



Executive Summary

2015 COMMUNITY OUTREACH REPORT

TAHOE METROPOLITAN PLANNING ORGANIZATION
TAHOE REGIONAL PLANNING AGENCY

|| *Lake Tahoe*



EXECUTIVE SUMMARY

Bicycling, walking, and other forms of active transportation are crucial methods of travel that promote healthy lifestyles, can improve air quality, boost the local economy, and enhance community character. Active transportation includes any method of travel that does not rely entirely on a single occupancy vehicle (car) to travel between your origin and destination. This can include walking, biking, skateboarding, roller skating, cross country skiing, using public transit, or driving to an intercept lot, parking your car, and then using another form of travel to finish your commute. To help realize these objectives in the Lake Tahoe region, the Tahoe Regional Planning Agency (TRPA)/Tahoe Metropolitan Planning Organization (TMPO) seeks to increase active transportation use through an improved, expanded, and community driven bicycle and pedestrian network. Input from the public is an essential part of creating a strong Active Transportation Plan that guides funding, planning, and implementation of the existing and future active transportation network. Public input helps planners understand current mobility patterns, multi-modal connections, and also identifies areas within the existing active transportation network that function well, or are in need of improvements.



El Dorado Bikeway.

The 2015 Active Transportation Plan Outreach Report is a study derived from public participation and community input on the existing and desired active transportation network. TRPA/TMPO collected data through a variety of methods including: community gatherings, public workshops, information booths at local events, and the Active Transportation Plan Survey. The first section of the report captures data from the Active Transportation Plan Survey. The survey was distributed in hard copy and online from March 2015 through June 2015. The second section of the report covers public participation data gathered from community meetings, agency stakeholder meetings, local events, and awareness and encouragement programs between January 2015 and July 2015.

OVERVIEW OF SURVEY FINDINGS

Between March and June, 662 Active Transportation Surveys were completed either in hard copy or online. Of those survey respondents who stated they were full-time residents, 54% live on the North Shore and 46% live on the South Shore. The number of survey respondents for the North Shore is higher because TRPA/TMPO conducted targeted outreach to reach the North Shore Latino Community through door to door survey requests. This outreach resulted in completion of 100 Latino respondents from the North Shore. Latino outreach on the South Shore was conducted through attendance at Cafecitos meetings, which generated 7 Spanish language surveys. Respondents answered questions about their typical and preferred travel modes, their most

common biking routes, intersections that function well or are in need of improvements, and whether or not they ride transit in combination with bikes.

The majority of survey respondents (about 84%) typically travel by car year round. However, when asked about their preferred method of travel, only 37% prefer to travel by car, while 51% prefer to use active transportation methods. The survey did not delineate this question by season.

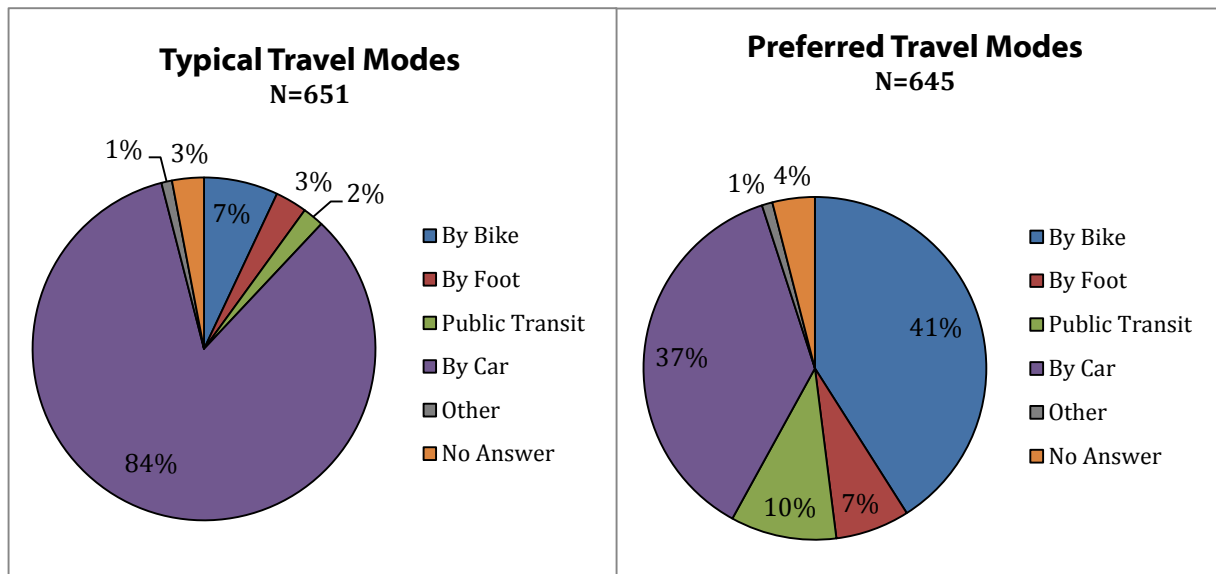


Figure 7 & 8. Source: 2015 Active Transportation Plan Survey

In addition to travel modes, survey respondents were also asked to describe their most common biking route or identify it on a map. The most common biking routes identified by survey participants were US 50 from Sierra Tract through Stateline (South Shore), the Pope Beach bike path route (South Shore), and CA-89/SR 28 from Tahoma to Dollar Point (West and North Shores).

Survey participants were then prompted to specify locations along their most common biking routes that they felt function well or are in need of improvements. The most often mentioned locations in need of improvements were the South Lake Tahoe "Y," and Pioneer Trail near Golden Bear Trail. Respondents explained these areas did not feel protected from traffic and contained high vehicle volumes and high vehicle speeds. In contrast, the most commonly mentioned locations that function well were the Pope Beach separated bike path and the separated bike path near Dollar Point. Respondents noted these locations felt protected from traffic and had good pavement conditions.



South Tahoe "Y"

The survey also asked pedestrians to identify intersections in need of improvements and areas that function well. The most often mentioned intersections in need of improvements were SR 28 and

CA-89 (the Tahoe City Wye), and SR 28 & Coon St. in Kings Beach. Survey respondents described feeling unsafe crossing due to high vehicle volumes and high vehicle speeds. When asked about intersections that function well, survey respondents identified US 50 & Stateline Ave and SR 28 & Village Blvd as the best functioning intersections. Reasons included feeling safe crossing along a clear crosswalk and crossing only a short distance.

When asked about public transit use in combination with bicycles, about 104 respondents claimed to use public transportation with their bikes. The most common transit routes used by survey respondents in combination with bikes are TART Hwy 89 and TART Mainline.

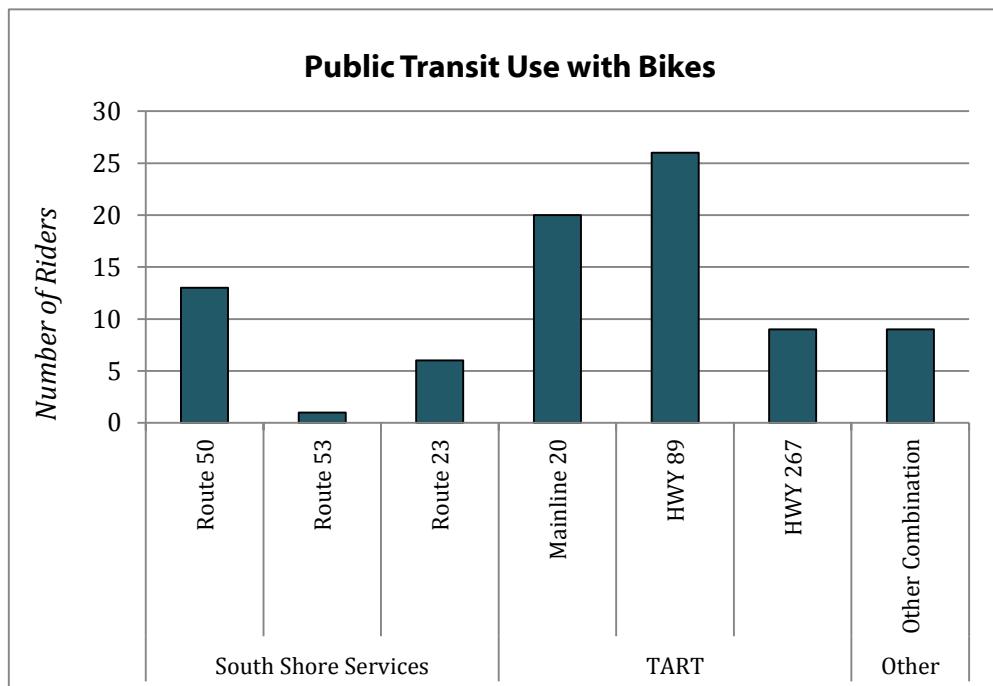


Figure 13. Source: 2015 Active Transportation Plan Survey

Finally, survey respondents were asked whether or not they had experienced a bicycle or pedestrian vs. auto collision between 2010 and 2014. In total, 45 respondents answered affirmatively, with 12 claiming that the collision had been reported and 29 claiming it was not reported. Of the total collisions experienced by survey respondents, 14 of them involved an injury or fatality.

OVERVIEW OF AGENCY STAKEHOLDER MEETINGS & COMMUNITY GATHERINGS

TRPA/TMPO organized and advertised a series of community gatherings throughout the Region. The purpose of the gatherings was to present current information about the existing and proposed active transportation network, and collect feedback from Lake Tahoe locals. In total, 630 people signed-in at stakeholder and community meetings between January and July 2015. Meetings included a presentation and activities where people had the opportunity to comment on infrastructure designs, active transportation goals and priorities, and maps of existing and proposed facilities. At these meetings, staff asked the public to prioritize active transportation goals and facility types, in a general sense (i.e., not associated with any specific location) by the use of sticky dots on posters. The public identified connectivity—closing gaps that limit your ability to get from one destination to another—as the most important goal/priority for active transportation planning. The public identified a separated bike path which is a shared-use path that is completely

separated from roadway traffic, and is a minimum of 8 feet wide, as its most desired infrastructure design.

OVERVIEW OF AWARENESS & ENCOURAGEMENT PROGRAMS

Ranging from region-wide to school-wide, education and awareness programs are designed to collect public feedback, inform community members about current opportunities for active transportation, and trigger discussion and action to address current challenges. The Lake Tahoe Bike Challenge is an annual region-wide event that encourages Lake Tahoe locals to bike for recreation, exercise, and commute. Throughout the two-week long event, in collaboration with many regional partners, TRPA/TMPO had several opportunities to educate the public about transportation networks and gather feedback on goals and infrastructure designs. Overall, 315 participants logged miles with the Challenge, and several more gave input on biking and walking facilities.

Other local or school-wide programs included the Tahoe Talks Series, Bike to School Week, and Bicycle Rodeos. The Tahoe Talks Brown Bag Lunch Series was initiated in 2014 to provide a space for discussion of ideas pertaining to transportation, the environment, and the economy. Bike to School Week and Bicycle Rodeos are school-wide functions held at local elementary schools with the goal of encouraging and promoting safe biking. Just over 1,000 community members participated in one of these awareness and encouragement programs.

RECOMMENDATIONS & NEXT STEPS

The Active Transportation Plan is currently undergoing an update and will incorporate the public feedback analyzed in this report. The Plan will provide design guidelines, goals and policies, project prioritization criteria, and proposed routes that reflect the data collected, as well as technical expertise. Implementing agencies can also use the information provided here to help prioritize active transportation route improvements, or design new infrastructure that helps to increase active transportation use, and multi-modal connections.

Next Steps

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

Implementing agencies should compare areas (along routes and at intersections) that are noted as functioning well for bikers and pedestrians to areas that are noted as in need of improvement. This information can help determine which locations should be focus areas for improvements, and which specific barriers to active transportation need to be addressed. Projects should be developed based on this information in combination with jurisdictional priorities and technical expertise.

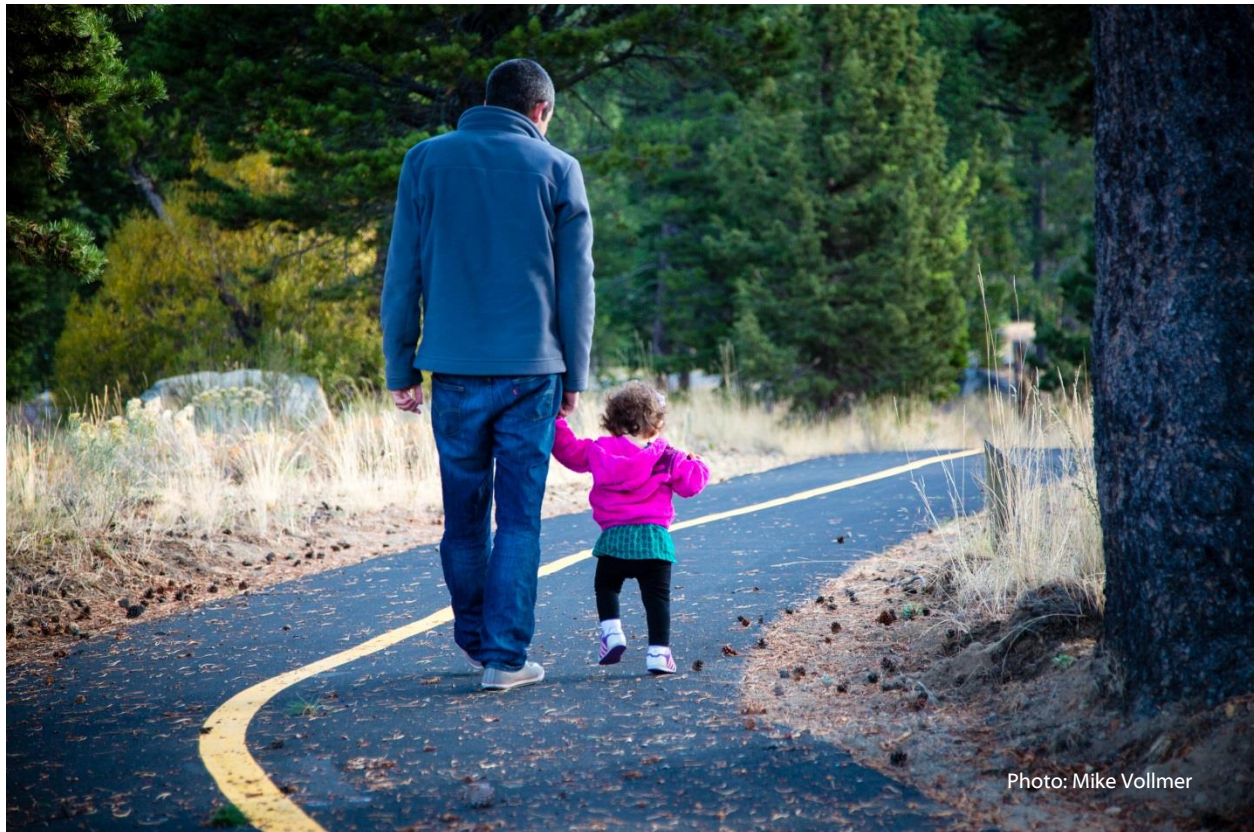
Transit authorities should seek to implement bicycle parking at stations indicated by the public as high-use stations. Also routes noted to be high-use multi-modal routes with limited capacity for



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

Law enforcement should update their reporting processes to ensure bicycle and pedestrian collisions are reported and recorded, and are not dependent on injury status. These reports should be routinely submitted to State databases which are used for annual reporting to federal and regional agencies. Collecting an accurate collision history assists governmental agencies in planning and funding improvements for areas anecdotally known to be unsafe.

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



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