

Connecting Tahoe Rim Trail Users to Transportation Alternatives Project



Prepared for the
Tahoe Rim Trail Association

Prepared by



LSC Transportation Consultants, Inc.

Connecting Tahoe Rim Trail Users to Transportation Alternatives Study

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Executive Summary: Connecting Tahoe Rim Trail Users to Transportation Alternatives Study

Prepared for the Tahoe Rim Trail Association
Prepared by LSC Transportation Consultants, Inc.
March 3, 2015

This document presents the findings and results of a study to increase non-auto access to trailheads of the Tahoe Rim Trail, a 165-mile backcountry trail circumnavigating Lake Tahoe. The study focuses on expanding transit access to trailheads from population/lodging centers, as well as information channels to encourage additional transit access. It included extensive survey (both at trailheads and online), a review of transit strategies employed in similar trail access setting around the country is provided., a review of existing transit options, an evaluation of expansion of transit services to trailheads, and conclusions and recommendations.

Data Collection

Trailhead Trail User Surveys

Surveys were administered at 14 trailhead locations along the Tahoe Rim Trail (TRT) on Saturday, July 26, 2014. Volunteers were stationed at each location, generally from 8:00 AM until 4:00 PM. A total of 528 surveys were conducted, each representing a user group. Key findings were:

- Eighty-five percent were traveling the trail on foot (i.e. hikers, backpackers, runners), 14 percent were traveling on bicycles, and one percent of the groups had both hikers and bikers.
- 16 percent of respondents were 18 years or younger; 37 percent were between 19 and 35 years; 36 percent were between 36 and 59 years; and 11 percent were 60 years or older.
- Approximately 17 percent of groups were observed to be traveling the TRT with dogs.
- Approximately 87 percent of TRT users were identified as white, two percent as African-American, 3 percent as Hispanic, and 9 percent as Asian.
- 83 percent knew that they were using the Tahoe Rim Trail
- The three locations with the greatest number of survey respondents beginning their trips were Echo Lake and Mount Rose, each with 13 percent of the survey

respondents, and Tahoe Meadows with 11 percent of the survey respondents. 87 percent of those surveyed started and ended their TRT trip at the same location.

- Just over half (51 percent) stayed the previous night in the Tahoe Basin, while 49 percent woke up outside the Tahoe Basin. Many trail users are also on day trips from Reno and Carson City.
- The majority, 86 percent, of trail users surveyed accessed the trail by driving and parking their cars at the trailhead. Eight percent of trail users walked to the trailhead and three percent biked. Only one percent of survey respondents were dropped-off at the trailhead.
- Eighty-eight percent of survey respondents arrived in one car, eight percent in two cars, and four percent in three or more cars. This corresponds to an average of 1.14 cars per group.
- Of those indicating they are ending their trail trip at a different location from their start, 34 percent reported leaving a second car parked at their destination trailhead. Twenty-one percent were picked up, and 45 percent reported “other” means of retrieving their parked car.
- Ten percent of survey respondents reported that they had security concerns about leaving their car, while the remaining 90 percent did not.
- Thirteen percent of respondents at trailheads served by transit indicated that they considered using transit, and 87 percent did not consider using transit.
- A small majority (52 percent) said that transit service would not have been useful for their trip today. Approximately one-third of the respondents reported that transit would have been useful, while 16 percent of the respondents answered “perhaps.”
- Fifty-nine percent of the respondents reported that they would consider using transit to access the TRT, and 41 percent would not consider using transit. One respondent (0.2 percent) would “perhaps” consider using transit.
- Forty percent of respondents reported being Tahoe area residents, with the remaining 60 percent not Tahoe residents.
- The majority of visitors, approximately two-thirds, of survey respondents were from California (65 percent), with 30 percent from the Bay Area counties, and 16 percent from the Sacramento Area. Approximately 19 percent of survey respondents were from Northern Nevada, including Reno and Carson City. Approximately 14 percent of survey respondents were from states other than California or Nevada, and 1.5 percent was from international locations.

- When asked “If a TRT app was available providing trail and access information, would you use it?” 74 percent indicated yes.

Use Counts

In addition to administering the surveys, the surveyors were tasked with recording the total number of persons accessing the trail at their survey location (regardless of whether they completed a survey or not), along with the number of parked cars at the trailhead. A reasonable estimate of total persons using the trail can be generated by adding the total observed to start with the total passing through, which equals 1,956 individuals. Comparing this figure with the total of 1,337 individuals included in the groups surveyed, this indicates that the surveys captured data from 68 percent of all trail users.

Online Surveys

In addition to the trailhead surveys, an online survey was conducted using the SurveyMonkey.com website, intended to provide an opportunity for input for those trail users that did not use the trails on the trailhead survey day. A total of 245 surveys were fully or partially completed, over the period from October 16th to October 31st, 2014. Survey results were generally consistent with the trail survey results.

Trail Count Data

Over the course of the 2014 trail season, TRTA staff installed automatic trail use counters at a total of 22 locations. The Echo Lake North location had the greatest use, by a substantial margin.

Existing Available Transportation Options

The two Tahoe City trailheads are within a reasonable walk of the Tahoe City Transit Center, which is served by hourly or half-hourly routes connecting with Truckee, Tahoma and Incline Village throughout the day. The Kingsbury South trailhead is directly adjacent to a South Shore Transit Route 23 stop, which provides hourly service to/from the Stateline area over a long service day. There are other trailheads that are within a mile walking distance of the nearest stop: Van Sickle (0.7 miles from the Stateline Transit Center) and the Tahoe Rim Trail crossing of Kingsbury Grade (0.6 mile walk along the highway from the Tramway/Tina stop on Routes 23 and 20X).

Transportation Strategies of Similar Communities

A review of services provided in other areas was provided, by type of service:

- Public Bus / Shuttle Services -- Yosemite Area Regional Transit System (YARTS), Regional Transit District (RTD) transit routes serving trailheads in the Boulder (Colorado) area, Park City Transit, Telluride Transit, Vail Transit, and the

Hessie Trailhead Shuttle serving a very popular trailhead managed by the USFS located near Nederland, Colorado

- US Forest Service / National Park / Non-Profit Shuttle Programs -- Rocky Mountain National Park Hiker Shuttle, White Mountain Hiker Shuttle
- Private Bus / Shuttle Services -- Sierra Trailhead Shuttle, Eastside Sierra Shuttle, Superior Hiking Shuttle, Flattop Mountain Shuttle, Hiawatha Trail Shuttle

While there are mountain resort communities with local public transit systems serving popular trailheads, none of the routes were developed specifically for that purpose. Rather, the trailheads are positioned in or near areas where other services / activities are located; none of the buses are detouring off a route to serve trails. There are, however, transit services operated specifically to address parking/congestion problems in trailhead areas that provide trailhead access at a modest (subsidized) fare.

Potential Trailhead Transit Demand

Weekday trailhead transit demand ranges from a low of 5 (Echo Summit) to a high of 54 (Tahoe Meadows West). Overall, weekday ridership potential is 57 percent of the weekend/holiday ridership potential. The weekday ridership is relatively close to weekend/holiday ridership at Van Sickle, and relatively low at Big Meadow and Tahoe Meadows/Tahoe Meadows West. These figures represent the maximum potential demand, assuming that a specific transit service can meet passenger's expectation regarding service times, travel times, fares, bus and stop amenities, etc.

Recommendations

A wide range of alternatives were evaluated in terms of ridership, costs, and environmental benefit. Based upon this analysis, the following recommendations are provided.

Short-Range Transit Recommendations

High Priority

- Establish a stop in each direction on US 50 at the Spooner Summit trailhead.
- Improve pedestrian-level signage directing trail users between the Tahoe City Transit Center and Fairway Drive trailhead, and shift the 64-Acre trailhead to the Transit Center.
- Improve pedestrian-level signage between the Stateline Transit Center and the Van Sickle Bi State Park trailhead.

Medium Priority

- Further evaluate funding and operation of a Round-The-Lake Tahoe Rim Trail shuttle service, resulting in implementation of seasonal service. This could also incorporate other recreational transit needs, such as Lake Tahoe Water Trail access and/or “bicycle ferry” service in areas (such as Camp Richardson to Meeks Bay) where Class I facilities are not available. (A trailer with bicycle and/or kayak capacity could be used.) It has the advantage of equitably serving all of the Tahoe Rim Trail.

Low Priority

- Contact the Capital Corridor Joint Powers Authority to investigate the provision of a Tahoe Rim Trail/Pacific Crest Trail transit stop on Echo Summit for the Amtrak Thruway service between Sacramento and Stateline. This would be particularly useful for persons access the trail from the Bay Area and Central Valley.
- Consider seasonal North Lake and/or South Lake trailhead shuttle services.

Long-Range Transit Recommendations

- Consider Tahoe Rim Trail access as part of the planning for new transit services, such as an Echo Lake Shuttle or Reno – Sand Harbor transit service.
- Work to establish bus stops on SR 267 at the Tahoe Rim Trail crossing (perhaps as part of the provision of full climbing lanes).

Public Information Recommendations

Improve the tahoerimtrail.org Trip Planning/Shuttle webpage by updating the information to reflect the details presented in Table T of this report. In addition, direct links to public transit information for both the South Shore (bluego.org) and the North Shore (tahoetransportation.org) should be included.

In addition, a Tahoe Rim Trail app should be developed, providing trail access, trail condition and trip planning information (including real-time updates). As 74 percent of trailhead survey respondents and 57 percent of online survey respondents indicated they would use an app, it would be a very popular new conduit to conveniently provide information to smartphone and tablet users.

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The Tahoe Rim Trail is one of the nation's most preeminent backcountry trails, consisting of 165 miles encircling the Tahoe Basin. The trail passes relatively close to civilization in some areas, while other segments are quite remote. Road access is provided in 13 general locations encircling the Tahoe Basin. Trailhead access is largely by the private automobile. There are several factors that are coming together to increase the importance of access to the Tahoe Rim Trail. First, the Tahoe Region is experiencing growth in the popularity of active recreation opportunities, including use of the Tahoe Rim Trail. In addition, the Region's transportation plans are increasingly focusing on non-auto travel options, such as transit service, as a means of improving the environment and quality of life. Finally, improved Tahoe Rim Trail access by transit could encourage additional use by enhancing opportunities for groups with a single car to complete section hikes.

This document presents the findings and results of a study to increase non-auto access to Tahoe Rim Trail trailheads. In particular, the study focuses on expanding transit access to trailheads from population/lodging centers, as well as information channels to encourage additional transit access. First, the results of extensive survey (both at trailheads and online) are presented, along with trail use counts. Next, a review of transit strategies employed in similar trail access setting around the country is provided. Existing transit options are reviewed, and the potential for expansion of transit services to trailheads is evaluated. Finally, conclusions and recommendations are provided.

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Four data collection efforts were conducted as part of this study:

- A comprehensive survey of trail users was conducted at trailheads;
- An online survey was conducted; and
- A network of automatic trail counters was used to conduct counts.
- A review of existing transit services to trailheads, as well as existing information dissemination regarding trail access.

The data collection methodology and results are presented below.

TRAILHEAD TRAIL USER SURVEYS

The surveys were administered at 14 trailhead locations along the Tahoe Rim Trail (TRT) on Saturday, July 26, 2014. Volunteers were stationed at each location, generally from 8:00 AM until 4:00 PM. A total of 528 surveys were conducted. Only one response was requested from each group (defined as the individuals using the trail together), as conducting this length of survey for each individual would have resulted in a large proportion of refusals due to the time required. Therefore, the number of responses reflects the number of groups, rather than the number of individuals. In addition, not all survey respondents answered all of the questions. Survey forms are provided in Appendix A.

While the primary purpose of these surveys is to determine how transit service could provide a better experience for TRTA users, it also provides useful information for a wide range of efforts to improve the Trail and recreational access.

Tahoe Rim Trail Trailhead Survey Straight Tabulations

A full summary of all of the questions and responses is provided in Tables A through C. Table A contains the results for Questions 1 through 11; Table B contains the results for Questions 12 through 22; and Table C contains the results for Questions 23 through 26 and the demographic data summary. These tables provide a straight tabulation for each survey question, which includes the number and percentage of survey respondents answering each of the possible options for each question.

Question 1: Did you know the trail you are about to hike is called the Tahoe Rim Trail?

A total of 500 survey respondents offered a response to this question. Out of the 500, 415 or 83 percent answered “yes,” with the remainder answering “no.”

Q1. Aware of Name of Tahoe Rim Trail	Yes	No	SUM						
Number of Respondents	415	85	500						
Percent of Respondents	83%	17%	100%						
Q2. Start of TRT Trip	Barker Pass	Big Meadow	Echo Lake	Mt Rose	PCT	Spooner	Tahoe City	Tahoe Meadows	Tahoe Meadows West
Number of Respondents	13	42	54	69	3	42	29	58	34
Percent of Respondents	3%	8%	11%	13%	1%	8%	6%	11%	7%
	East Shore	Kingsbury	Heavenly	Brockway	Lake Aloha	Van Sickle	Echo Smt	Other	SUM
Number of Respondents	0	46	3	45	0	43	15	16	512
Percent of Respondents	0%	9%	1%	9%	0%	8%	3%	3%	100%
Q3. Time Started Trip Today	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11 AM - 12 PM	12-1 PM	1-2 PM
Number of Respondents	1	7	18	68	102	100	75	44	29
Percent of Respondents	0%	1%	4%	14%	21%	21%	15%	9%	6%
	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	After 8PM	SUM	
Number of Respondents	26	12	0	1	0	1	0	484	
Percent of Respondents	5%	2%	0%	0%	0%	0%	0%	100%	
Q4. End of TRT Trip	Barker Pass	Big Meadow	Echo Lake	Mt Rose	PCT	Spooner	Tahoe City	Tahoe Meadows	Tahoe Meadows West
Number of Respondents	8	38	46	67	5	43	26	44	28
Percent of Respondents	2%	8%	10%	14%	1%	9%	5%	9%	6%
	East Shore	Kingsbury	Heavenly	Brockway	Lake Aloha	Van Sickle	Other	SUM	
Number of Respondents	8	38	0	45	4	44	31	475	
Percent of Respondents	2%	8%	0%	9%	1%	9%	7%	100%	
Q5. Time Expect to End Trip	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11 AM - 12 PM	12-1 PM	1-2 PM
Number of Respondents	1	0	0	6	18	29	49	63	57
Percent of Respondents	0%	0%	0%	2%	5%	7%	13%	16%	15%
	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	After 8PM	SUM	
Number of Respondents	58	43	39	17	9	0	2	391	
Percent of Respondents	15%	11%	10%	4%	2%	0%	1%	100%	
Q6. Direction of Travel	Clockwise		Counterclockwise		SUM				
Number of Respondents	237		112		349				
Percent of Respondents	68%		32%		100%				
Q7. Travel Mode to Trail	Parked	Dropped-Off	Walked	Biked	Transit	Shuttle	Other	SUM	
Number of Respondents	439	6	42	15	1	2	7	512	
Percent of Respondents	86%	1%	8%	3%	0%	0%	1%	100%	
Q8. How Many Cars in Group?	1	2	3	4	5 or More	SUM			
Number of Respondents	344	33	7	7	1	392			
Percent of Respondents	88%	8%	2%	2%	0%	100%			
Q9. Mode After Trail Trip	Parked	Picked-Up	Walk	Bike	Transit	Shuttle	Other	SUM	
Number of Respondents	398	12	26	10	5	2	14	467	
Percent of Respondents	85%	3%	6%	2%	1%	0%	3%	100%	
Q10. Different Location - How return to Car?	Second Car	Picked-Up	Other	SUM					
Number of Respondents	23	14	30	67					
Percent of Respondents	34%	21%	45%	100%					
Q11. Security concerns about parked car?	Yes	No	SUM						
Number of Respondents	43	387	430						
Percent of Respondents	10%	90%	100%						

TABLE B: Tahoe Rim Trail Trailhead Survey Results -- Questions 12 to 22

Q12. If available, consider using transit to access trail?									
	Yes	No	SUM						
Number of Respondents	29	195	224						
Percent of Respondents	13%	87%	100%						
Q13. Would bus service to TRT have been useful?									
	Yes	No	Perhaps	SUM					
Number of Respondents	154	258	80	492					
Percent of Respondents	31%	52%	16%	100%					
Q14. Consider transit if available?									
	Yes	No	Perhaps	SUM					
# Respondents	260	181	1	442					
% Respondents	59%	41%	0%	100%					
Q15. Factors likely to use bus service.									
	Convenient Times	Direct Service	Free/No Fare	Carry Bikes	Other	Never Use Bus	SUM		
Number of Respondents	157	77	48	58	124	79	388		
Percent of Respondents	40%	20%	12%	15%	32%	20%	--		
Q16. Stay Last night?									
	Tahoe City	Incline Village	Lake Tahoe North Shore	Lake Tahoe South Shore	Lake Tahoe West Shore	Lake Tahoe - Unspecified	Truckee	Camped on TRT	Reno
Number of Respondents	26	40	22	83	8	35	33	21	81
Percent of Respondents	6%	9%	5%	18%	2%	8%	7%	5%	18%
	Carson City	Northern Nevada	Sacramento	Bay Area	Other	SUM			
Number of Respondents	21	17	31	15	17	450			
Percent of Respondents	5%	4%	7%	3%	4%	100%			
Q17. Stay tonight?									
	Tahoe City	Incline Village	Lake Tahoe North Shore	Lake Tahoe South Shore	Lake Tahoe West Shore	Lake Tahoe - Unspecified	Truckee	Camped on TRT	Reno
Number of Respondents	26	38	20	69	5	31	31	29	67
Percent of Respondents	6%	9%	5%	17%	1%	8%	8%	7%	16%
	Carson City	Northern Nevada	Sacramento	Bay Area	Other	SUM			
Number of Respondents	21	15	32	6	20	410			
Percent of Respondents	5%	4%	8%	1%	5%	100%			
Q18. Tahoe resident?									
	Yes	No	SUM						
Number of Respondents	188	278	466						
Percent of Respondents	40%	60%	100%						
Q19. Nights staying in Tahoe?									
	0	1	2	3	4	5 or More	SUM		
Number of Respondents	38	29	60	50	17	71	265		
Percent of Respondents	14%	11%	23%	19%	6%	27%	100%		
Q20. Where are you from?									
	Tahoe/ Truckee Local	Sacramento	Bay Area	Sierra Foothills	Sacramento Valley	San Joaquin Valley	Southern California	California - Other	Reno
Number of Respondents	11	54	102	15	6	7	16	11	49
Percent of Respondents	3%	16%	30%	4%	2%	2%	5%	3%	14%
	Carson City	Nevada - Other	East Coast	Texas and Southern States	Mid-West	Western States	International	SUM	
Number of Respondents	6	11	6	17	12	14	5	342	
Percent of Respondents	2%	3%	2%	5%	4%	4%	1%	100%	
Q21. How much money spend in Tahoe during trip?									
	Less Than \$100	\$100 - \$249	\$250 - \$499	\$500 - \$999	\$1,000 - \$1,999	\$2,000 - \$4,999	\$5,000 - \$9,999	\$10,000 or More	SUM
Number of Respondents	69	44	34	31	35	22	2	2	239
Percent of Respondents	29%	18%	14%	13%	15%	9%	1%	1%	100%
Q22. Trips to Tahoe in past year?									
	1	2	3	4	5 or More	SUM			
Number of Respondents	65	39	26	26	151	307			
Percent of Respondents	21%	13%	8%	8%	49%	100%			

TABLE C: Tahoe Rim Trail Trailhead Survey Results -- Questions 23 to 26 and Demographics

Q23. Trips on TRT in last year?	1	2	3	4	5 or More	SUM			
Number of Respondents	110	69	29	18	153	379			
Percent of Respondents	29%	18%	8%	5%	40%	100%			
Q24. Information for TRT today?	TRT Association website	Friend or Family	Internet - other	Newspaper/ Magazine	Word of Mouth	Saw trail while driving	Brochure	Other	SUM
Number of Respondents	64	83	73	15	97	24	7	195	484
Percent of Respondents	13%	17%	15%	3%	20%	5%	1%	40%	--
Q25. Use TRT App if available?	Yes	No	Perhaps	SUM					
Number of Respondents	368	87	41	496					
Percent of Respondents	74%	18%	8%	100%					
Q26. Member of TRT Association?	Yes	No	SUM						
Number of Respondents	41	451	492						
Percent of Respondents	8%	92%	100%						
Persons by Age	0-18	19-35	36-59	60+	SUM				
Number of Persons	215	489	483	150	1,337				
Percent of Persons	16%	37%	36%	11%	100%				
Number of Groups with Dogs	88								
Persons in group by gender	Female	Male	SUM						
Number of Persons	633	684	1,317						
Percent of Persons	48%	52%	100%						
Mode of Travel	Hiking/ Running/ Backpacking	Bicycling	Equestrian	Hiking and Biking	SUM				
Number of Respondents	341	57	0	4	402				
Percent of Respondents	85%	14%	0%	1%	100%				
Ethnicity	White	African American	Hispanic	Asian	SUM				
Number of Persons	1,098	19	34	109	1,260				
Percent of Persons	87%	2%	3%	9%	100%				

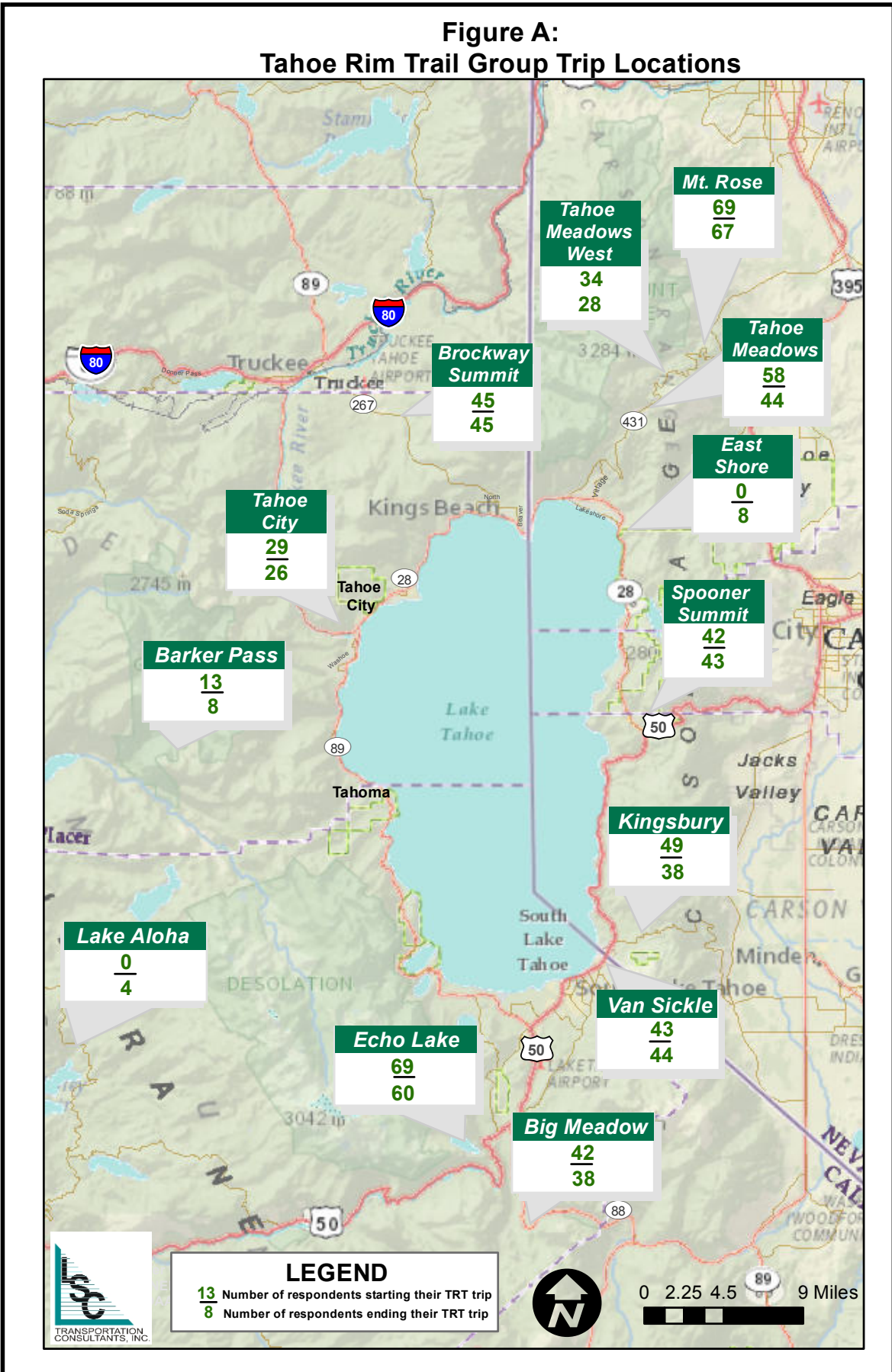
Questions 2: Where will/did you start your trip on the TRT today?

A total of 512 survey respondents answered this question. The responses were varied, with no single trailhead location receiving more than 15 percent of the total number of respondents. This indicates that TRT users like to access the trail from a variety of the available trailhead locations without favoring a particular trailhead or portion of the trail. The three locations with the greatest number of survey respondents beginning their trips were Echo Lake and Mount Rose, each with 13 percent of the survey respondents, and Tahoe Meadows with 11 percent of the survey respondents. Trailhead locations receiving only a few responses were combined into the “other” category. Figure A presents the number of groups starting and ending their trail trip at key trailhead locations.

Question 3: What time will/did you start your trip on the TRT today?

There were a total of 484 valid responses to this question. Most trail users began their trip during the 9:00 AM and 10:00 AM hours, with approximately 21 percent of the

**Figure A:
Tahoe Rim Trail Group Trip Locations**



survey respondents beginning in each hour. Approximately 19 percent of the trail users began their trip before 9:00 AM, and 22 percent began their trip after 12:00 noon.

Question 4: Where will you end your trip on the TRT?

A total of 489 survey respondents provided a response to this question. Similar to the question regarding the beginning location of the trail trip, the responses were varied with no single ending location having more than 15 percent of the survey respondents. The three locations identified with the greatest number of survey respondents ending their trip were Mount Rose, Echo Lake, and Brockway.

Question 5: When do you expect to end your trip on the TRT (day and time)?

There were a total of 391 valid responses to this question. Times given for ending a TRT trip were varied throughout the day. Most trail users ended their trip during the 12:00 PM and 1:00 PM hours, with approximately 15 percent of the survey respondents ending in each of these hours. Approximately 27 percent of survey respondents reported ending their TRT before noon, while approximately 43 percent ended their trip after 2:00 PM.

Question 6 (by observation): Direction of travel along TRT (clockwise or counter clockwise)

In order to track usage on specific trail segments, surveyors were instructed to identify whether the group departed in the clockwise direction (looking downward on the overall trail from above) or in the counterclockwise direction. For instance, a group departing Barker Pass (on the West Shore) in the northbound direction was recorded as “clockwise”. There were 349 recorded observations for this question. Approximately two-thirds (68 percent) of TRT users were observed to be traveling the trail in a clockwise direction, with the remaining one-third (32 percent) traveling the trail in a counter-clockwise direction.

Question 7: How did you get here? (Mode of transportation used to access trailhead location)

There were a total of 512 valid responses to this survey question. The majority, 86 percent, of trail users surveyed accessed the trail by driving and parking their cars at the trailhead. Eight percent of trail users walked to the trailhead and three percent biked. Only one percent of survey respondents were dropped-off at the trailhead. One survey respondent (0.2 percent) reported using transit.

Question 8: (If you came by car) How many cars did your group come in?

There were 392 responses to this question. Eighty-eight percent of survey respondents arrived in one car, eight percent in two cars, and four percent in three or more cars. This corresponds to an average of 1.14 cars per group.

Question 9: How will you travel once you leave the trail?

There were a total of 467 valid responses to this survey question. The majority, 85 percent, of trail users surveyed accessed the trail by driving and parking their cars at the trailhead. Six percent of trail users walked to the trailhead and two percent biked. Three percent of survey respondents were picked up at the trailhead, and one percent used transit.

Question 10: (If ending in a different location than you started) How will you get back to your car?

This question received 67 responses. Approximately one-third (34 percent) of those responding reported leaving a second car parked at their destination trailhead. Twenty-one percent were picked up, and 45 percent reported “other” means of retrieving their parked car. Among survey respondents answering “other,” most reported walking back to their car. It was unclear as to whether this meant that they were making a roundtrip along a portion of the TRT. Some survey respondents answered that they would hitchhike back to their car. Some of the survey respondents that reported “other” for this question were actually picked-up.

Question 11: Do you have any security concerns about leaving your car at the trailhead?

There were 430 responses to this question. Ten percent of survey respondents reported that they had security concerns about leaving their car, while the remaining 90 percent did not. One of the comments on this survey was by someone who had had their vehicle broken into on a previous trip.

Question 12: (If at Tahoe City, Brockway Summit, Spooner Summit, or Kingsbury, where transit is currently available) Did you consider using public transit to get to/from the trail?

There were 224 responses to this question. Thirteen percent of respondents answered that they considered using transit, and 87 percent did not consider using transit.

Question 13: Would bus service to and from the TRT have been useful to you today?

There were 492 responses to this question. A small majority (52 percent) said that transit service would not have been useful. Approximately one-third of the respondents reported that transit would have been useful, while 16 percent of the respondents answered “perhaps,” indicating that transit might have been useful.

Question 14: If available, would you consider taking a bus to the trail?

This survey question received 442 responses. Fifty-nine percent of the respondents reported that they would consider using transit to access the TRT, and 41 percent would not consider using transit. One respondent (0.2 percent) would “perhaps” consider using transit.

Question 15: What factors would make you more likely to use a bus service?

For this survey question, the surveyor was instructed to ask the question without prompting any of the potential responses and multiple responses were recorded. There were 388 respondents to this question. Forty percent of respondents said that they would consider transit if it operated with a convenient schedule. Twenty percent would consider transit if it operated with direct service. (While the specific definition of “direct service” was left to the respondent, it can be assumed that this indicates that there would be no need to transfer between the respondent’s home/lodging and the trailhead.) Twelve percent would consider transit if it were free (no fare), and 15 percent would consider transit if they could transport bikes. Twenty percent of respondents reported that they would “never use a bus.”

Question 16: Where did you stay last night?

There were 450 responses to this question. There was a wide range of responses and the responses were distributed fairly evenly across the consolidated locations. The South Lake Tahoe area had the greatest number of responses with 18 percent. A detailed analysis of the responses is provided in the Question 16 - Question 17 cross tabulation discussion, below.

Question 17: Where will you stay tonight?

There were 410 responses to this question. Similar to Question 16, there was a wide range of responses to this question. The South Lake Tahoe area had the greatest number of responses with 17 percent. A detailed analysis of the responses is provided in the Question 16 - Question 17 cross tabulation discussion, below.

Question 18: Are you a Tahoe resident?

There were 466 responses to this question. Forty percent of respondents reported being Tahoe area residents, with the remaining 60 percent not Tahoe residents.

Question 19: How many nights are you staying in the Tahoe area?

There were 227 responses to this question. The greatest number of respondents reported staying in the Tahoe area either 2 or 3 nights (26 percent and 22 percent, respectively). Thirty-one percent of respondents reported staying five or more nights.

Question 20: Where are you from?

There were 342 responses to this question. A wide variety of responses were given. The majority, approximately two-thirds, of survey respondents were from California (65 percent), with 30 percent from the Bay Area counties, and 16 percent from the Sacramento Area. Approximately 19 percent of survey respondents were from Northern Nevada, including Reno and Carson City. Approximately 14 percent of survey respondents were from states other than California or Nevada, and 1.5 percent was from international locations.

Question 21: How much money do you estimate that you will spend during your trip to Tahoe?

There were 239 valid responses to this question. Twenty-nine percent of survey respondents said that they would spend less than \$100 during their Tahoe trip. Approximately 45 percent of respondents would spend between \$100 and \$1,000 during their trip, and 26 percent would spend more than \$1,000 during their trip. Approximately one percent of survey respondents responded that they would spend more than \$10,000 during their trip.

Question 22: Over the past year, how many trips have you made to Lake Tahoe?

There were 307 responses to this survey question. Twenty-one percent of respondents had been to Tahoe once in the past year (this was their first trip), 13 percent had been twice, eight percent had been three times, eight percent four times, and 49 percent 5 or more times.

Question 23: Over the past year, how many trips have you made on the TRT?

There were 379 responses to this survey question. Twenty-nine percent of respondents had made a trip in the TRT once on the past year (this was their first trip), 18 percent had been twice, eight percent had been three times, five percent four times, and 40 percent 5 or more times.

Question 24: How did you get information for your trip today?

There were 484 responses to this question. It appeared that most people answering the survey had previously known about the trail; they tended to answer this question as “other.” “Other” responses were indicated by 40 percent of respondents. Thirteen percent of respondents used the TRT Association website. Fifteen percent used another website. Seventeen percent got information from friends or family. Five percent of respondents saw the trail while driving, and four percent got information from a brochure or magazine.

Question 25: If a TRT app was available providing trail and access information, would you use it?

There were 496 responses to this question. Seventy-four percent of respondent would use a TRT app. Eighteen percent would not, eight percent were undecided.

Question 26: Are you a member of the TRT Association?

There were 492 responses to this question. Eight percent of survey respondents reported being members of the TRT Association, and 92 percent were not members.

Question 27: Do you have any comments or suggestions on how the TRT or access to the TRT can be improved?

A total of 268 surveyed parties offered comments. Some of the themes present in the comments include that users would like more parking at trailheads, as well as safer locations to cross highways to access trailheads. There were also several comments related to conflicts between hikers and mountain bikers. A full list of the survey respondent comments is provided in Appendix B.

CROSS TABULATIONS

“Cross tabulations” provide details regarding how many persons indicating a specific response to one question also indicate a specific response to another question. It is useful in understanding specific details about specific respondents. A total of six cross tabulations were performed, as discussed below

Cross Tabulation of Start Location versus End Location on TRT.

A cross tabulation analysis of Question 2 (start location on TRT) versus Question 4 (end location on TRT) was performed to determine if there are any patterns of popular segments along the TRT. Table D provides an origin/destination matrix for trips along the TRT. Altogether, there were 484 survey respondents provided valid responses to both questions 2 and 4. Most noteworthy of this analysis is that 87 percent of those surveyed started and ended their TRT trip at the same location. Specific trip origin/destination pairs that were reported to be used by more than one group (excluding “other” locations) consisted of the following:

Big Meadow to Echo Lake	2 groups
Echo Lake to Lake Aloha	4 groups
Tahoe Meadows to Spooner	4 groups
Tahoe Meadows to East Shore	5 groups
Tahoe Meadows West to East Shore	3 groups
Heavenly to Van Sickle	3 groups

Cross Tabulation of Start Location versus Mode of Travel to Access Trailhead

A cross tabulation analysis of Question 2 (start location on TRT) versus Question 7 (travel mode to access trailhead) was performed with the results presented in Table E.

		TABLE D: Tahoe Rim Trail Surveys Summary - Start Location Vs. End Location																	
End Location:	Start Location	Barker Pass	Big Meadow	Echo	Echo Lake	Mt Rose	PCT	Spooner	Tahoe City	Tahoe Meadows West	Tahoe Meadows East Shore	Kingsbury	Heavenly	Brockway	Lake Aloha	Van Sickle	Other	Total	
				8	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0
	Barker Pass	0	37	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	42
	Big Meadow	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	1	13
	Echo	0	0	3	41	0	1	0	0	0	0	0	0	0	4	0	4	4	53
	Echo Lake	0	0	0	0	63	0	1	0	0	0	0	0	0	0	0	0	1	65
	Mt Rose	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	PCT	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	2	39
	Spooner	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	4	28
	Tahoe City	0	0	0	0	0	0	4	0	44	0	1	0	0	0	0	0	2	56
	Tahoe Meadows	0	0	0	0	0	0	0	0	0	28	3	0	0	0	0	0	1	32
	Tahoe Meadows West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tahoe Meadows East	0	0	0	0	0	0	0	0	0	0	36	0	0	0	1	4	42	
	East Shore	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
	Kingsbury	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	45	
	Heavenly	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Brockway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Lake Aloha	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	3	40	
	Van Sickle	0	0	1	1	2	1	0	2	0	0	0	0	0	0	3	3	13	
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	29	485	
	Total	8	38	15	46	65	5	42	26	44	28	8	38	0	45	4	44	29	485
	Start and End at Same Location	8	37	11	41	63	2	37	24	44	28	0	36	0	45	0	37	3	416
	Percentage of Trail Users Starting at a location, Ending at Same Location	67%	88%	85%	77%	97%	100%	95%	86%	79%	88%	--	86%	0%	100%	--	93%	23%	86%

TABLE E: Tahoe Rim Trail Survey Summary - Start Location Vs. Travel Mode to Trailhead															
Start Location	Number of Respondents										Mode Split by Location				
	Car, Dropped-Off					Private Shuttle					Car, Dropped-Off				
	Car, Parked	Walked	Biked	Transit	Other	Total	Car, Parked	Walked	Biked	Transit	Other	Total	Car, Parked	Walked	Other
Barker Pass	11	0	2	0	0	13	85%	15%	0%	0%	0%	13	85%	15%	0%
Big Meadow	38	0	1	1	0	41	93%	2%	0%	1	41	93%	2%	5%	
Echo Lake	56	0	9	0	0	67	84%	13%	0%	2	67	84%	13%	3%	
Mt Rose	63	1	0	0	0	68	93%	0%	0%	4	68	93%	0%	6%	
PCT	0	0	3	0	0	3	0%	100%	0%	0	3	0%	100%	0%	
Spooner	41	0	0	0	0	42	98%	0%	0%	1	42	98%	0%	2%	
Tahoe City	18	1	3	6	0	28	64%	11%	0%	0	28	64%	11%	21%	
Tahoe Meadows	56	1	0	0	0	57	98%	0%	0%	0	57	98%	0%	0%	
Tahoe Meadows West	31	1	0	0	0	33	94%	0%	0%	1	33	94%	0%	3%	
Kingsbury	41	0	4	1	0	46	89%	9%	0%	0	46	89%	9%	2%	
Heavenly	2	0	0	1	0	3	67%	0%	0%	0	3	67%	0%	33%	
Brockway	42	1	1	0	0	44	95%	2%	0%	0	44	95%	2%	0%	
Van Sickle	25	1	13	1	1	41	61%	32%	1	0	41	61%	32%	5%	
Other	5	0	5	5	0	15	33%	33%	0	0	15	33%	33%	33%	
Total	429	6	41	15	1	501	86%	8%	1%	7	501	86%	8%	5%	

Table E provides a matrix containing the number of survey respondents by trailhead location by travel mode to the access the trailhead. There were 501 valid responses to both questions. A clear majority of trail users drove and parked at the trailhead for all locations. The Van Sickle trailhead location had the lowest percentage of TRT users parking at the trailhead at 61 percent, while 32 percent of those accessing the trailhead at this location walked to the trailhead. The Tahoe City trailhead location had the next lowest percentage of TRT users parking at the trailhead at 64 percent. Eleven percent of the TRT users beginning at the Tahoe City trailhead, and 22 percent biked.

Cross Tabulation of Start Location versus Consider Using Transit to Access Trailhead Today

A cross tabulation analysis of Question 2 (start location on TRT) versus Question 12 (consideration of transit use to access trailhead for this trip) is provided in Table F. There were a total of 219 valid responses. TRT users beginning their hike at Echo Lake were most likely to have considered using transit for their trip to the trailhead. Overall, 87 percent of TRT users did not consider transit to access the TRT trailhead.

TABLE F: Tahoe Rim Trail Survey Summary - Start Location Vs. Consider Using Transit to Access Trailhead Today					
Start Location				Percent 'Yes' by Location	Percent 'No' by Location
	Yes	No	Total		
Barker Pass	0	2	2	0%	100%
Big Meadow	1	0	1	100%	0%
Echo Lake	9	15	24	38%	63%
Mt Rose	1	31	32	3%	97%
Spooner	3	22	25	12%	88%
Tahoe City	4	22	26	15%	85%
Tahoe Meadows	2	16	18	11%	89%
Kingsbury	3	32	35	9%	91%
Brockway	1	41	42	2%	98%
Van Sickle	2	5	7	29%	71%
Other	2	5	7	29%	71%
Total	28	191	219	13%	87%

Cross Tabulation of Start Location versus Usefulness of Bus Service

A cross tabulation analysis of Question 2 (start location on TRT) versus Question 13 (Usefulness of bus service to TRT) is provided in Table G. There were a total of 483 valid responses to both questions. Other than PCT thru-hikers (only 3 responses), TRT users beginning at Tahoe Meadows West were the most likely to consider that transit service access to the trailhead could be useful (45 percent).

Start Location					Percent 'Yes' by Location	Percent 'No' by Location	Percent 'Perhaps' by Location
	Yes	No	Perhaps	Total			
Barker Pass	4	9	0	13	31%	69%	0%
Big Meadow	11	23	7	41	27%	56%	17%
Echo Lake	26	28	14	68	38%	41%	21%
Mt Rose	21	32	14	67	31%	48%	21%
PCT	2	1	0	3	67%	33%	0%
Spooner	14	21	7	42	33%	50%	17%
Tahoe City	9	13	4	26	35%	50%	15%
Tahoe Meadows	17	26	12	55	31%	47%	22%
Tahoe Meadows West	15	18	0	33	45%	55%	0%
Kingsbury	9	25	5	39	23%	64%	13%
Heavenly	0	1	1	2	0%	50%	50%
Brockway	13	24	6	43	30%	56%	14%
Van Sickle	7	24	7	38	18%	63%	18%
Other	5	8	0	13	38%	62%	0%
Total	153	253	77	483	32%	52%	16%

Cross Tabulation of Start Location versus Willingness to Consider Transit

A similar cross tabulation, presented in Table H, identifies the proportion of persons willing to consider use of transit by trailhead location (Question 14 versus Question 2). As shown, the highest level of persons indicating a willingness to consider transit service was found at Echo Lake (80 percent), followed closely by Tahoe Meadows West (77 percent) and Big Meadow (70 percent). By a substantial margin, the lowest level of willingness was reported at Van Sickle (20 percent) followed by Tahoe City (42 percent). It is worth noting that willingness is relatively high at the more remote trailheads and lowest at the more urban trailheads.

TABLE H: Tahoe Rim Trail Survey Summary - Start Location Vs. Willingness to Consider Transit Service

Start Location					Percent 'Yes' by Location	Percent 'No' by Location	Percent 'Perhaps' by Location
	Yes	No	Perhaps	Total			
Barker Pass	7	6	0	13	54%	46%	0%
Big Meadow	26	11	0	37	70%	30%	0%
Echo Lake	49	12	0	61	80%	20%	0%
Mt Rose	30	26	0	56	54%	46%	0%
PCT	2	1	0	3	67%	33%	0%
Spooner	22	12	1	35	63%	34%	3%
Tahoe City	11	15	0	26	42%	58%	0%
Tahoe Meadows	31	21	0	52	60%	40%	0%
Tahoe Meadows West	20	6	0	26	77%	23%	0%
Kingsbury	18	23	0	41	44%	56%	0%
Heavenly	1	1	0	2	50%	50%	0%
Brockway	23	17	0	40	58%	43%	0%
Van Sickle	6	24	0	30	20%	80%	0%
Other	7	4	0	11	64%	36%	0%
Total	253	179	1	433	58%	41%	0%

Cross Tabulation of Start Location versus Travel Mode on TRT

A cross tabulation analysis of Question 2 (start location on TRT) versus travel mode on TRT is provided in Table I. There were a total of 393 responses valid responses to both questions. The large majority (84 percent) of TRT users prefer to hike the trail, with 16 percent of TRT users observed traveling the trail by bicycle. Over the course of this survey, no TRT equestrian users were surveyed, though 2 were observed (both at Spooner North), and there were references to equestrian use of the trail in the comments section. The greatest amount of bike usage by percentage at a particular location was at the two Tahoe Meadows trailhead locations, followed by Tahoe City.

Analysis and Cross Tabulation of Questions 16 and 17: Where Stayed Last Night versus Tonight

Table J provides a matrix of location where survey respondents stayed last night versus where they will stay tonight. There were 355 valid responses to both questions. The locations were consolidated geographically to keep the matrix within a reasonable size. Locations with about one percent or less of the total responses were grouped together as “other.” Most (87 percent) TRT users will stay overnight in the same location that they stayed before. As mentioned above, South Lake Tahoe, which for the purpose of

TABLE I Tahoe Rim Trail Survey Summary - Start Location Vs. Travel Mode on TRT

Start Location	Hike and			% Hike by			% Bike by			% Horse			% Both by		
	Hike	Bike	Horse	Hike	Bike	Total	Location	Location	Location	Location	Location	Location	Location	Location	Location
Barker Pass	9	0	0	0	0	9	100%	0%	0%	0%	0%	0%	0%	0%	0%
Big Meadow	27	6	0	0	1	34	79%	18%	0%	0%	0%	0%	0%	3%	3%
Echo Lake	46	0	0	0	0	46	100%	0%	0%	0%	0%	0%	0%	0%	0%
Mt Rose	52	0	0	0	0	52	100%	0%	0%	0%	0%	0%	0%	0%	0%
PCT	3	0	0	0	0	3	100%	0%	0%	0%	0%	0%	0%	0%	0%
Spooner	24	3	0	0	0	27	89%	11%	0%	0%	0%	0%	0%	0%	0%
Tahoe City	19	7	0	0	0	26	73%	27%	0%	0%	0%	0%	0%	0%	0%
Tahoe Meadows	33	16	0	0	0	49	67%	33%	0%	0%	0%	0%	0%	0%	0%
Tahoe Meadows West	17	11	0	0	2	30	57%	37%	0%	0%	0%	0%	0%	7%	7%
Kingsbury	31	6	0	0	1	38	82%	16%	0%	0%	0%	0%	0%	3%	3%
Heavenly	2	0	0	0	0	2	100%	0%	0%	0%	0%	0%	0%	0%	0%
Brockway	39	2	0	0	0	41	95%	5%	0%	0%	0%	0%	0%	0%	0%
Van Sickle	23	4	0	0	0	27	85%	15%	0%	0%	0%	0%	0%	0%	0%
Other	7	2	0	0	0	9	78%	22%	0%	0%	0%	0%	0%	0%	0%
Total	332	57	0	0	4	393	84%	15%	0%	0%	0%	0%	0%	1%	1%

Location Where Stayed Last Night	Location Where Staying Tonight													Total	% Total		
	Tahoe City	Incline Village	Lake Tahoe North Shore ¹	Lake Tahoe South Shore ²	Lake Tahoe West Shore	Lake Tahoe unspecified	Truckee ³	Camped on TRT	Reno ⁴	Carson City	Northern Nevada ⁵	Sacramento ⁶	Bay Area			Other	
Tahoe City	22	0	0	0	0	0	0	3	0	0	0	0	0	0	0	25	6%
Incline Village	0	36	0	0	0	0	0	1	0	0	0	0	0	0	0	37	9%
Lake Tahoe North Shore ¹	0	0	19	0	0	0	0	0	0	0	0	0	1	0	0	20	5%
Lake Tahoe South Shore ²	0	0	0	62	0	1	0	0	0	0	1	1	2	4	71	17%	
Lake Tahoe West Shore	0	0	0	0	5	0	1	0	0	0	0	0	0	0	6	1%	
Lake Tahoe - unspecified	0	0	0	0	0	27	0	2	1	0	0	0	0	0	30	7%	
Truckee ³	1	0	1	0	0	0	30	0	0	0	0	0	0	1	33	8%	
Camped on TRT	2	0	0	3	0	0	0	14	1	0	0	0	0	0	20	5%	
Reno ⁴	0	1	0	0	0	1	0	3	64	0	0	1	0	1	71	17%	
Carson City	0	0	0	0	0	0	0	0	0	20	0	0	1	0	21	5%	
Northern Nevada ⁵	0	0	0	0	0	0	0	1	0	0	14	0	0	0	15	4%	
Sacramento ⁶	0	0	0	1	0	0	0	1	0	0	0	28	0	0	30	7%	
Bay Area	0	0	0	3	0	2	0	2	1	1	0	0	2	2	13	3%	
Other	1	1	0	0	0	0	0	1	0	0	0	0	12	15	4%		
Total	26	38	20	69	5	31	31	28	67	21	15	30	6	20	407	100%	
Stayed at Same Location Last Night and Tonight	22	36	19	62	5	27	30	14	64	20	14	28	2	12	355		
Percentage of Trail Users Staying Tonight Where Stayed Last Night	88%	97%	95%	87%	83%	90%	91%	70%	90%	95%	93%	93%	15%	80%	87%		

Note 1: Lake Tahoe North Shore area includes Kings Beach, Tahoe Vista, Camellian Bay, and areas between.
Note 2: Lake Tahoe South Shore includes South Lake Tahoe, Meyers, Echo Lake, Maikleville, Stateline, and Zephyr Cove.
Note 3: Truckee also includes Northstar.
Note 4: Reno includes Sparks.
Note 5: Northern Nevada includes Fernley, Fallon, Minden, and Gardnerville.
Note 6: Sacramento also includes Davis.

this analysis includes the City of South Lake Tahoe, Meyers, Echo Lake, Markleeville, Stateline, and Zephyr Cove, has the greatest number of survey respondents staying both last night and tonight. Just over half (51 percent) stayed the previous night in the Tahoe Basin, while 49 percent woke up outside the Tahoe Basin. Many trail users are also on day trips from Reno and Carson City.

TRAILHEAD DATA COLLECTED BY OBSERVATION

In addition to conducting surveys, the survey staff was instructed to collect data by observation.

Person in Group by Age

A total of 1,337 persons in the surveyed groups were counted and observed based on their age perceived by the surveyor. The ages were fairly well distributed, as follows: 16 percent of respondents were 18 years or younger; 37 percent were between 19 and 35 years; 36 percent were between 36 and 59 years; and 11 percent were 60 years or older.

Dogs in Group

A total of 88 groups, or approximately 17 percent of those surveyed, were observed to be traveling the TRT with dogs.

Persons by Gender

A total of 1,317 persons were observed in the surveyed groups by gender. Fifty-two percent were male and 48 percent were female.

Mode of Travel on Trail

A total of 402 groups were recorded based on travel mode on the TRT. Eighty-five percent were traveling the trail on foot (i.e. hikers, backpackers, runners), 14 percent were traveling on bicycles, and one percent of the groups had both hikers and bikers.

Persons by Ethnicity

A total of 1,260 persons were observed in the surveyed groups on the trail by ethnicity. Approximately 87 percent of TRT users were identified as white, two percent as African-American, 3 percent as Hispanic, and 9 percent as Asian. (Due to the fact that the percentages for each category were rounded to the nearest whole percent, the total may be not sum to exactly 100 percent.)

Use Counts

In addition to administering the surveys, the surveyors were tasked with recording the total number of persons accessing the trail at their survey location (regardless of whether they completed a survey or not), along with the number of parked cars at the trailhead. The individual counts for the specific survey locations are presented in Appendix C. Table K presents a summary of counts over all locations by time of day, while Table L presents the summary of persons starting their Tahoe Rim Trail trip at each location. Note that individuals can be “double counted” in the sums of those starting, ending or “just passing through” each location. A reasonable estimate of total persons using the trail can be generated by adding the total observed to start with the total passing through, which equals 1,956 individuals. Comparing this figure with the total of 1,337 individuals included in the groups surveyed, this indicates that the surveys captured data from 68 percent of all trail users.

ONLINE SURVEYS AND SUMMARY OF TRAILHEAD AND ONLINE SURVEYS

In addition to the trailhead surveys, an online survey was conducted using the SurveyMonkey.com website, intended to provide an opportunity for input for those trail users that did not use the trails on the trailhead survey day. As it was not possible to collect data by observation, the numbering system differs between the trailhead and the online survey. The online survey is provided as Appendix D. The availability of this survey was advertised through the Tahoe Rim Trail Association website, as well as through social media (Facebook). A total of 245 surveys were fully or partially completed, over the period from October 16th to October 31st, 2014.

Key Demographic and Travel Characteristics

Key online survey results regarding demographic and travel characteristics are summarized in a series of tables that also presents the summaries for both the trailhead and online surveys:

- Table M presents the summary of trail user types. As shown, overall 84 percent of survey respondents indicate they were hikers/runners/backpackers, 14 percent were bicyclists, 2 percent were equestrians, and 1 percent were combining hiking with cycling.
- As shown in Table N, online survey respondents were more likely to be between the ages of 36 and 59, more likely to be female, and more likely to be White. Over both surveys, the largest proportion of respondents were White (90 percent) and between the ages of 36 and 59 (42 percent), with an even 50%/50% split between males and females.
- Overall, 19 percent of respondents indicated they had a dog in their travel group, as also shown in Table N.





TABLE K: Summary of All Count Locations -- Tahoe Rim Trail Use Count

Hour Beginning	Number of Cars in Trailhead Parking	Tally the Number of Persons												
		Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through			TOTAL			
		Hikers/Runners/ Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/ Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/ Backpackers		Bicyclists	Equestrians	Total
8:00 - 9:00 AM	294	185	36	0	221	20	0	0	20	33	13	0	46	287
9:00 - 10:00 AM	417	301	56	0	357	30	7	0	37	23	29	0	52	446
10:00 - 11:00 AM	492	349	71	0	420	66	18	0	84	18	8	0	26	530
11:00 AM - 12:00 PM	630	252	59	0	311	174	7	0	181	20	5	0	25	517
12:00 - 12:30 PM	669	91	1	0	92	98	14	0	112	2	0	0	2	206
12:30 - 1:00 PM	598	72	6	0	78	72	3	0	75	4	0	0	4	157
1:00 - 2:00 PM	615	118	16	0	134	159	12	0	171	15	0	0	15	320
2:00 - 3:00 PM	517	103	10	0	113	130	17	0	147	2	2	0	4	264
3:00 - 4:00 PM	530	43	6	2	51	107	8	0	115	5	0	0	5	171
TOTAL	4762	1514	261	2	1777	856	86	0	942	122	57	0	179	2898
% of Total		85%	15%	0%		91%	9%	0%		68%	32%	0%		

TABLE L: Summary of Number of Persons Starting Trips by Trailhead

Trailhead	Trail Use Mode				Percent of Total		
	Hikers/Runners/ Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/ Backpackers	Bicyclists	Equestrians
Spooner North Trailhead	104	1	2	107	97%	1%	2%
Tahoe Meadows	119	92	0	211	56%	44%	0%
Kingsbury South	19	18	0	37	51%	49%	0%
Mount Rose	293	0	0	293	100%	0%	0%
Van Sickle	97	9	0	106	92%	8%	0%
Big Meadows Trailhead	86	33	0	119	72%	28%	0%
Tahoe City South	43	17	0	60	72%	28%	0%
Tahoe Meadows West	108	76	0	184	59%	41%	0%
Barker Pass	51	0	0	51	100%	0%	0%
Spooner South	24	10	0	34	71%	29%	0%
Kingsbury North	3	1	0	4	75%	25%	0%
Lower Echo Lakes	384	0	0	384	100%	0%	0%
Brockway North	152	1	0	153	99%	1%	0%
Tahoe City North	31	3	0	34	91%	9%	0%
TOTAL	1514	261	2	1777	85%	15%	0%

TABLE M: Total Survey Trail User Type Data

	Trailhead Survey		Online Survey		Total Respondents		Databars
	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	
Hiking/ Running/ Backpacking	341	85%	196	82%	537	84%	
Bicycling	57	14%	32	13%	89	14%	
Equestrian	0	0%	12	5%	12	2%	
Hiking and Biking	4	1%	0	0%	4	1%	
SUM	402	100%	240	100%	642	100%	

- Table O indicates that the start location data reported in the online survey and the trailhead survey were similar, though the online survey logically reflected a higher proportion starting at other locations (such as near residential neighborhoods) than the trailhead survey.
- As shown in Table P, online survey respondents were more likely to be dropped off, bike or take transit to the trailheads than the trailhead survey respondents. Overall, however, the large majority (82 percent) drove and parked at their trailhead.

TABLE N: Total Survey Trail User Demographics

	Trailhead Survey		Online Survey		Total Respondents		Databars
	Number of Persons	Percent of Persons	Number of Persons	Percent of Persons	Number of Persons	Percent of Persons	
Total Persons	1,337	--	840	--	2,177	--	
Persons by Age							
0-18	215	16%	142	17%	357	16%	
19-35	489	37%	102	12%	591	27%	
36-59	483	36%	437	52%	920	42%	
60+	150	11%	159	19%	309	14%	
SUM	1,337	100%	840	100%	2,177	100%	
Persons in Group by Gender							
Female	633	48%	450	54%	1,083	50%	
Male	684	52%	390	46%	1,074	50%	
SUM	1,317	100%	840	100%	2,157	100%	
Persons in Group by Ethnicity							
White	1,098	87%	738	96%	1,836	90%	
African American	19	2%	3	0%	22	1%	
Hispanic	34	3%	9	1%	43	2%	
Asian	109	9%	19	2%	128	6%	
SUM	1,260	100%	769	100%	2,029	100%	
Dog(s) in Group							
Yes	88	17%	52	22%	140	19%	
No	424	83%	187	78%	611	81%	
SUM	512	100%	239	100%	751	100%	

TABLE O: Total Survey Start Location of TRT Trip

	Trailhead Survey		Online Survey		Total Respondents		Databars
	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	
Barker Pass	13	2%	7	3%	20	3%	
Big Meadow	42	8%	16	7%	58	8%	
Echo Summit	15	3%	8	4%	23	3%	
Echo Lake	69	13%	19	8%	88	12%	
Mt Rose	69	13%	31	14%	100	13%	
PCT	3	1%	1	0%	4	1%	
Spooner	42	8%	22	10%	64	9%	
Tahoe City	29	6%	17	8%	46	6%	
Tahoe Meadows	58	11%	16	7%	74	10%	
Tahoe Meadows West	34	6%	0	0%	34	5%	
East Shore	0	0%	2	1%	2	0%	
Kingsbury	46	9%	18	8%	64	9%	
Heavenly	3	1%	8	4%	11	1%	
Brockway	45	9%	17	8%	62	8%	
Lake Aloha	0	0%	0	0%	0	0%	
Van Sickle	43	8%	0	0%	43	6%	
Other	16	3%	43	19%	59	8%	
SUM	527	100%	225	100%	752	100%	

TABLE P: Travel Mode To Trail

	Trailhead Survey		Online Survey		Total Respondents		Databars
	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	
Parked	439	86%	170	73%	609	82%	
Dropped-Off	6	1%	23	10%	29	4%	
Walked	42	8%	4	2%	46	6%	
Biked	15	3%	14	6%	29	4%	
Transit	1	0%	7	3%	8	1%	
Shuttle	2	0%	10	4%	12	2%	
Other	7	1%	6	3%	13	2%	
SUM	512	100%	234	100%	746	100%	

- Over both surveys, 13 percent of respondents indicated that they considered using transit to access their trailhead (of those accessing at trailheads with available transit), as shown in Table Q. Overall, 30 percent indicated they thought that transit would have been useful, and 64 percent indicated they would consider using transit if it were available. The most prevalent factor indicated that would make the respondents more likely to use transit was “convenient times”, at 46 percent.

TABLE Q: Interest in Transit

	Trailhead Survey		Online Survey		Total Respondents		Databars
	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	
Q12. If available, did you consider using transit to access trail?							
Yes	29	13%	18	13%	47	13%	
No	195	87%	125	87%	320	87%	
SUM	224	100%	143	100%	367	100%	
Q13. Would bus service to TRT have been useful?							
Yes	154	31%	61	27%	215	30%	
No	258	52%	75	34%	333	47%	
Perhaps	80	16%	86	39%	166	23%	
SUM	492	100%	222	100%	714	100%	
Q14. Consider transit if available?							
Yes	260	59%	168	76%	428	64%	
No	181	41%	54	24%	235	35%	
Perhaps	1	0%	0	0%	1	0%	
SUM	442	100%	222	100%	664	100%	
Q15. Factors likely to use bus service.							
Convenient Times	157	36%	146	66%	303	46%	
Direct Service	77	17%	42	19%	119	18%	
Free/No Fare	48	11%	52	23%	100	15%	
Carry Bikes	58	13%	41	18%	99	15%	
Other	124	28%	10	5%	134	20%	
Never Use Bus	79	18%	21	9%	100	15%	

Other Online Survey Results

Other results of the online survey are presented in Table R:

- The pattern of where respondents stayed before and after their trail day was very similar to that seen in the trailhead survey results.
- The online survey respondents were less likely to be Tahoe residents (28 percent versus 40 percent). Overall, 36 percent of respondents were Tahoe residents and 64 percent were not.
- A higher proportion of online respondents were from Sacramento and Reno, while lower proportions were from the Bay Area and from states other than California or Nevada.
- Online survey respondents generally reported they spent less money in Tahoe than the trailhead survey respondents, with a slight majority (52 percent) indicating they spent less than \$100.
- The online survey generated far fewer respondents that only visited Tahoe once over the past year, and more respondents that visited 5 or more times. Similarly, the online respondents used the Tahoe Rim Trail at a greater overall frequency than the trailhead survey respondents.
- The online survey respondents were much more likely (28 percent versus 13 percent) to get their information from the TRTA website, and less likely to gain their information from other internet sites, by word of mouth, or by seeing the trail. A relatively high proportion (30%) indicated they got their information from other sources. Common examples of “other sources” included trail guidebooks, and USGS maps. Examples of other website that were cited included kevingong.com, caltop.com, trailrunnation.com, sierrarec.com, and the Tahoe Area Mountain Bike Association website.
- 57 percent of online survey respondents indicated they would use a TRT app if available, while an additional 29 percent indicated they perhaps would use it. Combine with the trailhead surveys, 69 percent of total respondents indicated they would definitely use an app and 15 percent indicated they perhaps would use one.
- Reflecting that the online survey was advertised by the TRTA, a majority (69 percent) of online survey respondents were members of the TRTA, compared with 8 percent of trailhead survey respondents.

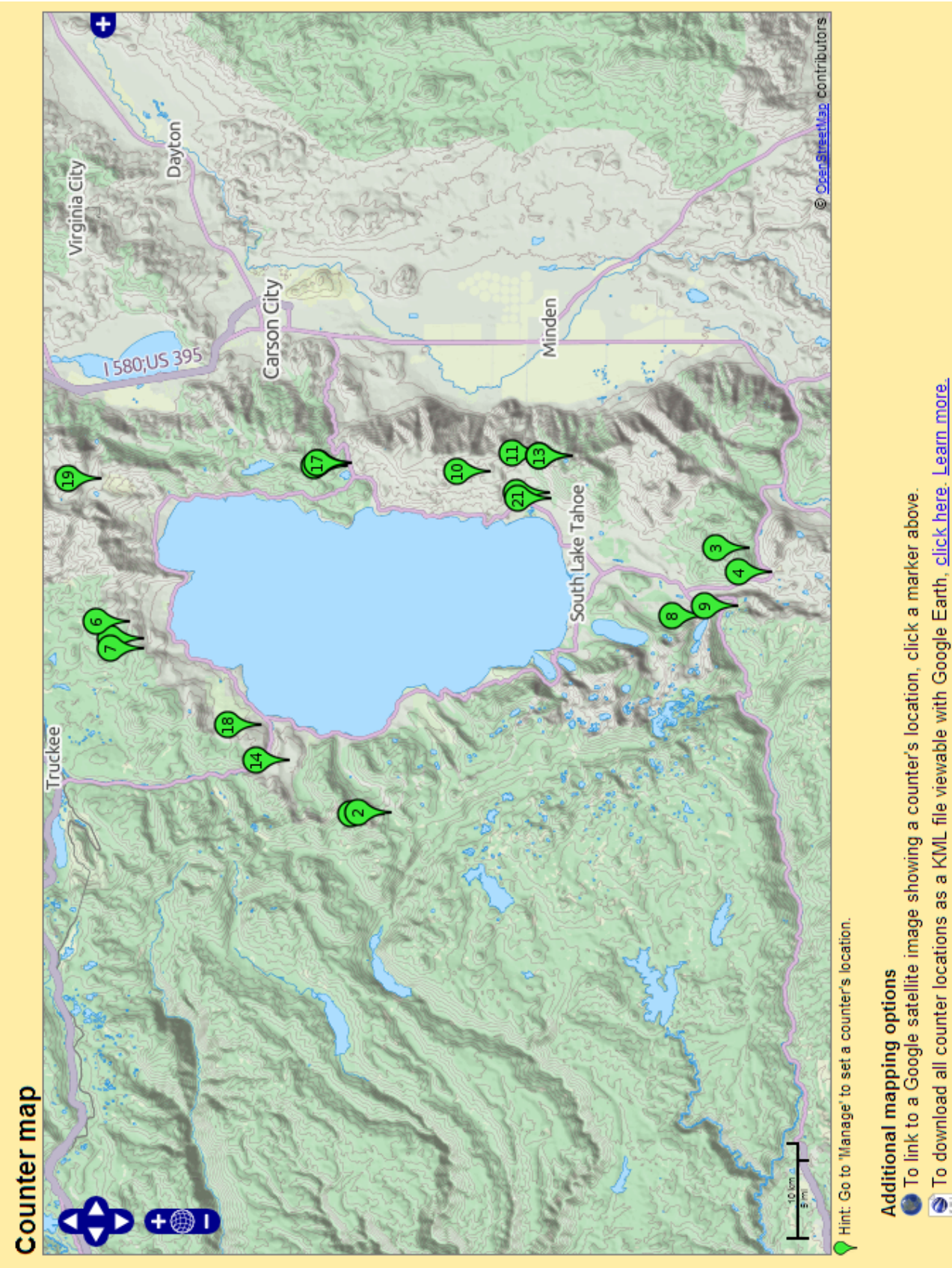
TABLE R: Other Tahoe Rim Trail Online Survey Results

Q26. Stay Last night?	Tahoe City	Incline Village	Lake Tahoe North Shore	Lake Tahoe South Shore	Lake Tahoe West Shore	Lake Tahoe - Unspecified	Truckee	Camped on TRT	Reno		
Number of Respondents	14	15	14	43	7	2	16	0	45		
Percent of Respondents	6%	7%	6%	20%	3%	1%	7%	0%	21%		
	Carson City	Northern Nevada	Sacramento	Bay Area	Other	SUM					
Number of Respondents	12	24	18	1	6	217					
Percent of Respondents	6%	11%	8%	0%	3%	100%					
Q27. Stay tonight?	Tahoe City	Incline Village	Lake Tahoe North Shore	Lake Tahoe South Shore	Lake Tahoe West Shore	Lake Tahoe - Unspecified	Truckee	Camped on TRT	Reno		
Number of Respondents	15	16	12	42	7	2	15	0	43		
Percent of Respondents	7%	8%	6%	20%	3%	1%	7%	0%	21%		
	Carson City	Northern Nevada	Sacramento	Bay Area	Other	SUM					
Number of Respondents	11	23	13	5	5	209					
Percent of Respondents	5%	11%	6%	2%	2%	100%					
Q28. Tahoe resident?	Yes	No	SUM								
Number of Respondents	66	168	234								
Percent of Respondents	28%	72%	100%								
Q29. Nights staying in Tahoe?	0	1	2	3	4	5 or More	SUM				
Number of Respondents	58	11	19	14	5	28	135				
Percent of Respondents	43%	8%	14%	10%	4%	21%	100%				
Q30. If not Tahoe resident, where are you from?	Sacramento	Bay Area	Sierra Foothills	Sacramento Valley	San Joaquin Valley	Southern California	California - Other	Reno	Carson City		
Number of Respondents	5	33	10	17	2	5	3	48	11		
Percent of Respondents	3%	21%	6%	11%	1%	3%	2%	31%	7%		
	Nevada - Other	East Coast	Texas and Southern States	Mid-West	Western States	International	SUM				
Number of Respondents	15	1	1	1	4	1	157				
Percent of Respondents	10%	1%	1%	1%	3%	1%	100%				
Q31. How much money spent in Tahoe during trip?	Less Than \$100	\$100 - \$249	\$250 - \$499	\$500 - \$999	\$1,000 - \$1,999	\$2,000 - \$4,999	\$5,000 - \$9,999	\$10,000 or More	SUM		
Number of Respondents	65	23	9	17	10	0	0	0	124		
Percent of Respondents	52%	19%	7%	14%	8%	0%	0%	0%	100%		
Q32. Trips to Tahoe in past year?	0	1	2	3	4	5 to 19	20 or More	SUM			
Number of Respondents	2	10	15	10	8	68	29	142			
Percent of Respondents	1%	7%	11%	7%	6%	48%	20%	100%			
Q33. Trips on TRT in last year?	0	1	2	3	4	5 to 19	20 or More	SUM			
Number of Respondents	5	21	25	15	12	62	11	151			
Percent of Respondents	3%	14%	17%	10%	8%	41%	7%	100%			
Q34. Information for TRT today?	TRT Association website	Friend or Family	Internet - other	Newspaper/ Magazine	Word of Mouth	Saw trail while driving	Brochure	Other	SUM		
Number of Respondents	135	58	24	9	29	4	21	144	484		
Percent of Respondents	28%	12%	5%	2%	6%	1%	4%	30%	--		
Q35. Use TRT App if available?	Yes	No	Perhaps	SUM							
Number of Respondents	123	28	63	214							
Percent of Respondents	57%	13%	29%	100%							
Q36. Member of TRT Association?	Yes	No	SUM								
Number of Respondents	147	66	213								
Percent of Respondents	69%	31%	100%								

TRAIL COUNT DATA

Over the course of the 2014 trail season, TRTA staff installed automatic trail use counters at a total of 22 locations. These locations are shown in Figure B. Note that these locations are typically away from the actual trailheads. Counts were conducted as

Figure B: Trail Counter Locations



early as June 26th and as late as November 5th, though no single site was counted throughout the period. These counters tallied the number of times the location was passed.

Table S presents the individual counts by date and location, while Figure C presents the average daily count at each location (by weekday versus weekend day) and Figure D presents the sum of all counts over the days of the season. A review of this information indicates the following:

- The Echo Lake North location had the greatest use, by a substantial margin. The average weekend day saw a total of 443 trail users (including double counting of round-trip users), while the average weekday saw 222. In comparison, the next highest location (Tahoe Meadows) saw 257 weekend daily users and 124 weekday users, or fully 44 percent lower than Echo Lake North. Other relatively popular trail count locations were the Brockway East, Big Meadow West, and Van Sickle Lower locations, all of which had at least 145 trail users on weekends and 95 trail users on weekdays.
- Excluding the bike count locations, the lowest activity was seen at Barker South, Van Sickle Above the Waterfall, and Mott Canyon.
- Overall, weekend daily use levels were fully 84 percent over weekday use levels. This has implications for the effectiveness of weekend-only versus 7-days-a-week transit strategies.
- As shown in Figure D, trail use generally reaches a peak around the 4th of July, a dip in mid- to late-July, high volumes in the first three weeks of August and a decline through the end of September with a final slight uptick in the first two weeks of October.

EXISTING AVAILABLE TRANSPORTATION OPTIONS

There already is available transit service at or near several of the Tahoe Rim Trail trailheads. Table T presents a summary of existing public transit services at the various trailheads. Two areas have good existing transit access:

- The two Tahoe City trailheads are within a reasonable walk of the Tahoe City Transit Center, which is served by hourly or half-hourly routes connecting with Truckee,Tahoma and Incline Village throughout the day. The Tahoe City – 64 Acres trailhead is only a tenth of a mile walk from the Transit Center, while the Tahoe City – Fairway Drive trailhead is a 0.4 mile walk across a Class I bike bridge and along a local roadway.
- The Kingsbury South trailhead is directly adjacent to a South Shore Transit Route 23 stop, which provides hourly service to/from the Stateline area over a

long service day. It is also possible to access this stop from Minden/Gardnerville via Route 20X (5 runs a day) and a transfer to Route 23 at Tramway/Tina.

There are other trailheads that are within a mile walking distance of the nearest stop: Van Sickle (0.7 miles from the Stateline Transit Center) and the Tahoe Rim Trail crossing of Kingsbury Grade (0.6 mile walk along the highway from the Tramway/Tina stop on Routes 23 and 20X).

There are also trailheads that are near transit routes, but not near existing transit stops:

- The Brockway trailhead is along the TART 267 Route, which provides hourly service between Kings Beach and Northstar in summer and hourly service between Kings Beach and Truckee in winter. The nearest stop is 1.5 miles away.
- The Spooner trailhead is along South Shore Transit's Route 21X, providing 6 runs on weekdays and 5 runs on weekends between Carson City and Stateline. There are no current stops closer than the bottom of the grade in either direction.
- The Echo Summit trailhead is along the Amtrak Thruway route between South Lake Tahoe and Sacramento. However, the existing single runs per day in each direction (roughly 12:15 PM westbound and 2:15 PM eastbound) are not at times convenient for Tahoe Rim Trail users accessing from the Tahoe Basin.

EXISTING TRAIL USER INFORMATION SOURCES

As evidenced by the responses to the user surveys, trail users currently gain information on travel options to the trailheads through a wide range of sources. Perhaps most important to first-time trail users is the TRTA website (tahoerimtrail.org). The Trip Planning/Shuttle page of this website provides a good summary of available public and private transportation alternatives.

The Tahoe Rim Trail Association also maintains Facebook and Twitter pages. These are used for general information and for volunteer/activity notifications, but do not provide information on access options or "real time" trail conditions information.

TABLE S: Tahoe Rim Trail 2014 Trail Counter Data (1 of 2)

Location #	Tahoe City North	Brock-way West	Brockway East Road Crossing	Brockway East at Trailhead	Tahoe Mea-dows	Spooner North	Spooner South	Spooner South Bike	Kings- bury North	Kings- bury South	Mott Canyon	Mott Bike	Van Sickle Lower	Van Sickle Above Waterfall	Big Meadow East	Big Meadow West	Echo Lake North	Echo Summit South	Barker South	Barker North	Page Meadows				
Thursday, June 26, 2014	107	7	6	5	20	16	17	18	10	11	14	13	22	21	3	4	8	9	2	1	15				
Friday, June 27, 2014	111		47		143																44				
Saturday, June 28, 2014	100		70		337																39				
Sunday, June 29, 2014	86		62		258																54				
Monday, June 30, 2014	66		45		172																58				
Tuesday, July 01, 2014	56		30		76																44				
Wednesday, July 02, 2014	87		48		167																46				
Thursday, July 03, 2014	67		48		154																84				
Friday, July 04, 2014	109		84		436																73				
Saturday, July 05, 2014	197		123		304																114				
Sunday, July 06, 2014	84		66		386																84				
Monday, July 07, 2014	49		42		81																79				
Tuesday, July 08, 2014	54		23		188																45				
Wednesday, July 09, 2014	83		39		119																54				
Thursday, July 10, 2014	47		36		150																26				
Friday, July 11, 2014	92		81		130																53				
Saturday, July 12, 2014	58		77		402																45				
Sunday, July 13, 2014	61		59		219																71				
Monday, July 14, 2014	38		18		164																53				
Tuesday, July 15, 2014	48		38		68																40				
Wednesday, July 16, 2014	67		29		144		150														48				
Thursday, July 17, 2014	52	54	59		92	27	45														50				
Friday, July 18, 2014	70	52	31		199	82	65														33				
Saturday, July 19, 2014	72	64	71		236	270	109		63	98							93				35				
Sunday, July 20, 2014	55	89	51		246	102	85		34	72							450	117	36	177	64				
Monday, July 21, 2014	74	32	29		125		67		18	66			347		51	288	361	37	24	81	64				
Tuesday, July 22, 2014	56	51	32		249		166		42	89			252		31	111	306	78	1	16	82				
Wednesday, July 23, 2014	73	77	28		141		89		53	117			217		38	155	383	67	1	38	70				
Thursday, July 24, 2014	77	55			198		108		42	74			217		31	107	323	69	0	74	59				
Friday, July 25, 2014	148	69		277	135		87		46	132			144		31	107	460	108	9	38	42				
Saturday, July 26, 2014	109	63		341	380		89		58	95			245		46	146	734	98	1	129	55				
Sunday, July 27, 2014	170	46		255	234		78		75	122			235		98	229	597	77	1	128	45				
Monday, July 28, 2014	43	38		138	205		29		23	101			213		41	243	589	48	0	76	65				
Tuesday, July 29, 2014	102	31		192	122		57		21	62			239		15	141	436	73	0	68	35				
Wednesday, July 30, 2014	51	35		137	182		59		32	91			212		23	114	298	19	0	63	39				
Thursday, July 31, 2014	80	34		106	146		50		17	63			189		10	116	292	62	0	85	47				
Friday, August 01, 2014	95	22		146	192		54		33	77			237		40	91	427	53	0	82	36				
Saturday, August 02, 2014	113	35		240	372		117		48	186			141		41	168	426	43	0	90	58				
Sunday, August 03, 2014	46	31		263	207		99		53	186			176		122	196	627	118	0	72	70				
Monday, August 04, 2014	69	3		32	38		18		16	33			169		103	310	534	77	0	0	73				
Tuesday, August 05, 2014	64	9		204	98		28		32	108			129		15	121	228	18	0	0	27				
Wednesday, August 06, 2014	102	42		236	201		59		35	86			258		54	114	304	22	0	0	66				
Thursday, August 07, 2014	108	47		153	108		87		27	60			248		44	145	416	7	14	128	103				
Friday, August 08, 2014	146	66		281	280		41		26	94			222		35	164	478	51	0	72	46				
Saturday, August 09, 2014	151	76		239	260		116		54	115			137		34	113	421	33	0	107	49				
Sunday, August 10, 2014	117	51		330	304		30		30	87			178		155	302	597	105	3	125	96				
Monday, August 11, 2014	73	70		256	70		88		50	88			179		162	276	425	62	3	84	71				
Tuesday, August 12, 2014	106	42		183	145		19		19	82			218		50	114	280	41	0	77	41				
Wednesday, August 13, 2014	128	137		214	132		41		41	106			299		34	80	229	58	0	46	70				
Thursday, August 14, 2014	118	62		175	188		37		37	108			218		28	135	437	51	0	65	73				
Friday, August 15, 2014	69	57		187	151		40		40	52			208		34	188	398	52	0	105	44				
Saturday, August 16, 2014	74	62		316	384		96		96	164			143		20	146	372	52	0	73	45				
Sunday, August 17, 2014	66	54		227	177		59		59	75			315		53	245	720	84	0	115	100				
Monday, August 18, 2014	66	43		131	174		13		13	66			205		53	215	520	72	0	114	65				
Tuesday, August 19, 2014	63	60		207	132		19		19	58					29	113		45	0	83	38				
Wednesday, August 20, 2014	66	13		218	155		25		25	67					33	74		15	0	61	32				
Thursday, August 21, 2014	37	10		154	146		19		19	82					46	121		26	0	98	48				
Friday, August 22, 2014	52	20		246	196		367		112	82					63	70		23	0	77	36				
Saturday, August 23, 2014	109	12		314	253		154	16	61	72					29	131		22	1	116	35				
Sunday, August 24, 2014	69	8		189	341		134	23	67	99					85	272		63	1	207	64				
Monday, August 25, 2014	77	2		93	89		103	25	8	56					28	185		45	0	83	57				
Tuesday, August 26, 2014	28	13		103	134		108	6	32	45					19	99		24	0	49	26				
Wednesday, August 27, 2014	35	6		142	88		68	19	38	77			117	21	23	89		16	2	50	47				
Thursday, August 28, 2014	33	2		88	112		78	20	26	42					85	12		6	86	10	38	34			
Friday, August 29, 2014	39	11		156	103		78	5	21	93					87	20		19	58	275	20	35			
Saturday, August 30, 2014	92	3		359	370	42	172	101	142	126	80	59			61	12		25	156	230	35	32			
Sunday, August 31, 2014	166	8		458	297	104	203	38	73	143	46	16			146	34		56	297	685	76	10	98	70	
																									80

TABLE S: Tahoe Rim Trail 2014 Trail Counter Data (2 of 2)

Location #	Tahoe City North	Brock-way West	Brockway East Road Crossing	Brockway East at Trailhead	Tahoe Meadows	Spooner North	Spooner South	Spooner South Bike	Kings-bury North	Kings-bury South	Mott Canyon	Mott Bike	Van Sickle Lower	Van Sickle Above Waterfall	Big Meadow East	Big Meadow West	Echo Lake North	Echo Summit South	Barker South	Barker North	Page Meadows
Monday, September 01, 2014	55	3	6	5	242	84	99	12	67	99	39	11	108	22	65	141	531	49	0	32	43
Tuesday, September 02, 2014	48	1		76	134	11	66	4	19	40	16	0	42	19	9	84	261	21	0	23	19
Wednesday, September 03, 2014	62	12		65	78	19	61	11	13	73	18	2	69	6	26	49	212	34	0	57	23
Thursday, September 04, 2014	26	11		118	129	53	54	31	27	49	6	3	94	27	18	65	243	33	0	24	27
Friday, September 05, 2014	50	14		120	75	78	58	16	14	65	16	6	62	4	28	85	353	31	0	26	26
Saturday, September 06, 2014	53	7		168	272	63	74	21	37	162	100	12	88	5	123	304	647	190	0	41	41
Sunday, September 07, 2014	76	2		203	137	157	194	25	123	131	80	3	64	20	48	153	610	37	0	35	53
Monday, September 08, 2014	128	8		217	90	44	43	7	32	66	14	2	58	9	19	92	151	22	0	19	85
Tuesday, September 09, 2014	33	3		100	63	94	53	0	11	100	18	5	119	13	12	84	293	25	0	30	31
Wednesday, September 10, 2014	22	2		71	78	19	42	16	18	25	7	3	68	10	7	114	344	74	1	46	18
Thursday, September 11, 2014	46	6		71	65	30	71	18	17	70	18	6	39	5	8	75	168	7	0	24	34
Friday, September 12, 2014	37	6		114	146	28	42	13	29	45	22	8	30	11	11	91	419	17	0	28	27
Saturday, September 13, 2014	71	5		198	138	70	93	18	25	109	70	27	45	24	28	178	582	29	1	42	56
Sunday, September 14, 2014	36	25		227	260	50	66	15	27	71	25	18	36	11	5	144	629	52	0	47	46
Monday, September 15, 2014	40	11		84	66	26	52	16	17	49	14	3	27	5	2	65	176	22	0	8	14
Tuesday, September 16, 2014	39	14		119	92	28	35	4	18	44	17	3	32	10	0	58	136	10	0	20	25
Wednesday, September 17, 2014	34	7		63	67	29	39	14	9	51	34	15	37	10	0	80	125	22	0	28	34
Thursday, September 18, 2014	26	4		83	106	21	38	4	10	61	23	11	26	7	0	28	138	6	0	8	15
Friday, September 19, 2014	45	1		88	60	32	64	18	20	60	16	15	54	16	0	94	86	19	0	26	18
Saturday, September 20, 2014	46	22		252	279	40	62	24	40	37	14	13	89	34	1	106	224	32	1	38	57
Sunday, September 21, 2014	12	12		39	92	31	23	14	28	24	6	2	52	7	1	83	67	23	0	5	4
Monday, September 22, 2014	16	5		37	135	31	43	16	14	64	7	3	78	9	0	71	67	26	1	4	12
Tuesday, September 23, 2014	32	3		51	30	18	44	13	13	50	3	3	79	9	0	53	139	32	0	6	15
Wednesday, September 24, 2014	31	0		51	101	22	47	3	35	48	15	4	66	6	7	68	155	15	0	10	26
Thursday, September 25, 2014	22	0		39	43	35	31	4	7	28	3	2	60	17	7	92	70	8	1	8	6
Friday, September 26, 2014	17	1		60	38	33	17	0	5	14	5	2	42	11	0	30	51	8	1	2	11
Saturday, September 27, 2014	14	5		116	27	27	51	10	2	7	8	2	8	3	0	47	41	7	0	1	11
Sunday, September 28, 2014	22	2		36	74	3	50	6	10	17	22	2		11	0	20	32	0	0	1	20
Monday, September 29, 2014	27	76		147	43	18	41	17	20	36	8	2		22	0	70	118	21	0	9	32
Tuesday, September 30, 2014	22	113		82	56	30	23	7	11	37	5	2	92	22	0	71	119	13	0	34	23
Wednesday, October 01, 2014	37			73	42	23	36	10	6	54	8	0	69	28	0	69	75	1	0	27	38
Thursday, October 02, 2014	27			61	96	25	33	11	11	32	11	8	87	14			66	0	1	14	17
Friday, October 03, 2014	57			102	57	28	35	17	19	50	6	2	87	16			174	8	2	34	29
Saturday, October 04, 2014	52				272	41	59	15	41	89	42	27	177	18			395	18	2	109	45
Sunday, October 05, 2014	35				182	65	97	13	8	56	9	8	91	10			337	30	4	59	60
Monday, October 06, 2014	23				59	42	33	6	7	42	12	4	82	15			104	19	0	17	44
Tuesday, October 07, 2014	29				48	47	55	23	7	64	16	3	85	10			155	9	4	16	24
Wednesday, October 08, 2014	37				98	15	33	6	8	25	2	0	129	7			128	11	6	19	48
Thursday, October 09, 2014	29				44	29	28	2	30	39	5	6	82	9			190	12	1	15	37
Friday, October 10, 2014	24																				
Saturday, October 11, 2014	51				126	34	34	16	19	25	9	4	87	8			235	13	6	22	45
Sunday, October 12, 2014	67					66	78	17	45	64	21	8	166	21			545	10	9	14	69
Monday, October 13, 2014	39					36	19	3	15	68	17	12	88	9			181	9	3		23
Tuesday, October 14, 2014	23					30	45	4	12	29	8	3	46	8			107	9	6		18
Wednesday, October 15, 2014	5					11	8	0		19	8	4	31	17			32	4	0		11
Thursday, October 16, 2014						34	27	12		35	13	5	72	4							
Friday, October 17, 2014						27	46	7		48	8	7	118	9							
Saturday, October 18, 2014						48	47	8		64	22	9	159	24							
Sunday, October 19, 2014						82	50	13		94	27	17	127	28							
Monday, October 20, 2014						28	36	15		72	11	3	84	16							
Tuesday, October 21, 2014						25	18	0		30			64	14							
Wednesday, October 22, 2014						28	36	11		60			68	15							
Thursday, October 23, 2014						3	18	1		33			72	15							
Friday, October 24, 2014						26	20	7		33			67	8							
Saturday, October 25, 2014						27	17	5		25			88	19							
Sunday, October 26, 2014						23	31	3		18			101	23							
Monday, October 27, 2014						18	22	1		19			59	10							
Tuesday, October 28, 2014						16	21	4		15			62	12							
Wednesday, October 29, 2014						17				33				49							
Thursday, October 30, 2014						20								8							
Friday, October 31, 2014						18								4							
Saturday, November 01, 2014						19								6							
Sunday, November 02, 2014						10								4							
Monday, November 03, 2014						15								8							
Tuesday, November 04, 2014						12								6							
Wednesday, November 05, 2014						19								16							
Thursday, November 06, 2014														10							
Daily Average	64	29	49	159	160	40	65	13	32	68	20	8	122	14	33	131	316	38	2	52	46
Weekday Average	58	28	41	121	124	30	56	10	25	59	13	5	112	13	21	96	222	30	1	41	39
Weekend Average	79	31	72	239	257	64	89	20	51	89	38	15	147	17	62	210	443	58	4	72	60

Figure C: Average Weekday and Weekend Trail Use by Counter Location

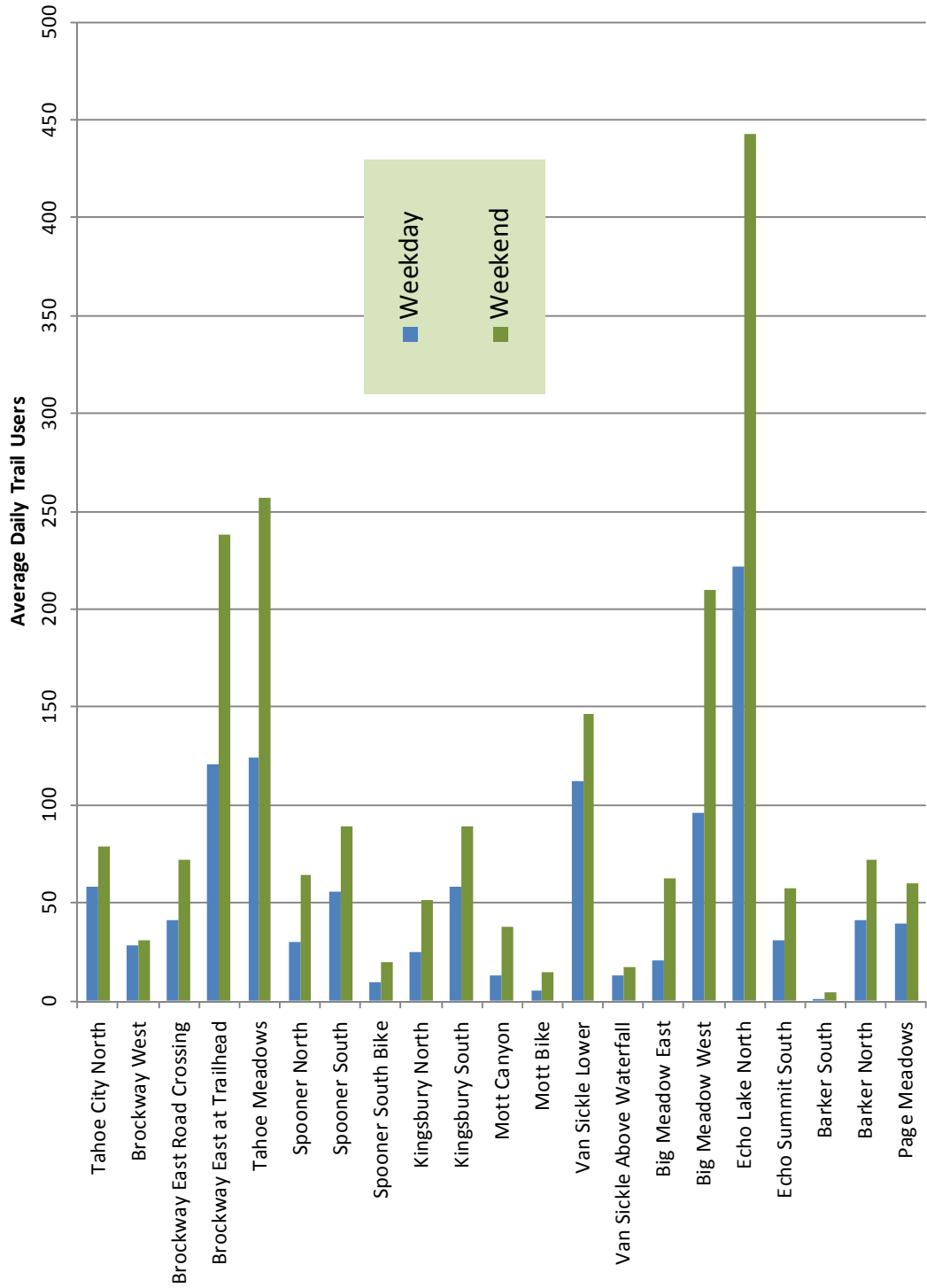


Figure D: Average of Available Count Data by Day of Season: 2014

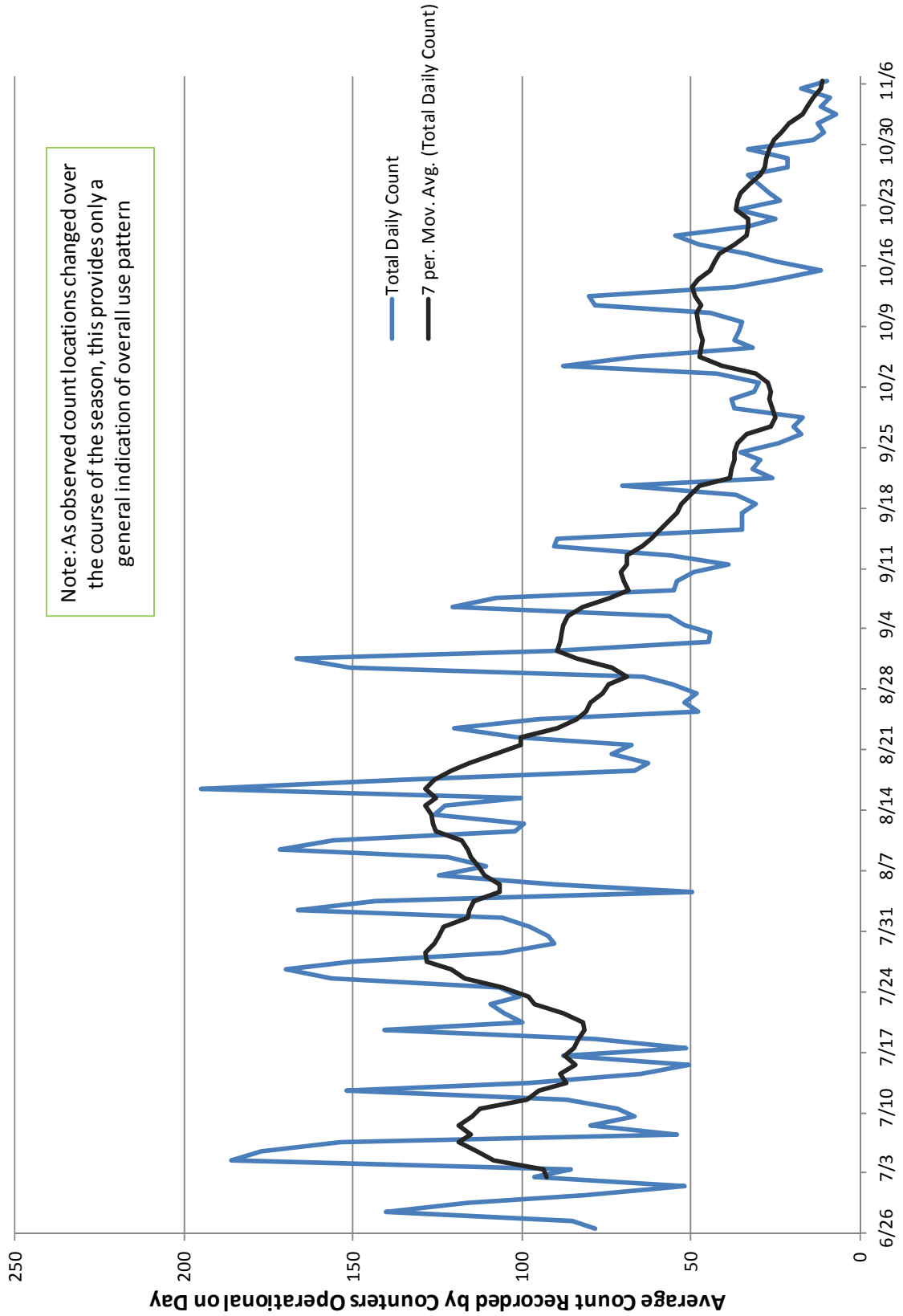


TABLE T: EXISTING TRANSIT SERVICE TO TAHOE RIM TRAIL TRAILHEADS												
Trailhead	Service	Route	Nearest Stop	Distance to Nearest Stop	Days of the Week	Frequency	Season	First Arrival	Last Departure	Carries Bikes?	1-Ride Fare	Notes
Tahoe City -- Fairway Dr	TART	Mainline - Tahoma to Incline Village	Tahoe City Transit Center	0.4 miles	All	Hourly	Year-Round	6:30 AM	6:31 PM	Yes	\$1.75	
	TART	SR 89 - Tahoe City to Truckee	Tahoe City Transit Center	0.4 miles	All	Hourly	Year-Round	8:15 AM	4:50 PM	Yes	\$1.75	
Brockway	TART	SR 267	SR 267/Stewart Way	1.5 miles (500' lower)	All	Hourly	Jun 28-Sep 3	7:44 AM	5:12 PM	Yes	\$1.75	1st SB run does not serve Northstar Village
							Dec 14-Apr 6	7:12 AM	5:35 PM		\$1.75	
Mt Rose					None							
Tahoe Meadows					None							
Tahoe Meadows West					None							
Spoonier	TTD	21X	Whitel HS or US 50 PnR	Too Far	Weekends	6 Runs Daily	Year-Round	6:00 AM	7:00 PM	Yes	\$4.00	
						5 Runs Daily	Year-Round	6:00 AM	7:00 PM	Yes	\$4.00	
						5 Runs Daily	Year-Round	6:03 AM	5:52 PM	Yes	\$4.00	Transfer to/from 23 at Tramway/Tina, except 4:35 PM to Ridge Resort
Kingsbury North	TTD	23	Tramway/Tina	2.1 miles (400' lower)	All	5 Runs Daily	Year-Round	6:03 AM	5:52 PM	Yes	\$4.00	Transfer to/from 23 at Tramway/Tina, except 4:35 PM to Ridge Resort
						Hourly	Year-Round	7:40 AM	12:06 AM	Yes	\$4.00	1:06 AM service on weekends
						5 Runs Daily	Year-Round	6:03 AM	5:52 PM	Yes	\$4.00	
Kingsbury Crossing	TTD	23	Tramway/Tina	0.6 miles (200' higher)	All	Hourly	Year-Round	7:40 AM	12:06 AM	Yes	\$4.00	
						5 Runs Daily	Year-Round	6:03 AM	5:52 PM	Yes	\$4.00	
Kingsbury South	TTD	20X	Tramway/Tina	0.6 miles (200' higher)	All	Hourly	Year-Round	7:40 AM	12:06 AM	Yes	\$4.00	
						5 Runs Daily	Year-Round	7:38 AM	5:52 PM	Yes	\$4.00	Transfer to/from 23 at Tramway/Tina, except 4:35 PM to Ridge Resort
Van Sickle	TTD	23	Stagecoach Lodge	0 feet	All	Hourly	Year-Round	7:46 AM	11:50 PM	Yes	\$4.00	
						Hourly	Year-Round	5:35 AM	11:00 PM	Yes	\$2.00	1:06 AM service on weekends
Big Meadow					None							
Echo Summit	Amtrak Thruway	Stateline-Sacramento	SLTY	Too Far	All	1 RT per Day	Year-Round	12:15 PM WB	3:00 PM EB	Yes	\$20.00	
Echo Lake					None							
Barker Pass					None							
Tahoe City -- 64 Acres	TART	Mainline - Tahoma to Incline Village	Tahoe City Transit Center	0.1 miles	All	Hourly	Year-Round	6:30 AM	6:31 PM	Yes	\$1.75	
	TART	SR 89 - Tahoe City to Truckee	Tahoe City Transit Center	0.1 miles	All	Hourly	Year-Round	8:15 AM	4:50 PM	Yes	\$1.75	

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Transportation Strategies of Similar Communities

A key step in developing transit recommendations to the Tahoe Rim Trail is to evaluate and compare existing services in similar setting. A “peer review” can not only provide an understanding of how access is provided in similar areas, but whether or not such a program is even feasible given the existing conditions of the area. Below is a discussion of services provided in other areas, by type of service: local public transit services, federal agency (National Park Service, etc.), and private services.

PUBLIC BUS / SHUTTLE SERVICES

A review of public transit programs in areas with high amounts of recreational opportunities (primarily hiking trails) found that few, if any, public transit programs operate bus routes specifically for the purpose of accessing trailheads. Many existing routes do, however, serve trailhead areas and therefore provide access as part of longer routes that also serve other trip purposes. The following are two programs that have comparable settings to the Tahoe area:

- **Yosemite Area, California:** Yosemite Area Regional Transit System (YARTS) provides transit service into Yosemite National Park from Merced, Mariposa and Sonora on the west and Mammoth Lakes, June Lake and Lee Vining on the east. Both within and outside the park, there are opportunities to access trailheads along the existing three routes. All routes provide access into the Yosemite Valley, where passengers can directly access trailheads or connect with the Park’s transit services. The Green Route, which operates in the summer season only, provides access to Tuolumne Meadows and White Wolf trailheads, as well as the Brush Creek Trailhead parking lot and June Lake Ski Area parking lot in the community of June Lake. There are also bus stops in Mammoth Lakes and Lee Vining where other trails can be accessed. The Red Route, also a summer-only route, provides access to the Yosemite Lake campgrounds and Big Oak Flat Park in Buck Meadows. Fares vary by length, up to \$18 per one-way trip. As an example, the one-way fare between Mammoth Lakes and Tuolumne Meadows is \$18.
- **Boulder, Colorado:** Boulder, Colorado’s Open Space and Mountain Parks department manages a network of 145 miles of trails. Approximately 11 of the trailheads within the park system are accessible by existing Regional Transit District (RTD) transit routes. Fares are \$2.25 for general public and \$1.10 for seniors and persons with disabilities. While many of these routes stop directly at the trailhead, others provide access from nearby stops that are within a reasonable walk or bike distance. Unlike the YARTS routes described above, these services are offered year-round.

- Park City, Utah:** Park City's free transit program provides access to numerous trailheads within the Snyderville Basin Recreation District, including the Glenwild Area Trails, Millenium Trail and Mid Mountain Trail, among others. While the routes are not designed to specifically stop at these trailheads, access is provided at major stops such as Canyons and those in Kimball Junction. Service to these areas is provided year-round, however trails are generally accessible for hiking in summer months. Transit management staff reports that, while no specific surveys have been conducted to identify hikers using the transit service, overall hiker access via transit is considered to be sporadic and at low levels.
- Mountain Village, Colorado:** The Town of Mountain Village is located next to Telluride Resort, and offers hiking opportunities in the Uncompahgre National Forest. The free gondola system that connects Mountain Village with Telluride provides direct access to a number of trailheads on the mountain. Additionally, the fixed route bus system also links with trailheads at the Town Hall Plaza, Mountain Village Center, Telluride and Coonskin stops. None of the routes were created specifically for serving trailheads; rather the trailheads happen to be located within close proximity to the areas served by the transit system.
- Vail, Colorado:** There are numerous hiking opportunities available in Vail, both on and off Vail's ski mountain. Hiking on the north side of I-70 in the White River National Forest can be accessed by the free Town of Vail bus system through the East Vail and West Vail buses, both of which originate at the Transportation Center in Vail Village. Of the eleven popular trails in Vail, seven have trailheads that are served by the existing public transit system year-round. Additionally, trails on Vail Mountain are open during the summer and can be access from the Transportation Center in Vail Village.
- Hessie Trailhead Shuttle:** The Hessie Trailhead is a very popular trail managed by the USFS located near Nederland, Colorado (just west of Boulder), and serves as an access point to the Indian Peaks Wilderness Area and other trails. Parking for the trailhead is available along the roadway and is very limited. To alleviate parking and congestion issues, Boulder County operates a free hiker shuttle from downtown Nederland to the trailhead six miles away, with service on weekends and holidays during the summer months and early fall (June through early October). The shuttle runs every 15 minutes from 8:00 AM to 8:00 PM on Saturdays and on Sundays from 8:00 AM to 6:00 PM, and is available for day use hiking only. The service is quite popular, serving between 5,000 and 6,000 passenger-trips in 2012 and between 7,000 and 8,000 passenger-trips in 2013. This 2014 ridership figure corresponds to a daily average of approximately 100 passenger round-trips (200 passenger one-way trips). Boulder County pays for the costs to operate the shuttle, but actual operations are provided through a small local transit operator.

US FOREST SERVICE / NATIONAL PARK / NON-PROFIT SHUTTLE PROGRAMS

The National Park system operates some elaborate and very effective shuttle systems throughout many parks, with the services in Zion and Glacier National Parks being some of the more notable ones. However, these programs are necessary due to the lack of parking or vehicular access allowed within the park boundaries, and differ from a simple shuttle service for day hikers to a specific trail. There are services offered by both the US Forest Service and National Park systems that do provide more specialized service to specific trailheads, as well as some location-specific non-profit organizations, as discussed below:

- **Rocky Mountain National Park Hiker Shuttle:** In summer months, the Rocky Mountain National Park offers free hiker shuttles through three different routes. The Silver Route (Hiker Shuttle Express Route) begins in the Town of Estes Park at the Visitor Center and ends at the Bear Lake / Glacier Basin Park and Ride. This route operates between 6:30 AM and 8:00 PM, with 30-minute headways from 10:00 AM – 6:00 PM, and hourly headways during the remaining morning and evening periods. The other two routes, the Bear Lake Route and Moraine Park Route, connect with the Silver Route at the Park and Ride and offer connections to popular trailheads. The Bear Lake Route operates from 7:00 AM – 7:30 PM every 15 minutes and from 7:00 AM – 7:00 PM every 30 minutes on the Moraine Park Route. Transit services that serve the Town of Estes Park do connect with the Silver Route into the National Park.
- **White Mountain Hiker Shuttle:** The Appalachian Mountain Club, a non-profit organization associated with the Appalachian Trail, operates a summer hiker shuttle in the White Mountain National Forest area in New Hampshire. This shuttle accesses trailheads and camp sites in various locations along the Appalachian Trail through two routes. Route 1 (serving the eastern portion of the trail area) operates between 7:30 AM and 5:00 PM, and Route 2 (serving the western portion of the trail area) operates between 8:30 AM and 3:45 PM, both completing one loop per day and allowing for both day hike and overnight camping opportunities. In addition to the numerous designated shuttle stops, drop-offs along the routes at non-scheduled locations are permitted. The shuttle is \$23.00 one-way for non AMC members and \$19.00 for members, with reservations strongly recommended.

PRIVATE BUS / SHUTTLE SERVICES

In addition to the public services discussed above, there are extensive private services available for hikers to popular hiking trail destinations. These shuttles are operated by private companies for a profit, with rates reflecting actual costs. As it would be very difficult to discuss all services available (there are over one hundred associated with the Appalachian Trail alone), the following presents private shuttle services that would be most applicable to the Tahoe Rim Trail study.

- Sierra Trailhead Shuttle:** The Sierra Trailhead Shuttle is operated by Mammoth Shuttle, a private transportation company in the Mammoth Lakes area. In addition to long distance trips, the company also provides shuttle services to trailheads along US Highway 395 from the Mammoth Lakes area. This includes access points to the Pacific Crest Trail, John Muir Trail and Mt. Whitney, as well as numerous other trailheads such as Tuolumne Meadows, Convict Lake and Red's Meadow. One-way rates for up to two passengers making nearby trips are \$40 to \$60, depending on location. Additional passengers beyond the first two pay an additional \$10 and up, depending on location.
- Eastside Sierra Shuttle:** The Eastside Sierra Shuttle also provides trailhead transportation services to popular locations in the Sierra Nevada Mountains within the Inyo National Forest. Popular locations served include Onion Valley, Independence, Whitney Portal (Mt. Whitney), Horseshoe Meadow, Lone Pine, North Lake/South Lake and Tuolumne Meadows. Rates vary depending on location, and range between \$40.00 per one-way passenger to \$400.00 per one-way passenger.
- Superior Hiking Shuttle:** This private shuttle is operated out of Duluth in Minnesota by the Superior Hiking Trail Association, and serves the Superior Trail, which is a 290-mile trail paralleling the northwest coast of Lake Superior between Duluth and the Canadian border. Two types of trailhead shuttles are offered – a specialized shuttle or a scheduled shuttle. The scheduled shuttle runs Friday through Sunday between May and October, serving 13 designated scheduled stops as well as 8 additional on-request stop at specific trail locations. Shuttles operate one northbound and one southbound run, allowing for morning drop-offs and afternoon pick-ups at various trailhead locations along the route. Pricing varies depending on trip length and ranges between \$15.00 and \$75.00 per rider. The Specialized shuttle is offered year-round, and day of the week, and is tailored to a client's specific hiking location and schedule. For this service, pricing also varies depending on the specific trip, with a minimum charge of \$35.00 per rider.
- Flattop Mountain Shuttle:** The Flattop Mountain Shuttle is a private hiking shuttle in Anchorage, Alaska that provides transportation to Flattop Mountain. The shuttle transports passengers from downtown Anchorage to the Glen Alps trailhead in Chugach State Park. Passengers are allowed 2.5 hours to hike from the parking lot to the summit and back; the van waits for passengers while they hike and then transports them back to Anchorage. The cost is \$23.00 round-trip per passenger. One-way trips for passengers with bikes who want to bike back to Anchorage are also available for \$16.00 per passenger. The shuttle is operated from May through October with one trip per day – passengers check in at 12:30 PM, arrive at the trailhead at 1:30 PM, and leave the trailhead at 4:00 PM.
- Hiawatha Trail Shuttle:** The Route of the Hiawatha trail in the Idaho Panhandle National Forest is a 30-mile roundtrip or 17 mile one-way hike or mountain bike

ride. Shuttles are operated by a private concessionaire between two major trailheads (Roland Trailhead and Pearson Trailhead). The shuttle operates seven days per week during the peak season of June through August, and weekends and holidays only in May and September. There are four runs per day beginning at 11:00 AM each day, and during the peak season, there is a fifth run added at end of the day. Service is provided on a first-come, first-serve basis, as reservations are not accepted. Passengers are charged \$9 for adults and \$6 for children (6 – 13 years old).

SUMMARY AND CONCLUSIONS

The peer review suggests that, while there are mountain resort communities with local public transit systems serving popular trailheads, none of the routes were developed specifically for that purpose. Rather, the trailheads are positioned in or near areas where other services / activities are located; none of the buses are detouring off a route to serve trails. There are, however, transit services operated specifically to address parking/congestion problems in trailhead areas that provide trailhead access at a modest (subsidized) fare. This indicates that public transit services solely to provide access for trail users are not typically considered to be a valid use of public transit funding – it is necessary for the transit service to also be part of a solution to a parking/congestion problem. A good example is the public shuttle operated to the Hessie Trailhead, as discussed above. There are also many examples of private shuttle services that serve trailheads at high (unsubsidized) fares.

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Analysis and Recommendations

This chapter first presents an evaluation of potential demand for transit services to each trailhead. A range of options to improve transit access are then discussed. Finally, recommendations are provided to enhance transit access, in a prioritized manner.

POTENTIAL TRAILHEAD TRANSIT DEMAND

The potential transit ridership demand for trailhead can be estimated using the data discussed above. This was evaluated both for average summer weekday as well as average summer weekend or holiday day, as follows:

1. The use counts on the date of the trailhead survey were factored based upon the ratio of the nearest counter value for the date of the survey to the average daily value.¹
2. The daily trailhead figures were then factored to reflect various conditions of individual trips and preferences:
 - The percent that start and end at the same trailhead. (While some trail users would use a transit service in one direction, the proportion is expected to be relatively small).
 - The percent that indicated they would be willing to consider transit use
 - The percent that are staying both the evening before and the evening after in the Tahoe Region. (Those that are using the Tahoe Rim Trail as part of their trip into or out of the region are not expected to generate significant numbers of trips).
3. The resulting number of individual round-trips is multiplied by two, to convert to one-way passenger-trips (the unit typically evaluated in transit planning).

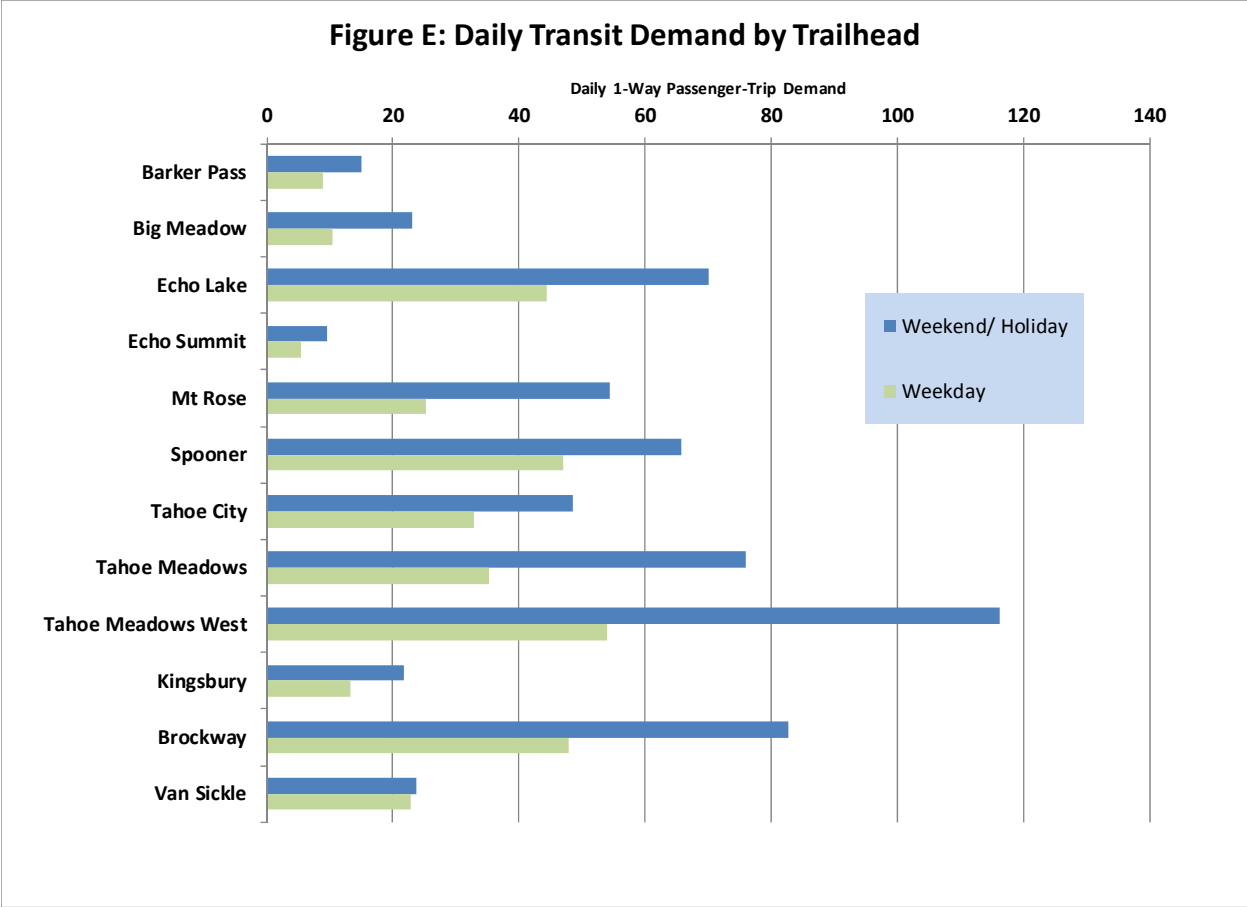
As shown in Table U and summarized in Figure E, total demand on weekend/holiday days ranges from a low of 10 passenger-trips (Echo Summit) to a high of 116 at Tahoe Meadows West. Other relatively low demand trailheads are Barker Pass (15), Kingsbury (22) and Van Sickle, while other high-demand trailheads are Brockway (83), Tahoe Meadows (76) and Echo Lake (70).

Weekday trailhead transit demand ranges from a low of 5 (Echo Summit) to a high of 54 (Tahoe Meadows West). Overall, weekday ridership potential is 57 percent of the

¹ As counts and surveys were not conducted at the Echo Summit trailhead, the counter information was applied along with the factors observed at the nearby Echo Lake trailhead.

TABLE U: Tahoe Rim Trail Potential Transit Use

Trailhead	Use Count: Day of Survey	Factor: Avg Weekend Day to Day of Survey	Factor: Average Weekday to Day of Survey		Estimated Daily Trail Use		Percent Starting and Ending At Same Trailhead	Percent Willing to Consider Transit	Percent Staying Both Evening Before and Evening After in Tahoe	Total Demand (One-Way Person-Trips)	
			Weekday	Holiday	Weekday	Holiday				Weekend/Holiday	Weekday
Barker Pass	51	0.82	0.49	42	25	67%	54%	50%	15	9	
Big Meadow	119	1.02	0.46	121	55	88%	70%	15%	23	11	
Echo Lake	384	0.96	0.61	370	234	77%	80%	15%	70	44	
Echo Summit	--	--	--	51	28	77%	80%	15%	10	5	
Mt Rose	293	0.80	0.37	236	109	97%	54%	22%	54	25	
Spooner	141	1.39	0.99	195	140	95%	63%	28%	66	47	
Tahoe City	94	1.27	0.86	120	81	86%	42%	56%	49	33	
Tahoe Meadows	211	0.80	0.37	170	79	79%	60%	48%	76	35	
Tahoe Meadows West	184	0.80	0.37	148	69	88%	77%	58%	116	54	
Kingsbury	41	1.18	0.72	48	29	86%	44%	60%	22	13	
Brockway	152	0.86	0.50	131	76	100%	58%	55%	83	48	
Van Sickle	106	0.86	0.83	91	88	93%	20%	70%	24	23	
Total				1723	1013				607	347	



weekend/holiday ridership potential. The weekday ridership is relatively close to weekend/holiday ridership at Van Sickle, and relatively low at Big Meadow and Tahoe Meadows/Tahoe Meadows West.

It should be noted that these figures represent the maximum potential demand, assuming that a specific transit service can meet passenger’s expectation regarding service times, travel times, fares, bus and stop amenities, etc. Other factors are considered for specific service alternatives, below.

POTENTIAL STRATEGIES TO IMPROVE TRAILHEAD ACCESS

Modifications to Existing Services

The following are potential means of expanding transit access to Tahoe Rim Trail trailheads without operating new services:

- Establish stops on the 21X South Shore Transit route at Spooner Summit to serve the trailhead.

- Improve signage at the Tahoe City Transit Center (making it the actual 64-Acre trailhead) and providing pedestrian-level signage to direct trail users to the Fairway Drive trailhead.
- Similarly, pedestrian-level signage could be provided to direct transit users from the Stateline Transit Center to Van Sickle Bi State Park and the trailhead.
- Another option considered would serve a new trailhead where the Tahoe Rim Trail crosses Kingsbury Grade. One strategy would establish new bus pullouts on Kingsbury Grade just east of Buchanan Way. However, this would not provide adequate driver sight distance for eastbound drivers approaching a bus pulling out of this pullout. Another strategy would be to serve an on-demand stop on Buchanan Way, roughly 500 feet south of Kingsbury Grade. The eastbound driver sight distance would not be adequate for buses pulling out of Buchanan Way. Our conclusion is that there is no adequately safe way of serving a stop in this vicinity.
- A stop could be established at the Tahoe Rim Trail crossing of California State Route 267. This location has good sight distance for buses exiting or entering the travel lanes, and there is a pullout on the southbound (downhill) direction that is of adequate width to allow buses to fully pull out of the travel lane and load passengers. However, in the northbound (uphill) direction, the shoulder is less than 10 feet in width, and a stop is presently not feasible. It is also worth noting that this shoulder is often used by trucks as an informal climbing lane. An adequate pullout would therefore require paving of at least an additional 12 feet beyond the current edge of pavement as well as a passenger loading platform. This would require cutting into the hillside and constructing a retaining wall. Overall, this would be a relatively expensive pullout to construct.

New Services

Based on the evaluation of potential demand and the experience in peer areas, three new service scenarios were developed and evaluated, as discussed below.

North Tahoe Trail Shuttle

This option would consist of a single van or small bus providing service from Kings Beach and Incline Village to the Brockway trailhead as well as the Tahoe Meadows and Mt Rose Summit trailheads. As shown in the schedule presented in Table V, the service would depart the North Stateline transit stop at the top or bottom of the hour (providing direct transfers to TART buses). The vehicle would operate a run to the top of Brockway Summit before stopping at the trailhead in the southbound direction (where there is an adequate pullout) and then return to North Stateline. It would then operate a run to Mt. Rose Summit and the Tahoe Meadows trailheads, via stops at the old Incline Village elementary school (for a park-and-ride opportunity) and Village Drive. With

driver break time, this overall route would provide service every 90 minutes. A reasonable span of service would be from roughly 7:00 AM to 7:00 PM.

TABLE V: Example Trailhead Shuttle Schedules

North Tahoe -- Brockway, Tahoe Meadows, Mt. Rose								
North Stateline	7:00 AM	8:30 AM	10:00 AM	11:30 AM	1:00 PM	2:30 PM	4:00 PM	5:30 PM
SR 28/SR 267	7:09 AM	8:39 AM	10:09 AM	11:39 AM	1:09 PM	2:39 PM	4:09 PM	5:39 PM
Brockway Trailhead (SB on SR 267)	7:17 AM	8:47 AM	10:17 AM	11:47 AM	1:17 PM	2:47 PM	4:17 PM	5:47 PM
SR 28/SR 267	7:22 AM	8:52 AM	10:22 AM	11:52 AM	1:22 PM	2:52 PM	4:22 PM	5:52 PM
North Stateline	7:30 AM	9:00 AM	10:30 AM	12:00 PM	1:30 PM	3:00 PM	4:30 PM	6:00 PM
Old Incline Village Elementary (Park-and-Ride)	7:40 AM	9:10 AM	10:40 AM	12:10 PM	1:40 PM	3:10 PM	4:40 PM	6:10 PM
Tahoe Meadows (EB)	7:52 AM	9:22 AM	10:52 AM	12:22 PM	1:52 PM	3:22 PM	4:52 PM	6:22 PM
Mt Rose Summit	7:56 AM	9:26 AM	10:56 AM	12:26 PM	1:56 PM	3:26 PM	4:56 PM	6:26 PM
Tahoe Meadows (WB)	8:00 AM	9:30 AM	11:00 AM	12:30 PM	2:00 PM	3:30 PM	5:00 PM	6:30 PM
Old Incline Village Elementary (Park-and-Ride)	8:09 AM	9:39 AM	11:09 AM	12:39 PM	2:09 PM	3:39 PM	5:09 PM	6:39 PM
North Stateline	8:19 AM	9:49 AM	11:19 AM	12:49 PM	2:19 PM	3:49 PM	5:19 PM	6:49 PM
South Tahoe -- Big Meadow, Echo Summit, Echo Lake Trailheads								
South Tahoe Y Transit Center (Depart)	7:00 AM	8:30 AM	10:00 AM	11:30 AM	1:00 PM	2:30 PM	4:00 PM	5:30 PM
SLT Airport (Park-n-Ride)	7:04 AM	8:34 AM	10:04 AM	11:34 AM	1:04 PM	2:34 PM	4:04 PM	5:34 PM
Meyers	7:10 AM	8:40 AM	10:10 AM	11:40 AM	1:10 PM	2:40 PM	4:10 PM	5:40 PM
Big Meadow Trailhead	7:22 AM	8:52 AM	10:22 AM	11:52 AM	1:22 PM	2:52 PM	4:22 PM	5:52 PM
Echo Summit Trailhead	7:39 AM	9:09 AM	10:39 AM	12:09 PM	1:39 PM	3:09 PM	4:39 PM	6:09 PM
Lower Echo Lake Trailhead	7:45 AM	9:15 AM	10:45 AM	12:15 PM	1:45 PM	3:15 PM	4:45 PM	6:15 PM
Echo Summit Trailhead	7:51 AM	9:21 AM	10:51 AM	12:21 PM	1:51 PM	3:21 PM	4:51 PM	6:21 PM
Meyers	8:01 AM	9:31 AM	11:01 AM	12:31 PM	2:01 PM	3:31 PM	5:01 PM	6:31 PM
SLT Airport (Park-n-Ride)	8:07 AM	9:37 AM	11:07 AM	12:37 PM	2:07 PM	3:37 PM	5:07 PM	6:37 PM
South Tahoe Y Transit Center (Arrive)	8:11 AM	9:41 AM	11:11 AM	12:41 PM	2:11 PM	3:41 PM	5:11 PM	6:41 PM
Round-The-Lake Trailhead Shuttle								
Tahoe City Transit Center	7:00 AM	2:00 PM						
Fairway Drive Trailhead	7:05 AM	1:05 PM						
Brockway Summit Trailhead	7:31 AM	1:31 PM						
Old Incline Village Elementary (Park-and-Ride)	7:47 AM	1:47 PM						
Tahoe Meadows	8:02 AM	2:02 PM						
Mt Rose Summit	8:07 AM	2:07 PM						
Spooner Summit	8:47 AM	2:47 PM						
Kingsbury Transit Center	9:03 AM	3:03 PM						
Kingsbury North Trailhead	9:18 AM	3:18 PM						
Kingsbury South Trailhead	9:27 AM	3:27 PM						
Stateline Transit Center	9:42 AM	3:42 PM						
South Y Transit Center	9:57 AM	3:57 PM						
SLT Airport (Park-n-Ride)	10:01 AM	4:01 PM						
Meyers	10:07 AM	4:07 PM						
Big Meadow Trailhead	10:19 AM	4:19 PM						
Echo Summit Trailhead	10:36 AM	4:36 PM						
Lower Echo Lake Trailhead	10:42 AM	4:42 PM						
Echo Summit Trailhead	10:48 AM	4:48 PM						
Meyers	10:58 AM	4:58 PM						
SLT Airport (Park-n-Ride)	11:04 AM	5:04 PM						
South Y Transit Center	11:08 AM	5:08 PM						
Eagle Falls	11:23 AM	5:23 PM						
Barker Pass	12:08 PM	6:08 PM						
Tahoe City Transit Center	12:34 PM	6:34 PM						

In addition to providing transit access for long-distance hikers, this service scenario would provide the opportunity for day segment hikes between Brockway Summit and Tahoe City, as well as between Brockway Summit and Tahoe Meadows.

Ridership can be estimated based upon the potential ridership demand (as discussed above) and applying a series of factors that reflect the specific service quality of the scenario, specifically the span of service (those potential passengers making a trip within the service schedule times), the frequency of service (those passengers not dissuaded from using the service considering the 90-minute frequency) and the fare. Two options were considered: service only on weekends/holidays between July 1 and Labor Day, and service 7 days a week over this peak summer period. As shown in Table W, total annual ridership of 1,520 one-way passenger trips is forecast for the weekend/holiday service, and 3,400 for the 7-days-a-week service.

The operating cost of service would depend upon negotiations with potential service operators. To reflect a reasonable potential range, two hourly rates are considered: a rate of \$92 per hour equal to the current contract rate for the South Shore Transit program (per TTD staff), and a rate of \$69 per vehicle hour reflecting recent bids for contracted Truckee-North Tahoe Transportation Management Association (TNT/TMA) service (per TNT/TMA staff). This equates to an annual operating cost of \$15,700 to \$21,000 per year for the weekend/holiday service, or \$54,600 to \$72,900 for the 7-day-a-week service. Note that there would be other costs associated with this service, including contract administration, marketing and installing bus stop signs; actual costs would depend on the degree to which services could be provided by existing staff.

A fare would be charged, both to generate funds as well as to avoid issues of non-trail-user passengers shifting from TART service. A fare of \$2.00 per one-way passenger-trip (with no discounts for age or disability) is a reasonable assumption. Subtracting passenger fare revenues results in an annual operating subsidy of \$12,700 to \$18,000 per year for the weekend/holiday service or \$47,800 to \$66,100 for the 7-day-a-week service.

Standard transit performance measures can be used to assess this alternative. Transit productivity is measured in the number of passenger-trips per vehicle-hour of service. This is found to be 6.7 for weekend/holiday service, or 4.3 for 7-day a week service. The financial efficiency of transit service can be assessed by considering the operating subsidy (costs minus revenues) per passenger-trip. This ranges between \$8.36 and \$11.84 for weekend/holiday service only and between \$14.06 and \$19.44 for 7-day-a-week service.

In addition, the environmental benefits of this alternative can be quantified, as shown in the bottom portion of Table W. Dividing the daily transit ridership by the average vehicle occupancy rate for avoided auto trips, this alternative would eliminate 62 one-way auto trips per weekend/holiday day, 31 per weekday, or 40 per average day if operated seven days a week. Factoring for the proportion of users on the trail at any one time, this equates to a total reduction of up to 17 cars parked at the trailheads (in total) on

TABLE W: Trailhead Shuttle Alternative Analysis

All Alternatives Assume Season From July 1 to Labor Day, \$2.00 One-Way Fare

	North Lake Trailhead Shuttle			South Lake Trailhead Shuttle			Round-The-Lake Trailhead Shuttle		
	Weekend/ Holiday Only	Weekdays Only	7 Days / Week	Weekend/ Holiday Only	Weekdays Only	7 Days / Week	Weekend/ Holiday Only	Weekdays Only	7 Days / Week
Hours of Service per Day	12	12	12	11.75	11.75	11.75	11.1	11.1	11.1
Days of Service per Season	19	47	66	19	47	66	19	47	66
Hours of Service per Season	228	564	792	223.25	552.25	775.5	211.5	523.3	734.8
Ridership Analysis									
Base Ridership/Day	275	137	--	103	60	--	607	347	--
Factor for Span of Service	0.9	0.9	--	0.9	0.9	--	0.9	0.9	--
Factor for Service Frequency	0.5	0.5	--	0.5	0.5	--	0.2	0.2	--
Factor for Fare	0.66	0.66	--	0.66	0.66	--	0.66	0.66	--
Realized Ridership/Day	80	40	52	30	20	23	70	40	49
Realized Ridership/Season	1520	1880	3400	570	940	1510	1330	1880	3210
Annual Operating Cost									
At Current South Shore Transit Rate (\$92/hr)	\$21,000	\$51,900	\$72,900	\$20,500	\$50,800	\$71,300	\$19,500	\$48,100	\$67,600
At Current Example Private Contractor Rate (\$69)	\$15,700	\$38,900	\$54,600	\$15,400	\$38,100	\$53,500	\$14,600	\$36,100	\$50,700
Fare Revenue	\$3,000	\$3,800	\$6,800	\$1,100	\$1,900	\$3,000	\$2,700	\$3,800	\$6,400
Annual Operating Subsidy Required									
At Current South Shore Transit Rate (\$92/hr)	\$18,000	\$48,100	\$66,100	\$19,400	\$48,900	\$68,300	\$16,800	\$44,300	\$61,200
At Current Example Private Contractor Rate (\$69)	\$12,700	\$35,100	\$47,800	\$14,300	\$36,200	\$50,500	\$11,900	\$32,300	\$44,300
Performance Analysis									
Passenger-Trips per Vehicle-Hour	6.7	3.3	4.3	2.6	1.7	1.9	6.3	3.6	4.4
Subsidy per Psgr-Trip	\$11.84	\$25.59	\$19.44	\$34.04	\$52.02	\$45.23	\$12.63	\$23.56	\$19.07
At Current South Shore Transit Rate (\$92/hr)	\$8.36	\$18.67	\$14.06	\$25.09	\$38.51	\$33.44	\$8.95	\$17.18	\$13.80
At Current Example Private Contractor Rate (\$69)									
Reduction in Daily Vehicle-Trips	62	31	40	23	16	18	91	52	63
Reduction in Peak Trailhead Parking Demand	17	9	11	6	4	5	25	14	17
Reduction in Daily Vehicle-Miles of Travel									
-- Reduction in Auto VMT	-498	-249	-338	-210	-140	-165	-797	-456	-578
-- Transit VMT	256	256	256	256	256	256	290	290	290
-- Net Change	-242	7	-82	46	116	91	-507	-166	-288

weekends and holidays and 9 on weekdays. Considering both the avoided Vehicle-Miles of Travel (VMT) associated with reduced auto trips and the VMT generated by the transit vehicle, this option is estimated to result in a net reduction in VMT of 242 per weekend/holiday day, and net increase of 7 on weekdays, and an overall average reduction of 82 if operated 7 days a week.

South Tahoe Trail Shuttle

A single van or small bus could be operated out of the South Y Transit Center, providing transit service to the Big Meadow, Lower Echo Lake and Echo Summit trailheads. An example schedule is shown in Table V. This schedule would provide service every 90 minutes between 7:00 AM and 6:41 PM, and would allow direct transfers to other bus services at the South Y Transit Center. It could also serve a stop in both directions at the South Lake Tahoe Airport and the US Forest Service information center parking lot in Meyers, providing opportunity for park-and-ride. It would provide the opportunity for (long) point-to-point day hikes between Big Meadows and Echo Summit or Kingsbury South, as well as support for long-distance hikers or out-and-back day hikes.

This service is estimated to carry 570 one-way passenger-trips if operated weekends and holidays only, or 1,510 if operated 7 days a week. (Beyond trail users, this service could potentially serve other travelers to Echo Lakes, which is not considered in this analysis). Costs would range between \$15,400 and \$20,500 for weekend/holiday service (July 1 through Labor Day) or \$53,500 to \$71,300 for 7-day-a-week service. Subtracting fares, annual subsidy would range between \$14,300 and \$19,400 for weekend/holiday service or \$50,500 to \$68,300 for 7-day-a-week service. This option would carry 2.6 or 1.9 passenger-trips per vehicle-hour of service for weekend/holiday or 7-day-a-week service, respectively. The subsidy required per passenger-trip would range from \$25.09 to \$34.04 for weekend/holiday service, or \$33.44 to \$45.23 for 7-day-a-week service. Overall, this option would perform below the North Shore option, due to the lower potential transit demand.

Reflecting the lower ridership, the environmental benefits of this option is less than the North Shore option. Daily vehicle-trips would be reduced by 23 on weekend/holiday days and 16 on weekdays. Parking reduction is estimated to be 6 vehicles on weekend/holiday days and 4 on weekdays. As transit vehicle VMT would exceed the avoided auto VMT, net impact on VMT would be an increase of 46 on weekend and holiday days and 116 on weekdays.

Round-The-Lake Trailhead Shuttle

This option is similar to the Superior Trail shuttle, providing access to all trailheads over the course of a day. An example would be a service that starts at the Tahoe City Transit Center, proceeding clockwise around the Tahoe Basin to access each trailhead, along with other locations (Incline Village, Kingsbury Transit Center, Stateline Transit Center, Y Transit Center, and South Lake Tahoe Airport) to provide connections to other transit services and/or park-and-ride facilities. As shown in Table V, one full loop

could be completed in approximately 5 ½ hours. Two full loops could therefore be operated over the course of the day. This would have the distinct advantage of providing 6 hours between service times at each trailhead, which is a good span of time for typical day hikes. It also would provide a wide range of options for point-to-point day hikes, as well as trail access for long-distance hikers. (Return trips in the opposite counterclockwise direction could be accomplished in the South Shore or North Shore areas on the local transit programs.)

Other options (such as starting and ending at the Stateline Transit Center) could also be considered. Also, some stops with low demand (such as Barker Pass) might be served only on request or by reservation, and there may be other locations (such as the trail crossing of Ward Creek Boulevard) that could also be served on request. Other stops at key beach access locations could also potentially expand this shuttle to be a more comprehensive region-wide recreational shuttle.

While many potential shuttle users would be dissuaded by the limited schedule at any one stop, this would be partially balanced by the fact that all trailheads would be served. Overall, ridership is estimated to be on the order of 1,330 passenger-trips for weekend/holiday service or 3,210 for 7-day-a-week service. This service would incur a cost of \$14,600-\$19,500 per year if operated weekends and holidays only (July 1 to Labor Day) or \$50,700-\$67,600 if operated 7-days-a-week. Subtracting fares, subsidy would range between \$11,900-\$16,800 or \$44,400-\$61,200, respectively. The service would carry 6.3 passenger-trips per vehicle on weekdays/holidays, or 4.4 if operated 7 days a week. Subsidy per passenger-trip would be \$8.95-\$12.63 or \$13.80-\$19.07, respectively. Overall, this option would perform at a level similar to the North Lake trailhead shuttle, and substantially better than the South Lake trailhead shuttle.

This option would have a relatively high environmental benefit, as it would allow trail users to conduct segment hikes without the need for car shuttles (with additional trips and longer trip lengths for these travel groups). It would reduce daily vehicle-trips by an estimated 91 on weekend and holiday days and 52 on weekdays. Trailhead parking demand would be reduced by 25 on weekend and holiday days, and 14 on weekdays. The net impact on VMT would be a reduction of 507 on weekend and holiday days, and 166 on weekdays.

Other Potential Transit Service Providing Trailhead Access

Other potentially beneficial new services could be implemented that are not designed to only serve trailhead transit needs, but which could serve trailheads as part of a broader purpose. One example would be an Echo Lakes – Meyers – South Lake Tahoe shuttle designed to address the substantial parking congestion problem at Echo Lakes, which could also serve the Lower Echo Lake trailhead. Another example would be Reno – Sand Harbor transit service, which could also serve trailhead stops along Mt. Rose Highway.

RECOMMENDATIONS

Transit recommendations have been developed in short-range and long-range categories. The short-range recommendations are further classified as high, medium and low priorities, based on the relatively demand for trailhead transit service as well as the ease of implementation. Table X provides a summary chart of implementation responsibilities.

Strategy	Planning Period	Priority	Implementing Agency(ies)	Relative Costs
Establish stops on US 50 at Spooner Summit	Short Range	High	Tahoe Transportation District	Low
Signage from 64 Acre Transit Center	Short Range	High	TRTA, Placer County, TCPUD	Low
Signage from Stateline Transit Center	Short Range	High	TRTA, TTD	Low
Further Consider/Define Round-the-Lake Rim Shuttle	Short Range	Medium	TRTA, TRPA/TMPO	Low
Establish Echo Summit Stop on US 50 Amtrak Thruway	Short Range	Low	Capital Corridor Joint Powers Authority	Low
Consider TRTA Access As Part of Other New Transit Services	Long Range	Low	TTD, RTC, TRPA/TMPO, USFS	Low
Provide Stops on Brockway Summit As Part of Larger Project	Long Range	Low	Placer County, Caltrans	High
Improve TRTA Website	Short Range	High	TRTA	Low
Develop Tahoe Rim Trail App	Short Range	Medium	TRTA	Low

Short-Range Transit Recommendations

High Priority

- Establish a stop in each direction on US 50 at the Spooner Summit trailhead.
- Improve pedestrian-level signage directing trail users between the Tahoe City Transit Center and Fairway Drive trailhead, and shift the 64-Acre trailhead to the Transit Center.
- Improve pedestrian-level signage between the Stateline Transit Center and the Van Sickle Bi State Park trailhead.

Medium Priority

- Further evaluate funding and operation of a Round-The-Lake Tahoe Rim Trail shuttle service, resulting in implementation of seasonal service. This could also incorporate other recreational transit needs, such as Lake Tahoe Water Trail access and/or “bicycle ferry” service in areas (such as Camp Richardson to Meeks Bay) where Class I facilities are not available. (A trailer with bicycle and/or kayak capacity could be used.) While this service expansion is roughly similar in performance to the North Lake shuttle service, it has the advantage of equitably serving all of the Tahoe Rim Trail.

Low Priority

- Contact the Capital Corridor Joint Powers Authority to investigate the provision of a Tahoe Rim Trail/Pacific Crest Trail transit stop on Echo Summit for the Amtrak Thruway service between Sacramento and Stateline. This would be particularly useful for persons access the trail from the Bay Area and Central Valley.
- Consider seasonal North Lake and/or South Lake trailhead shuttle services.

Long-Range Transit Recommendations

- Consider Tahoe Rim Trail access as part of the planning for new transit services, such as an Echo Lake Shuttle or Reno – Sand Harbor transit service.
- Work to establish bus stops on SR 267 at the Tahoe Rim Trail crossing (perhaps as part of the provision of full climbing lanes).

Public Information Recommendations

Improve the tahoerimtrail.org Trip Planning/Shuttle webpage by updating the information to reflect the details presented in Table T of this report. In addition, direct links to public transit information for both the South Shore (bluego.org) and the North Shore (tahoetransportation.org) should be included.

Both the website and the app should provide detailed recommended day trips for visitors staying in Tahoe that provide for a car-free Tahoe Rim Trail trip. Based on current transit availability, the following are examples:

“Want a day trip on the Tahoe Rim Trail while taking a vacation from your car?”

On the **South Shore**, catch the South Shore Transit (BlueGO) Route 23 bus from the Stateline Transit Center, conveniently located just a block west of the Stateline casinos (parking is available at the adjacent Heavenly Village garage). Route 23 buses depart at 7:20 AM, 8:20 AM and then every hour throughout the

day, and are equipped with bike racks. Fares are \$2.00, or \$1.00 for those under 19, over 60, or with a disability. A 26 minute ride up to the Stagecoach Lodge puts you at the Kingsbury South trailhead. From here, it's a 0.5 mile walk south to a T intersection on the Tahoe Rim Trail. Turn right and head 0.7 miles northeast, and then turn left for a 3.3 mile spectacular downhill trip past a seasonal waterfall to Van Sickle Bi State Park. A short walk on the park access road and Heavenly Village Way brings you back to the Transit Center. This trip can also be completed (and a few more calories expended) in the opposite direction – buses from Stagecoach Lodge back to the Stateline Transit Center depart every hour throughout the day (and long after dark) at 56 minutes past the hour.

On the **North Shore**, Tahoe Area Regional Transit buses provide hourly access throughout the day to the Tahoe City Transit Center from stops in Truckee, Squaw Valley, Kings Beach, Incline Village, Sunnyside and Homewood. (All buses are equipped with bicycle racks, and fares are \$1.75 or \$0.85 for riders over age 59, less than age 13, or with a disability). Immediately west of the Transit Center, the Tahoe Rim Trail segment to the south provides a 3 mile hike through forests to high alpine meadows. Hikers can return the same route, while bikers can continue another 2 miles to Ward Creek Road for a downhill ride to the West Shore Bike Trail to return to the Transit Center. In the opposite direction from the Transit Center, hikers can head north across the Truckee River bike bridge and then jog east and north to the Fairway Drive trailhead. Painted Rock at 7.5 miles provides a good turnaround point, as well as views of Tahoe and Squaw Valley. An option on the way back is to return a half mile and then head west on a Forest Service road to the Western States Trail to State Route 89. From there, it's a stroll along the multipurpose Truckee River Trail back to the Transit Center, or if you are feeling deservedly tired the hourly TART bus can pick you up at River Ranch.”

In addition, a Tahoe Rim Trail app should be developed, providing trail access, trail condition and trip planning information (including real-time updates). As 74 percent of trailhead survey respondents and 57 percent of online survey respondents indicated they would use an app, it would be a very popular new conduit to conveniently provide information to smartphone and tablet users.

Appendix A

Trailhead Survey Materials

Tahoe Rim Trail SURVEY INSTRUCTIONS

Thank you for volunteering to survey trail users! The information will be used to plan for enhanced access to the trail, and for trailhead and trail improvements.

Make sure you have a watch or cellphone for tracking the time. The following materials for conducting the survey will be supplied to you:

- A Rim Trail map
- At least 2 pens or pencils
- Two clipboards
- Survey instructions
- User Survey
- Count Form
- A large manila envelope for collecting completed surveys
- An identification badge

Surveyor Conduct and Responsibilities

Courtesy is key. If there is any level of resistance or reluctance, thank them and back off. Never push the issue; always be polite. While we want to survey as many people as possible, it is not necessary to survey all trail users.

SURVEY INSTRUCTIONS

1. Make sure you have your surveyor badge on.
2. Station yourself where you can see the trailhead, and preferably where you can also see the parking area.
3. **USER SURVEY.** As user groups come near (in either direction), approach an adult and ask if they would like to assist the Tahoe Rim Trail Association in a short survey (see survey form)
 - a. Here is an example of what to say... Hi, my name is ____ and I'm a volunteer with the Tahoe Rim Trail Association. We are doing a survey of trail use, which will help us improve the trail and access to the trail. Do you have a few minutes to help us with the survey – your responses will be completely confidential? (If no, thank them politely)
 - b. Fill in survey including the "by observation" section.
 - c. As surveys are completed, note the time and put them in the envelope.
4. **COUNT FORM.** Please count both the cars and people that access the trail.
 - a. While you are conducting the survey, record all trail users that go by in the appropriate columns.
 - b. At the top of the hour, record the number of parked cars in the trailhead parking area. It's OK if you need to leave the survey station for a few minutes to accomplish this.
5. At the end of your shift, make sure that all completed surveys and the count form are in the envelope.

Thank you, and good luck!

Tahoe Rim Trail USER SURVEY

1. Did you know the trail you are about to hike is called the Tahoe Rim Trail? Yes No
2. Where will you/did you start your trip on the Tahoe Rim Trail today? _____
3. What time will you/did you start your trip on the Rim Trail today? _____
4. Where will you end your trip on the Tahoe Rim Trail? _____
5. When do you expect to end your trip on the Rim Trail (day and time)? _____
6. *If start and end of trip are at this survey location, by observation which way did group travel from trailhead?*
 clockwise counterclockwise
7. How did you get here? car, parked at trailhead car, dropped off walked biked transit bus
 private shuttle other _____
8. *(If came by car)* How many cars did your group come in? _____
9. How will you travel once you leave the trail? car, parked at trailhead car, picked up walk bike
 transit bus private shuttle other _____
10. *(if ending at a location different and arrived by car)* How will you get back to pick up your car?
 We left a second car at the other end We are getting picked up Other _____
11. *(If drove)* Do you have any security concern about leaving your car at the trailhead? Yes No
12. *(If at Tahoe City, Brockway Summit, Spooner Summit or Kingsbury)* Did you consider using public transit to get to/from the trail? Yes No *If no, why not?* _____
If yes but did not use, why not? _____
13. Would bus service to and from the Tahoe Rim Trail have been useful to you today? Yes No Perhaps
14. If available, would you consider using a bus service to the trail? Yes No
15. What factors would make you more likely to use a bus service *(Don't prompt, but record all factors mentioned)*
 Frequent/convenient times Direct from *(name of place)* _____ Free / No Fare
 Carry bikes Other _____ Would never use a bus service
16. Where *(city, state)* did you stay last night? _____
17. Where *(city, state)* will you stay tonight? _____
18. Are you a Tahoe resident? Yes No *If yes, skip to question #23*
19. How many nights are you staying in the Tahoe area _____
20. Where are you from *(city, state, country, zip code (if US))* _____
21. How much money do you estimate you will spend during your trip to Tahoe? _____
22. Over the past year, how many trips have you made to Lake Tahoe? _____
23. Over the past year, how many trips have you made on the Tahoe Rim Trail? _____
24. How did you get information for your trip today? Tahoe Rim Trail Association website Friend or family
 Other website *(describe)* _____ Newspaper/magazine *(describe)* _____
 Word of Mouth Saw it while driving around Brochure _____ Other _____
25. If a Tahoe Rim Trail app were available providing trail and access information, would you use it? Yes No Perhaps
26. Are you a member of the Tahoe Rim Trail Association? Yes No
27. Do you have any comments or suggestions on how the Tahoe Rim Trail or access to the Tahoe Rim Trail can be improved?

By observation, please fill in the following

Persons in Group by Age	0-18	19-35	36-59	60+
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Check if dogs are in group

Persons in Group by Gender	Female	Male
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Check mode of travel hiking/running/backpacking bicycling equestrian

Persons in Group by Ethnicity	White	African American	Hispanic	Asian	Other
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Tahoe Rim Trail COUNT FORM

Location _____

Surveyor _____

Hour Beginning	Number of Cars in Trailhead Parking	Tally the Number of Persons								
		Starting Their Rim Trail Trip		Ending Their Rim Trail Trip		Just Passing Through				
		Hikers/Runners/ Backpackers	Bicyclists	Equestrians	Hikers/Runners/ Backpackers	Bicyclists	Equestrians	Hikers/Runners/ Backpackers	Bicyclists	Equestrians
8:00 - 9:00 AM										
9:00 - 10:00 AM										
10:00 - 11:00 AM										
11:00 AM 12:00 PM										
12:00 - 12:30 PM										

Please note any observations or unusual conditions on back side

Trailhead and Online Survey Comments

Rim Trail Survey Open Ended Comments

Generated in response to: "Do you have any comments or suggestions on how the Tahoe Rim Trail or access to the Tahoe Rim Trail can be improved?"

Bold Trailhead Survey *Italics Web Survey*

Comment	Starting Trailhead
POSITIVE	
<i>I love the TRT! The people that run this, amaze me. Constantly improving and making more accessible. I enjoy the first volunteer/work day of the season. Friendly, dedicated people! The trail is wonderful and beautiful. Thank you for your dedication to make TRT such a great adventure.</i>	Armstrong Pass
Doing great	Barker Pass
Great trail	Barker Pass
<i>LOVE the trail</i>	Barker Pass
<i>No we love it now. If you make it TOO accessible, it might become too crowded</i>	Barker Pass
<i>It's extremely well maintained and my hiking partners and I appreciate it it very much. I plan to volunteer a few days a year after I retire spring 2016.</i>	Big Meadow
<i>While I'm quite familiar with the TRT, I'm not as familiar with connecting trails. I recently hiked upper Thomas Creek Canyon and was pleased to see a detailed map at the trailhead showing connections to Mt. Rose and the TRT.</i>	Big Meadow
Access good	Big Meadows
Beautiful (barbed fence by scotts lake)	Big Meadows
It's great	Big Meadows
Love it	Big Meadows
All good	Brockway
Awesome	Brockway
Great	Brockway
Great job	Brockway
Great job on trail improvements	Brockway
Great love it	Brockway
<i>Awesome job, folks!!</i>	Carson Pass
Absolutely beautiful	Echo
TRTA does a great job	Echo
Always have a great time	Echo Lake
A-ok	Echo Lake
Appreciate zone system (not too crowded for camping)	Echo Lake
Easy to follow not well marked but easy to follow	Echo Lake
<i>I have 3 sections left before I complete the whole trail. I can't think of any improvements. My friends and I have had a wonderful time!</i>	Echo Lake
Keep on doing	Echo Lake
<i>No, keep it remote. It was a great prep for JMT. And by "prep", I mean its a phenomenal trail in and of itself. Will do it by skis someday....</i>	Echo Lake
So far so good	Echo Lake
Terrific trail	Echo Lake
A-ok	Echo Lakes
<i>I finally finished the 165 miles. I'll be sending in my documentation. I LOVE THE TAHOE RIM TRAIL. I've lived here for over 40 years, and I feel the trail is mine now.</i>	Echo Summit
Graded nicely - well marked	Emerald Bay
Great signage - 33 year resident easy to find	Emerald Bay
<i>keep up the great work!!</i>	Glen Alpine
Awesome	Heavenly
<i>1. More bicycle capacity on BlueGo and TART. 2 bikes can use BlueGo per hour. 2. Meanwhile the buses are otherwise empty, or nearly so 2. Lift bicycle restrictions for Snow Valley Peak to Spooner segment. This was supposed to happen by now...why hasn't it? 3. Secure bicycle racks at popular trailheads, e.g. Van Sickle and High Meadows, so hikers can actually ride to the trailhead (not the silly "front wheel" ones, the kind where you can lock your frame)</i>	Heavenly Stagecoach
<i>Great system, keep up the awesome work.</i>	Heavenly Stagecoach
<i>Great trip</i>	Kingsbury
<i>Have next year's annual meeting just as the one this year. It was AWESOME!</i>	Kingsbury
<i>I enjoy using the trailheads for short day hikes. I am not in the best of condition, and the altitude is somewhat difficult for me. I go as far as I feel comfortable and return. I also carry my camera and take photos from the great spots I find. I like the trail and how it is marked to follow. I have hiked at several trailheads over the years.</i>	Kingsbury
Awesome	Kingsbury North
Fantastic- user friendly	Kingsbury North
Great job on trail improvements	Kingsbury North
Great trails	Kingsbury North
Happy with trail	Kingsbury North
<i>It's already a trail beyond compare!</i>	Kingsbury North
New loop trail is gorgeous	Kingsbury North
Wonderful	Kingsbury North
Wonderful	Kingsbury North
Works pretty darn well	Kingsbury North
Join TRT after hike	Kingsbury South
Keep up the good work	Kingsbury South
Love the trails	Kingsbury South
Love the dogs on trail	Lower Echo
Very good trail	Lower Echo
Awesome	Mt Rose
Beautiful, like the fact there is no litter	Mt Rose
Great job	Mt Rose
Great job	Mt Rose

Rim Trail Survey Open Ended Comments

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Bold Trailhead Survey *Italics Web Survey*

Comment **Starting Trailhead**

Great job TRTA, love the signs, sign on both sides of the trees would be great	Mt Rose
<i>I'm pretty pleased with how it is now.</i>	Mt Rose
<i>LOVE IT</i>	Mt Rose
Perfect	Mt Rose
<i>Thank you for all your hard work, we loved our trek and because it was so enjoyable took friends and became members.</i>	Mt Rose
<i>We had family visiting from Norway so we hiked to Relay Peak; it was a beautiful day!</i>	Mt Rose
Well maintained, happy customer	Mt Rose
Love it - It's a gem	Mt Rose Summit
<i>You are the best and I am proud to continue being a member.</i>	Ophir Creek Train
<i>I am not a current member of the Tahoe Rim Trail Association, but have been in the past. The trail is wonderful and access to it seems really easy.</i>	Several Trail Heads
Appreciate the work we do	Silverado Dr
<i>I loved every part of my backpack trip on the TRT. It was the most difficult thing I have done, but was able to see some amazing things! I plan on doing it again!</i>	South Tahoe
Nice experience, clean, signs need to be reset	Spooner North
No, well marked and signed and maintained	Spooner North
They think it's absolutely fine	Spooner North
Good	Spooner South
Good trail	Spooner South
Great thing to have - more people should use it	Spooner South
Knowing where trailheads are	Spooner South
No - good signage	Spooner South
Pretty good	Spooner South
Pretty good	Spooner South
<i>The trail was amazingly well cared for! We really enjoyed our hike and plan to hike on the TRT again soon.</i>	Spooner Summit
<i>It's wonderful as it is.</i>	Spooner Summit North
Nice to open portions for mt biking	Squaw
No - thanks for the work	Squaw
Love the trail - wants to hike more trails fix cracks on the bike pathway	Squaw Valley
<i>Love it. Close to the 175 mile club.</i>	Stagecoach
Fantastic - keep up good work - more confidence markers	Tahoe City
<i>Great trail</i>	Tahoe City
<i>Happy with the access and trail conditions.</i>	Tahoe City
Love it - just beautiful	Tahoe City
<i>None at this time--very pleased with existence/maintenance/availability of TRT</i>	Tahoe City
Well marked trails	Tahoe City
<i>Keep up the great work!</i>	Tahoe City 64-Acres
Awesome freakin trail	Tahoe Meadows
First time visitor	Tahoe Meadows
First time visitor	Tahoe Meadows
Great job	Tahoe Meadows
Like it just the way it is	Tahoe Meadows
Love it here, favorite ride	Tahoe Meadows
<i>Thanks for your work!</i>	Tahoe Meadows
<i>The small maps at trail heads are great. Occasionally signage not clear. thanks for it all I just finished the whole trail. Will apply for it when I find time. Am 75 years old and began about 10 years ago.</i>	Tahoe Meadows
Very nice trail	Tahoe Meadows
We love it here	Tahoe Meadows
Wonderful	Tahoe Meadows
Great trailhead	Tc
Not one issue, bike thru wilderness - brilliant	Truckee Spooner South
<i>Wouldn't change a single thing. I love the trail and think about hiking/riding the trail on almost a daily basis.</i>	Tunnel Creek Road
Great	Upper Echo
Excellent	Van Sickle
Trails awesome	Van Sickle
<i>we have had to utilize multiple sources of information to get a clear picture of where the trailheads are.</i>	Watson Lake
<i>Great trail. Needs frequent checks for signage.</i>	
<i>Loved the challenge hikes. Looking forward to next year!</i>	
INFORMATION	
Website update trail conditions! Trees down n at richardson & near phips creek	1 1/2 Miles Of Barker TH
<i>For segment hikes it would be good to know access points and how to get to them.</i>	Armstrong Pass
<i>I was a member. Retired, limited income. Used to maintain brochures at TRT Barker Pass but no one contacted me this year to continue. Brochure rack was empty.</i>	Barker Pass
<i>Need more specific info on accessing long trails to subdivide them. Ex. Armstrong Pass Forest Service Rd and trail to get to TRT. We have hiked almost all of the TRT, in segments</i>	Big Meadow
Access to info	Big Meadows
Make site mobil friendly	Big Meadows
More bike info	Big Meadows
More connection info	Big Meadows

Rim Trail Survey Open Ended Comments

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Bold Trailhead Survey *Italics Web Survey*

Comment	Starting Trailhead
App is great idea	Brockway
Photo of new point of trail head	Brockway
TRTA is not listed on google search. Accessibility to info	Brockway
<i>An app would be incredibly helpful, particularly with regard to mapping and GPS. I would pay for it.</i>	Brockway Summit
<i>Some of the trailheads were difficult to find. (Armstrong Pass, Heavenly Valley) Better signs would be helpful.</i>	Brockway Summit
<i>Trail maps aren't as clear if you're just wanting to do a shorter day hike, for example 5-7 miles. But overall, it's a wonderful resource to have the trail and to have the website with so much good information on it. Much appreciated!</i>	Brockway Summit
<i>Regularly updated beginning and end of season road closures and trail conditions. I was frustrated this spring when I found that a fire road wasn't open near Tahoe City for another few weeks per the ranger there despite no snow or other blockages. I had to change itinerary without access to maps.</i>	Carson Pass
Add in sunset, etc	Echo Lake
Legend on map/scale, road scary/narrow	Echo Lake
Online info better, easier to get permits when not online, people not using permits	Echo Lake
Suggestions: half mile up app - something like that - gps - location of campgrounds - how many sites available - altitude vs. Along trt - water spots Great trail system. Don't think your mileage is accurate. Would like info on access points to break up long segments. Any for Desolation other than Bay View & Eagle Falls?	Echo Lake
Better downloadable maps	FS511To Anderson Pass
Access to more info	Interpretive Trail
Mileage always seems longer signs vs book	Kingsbury North
Could not read map	Kingsbury North
More info on trailheads	Kingsbury South
Update web with Daggett info	Kingsbury South
Maps	Kingsbury South
<i>Better Maps. The ones on your website won't scale up and down. When you go on Google, you have to enlarge a lot to see the trail and then you can't get overall scope.</i>	Lower Echo
Great cell service, online trip reports of people who recently hiked it, website WTA.org	Mt Rose
Great job now, info not always accurate (2009) to guide you to trailheads	Mt Rose
More clear on how to get there, where to park, info about day hikes, how long, where to start	Mt Rose
More info on the trails, sites confusing how to get to parking area, clear directions on how to get to trail	Mt Rose
No trash it was great. Tips on how to overnight hike info on how long it will take to complete the journey (i.e. 10 miles = 4 hours)	Mt Rose
Would like maps on website to be in pdf with high quality resolution showing contour lines	Mt Rose
More placards along the trail, hard to tell after El Dorado ranger station	Mt Rose
Android TRT hiker (High Sierra Attitude, LLC) guthook.com, also PCT 600 google play store / signage; website - current conditions (late June last update)	PCT, Camping Nearby
Vague info from concierge	S Of Barker 1 1/2
<i>A TRT app would be awesome, similar to Half Mile PCT would be very helpful for those thru hiking. Even though the trail is well marked, knowing the distance to water resources would be very helpful. I used the Half mile PCT in Desolation Wilderness. I would like to bring to your attention, one trail marker before Watson Lake if you're heading east bound. The trail comes out to a road, there's a large tree on the left marked with the TRT logo high up and next to the single track. I've heard of a couple thru hikers including me taking that trail, instead of staying on the road which turns into a single track that would eventually take us down to Watson. Its very easy to assume the trail goes straight and up the single track due to the position of the TRT logo, instead of veering right</i>	Spooners North
MTB app did not have good info on TRT	Spooners Summit South
Unclear on restricted camping	Tahoe City
App based conditions report	Tahoe City
More info on trails	Tahoe Meadows
Easier info online	Tahoe Meadows
Advertise app at trailhead	Thomas Creek
Brochures, directional signs	Van Sickle
Long/lat/elev	Van Sickle
Need better print materials	Van Sickle
<i>There is an app that I currently use. The Guthook Tahoe Rim Trail Hiker. And I have been focusing on completing the trail for the last 4 months. Have 37.5 miles left to do.</i>	
TRANSIT	
Shuttle for trailheads	Barker Pass
<i>Bus service should be advertised. It would be great to start and end from different trail heads</i>	Big Meadow
<i>TRTA provide shuttle between trail heads</i>	Big Meadow
Bus	Big Meadow
Huts, bus from SF	Big Meadows
Shuttle / transit	Big Meadows
<i>I have 2 uses of the Tahoe Rim Trail. I bring my horses up to our cabin for the weekend and will ride on the trail, most frequently riding out from our residence, but occasionally will trailer to various trail heads. Issues that we experience with equestrians are barricades made to keep motorcycles out or jumps, etc. to make the trail interesting for bicyclists. This may not be on the actual trail, but on feeder trails. The other use is that we try to do at least one backpacking trip every year and will frequently want to travel at least partially on the Tahoe Rim Trail. A common problem is how to park in one place, and then exit in another place. Logistically, it is a pain leaving one car in one spot, and then another at the end. Having public transportation would be great. We are always traveling with dogs. So that would also be an issue potentially with public transportation. If I'm not a member, I should be. I will check the status of my membership.</i>	Carmelian Bay
Berkeley parking, shuttle from parking late, no access	Chalet Echo
Shuttle should go to multi access points	Echo
Bus service from sac or sfo	Echo Lake
Hiker shuttles	Echo Lake

Rim Trail Survey Open Ended Comments

Generated in response to: "Do you have any comments or suggestions on how the Tahoe Rim Trail or access to the Tahoe Rim Trail can be improved?"

Bold Trailhead Survey *Italics Web Survey*

Comment	Starting Trailhead
Public transit that's pet friendly	Echo Lake
Shuttle bus, don't expand parking, marking H2o taxi at upper lake	Echo Lake
Shuttle excellent idea (great they do that in mammoth)	Echo Lake
<i>It is insane that there is not better public transportation to trail heads around Tahoe. Many folks have negative experiences (being ticketed or towed) just trying to access the TRT. Transportation needs to be year round as it often just gets worse in the winter when so many trail heads have their gates closed. The TRTA has done a splendid job working on the TRT but regional governments and businesses need to step up and support access to the trail.</i>	Echo Summit
<i>I think the bus service you have on east shore sounds good, but it is not too practical for remote trailheads like Barker Pass and Glen Alpine. It's great you are thinking of the environment and hikers, too. Good luck on this project!</i>	Glen Alpine
Transportation, long segments	Mt Rose
Would like transportation to accommodate through-hiking	Mt Rose
<i>Transportation options would be a great start!</i>	Spooner Summit
<i>Buses need to hold more than 2 bikes and bikes with fatter tires</i>	Stagecoach
Shuttle at Brockway to be able to hike back to Tahoe City	Tahoe City
<i>Have a shuttle like Superior Hiking Trail does</i>	Tahoe Meadows
Like bus idea	Tahoe Meadows
Shuttle	Tahoe Meadows
Summit Mall would be a great place for the bus/shuttle	Tahoe Meadows
Came by hotel shuttle	Van Sickle
Can't leave a cooler at the parking area if you bus here - storage lockers?	
Shuttle service	
PARKING	
<i>Horse trailer parking specific designation at big meadow trail head parking.</i>	Big Meadow
More parking, shuttle service	Big Meadows
Hard for out of towners to find parking spot	Brockway
Love trail, parking is an issue and better signage	Brockway
More parking	Brockway
More parking	Brockway
More parking less people	Brockway
Parking	Brockway
Spend money not app, more parking	Brockway
Transportation - echo is the worst for parking	Echo
More parking	Echo Lake
<i>more parking spaces restrooms at all trail heads restrooms maintained more often</i>	Echo Lake
Parking	Echo Lake
Parking	Echo Lake
Parking	Echo Lake
Parking	Echo Lake
Parking on road is a hazard, shuttle from snow park or offsite parking	Echo Lake
Parking, signs at trailheads, hwy 50	Echo Lake
<i>Parking for equestrians where possible could be provided. Where access roads and/ or parking is unsuitable for horse trailers, notice should be made, and alternate options provided.</i>	Glen Alpine
<i>The Glen Alpine parking lot has only one long area for horse trailers.(Across from bathrooms). It should be marked exclusively for horse trailers or -- better-- another lot should be designated-- perhaps across from the fire station and a trail on up provided. Also there are rebar sticking up at many of the man made steps on the trail. They need to be driven down and maintained.</i>	Glen Alpine
Mark equestrian parking	Kingsbury North
Paid parking	Kingsbury North
More parking information ahead of time, LOT full sign would have been helpful	Lower Echo
Parking a problem (too full)	Lower Echo
Parking clearer, better signs/instructional	Lower Echo
Parking lot too small, trembl app doesn't this area a tahoe rim trail	Lower Echo
<i>Better parking for horse trailers at more of the trail heads. I would ride many more areas if parking with a horse trailer was easier to find.</i>	Meiss Meadow
Bigger parking	Mt Rose
Expand parking	Mt Rose
More parking at trailhead	Mt Rose
More equestrian parking	Spooner
More parking - didn't like crossing the highway	Spooner North
Not enough parking at the north parking trailhead	Spooner North
<i>Horse trailer parking can be an issue at many of the trailheads. Some of the comments made by bikers were rude; I felt I needed to justify our use of the trail by telling them that my husband and I spent many years maintaining/helping to build many different sections of the TRT in the past using our horses.</i>	Spooner Summit
<i>Need more horse trailer parking at trail heads</i>	Spooner Summit
<i>Sure, designated horse trailer parking at those trailheads lacking such</i>	Spooner Summit
More parking	Summit
Long-term parking, better signage at TH for where TCS trailhead starts	Talmon
TRAIL IMPROVEMENTS	
Markers	Antone Meadows
<i>A sign would be helpful on Hwy 89 to direct to Armstrong Pass trailhead. The USFS sign is very hard to spot.</i>	Armstrong Pass

Rim Trail Survey Open Ended Comments

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Bold Trailhead Survey *Italics Web Survey*

Comment	Starting Trailhead
Improved restroom at Barker Pass	Barker Pass
<i>More access points if possible. Many segments are quite long and unless you are in really good shape it's hard to do a segment.</i>	Barker Pass
More frequent signage	Barker Pass
Signage for trailheads	Barker Pass
<i>The signage along the Barker to Deso section is lacking at some trail intersections</i>	Barker Pass
<i>I strongly believe there needs to be more signs. I've done the entire trail twice and there are fewer signs the second time. Many people get lost. other than that it's FANTASTIC. thank you</i>	Big Meadows
Bus/slow down signs / ped crossing signs	Big Meadows
Crossing signs	Big Meadows
Distances of trail markers	Big Meadows
Love It, bathrooms	Big Meadows
Trail signage (Susie Lake) distance	Big Meadows
W Shore signing before Brockway, Summit where TRT comes up on road near Martis Lake	Big Meadows
Water	Big Meadows
Bathroom and water at trailhead	Brockway
Better directions/signage	Brockway
Better signage at view trail spur	Brockway
Solar chargers, bear vaults, toilets, crowds at watson lake too noisy	Brockway
Trail was awesome. More signage	Brockway
Water fountain bathroom	Brockway
Water station, ,mileage count	Brockway
<i>The trail to Picnic Rock needs to be widened. It just gets too much traffic now in the summers.</i>	Brockway Summit
<i>Reroute elevator shaft from burton creek. Most common access for Tahoe City residents to TRT and it's an erosion mess. Fall line trail along creek! Needs rerouting. Residents and visitors use it to access TRT from burton creek (Tahoe XC Nordic center) every day. By far one of the worst TRT access points in the basin.</i>	Burton Creek P- Tahoe City
<i>more trails and alternates for mountain bikes is needed.</i>	Cold Creek
More garbage cans	Echo
Signage @ top of trail marker maintained & trail to water	Echo
Trail could be marked better	Echo
Connector trail to emerald bay	Echo Lake
Posts in parking area to separate parking, bathroom on trail	Echo Lake
Sandy section of trail at lower/upper echo area	Echo Lake
Soap & water in bathroom or disinfectant, clean bathroom	Echo Lake
Better clarification of biker days - need trash cans - only have doggie waste containers	Interpretive Trail
Provide water	Kings Beach
<i>Have clearly marked road signs where the access to the trail is. Some accesses are hard to find from the road even when there is a description.</i>	Kingsbury Grade
Better marking	Kingsbury North
Garbage cans at trailheads	Kingsbury North
More forest access on some parts of trail. More info on trail for dogs	Kingsbury North
Public facilities at trailhead	Kingsbury North
Signage when trail crosses highway, juts for publicity like the Pacific Crest does?	Kingsbury North
More signs	Kingsbury South
<i>The markings of the trail should be better.</i>	Kingsbury South
More signs from hwy 50, to trailhead - they got lost	Lower Echo
Section after showers lake, lots rocks, not well marked near echo needs to be better marked, bit confusing	Mexico
Bathroom better maintained, like the odd/even bike policy	Mt Rose
<i>Better bathroom facilities. Mt Rose is very heavily used and it reeks from early spring through out the summer. Easier access trails for those of us who cannot do entire segments in a day and don't or cannot overnight. Better signage on the trails. Better marking of trailheads from the streets.</i>	Mt Rose
Better signs, mileage, more frequent, more maps around trail	Mt Rose
Diamond peak master plan would be very convenient	Mt Rose
<i>Maybe have dog poop bags at trailhead. I gave a bag to one fellow who wasn't carrying any and whose dog pooped by the trail.</i>	Mt Rose
<i>more loop opportunities from trailheads</i>	Mt Rose
Signage is beautiful	Mt Rose
<i>Trail markings to Chickadee Ridge - my favorite destination</i>	Mt Rose
Water at parking area, some signage confusing	Mt Rose
Water at trailhead	Mt Rose
<i>More forest mulching on both sides of trail. Some work is being done now near Page Meadows.</i>	Page Meadows
Mile markers/signage	Ridge
Educate cyclists - go too fast/ near powerlines atvs should go right but go up - sign too small	Spooner North
Good signing whenever doing trail reroute	Spooner North
Washouts	Spooner North
Trail to Dwayne Bliss peak - maybe - no - great trail	Spooner South
<i>Offer a connector from Rim Trail to Roundhill area that doesn't lose altitude as quickly as Chinese Downhill.</i>	Spooner Summit
<i>There is a very weird signpost on the trt south of Stagecoach, where the trails first butts into the lift corridor, the indicated directions are real screwy.</i>	Stagecoach
<i>Could use better signing.</i>	Tahoe City
Got lost in Paige Meadows, Tim Hauserman book not clear. Not signed well at all	Tahoe City
More water on trail	Tahoe City

Rim Trail Survey Open Ended Comments

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Bold Trailhead Survey *Italics Web Survey*

Comment **Starting Trailhead**

Providing a toilet Tahoe City

Shade over picnic - all trail map for trail in tahoe Tahoe City

Water sources - more drinking fountains Tahoe City

Bear proof trash cans Tahoe Meadows

Better signage along trail to keep people on trail Tahoe Meadows

Dog poop bags Tahoe Meadows

Garbage cans Tahoe Meadows

Litter, doggie bags on trail Tahoe Meadows

Love it - but need some trash cans at trailhead Tahoe Meadows

Maintenance on trails Tahoe Meadows

More maintenance on trails and bikes Tahoe Meadows

More water Tahoe Meadows

Picnic area at trailhead/trash cans Tahoe Meadows

Provide Trail maps at each trailhead Tahoe Meadows

Ran from Mt Rose Summit towards S Lake, parts are not well marked, think it's better marked going N to S (had to guess 3 or 4 times- guessed right) Tahoe Meadows

Reroute some of it off PCT particularly the section immediately after leaving Desolation (clockwise) from Middle Velma to Richardson Lake. Maybe use some of the TYT. Tahoe Meadows

Signs to put toilet seats down Tahoe Meadows

Trash can Tahoe Meadows

Very happy with trail although maintenance on restrooms, signs, parking needs attention at times Tahoe Meadows

Water at trailheads, signage Tahoe Meadows

Water stops Tahoe Meadows

Directional signs Van Sickle

Directional signs Van Sickle

Doggie bags Van Sickle

Doggie bags Van Sickle

Signage Van Sickle

Signage Van Sickle

Signage/altitude/directions/mileage Van Sickle

Steps should be swept for safety Van Sickle

Trails from Northstar/bike all the way Watson Lake

Add more TRT markers on the trees or wooden posts so that we can find the trail. Hike for a long time and see no markers anywhere. It is easy to lose your way at that point. Not fun hiking to the top of the mountain at night, then look down to see where you are. So, check out the trails to make sure the TRT markers are placed in view.

Directional signs needed on stage coach

Left turn with lookout needs a sign

Love it, reminders to clean up after dog & keep dogs on leash

More mileage markers

People are lax about keeping control of their dogs. More distance markers would be nice. Guided hikes with naturalists who can describe the vegetation and biology/geology in simple terms would be beneficial. Shuttle or bus transportation att railheads.

Trail mileages seem off - "1 mile to summit"

EXPAND BICYCLING

Accept that mountain biking is a suitable use for the entire trail and advocate for allowing bicycles to circumnavigate the entire trail. Remove the odd/even advisory at Tahoe Meadows to Tunnel Creek. It causes more conflict than if it didn't exist. A cyclist from out of town shows up to ride from TM to Spooner Lake on the wrong day, but decides to go anyway since that's where he is. He rides carefully and cautiously and comes upon some hikers who read him the not act for "breaking the rules". Get rid of the "rule" and there is no conflict. Continue to focus efforts on trail user education and etiquette. DO NOT change the advisory into a fineable offense, as I've heard rumors about. If you won't advocate for bicycles on the PCT, you need to help build a trail that allows cyclists access to the top of Sayles Canyon Trail. Thank you for all you do. TRT is amazing.

Open the section of the TRT between Marlette and Spooner Lakes. Big Meadow

Maps are good, more open to bikes if possible Brockway

Keep mountain bikes in mind when redoing sections or adding new connectors.

make it more accessible to bikes and dog friendly!! Jackpine St. Tahoe City

Bike trails with easy access and connectivity off HWY Kingsbury Grade

Thanks for everything, amazing trail, amazing organization!!! Hopefully more sections can be open to all non motorized users in the future. Kingsbury North

Do away with odd even Kingsbury North

No odd or even, mtn bike access on whole trail - two trails for hikers & mtn bikers Tahoe Meadows

REDUCE OR CONTROL BICYCLING

Keep bikes off / great resource

Stop allowing bikes. I almost always have to jump out of the way to avoid being hit by a biker, and they just ruin the trail. They commonly ride of the side berms, slew around bends, ride just off the trail bed, etc. Barker Pass

The only negative is hiking on a day when people are biking- I made a mistake once and ended up on the TRT (overshot the flume from TC) on a summer Sat. am and WOW! A LOT of people bike then! I like to bike, too, so I am not suggesting they close it, just that hiking on a single track with bikes on it on a really steep narrow section doesn't work!! Maybe the signs could warn people? I knew bikes could use it on alternate days, but it never occurred to me that really that mean I should NOT hike those days on certain sections. Brockway Summit

Find bikes & dogs on trail annoying Mt Rose

Keep bikes every other dal! Mt Rose

No bikes on the Snow Peak section Spooner Lake

Rim Trail Survey Open Ended Comments

Generated in response to: "Do you have any comments or suggestions on how the Tahoe Rim Trail or access to the Tahoe Rim Trail can be improved?"

Trailhead Survey *Web Survey*

Comment	Starting Trailhead
Zero allowances (tolerance) for mtn bikers - very annoying	Spooner North
<i>Fewer Bomber Bikes</i>	Tahoe City
<i>Sure. Ban bikes. I won't backpack again on the parts of the trail that allow bikes. Too dangerous because of speeding and inconsiderate riders.</i>	Tahoe City
<i>While hiking the bicyclists are very rude they are to yield to hikers but expect you to get out of their way</i>	Tahoe City
Control on bikers on odd days for hikers	Tahoe Meadows
Keep bikers off	Tahoe Meadows
More enforcement on bikers on odd days	Tahoe Meadows
<i>The section from Tahoe Meadows South to Flume Trail suffers from massive bicycle congestion on even and odd days. Due to incessant unpleasant interaction with bicyclists, I do not plan to use this portion of the trail again for hiking or running. Please enforce the sign or take it down.</i>	

Trailhead Survey Count Data by Trailhead

Tahoe Rim Trail Use Count

note: morning only, afternoon cancelled

Location: **Barker Pass**

Surveyors:

Hour Beginning	Number of Cars in Trailhead Parking	Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through			TOTAL			
		Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers		Bicyclists	Equestrians	Total
8:00 - 9:00 AM	5	13			13	3			3	5			5	21
9:00 - 10:00 AM	9	7			7				0				0	7
10:00 - 11:00 AM	10	16			16				0	2			2	18
11:00 AM - 12:00 PM	17	15			15	4			4				0	19
12:00 - 12:30 PM	23				0				0				0	0
12:30 PM - 1:00 PM					0				0				0	0
1:00 - 2:00 PM					0				0				0	0
2:00 - 3:00 PM					0				0				0	0
3:00 - 4:00 PM					0				0				0	0
TOTAL	64	51	0	0	51	7	0	0	7	7	0	0	7	65
% of Total		100%	0%	0%	100%	100%	0%	0%	0%	100%	0%	0%	0%	0%

Tahoe Rim Trail Use Count

Location:

Big Meadows Trailhead

Surveyors: Amy Teeters

Hour Beginning	Number of Cars in Trailhead Parking	Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through					
		Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total
8:00 - 9:00 AM	24	17	1		18				0				0
9:00 - 10:00 AM	33	28	5		33				0				0
10:00 - 11:00 AM	41	18	18		36				0				0
11:00 AM - 12:00 PM	54	10			10	2			2				0
12:00 - 12:30 PM	57				0	2			2				0
12:30 - 1:00 PM	44				0	10	3		13	2			2
1:00 - 2:00 PM	40	11	2		13	31	2		33	5			5
2:00 - 3:00 PM	33	2	4		6	15			15				0
3:00 - 4:00 PM			3		3	15	4		19	2			2
TOTAL	326	86	33	0	119	75	9	0	84	9	0	0	9
% of Total		72%	28%	0%		89%	11%	0%		100%	0%	0%	

Tahoe Rim Trail Use Count

Location: **Brockway North**

Surveyors: Karen & Teresa

Hour Beginning	Number of Cars in Trailhead Parking	Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through			TOTAL			
		Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers		Bicyclists	Equestrians	Total
8:00 - 9:00 AM	1	14			14	2			2				0	16
9:00 - 10:00 AM	3	30			30				0				0	30
10:00 - 11:00 AM	3	44			44	7	3		10				0	54
11:00 AM - 12:00 PM	3	26			26	35	2		37				0	63
12:00 - 12:30 PM	2	19			19	42	6		48				0	67
12:30 - 1:00 PM	21	15	1		16				0				0	16
1:00 - 2:00 PM	21				0	15	1		16				0	16
2:00 - 3:00 PM	19	3			3	15			15				0	18
3:00 - 4:00 PM	14	1			1	13			13				0	14
TOTAL	87	152	1	0	153	129	12	0	141	0	0	0	0	294
% of Total		99%	1%	0%	91%	9%	0%	0%	9%	0%	0%	0%	0%	

Tally the Number of Persons

Tahoe Rim Trail Use Count

Location:

Kingsbury North

Surveyors: Karen Fink

Hour Beginning	Number of Cars in Trailhead Parking	Starting Their Rim Trail Trip				Ending Their Rim Trail Trip				Just Passing Through				
		Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	
8:00 - 9:00 AM	5				0				0				0	0
9:00 - 10:00 AM	9				0				0				0	0
10:00 - 11:00 AM	13				0				0				0	0
11:00 AM - 12:00 PM	20				0				0				0	0
12:00 - 12:30 PM	22				0				0				0	0
12:30 - 1:00 PM	16				0			2	2				0	2
1:00 - 2:00 PM	15		1		1			7	7				0	8
2:00 - 3:00 PM	12	3			3			5	5				0	8
3:00 - 4:00 PM	10				0				0				0	0
TOTAL	122	3	1	0	4	0	0	14	14	0	0	0	0	18
% of Total		75%	25%	0%		0%	0%	100%		0%	0%	0%		

Did not count cars in 'reserved' spots * all reserved spots were full though @ BAN

Surveyors: Marion, Alex, Brake

Location: Lower Echo Lakes

Tahoe Rim Trail Use Count

Hour Beginning	Number of Cars in Trailhead Parking	Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through			TOTAL			
		Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers		Bicyclists	Equestrians	Total
8:00 - 9:00 AM	157	5			5	2			2	1			1	8
9:00 - 10:00 AM	169	86			86	13			13	1			1	100
10:00 - 11:00 AM	170	55			55	1			1				0	56
11:00 AM - 12:00 PM	185	85			85	36			36				0	121
12:00 - 12:30 PM	197	29			29	17			17				0	46
12:30 - 1:00 PM	180	18			18	17			17	2			2	37
1:00 - 2:00 PM	185	47			47	39			39	6			6	92
2:00 - 3:00 PM	121	41			41	45			45	1			1	87
3:00 - 4:00 PM	186	18			18	33			33				0	51
TOTAL	1550	384	0	0	384	203	0	0	203	11	0	0	11	598
% of Total		100%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%

Tahoe Rim Trail Use Count

Location: Mount Rose

Surveyors: Chelsea

Hour Beginning	Number of Cars in Trailhead Parking	Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through			TOTAL			
		Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers		Bicyclists	Equestrians	Total
8:00 - 9:00 AM	53	70			70	1			1				0	71
9:00 - 10:00 AM	95	85			85	4			4				0	89
10:00 - 11:00 AM	100	43			43	17			17				0	60
11:00 AM - 12:00 PM	120	21			21	35			35				0	56
12:00 - 12:30 PM	111	10			10	23			23				0	33
12:30 - 1:00 PM	115	17			17	25			25				0	42
1:00 - 2:00 PM	123	22			22	45			45				0	67
2:00 - 3:00 PM	98	21			21	41			41				0	62
3:00 - 4:00 PM	83	4			4	37			37				0	41
TOTAL	898	293	0	0	293	228	0	0	228	0	0	0	0	521
% of Total		100%	0%	0%	100%	100%	0%	0%	100%	0%	0%	0%	0%	521

Tahoe Rim Trail Use Count

Location: Spooner North Trailhead

Surveyors: Steve Hale, John McCall, Diane

Hour Beginning	Number of Cars in Trailhead Parking	Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through			TOTAL			
		Hikers/Runners/ Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/ Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/ Backpackers		Bicyclists	Equestrians	Total
8:00 - 9:00 AM	9	15			15				0	1			1	16
9:00 - 10:00 AM	12	12			12				0	1			1	13
10:00 - 11:00 AM	19	42			42				0				0	42
11:00 AM - 12:00 PM	24	14			14				0				0	14
12:00 - 12:30 PM	18	4			4				0				0	4
12:30 - 1:00 PM	18	5			5				0				0	5
1:00 - 2:00 PM	14	5			5				0				0	5
2:00 - 3:00 PM	6	6			6				0				0	6
3:00 - 4:00 PM	7	1	1	2	4				0				0	4
TOTAL	127	104	1	2	107	0	0	0	0	2	0	0	2	109
% of Total		97%	1%	2%						100%	0%	0%	2	109

Surveyors: Jennifer King and Karen Lakarosky

Location: Spooner South

Tahoe Rim Trail Use Count

Hour Beginning	Number of Cars in Trailhead Parking	Tally the Number of Persons															
		Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through			TOTAL						
		Hikers/Runners/ Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/ Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/ Backpackers		Bicyclists	Equestrians	Total			
8:00 - 9:00 AM	4	1	2		3									3			6
9:00 - 10:00 AM	8	2	1		3												7
10:00 - 11:00 AM	6	9	1		10	1	2		3	8				8			21
11:00 AM - 12:00 PM	8	2			2	3			3	11				11			16
12:00 - 12:30 PM	5	5			5				0	2				2			7
12:30 - 1:00 PM	9				0				0								0
1:00 - 2:00 PM	20		6		6	9			9					0			15
2:00 - 3:00 PM	19	3			3	3	2		5				1	1			9
3:00 - 4:00 PM	17	2			2	1			1	1				1			4
TOTAL	96	24	10	0	34	17	4	0	21	29	1	0	1	30	0	0	85
% of Total		71%	29%	0%		81%	19%	0%		97%	3%	0%			0%		

Tahoe Rim Trail Use Count

Location: Tahoe City North

Surveyors: Pete Hidalgo & Mary Sullivan

Hour Beginning	Number of Cars in Trailhead Parking	Starting Their Rim Trail Trip						Ending Their Rim Trail Trip						Just Passing Through			TOTAL	
		Hikers/Runners/Backpackers		Bicyclists		Equestrians		Hikers/Runners/Backpackers		Bicyclists		Equestrians		Hikers/Runners/Backpackers	Bicyclists	Equestrians		Total
			Total		Total		Total		Total		Total		Total					
8:00 - 9:00 AM	4	6	0	6										2	1		3	9
9:00 - 10:00 AM	8	4		4	1												0	5
10:00 - 11:00 AM	13	5	2	7	1									1			1	9
11:00 AM - 12:00 PM	13	8	1	9										1			1	10
12:00 - 12:30 PM	12	4		4	6	1											0	11
12:30 - 1:00 PM	14	2		2	1												0	3
1:00 - 2:00 PM	12			0	12	3											0	15
2:00 - 3:00 PM	14	2		2	4												0	6
3:00 - 4:00 PM	22			0	1												0	1
TOTAL	112	31	3	34	26	4	0	30	4	13%	0	0%	4	1	20%	5	69	
% of Total		91%	9%	0%	87%	13%	0%	0%	80%	20%	0%	0%	80%	20%	0%	5	69	

Tahoe Rim Trail Use Count

Location: Tahoe City South

Surveyors: Jim Crompton / Shannon Skarritt

Hour Beginning	Number of Cars in Trailhead Parking	Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through			TOTAL			
		Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers		Bicyclists	Equestrians	Total
8:00 - 9:00 AM	4	6	4		10	3			3	15	12		27	40
9:00 - 10:00 AM	19			0	0				0	10	29		39	39
10:00 - 11:00 AM	33	12	5		17				0	1	8		9	26
11:00 AM - 12:00 PM	62	7	1		8		3		3	8	5		13	24
12:00 - 12:30 PM	109	4			4	1			1				0	5
12:30 - 1:00 PM	125	9			9	7			7				0	16
1:00 - 2:00 PM	129		1		1	1	5		6	4			4	11
2:00 - 3:00 PM	138	5	4		9	2	10		12		1		1	22
3:00 - 4:00 PM	147		2		2	5	3		8	2			2	12
TOTAL	766	43	17	0	60	19	21	0	40	40	55	0	95	195
% of Total		72%	28%	0%	48%	53%	0%	0%	42%	58%	0%	0%	95	195

Tahoe Rim Trail Use Count

Location: Tahoe Meadows

Surveyors: Bog Anderson

Hour Beginning	Number of Cars in Trailhead Parking	Tally the Number of Persons												
		Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through			TOTAL			
		Hikers/Runners/ Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/ Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/ Backpackers		Bicyclists	Equestrians	Total
8:00 - 9:00 AM	13	17	10		27	2			2	2			2	31
9:00 - 10:00 AM	19	13	31		44	5			5	7			7	56
10:00 - 11:00 AM	33	30	21		51	11	2		13	1			1	65
11:00 AM - 12:00 PM	41	22	17		39	18			18				0	57
12:00 - 12:30 PM	41	2			2				0				0	2
12:30 - 1:00 PM	42	6	5		11	10			10				0	21
1:00 - 2:00 PM	37	7	6		13				0				0	13
2:00 - 3:00 PM	32	11	2		13				0	1			1	14
3:00 - 4:00 PM	29	11			11				0				0	11
TOTAL	287	119	92	0	211	46	2	0	48	11	0	0	11	270
% of Total		56%	44%	0%		96%	4%	0%		100%	0%	0%		

note: morning only, afternoon cancelled

Surveyors: Mikenna

Location: Tahoe Meadows West

Tahoe Rim Trail Use Count

Hour Beginning	Number of Cars in Trailhead Parking	Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through			TOTAL			
		Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers		Bicyclists	Equestrians	Total
8:00 - 9:00 AM	8	9	12		21	6			6				0	27
9:00 - 10:00 AM	22	21	19		40	2	7		9				0	49
10:00 - 11:00 AM	35	50	20		70	21	4		25				0	95
11:00 AM - 12:00 PM	60	26	25		51	30			30				0	81
12:00 - 12:30 PM	58	2			2	4	4		8				0	10
12:30 - 1:00 PM					0				0				0	0
1:00 - 2:00 PM					0				0				0	0
2:00 - 3:00 PM					0				0				0	0
3:00 - 4:00 PM					0				0				0	0
TOTAL	183	108	76	0	184	63	15		78	0	0	0	0	262
% of Total		59%	41%	0%		81%	19%	0%		0%				

Tahoe Rim Trail Use Count														
Location: Van Sickle														
Surveyors: Maria John and Diane														
Hour Beginning	Number of Cars in Trailhead Parking	Starting Their Rim Trail Trip			Ending Their Rim Trail Trip			Just Passing Through			TOTAL			
		Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers	Bicyclists	Equestrians	Total	Hikers/Runners/Backpackers		Bicyclists	Equestrians	Total
8:00 - 9:00 AM	4	11			11	1			1	4			4	16
9:00 - 10:00 AM	4	6			6	5			5				0	11
10:00 - 11:00 AM	9	25	4		29	7	7		14	5			5	48
11:00 AM - 12:00 PM	15	7	5		12	11	2		13				0	25
12:00 - 12:30 PM		12			12	3	3		6				0	18
12:30 - 1:00 PM					0				0				0	0
1:00 - 2:00 PM	5	26			26		1		1				0	27
2:00 - 3:00 PM	12	4			4		5		5				0	9
3:00 - 4:00 PM	6	6			6	2	1		3				0	9
TOTAL	55	97	9	0	106	29	19	0	48	9	0	0	9	163
% of Total		92%	8%	0%	60%	40%	0%	0%	100%	0%	0%	0%	0%	

Appendix D
Online Survey Form

Tahoe Rim Trail User Survey

Please answer the following questions for your most recent visit to the Tahoe Rim Trail. Only one response per person, please.

1. How many people were in your group?

2. Of these, how many were 18 years of age or younger?

3. How many were age 19 to 35?

4. How many were age 36 to 59?

5. How many were female?

6. How many in your group were:

Caucasian?

African American?

Hispanic?

Asian?

Other?

Decline to State?

7. Was a dog (or dogs) part of your group?

Yes

No

8. How did you use the trail?

hiking/running/backpacking

bicycling

equestrian

9. Did you know the trail was called the Tahoe Rim Trail before your trip?

Yes

No

Tahoe Rim Trail User Survey

10. At what trailhead did you start your trip on the Tahoe Rim Trail?

11. What time did you start your trip on the Rim Trail?

12. At what trailhead did you end your trip on the Tahoe Rim Trail?

13. When did you end your trip on the Rim Trail? (If not the same day, how many nights were you on the trail?)

14. Looking down at the overall trail like a clockface, which direction did you travel from your originating trailhead?

- clockwise
- counterclockwise

15. How did you get to the trailhead?

- car, parked at trailhead
- car, dropped off
- walked
- biked
- transit bus
- private shuttle
- other

Other (please specify)

16. (If came by car) How many cars did your group come in?

Tahoe Rim Trail User Survey

17. How did you travel once you left the trail?

- car, parked at trailhead
- car, picked up
- walk
- bike
- transit bus
- private shuttle
- other

Other (please specify)

18. (If ending at a location different and arrived by car) How did you get back to pick up your car?

- We left a second car at the other end
- We got picked up
- Other

Other (please specify)

19. (If drove) Did you have any security concern about leaving your car at the trailhead?

- Yes
- No

Tahoe Rim Trail User Survey

20. (If at Tahoe City, Brockway Summit, Spooner Summit or Kingsbury) Did you consider using public transit to get to/from the trail?

Yes

No

21. If no, why not?

22. If yes but did not use, why not?

23. Would bus service to and from the Tahoe Rim Trail have been useful to you?

Yes

No

Perhaps

24. If available, would you consider using a bus service to the trail?

Yes

No

25. What factors would make you more likely to use a bus service?

Frequent/convenient times

Direct from home of lodging

Free / No Fare

Carry bikes

Other

Would never use a bus service

Other (please specify)

26. Where (city, state) did you stay the night before your trail visit?

27. Where (city, state) did you stay the night after your Tahoe Rim Trail visit?

Tahoe Rim Trail User Survey

28. Are you a Tahoe resident?

Yes

No

Tahoe Rim Trail User Survey

29. How many nights did you stay in the Tahoe area?

30. Where are you from (city, state, country, zip code (if US))?

31. How much money do you estimate you spent during your trip to Tahoe?

32. Over the past year, how many trips have you made to Lake Tahoe?

33. Over the past year, how many trips have you made on the Tahoe Rim Trail?

34. How did you get information for your trip?

- Tahoe Rim Trail Association website
- Friend or family
- Other website
- Newspaper/magazine
- Word of Mouth
- Saw it while driving around
- Brochure
- Other

Other (please specify)

35. If you chose other website, please describe

36. If you chose newspaper/magazine, please describe

37. If a Tahoe Rim Trail app were available providing trail and access information, would you use it?

- Yes
- No
- Perhaps

38. Are you a member of the Tahoe Rim Trail Association?

- Yes
- No

39. Do you have any comments or suggestions on how the Tahoe Rim Trail or access to the Tahoe Rim Trail can be improved?