

THE LAKE TAHOE BIKEWAY PARTNERSHIP

Project Benefits

The Lake Tahoe Bikeway project is a core component of the Region's transportation improvement strategy, intended to balance the existing motorized transportation system with a cost-effective, connected, sustainable non-motorized network.

Community Benefits

A connected bicycle and pedestrian trail system can create opportunities for social interaction and active living while supporting a sense of community. The Lake Tahoe Bikeway will:

- Support the active lifestyles of Lake Tahoe's residents and visitors.
- Support multi-generational activities, increasing Lake Tahoe's appeal as a tourist destination.
- Provide healthy, low-cost recreation and mobility options.
- Offer convenient access for low-wage workers.
- Enable easier pedestrian and bicycle access to jobs, services, schools, and other regional destinations.
- Support a local and visitor "bike culture" that draws people to the area.
- Encourage people to slow down and connect with Lake Tahoe's natural environment.

Economic Benefits

A premier bicycle and pedestrian trail system such as the Lake Tahoe Bikeway can:

- Support a wide range of local employment opportunities and assist tourist-oriented businesses in their quest to be competitive nationally and internationally.
- Generate local revenue: the Lake Tahoe Region Bicycle and Pedestrian Plan (2010) estimates that vacationers who visit Lake Tahoe primarily for cycling purposes already bring between \$6 and \$23 million in local direct expenditures annually to Lake Tahoe communities. An enhanced bikeway network with more completed connections could significantly increase this number.

Environmental Benefits

Lake Tahoe is designated as an Outstanding Natural Resource Water by the U.S. Environmental Protection Agency. The lake and its surrounding mountains are revered world-wide. The Lake Tahoe Bikeway will:

- Encourage a shift away from polluting travel behavior that is less compatible with the surrounding natural beauty and sensitive landscapes than non-motorized travel.
- Reduce vehicle emissions, noise levels, and roadway runoff that affects water quality.

Safety Benefits

The Lake Tahoe Bikeway will:

- Increase user perception of comfort and safety.
- Reduce bicyclist and pedestrian exposure to high-speed vehicle traffic.
- Reduce safety hazards associated with shoulder parking and other vehicle conflicts.

Photos: California Tahoe Conservancy, TMPO, Ty Polastri, and Cory Rich



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The Lake Tahoe Bikeway: OUR STORY

Imagine: a largely street-separated bicycle and pedestrian trail system encircling Lake Tahoe. This is the collaborative vision of the public and partnering local, state, and federal agencies for the Lake Tahoe Bikeway. This system, already nearly half-way complete, answers the call for a low-impact, outdoor-oriented transportation option in the Lake Tahoe Basin. Each additional mile of trail increases recreational opportunities and access to Lake Tahoe's unparalleled amenities.

Purpose

The Lake Tahoe Bikeway will provide a high-quality non-motorized element of the Region's transportation system that could become a key recreation attraction in and of itself. A bicycle and pedestrian network that is perceived as a comfortable, convenient, and safe alternative to the motorized roadway network is essential to the quality of the Region's economy, environment, and community.

Regional Transportation Challenges

As one of the world's premier travel destinations, the Lake Tahoe Region faces a growing number of challenges that affect the performance of the existing transportation system, which is currently oriented toward motorized travel.

- On peak days, the Tahoe Basin accommodates over 150,000 residents and visitors, more than tripling its resident population.
- Most trips are made by car.
- Tahoe Basin roadways are primarily winding highways that circle the lake, and they can become overwhelmed during peak travel times.
- The tax base provided by the small resident population cannot support the large-scale maintenance or roadway expansion costs needed to support millions of visitors traveling by car.
- Completion of the non-motorized network is falling behind the demand for a seamless bicycle and pedestrian alternative.





LAKE TAHOE BICYCLE COALITION
www.tahobike.org

THE LAKE TAHOE BIKEWAY PARTNERSHIP

Regional Collaboration: Project Partnership

California and Nevada partners have committed to working together in order to realize the significant benefits of a connected network of bicycle and pedestrian facilities. Over several decades, project partners have successfully planned and implemented over 25 miles of the 71-mile Lake Tahoe Bikeway.

To complete the remaining segments of the Lake Tahoe Bikeway, partners have developed a collaborative strategy to focus resources on the most critical trail segments Region-wide, recognizing that enhancing the system anywhere in the Region benefits all Lake Tahoe communities. This strategy strengthens the partners' capacity to complete the Lake Tahoe Bikeway.

Priority Project Components

Lake Tahoe Bikeway partners prioritize trail segments based on the enhanced safety and quality-of-life benefits they offer the Tahoe Region. As the trail's segments are connected, residents and visitors will increasingly be able to shift short car trips and recreational driving to bike and walk trips on the alternative network offered by the Bikeway. Emphasizing links to transit, these trail enhancements will complete the diverse and comprehensive transportation network that is key to the Region's future economic vitality.

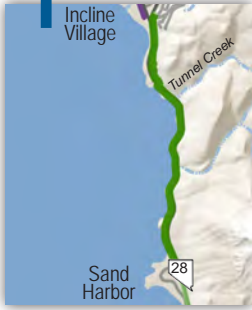
The Project Partners are working to fund and implement the following priorities:

- PRIORITY SEGMENTS: NEW TRAIL CREATION/CONSTRUCTION**
The five priority infrastructure projects include nearly eight miles of new "mainstem" trail connection or extension facilities: the Nevada Stateline to Stateline Bikeway, Dollar Creek Trail, Homewood Bike Trail, Meeks Bay Bike Trail, and the South Tahoe Greenway. With every trail segment added, the Lake Tahoe Bikeway will enhance connectivity, increase the use and attractiveness of the system, and improve user safety. See map.
- PRIORITY RETROFITS: TRAIL IMPROVEMENTS**
New trail projects built to current construction standards demonstrate the need to upgrade older but popular segments of the existing network to meet new demands. Approximately 19 miles of trail retrofit projects include: Pope-Baldwin National Recreation Trail, Pat Lowe Memorial Trail, Truckee River Trail, and West Shore Trail.
- PRIORITY CONNECTIONS: TRAIL LINKAGES**
The priority infrastructure projects also include approximately four miles of "connector" trails. While not part of the main Bikeway around Lake Tahoe, these connectors feed the system – from neighborhoods and outlying communities – and branch to other destinations. Connector projects include: Lake Tahoe Boulevard, Sawmill Boulevard, Sierra Boulevard, and Incline Village Trail System.
- NEEDED SUPPORT FACILITIES AND PROGRAMS: NAVIGATING THE SYSTEM**
Secure bicycle parking, wayfinding, and bicycle-transit integration are also vital parts of a successful system. The Lake Tahoe Bicycle Coalition is developing a pilot wayfinding program for the South Shore.

Completion of the Lake Tahoe Bikeway will redefine what it means to live, work and recreate in the Lake Tahoe Region.

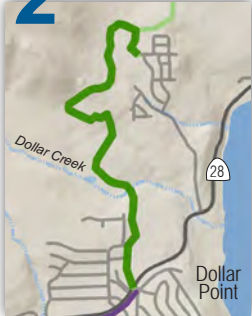


1 Nevada Stateline to Stateline Bikeway, Incline Village to Sand Harbor



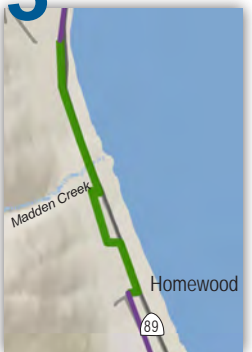
Sponsor:
Tahoe Transportation District
This project will extend the existing street-separated, shared-use trail through Incline Village, Nevada, by 2.5 miles, providing bicycle and pedestrian access to one of the most popular scenic recreation areas of Lake Tahoe – Sand Harbor State Park.

2 Dollar Creek Shared-Use Trail



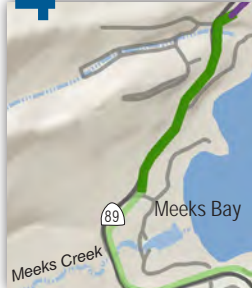
Sponsor:
Placer County Department of Public Works
The Dollar Creek Trail will extend the existing 19-mile West and North Shore network by 2.2 miles on Tahoe's North Shore, linking additional neighborhoods to Tahoe City. Completing both the Homewood Bike Trail Project and the Dollar Creek Shared-Use Trail Project would connect over 20 miles of continuous trail.

3 Homewood Bike Trail



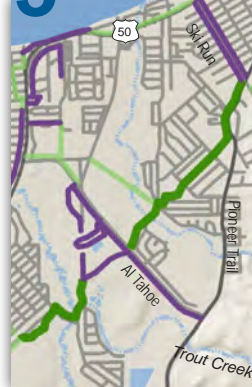
Sponsor:
Tahoe City Public Utility District
The Homewood Bike Trail will complete a crucial missing link in the existing 19-mile street-separated shared-use trail system on Lake Tahoe's West and North Shores. The current one-mile gap in the trail in the Homewood area severs the bicycle and pedestrian connection between Sugar Pine Point State Park and Tahoe City, forcing trail users onto the highway.

4 Meeks Bay Bike Trail



Sponsor:
Tahoe Transportation District
The Meeks Bay Trail Project will extend the existing West and North Shore trail system from Sugar Pine Point State Park by one-half mile to the popular Meeks Bay Resort, beach and campground, providing another way to access the sandy public beaches of Meeks Bay from other West and North Shore communities.

5 South Tahoe Greenway



Sponsor:
California Tahoe Conservancy
The first 1.5-mile segment of the Greenway Shared-Use Trail will serve as the backbone of the City of South Lake Tahoe's bicycle network, tying existing bicycle facilities at Sierra Boulevard and Ski Run Boulevard together through the Bijou community. The trail will provide an off-highway cross-town transportation alternative to the busy U.S. Highway 50 corridor and provide a direct neighborhood connection to the Lake Tahoe Community College and the popular Bijou Park.

Lake Tahoe Bikeway Priority Segments



Map Legend
 Priority New Construction Bike Trails
 Planned Bikeway*
 Existing Bikeway*
 Existing Roads
*Includes small segments on neighborhood streets