



TAHOE  
REGIONAL  
PLANNING  
AGENCY



Tahoe  
Metropolitan  
Planning  
Organization

# DRAFT PUBLIC PARTICIPATION PLAN

TAHOE METROPOLITAN PLANNING ORGANIZATION  
TAHOE REGIONAL PLANNING AGENCY

*Lake Tahoe*



DRAFT  
May 1, 2016



# DRAFT PUBLIC PARTICIPATION PLAN

May 1, 2016

Tahoe Regional Planning Agency  
Tahoe Metropolitan Planning Organization

## TRPA/TMPO STAFF CONTRIBUTORS

Morgan Beryl	Association Transportation Planner
Karen Fink	Principal Transportation Planner

## PHOTOGRAPHY CONTRIBUTORS

Design Workshop  
Morgan Beryl  
Heidi Hill Drum  
Nelson Nygaard  
Tahoe Regional Planning Agency  
Tahoe Transportation District

## DISCLAIMER:

Because the TMPO role is one function in the TRPA's breadth of functions, and aligns in a complementary fashion with the work that the TRPA oversees towards achieving its environmental thresholds, staff has a goal to unify the TMPO's role with the TRPA name. While staff would still identify TMPO functions separately from all other TRPA work in the TMPO Overall Work Program, to reduce confusion when communicating with the public, staff will transition to referring to the organization simply as "the TRPA." In documents like the Public Participation Plan or the Overall Work Program, staff may refer to the "TMPO" when necessary to differentiate that a certain function is happening only related to transportation or an MPO requirement. Otherwise, staff will begin transitioning to using the TRPA wherever appropriate.

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# GLOSSARY: ACRONYMS AND DEFINITIONS

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## **“3 C” Process:**

A *continuing, comprehensive, and coordinated* transportation planning process that considers all transportation modes, provides a forum for public input, and supports social and economic vitality.

<b>ADA:</b>	The Americans with Disabilities Act
<b>APC:</b>	Advisory Planning Commission
<b>FAST Act:</b>	Fixing America’s Surface Transportation Act
<b>FHWA:</b>	The Federal Highway Administration
<b>FOIA:</b>	The Freedom of Information Act
<b>FTA:</b>	Federal Transit Administration
<b>MAP-21:</b>	The Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
<b>MPOs:</b>	Metropolitan Planning Organizations
<b>NEPA:</b>	National Environmental Policy Act
<b>OWP:</b>	Overall Work Program

## **Planning Emphasis Areas:**

Policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs.

<b>PEL:</b>	Planning and Environmental Linkages
<b>PPP:</b>	Public Participation Plan
<b>RTP:</b>	Regional Transportation Plan
<b>SB 375:</b>	California’s Senate Bill 375: The Sustainable Communities and Climate Protection Act
<b>SCS:</b>	Sustainable Communities Strategy
<b>TACs:</b>	Technical Advisory Committees
<b>TIP:</b>	Transportation Improvement Program
<b>TMPO:</b>	Tahoe Metropolitan Planning Organization
<b>TRPA:</b>	Tahoe Regional Planning Agency
<b>TTC:</b>	Tahoe Transportation Commission
<b>TTD:</b>	Tahoe Transportation District

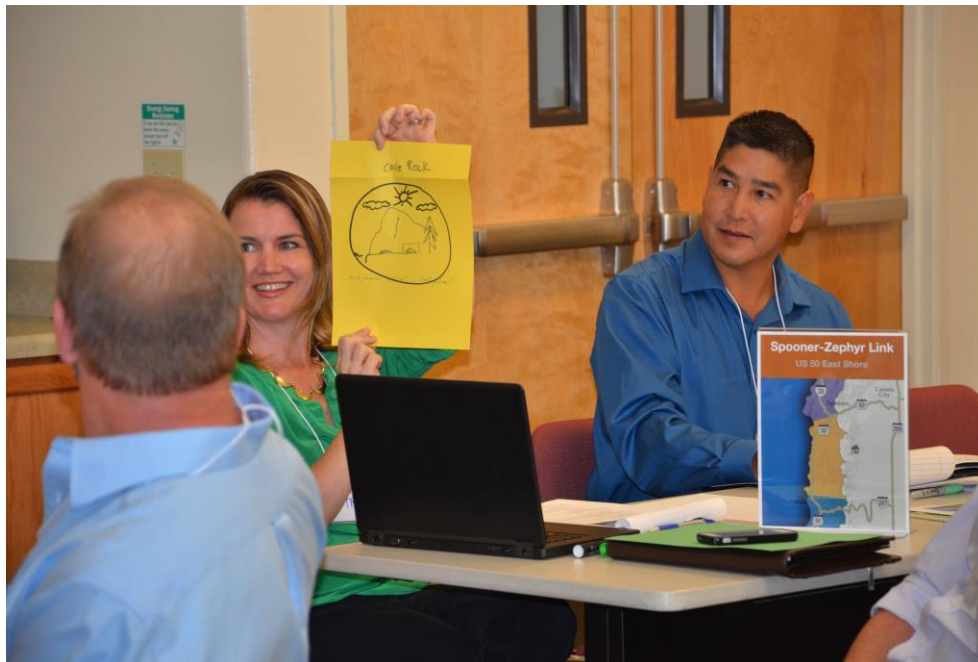
## SECTION 1: INTRODUCTION

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The Tahoe Metropolitan Planning Organization (TMPO) is the federally designated transportation planning agency for the Tahoe Region. TMPO is housed within the Tahoe Regional Planning Agency (TRPA), which was created by the Bi-State Compact (Public Law 96-551) in 1969. The TMPO's role is to provide planning, funding, and technical assistance that encourages a multi-modal and sustainable transportation system. In accordance with Titles 49 and 23, the TMPO is required to have a *continuing, comprehensive, and coordinated* transportation planning process that considers all transportation modes, provides a forum for public input, and supports social and economic vitality. The "3C process" assists the TMPO to consolidate region-wide, local transportation projects into one regional transportation plan. TMPO prioritizes projects and assists in allocating and securing funding.

The TMPO's public participation process aims to give the public ample opportunities for early, meaningful, and continued involvement. Collecting diverse public input is important for determining the types of projects that meet public desire, and ensures that public funds are directed to the areas of highest need. Transparency increases levels of participation, ensuring well-prepared and publicly supported planning documents.

*Chapter One* of the plan explains the public participation process and federal and state regulatory requirements. *Chapter Two* outlines how TMPO works with our government partners, describes our standard outreach activities, and offers a variety of outreach methods to reach a diverse set of stakeholders. *Chapter Three* lists the specific public outreach protocols for each TMPO plan. *Chapter Four* evaluates the Public Participation Plan's performance, and illustrates how input is used to update TMPO's outreach.



2015 Corridor Connection Plan Meeting. Photo: TTD

## 1.1 GUIDING PRINCIPLES

The following five principles guide TMPO's outreach strategies:

1. Reaching diverse populations requires a variety of outreach methods.
2. Large-scale outreach is a team effort, including internal staff and external partners.
3. Effective outreach requires strong relationships – with local governments, advocacy groups and advisory committees.
4. Successful outreach takes time and funding to plan and implement.
5. Stakeholders want to see results. Transparent outreach includes collecting feedback *and* reporting on what you heard.

## 1.2 ABOUT OUR ORGANIZATION

The Lake Tahoe Region is located on the California-Nevada border between the Sierra Nevada Crest and the Carson Range. Approximately two-thirds of the Region is in California and one-third is in Nevada. The Region contains the incorporated area of the City of South Lake Tahoe and portions of El Dorado County and Placer County in California, and Washoe and Douglas Counties and the rural area of Carson City in Nevada. The Region is within the Fourth Congressional District of California and the Second Congressional District of Nevada.



*TRPA Executive Director Joanne Marchetta speaks at the Western Governors' Association annual meeting at Lake Tahoe. Photo: TRPA*

The TMPO is charged with implementing a continuing, comprehensive and cooperative transportation planning process among states and local communities. By federal law, the TMPO is required to produce several documents, including a Regional Transportation Plan (RTP), a Transportation Improvement Program (TIP), an Overall Work Program (OWP), and a Public Participation Plan (PPP). With the passing of California Senate Bill 375, California





Lake Tahoe Region Corridors

metropolitan planning organizations (MPOs) are now required to produce a Sustainable Communities Strategy (SCS) to plan for and illustrate the reduction of greenhouse gasses.

As part of developing the Regional Transportation Plan, the TMPO is partnering with the Tahoe Transportation District (TTD) to produce *corridor connection plans*. Agencies throughout the Region and the public are participating in the corridor planning process to create holistic projects that will address multi-modal transportation solutions, environmental improvement, safety for all roadway users, support for economic vitality, quality of life, and accelerated delivery of projects and services.

### 1.3 FEDERAL & STATE REQUIREMENTS FOR PUBLIC PARTICIPATION

#### FEDERAL REQUIREMENTS:

In December 2015, the U.S. Congress passed a new transportation bill - **Fixing America's Surface Transportation (FAST) Act**. The FAST Act is a five-year bill that impacts transportation planning through funding and updates to policy. The FAST Act requires TMPO to use a collaborative and integrated approach to transportation decision making when developing the Regional Transportation Plan and the Transportation Improvement Program. TMPO uses planning and environmental linkages (PEL) to coordinate plans with expected growth, economic development, environmental protection, and community vision. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected community, local, regional, state and federal agencies and Tribal governments.



2015 Connectivity Plan Public Meeting. Photo: Design Workshop

The law also updates the requirements to whom MPOs must provide reasonable opportunities to be involved in the transportation planning process. The required categorical representatives are bulleted below. Some required groups are reached through targeted TMPO outreach during plan updates. Groups that receive federal assistance such as Title 49 recipients and federal land management agencies are already involved in the planning process through participation on the Tahoe Transportation Commission and TMPO Board.

- Citizens
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers & providers of freight transportation services
- Public ports
- Private providers of transportation
- Representatives of users of public transportation & intercity bus operators
- Employer-based commuting programs
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- The tourist industry
- Natural disaster risk reduction officials
- Other interested parties
- Recipients of assistance under Title 49 USC Chapter 53
- Recipients of assistance under Title 23 USC Chapter 204
- Federal land management agencies
- Governmental agencies & non-profits that receive federal assistance from a source other than the US Department of Transportation to provide non-emergency transportation services.

**Title VI of the Civil Rights Act of 1964** states that, “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI serves as the legal foundation for what is today referred to as environmental justice. TMPO’s Title VI Plan outlines various programs, activities, and services in place that demonstrate TMPO’s commitment to meet Title VI requirements.

**The American with Disabilities Act (ADA)** of 1990 encourages the participation of people with disabilities in the development and improvement of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO take place at locations which are accessible to persons with mobility limitations.

**The Freedom of Information Act (FOIA)** is a federal law that gives the public the right to make requests for federal agency records. All federal agencies are required to make requested records available unless the records are protected from disclosure by certain FOIA exemptions. TMPO provides all public documents on our website, through email if requested, and in hardcopy at our front desk.

**Other federal regulations** that guide public participation plans are the Clean Air Act, National Environmental Policy Act (NEPA), and Executive Orders including:

- Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency
- Executive Order 12372: Intergovernmental Review of Federal Programs
- Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- Executive Order 13175: Consultation and Coordination with Indian Tribal Governments

### **STATE REQUIREMENTS:**

The State of California is taking a proactive approach to reducing greenhouse gas emissions. California has its own public participation requirements for MPOs in relation to legislation on greenhouse gas reductions.

**Senate Bill 375 (SB 375)** requires MPOs to adopt a Sustainable Communities Strategy and/or Alternative Planning Strategy as part of the regional transportation plan. Another bill, SB 575, clarified the role of the TRPA Regional Plan as the Lake Tahoe Region's SCS. The SCS sets forth a forecasted development pattern for the Region, which, when integrated with the transportation network will reduce greenhouse gas emissions from automobiles and light trucks to achieve greenhouse gas emission reduction targets approved by the state.



*2011 Regional Transportation Plan Workshop. Photo: Nelson Nygaard*



SB 375 also requires each MPO to adopt a public participation plan for development of the SCS or APS that includes:

- Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interest, and homeowner associations
- Consultation with congestion management agencies, transportation agencies, and transportation commissions
- Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices
- Preparation and circulation of a draft SCS not less than 55 days before adoption of a final regional transportation plan
- Public hearings on the draft SCS
- A process for enabling members of the public to provide a single request to receive notices, information and updates

**Planning emphasis areas** are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have determined that the areas of emphasis for California's transportation planning and air quality program for the Overall Work Programs for Program Year 2017 are: *Core Planning Functions, Performance Management, and State of Good Repair*. Part of the *Core Planning Function* category includes public participation and education.



2011 Regional Transportation Plan Workshop. Photo: Nelson Nygaard

## SECTION 2: PUBLIC PARTICIPATION FRAMEWORK

### 2.1 WORKING WITH OUR GOVERNMENT PARTNERS

TMPO’s jurisdiction contains two states and five counties. Working with our partners to ensure plans and projects are coordinated and meet the needs of all agencies is paramount. The TMPO works very closely with other agencies responsible for planning and implementation activities within the Region. Since the TMPO shares its board and staff with the Tahoe Regional Planning Agency, there is a close linkage between local planning, environmental protection, and transportation planning. The FAST Act and related federal legislation requires TMPO to include several groups as part of the RTP and TIP planning process. These groups are listed in *Section 1.3 Federal & State Requirements*.

TMPO’s transportation team works with TRPA’s communications team and TTD’s staff to coordinate outreach. This enables TMPO to reach a larger group of people in a variety of ways. To further support successful coordination, TMPO organizes advisory bodies during plan development, holds public hearings, and meets individually with local jurisdictions and sovereign governments on an as-needed basis. Table 1 illustrates agency stakeholder meetings TRPA and TMPO staff regularly attend.

STAKEHOLDER MEETINGS		
Occurrence	Agency	Stakeholder Type
Monthly	Tahoe Transportation Commission	Regional Advisory
Monthly	Truckee – North Tahoe Transportation Management Association	Agency Association
Monthly	South Shore Transportation Management Association	Agency Association
Monthly	Fire Public Information Team	Agency Association
Monthly	South Tahoe Environmental Education Coalition	Agency Association
Bi-Monthly	North Tahoe Environmental Education Coalition	Agency Association
Quarterly	Bikeway Partnership	Agency Association
Ad Hoc	City of South Lake Tahoe JPA Bike Advisory Committee	Local Jurisdiction/Advisory
Ad Hoc	Advisory Planning Commission	Regional Agency
Ad Hoc	Local Governments	Agency Coordination

Table 1: Stakeholder Meetings. Source: TMPO

## NATIVE AMERICAN TRIBAL GOVERNMENT CONSULTATION:

The Lake Tahoe Region is home to one Tribal Government, the Washoe Tribe of California and Nevada. TMPO conducts regular government-to-government communication with the Washoe Tribe to consider tribal needs in the planning and programming process. The Washoe Tribe is a voting member of the Tahoe Transportation Commission (TTC), the advisory body to the TMPO Governing Board. For more details on TMPO's consultation process with the Washoe Tribe, please see Appendix A or visit: <https://www.washoetribe.us/contents/> for more information on the Washoe Tribe.

## TRPA/TMPO GOVERNING BOARD:

The TRPA is a separate legal entity governed by a body of seven voting delegates from California and seven voting delegates from Nevada. There is also a non-voting federal representative to the Governing Board. The TRPA Board, with the addition of a representative from the United States Forest Service, serves as the TMPO Board. In the State of California, TRPA serves as the Regional Transportation Planning Agency. The TRPA and TMPO Board meets monthly and meetings are open to the public. For more information, please visit:

<http://www.trpa.org/about-trpa/governing-board/>.



*TRPA Governing Board member Clem Schute at the TRPA Governing Board strategic planning retreat*

## ADVISORY BODIES:

During plan development TMPO staff requests agency partners and community members to participate on technical advisory committees (TACs). These are ad hoc committees that meet as necessary to inform the development of plans, and typically disband after the plan is approved. Examples include the Bicycle & Pedestrian TAC, and the Regional Transportation Plan TAC. Additionally, TMPO coordinates the Bikeway Partnership which is made up of local and state implementing agencies and community advocacy groups. The Partnership meets quarterly to provide project updates, identify opportunities to work together, and discuss pressing issues related to active transportation that would benefit from multi-jurisdictional input.

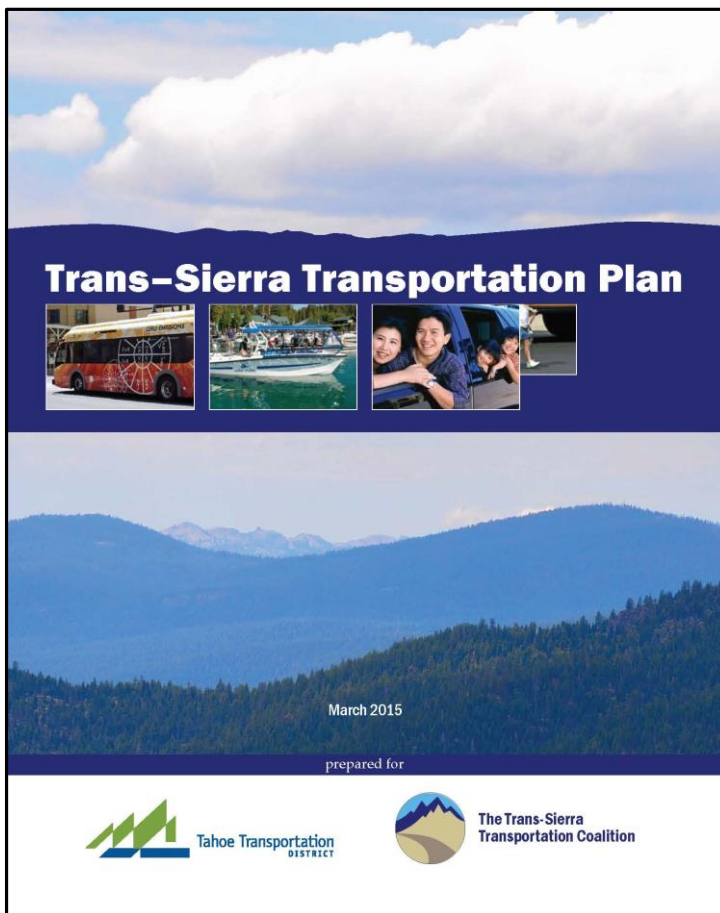
**The Tahoe Transportation Commission (TTC)** serves as an advisory body to the TMPO Board. The core membership of the TTC is the board of the Tahoe Transportation District, created by the Tahoe Regional Planning Compact (Article IX) to own and operate intra-



regional and inter-regional transportation services and facilities. The TTD and TTC Boards share a membership that includes local jurisdictions, California and Nevada Departments of Transportation (non-voting), the US Forest Service, Transportation Management Associations, and an at-large position. In addition, the TTC includes a representative of the TRPA Advisory Planning Commission and a member of the Washoe Tribe. The TTC and TTD Boards meet monthly and are open to the public. For more information, please visit: <http://tahoetransportation.org/about/directors-and-staff-1>.

**Advisory Planning Commission (APC)** is a 19-member group that assists the TRPA Governing Board with technical and scientific issues. The APC is made up of local planners, general members of the community and other representatives who are experts in their fields. Each month, the APC holds open meetings and encourages the public to take an active role in the decision-making process. For more information, please visit: <http://www.trpa.org/about-trpa/advisory-planning-commission/>.

### NEIGHBORING GOVERNMENTS:



The universal importance of transportation in and surrounding the Tahoe Region prompted the formation of the **Trans-Sierra Transportation Coalition**, a voluntary association of 11 counties, federal and state agencies, stakeholders, and citizens from Northern California and Northern Nevada. The partners are committed to ensuring that the transportation system continues to support economic vitality of the greater Region as a whole while protecting the environment and natural resources. Covering 15,800 square miles, and encompassing six California counties (Alpine, Amador, El Dorado, Nevada, Placer, and Sierra) and five Nevada counties (Carson, Douglas, Lyon, Storey, and Washoe), the Trans-Sierra Region is home to 1.2 million people. TMPO also directly coordinates with Sacramento

Area Council of Governments and the Washoe County Regional Transportation Commission on various regional planning efforts and transit planning initiatives.

## 2.2 STANDARD & CONTINUOUS OUTREACH ACTIVITIES

On an ongoing basis, TMPO reaches out to the community and partnering agencies through a variety of methods. With an emphasis on early and transparent outreach, the TMPO tailors the way we reach different sectors of the public. Public input on outreach methods informs how we develop and implement our standard and continuous outreach activities. Analysis of this data can be found in *Section 4: Evaluation & Plan Development*. TMPO's standard and continuous outreach activities reflect what we have heard from the public on their preferences.

**Websites & Data Library:** Per CFR 450.316(1), TMPO maintains reports, studies, and plans online for public download. The TMPO is committed to providing user-friendly access to our online resources. Information can be found at [www.tahoempo.org](http://www.tahoempo.org) and [www.trpa.org](http://www.trpa.org). Additional websites and portals that connect the public and agencies to project and monitoring information include the Environmental Improvement Program Tracker, Sustainability Dashboard, and Commodities Tracker. These can be found at: [www.laketahoeinfo.org](http://www.laketahoeinfo.org). To help the public find the information they need, which may be housed on the TMPO, TRPA, or TTD websites, the TMPO and TTD have created a joint landing page, located at [www.linkingtahoe.com](http://www.linkingtahoe.com). Hardcopies of approved plans are also made available, and are professionally printed and distributed to public agencies, and available at the front counter at TRPA.



**Contact Database:** TMPO maintains a database of government officials, staff, and community members who are interested in keeping up on plans, projects, and educational program opportunities. The TMPO provides a process for members of the public to provide a single request to receive notices, information, and updates. Members of the public can sign up to receive information online on the TMPO website or via the [linkingtahoe.com](http://linkingtahoe.com) website, or by filling out a hardcopy form. When signing up to receive information, contacts specify if they desire to receive news on all transportation-related topics, or only specific updates, such as Active Transportation. TMPO sends out its newsletter monthly. TMPO's e-newsletter list contains 862 recipients, and newsletters average a 35% open rate. TRPA's e-newsletter contains 1400 recipients with a 40% open rate.

To reach an even broader and in some cases more targeted audience, TMPO coordinates with local agencies, non-profits, school districts, chambers, law enforcement and other appropriate entities to share information with citizens who may not receive e-news from TRPA/TMPO. TRPA also produces a quarterly newspaper entitled *Tahoe In Depth*. This paper is sent to all residents in the Region and is distributed to local businesses for free.

**Advertisement:** Advertising opportunities for input is critical for successful, transparent outreach. There are many ways to reach people, and TMPO strives to provide the public information in places where they are most likely to search. To ensure a broad range of people from residents to visitors, low-income, and Spanish-speaking communities are informed of their opportunity to provide feedback, TMPO uses multiple advertisement outlets.



**Active Transportation Plan  
Community Gathering**

*Spanish interpretation available on-site.*

**Tuesday, April 14, 5:30-7:30pm**  
South Lake Tahoe Public Library, 1000 Rufus Allen Blvd.  
South Lake Tahoe, CA • Snacks and childcare provided

**Thursday, April 16, 5:30-7:30pm**  
Kings Beach Elementary, 8125 Steelhead Ave.  
Kings Beach, CA • Snacks and childcare provided

Take our survey: [tahoempo.org/ATPsurvey](http://tahoempo.org/ATPsurvey)

*Traditional Media:* TMPO places ads in local newspapers both online and in hardcopy. Press releases are sent to inform news outlets about possible article or radio stories, including public outreach opportunities. TRPA’s Executive Director writes opinion pieces for local media outlets to bring awareness to current challenges, achievements, and upcoming plans. Newspaper calendars are also utilized for increased visibility. When opportunities arise, TMPO participates in radio and television interviews through local radio stations, including Reno’s National Public Radio. Flyers are placed on transit vehicles, such as South Shore Transit, and Tahoe Area Regional Transit.

*Social Media:* TMPO and TRPA have Facebook, Twitter and Instagram pages where staff regularly post events, input opportunities, and general interest items, as well as “boosting” ads to reach large groups of people.



### You can find us at:

Facebook: <https://www.facebook.com/voiceforlaketahoe/?ref=hl>  
Facebook: <https://www.facebook.com/tahoempo/?ref=hl>  
Twitter: <https://twitter.com/TahoeAgency>  
Instagram: <https://www.instagram.com/voiceforlaketahoe/>

**Promotional Materials:** Though much of the informational world now lives online, hardcopy materials are still a relevant and important means of connecting with people who do not have access to the internet, do not find the internet user-friendly, or may not know where to find information online. To reach this group of people, TMPO generates promotional materials such as brochures, magnets, stickers, flyers, and fact sheets. These materials are passed out during workshops, at association meetings, events, at local businesses, and sent through mail.

**Translation Services:** The second primary language spoken in the Lake Tahoe Region is Spanish. TMPO addresses this need by translating our public outreach materials, fact sheets, and executive summaries into Spanish. Depending on the type of outreach necessary, TMPO provides other proactive translation services, described in the next section.

**Proactive Outreach:** TMPO does not wait for the public to come to us, nor do we expect to reach a broad audience by only holding public hearings or one-time workshops. TMPO participates in association meetings and public events, and sponsors education and encouragement programs to provide meaningful, transparent, and frequent opportunities for public engagement.

**Association Meetings & Public Events:** To keep a pulse on what is happening around the community and keep local organizations up-to-date on TMPO's work efforts, staff attends and presents at monthly, quarterly, ad hoc meetings and public events. Table 2 illustrates the many groups and association meetings that TMPO/ TRPA staff regularly attend. Table 3 lists the typical events staff participate in by having interactive booths.

**TRANSPORTACIÓN ES TRANSFORMACIÓN**

**AYUDANOS A MEJORAR EL CAMINO DE IDA, REGRESO Y ALREDEDOR DE MEYERS**

El Condado El Dorado sugiere hacer mejoras a la carretera y el camino en Meyers, que ofrecerán opciones atractivas y seguras para ir al trabajo o divertirse, tanto para residentes como turistas. ¡Queremos tu opinión! Visítanos en alguna de nuestras casetas o durante las festividades de Earth Day.

**Lugares en Meyers el 22 de Abril:**

- Oficina Century 21 Real Estate: 11:30am-1:30pm
- Escuela de Ciencia del Medio Ambiente Magnet: 3-4pm
- Supercor Liras: 4:15-6:15pm

**El 23 de Abril:** En la caseta durante las festividades de Earth Day: 10am-3pm

TAHOE REGIONAL PLANNING AGENCY

EL DORADO COUNTY CALIFORNIA

Para mayores informes: Brendan Ferry, [brendan.ferry@edcgov.us](mailto:brendan.ferry@edcgov.us)

[tahoempo.org/OnOurWay](http://tahoempo.org/OnOurWay)

<b>COMMUNITY MEETINGS</b>		
<b>Occurrence</b>	<b>Organization</b>	<b>Audience Type</b>
Weekly	Bonanza Community Roundtable	Residents/Media
Monthly	Community Mobility Group Meeting	South Tahoe Community/Advocacy
Monthly	North Lake Tahoe Resort Association	Business Community
Monthly	Tahoe Chamber	Business Community
Ad Hoc	Community Health Advisory Board	Health Community/Advisory
Ad Hoc	Lake Tahoe Bicycle Coalition	Community / Advocacy
Ad Hoc	Cafecitos (Spanish Speaking PTA for South Lake Elementary Schools)	Spanish Speaking School Community
Ad Hoc	Plan / Study Community Meetings	Regional Community
Ad Hoc	Soroptimist International of Tahoe Sierra	South Tahoe Community
Ad Hoc	Meeks Bay Vista Property Owners Association	Community/HOA
Ad Hoc	Lake Tahoe Unified School District	Community/School Board
Ad Hoc	South Shore Rotary	Service Club
Ad Hoc	Resort Triangle Association	Business Community
Ad Hoc	North Shore Breakfast Club	Business Community
Ad Hoc	Regional Coordinating Council	Human Services Community

Table 2: Community Meetings. Source: TMPO



<b>PUBLIC EVENTS</b>		
<b>Date</b>	<b>Event</b>	<b>Stakeholder Type</b>
Mid-March	Science Expo	Regional Science Community
End of March	Business Expo (Tahoe Chamber)	South Tahoe Residents (employers / employees)
End of March	Wild and Scenic Film Fest	Residents & Visitors
Mid – April	Earth Day (South and North Shore)	Residents & Visitors
May 5 <sup>th</sup>	Cinco de Mayo	Latino Community
April - October	Farmer’s Markets: American Legion (South Shore) Ski Run Blvd (South Shore) Truckee Thursdays (Truckee) Commons Beach (North Shore) Live at Lakeview (South Shore)	Residents & Visitors
June 4, 2016	Day of the Young Child	Residents, Children, Parents
June 1 -14	Lake Tahoe Bike Challenge (multiple events)	Residents & Visitors
August	Lake Tahoe Summit	Residents /Agencies/ Political Community
September 2	Back to School Night	Educational Community
September	Fall Fish Fest	Residents & Visitors
October 30	Business Expo (South Tahoe Chamber)	South Tahoe Residents (employers / employees)

Table 3: Public Events. Source: TMPO

*Education & Encouragement Programs:* Awareness programming is a major aspect of encouraging community members and visitors to stay involved, be informed, and give feedback at the early phases of planning and project development. Successful programs require a joint effort between state departments of transportation, local jurisdictions, law enforcement, advocacy groups, and local organizations. Programming should engage people of all ages and include local community members as well as visitors to the Region.

Since 2005, the Lake Tahoe Bicycle Coalition (LTBC), TMPO, and other local and regional partners have organized the annual *Lake Tahoe Bike Challenge*. The goal of the *Bike Challenge* is to encourage people region-wide to forego driving and bike for daily travel. Each year, hundreds of cyclists join teams or ride as individuals and record their total number of bicycle trips through an online site: [www.tahoebikechallenge.org](http://www.tahoebikechallenge.org). Sponsors also organize a variety of events and group rides throughout the two-week period to increase awareness and participation.





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

### 2.3 PROJECT-SPECIFIC OUTREACH TECHNIQUES

Beyond TMPO’s standard and continuous outreach, specific projects may require additional activities to reach targeted audiences, and provide early input opportunities and education. To incentivize the community to attend and make outreach events equitability accessible, TMPO offers snacks, translation services, childcare, and locations and times that are reachable by public transportation. Other important considerations affecting participation of different groups include reaching people within their own communities and during existing meeting schedules, focusing presentations to special interests of specific groups, and placement of announcements and flyers using different types of media. As an example, when appropriate, TMPO advertises in Spanish language newspapers, such as “La Voz” printed in the Reno metropolitan area which is also distributed in Lake Tahoe. As with our standard and continuous outreach activities, project specific outreach techniques reflect the input received from the public on TMPO’s outreach method effectiveness.

**Public Meetings and Workshops:** Meetings are a traditional method of reaching the public. Interactive activities, providing various workshop locations and times, and offering other amenities can help bring public meetings to the next level. Per CFR 450.316(1) meetings and workshops include the use of visualization techniques such as renderings, computer simulation, and real-time voting. TMPO uses all of the non—traditional meeting types described below.

*Open houses* are the most traditional and flexible type of public meeting. This format offers the public the opportunity to come at any time they choose during open house hours, interact with a variety of staff involved in the project, and take the time they need to



2015 Active Transportation Plan Sticker Voting.  
Photo: Beryl



learn about specific issues that relate to their concerns. Open houses can also include interactive activities, such as voting on preferred project alternatives through technology-based programs (such as online polling) or “sticker voting” methods.

*Charrettes* are typically best for smaller groups with a focus on design and corridor improvements. Asking stakeholders to work together to brainstorm ideas and draw on maps generates energy, builds consensus, and allows the public to make their mark and directly impact projects.



2016 Meyers Corridor Project Stakeholder Charrette. Photo: Beryl

*Pop-Up Booths* are an informal type of public meeting that brings an open house feel to the community. Pop-up booths are placed at well-traveled community locations such as grocery stores, coffee shops, and schools. Booths are timed to catch the public as they go about their daily activities, and give them a chance to learn and provide input in a quick and personal way.

**Surveys:** Not everyone has time to attend public meetings, or stop at a pop-up booth during their daily activities. In Tahoe especially, a significant amount of the population that is served by our transportation system live out of the Region. To ensure TMPO reaches visitors, residents, commuters, second homeowners, and underrepresented community members, TMPO uses online and hard copy surveys. Surveys are mailed, provided at events and meetings, hosted online, and in some cases are brought door-to-door, particularly for non-English speaking and underrepresented community members.

**Field Audits:** To build capacity and consensus amongst stakeholders, field audits are an effective tool. Road Safety Assessments or “walk-about” bring the public out into the field where they can experience challenges and brainstorm solutions from a different perspective. This tool is particularly successful in conjunction with charrette workshops for more controversial projects where solutions and consensus may take more time and innovative ideas.

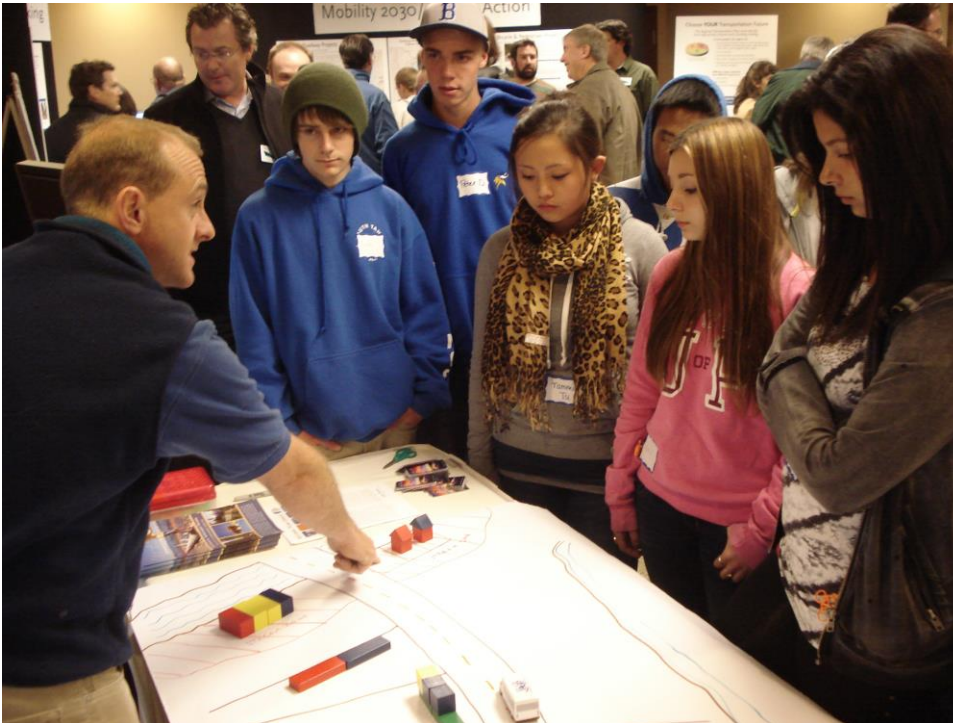
*2016 Meyers Road Safety Assessment. Photo: Beryl*



## SECTION 3: OUTREACH PROTOCOL BY PLAN

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The TMPO produces two major documents, the Regional Transportation Plan and the Transportation Improvement Program. These two plans directly lead to the implementation of projects in the Lake Tahoe Region. Other TMPO documents, such as the Public Participation Plan, Overall Work Program, and modal plans inform the RTP and TIP and identify priorities. Public input is a vital component of each of these documents, and ultimately results in needed improvements to Lake Tahoe's transportation system. Per CFR 450.316(1), the outreach protocols below explicitly describe the procedures, strategies, and desired outcomes of the public participation plan.



*2011 Regional  
Transportation  
Plan Workshop.*

*Photo: Nygaard*

### **3.1 REGIONAL TRANSPORTATION PLAN (23 CFR 450.322) & SUSTAINABLE COMMUNITIES STRATEGY**

The Regional Transportation Plan addresses a 20-year planning horizon. Through this document, the TMPO brings together transportation projects set forth by different local agencies into one plan, prioritizes projects and allocates funding. The RTP includes both long-range and short-range strategies that lead to the development of an integrated multi-modal transportation system that enhances the quality of life in the Tahoe Region, promotes sustainability, and facilitates the safe and efficient movement of people and goods. Federal law requires that the Regional Transportation Plan be fiscally constrained and meet air quality conformity standards and other state and federal requirements. The TMPO revises the RTP every four years as the Tahoe Region is in a maintenance area for air quality. Regions that are not in maintenance for air quality revise their RTPs every five years. In accordance with SB 375, RTPs must also include a Sustainable Communities Strategy that outlines how the Region will meet greenhouse gas reduction targets. The public



participation plan for development of the Sustainable Communities Strategy is incorporated into the RTP outreach protocol shown below.

Table 4: Regional Transportation Plan Outreach Protocol

<b>Activity Type</b>	<b>Public Meetings</b>	<b>Draft Document Public Review</b>	<b>Public Comment Incorporation</b>
<b>Time Required</b>	Two	30-day comment period and circulated not less than 55 days before adoption of a final	60-day incorporation period
<b>Locations</b>	North & South Shore	E-mail, written mail, and fax	In document alterations & comment/ response posted on TMPO website
<b>General Details</b>	Central locations, ADA accessible, Public Transit accessible, information available online	Two public hearings in different parts of the Region	Comments and response will be summarized presented to TMPO Board for approval
<b>Additional Services</b>	Targeted workshops for Spanish speaking community & visualization techniques	If final RTP differs significantly from the draft, an additional 10-day public comment period added	Comments and response will be summarized presented to TMPO Board for approval
<b>AMENDMENTS</b>			
<b>Activity Type</b>	<b>Public Meetings</b>	<b>Draft Document Public Review</b>	<b>Public Comment Incorporation</b>
<b>Administrative</b>	None	7-day public review period	In document alterations & comment/ response posted on TMPO website
<b>Formal</b> (conformity analysis triggered)	Monthly TTC meeting and advertised on TMPO website	30-day public review period	Comments and response will be summarized presented to TMPO Board for final adoption

### 3.2 TRANSPORTATION IMPROVEMENT PROGRAM (23 CFR 450.324)

The Transportation Improvement Program is a four-year document that includes all capital and non-capital surface transportation projects in the Region that are either federally funded, regionally significant, or require a federal action. All projects in the TIP are consistent with



the RTP. High priority projects from the RTP are selected for inclusion into the TIP through the public process and a final decision by the TMPO Board. For each project or project phase, the TIP includes a project description, estimated total project cost, amount of federal funds to be obligated, agencies responsible for carrying out the project, and other project details. The TIP also includes a financial plan that demonstrates how the approved TIP can be implemented and recommends additional financing strategies for needed projects and programs. Only projects with assured or reasonably expected funding may be included in the TIP. The TIP is now tracked in the EIP tracker online:

<https://eip.laketahoeinfo.org/Project/TransportationList>

Table 5: Transportation Improvement Program Outreach Protocol

Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
Time Required	One	30-day comment period	60-day incorporation period
Locations	TTC Monthly Meeting	E-mail, written mail, and fax	In document alterations & comment/response posted on TMPO website
General Details	Central locations, ADA accessible, Public Transit accessible, information available online	Public Hearing at TTC Meeting	Comments and response will be summarized & presented to TMPO Board for final adoption
Additional Services	Not Necessary	If final TIP differs significantly from the draft, an additional 10-day public comment period added	Comments and response will be summarized & presented to TMPO Board for final adoption
<b>AMENDMENTS</b>			
Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
Administrative	None	Available to the public via the TRPA website. Hard copies of the amendment will be available upon request	
Formal	Presented at TTC meeting	7 to 30-day comment period depending on amendment type*	Presented to TMPO Board for final adoption

\*Amendment Types include:

- Amendments requiring a **New** Air Quality Conformity Analysis: 30-day public review and comment period
- Amendments that rely on the **Existing** Air Quality Conformity Analysis: 7-day public review and comment period
- Amendment containing only **Exempt** projects requiring **no additional** Air Quality Conformity Determination: 7-day public review and comment period

### 3.3 PUBLIC PARTICIPATION PLAN (23 CFR 450.316)

The Public Participation Plan (PPP) is a document that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Table 6: Public Participation Plan Outreach Protocol

Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
<b>Time Required</b>	Public workshops will be held in combination with other transportation planning workshops	45-day comment period	14- day incorporation period
<b>Locations</b>	North & South Shore	E-mail, written mail, and fax	In document alterations & comment/response posted on TMPO website
<b>General Details</b>	Central locations, ADA accessible, Public Transit accessible, information available online	Public Hearing at TTC Meeting	Comments and response will be summarized presented to TMPO Board for final adoption
<b>Periodic Review</b>	Coordinated with adoption of the RTP	TTC and TMPO will conduct a review of the Public Participation Plan to ensure effectiveness of procedures and to ensure a full and open participation process	Same procedures as above

2011 Regional Transportation Plan Online Voting Tool.

Photo: Hill Drum



### 3.4 OVERALL WORK PROGRAM (23 CFR 450.308)

The Overall Work Program (OWP) is a statement of work produced annually by the TMPO that identifies the planning priorities and activities staff will carry out within the metropolitan planning area. The OWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, and the source of funds.

Table 7: Overall Work Program Outreach Protocol

Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
Time Required	None	30-day comment period	60-day incorporation period
Locations	North & South Shore	E-mail, written mail, and fax	In document alterations & comment/response posted on TMPO website
General Details	Central locations, ADA accessible, Public Transit accessible, information available online	Public Hearing at TTC Meeting	Comments and staff response will be summarized presented to TMPO Board for final adoption

### 3.5 AIR QUALITY CONFORMITY AND INTERAGENCY CONSULTATION

TMPO prepares several technical companion documents for RTP updates. These include a program-level environmental review per California Environmental Quality Act (CEQA) and TRPA guidelines, and transportation air quality conformity analysis (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP may warrant a revision or update to these technical documents.

Per CFR 17.8.1305, inter-agency consultation is also required. The TMPO consults with the California Air Resources Board, the Nevada Department of Environmental Protection, the Federal Highways Administration, the U.S. Environmental Protection Agency, the California Department of Transportation and the Nevada Department of Transportation as part of the air quality conformity process. TMPO includes proactive public involvement to ensure access to technical and policy information is available. The public is also given opportunities to review and comment on the environmental analysis, through the outreach process described in the RTP Outreach Protocol section.

**To ensure adequate interagency consultation the TMPO conducts the following activities:**

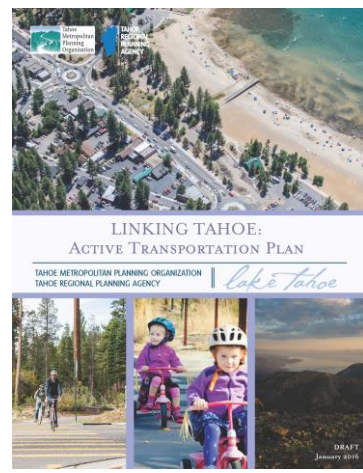
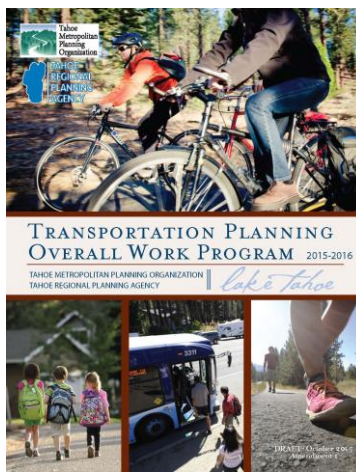
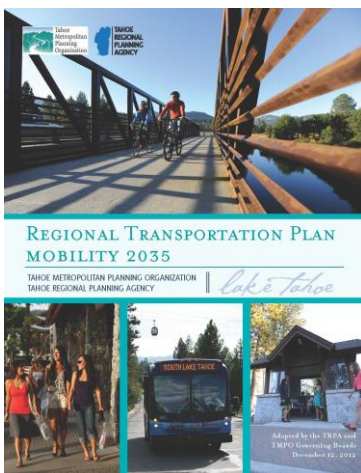
1. Identification of roles and responsibilities of each agency.
2. Provides a clear process for circulating documents and supporting materials.
3. Provides a clear process for the development of a list of transportation control measures in the applicable implementation plan.
4. Evaluates and chooses models, methods, and assumptions.
5. Determines which projects should be considered regionally significant.
6. Provides a clear process to resolve conflicts.

**3.6 MODAL PLANS**

TMPO produces a variety of modal plans that are incorporated into the Regional Transportation Plan by reference and in some cases as policies and strategies for implementation. Each plan uses different outreach tools during development depending on need, and provides a minimum of a 10-day comment period. All plans utilize a technical advisory committee.

**Modal plans produced by TMPO include:**

- Tahoe Basin Intelligent Transportation System Strategic Plan
- Active Transportation Plan
- Short Range Transit Plans
- Long Range Transit Plans





## SECTION 4: EVALUATION & PLAN DEVELOPMENT

This plan serves as a guide for effective public outreach and stakeholder coordination, and represents current practices and up-to-date techniques for reaching broad audiences in an exciting and engaging way. To ensure continuous improvement, TMPO evaluates the effectiveness of ongoing protocols, the use of new techniques and requests ideas on how to better reach and interact with stakeholders.

### 4.1 PERFORMANCE MEASURES

TMPO has generated performance measure baselines to create targets that will illustrate successful implementation of the public participation plan in future years. TMPO will evaluate all performance measures periodically, in conjunction with the PPP update cycle.

**Performance Measure 1:** Total number of public participants reached through proactive outreach.

**Description and Baseline:** This performance measure consolidates the total estimated number of public reached over a four-year period from proactive outreach activities including door-to-door, workshops, Tahoe Talks, events, and association meetings. The baseline presented here, 790 attendees calculated through attendee sign-in sheets, includes the period between 2012 – 2015.

Table 8: Total Public Participants Reached by Type

TYPE	NUMBER OF ATTENDEES
Association Meetings	169
Events	128
Tahoe Talks	237
Door to Door	107
Workshops	149
<b>TOTAL</b>	<b>790</b>

**Target (2019):** Increase by 5% to a whole number of **830 people** reached over a four-year period.

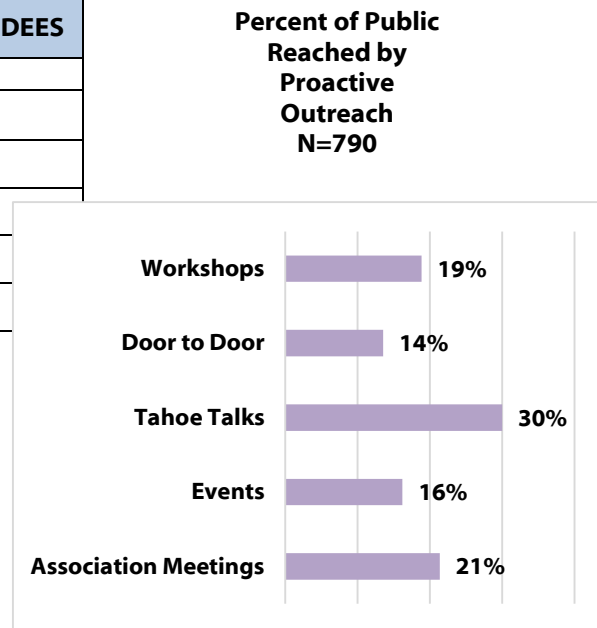


Figure 1: Percent of Public Reached by Type. Source: TMPO

**Performance Measure 2:** Total number of public participants reached through quantitative methods.

**Description and Baseline:** This performance measure consolidates the total estimated number of public reached over a four-year period through quantitative methods, such as surveys. Surveys from the transportation department and communications department that comprised transportation questions are included. The baseline presented here, 2,162 survey respondents, includes the period between 2012 – 2015.

Surveys conducted during this period include:

2012:

- No surveys conducted due to funding constraints.

2013:

- Annual public opinion survey conducted by the Cromer Research Group (Communications Department)

2014:

- Annual public opinion survey conducted by the Cromer Research Group (Communications Department)

2015:

- Annual public opinion survey conducted by the Cromer Research Group (Communications Department)
- Linking Tahoe: Active Transportation Plan Survey

Table 9: Number of Survey Respondents by Year

SURVEY YEAR	NUMBER OF RESPONDENTS
2012	0
2013	500
2014	500
2015	1,162
<b>TOTAL</b>	<b>2,162</b>

**Target (2019):** Increase by 3% to a whole number of **2,227 people** reached over a four-year period.

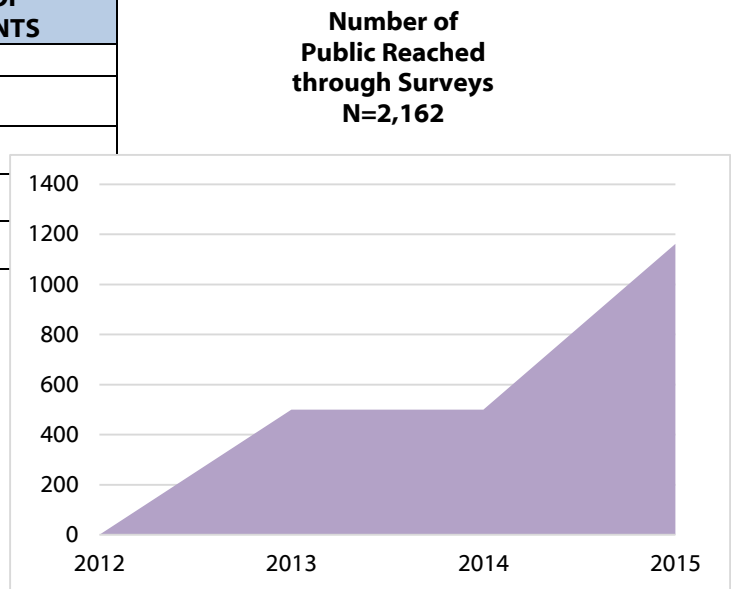


Figure 2: Number of Public Reached through Surveys. Source TMPO

**Performance Measure 3:** Percentage of survey respondents who are full time residents, seasonal residents, visitors, and commuters.

**Description and Baseline:** This performance measure differentiates by percentage between full time residents, seasonal residents, visitors<sup>1</sup> and commuters<sup>2</sup> reached over a four-year period through quantitative methods, such as surveys. Surveys from the transportation department and communications department that included transportation questions are included. We do not currently have data to create as a baseline, however all future surveys will include questions to develop a baseline.

**Target:** The percentage differential should be **10% of out-of-basin people** reached (seasonal residents, visitors, and commuters) and **90% of full-time residents** reached.

**Performance Measure 4:** Total number of primarily Spanish speaking residents reached.

**Description and Baseline:** This performance measure consolidates the total estimated number of Spanish speaking public reached over a four-year period. Proactive and quantitative outreach is included. The baseline presented here, 131 Spanish-speakers reached, includes the period between 2012 – 2015.

OUTREACH TYPE	NUMBER OF PUBLIC
Association Meetings	22
Workshops	2
Surveys	107
<b>TOTAL</b>	<b>131</b>

**Target (2019):** Increase by 50% to a whole number of **196 people** reached over a four-year period.

**Total number of Spanish Speaking Community Reached through Proactive & Quantitative Outreach  
N=131**

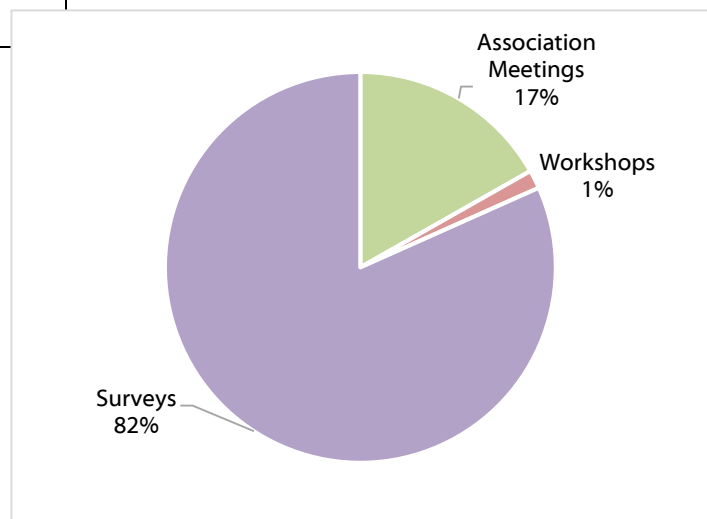


Figure 3: Spanish Speaking Community Reached by Outreach Type. Source: TMPO

<sup>1</sup> Occasional visitor to Lake Tahoe

<sup>2</sup> People who live outside the Tahoe-Truckee Region, but commute in to work

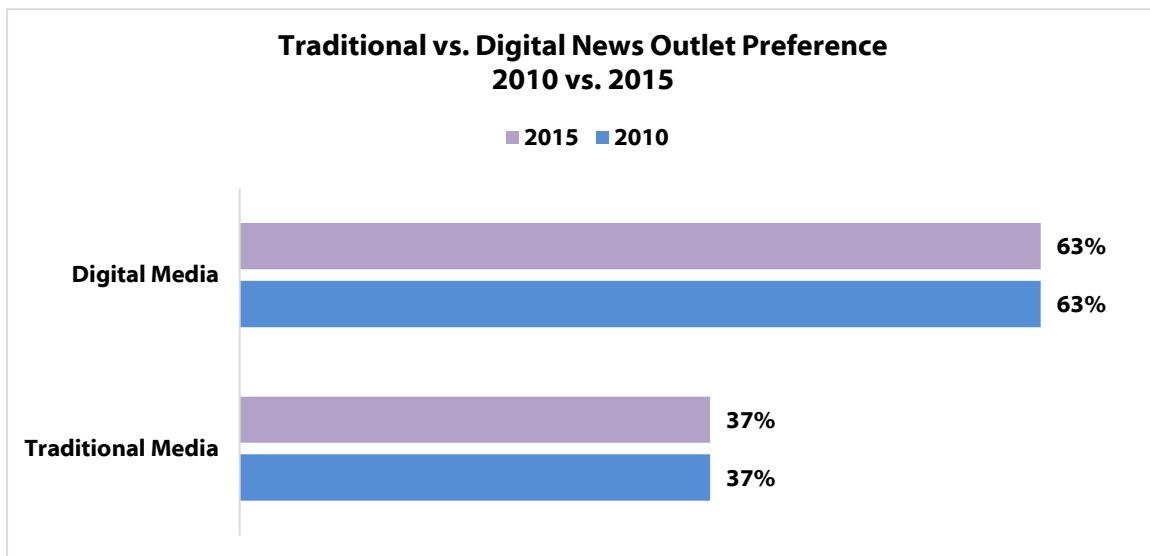
## 4.2 DATA FOR PLAN DEVELOPMENT & IMPLEMENTATION

To inform the standard and project-specific outreach methods included in the public participation plan, TMPO asks stakeholders and public citizens to tell us how they prefer to be informed about outreach opportunities and if our outreach is effective. Between 2014 – 2016, TMPO used a tear-off survey attached to our hardcopy brochure, the Linking Tahoe: Active Transportation Plan survey, and the Public Participation Plan survey to gather data. These surveys can be found in Appendix B. Data supported the development of this plan, and will direct implementation of the plan moving forward.



Figure 4 compares data collected from the 2010 public participation plan survey to 2015 data collected through the Linking Tahoe: Active Transportation Plan survey and hardcopy brochure survey. The percentage of people who prefer digital to traditional media has remained the same. The 2010 and 2015 surveys provided slightly different news outlet choices which reflect best practices of each time period. In both 2010 and 2015, email, newspapers, and the internet are the most preferred news outlets.

Figure 4: Traditional vs. Digital News Outlet Preference.  
Source: 2010 PPP Survey, 2015 ATP Survey, and 2015 hardcopy brochure.





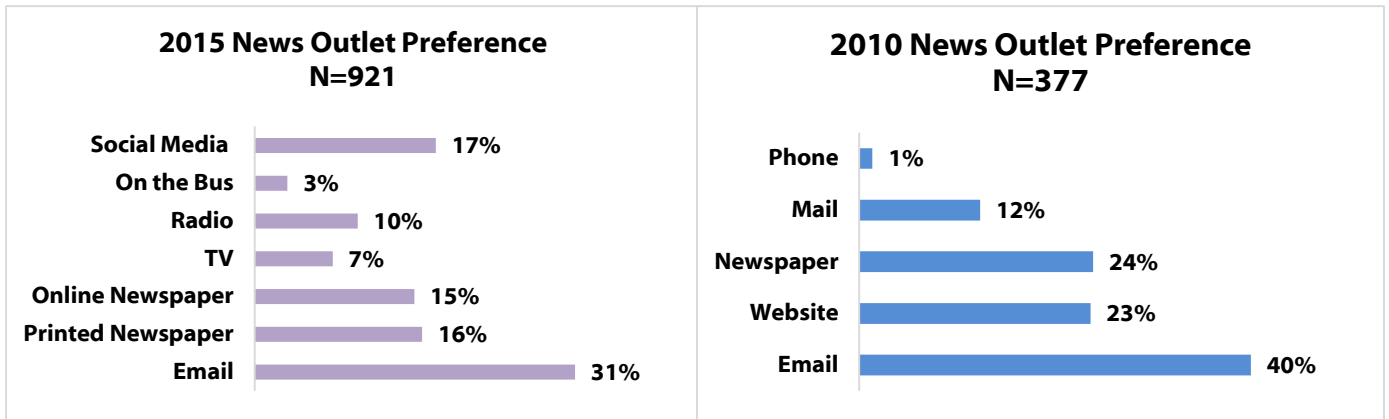
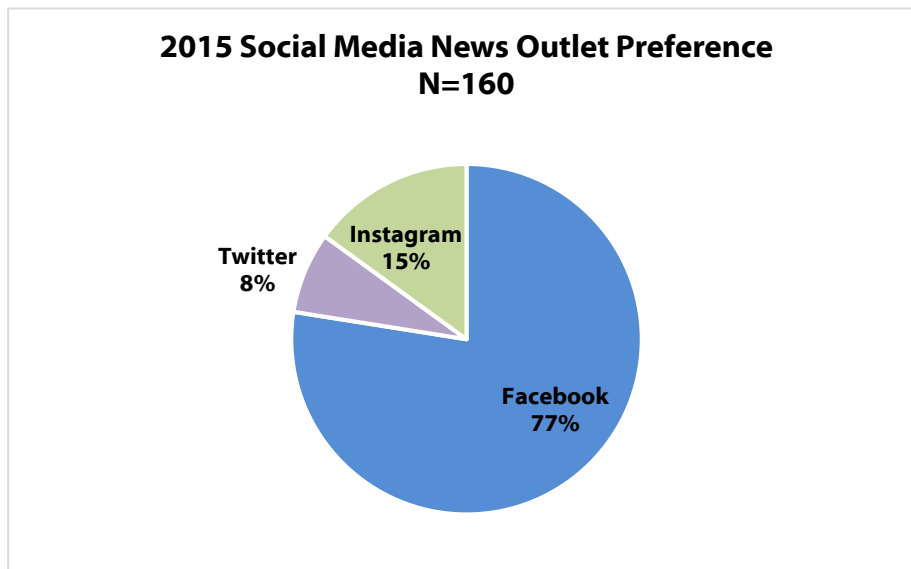


Figure 5: 2015 vs. 2010 News Outlet Preference. Source: 2016 PPP Survey, 2015 ATP Survey, Hardcopy Brochure

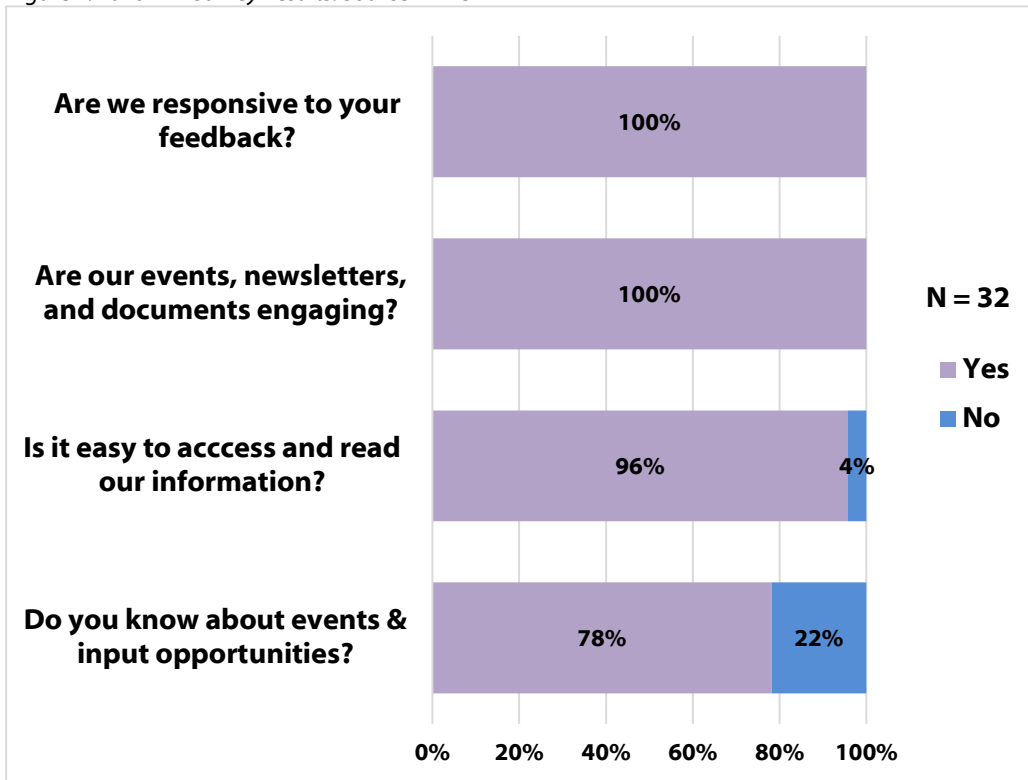
Social media was an emerging outreach tool in 2010, thus TMPO does not have data related to social media preference from that period. In 2015, social media is a major player in connecting with the public, with 17% of the Region using social media for input opportunities. TMPO asked respondents to tell us which social media news outlets they most prefer (see Figure 6).

Figure 6: 2015 Social Media Preferences. Source: 2015 ATP Survey & Hardcopy Brochure



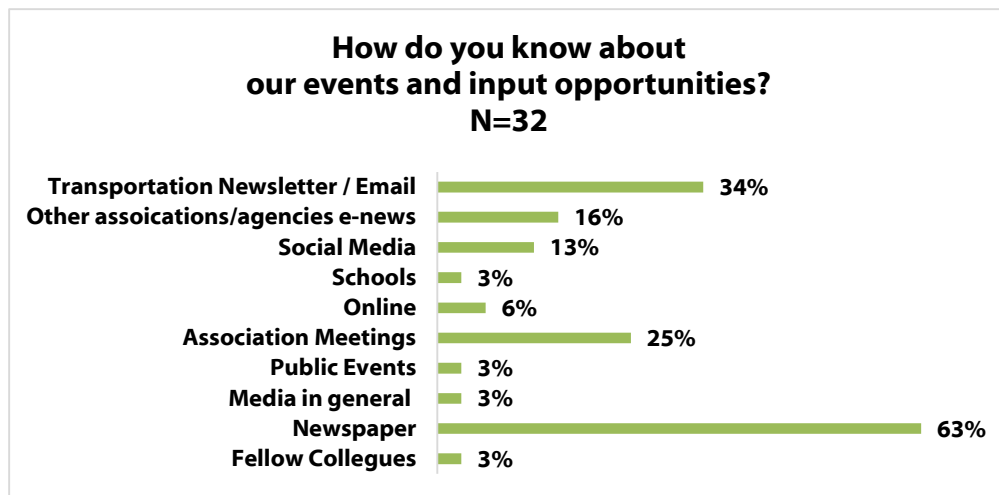
To help identify if TMPO is successfully meeting our goals by following our guiding principles described in *Section 1.1*, TMPO sought feedback from agency stakeholders and the community. A short survey was provided at association meetings, and public hearings. The survey will continue to be provided at upcoming workshops and online. Figure 7 illustrates what we heard from 32 respondents. For a copy of the survey, see Appendix B.

Figure 7: 2016 PPP Survey Results. Source TMPO



The 2016 PPP survey was formatted as an open response to receive as wide an array of information as possible. This will help TMPO format questions in future surveys and investigate the use of many different outreach ideas. The first question asked respondents if they were aware of our events and input opportunities, and how. Figure 8 illustrates how respondents most commonly receive information. Similar to our 2010 and 2015 data, hardcopy and online newspapers, and email are most common.

Figure 8: Common Information Methods. Source: 2016 PPP Survey



Question two asked if it is easy to access and read TMPO's information. As Figure 7 shows, overwhelmingly respondents indicated yes.

**Suggestions for improvement include:**

- Always explain acronyms
- Use more readable font for document text
- Provide a one-step webpage ([www.linkingtahoe.org](http://www.linkingtahoe.org))
- Provide document summaries in "layman's terms"

Question three asked respondents if and how our documents, newsletters, and events could be more engaging. Respondents acknowledged TMPO's successful presentations, visually attractive materials, and informative educational series - *Tahoe Talks*.

**Suggestions for improvement include:**

- More advance warning for input opportunities
- More hardcopy mailers to residents
- Before and after project photos
- Tag onto existing meetings and do not make conflicting meetings
- More meetings on the North Shore
- Provide incentives for giving feedback, such as coupons to bike shops
- Give presentations to local Councils and Board of Supervisors
- Clearly underscore context for individual opportunities
- Utilize local jurisdictions online calendars



TMPO Fact Sheets

## THANK YOU!

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Thank you to all our partners, the public, and TRPA/TMPO staff who work together to engage the community. This collaborative effort increases our ability to reach a broad spectrum of residents, visitors, and commuters. TMPO continually seeks to improve outreach efforts through education, workshops, traditional and proactive methods. We hope to bring forward the vision that speaks to the community's needs and help our partners implement that vision through productive collaboration. If you have ideas for how we can improve and reach an even broader audience, let us know!



*2015 Transforming Tahoe Transportation: A Workshop on Completing our Streets.  
Photo: Alta Planning + Design*



## **Appendix A**

### Native American Tribal Government Consultation Memo

# **Native American Tribal Government Consultation Memo**

The Washoe Tribe and the Tahoe Regional Planning Agency are working together to produce this memo. Once a draft is complete it will be included in the Public Participation Plan, as Appendix A.

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# **Appendix B**

## TMPO Surveys

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## **2016 PUBLIC PARTICIPATION PLAN SURVEY HELP US CONDUCT EFFECTIVE OUTREACH!**

1. Do you know about transportation-related events and opportunities for input in advance? If so, how? If not, how can we better advertise?
2. Is it easy to access and read our information? Why or why not?
3. Are our events, newsletters, and documents engaging? Why or why not?
4. How can we make our outreach more engaging?
5. Are we responsive to your feedback and do you feel your opinion counts? Why or why not?



## 2015 Active Transportation Plan Survey

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

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

### **SECTION 1: TELL US ABOUT YOU**

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

1. **Which of the following best describes your residency in the Lake Tahoe Region?**
  - a) Full-time Resident
  - b) Seasonal Resident
  - c) Commuter ( I work in the Region but live outside of the Region)
  - d) Visitor: Please indicate an estimated number of times you visit Lake Tahoe in one year: \_\_\_\_\_
  
2. **Home Zip Code:** \_\_\_\_\_
  
3. **If you are a visitor to Lake Tahoe, do you use public transit when located at your primary residence?**
  - a) Yes
  - b) No
  
4. **Which of the following describes the different methods you use to get around when in the Lake Tahoe Region? (Circle all that apply)**
  - a) I ride my bike
  - b) I walk
  - c) I take public transportation
  - d) I drive a car
  - e) Other \_\_\_\_\_
  
5. **How do you typically conduct the majority of your daily travel needs in the Lake Tahoe Region? (Circle only one)**
  - a) On foot
  - b) On bike
  - c) By public transportation
  - d) In my car

e) Other: \_\_\_\_\_

6. **How would you prefer to conduct the majority of your daily travel needs in the Tahoe Region?** *(Circle one)*

- a) On foot
- b) On bike
- c) By public transportation
- d) In my car
- e) Other: \_\_\_\_\_

7. **If you ride a bike, what kind of bicyclist do you consider yourself most of the time?** *(Circle one)*

- a) Recreation (I mostly bike for fun and/or exercise)
- b) Commuter (I mostly bike to get to places like work, school, or shopping)
- c) Competitive Cyclist (I mostly bike for training in competitions)
- d) Mountain Biker (I mostly ride on mountain bike trails, but sometimes use the street network to get to my trail destination.
- e) I rarely ride a bike

8. **If you ride a bike, how often do you ride in the summer months?**

- a) Less than once a month
- b) More than once a month
- c) At least once a week
- d) At least once a day

9. **What is your age?**

- a) Under 18
- b) 19 - 24
- c) 25 - 34
- d) 35 - 44
- e) 45 - 54
- f) 55 – 64
- g) 65 or older

10. **What is your gender?**

- a) Female
- b) Male
- c) Other (please specify): \_\_\_\_\_

11. **Do you typically have a car available for your use?**

- a) Yes, I own/lease a car
- b) Yes, I have access to someone else's car
- c) Yes, I use car share
- d) I have only infrequent access to a car
- e) No, I do not have access to a car.

12. If you do not own a car, what are the reasons that you have chosen to not own a car? (circle all that apply)

- a) Unaffordable
- b) Convenience
- c) Biking, walking, and public transportation options meet my travel needs
- d) Concerned with environmental impact
- e) Other: \_\_\_\_\_

13. How many people live in your household (as a family unit)?

- a) 1 person
- b) 2 people
- c) 3 people
- d) 4 people
- e) 5 people
- f) 6 people or more

14. Do you typically bike with your children?

- a) Yes
- b) No
- c) I am not a parent

15. What is your total family income?

- a) Below \$20,000
- b) \$20,000 - \$30,000
- c) \$31,000 - \$40,000
- d) \$41,000 - \$50,000
- e) \$51,000 - \$75,000
- f) \$76,000 - \$100,000
- g) Above \$100,000

## **SECTION 2: YOUR MOST COMMON BIKE ROUTE**

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

16. Please provide information on the following questions:

- a) Explain your most commonly used bike route:

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

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

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

18. **Tell us why you feel comfortable in the location on your route that you chose as “most comfortable”:** *(Circle all that apply)*

- a) Low Traffic Volume
- b) Low Traffic Speeds
- c) Clear Signage
- d) Location feels protected from traffic
- e) There are many other bikers
- f) There is low user conflict (I am not afraid of running into other people or cars)
- g) Pavement is in good condition
- h) Other: \_\_\_\_\_

19. **Tell us why you feel the location on your route that you chose as “most in need of improvements” is in need of improvements:** *(Circle all that apply)*

- a) High Traffic volume
- b) High Traffic Speeds
- c) No signage, unsure of best route to take
- d) The location does not feel protected from traffic
- e) No other bikers in the area, making it feel unsafe
- f) High level of user conflict (I am afraid I will hit another person or cars)
- g) Poor pavement condition
- h) Other: \_\_\_\_\_

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

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



- a) Very comfortable, I do it all the time.
- b) Moderately comfortable, depends on various factors
- c) Not comfortable, I never do this and instead act as a pedestrian and use the crosswalk

### **SECTION 3: LAKE TAHOE REGION INTERSECTIONS**

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

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

\_\_\_\_\_

23. Please identify a signalized intersection that you feel functions well for crossing as a pedestrian:

\_\_\_\_\_

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

- a) I feel safe crossing
- b) It does not take a long time to cross the street (distance is short)
- c) I don't have to wait a long time to cross the street (wait time is short)
- d) Intersection has a crosswalk (and it's clear where to walk)
- e) Low vehicle volumes
- f) Low Vehicle speeds
- g) Large waiting area
- h) Other: \_\_\_\_\_

25. Please identify a signalized intersection that you feel is in need of improvements to cross as a pedestrian: \_\_\_\_\_

26. Why do you consider the intersection that you listed in the question above in need of improvements? (Check all that apply)

- a) I do not feel safe
- b) It takes too long to cross the street (distance is long)
- c) I have to wait a long time before I can cross the street (wait time is long)
- d) Intersection does NOT have a crosswalk (it's not apparent where to cross)
- e) High vehicle volumes
- f) High vehicle speeds
- g) Small or no waiting area
- h) Other: \_\_\_\_\_

27. Please identify an unsignalized intersection that you feel is in need of improvements to cross as a pedestrian: \_\_\_\_\_

28. **Why do you consider the intersection that you listed in the question above in need of improvements?** *(Check all that apply)*

- a) I do not feel safe
- b) It takes too long to cross the street (distance is long)
- c) I have to wait a long time before I can cross the street (wait time is long)
- d) Intersection does NOT have a crosswalk (it's not apparent where to cross)
- e) High vehicle volumes
- f) High vehicle speeds
- g) Small or no waiting area
- h) Other: \_\_\_\_\_

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

---

### **SECTION 4: TRANSIT & BIKES**

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

- a) No
- b) Yes

31. **When using your bike in combination with taking public transportation, what is your most common route?**

- a) South Shore Services Route 50
- b) South Shore Services Route 53
- c) South Shore Services Route 23
- d) TART Mainline
- e) TART HWY 89
- f) TART HWY 267
- g) Other or Combination of Routes: \_\_\_\_\_

32. **How often does the bus have rack space available for your bike?**

- a) Always
- b) Often
- c) Seldom
- d) Never
- e) I don't know

33. **Does a well-designed (*your bike is safe and stable*) bike parking rack exist at your most used bus stop?**

- a) Yes
- b) No
- c) I don't know

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

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35. Do you leave your bike locked in the bike parking or other available structure at the bus stop?

- a) Yes
- b) No

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

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37. What type of bike parking would make you feel safe leaving your bike while you are away?

- a) Lightning Bolt
- b) U-Shaped
- c) Bike Lockers
- d) Covered Bike Corral
- e) Any of the above
- f) I would not leave my bike at the bus stop
- g) Other: \_\_\_\_\_



## SECTION 5: COLLISIONS

38. Have you experienced a collision between a vehicle and a non-motorized user (where you were either the bicyclist, pedestrian, or the driver of the vehicle involved in the collision) in Lake Tahoe?

- a) Yes
- b) No

39. If you have experienced a collision in Lake Tahoe, was anyone involved in the collision injured or killed?

- a) Yes
- b) No

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

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

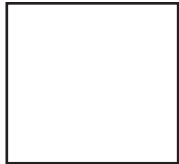
- a) Day
- b) Night

42. **If you have experienced a collision in Lake Tahoe, did you report the collision to the police department?**
- a) Yes
  - b) No
43. **If you have experienced a collision in Lake Tahoe, did it take place between 2010 – 2014?**
- a) Yes
  - b) No
44. **Name:** \_\_\_\_\_
- a) I prefer to stay anonymous
45. **Email:** \_\_\_\_\_
- a) Please sign me up for the Transportation Newsletter
  - b) I prefer to stay anonymous
46. **How would you prefer to learn about opportunities to provide input on bicycle, pedestrian, and other transportation issues? (Circle all that apply)**
- a) E-mail
  - b) Newspaper
    - Online newspaper
    - Printed newspaper
  - c) TV
  - d) Radio
  - e) Social Media
    - Facebook
    - Twitter
    - Instagram
    - Other \_\_\_\_\_
  - f) At existing groups in which I participate: \_\_\_\_\_
  - g) On the bus
  - h) Other: \_\_\_\_\_

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

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






Tahoe Regional Planning Agency  
Attn: Transportation Department  
P.O. Box 5310  
Stateline, NV 89449

Find out more about  
transportation at Lake Tahoe:  
[linkingtahoe.com](http://linkingtahoe.com)



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TRANSPORTATION  
IS TRANSFORMATION





## Get Involved

Did you know that 70 percent of pollutants impacting Tahoe's clarity are the result of transportation systems and developed area run-off? The transportation system of the past is not the one that will help us solve the problems of today. From highways, roundabouts, bridges, buses, bike trails, walking paths—all aspects of transportation represent an opportunity for transformation, and the potential to improve our lifestyles, environment, safety and economy.

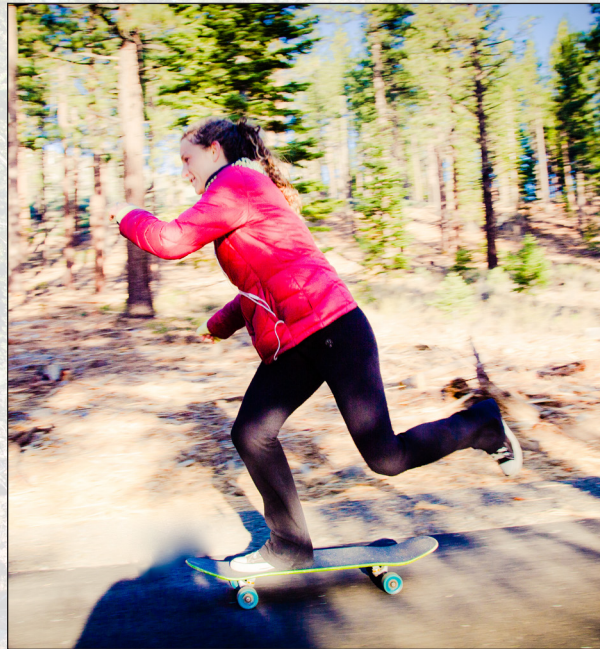
Tahoe Regional Planning Agency, Tahoe Metropolitan Planning Organization, and the Tahoe Transportation District are working with partners to envision, develop, and deliver a multi-benefit transportation system for the Lake Tahoe Region.

**Help be a part of the transformation.** We will be seeking input on:

- Biking and walking
- Transit
- Road corridor improvements
- Region-wide travel



## Accomplishments



### SINCE 2010, LAKE TAHOE AGENCIES HAVE:



Built over 30 miles of **bicycle and pedestrian facilities**



Constructed 18 **bus shelters** region-wide



Revitalized street corridors and created **new public spaces**



Treated over 80 miles of roadway with **water quality improvements**

Learn how you can help shape transportation projects that can transform your community at:

[linkingtahoe.com](http://linkingtahoe.com)

## Stay Informed

How do you prefer to learn about opportunities for input on bicycle, pedestrian, and other transportation issues? Check all that apply.

- Email
  - Online newspaper
  - Printed newspaper
  - TV
  - Radio
  - Social Media
    - Facebook
    - Twitter
    - Instagram
    - Other \_\_\_\_\_
  - On the bus
  - Other: \_\_\_\_\_
  - Please sign me up for the Transportation Electronic Newsletter.
  - I would like to request a personalized presentation for my group/organization.
  - I would like to know more about volunteer opportunities.
- Organization name: \_\_\_\_\_
- Contact name: \_\_\_\_\_
- Phone: \_\_\_\_\_
- Email: \_\_\_\_\_



**8. Through which methods would you be interested in learning about public participation opportunities for the RTP and/or FTIP?**  
 (check all that apply) 2010 Public Participation Plan Survey

		Response Percent	Response Count
Phone	<input type="checkbox"/>	2.5%	5
<b>Email</b>	<input checked="" type="checkbox"/>	<b>73.4%</b>	<b>149</b>
Website	<input checked="" type="checkbox"/>	43.3%	88
Newspaper	<input checked="" type="checkbox"/>	43.8%	89
Blog	<input type="checkbox"/>	4.4%	9
Mail	<input checked="" type="checkbox"/>	22.7%	46
Presentations to Service/Community Groups	<input checked="" type="checkbox"/>	24.6%	50
Community Meetings	<input checked="" type="checkbox"/>	37.9%	77
Other (please specify)	<input type="checkbox"/>	4.9%	10
		<b><i>answered question</i></b>	<b>203</b>
		<b><i>skipped question</i></b>	<b>70</b>

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