20. **Please tell us if there are other locations that are in need of improvements and the type of improvements needed, if possible. This may be on your most common route, or other routes that you take.**

21. **How comfortable do you feel making a vehicular left turn (entering the traffic lane with cars) on your bike through a typical Lake Tahoe intersection?** *(Check one)*

    a) Very comfortable, I do it all the time.

    b) Moderately comfortable, depends on various factors

    c) Not comfortable, I never do this and instead act as a pedestrian and use the crosswalk

SECTION 3: LAKE TAHOE REGION INTERSECTIONS

Please answers the questions below if you cross intersections while walking to and from destinations in Lake Tahoe. If you never walk across intersections in Lake Tahoe, please skip to Section #4, Transit & Bikes.

22. **Which intersection (where two cross streets meet) in the Lake Tahoe Region do you cross most frequently as a pedestrian?**

    _____

23. **Please identify a <u>signalized</u> intersection that you feel functions well for crossing as a pedestrian:**

    _____

24. **Why do you consider the intersection that you listed in the question above as functioning well?** *(Check all that apply)*

    a) I feel safe crossing

    b) It does not take a long time to cross the street (distance is short)

    c) I don't have to wait a long time to cross the street (wait time is short)

    d) Intersection has a crosswalk (and it's clear where to walk)

    e) Low vehicle volumes

    f) Low Vehicle speeds

    g) Large waiting area

h) Other: _____

25. **Please identify a <u>signalized </u>intersection that you feel is in need of improvements to cross as a pedestrian:**_____

26. **Why do you consider the intersection that you listed in the question above in need of improvements?** *(Check all that apply)*
    a) I do not feel safe
    b) It takes too long to cross the street (distance is long)
    c) I have to wait a long time before I can cross the street (wait time is long)
    d) Intersection does NOT have a crosswalk (it's not apparent where to cross)
    e) High vehicle volumes
    f) High vehicle speeds
    g) Small or no waiting area
    h) Other:_____

        _

27. **Please identify an <u>unsignalized</u> intersection that you feel is in need of improvements to cross as a pedestrian:**_____

    __

28. **Why do you consider the intersection that you listed in the question above in need of improvements?** *(Check all that apply)*
    a) I do not feel safe
    b) It takes too long to cross the street (distance is long)
    c) I have to wait a long time before I can cross the street (wait time is long)
    d) Intersection does NOT have a crosswalk (it's not apparent where to cross)
    e) High vehicle volumes
    f) High vehicle speeds
    g) Small or no waiting area
    h) Other:_____

29. **Please list any other intersections in the Lake Tahoe Region you feel are in need of improvements:**

_____

SECTION 4: TRANSIT & BIKES

30. ***Have you ever used transit (TART or South Shore Services) in combination with riding your bike?*** *(if yes - continue onto Question 31, if no - skip to Question 37.)*
    a) No
    b) Yes

31. **When using your bike in combination with taking public transportation, what is your most common route?**
    a) South Shore Services Route 50
    b) South Shore Services Route 53
    c) South Shore Services Route 23
    d) TART Mainline
    e) TART HWY 89
    f) TART HWY 267
    g) Other or Combination of Routes:

    _____

32. **How often does the bus have rack space available for your bike?**
    a) Always
    b) Often
    c) Seldom
    d) Never
    e) I don't know

33. **Does a well-designed *(your bike is safe and stable)* bike parking rack exist at your most used bus stop?**
    a) Yes
    b) No
    c) I don't know

34. **What bus stops do you think are in need of bike parking facilities?**

    _____

35. **Do you leave your bike locked in the bike parking or other available structure at the bus stop?**
    a) Yes
    b) No

36. **Why do you choose to leave / not leave your bike at the bus stop while you are gone?**

    _____

37. **What type of bike parking would make you feel safe leaving your bike while you are away?**
    a) Lightning Bolt
    b) U-Shaped
    c) Bike Lockers
    d) Covered Bike Corral
    e) Any of the above
    f) I would not leave my bike at the bus stop
    g) Other:_____

SECTION 5: COLLISIONS

38. **Have you experienced a collision between a vehicle and a non-motorized user (where you were either the bicyclist, pedestrian, or the driver of the vehicle involved in the collision) in Lake Tahoe?**
    a) Yes
    b) No

39. **If you have experienced a collision in Lake Tahoe, was anyone involved in the collision injured or killed?**
    a) Yes
    b) No

40. **If you have experienced a collision in Lake Tahoe, where was the collision located (please enter closest cross streets)?**
    _____

41. **If you have experienced a collision in Lake Tahoe, did it happen during the day or at night?**
    a) Day
    b) Night

42. **If you have experienced a collision in Lake Tahoe, did you report the collision to the police department?**
    a) Yes
    b) No

43. **If you have experienced a collision in Lake Tahoe, did it take place between 2010-14?**
    a) Yes
    b) No

44. **Name:** _____

a) I prefer to stay anonymous

45. **Email:** _____
    a) Please sign me up for the Transportation Newsletter
    b) I prefer to stay anonymous

46. **How would you prefer to learn about opportunities to provide input on bicycle, pedestrian, and other transportation issues?** *(Circle all that apply)*
    a) E-mail
    b) Newspaper
       __Online newspaper
       __Printed newspaper
    c) TV
    d) Radio
    e) Social Media
       __Facebook
        __Twitter
        __Instagram
        __Other _____
    f) At existing groups in which I participate:_____
    g) On the bus
    h) Other: _____

Thank you for participating in the Tahoe Metropolitan Planning Organization's Survey. If you have any questions or would like more information about bicycle and pedestrian planning at Lake Tahoe, please contact Morgan Beryl, Associate Transportation Planner, mberyl@trpa.org, or 775.589.5208.

You can mail this survey to Attn: Morgan Beryl, P.O. Box 5310, Stateline NV 89449

APPENDIX C: SURVEY FACT SHEET: SPANISH & ENGLISH

TRANSPORTATION
IS TRANSFORMATION

THANK YOU FOR YOUR FEEDBACK!

Thank you for taking our Active Transportation Plan survey in May 2015. The information you provided us will help plan projects that bring convenient and safe shared-use paths, bike lanes, pedestrian intersections, and multi-modal connections to your area. In total, 662 surveys were collected and 107 surveys were completed in Spanish. This means 16 percent of all completed surveys were received in Spanish by the Latino Community. We appreciate the time you put into taking the survey, and wanted to update you on a few things we learned.

HERE IS WHAT WE HEARD FROM YOU:

- Many bus stops and stores need bike parking such as Fox St. / Chipmunk St. & SR 28, Grocery Outlet, Kmart, Harrison Avenue, Lira's, and the "Y" Transit Center.

- Pedestrian Safety Islands would make it easier and feel safe to cross Highway 50 in South Shore.

- Elementary schools need sidewalks, and better enforcement of rules of the road by Police.

- A protected Cycle Track, would encourage you to ride your bike on Highway 50.

- More lighting is needed in residential areas (Kings Beach & Sierra Tract) for walking home at night, or walking your pets.

Cycle Track

Respondents were also asked to identify signalized and unsignalized intersections that are in need of improvements. Most often sited locations include:

Signalized Intersections in Need of Improvements

1. Fanny Bridge, Tahoe City
2. SR 28 and CA-89 (Tahoe City Wye)
3. US Hwy 50 & Tahoe Keys Blvd.
4. US Hwy 50 & 3rd Street

Unsignalized Intersections in Need of Improvements

1. SR 28 & Coon St. & Bear Street
2. SR 28 and Secline Street
3. SR 28 at the Tahoe Sands Resort
4. Bijou School Area
5. Johnson Blvd & Fairway Drive

Respondents also listed reasons why these intersections are in need of improvements:
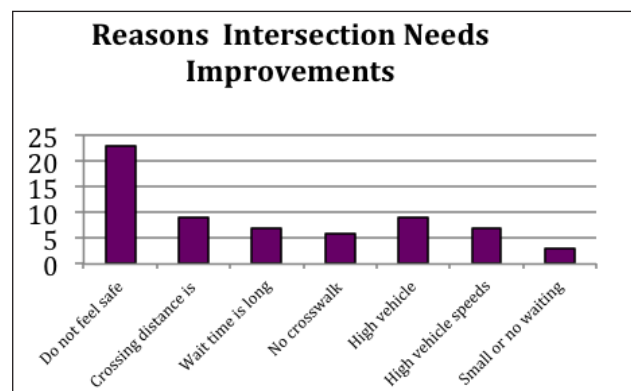
Lastly, respondents were asked to describe their most common biking routes and destinations. The most often mentioned routes were:

North Shore: Incline Village to Kings Beach along SR 28, Lakeshore Blvd in Incline Village, and along SR 28 in Kings Beach.

South Shore: South Tahoe Bikeway to El Dorado Beach, Al Tahoe Blvd. to Post Office, to and from Bijou Elementary School, along US Hwy 50 from the "Y" to Stateline.

NORTH SHORE PROJECT UPDATE:

- Take a ride into North Tahoe Regional Park along Snow Creek restoration project! Connect onto a paved bike path starting of SR 28, up National Avenue. Once in the Park the path becomes a gentle dirt trail, best for mountain bikes, which then connects you to the 1.5 mile paved Pine Drop bike path.

- Coming Soon! The Dollar Creek Paved Bike Path will be under construction in 2016 and will be a 2.2 mile paved bike path.

- Pedestrian improvements continue to move forward in downtown Kings Beach, providing safe access to the beach, community gathering areas and with more sidewalks near Kings Beach Elementary and the surrounding neighborhood.

- The Fanny Bridge Project, led by Tahoe Transportation District (TTD), has been approved and will include pedestrian and bicycle improvements from Tahoe City all the way to Meeks Bay. This project will be underway over the next few years.

SOUTH SHORE PROJECT UPDATE:

- Take a ride on the new South Tahoe Green Way, Phase 1! The California Tahoe Conservancy (CTC) broke ground this summer on their first phase of the Greenway which stretches from Herbert Avenue to Glenwood. Once finished, this paved path will connect Sierra Tract to Stateline.

- The City of South Lake Tahoe is currently designing a bike path connection from Lake View Commons to Ski Run Boulevard. Implementation is planned for Summer 2016.

- Keep an eye out for the Tahoe Valley Greenbelt plans. The City of South Lake Tahoe is currently designing outdoor amenities that will include connections to the surrounding neighborhoods.

- Take a ride from Meyers all the way to the South Tahoe "Y" on the new Class-I Bike Path that runs along Sawmill Road and Lake Tahoe Boulevard. This is a major connection – Thank you El Dorado County and the US Forest Service!

These projects are led by a partnership of many local State and Federal agencies.

WHAT'S NEXT?

The Active Transportation Plan: Your feedback is helping to identify areas in need of improvement, the types of infrastructure design that will encourage you to bike and walk more frequently, and which projects should be high priorities. The Active Transportation Plan will be released for review in January 2016.

The Corridor Connection Plan: In 2016, we'll be coming to you for feedback on how to make your main travel routes safer, easier to navigate by bike and transit, and more supportive of community goals. Your feedback will help us create the Lake Tahoe Transit Master Plan, Corridor Connection Plan and update the Lake Tahoe Regional Transportation Plan.

Find out more about transportation at Lake Tahoe:
linkingtahoe.com

Transportación es Transformación

¡GRACIAS POR SUS COMENTARIOS!

Gracias por tomar nuestra encuesta sobre el Plan de Transporte Activo en el mayo de 2015. La información que ya ha proporcionado nos ayudará planificar proyectos que traerán a su área caminos convenientes y seguros de uso compartido, ciclovías, cruces peatonales, y conexiones multimodales. En total, se recogieron 662 encuestas y 107 encuestas fueron completadas en español. Esto significa que el 16% de todas las encuestas completadas se recibieron en español por parte de la comunidad latina. Apreciamos el tiempo que usted dedicó en tomar la encuesta, y queremos informarle sobre algunas de cosas que aprendimos.

ESTO ES LO QUE USTED NOS DIJO:

- Muchas paradas de autobús y tiendas necesitan estacionamiento para bicicletas, como calle Fox/calle Chipmunk y SR 28, Grocery Outlet, Kmart, la avenida Harrison, Lira's, y el Centro de Tránsito en la "Y."
- Las Islas de Seguridad Peatonales le harían sentirse más seguro al cruzar la carretera 50 en la Costa Sur.
- Las escuelas primarias necesitan aceras y mejor obligación por parte de la policía de las reglas de tránsito.
- Una Ciclovía protegida le animaria a usar su bicicleta en la carretera 50.
- Se necesita más iluminación en áreas residenciales (Kings Beach y Sierra Tract) para caminar a casa por la noche, o pasear a sus mascotas.

Ciclovía

También se pidió a los encuestados identificar intersecciones semaforizadas y no semaforizadas que están en necesidad de mejoras. Los lugares más mencionados incluyen:
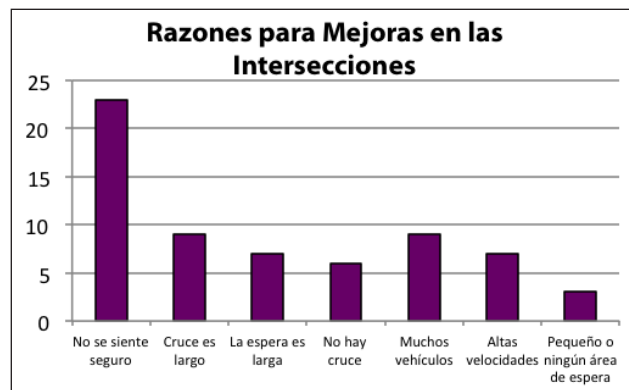
Intersecciones Señalizadas en Necesidad de Mejoras

1. Puente Fanny, Ciudad Tahoe
2. SR 28 y CA-89 (La "Y" de Ciudad Tahoe)
3. US Hwy 50 y el bulevar Tahoe Keys US
4. US Hwy 50 y la calle 3a

Las Intersecciones No Semaforizadas en Necesidad de Mejoras

1. SR 28 y la calle Coon y la calle Bear
2. SR 28 y la calle Secline
3. SR 28 en el Tahoe Sands Resort
4. Zona Escolar Bijou
5. El bulevar Johnson Blvd y la calle Fairway

Los encuestados también enumeraron razones por las que estas intersecciones están en necesidad de mejoras:

Razones para Mejoras en las Intersecciones

Razón	Valor
No se siente seguro	23
Cruce es largo	9
La espera es larga	7
No hay cruce	6
Muchos vehículos	9
Altas velocidades	7
Pequeño o ningún área de espera	3

Por último, se pidió a los encuestados que describieran sus rutas y destinos de ciclismo más comunes. Las rutas más mencionadas fueron:

Costa Norte: De Incline Village a Kings Beach por la SR 28, el bulevar Lakeshore en Incline Village, y a lo largo de la SR 28 en Kings Beach.

Costa Sur: La Ciclovía del Sur de Tahoe a la Playa El Dorado, del bulevar Al Tahoe al correo, de ida y vuelta a la escuela primaria Bijou, a lo largo de la carretera 50 de la "Y" a Stateline.

ACTUALIZACIÓN SOBRE EL PROYECTO DE LA COSTA NORTE:

- Tome un paseo al Parque Regional de Tahoe Norte por el proyecto de restauración Snow Creek! Conecte a un camino pavimentado para bicicletas a partir de la SR 28, por la avenida Nacional. Una vez en el parque el camino se convierte en una pista de tierra suave, mejor para bicicletas de montaña, que a su vez se conecta al sendero ciclista pavimentado de Pine Drop de 1,5 millas.

- ¡Próximamente! El Carril Bici Pavimentado de Dólar Creek será en construcción en el año 2016 y será un carril pavimentado para bicicletas de 2,2 millas.

- Siguen avanzando mejoras peatonales en el centro de Kings Beach, proporcionando un acceso seguro a la playa, zonas de reunión comunitarias y más aceras cerca a la Escuela Primaria de Kings Beach y el barrio circundante.

- Se ha aprobado el Proyecto del Puente Fanny dirigido por el Distrito de Transporte Tahoe (TTD) e incluirá mejoras para peatones y bicicletas desde ciudad Tahoe hasta llegar a Meeks Bay. Este proyecto estará en marcha en los próximos años.

ACTUALIZACIÓN SOBRE EL PROYECTO DE LA COSTA SUR:

- Tome un paseo en la nueva Via Verde del Sur de Tahoe, Fase 1! La Junta Rectora de California en Tahoe (CTC) comenzó la construcción este verano en su primera fase de la vía verde que se extiende desde la avenida Herbert hasta Glenwood. Una vez terminado, este camino pavimentado conectará a Sierra Tract con Stateline.

- La ciudad de South Lake Tahoe está diseñando actualmente una conexión de carril bici de Lake View Commons al bulevar Ski Run. Está previsto para el verano de 2016.

- Mantenga un ojo a los planes Via Verde del Valle Tahoe. La ciudad de South Lake Tahoe está actualmente diseñando instalaciones al aire libre que incluirán conexiones con los barrios circundantes.

- Viaje desde Meyers hasta llegar a la "Y" del Sur de Tahoe en el nuevo Carril de Bici de la Clase-I que corre a lo largo de la calle Sawmill y el bulevar Lake Tahoe. Esta es una conexión importante - Gracias al Condado de El Dorado y el Servicio Forestal de Estados Unidos!

Estos proyectos están dirigidos por una asociación de muchas agencias estatales y federales.

¿QUÉ SIGUE?

El Plan de Transporte Activo: Su participación está ayudando a identificar las mejoras necesitadas, los diseños de infraestructura que le animaran a andar en bicicleta y caminar con más frecuencia, y cuales proyectos deben ser de alta prioridad. El Plan de Transporte Activo será listo para su revisión en el enero 2016.

El Plan de Conexión del Corredor: En el 2016 le pediremos información sobre cómo hacer que sus principales rutas de viaje sean más seguras, más fáciles de navegar por bicicleta y el transporte, y más a favor de los objetivos de la comunidad. Sus comentarios nos ayudarán a crear el Plan de Tránsito Maestro del Lago Tahoe, el Plan de Conexión del Corredor y a actualizar el Plan de Transporte Regional del Lago Tahoe.

Informase en:

linkingtahoe.com

TAHOE REGIONAL PLANNING AGENCY

Tahoe Metropolitan Planning Organization

Tahoe Transportation DISTRICT