



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

03-City of South Lake Tahoe -01

Auto populated

Total ATP Funds Requested:

\$ 2,145

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

City of South Lake Tahoe

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

1180 Rufus Allen Blvd.

South Lake Tahoe

CA

96150

IMPLEMENTING AGENCY'S CONTACT PERSON:

Jim Marino

CONTACT PERSON'S TITLE:

Assistant Public Works Director

CONTACT PERSON'S PHONE NUMBER:

530-542.6027

CONTACT PERSON'S EMAIL ADDRESS :

jmarino@cityofslt.us



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.
(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

<input type="text"/>	<input type="text"/>	CA	<input type="text"/>
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? Yes No

Implementing Agency's Federal Caltrans MS number

Implementing Agency's State Caltrans MS number

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

PROJECT LOCATION: (Max of 250 Characters)



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 38.934344 /long. 119.977200

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>190</u>	Bicyclists	<u>150</u>
One Year Projection:	Pedestrians	<u>193</u>	Bicyclists	<u>218</u>
Five Year Projection:	Pedestrians	<u>204</u>	Bicyclists	<u>490</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No **CalEnvioScreen** Yes No

Student Meals Yes No **Local Criteria** Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 85.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 15.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve “transportation” uses? _____ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “*” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		1/4/16
* CEQA Environmental Clearance:	_____		9/2/16
* NEPA Environmental Clearance:	_____		10/7/16
CTC - PS&E Allocation:	_____		10/7/2016
CTC - Right of Way Allocation:	_____		10/7/2016
* Right of Way Clearance & Permits:	_____		2/3/17
Final/Stamped PS&E package:	_____		3/3/17
* CTC - Construction Allocation:	_____		3/3/2017
* Construction Complete:	_____		10/11/2017
* Submittal of “Final Report”	_____		3/3/2018



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$100	
ATP funds for PS&E:	\$179	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$1,866	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$2,145	

Local funds leveraging or matching the ATP funds: \$83

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP:

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: \$2,228

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: _____

Implementing Agency's Name: City of South Lake Tahoe

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

Table of Contents

Screening Criteria	Page: 2
Narrative Question #1	Page: 3
Narrative Question #2	Page: 24
Narrative Question #3	Page: 41
Narrative Question #4	Page: 47
Narrative Question #5	Page: 49
Narrative Question #6	Page: 53
Narrative Question #7	Page: 55
Narrative Question #8	Page: 56
Narrative Question #9	Page: 57



Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

No dollars are available to fund this Project in the City of South Lake Tahoe's (City) 2015 Municipal Budget. (See Attachment I-Screen1 for list of acronyms) General Fund expenditures are programmed at \$31.5 million and targeted to support core City services, such as Public Safety and Operations. Capital expenditures are also fully allocated for environmental improvement and aging recreation facility projects. No development fees or in-lieu mitigation fees are available to fund the Project. No other outside sources of funding have been identified. However, the City is seeking funds to leverage and support implementation; including \$83,000 in staff time and potentially \$65,000 of Joint Powers Authority (JPA) maintenance funds to be allocated in July 2015, provided no emergency maintenance needs occur during the current fiscal cycle. \$17,660 will be used from a Tahoe Regional Planning Agency (TRPA) On Our Way grant for a Topographic/Planimetric Survey.

2. Consistency with Regional Plan.

The project is listed as a Tier 1 Priority Project in the ***Lake Tahoe Regional Transportation Plan: Mobility 2035*** (RTP). The plan was adopted by the Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization (TMPO) Governing Boards December 12, 2012, pursuant to Government Code Section 65080 and is part of Lake Tahoe's approved Regional Plan. The RTP lists the Project as a Tier 1 or highest priority project. (Attachment I-Screen2/I-Q1C.1)

The project is also consistent with the documents shown in Attachment I-Screen2/I-Q1C.1.



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

- A. Describe the following:
Current and projected types and numbers/rates of users. (12 points max.)**

LSC Transportation Consultants manually collected bicycle and pedestrian count data along the project corridor November 2014. Because they were conducted in the off-season, counts were adjusted based on seasonal data from similar communities.

Table 1: Existing Estimated Average Corridor Bicyclists/Pedestrians

EXISTING	WEEKDAY ¹	MONTHLY ²	ANNUAL ²
Bicycle	150	2,200	26,000
Pedestrian	190	2,700	33,000
Total	340	4,900	59,000
¹ Based on peak period manual turning movement counts at Al Tahoe/US-50 and Al Tahoe/Johnson intersections, Thursday, November 6, 2014 (6:00-9:00am, 1:00-3:30pm, 4:00-7:00pm). Counts were adjusted to estimate average weekday bicycle and pedestrian volumes.			
² Monthly and annual counts extrapolated from weekday counts using average monthly counts from Boulder, CO; Carmel, IN; and Indianapolis, IN (similar socio-demographic information and population density and had relevant bicycle and pedestrian data).			

A more detailed breakdown of trip purpose was estimated by applying National Household Travel Survey (2009) derived ratios to existing count data. Depicted in Figures 1 and 2, this analysis shows the majority of bicycle and pedestrian trips are for social/recreational purposes with shopping and work comprising the next highest reasons.



Figure 1: Purpose of Existing Bicycle Trips

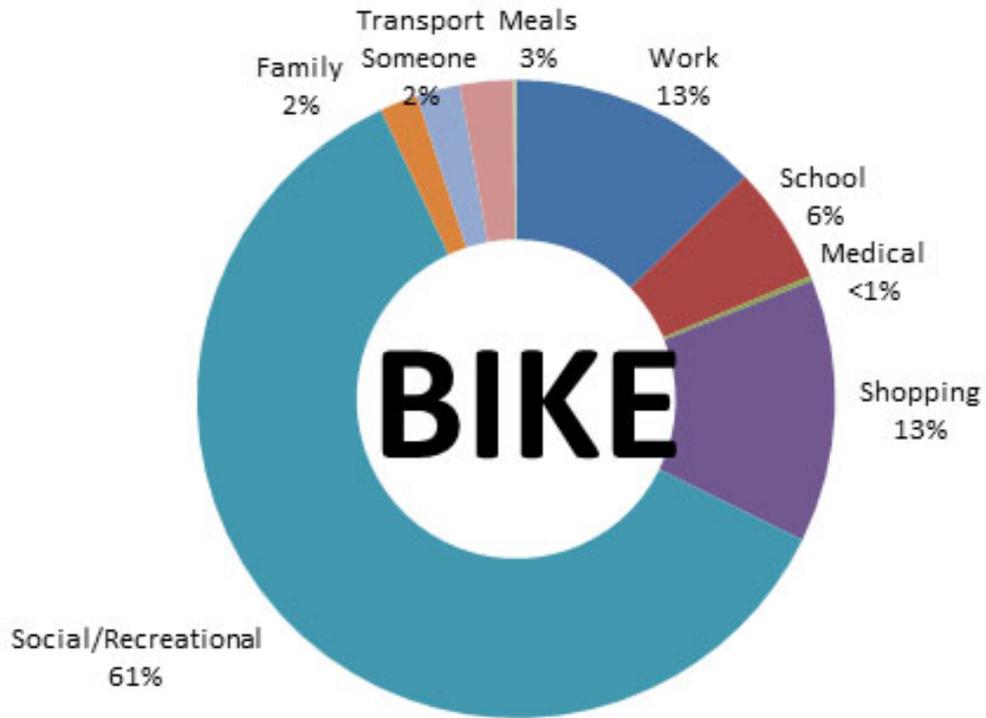
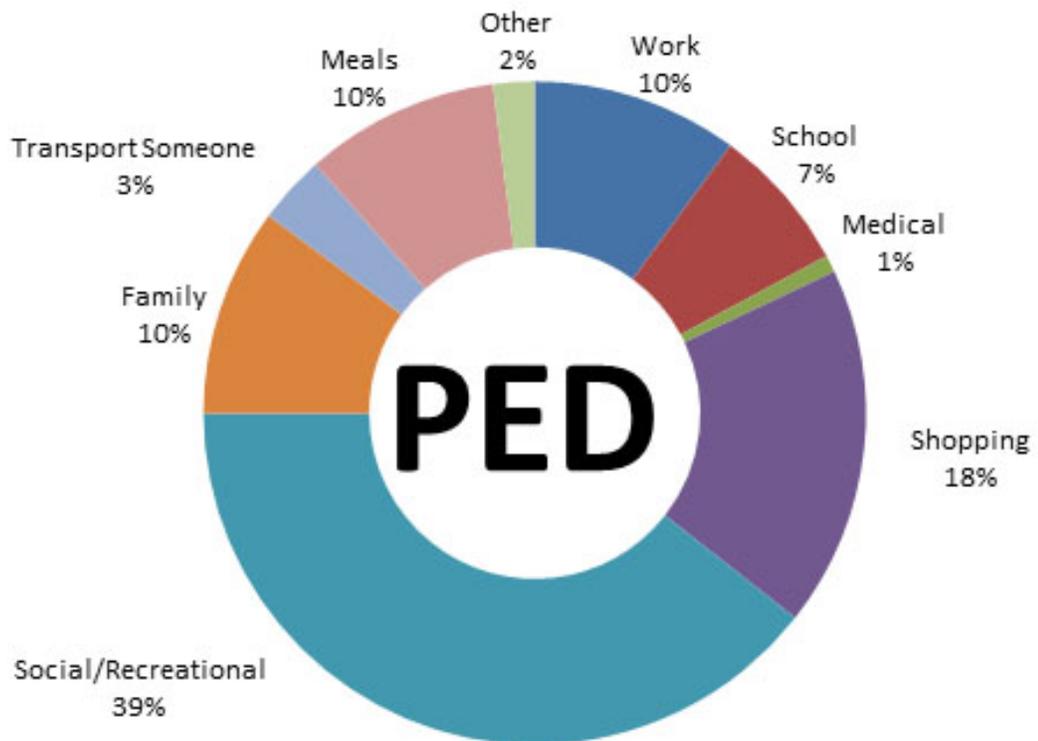


Figure 2: Purpose of Existing Pedestrian Trips





Annually, an estimated 59,000 cycling/walking trips occur along the corridor without any dedicated bicycle facilities or continuous sidewalk. **Following Project implementation, bicycle and pedestrian trips are projected to double to over 120,000 trips per year.**

Table 2: Five-Year Projections – Corridor Bicycling/Pedestrian Counts

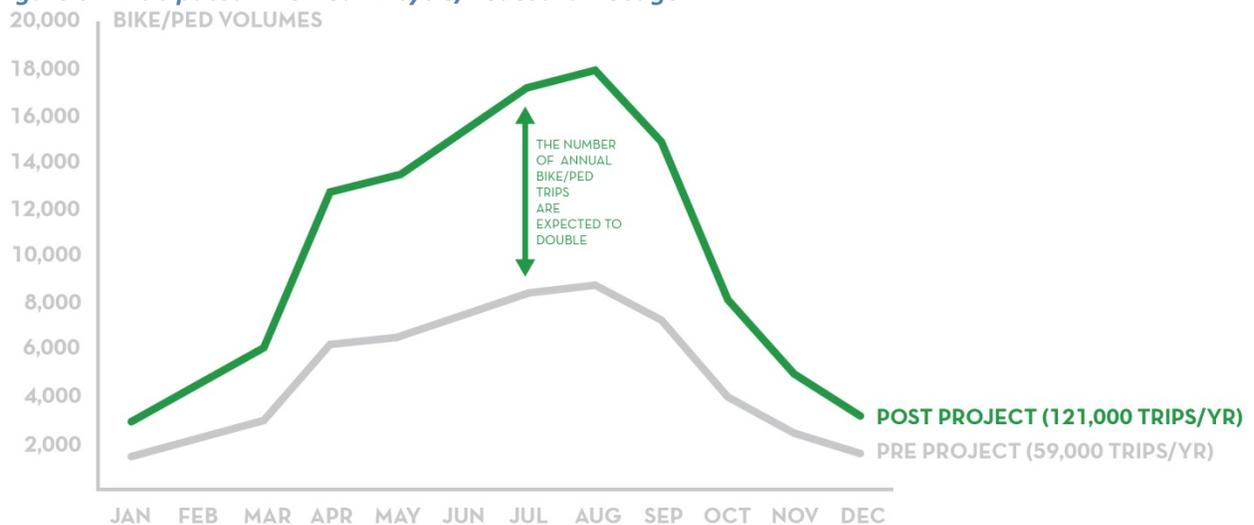
PROJECTED ¹	DAILY ²	MONTHLY	ANNUAL
Bicycle	490	7,000	85,000
Pedestrian	204	3,000	36,000
Total	340	4,900	121,000

¹ Projected bicycle and pedestrian counts based on the Tahoe Region Bicycle and Pedestrian Corridor Use Model which uses localized TAZ, TRPA TransCAD Model, bicycle and pedestrian count data to create calibration factors that adjust for the type of user, facility class, grade, continuity, maintenance, recreational value, congestion, and seasonality. Margin of error is ±25 percent for bicycle counts and ±35 percent for pedestrian counts. Reported daily, monthly, and annual counts show the most conservative values in that range.

² Projected daily counts are not directly comparable to existing weekday counts. Projected daily counts adjust for variations in weekday and weekend bicycle and pedestrian trips and seasonality.

After five years the number of active-transportation trips along the project corridor is estimated to increase from 59,000 to 121,000 trips per year (Figure 3). This equates to an increase from 150 to 490 bicycle trips per day and an increase from 190 to 204 walk trips per day.

Figure 3: Anticipated Five-Year Bicycle/Pedestrian Usage





The proposed Project will connect residences to Lake Tahoe Unified School District's (LTUSD) South Tahoe Middle School (Middle School), Bijou Community Park (Bijou Park), and Lake Tahoe Community College (Community College). Because of these destinations, the increase in active-transportation trips is anticipated to come from Middle School students, families with children and college students.

Attachment I-Q1A contains additional resources and references used to calculate the increased bicycle/pedestrian usage.

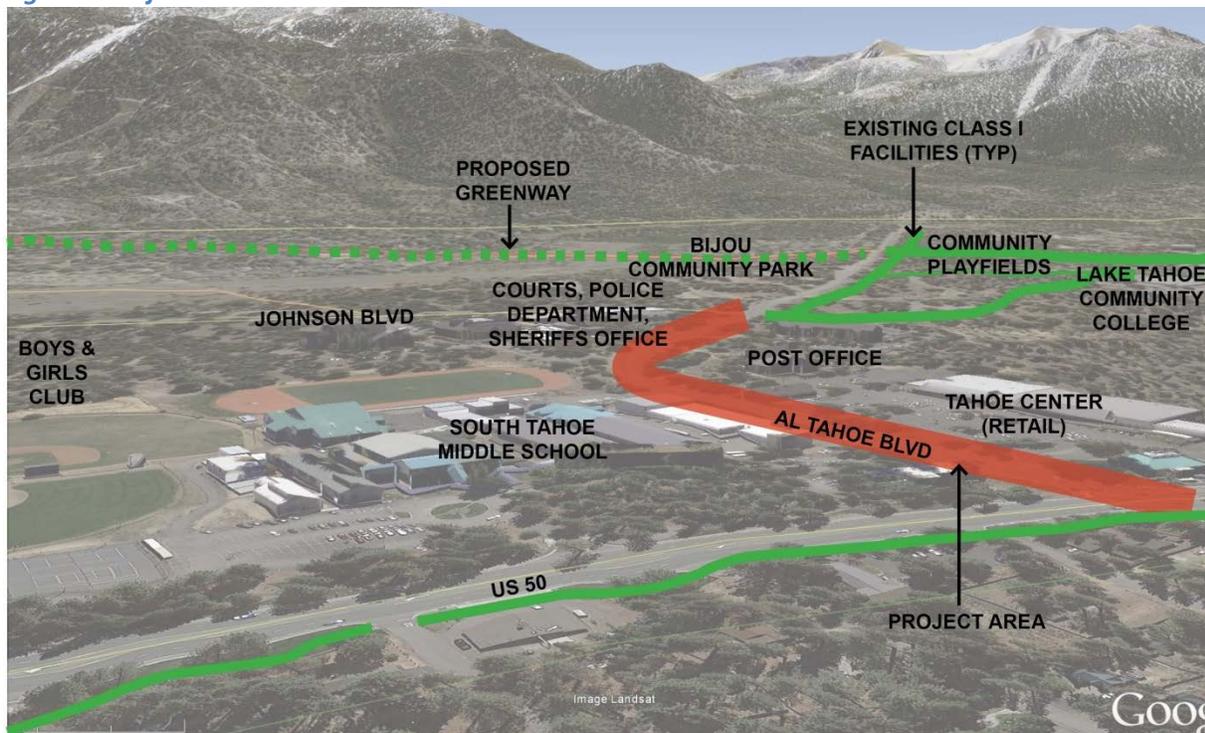


B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)

- a. creation of new routes
- b. removal of barrier to mobility
- c. closure of gaps
- d. other improvements to routes
- e. educates or encourages use of existing routes

Located in the center of town, the Project proposes to improve the safety of the end user by closing a critical gap in the Class I network that connects the adjacent Middle School and Boys and Girls Club facilities with after-school recreation destinations at Bijou Park and soon-to-be-completed Bike Park. Proposed Class I and Class II facilities link regional and local trail systems and directly connect to destinations such as the Community College and City and County Civic Facilities, such as Public Safety Stations, Courthouse, and Juvenile Facilities, located less than 1/2-mile from proposed improvements.

Figure 4: Adjacent Destinations





The Middle School Connectivity Plan effort conducted student, parent and community member surveys in the fall of 2014¹ to identify the area's top three active-transportation barriers. (ATTACHMENT I-Q1B.1) The majority of responses identified:

1. Lack of facilities (62%),
2. Traffic that was too fast or busy (54%), and
3. Intersections that were difficult to cross or too many driveway crossings (44%).

The Project proposes to mitigate the above barriers by modifying infrastructure that discourages walking and biking.

Gap Closure and Connectivity to Community Destinations

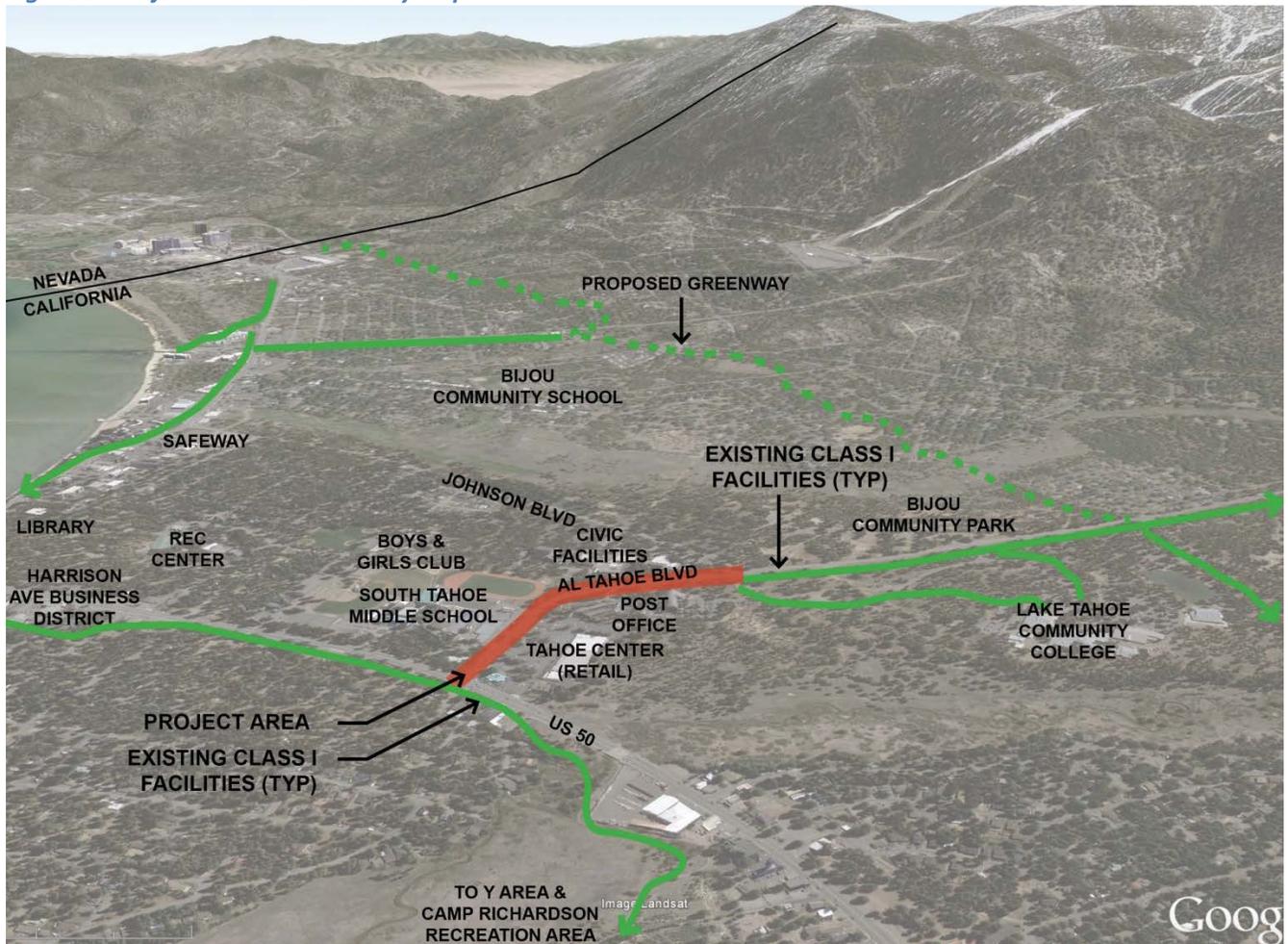
Gap Closure

The project area presents a significant gap in the City's active-transportation network. The proposed Class I path fills a gap between existing Class I paths just east and west of the project area, thus connecting mid-town commercial, business, civic and recreation areas and regional recreation destinations. Currently, Class I facilities dead-end at either end of the project area (Figure 5), forcing users to travel in the roadway and through adjacent parking lots to reach the Middle School and other destinations.

¹ Lake Tahoe Unified School District. *Draft South Tahoe Middle School Connectivity Plan Working Information*. 2015.



Figure 5: Project Fills Class I Facility Gap



Completing this segment of the Class I network encourages use of existing routes, provides a needed facility for students, families and others who feel less comfortable using bike lanes to access nearby educational, civic, commercial and recreational areas. The proposed Class II bike lanes provide similar gap closure and serve more confident, fast-moving cyclists.

Connectivity to Community Destinations

Located in the center of town the Project not only provides access to adjacent destinations, but intersection enhancements improve connectivity to other trail networks thus creating access to almost every major destination and neighborhood within the City as shown in Table 3 and Figures 6-8.



Table 3: Destinations Served by the Project

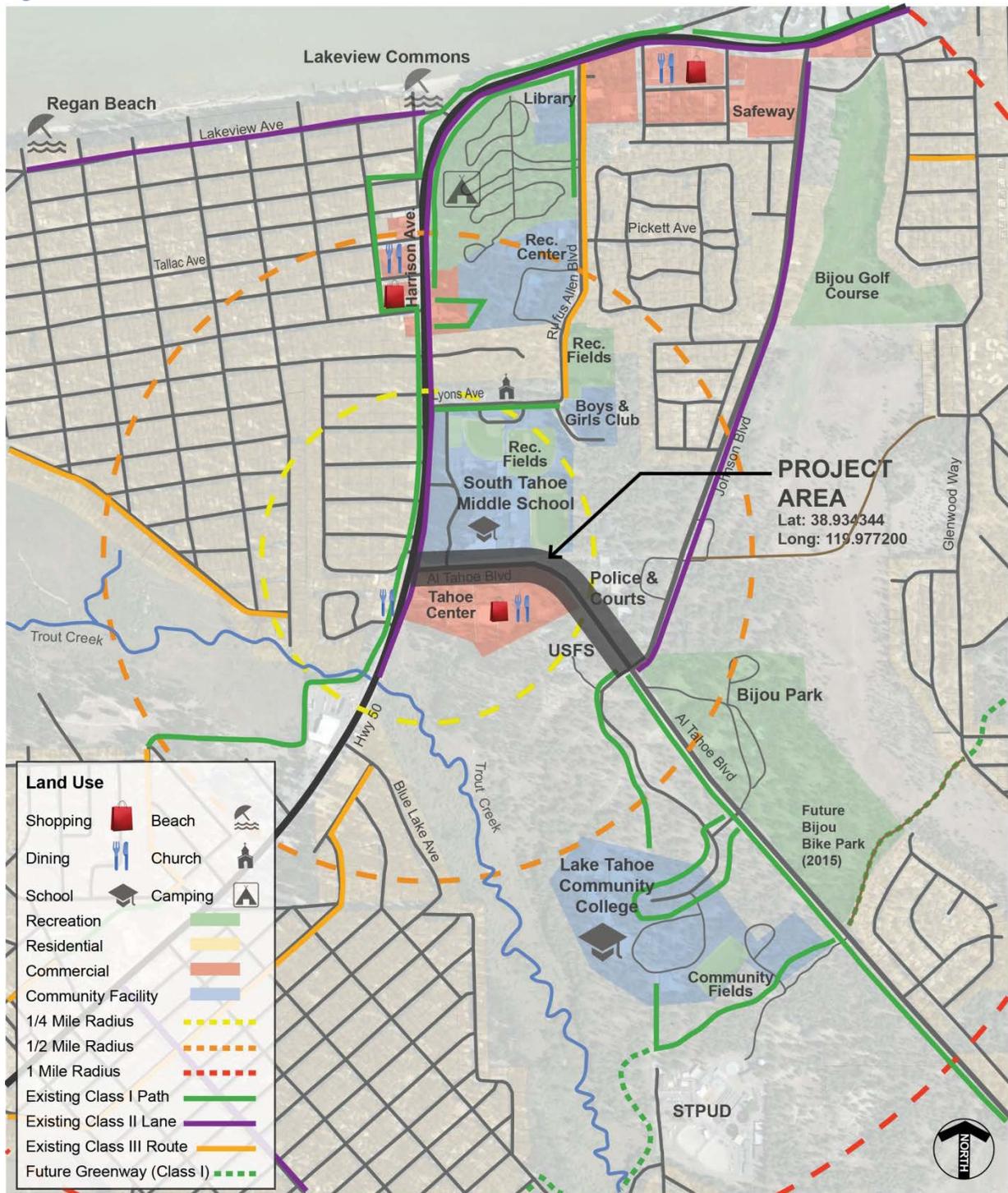
Category	Destinations within Immediate Project Area	Destinations within One-Mile ¹	Destinations within Two-Miles ¹	Destinations within Three-Miles ¹
Neighborhoods (population served)	<ul style="list-style-type: none"> ■ Al Tahoe <p>Total pop. 1,870</p>	<ul style="list-style-type: none"> ■ Pioneer Village ■ Bijou² ■ Sierra Tract² (part) ■ Highland Woods² (part) <p>Total pop. 2,478</p>	<ul style="list-style-type: none"> ■ Bijou^{1,2} ■ Sierra Tract² (all) ■ Highland Woods² (all) ■ Y Area² (part) ■ Tahoe Island Park (part) ■ Black Bart¹ <p>Total pop. 7,797</p>	<ul style="list-style-type: none"> ■ Stateline² ■ Heavenly Valley² ■ Tahoe Island Park (all) ■ Tahoe Island Drive ■ Gardner Mountain ■ Tahoe Valley ■ Y Area² (all) ■ Montgomery Estates <p>Total pop. 8,223</p>
Educational and Medical Institutions	<ul style="list-style-type: none"> ■ South Tahoe Middle School ■ Lake Tahoe Community College ■ Boys and Girls Club 		<ul style="list-style-type: none"> ■ Bijou Elementary School ■ Tahoe Valley Elementary School 	<ul style="list-style-type: none"> ■ Sierra House Elementary School ■ Barton Hospital and Medical Facilities
Civic and Transit Facilities	<ul style="list-style-type: none"> ■ Post Office ■ County Superior Court ■ SLT Police Department ■ Sheriff's Office ■ Blue Ridge School Juvenile Facility ■ County Veteran's Services 	<ul style="list-style-type: none"> ■ County Library 	<ul style="list-style-type: none"> ■ County Assessor's Office ■ DMV 	<ul style="list-style-type: none"> ■ City Offices ■ South Y Transit Center ■ Explore Tahoe – Stateline Transit Center



Category	Destinations within Immediate Project Area	Destinations within One-Mile ¹	Destinations within Two-Miles ¹	Destinations within Three-Miles ¹
Community, Recreational & Visitor Facilities	<ul style="list-style-type: none"> ■ Bijou Park ■ Future Greenway/Class I Regional Trail System Facility ■ City of SLT Class I Regional Trail System Facility 	<ul style="list-style-type: none"> ■ Community Playfields ■ Little League Fields ■ El Dorado Beach and Lakeview Commons ■ Campground by the Lake ■ Recreation Center & Ice Rink ■ Bijou Golf Course ■ Senior Center 	<ul style="list-style-type: none"> ■ Regan Beach ■ Timber Cove Marina 	<ul style="list-style-type: none"> ■ Bonanza Park ■ Ski Run Marina ■ Camp Richardson/Valhalla Class I Regional Trail System Facility ■ Van Sickle Bi-State Park
Commercial/Employment Centers	<ul style="list-style-type: none"> ■ Tahoe Center Shopping Center 	<ul style="list-style-type: none"> ■ Harrison Avenue Business District ■ Safeway Shopping Center ■ Swiss Chalet Shopping Center 	<ul style="list-style-type: none"> ■ Ski Run Blvd. Business District ■ 3rd Street/Tahoe Keys Business District ■ Grocery Outlet 	<ul style="list-style-type: none"> ■ South Y Business District ■ Heavenly Village Commercial Core ■ Raley's Shopping Center (Stateline & Y locations) ■ Pioneer Trail Business District
<p>¹Based on a GIS network analysis of Class I, II and III facilities, low-volume roads, and two commonly-used user trails.</p> <p>²Includes high density/affordable housing.</p>				



Figure 6: Destinations/Land Uses within 1/4-Mile to 1-Mile Radius



AL TAHOE BOULEVARD SAFETY AND MOBILITY ENHANCEMENT PROJECT

Bicycle and Pedestrian Trip Generators / Attractors

City of South Lake Tahoe, Tahoe Truckee Unified School District,
Tahoe Metropolitan Planning Organization, Tahoe Regional Planning Agency,

DESIGNWORKSHOP
Landscape Architecture, Land Planning, Urban Design, Tourism Planning



Figure 7: Destinations within a One-, Two-, and Three-Mile Radius

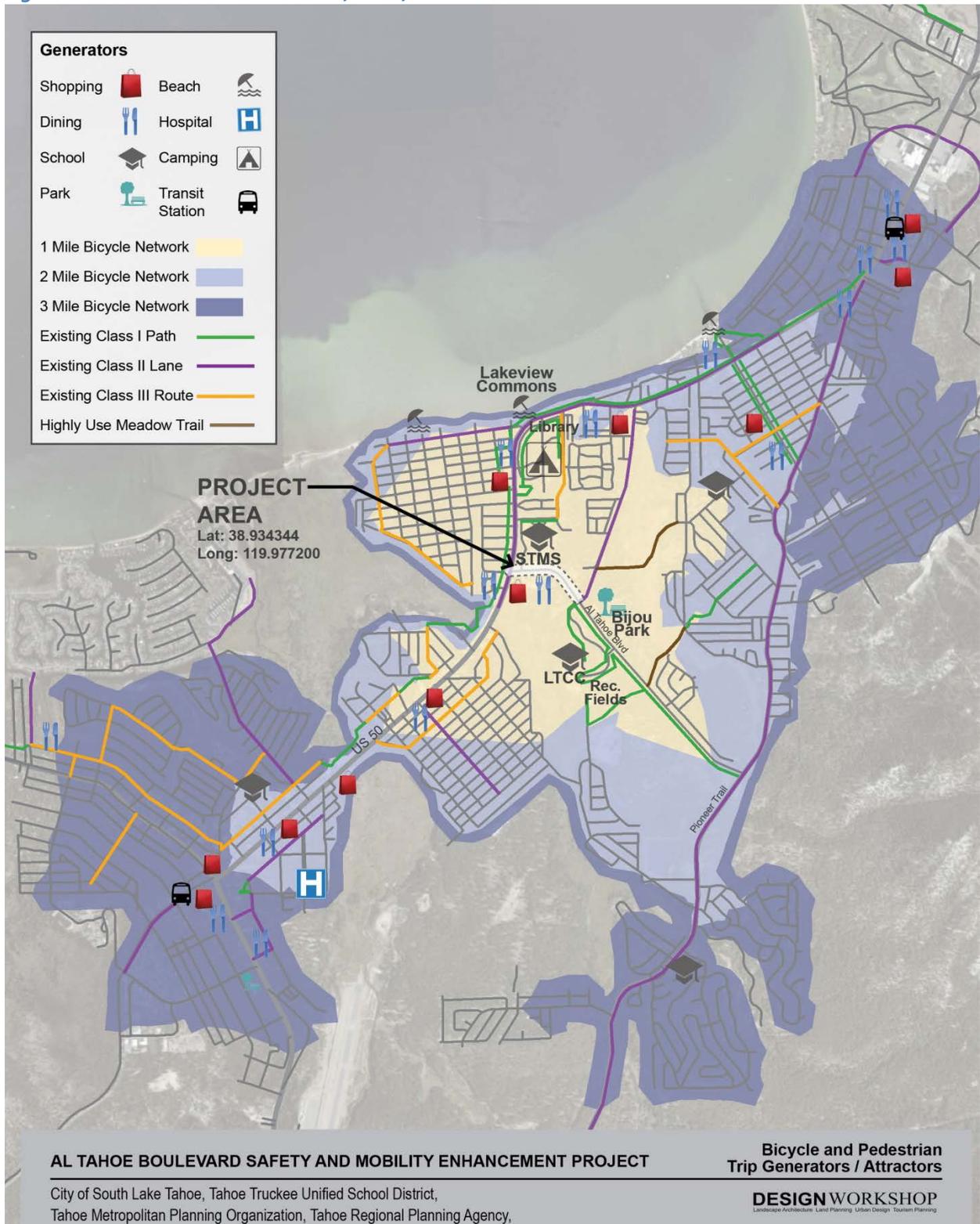
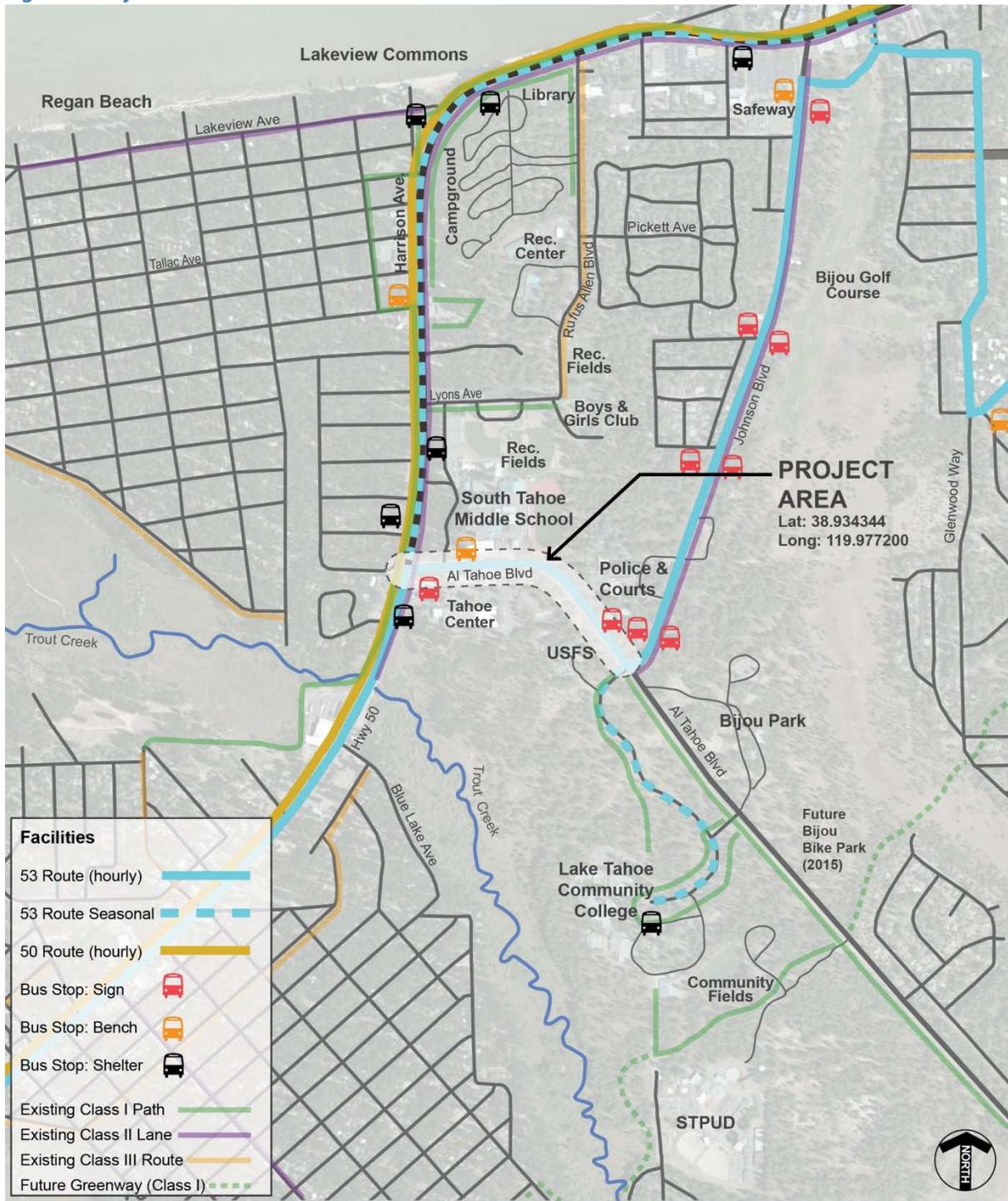




Figure 8: Adjacent Transit Facilities



AL TAHOE BOULEVARD SAFETY AND MOBILITY ENHANCEMENT PROJECT Existing Transit Routes and Stops

City of South Lake Tahoe, Tahoe Truckee Unified School District,
Tahoe Metropolitan Planning Organization, Tahoe Regional Planning Agency,

DESIGN WORKSHOP
Landscape Architecture, Land Planning, Urban Design, Tourism Planning

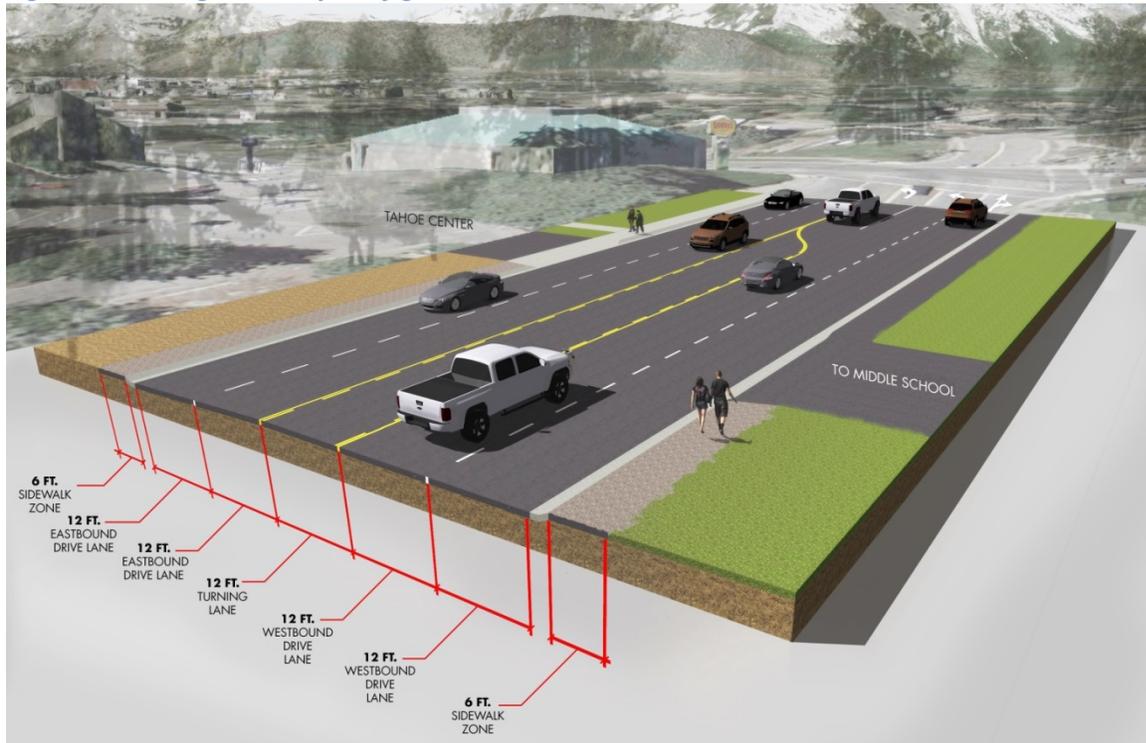


Barrier Removal

Traffic Speeds

The El Dorado County Sheriff's Office (EDSO) noted vehicular speeds often exceed the posted speed limit of 25MPH by as much as 10-15MPH next to the Middle School². During surveys and public meetings,³ many users identified excessive vehicular speed as a barrier. To minimize this barrier, calm traffic and increase bicycling and pedestrian safety, the Project proposes to reconfigure the existing five-lane road (four travel lanes with center turn lane) (Figure 9) into a three-lane road (two travel lanes with center turn lane) (Figure 10). Reducing travel lanes provides space for the Class I and Class II facilities without needing to purchase costly easements or property.

Figure 9: Existing Roadway Configuration

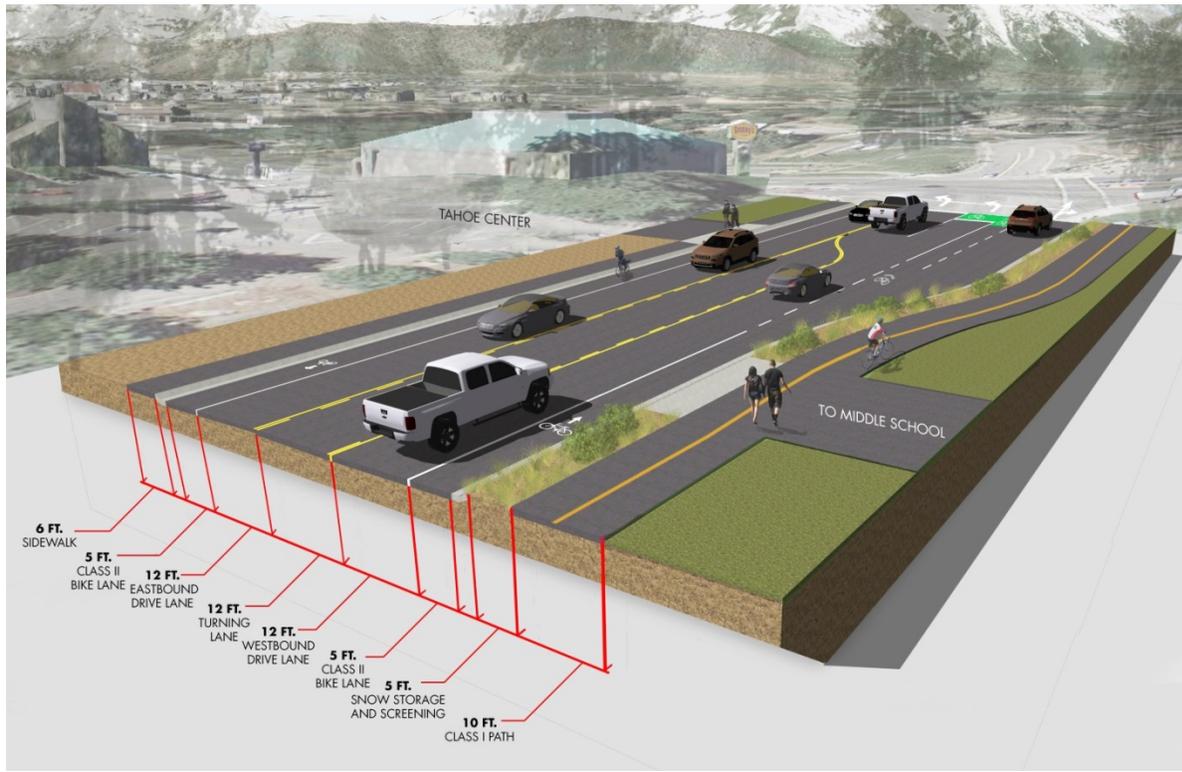


² El Dorado County Sheriff's Office Meeting. Lt. Underhill, Sgt. Seligsohn, Trevor Coolidge, Stephanie Grigsby. April 1, 2015.

³ Lake Tahoe Unified School District. *Draft South Tahoe Middle School Connectivity Plan Working Information*. 2015.



Figure 10: Proposed Lane Reconfigurations



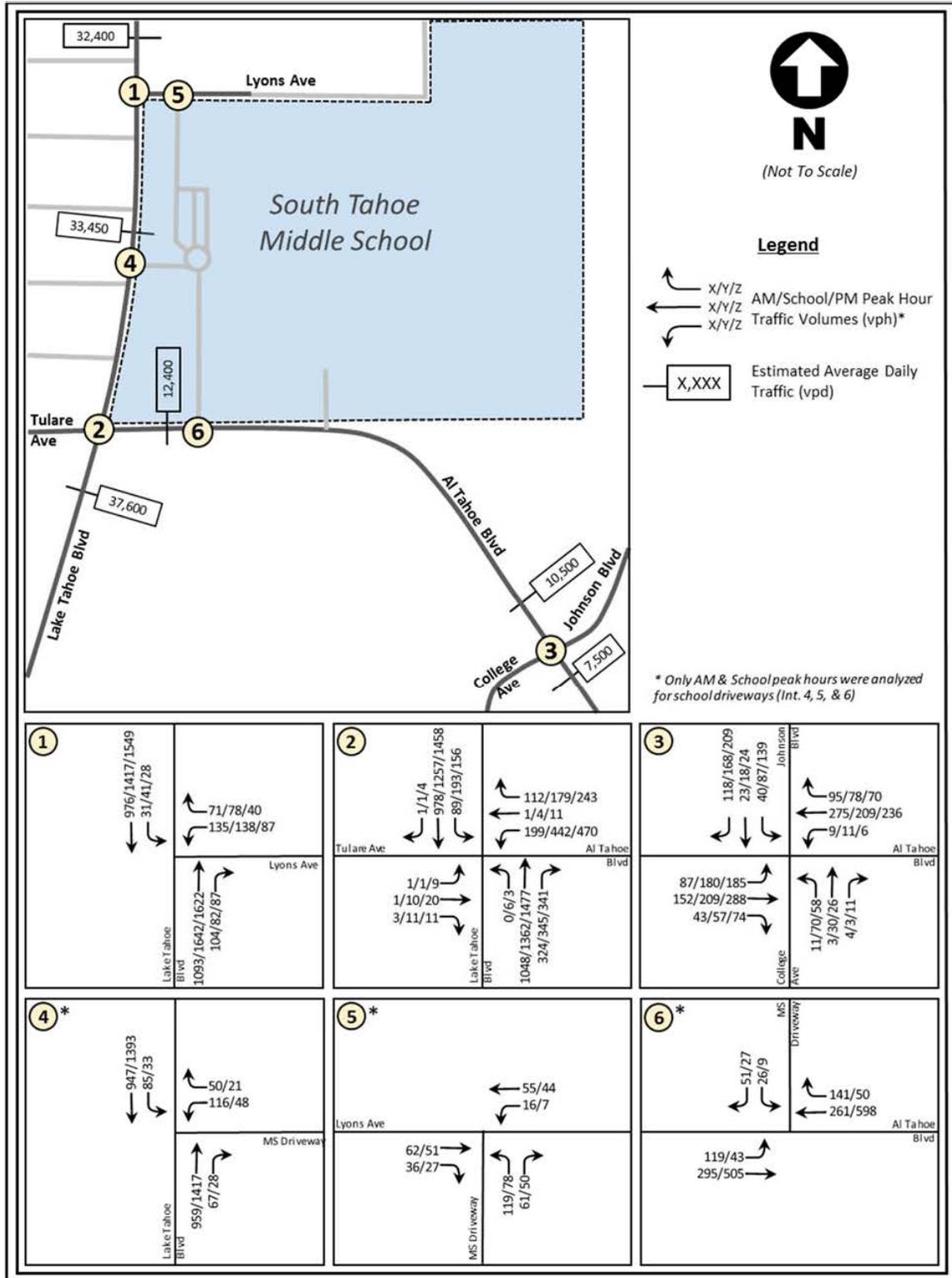
A preliminary traffic analysis (ATTACHMENT I-Q1B.2) supports the proposed reconfiguration's ability to accommodate existing traffic volumes.⁴ As of fall 2014, traffic counts indicate Al Tahoe has 12,400 vehicles per day (vpd) (Figure 11). Subscribing to Federal Highway Administration guidance⁵ and with City support, the daily volume along Al Tahoe Boulevard is within the "good" feasibility range for roadway "right-sizing" to support active-transportation.

⁴ Alta Planning + Design. *South Tahoe Middle School Connectivity Plan – Revised Traffic Analysis*. May 15, 2015.

⁵ http://safety.fhwa.dot.gov/road_diets/info_guide/ch3.cfm#s335



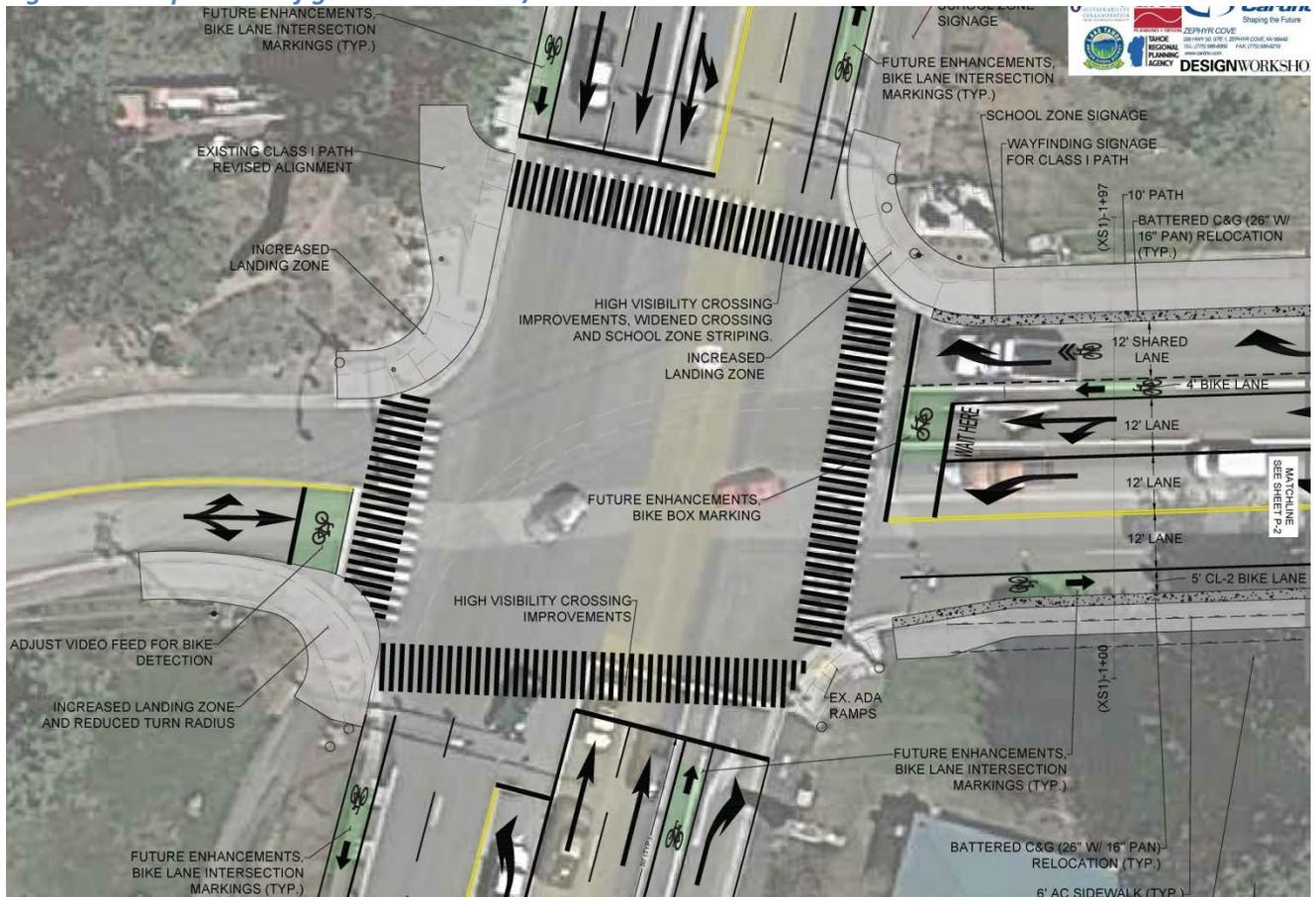
Figure 11: 2014 Estimated Average Daily Traffic





Stacking distances and existing turn-lanes (left, thru-left, and right-only) are maintained at the US-50/Al Tahoe intersection, minimizing level-of-service impacts (Figure 12).

Figure 12: Proposed Configuration at US-50/Al Tahoe



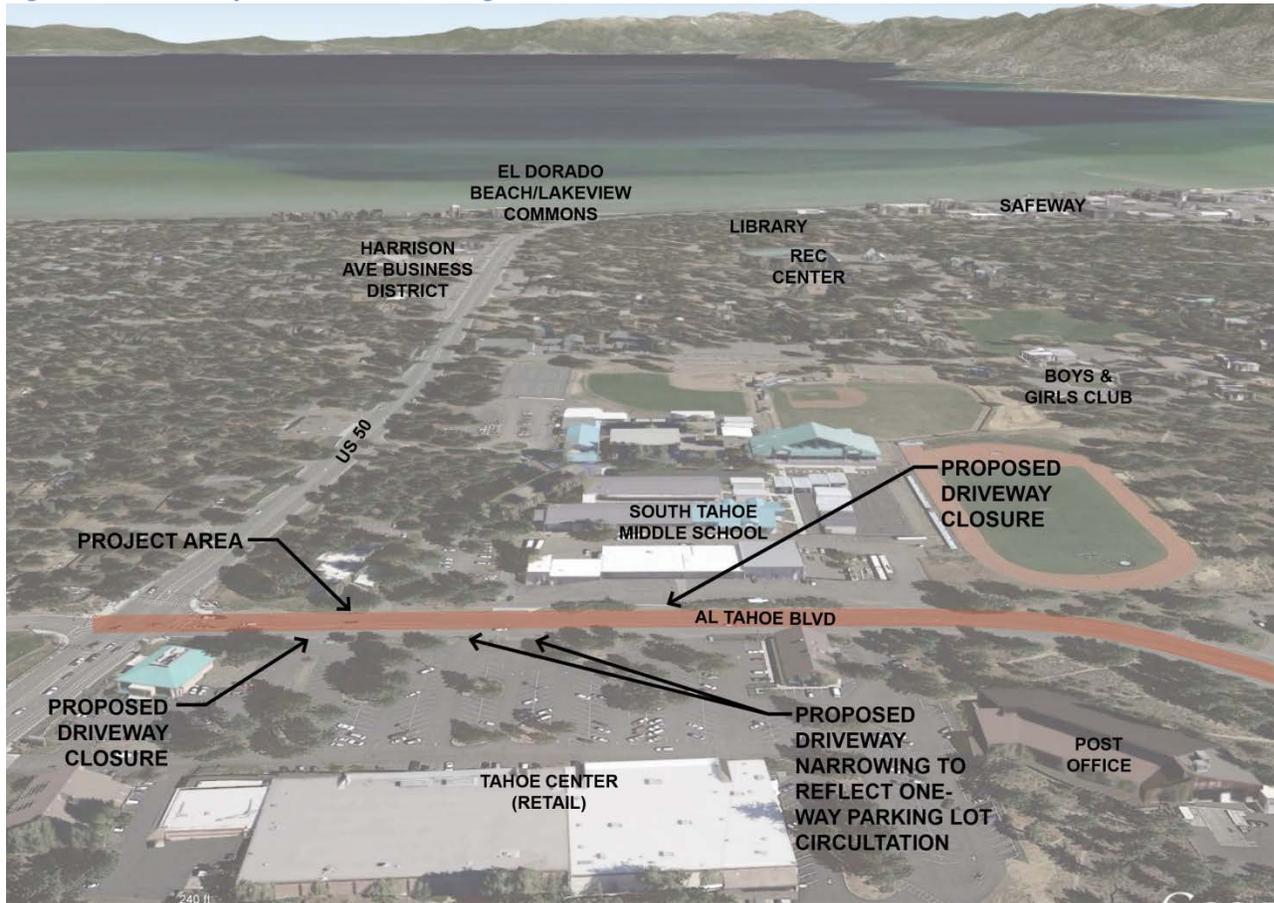
***Note: Some intersection design elements are still under consideration and analysis and may require alteration during final design.**

Conflict Zones

The proposed elimination of two redundant driveway connections (one Middle School bus transit facility driveway and one commercial area driveway) reduces conflicts (Figure 13). The width of the remaining oversized driveways will be reduced. Coordination and support for driveway width reductions and removals has occurred with property owners.



Figure 13: Driveway Closures/Narrowing



Intersections

The US-50/Al Tahoe intersection currently presents a significant barrier to cyclists and pedestrians. Marked crosswalks occur on only three of the four legs (a pedestrian exposure of 150 seconds). Turning left from Al Tahoe onto US-50 is difficult for road cyclists and small sidewalk staging areas discourage use. These concerns were captured during the Middle School Connectivity Plan analysis as well as in a larger regional survey recently completed as part of the *Linking Tahoe: Active Transportation Plan* update. The Project proposes crosswalk markings for the southern intersection leg, incorporates bike lane and bike box striping and expands staging areas to allow cyclists and pedestrians adequate queueing room before crossing the highway.



Increased Use of Existing Facilities

Currently, the school district discourages students from biking or walking to school because of the area's facility gap and barriers. The Project addresses those concerns and LTUSD has supported the proposed improvements to encourage students to walk and bike. The Project's active-transportation network connectivity will increase overall use of adjacent Class I and Class II facilities as users no longer have to seek out alternative routes to avoid barriers present in the project area.



C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The opportunity to directly benefit and increase safety for students, families and community members accessing the Middle School, Community College, Bijou Park and civic facilities and to provide regional interconnectivity for El Dorado County residents outside the City limits makes the Project an unfunded, high priority. Voters recently (2014) passed a \$55M bond (Measure F) to enhance college facilities, increasing the importance of providing (as proposed by the Project) all community members a safe, connected way to access this higher education opportunity without having to own or drive a vehicle.

Prioritization in City and Regional Documents

The Project implements City 2011 General Plan policies encouraging increased active-transportation by improving bicycle/pedestrian connections, traffic calming, safe access to schools, complete streets and overall street design. (ATTACHMENT I-Screen2/I-Q1C.1)

The South Lake Tahoe Parks, Trails and Recreation Master Plan identified trail development and bike/pedestrian crossings as Priority Capital Projects. This Project provides direct access to other City priority projects such as developing a Bike Park at Bijou Park and improving the existing Community Playfields.

The project is also a Tier 1 priority project in the adopted RTP and is included in the Regional Bicycle and Pedestrian Plan and Five-Year Environmental Improvement Program. (ATTACHMENT I-Screen2/I-Q1C.1)

The TMPO is engaging stakeholders in priority identification through the *Linking Tahoe: Active Transportation Plan* update and the Corridor Connection Planning process being conducted in partnership with TRPA/TMPO and Tahoe Transportation District (TTD). As of May 2015, a web-based survey of bicycle/pedestrian users indicates the AI Tahoe Corridor and intersection safety as priorities.



Prioritization within Project Area

The 2014/2015 study of the project area’s connectivity identified nine corridors with active-transportation improvement opportunities. These corridors and their corresponding alternatives were evaluated and ranked both by the community (ATTACHMENT I-Q1C.2) and by a Project Delivery Team (PDT). Almost 33 percent of respondents identified Al Tahoe Boulevard as their priority corridor for improvements (Figure 14) and an overwhelming majority (66 percent) of respondents ranked the proposed Project as their preferred project to move forward as an ATP grant application for environmental, design and implementation (Figure 15).

Figure 14: 2014/2015 Middle School Connectivity Plan Survey Results – Priority Project Corridor

What is your number one priority project and why is it most important to you?

Answered: 118 Skipped: 38

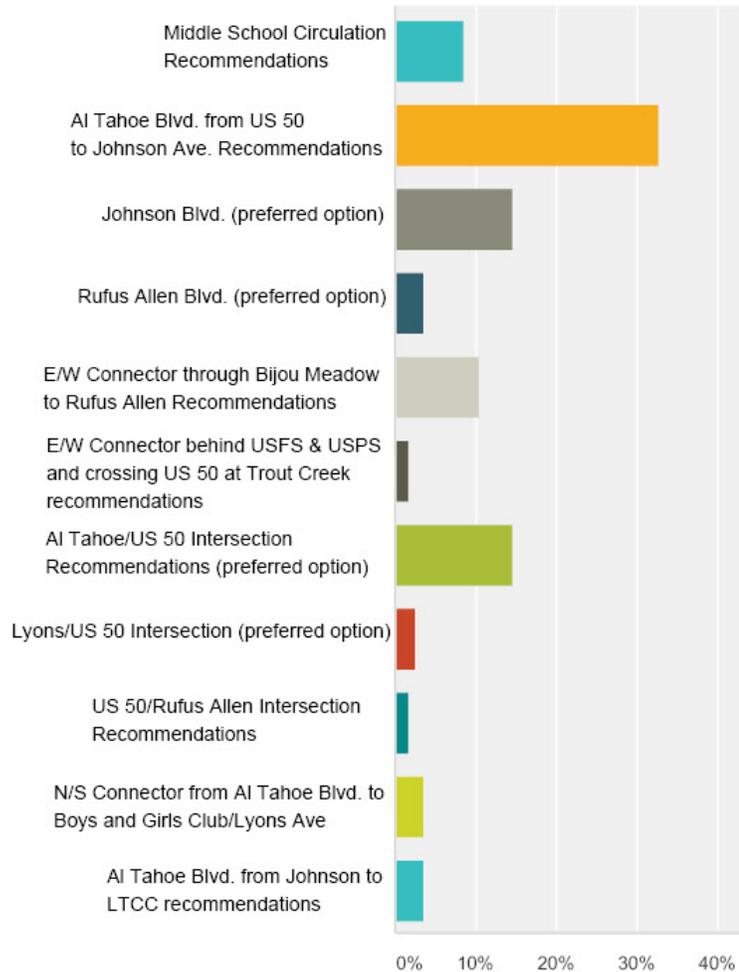
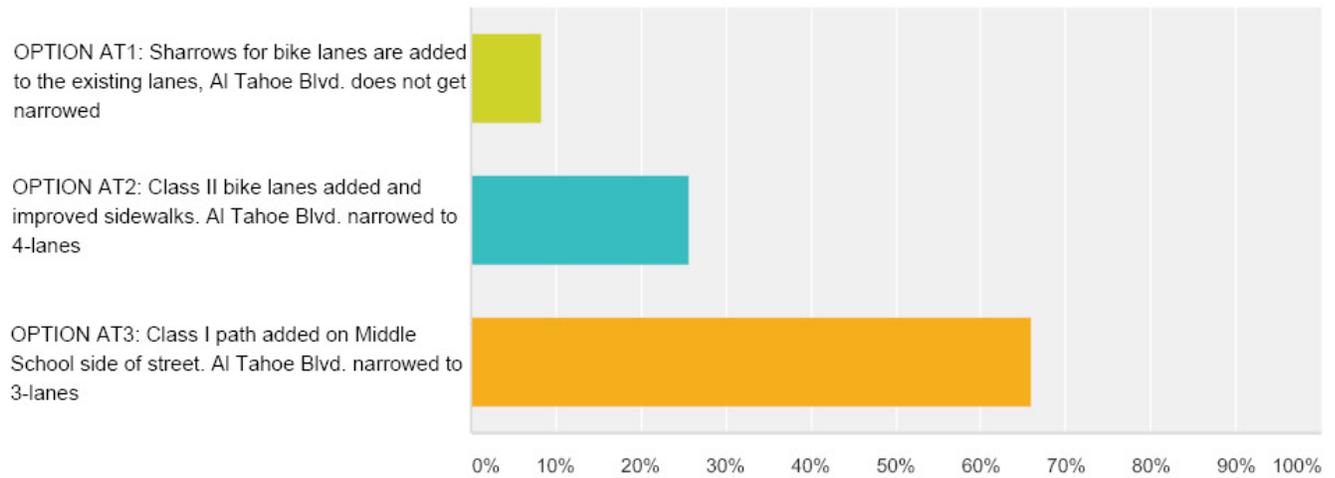




Figure 15: 2014/2015 Middle School Connectivity Plan Survey Results – Preferred Alternative
For AI Tahoe Boulevard from US 50 to Johnson Boulevard,
which is your most preferred alternative?

Answered: 144 Skipped: 8



The PDT (see page 41) reviewed and evaluated alternatives based on the following criteria which were scored in accordance with the ATP grant point system: (ATTACHMENT I-Q1C.3/I-Q6A)

- Feasibility
- Plan Consistency
- Safety
- Increased Walking/Biking
- Community Outreach
- Impacts to Traffic

The proposed Project ranked over 17 percent higher than the next highest project – a clear priority for connectivity enhancements for the City’s central area.



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

Statewide Integrated Traffic Reporting System (SWITRS) data for 2009-2013 reports four (4) pedestrian and bicycle collisions immediately within the project area and 27 within 1-mile. (Table 4 and Figure 16) After Project completion, trips may be diverted from those more dangerous routes to the project area.

Table 4: Project Area Non-Motorized Collisions

PRIMARY ROAD	SEC. ROAD	FEET FROM INT.	DIR. FROM INT.	DATE	TIME	PCF CATEGORY	PED. ACTION	PED. INJURED	BIC. INJURED
¹ Al Tahoe	College Dr.	150		1/2009	2:05 PM	Bike hit bus			1
Al Tahoe	US-50	1	S	7/2010	9:44 AM	Ped ROW	Crossing in crosswalk	1	
US-50	Al Tahoe	302	E	2/2009	5:37 PM	Improper passing			1
US-50	Bigler	18	W	6/2009	6:13 PM	Ped violation	Crossing not in crosswalk	1	
US-50	Blue Lake	204	W	7/2010	8:30 AM	Wrong side of road			1
US-50	Blue Lake	198	E	2/2008	2:16 AM	DUI	Not in road	1	
US-50	Brockway	400	E	8/2008	1:03 PM	Wrong side of road			1
US-50	Brockway	57	E	3/2010	10:19 PM	Other than driver	Crossing not in crosswalk	1	
US-50	Fairway	150	E	8/2010	1:51 PM	Improper turning			1



PRIMARY ROAD	SEC. ROAD	FEET FROM INT.	DIR. FROM INT.	DATE	TIME	PCF CATEGORY	PED. ACTION	PED. INJURED	BIC. INJURED
US-50	Fremont	190	E	10/2008	3:24 AM	Ped violation	In road/shoulder	1	
US-50	Johnson	0	E	8/2011	5:46 PM	-			1
US-50	Johnson	0	-	7/2012	2:54 PM	Unsafe speed			1
US-50	Link	232	E	10/2011	12:00 PM	Improper turning	Crossing not in crosswalk	1	
US-50	Lyons	0	-	6/2009	7:04 PM	Traffic signals/sign			1
US-50	Lyons	0	-	5/2012	2:05 PM	Traffic signals/sign			1
US-50	Reno	0	-	9/2010	2:14 PM	Auto ROW			1
US-50	Sierra	0	-	7/2010	1:47 PM	-			1
US-50	Sierra	3	W	10/2009	4:43 PM	Other hazardous violation	Crossing in crosswalk	1	
US-50	Takela	144	E	1/2012	3:19 PM	Other hazardous violation			1
US-50	Takela	500	W	9/2011	6:27 AM	Ped violation	Crossing not in crosswalk	1	
US-50	Tallac	100	E	6/2012	12:31 PM	Improper passing			1
US-50	Blue Lake	528	W	7/2010	12:59 PM	Unsafe lane change			1
US-50	Lakeview	0	-	10/2011	11:30 AM	Unsafe speed			1
Blackwood	Tamarack	0	-	6/2012	11:47 AM	-			1
Carson	Osborne	75	N	9/2009	11:45 PM	Unsafe speed	In road/shoulder	1	
Rubicon	US-50	0	-	9/2008	5:05 PM	Auto ROW			1
Sandy	Fremont	99	E	8/2008	4:08 PM	Auto ROW			1

¹ Per 4/24/2015 Conversation with Officer Jeff Gartner of CHP, bicyclist ran into a bus and fled scene.
 SWITRS information from 2009-2013
 PCF: Primary Collision Factor



Unreported Collisions

Under-reporting of collisions involving non-motorized users occurs in the City and has been discussed between local bicycle advocacy groups and law enforcement. Subsequently, law enforcement is currently implementing more comprehensive recording procedures than those used to develop the 2011-2014 citywide bicycle/pedestrian injuries shown in Table 5.⁶

The regional Active Transportation Plan update surveyed respondents regarding unreported collisions. Of the 506 respondents, eight percent identified being involved in a collision as a pedestrian or cyclist during 2010-2014 and only three percent of those respondents replied as reporting the incident⁷. These results support the reasoning that additional, unreported collisions likely occurred within the project area. Specifically, of respondents who indicated being in a non-reported collision, two occurred directly within the project area.

Table 5: Bicycle/Pedestrian Collisions within South Lake Tahoe, 2011-2014

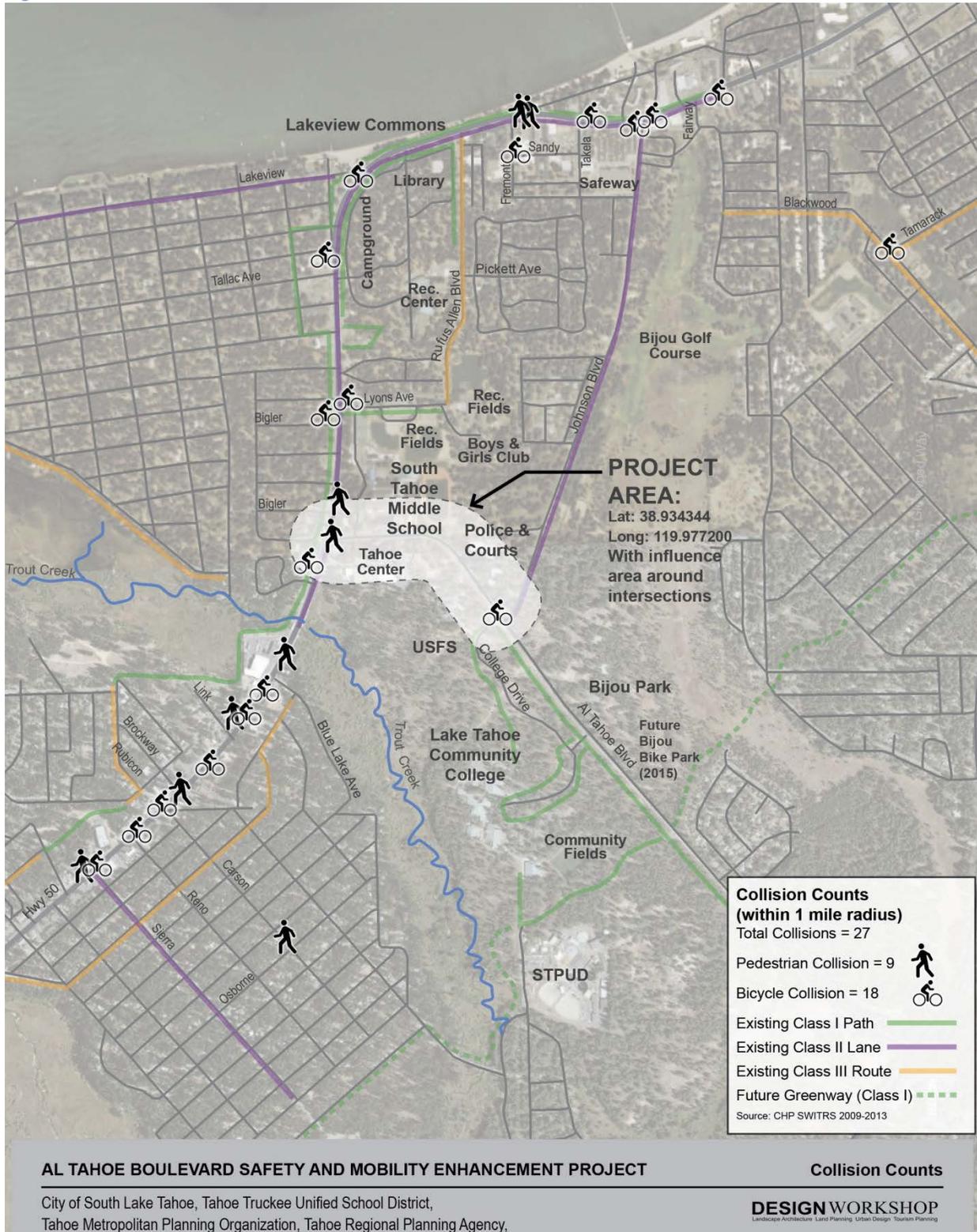
	2011	2012	2013	2014
INJURY COLLISIONS				
Bicycle	6	6	9	6
	(1 cyclist at-fault)	(4 cyclist at-fault)	(6 cyclist at-fault)	(3 cyclist at-fault)
Pedestrian	12	6	3	4
Total Injury Collisions	35	41	37	31
FATAL COLLISIONS				
Bicycle				
Pedestrian	4	2	1	1
Total Fatal Collisions	5	3	1	2
South Lake Tahoe Police Department bicycle and pedestrian injuries recorded within the city limits, 2011-2014				

⁶ SLTPD correspondence, January 29 2015.

⁷ TRPA. May 20, 2015. *Active Transportation Plan Interim Survey Report*.



Figure 16: Collisions





B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

Three (3) alternatives were analyzed to address project area issues. Alternative 1 created shared roadways by utilizing sharrows and added sidewalks and an additional crosswalk. Alternative 2 included a one (1) lane reduction, bike lanes, sidewalks and an additional crosswalk. The preferred alternative (Alternative 3) showed the greatest safety benefit to all users by providing countermeasures to safety issues as described below and was most supported by the Community. This alternative includes a two (2) lane reduction, a Class I path, bike lanes, a sidewalk and intersection improvements including an additional crosswalk, enlarged landing zones, bike boxes and intersection markings.

Table 6: Proposed Countermeasures

SAFETY HAZARDS	PROPOSED COUNTERMEASURES												
	LANE REDUCTION/ ROAD NARROWING	SCHOOL ZONE SIGNAGE	INCREASED ENFORCEMENT	SEPARATED PATH	BIKE LANES	BIKE BOXES	SIGNAL TIMING	BIKE SIGNAL DETECTION	CROSSWALK ADDITION	NARROWED DRIVEWAYS	ELIMINATED DRIVEWAYS	PED SIGNALS/PUSH BUTTONS & COUNTDOWNS	EMERGENCY-RESPONSE DETECTION SYSTEM
TRAFFIC SPEEDS	√	√	√	√									
CROSSING OUT OF ROW							√	√	√			√	
LACK OF VISIBILITY				√	√	√							
LACK OF FACILITIES				√	√		√	√	√			√	√
BICYCLISTS RIDING AGAINST TRAFFIC				√	√	√		√	√				
EXPOSURE IN CONFLICT ZONES	√					√			√	√	√	√	

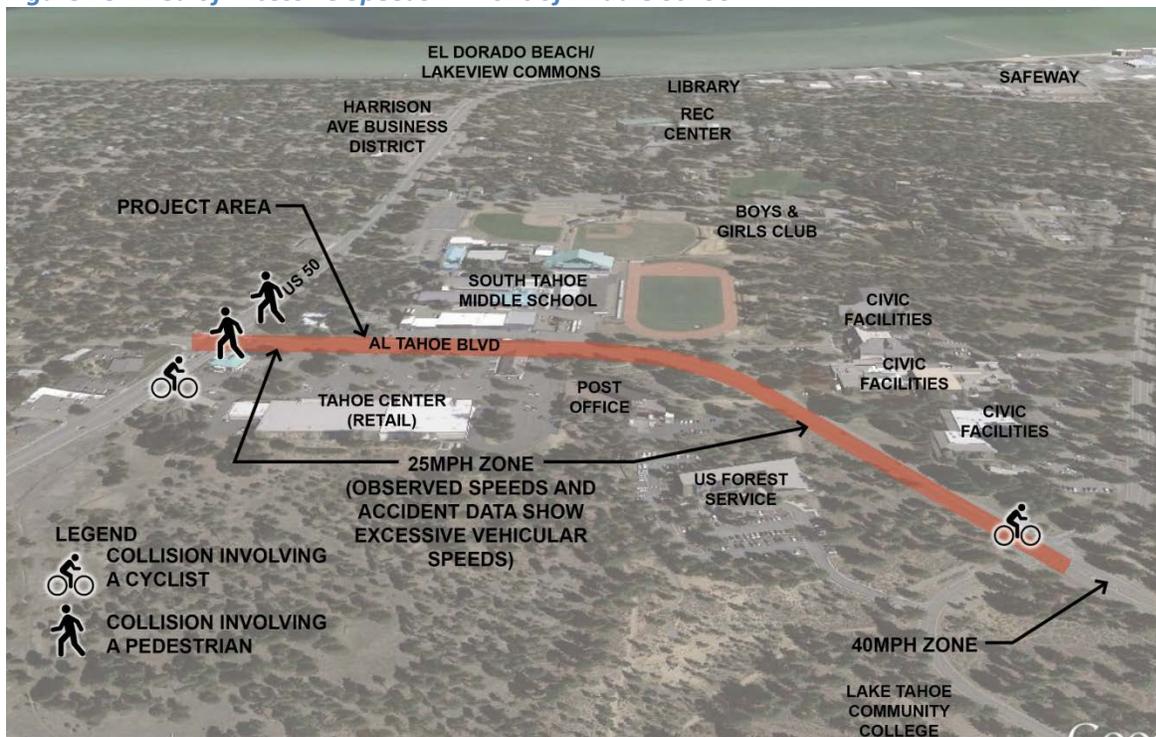


Reduce Traffic Speed

Current Condition

- Critical concern for Middle School student safety.
- Law enforcement noted the speeding issue along Al Tahoe⁸.
- 2009-2013 SWITRS collision data shows 33 percent of the area’s collisions are due to unsafe travel speeds.

Figure 18: Area of Excessive Speeds in Front of Middle School



⁸ El Dorado County Sheriff’s Office Meeting. Lt. Underhill, Sgt. Seligsohn, Trevor Coolidge, Stephanie Grigsby. April 1, 2015.



Proposed Countermeasures

- Reconfigure travel lanes from a five-lane roadway with no bicycle facilities to a three-lane roadway with Class II bike lanes and a Class I facility that closes the gap between Class I facilities at either end (Figure 5, page 9 and Figure 10, page 16) (Attachment E).
 - Metropolitan Transportation Commission (MTC)⁹ and the FHWA¹⁰ countermeasure for excessive speeds
 - Traffic analysis supports conversion (see page 16)
 - Road currently narrows from the five-lane configuration to two travel lanes east of the Johnson Boulevard intersection (Figure 19)
 - Reduced pedestrian crash risk when crossing a three-lane road compared to roads with four or more lanes¹¹
 - Lane reconfigurations lowered speeds by an average of 10% and reduced traffic crash rates by 37 percent¹²
- Use flashing school zone signage and increased enforcement.

⁹ <http://mtc.ca.gov/planning/bicyclespedestrians/safety/physical-crash.htm>

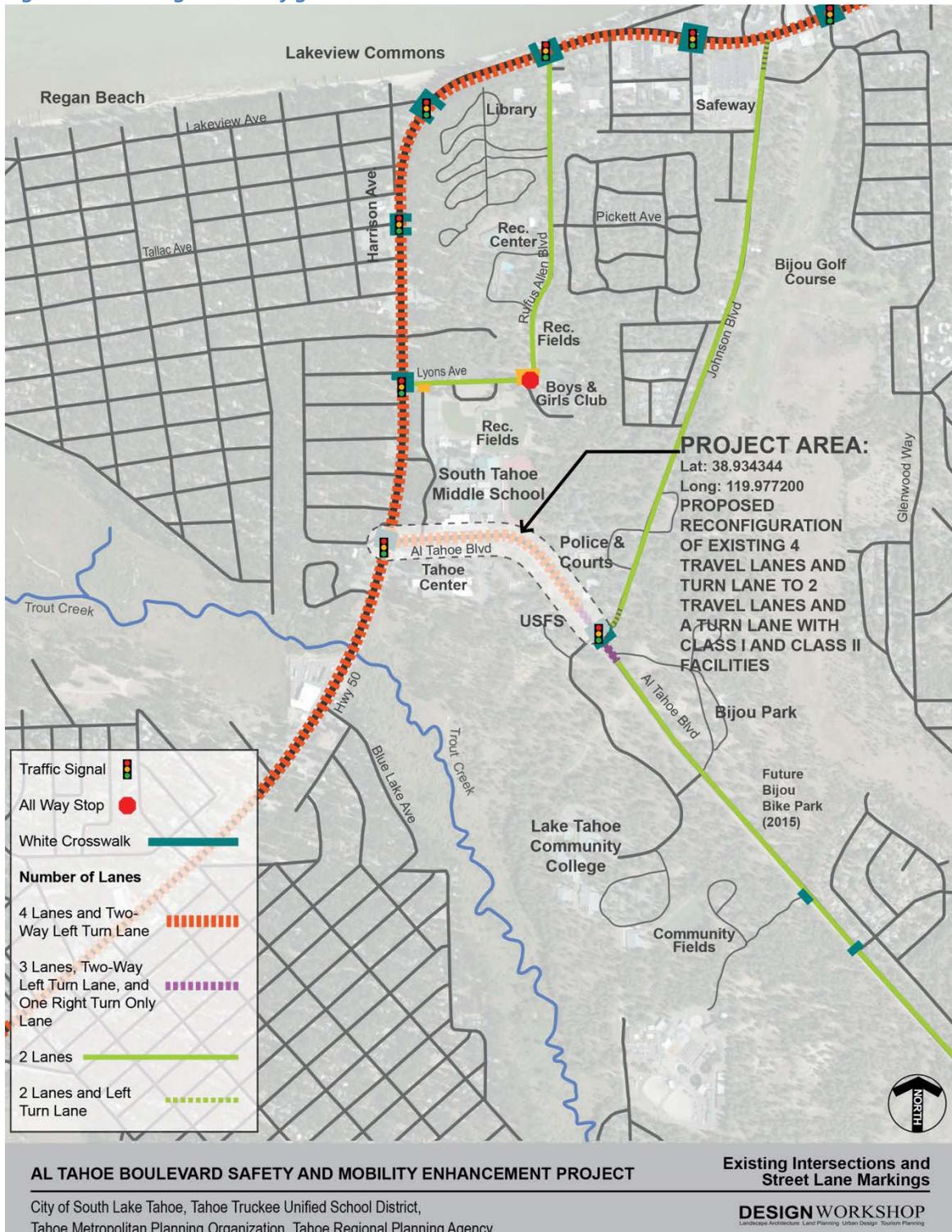
¹⁰ http://safety.fhwa.dot.gov/road_diets/

¹¹ Zegeer, C.V., Stewart, J.R., Huang, H.F., and Lagerwey, P. 2001.

¹² <https://www.portlandoregon.gov/transportation/article/505257>



Figure 19: Existing Lane Configurations





Sight Distance and Visibility

Current Condition

- Class I facility (east of Project) ends at Johnson Boulevard forcing users to enter the roadway with potentially speeding vehicles or use a dirt path.
- Class I users traveling west on Al Tahoe from US-50 ride illegally against traffic while looking for a gap in traffic to cross to the south side.
- The US-50/Al Tahoe intersection to the west is the busiest in a coordinated signal system along US-50 through the City's central corridor.¹³
- Only three US-50/Al Tahoe intersection legs have crosswalk markings.

Figure 20: Dirt Path Used When Class I Ends



¹³ Jim Brake, District 3 Principal Engineer, 2015.



Figure 21: Cyclist Crossing between Vehicles and Outside of Crosswalk



Figure 22: US-50/Al Tahoe -- No Crosswalk on Southern Leg



Proposed Countermeasures

- The proposed Class I positions users on Al Tahoe's north side for easy Middle School access and fewest driveway conflicts.
- Proposed Class I and Class II facilities, bike boxes, bicycle intersection markings, and green paint (Attachment E) highlight cyclists/pedestrians' positions and legal movements, encourage lawful, safe user behavior and increase motorists' awareness to share the roadway.



- MTC identifies these as appropriate countermeasures for safety issues at intersections and merging areas prior to an intersection.¹⁴
- *NACTO Urban Bikeway and Design Guide* recommends bike boxes to allow cyclists a safe, visible way to get ahead of queuing traffic.¹⁵
- Bike box evaluation found more bicyclists used a bike lane to approach the intersection, took a more predictable location and departed safely in front of motorists.¹⁶

Conflict Zones

Current Conditions

- Students and others haphazardly cross Al Tahoe and do not have dedicated active-transportation space, putting all roadway users at risk.
- Non-motorized users must cross the intersection three times (exposure of 150 seconds) to move from the southwest to southeast corner.

¹⁴ <http://mtc.ca.gov/planning/bicyclespedestrians/safety/physical-crash.htm>

¹⁵ <http://nacto.org/cities-for-cycling/design-guide/intersection-treatments/bike-boxes/>

¹⁶ Brady, J., Mills, A., Loskorn, J., Duthie, j., Machemehl, R., Center for Transportation Research. (2010). Effects of Bicycle Boxes on Bicyclist and Motorist Behavior at Intersections. City of Austin.



Figure 23: Youths Crossing Between Cars



Proposed Countermeasures

Dedicated Facilities

- Class I and Class II facilities propose to reduce and/or eliminate potential conflict points.

Exposure

- To reduce pedestrian/bicyclist exposure to vehicles, the Project proposes to eliminate unneeded driveways (one Middle School bus facility driveway and one commercial access driveway). Two commercial driveways will be narrowed to reflect the retail center's one-way ingress and egress (page 19).
 - Traffic analysis and coordination with retail center owners has been conducted to support driveway removals and alterations.



- Adjusting signal timing and adding a crosswalk on US-50/Al Tahoe's southern leg decreases exposure to motorists by two minutes and reduces the incentive to cross outside of the crosswalk (MTC-suggested countermeasure¹⁷).

Traffic Law Compliance

Current Conditions

- Observed vehicular speeds have been 40-45 MPH in a posted 25MPH zone in front of Middle School.¹⁸
- Bicyclists illegally cross from the north to south side of Al Tahoe between traffic gaps to position themselves for the Class I facility east of Johnson Lane.
- Pedestrians are seen illegally crossing US-50 and bicyclists maneuver through parking lots and illegally ride south along US-50 against traffic to avoid crossing the US-50/Al Tahoe intersection three times.

Proposed Countermeasures

- Lane reconfigurations, school zone signage and increased enforcement will incentive motorists to comply with the posted speed limit of 25 MPH.
- A Class I pathway provides appropriate infrastructure between existing Class I facilities to the east and west.
- Proposed signal timing adjustments and crosswalk addition on the US-50/Al Tahoe intersection's southern leg allow active-transportation users to cross US-50 once rather than conducting illegal movements for convenience.

¹⁷ <http://mtc.ca.gov/planning/bicyclespedestrians/safety/physical-crash.htm> and <http://www.mtc.ca.gov/planning/bicyclespedestrians/tools/crosswalks/index.htm>

¹⁸ El Dorado County Sheriff's Office Meeting. Lt. Underhill, Sgt. Seligsohn, Trevor Coolidge, Stephanie Grigsby. April 1, 2015.



Inadequate Traffic Control Devices

Current Conditions

- US-50/Al Tahoe intersection's signal timing is not adjusted for students crossing during peak school times.
- The lack of signal actuation and low-vehicle volumes on Tulare causes bicyclists to wait through multiple signal phases at the US-50/Al Tahoe.
- The majority of emergency responses come through the Al Tahoe/Johnson intersection since SLT Police Department, the County Sheriff's Offices and Courthouse are located there.

Proposed Countermeasures

- US-50/Al Tahoe intersection's signal timing will be adjusted for students in peak school times.
- The video feed on Tulare Avenue leg of US-50/Al Tahoe will be adjusted to allow bicyclists to trigger the light.
- Pedestrian signals and push buttons will be added at Al Tahoe/Johnson and the signal will be updated to current standards.
- Emergency-detection equipment will be installed at Al Tahoe/Johnson and US-50/Al Tahoe to allow emergency signalization override. This proposed upgrade is an essential component of the project design.

Behaviors that Lead to Collisions

Current Conditions

- With no facilities, bicyclists merge in and out of travel lanes, parking lots and dirt trails.
- Illegal mid-block crossings and bicyclists riding against traffic occur on US-50 and Al Tahoe because of the lack of facilities and crosswalk at the US-50/Al Tahoe intersection.



Proposed Countermeasures

- Installation of Class I and Class II facilities close the existing gap.
- Bike boxes, continuous bike lanes and an additional crosswalk directly target collision types seen at US-50/Al Tahoe by diminishing illegal mid-block crossings of the arterial roadway and wrong-way riding by bicyclists.

Figure 24: Cyclist Crossing in Traffic Gap



Inadequate Facilities

Current Conditions

- No bicycle facilities exist.
- Both the US-50/Al Tahoe and Al Tahoe/Johnson intersections have minimal-to-no active-transportation facilities.

Proposed Countermeasures

- Class I facilities for students and families and Class II bike lanes for roadway users close the gap between existing facilities on either end of the Project.
- Updated signal timing, bike boxes, intersection markings, bike lane markings, an additional crosswalk, school zone signage; pedestrian signals, push-buttons and



countdowns; and emergency-response detection systems will improve Project intersections.

Figure 25: No Pedestrian Facilities at a Bus Stop





Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The Project is identified in the current 2012 RTP, 2010 Bicycle and Pedestrian Plan and 5-year EIP list, each of which was the subject of extensive outreach efforts summarized in Attachment I-Q3A.1. LTUSD, in partnership with the Community Mobility Group and the City, identified the project need through a Safe Routes to School Study and Community Outreach, conducted April 2014, funded by the On Our Way Grant Program from TRPA.

The South Tahoe Middle School Area Connectivity Study, also awarded to the School District and funded by an On Our Way grant (FHWA funds), conducted extensive outreach beginning early fall 2014. Table 7 lists stakeholders engaged. Table 8 summarizes the type of meetings held and the number of attendees.



Table 7: Stakeholder Involvement

PUBLIC STAKEHOLDERS	GOVERNMENTAL STAKEHOLDERS (TECHNICAL ADVISORY COMMITTEE/TAC)	DECISION-MAKING TEAM (PROJECT DELIVERY TEAM (PDT))
Inform and Consult to Gain Feedback: One-on-one meetings and Group meetings	Consult and Involve in the Outcome: Individual and group stakeholder meetings	Involve, Collaborate and Empower to Partner in Outcomes and Identify/Formulate Solutions: Team meetings
Community members (residents, targeted and vulnerable users)	Barton Hospital	City of South Lake Tahoe
Elected officials	Caltrans	Lake Tahoe Unified School District
Hispanic parent groups (Cafecitos)	California Tahoe Conservancy	Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization
Middle School staff	California Highway Patrol	Tahoe Transportation District
Middle School students	City of South Lake Tahoe Bicycle Advisory Committee	Community Mobility Group
Lake Tahoe Bicycle Coalition	City of South Lake Tahoe Fire Department	
Property owners of Tahoe Retail Center	City of South Lake Tahoe Police Department	
South Shore Transportation Management Association	City of South Lake Tahoe Recreation and Parks Commission	
	El Dorado County Law Enforcement	
	Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization	
	Tahoe Transportation District	
	US Forest Service	

**Table 8: Meeting/Event Types, Number and Attendance**

	ATTENDANCE/SURVEY RESPONDENTS	NUMBER OF MEETINGS/EVENTS
PDT/TAC Walkabout	12	1
Public Walkabout & Debrief	13	1
Public Workshop 1	20	1
Community Survey 1	292	1
Student Survey	474	1
Cafecitos Survey 1 (at 3 separate meetings)	30	3
Public Workshop 2	19	1
Community Survey 2	144	1
Cafecitos Survey 2 (at 3 separate meetings)	19	3
One-on-one Meetings/Phone Discussions	1-2 each meeting	12
Community Group Meetings	6-10 each meeting	13
PDT Meetings	5-6 each meeting	12
Agency/TAC Stakeholder Meetings	6-10 each meeting	2

See Attachment I-Q3A.2 for a summary of outreach efforts and sign-in sheets and.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Table 8, above, summarizes the number of meetings conducted with the different stakeholders. As shown in Tables 7 and 8, the PDT was comprised of representatives from implementing agencies and the Community Mobility Group. They met often to review and provide direction, organize the outreach, and make final decisions about the proposed Project.

Specific outreach was geared towards engaging the Hispanic community by attending weekly morning Cafecitos (local Hispanic PTA) meetings where children were welcomed at Tahoe Valley Elementary, Sierra House Elementary and the Middle School. Translators assisted in presentations and feedback. Flyers and surveys were translated into Spanish.

Highlights of the event types and outreach methods are summarized in Table 9.



Table 9: Outreach Methods, Accessibility and Facilitation Tools for Meetings/Events

EVENT/MEETING TYPE (NUMBER)	OUTREACH METHODS									ACCESSIBILITY			FACILITATION TOOLS	
	Newspaper	Flyers ¹	E-Mail Blasts ²	Student Handouts	Facebook	Community Events Calendars	Agency Websites	Project Websites ³	Personal Invitations	Held During Regular Meeting Time	Accessible Via Transit	Spanish Translation	Questionnaires/Surveys	Keypad Polling
Walkabout (2)	√	√	√	√	√	√	√	√	√	√				
Public Workshops (2)	√	√	√	√	√	√	√	√	√	√		√	√	
Community Surveys (2)	√	√	√	√	√		√	√			√	√		
Student Survey (1)		√	√	√							√	√		
Cafecitos Meetings/Surveys (6)								√	√	√	√	√	√	
One-on-one Meetings/Phone Calls (12)								√	√					
Updates to Community Groups (9)			√			√		√	√	√				
Updates to Recreation Commission and Joint Powers of Authority (4)						√		√	√	√				

¹Posted at local businesses, post offices, recreation centers and Community College.

²Through community groups, LTUSD, the City, TRPA/TMPO, and TTD email lists.

³<http://sustainabilitycollaborative.org/how-we-work/community-mobility-cm/stms-connectivity/>



C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

Stakeholder and public feedback guided the project vision, alternatives and prioritization. Feedback revealed current and potential users, mode types, common social paths, barriers to connectivity and safety concerns. Community input emphasized reduced vehicular speeds along AI Tahoe to enable comfortable riding/walking, a desire for Class I facilities and intersection enhancements and strong support for the reduced travel lanes.

Governmental stakeholders felt the network needed to accommodate all users and requested Class II bike lanes on both sides of AI Tahoe. The Project concept design was modified to include both Class I and Class II facilities to meet the ATP goal of *“providing a spectrum of projects to benefit many types of active transportation users”*.

The community prioritized nine corridors, identified preferred alternatives within each corridor and selected their preferred priority project for further development and ATP funding application. The Project described in this application was clearly the preferred priority project. When the PDT evaluated each corridor and the alternatives, community input was used as a criterion that assisted in determining the prioritized project (pages 22-23).¹⁹

¹⁹ Lake Tahoe Unified School District. *Draft South Tahoe Middle School Connectivity Plan Working Information*. 2015.



D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

Collaborative outreach efforts with the PDT will continue throughout PS&E, permitting and agency approvals and into implementation. The Community Mobility Group will maintain the project website (<http://sustainabilitycollaborative.org/how-we-work/community-mobility-cm/stms-connectivity/>) and provide updates to the Project contact list.

Public Workshops, Council Meetings, City Planning Commission, and advocacy group meetings will be utilized to finalize design and further public support. The City recently launched a SpeakUp South Lake Tahoe on-line platform allowing citizens to investigate, become informed, comment, vote and share ideas and thoughts on City issues/projects. A pilot/"pop-up bike lanes" project on Al Tahoe could facilitate motorists' understanding of the proposed Project.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

A Lake Tahoe Bikeway Partnership (collaboration of local, state and federal agencies)

representative worked with local public health officials to gather health data and identify its relationship to the Project. The representative met with:

- Community Health Advisory Committee, (CHAC) a committee of the Barton Health Board of Directors that identifies and advises the Board regarding the community's unmet health needs and develops appropriate projects and programs.
- Lake Tahoe Collaborative, a South Lake Tahoe-based group of non-profits providing community health and social services.

South Lake Tahoe-specific data points include:

- The 2012 PRC Community Health Needs Assessment Report (2012 PRC):²⁰
 - % of overweight children exceeds the national average (34.6% vs. 30.7%)
 - % of obese children exceeds the national average and Healthy People 2020 target (20.4% vs. 18.9% and 14.6%, respectively)
 - % of people with high blood pressure exceeds California and Nevada state averages and the Healthy People 2020 target (30.4% vs. 26.9%)

²⁰ <http://southlaketahoe.healthforecast.net/2012%20PRC%20CHNA%20Report%20-%20South%20Lake%20Tahoe%20Area.pdf>



- The Draft 2015 Community Health Needs Assessment Report (2015 PRC):²¹
 - % of people with high blood pressure exceeds California and Nevada state averages and the Healthy People 2020 target (29.8% vs. 26.9%)
 - Rates of adult obesity **significantly worsened** in 2015 compared to 2012 (23.2% vs. 15.2%).
 - Low food access is **extremely high** in South Lake Tahoe compared to the California state average (32.6% vs. 14.3%).

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

The 2015 PRC indicates access to destinations, neighborhoods, school play areas and/or recreational equipment are positively associated with increasing physical activity among children and adolescents. Studies show active-transportation users are fitter and have lower cardiovascular disease than those using motorized transportation.²²

The proposed Class I facilities will improve access for children, and in large part lower-income children and families from nearby neighborhoods, by providing a safe active-transportation route to and from the Middle School and after-school activities. Direct access will be provided to civic facilities, employment centers, transit facilities, the City's largest community park and community playfields.

Health outcomes are intended to increase physical activity which will assist in decreasing adult and youth obesity/overweight and corresponding blood pressure.

²¹ <http://southlaketahoe.healthforecast.net/2015%20PRC%20CHNA%20Report%20-%20Barton%20Health.pdf>

²² Winters, Meghan. March 2011. *Improving Public Health through Active Transportation: Understanding the Influence of the Built Environment on Decisions to Travel by Bicycle.*



Part B: Narrative Questions

Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities’ points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Table 10: Median Household Income and Population by Census Tract

	POPULATION	HHMI	PERCENT BELOW THE STATE HHMI OF \$61,094
City of South Lake Tahoe	21,448	\$41,004	32.8%
Census Tracts Within a 3-Mile Cycling Service Area of Project			
Census Tract 302: Bijou	4,772	\$45,532	25%
Census Tract 303.01: Sierra Tract	2,469	\$35,398	42%
Census Tract 303.02 :Al Tahoe	2,867	\$33,310	45%
Census Tract 304.01: Tahoe Island	3,489	\$55,926	8%
Census Tract 304.02: Y Area	3,626	\$39,539	35%
Census Tract 316: Stateline & Heavenly Valley	4,126	\$35,506	42%



For proposals located within disadvantage community: (5 points max)

- **What percent of the funds requested will be expended in the disadvantaged community? 100%**
Explain how this percent was calculated.

Funds will be 100 percent expended within the City’s disadvantaged community. The Project is entirely located in census tract 302 (Bijou) (Figure 26) with a median household income of \$45,532, (25 percent below the State’s median household income).

From the Project area, one-mile, two-mile and three-mile radius cycling networks were generated using active-transportation infrastructure and low-volume neighborhood roads in ArcMap. The resulting shapefiles were uploaded into ESRI business analyst to identify demographics within the mapped network. (Figure 26, Table 11)

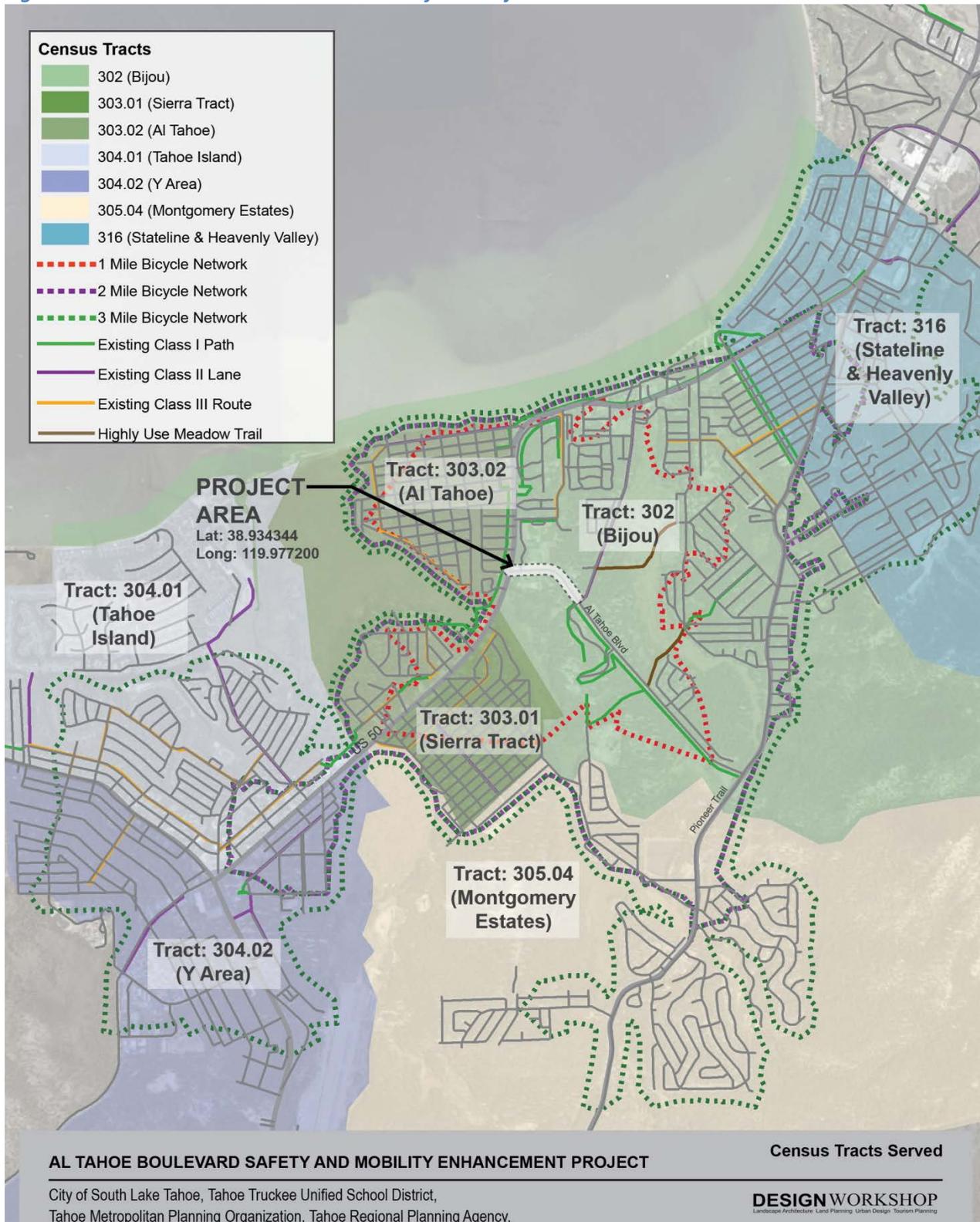
Almost 95 percent of the total City population is within a three-mile distance of the Project; connecting City residents via a continuous alternative-transportation route to the Middle School, Community College and numerous previously-described destinations.

Table 11: Census Data of Areas within Three-Miles of Project

	POPULATION	HISPANIC POP. ¹	POPULATION OF NON-FAMILY HOUSEHOLDS	HHMI	PERCENTAGE BELOW STATE HHMI OF \$61,094
One-Mile Network	4,348	1,168	1,368	\$36,491	40%
Two-Mile Network	7,797	3,407	1,878	\$42,325	31%
Three-Mile Network	8,223	1,975	2,311	\$39,585	35%
TOTAL POPULATION SERVED (21,448 total City and 6,665 total Hispanic population)	20,368	6,550	5,557		
Per U.S. Census Bureau, Census 2010 Summary File 1. ESRI forecasts for 2014 and 2019. ESRI converted Census 2000 data into 2010 geography.					
¹ A small percentage of Black, American Indian, Asian and Pacific Islanders also live within the City.					



Figure 26: Census Tracts within Three-Miles of the Project





C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)
Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

Although tourism marketing presents an idyllic image of South Lake Tahoe, data reveals the majority of the population's income is over 32 percent below the state median income (Table 10). Over 67 percent are employed in the service industry which fluctuates with weather and seasons. Centrally-located, the Project serves over 98 percent of the City's Hispanic citizens and 95 percent of its overall residents, including diverse groups such as Blacks and Pacific Islanders.

The Project directly benefits the disadvantaged community by providing facilities that reduce wrong-way travel, provide preferred infrastructure as noted through surveys from the Hispanic Community, serves the population most likely to travel by bike²³ and provides connectivity to important community and commercial facilities such as the Middle School, County Courthouse, Boys & Girls Club, Emergency Services, the Community College and the City's largest community park.

²³ <http://www.ocsustainability.org/wp-content/uploads/2011/05/Evaluating-Demand-for-Bicycle-Facilities-in-Community-based-Bicycle-Planning-12-2176-91st-Annual-Meeting-of-the-Transportation-Research-Board-January-2012.pdf>



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)

Multiple corridors were studied in the area to improve active-transportation around the Middle School. Multiple alternatives were evaluated for each corridor with the goal of using the existing right-of-way wherever possible to minimize costly acquisition.

Project alternatives included 1) painting sharrows; 2) reconfiguring/narrowing Al Tahoe to accommodate Class II bike lanes; and 3) reconfiguring/narrowing Al Tahoe to construct Class I and II facilities. The PDT used an analysis matrix (ATTACHMENT I-Q1C.3/I-Q6A) to rank each alternative and consider project costs versus the overall active-transportation benefits. Lower cost alternatives scored 28-35 percent lower than the proposed Project concept. The separated path and roadway reconfiguration are needed to close the gap in the Class I system and provide the largest range of users connectivity to the Middle School and mid-town destinations.

Throughout detailed design and environmental approval, the City will continually evaluate the Project for further cost savings to provide cost-effective improvements that meet community needs.



B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC’s website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

Using the provided tool, the proposed project has a benefit-cost ratio of 9.92 for the total project cost and 10.31 for the funds requested.

Table 12: Project Benefit-Cost Ratio Summary

	TOTAL PROJECT COST	ATP FUNDS REQUESTED
Total Costs	\$2,228,000	\$2,145,000
Net Present Costs	\$2,158,616	\$2,078,847
Total Benefits	\$31,728,618	\$31,728,618
Net Present Benefit	\$21,013,214	\$21,013,214
BENEFIT–COST RATIO	9.92	10.31

ATP Benefit-Cost Tool Feedback:

- Remove “Existing step counts” and “Existing miles walked” input boxes and move conversion information to the “Instructions” tab.
- Allow for the combination of Class I, II, and III bicycle facilities when selecting “Bike Class Type”.
- Remove “PDO” input box from crash data input. This data is not uniformly available and less relevant to bicycle and pedestrian collisions.
- Incorporate maintenance costs.
- Allow input of construction costs over multiple years to more accurately compare projects with short timelines against project with long timelines.

See Attachment I-Q6B for inputs into the Benefit-Cost Analysis Tool.



Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

The application funding plan will show all federal, state and local funding for the project: (5 points max.)

- City-provided in-kind staffing match: \$83,000 (4% of the overall funds)
 - Staffing for PS&E, bidding, construction oversight, grant management and continuing operations and maintenance
- City of South Lake Tahoe Bicycle Advisory Committee: \$65,000.00 (allocation of 2016 local Measure R funds, expected for approval July 2015 but not confirmed so currently not included in total cost)
- TTD: Provide a bus shelter (estimated at \$55,000 installed) (Attachment I-Q7)
 - Will help increase not only winter but overall transit use and create multi-modal transportation options
- Pre-application: \$153,000 (federally-derived funds from TRPA's On Our Way grant program)
 - Preliminary concept designs, outreach, roadway user counts, traffic analyses, and topographic/planimetric survey (if awarded).

Total Match: 4%

The City of South Lake Tahoe will continue to explore additional funding opportunities to bring this Project to fruition.



Part B: Narrative Questions

Detailed Instructions for: Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)
- Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.
- Project Title
 - Project Description
 - Detailed Estimate
 - Project Schedule
 - Project Map
 - Preliminary Plan

California Conservation Corps representative:
representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
 - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
 - **landscaping**
 - **minor construction work**
 - Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
 - Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9**APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS*****(0 to-10 points OR disqualification)***

A. Applicant: Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The City of South Lake Tahoe Public Works Department successfully delivered many Caltrans Local Assistance projects. The Engineering Division has excellent knowledge of federal and state process for delivering projects through the Caltrans District III Local Assistance Office (Jim Day, Ross Foon, Felicia Haslem). Currently, the City has no projects in jeopardy of funding loss due to inactivity.

Table 13: Project Federal & State Aid Summary

Fund Source	Year	Amount	Project	Federal ID/FTIP# Project/ Agreement #	Phase	Closed	Active	
33230 Prop 42	FY 09/10	\$216,572	Traffic Congestion Relief (Streets)		CON	X		
33119 CMAQ	FY 09/10	\$401,000	Pioneer Trail Pedestrian Improvements	CML5398 (007)	PS&E	X		
33119 CMAQ	FY 09/10	\$200,000	El Dorado Beach to Ski Run Bike Trail	CML5398 (008)	PS&E	X		
33119 CMAQ	FY 12/13	\$1,095,000	Pioneer Trail Pedestrian Improvements	CML5398 (007)	CON	X		
33119 CMAQ	FY 12/13	\$1,655,000	El Dorado Beach to Ski Run Bike Trail	CML5398 (008)	CON		X	
33220 Caltrans - SHOPP/ LOSE	FY 12/13	\$4,735,000	Bijou Erosion Control Project	03-0749	CON		X	
33239 BTA	FY 12/13	\$475,452	Class I Bicycle Trail Rehabilitation	BTA12/13-03-ELD-02	CON	X		
33119 CMAQ	FY 13/14	\$510,000	Harrison Avenue Bike Trail/ Streetscape	CML5398 (009)	CON	X		
		\$ 9,288,024						



B. *Caltrans response only:*

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations

Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer’s Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with “H-#” based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K

PART C

PART C: APPLICATION ATTACHMENTS

03-CITY OF SOUTH LAKE TAHOE-01

LIST OF APPLICATION ATTACHMENTS

<i>ATTACHMENT NAME</i>	<i>PAGE</i>
ATTACHMENT A: Application Signature Page	A 2
ATTACHMENT B: ATP-PROJECT PROGRAMMING REQUEST (ATP-PPR)	B 2
ATTACHMENT C: Engineer’s Checklist	C 2
ATTACHMENT D: Project Location Map	D 2
ATTACHMENT E: Project Map/Plans	E 2
ATTACHMENT F: Photos of Existing Conditions	F 2
ATTACHMENT G: Project Estimate	G 2
ATTACHMENT I: Narrative Questions Backup Information	I 2
SCREENING QUESTION 1 – Attachment I-Screen1	I 3
SCREENING QUESTION 2 & QUESTION 1C – Attachment I-Screen2/I-Q1C.1	I 5
QUESTION 1A – Attachment I-Q1A	I 22
QUESTION 1B – Attachment I-Q1B.1	I 24
QUESTION 1B – Attachment I-Q1B.2	I 27
QUESTION 1C – Attachment I-Q1C.2	I 34
QUESTION 1C & 6A – Attachment I-Q1C.3/I-Q6A	I 47
QUESTION 2A – Attachment I-Q2A	I 49
QUESTION 3A – Attachment I-Q3A.1	I 66
QUESTION 3A – Attachment I-Q3A.2	I 112
QUESTION 6B – Attachment I-Q6B	I 130
QUESTION 7 – Attachment I-Q7	I 133
QUESTION 8 – Attachment I-Q8	I 135
ATTACHMENT J: Letters of Support	J 2

A

APPLICATION SIGNATURE
PAGE



Part C: Attachments **Attachment A: Signature Page**

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: 5/27/15
Name: RAY JARVIS Phone: 530-542-6031
Title: DIRECTOR OF PUBLIC WORKS e-mail: rjarvis@cityofslt.us

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? If yes, no signature is required. If no, the following signature is required.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Stephanie Grigsby

From: Brake, Jim P@DOT <jim.brake@dot.ca.gov>
Sent: Tuesday, May 26, 2015 3:43 PM
To: Beryl, Morgan@TRPA
Cc: Steve Teshara; Arnold, Gary S@DOT; Stephanie Grigsby; Jim Marino (jmarino@cityofslt.us) (jmarino@cityofslt.us); Jennifer Donlon-Wyant (jenniferdonlon@altaplanning.com) (jenniferdonlon@altaplanning.com); Brandt, Andrew@DOT; Block, Steve@DOT
Subject: RE: Confirmation of review from Caltrans for ATP grant

Morgan,

We have reviewed the South Tahoe Middle School Connectivity Plan and the related ATP proposals. The basic concept is acceptable, although some items may require further analysis and review during the design process. We will continue to work with the City during the design and implementation process, if awarded.

Let me know if there are any questions.

Jim Brake, PE
530 741-5751
Highway Operations
District 03 – Caltrans

B

ATP - PROJECT
PROGRAMMING REQUEST
(ATP-PPR)

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date:

Project Information:					
Project Title: City of South Lake Tahoe -- Al Tahoe Boulevard Safety and Mobility Enhancement Project					
District	County	Route	EA	Project ID	PPNO
3	El Dorado	Al Tahoe Blvd.			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				129				129	
PS&E				177				177	
R/W									
CON					1,922			1,922	
TOTAL				306	1,922			2,228	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				117				117	
PS&E				162				162	Notes:
R/W									
CON					1,866			1,866	
TOTAL				279	1,866			2,145	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date:

Project Information:					
Project Title: City of South Lake Tahoe -- Al Tahoe Boulevard Safety and Mobility Enhancement Project					
District	County	Route	EA	Project ID	PPNO
3	El Dorado	Al Tahoe Blvd.			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									

Fund No. 2: Future Source for Matching									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				12				12	
PS&E				15				15	Notes:
R/W									
CON					56			56	
TOTAL				27	56			83	

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									



ENGINEER'S CHECKLIST

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. Vicinity map /Location map

Engineer's Initials: SP

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must:

Engineer's Initials: SP

- a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. Typical cross-section(s) showing existing and proposed conditions.

Engineer's Initials: SP

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer's Estimate

Engineer's Initials: SP

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. Crash/Safety Data, Collision maps and Countermeasures:

Engineer's Initials: SP

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. Project Schedule and Requested programming of ATP funding

Engineer's Initials: SP

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. Warrant studies/guidance (Check if not applicable)

Engineer's Initials: SP

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. Additional narration and documentation:

Engineer's Initials: SP

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): PECK, STEPHEN

Title: PRINCIPAL, SR. ENGR. CONSULTANT

Engineer License Number C 65113

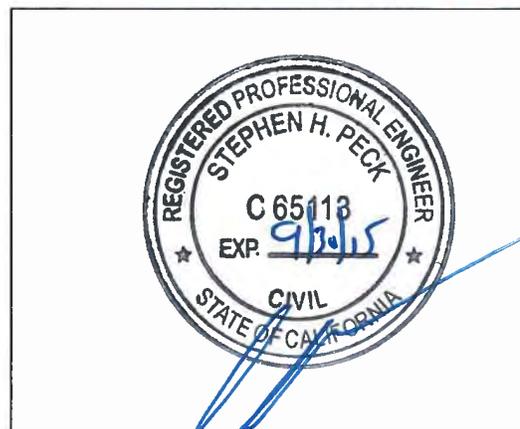
Signature: [Handwritten Signature]

Date: 5/26/15

Email: STEPHEN.PECK@CALTRANS.CA.GOV

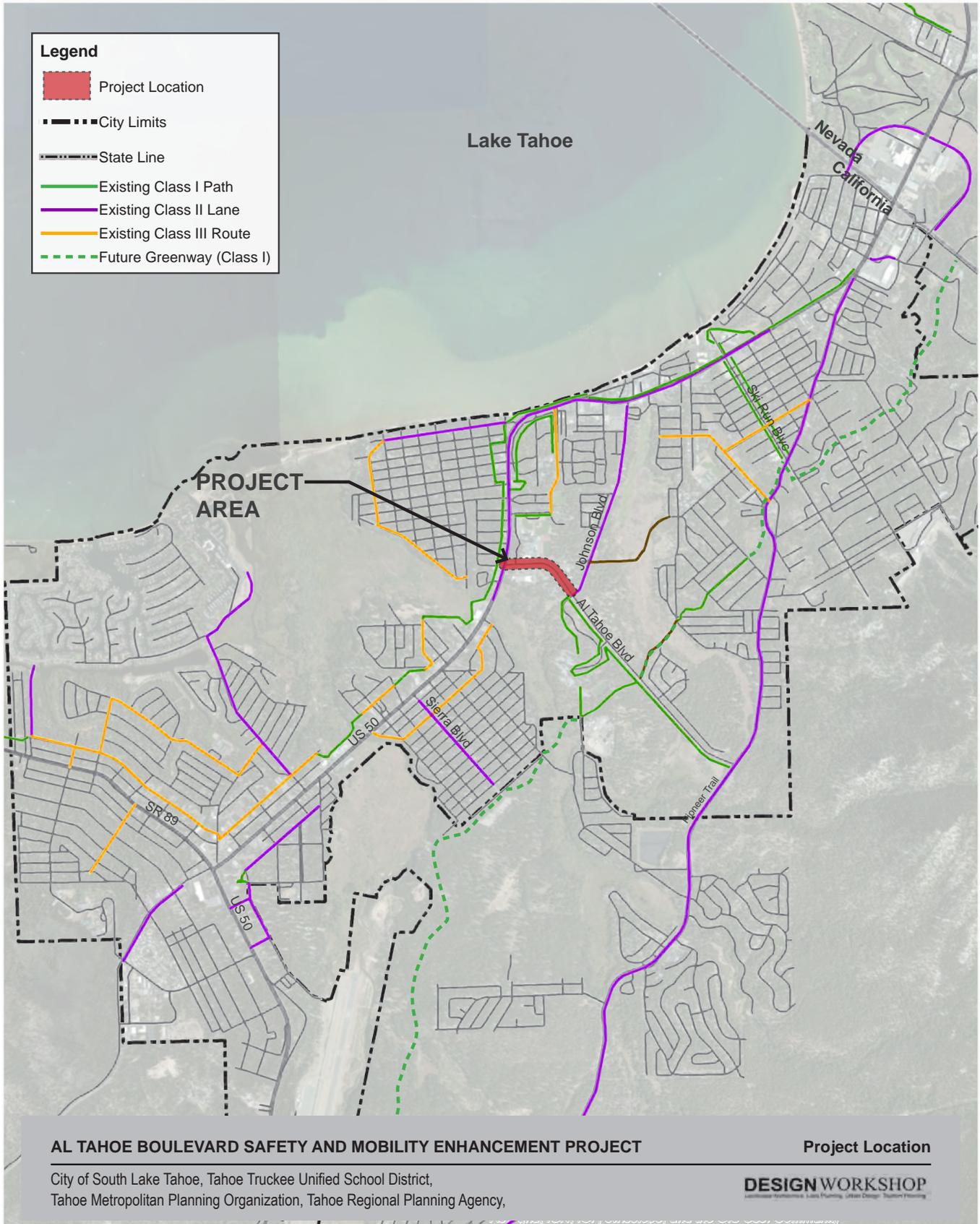
Phone: 775-781-1508

Engineer's Stamp:



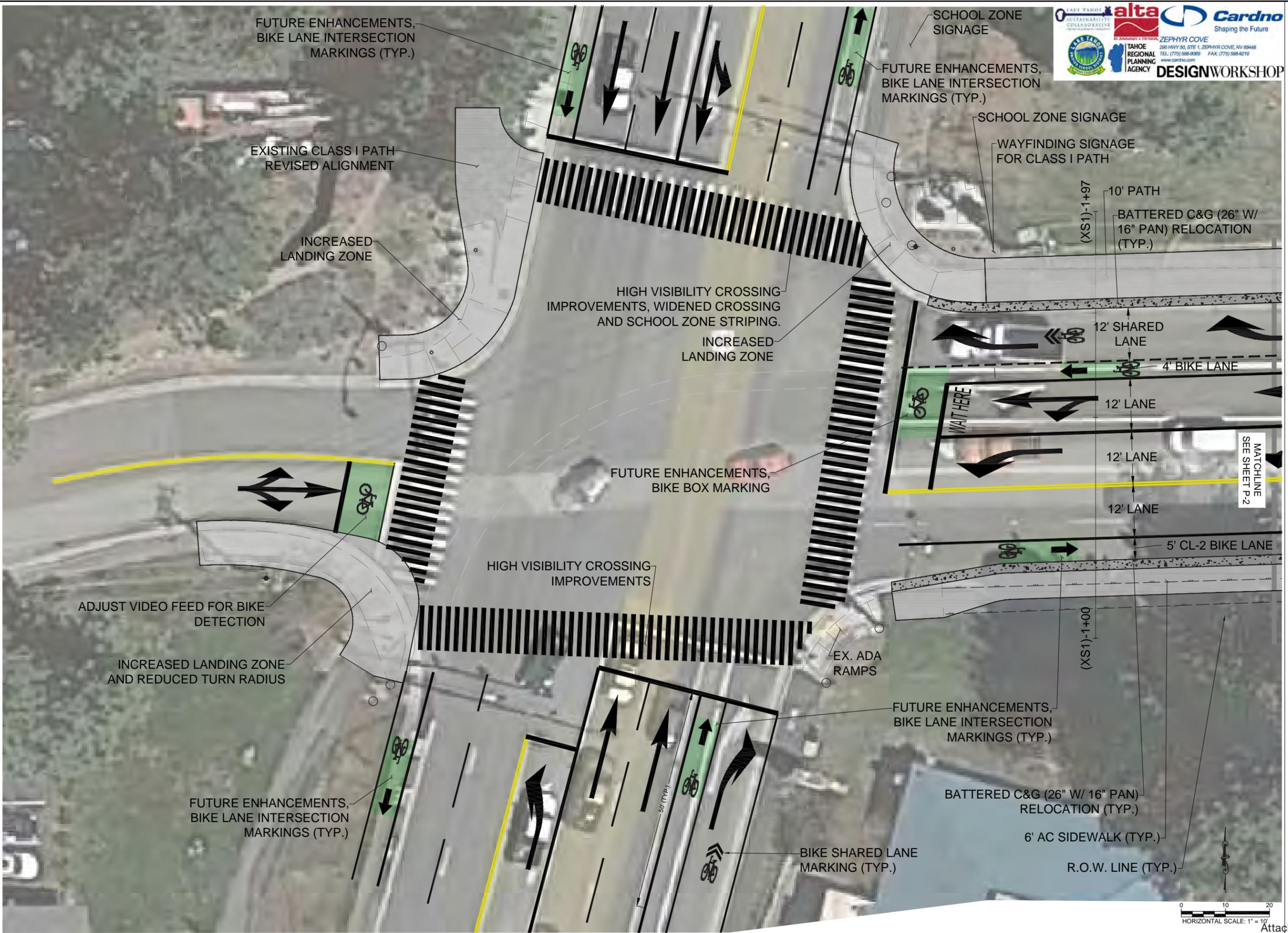
D

PROJECT LOCATION MAP



E

PROJECT MAP/PLANS



LAKE TAHOE SUSTAINABILITY COLLABORATIVE

 ALTA

 CARDNO Shaping the Future

 TAHOE REGIONAL PLANNING AGENCY

 ZEPHYR COVE

 205 HWY 50, STE 1, ZEPHYR COVE, NV 89448

 TEL: (775) 588-9069 FAX: (775) 588-9219

 WWW.CARDNO.COM

DESIGNWORKSHOP

NO.	REVISIONS	DATE	APPROVED

CITY OF SOUTH LAKE TAHOE

 1052 TATA LANE

 SOUTH LAKE TAHOE, CA 96150

 PH: (530) 542-5033 FAX: (530) 544-3051

SOUTH LAKE TAHOE, CALIFORNIA

SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN
PLAN SHEET

DESIGNED/DRAWN	SP / SB
CHECKED	SP
DATE	2/2015
SCALE	AS SHOWN
JOB NO.	E314013700

P:\Drawing\2015\20151115\ML\SB\South Lake Tahoe\...

F

PHOTOS OF EXISTING CONDITIONS



US 50/AI Tahoe intersection at western end of Project area.



Lack of active-transportation facilities, even at bus stop.



Five-lane roadway adjacent the Middle School to the north and Tahoe Center to the south.



Lack of active-transportation facilities.



Cyclist riding in dirt path against traffic.



Approaching Al Tahoe/Johnson intersection to the east. Sidewalk to be replaced by SW Gas.



Existing Class I facility east of project area ends at Al Tahoe/Johnson intersection.



Cyclist cross Al Tahoe during gap in traffic.



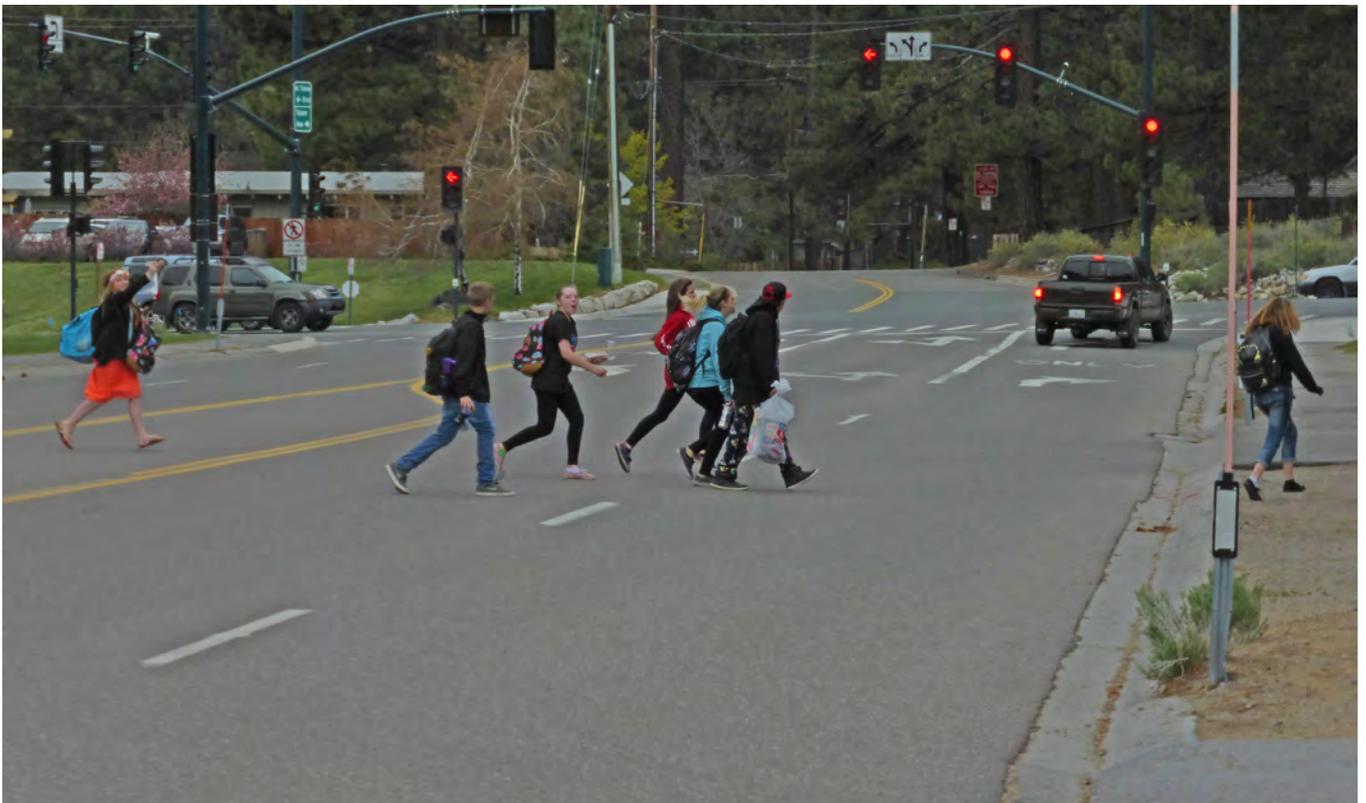
Wide egress does not correspond to one-way parking circulation.



Cyclist crossing Al Tahoe in traffic gap.



Children crossing Al Tahoe between cars.



Youths crossing Al Tahoe mid-block instead of crossing at the intersection crosswalk.



Lack of active-transportation facilities.



Existing Class I facility on west side of US 50/Al Tahoe intersection. Example of staging areas with minimal queuing space for pedestrians and cyclists.

G

PROJECT ESTIMATE

Detailed Engineer's Estimate and Total Project Cost														
Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).														
Project Information:														
Agency:	City of South Lake Tahoe													
Application ID:	03-City of South Lake Tahoe -1				Prepared by:	Stephen H. Peck, PE			Date:	5/27/2015				
Project Description:	Al Tahoe Boulevard Safety and Mobility Enhancement Project													
Project Location:	Al Tahoe Boulevard, South Lake Tahoe, California													
Engineer's Estimate and Cost Breakdown:														
Engineer's Estimate (for Construction Items Only)						Cost Breakdown								
						<i>Note: Cost can apply to more than one category. Therefore may be over 100%.</i>								
		ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC						
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$	
General Items														
1	Mobilization (10%)	1	LS	\$125,880.50	\$125,881	100%	\$125,881							
2	Traffic Control (5%)	1	LS	\$62,940.25	\$62,940	100%	\$62,940							
3	Water Pollution Control & BMPs (3%)	1	LS	\$37,764.15	\$37,764	100%	\$37,764							
4	Construction Staking (2%)	1	LS	\$25,176.10	\$25,176	100%	\$25,176							
5	Utility Potholes & Protection (0.5%)	1	LS	\$6,294.03	\$6,294	100%	\$6,294							
6	Clearing and Grubbing (1%)	1	LS	\$12,588.05	\$12,588	100%	\$12,588							
7	Remove/Replace/Relocate/Adjust Ex. Facilities (2%)	1	LS	\$25,176.10	\$25,176	100%	\$25,176							
Al Tahoe Boulevard Items														
8	Tree Removal	25	EA	\$750.00	\$18,750	100%	\$18,750							
9	Existing Roadway (AC) Removal	60,000	SF	\$1.50	\$90,000	100%	\$90,000							
10	Existing Traffic Strip/Marking Removals (w/ slurry seal)	1	LS	\$1,500.00	\$1,500	100%	\$1,500							
11	Existing Concrete Curb Removal	4,000	LF	\$10.00	\$40,000	100%	\$40,000							
12	Existing Sidewalk (AC/Dir) Removal	2,750	SF	\$1.50	\$4,125	100%	\$4,125							
13	Existing Driveway Removal	7,750	SF	\$2.00	\$15,500	100%	\$15,500							
14	Existing Storm Drainage Structure Removal	8	EA	\$1,200.00	\$9,600	100%	\$9,600							
15	Existing Storm Drainage Pipe Removal	160	LF	\$50.00	\$8,000	100%	\$8,000							
16	Earthwork/Grading (F)	1,500	CY	\$20.00	\$30,000	100%	\$30,000							
17	Sidewalk Construction (AC)	2,750	SF	\$10.00	\$27,500	100%	\$27,500							
18	Driveway Construction (Concrete)	2,700	SF	\$17.00	\$45,900	100%	\$45,900							
19	Concrete Curb Construction	2,000	LF	\$42.00	\$84,000	100%	\$84,000							
20	HMA Patch Paving (AC)	11,400	SF	\$15.00	\$171,000	100%	\$171,000							
21	Bike Trail (Class I) Construction (AC)	20,000	SF	\$10.00	\$200,000	100%	\$200,000							
22	Landscape Bio-Swale (between roadway and trail)	6,800	SF	\$10.00	\$68,000	100%	\$68,000	100%	\$68,000			25%	\$17,000	
23	Revegetation (behind trail/sidewalk)	20,000	SF	\$1.25	\$25,000	100%	\$25,000	100%	\$25,000			50%	\$12,500	
24	Storm Drainage Modifications (Pipe)	320	LF	\$100.00	\$32,000	100%	\$32,000							
25	Storm Drainage Modifications (Structures)	16	EA	\$5,000.00	\$80,000	100%	\$80,000							
26	Roadway Signage	10	EA	\$400.00	\$4,000	100%	\$4,000							
27	Trail Signage	10	EA	\$400.00	\$4,000	100%	\$4,000							
28	Roadway Markers (w/ snow poles)	35	EA	\$300.00	\$10,500	100%	\$10,500							
29	Roadway Traffic Striping	8,000	LF	\$3.00	\$24,000	100%	\$24,000							
30	Roadway Markings (arrows, bike lanes, symbols)	45	EA	\$250.00	\$11,250	100%	\$11,250							
31	Trail Striping	2,000	LF	\$2.00	\$4,000	100%	\$4,000							
US Hwy 50/Al Tahoe Intersection Items														
32	Earthwork/Grading (F)	100	CY	\$30.00	\$3,000	100%	\$3,000							
33	Existing Roadway (AC) Removal	500	SF	\$3.00	\$1,500	100%	\$1,500							
34	Existing Traffic Strip/Marking Removals (w/ slurry seal)	1	LS	\$1,500.00	\$1,500	100%	\$1,500							
35	Existing Concrete Curb Removal	220	LF	\$10.00	\$2,200	100%	\$2,200							
36	Existing Sidewalk (AC) Removal	1,500	SF	\$2.00	\$3,000	100%	\$3,000							
37	Existing Sidewalk (Concrete) Removal	800	SF	\$5.00	\$4,000	100%	\$4,000							
38	Concrete Curb Construction	220	LF	\$42.00	\$9,240	100%	\$9,240							
39	HMA Patch Paving (AC)	400	SF	\$10.00	\$4,000	100%	\$4,000							
40	Sidewalk Construction (AC)	1,200	SF	\$10.00	\$12,000	100%	\$12,000							
41	ADA Ramp Construction (Concrete)	1,000	SF	\$35.00	\$35,000	100%	\$35,000							
42	Bike Trail (Class I) Construction (AC)	400	SF	\$10.00	\$4,000	100%	\$4,000							
43	Revegetation	1,200	SF	\$1.25	\$1,500	100%	\$1,500	100%	\$1,500			50%	\$750	
44	Signal Timing Modifications	1	LS	\$5,000.00	\$5,000	100%	\$5,000							
45	Signal Optical Emitter Actuated EVP Upgrades	1	LS	\$8,000.00	\$8,000	100%	\$8,000							
46	Roadway Signage	8	EA	\$400.00	\$3,200	100%	\$3,200							
47	Trail Signage	2	EA	\$400.00	\$800	100%	\$800							
48	Wayfinding Signage	2	EA	\$1,000.00	\$2,000	100%	\$2,000							
49	Roadway Markers (w/ snow poles)	10	EA	\$300.00	\$3,000	100%	\$3,000							
50	Roadway Traffic Striping (state hwy)	900	LF	\$4.00	\$3,600	100%	\$3,600							
51	Roadway Markings (limit line/stop bar)	150	LF	\$8.00	\$1,200	100%	\$1,200							
52	Roadway Markings (crosswalk)	2,800	SF	\$3.00	\$8,400	100%	\$8,400							
53	Roadway Markings (arrows, bike lanes, symbols)	20	EA	\$300.00	\$6,000	100%	\$6,000							

03-CITY OF SOUTH LAKE TAHOE-01

Johnson/Al Tahoe Intersection Items													
54	Earthwork/Grading (F)	100	CY	\$30.00	\$3,000	100%	\$3,000						
55	Existing Roadway (AC) Removal	1,200	SF	\$3.00	\$3,600	100%	\$3,600						
56	Existing Traffic Strip/Marking Removals (w/ slurry seal)	1	LS	\$1,500.00	\$1,500	100%	\$1,500						
57	Existing Concrete Curb Removal	240	LF	\$10.00	\$2,400	100%	\$2,400						
58	Existing Sidewalk (AC) Removal	200	SF	\$2.00	\$400	100%	\$400						
59	Existing Sidewalk (Concrete) Removal	400	SF	\$5.00	\$2,000	100%	\$2,000						
60	Concrete Curb Construction	240	LF	\$42.00	\$10,080	100%	\$10,080						
61	HMA Patch Paving (AC)	1,200	SF	\$10.00	\$12,000	100%	\$12,000						
62	Sidewalk Construction (AC)	200	SF	\$10.00	\$2,000	100%	\$2,000						
63	ADA Ramp Construction (Concrete)	1,600	SF	\$35.00	\$56,000	100%	\$56,000						
64	Revegetation	1,400	SF	\$1.25	\$1,750	100%	\$1,750	100%	\$1,750		50%	\$875	
65	Signal Timing Modifications	1	LS	\$5,000.00	\$5,000	100%	\$5,000						
66	Signal Optical Emitter Actuated EVP Upgrades	1	LS	\$8,000.00	\$8,000	100%	\$8,000						
67	Roadway Signage	8	EA	\$400.00	\$3,200	100%	\$3,200						
68	Trail Signage	2	EA	\$400.00	\$800	100%	\$800						
69	Wayfinding Signage	2	EA	\$1,000.00	\$2,000	100%	\$2,000						
70	Roadway Markers (w/ snow poles)	10	EA	\$300.00	\$3,000	100%	\$3,000						
71	Roadway Traffic Striping	300	LF	\$3.00	\$900	100%	\$900						
72	Roadway Markings (limit line/stop bar)	110	LF	\$6.00	\$660	100%	\$660						
73	Roadway Markings (crosswalk)	2,000	SF	\$3.00	\$6,000	100%	\$6,000						
74	Roadway Markings (arrows, bike lanes, symbols)	15	EA	\$250.00	\$3,750	100%	\$3,750						
Subtotal of Construction Items:					\$1,554,624		\$1,554,624		\$96,250			\$31,125	
Construction Item Contingencies (% of Construction Items):													
Enter in the cell to the right					20.00%		\$310,925						
Total (Construction Items & Contingencies) cost:					\$1,865,549								
Project Cost Estimate:													
Type of Project Delivery Cost										Cost \$			
Preliminary Engineering (PE)													
Environmental Studies and Permits(PA&ED):										\$100,000			
Plans, Specifications and Estimates (PS&E):										\$179,000			
Total PE:										\$	279,000	15%	25% Max
Right of Way (RW)													
Right of Way Engineering:										\$	-		
Acquisitions and Utilities:										\$	-		
Total RW:										\$	-		
Construction (CON)													
Construction Engineering (CE):										\$	83,000	4%	15% Max
Total Construction Items & Contingencies:										\$	1,866,000		
Total CON:										\$	1,949,000		
Total Project Cost Estimate:										\$	2,228,000		

5/28/2015



NARRATIVE QUESTIONS BACKUP INFORMATION



SCREENING QUESTION 1 – Attachment I-Screen1

LIST OF ACRONYMS

List of Acronyms

2012 PRC	2012 PRC Community Health Needs Assessment Report
2015 PRC	2015 PRC Community Health Needs Assessment Report
ATP	Active Transportation Program
Bijou Park	Bijou Community Park
City & SLT	City of South Lake Tahoe
CHAC	Community Health Advisory Committee
Community College	Lake Tahoe Community College
Community Mobility Group	Sustainable Collaborative Community Mobility Group
EDSO	El Dorado County Sheriff’s Office
EIP	Environmental Improvement Program
FHWA	Federal Highway Administration
JPA	Bicycle Advisory Committee, of the South Lake Tahoe Recreation Facilities Joint Powers Authority
LTUSD	Lake Tahoe Unified School District
Middle School	South Tahoe Middle School
MTC	Metropolitan Transportation Commission
PDT	Project Delivery Team
Project	AI Tahoe Boulevard Safety and Mobility Enhancement Project
RTP	Lake Tahoe Regional Transportation Plan
SWITRS	Statewide Integrated Traffic Reporting System
TAC	Technical Advisory Committee
TMPO	Tahoe Metropolitan Planning Organization
TRPA	Tahoe Regional Planning Agency
TTD	Tahoe Transportation District

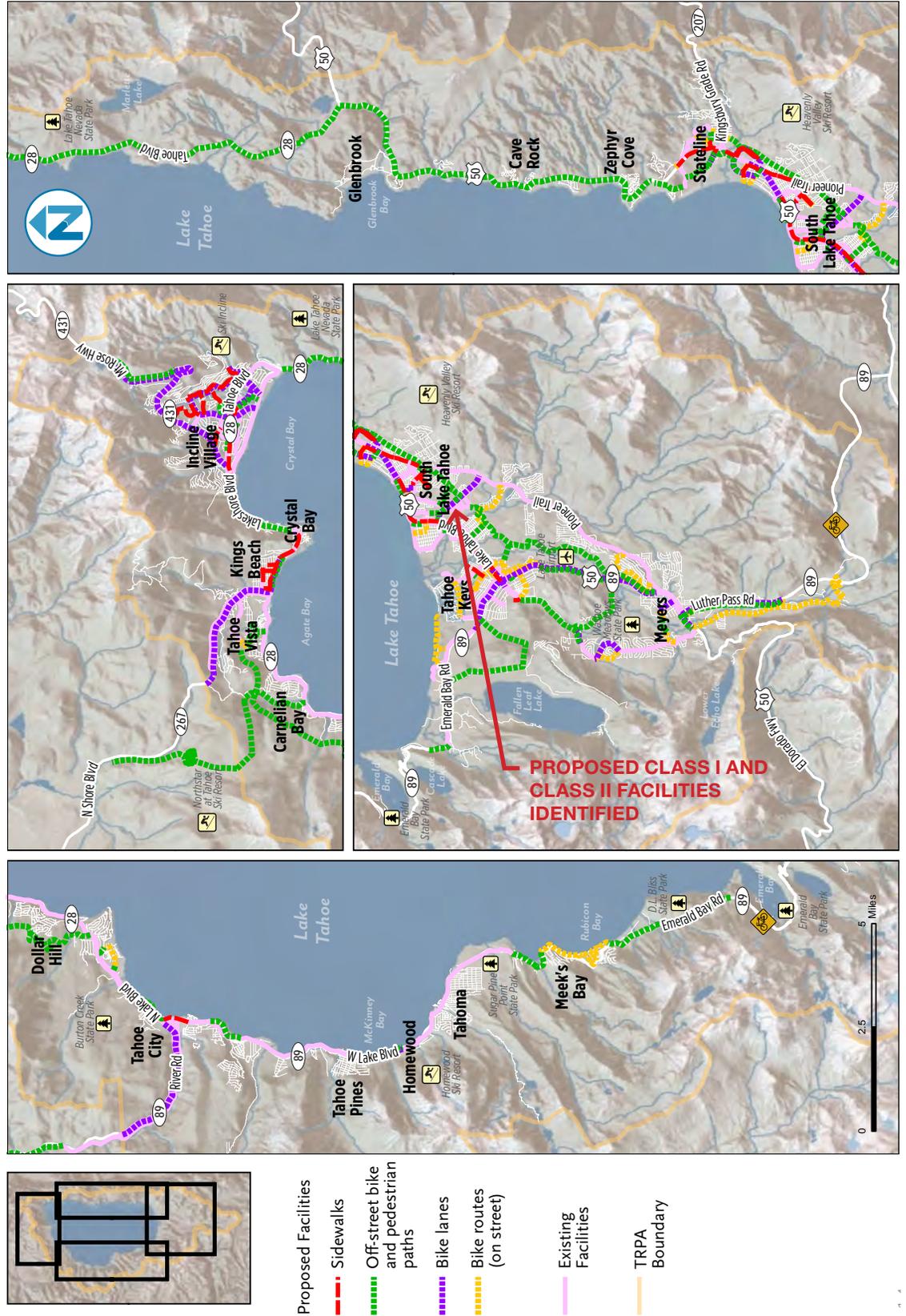


SCREENING QUESTION 2 & QUESTION 1C – Attachment I-Screen2/I-Q1C.1

DECEMBER 2012

4. EXISTING AND PLANNED TRANSPORTATION SYSTEM

Figure 4-3 Existing and Planned Bicycle and Pedestrian Facilities (includes Tier 1 and Tier 2 projects)



REGIONAL TRANSPORTATION PLAN 2035



DECEMBER 2012

Figure 6-3 Tier 1 Constrained Scenario Project List: Cost and Implementation Steps

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Corridor Revitalization									
1	A	B	C	Kings Beach Commercial Core Improvement Project	Bike/Ped/WQ	Placer	Placer	2015	\$36,414,000
2	A	B	C	State Route 89/Fanny Bridge Community Revitalization Project	Bridge/ Intersection	Placer	Placer	2018	\$22,081,616
3	B	C	C	US 50 South Shore Community Revitalization Project	Bike/Ped/WQ	El Dorado/Douglas	TTD	2017	\$81,182,412
4	B	C	C	Sierra Boulevard Complete Streets Project from US HWY 50 to Barbara Avenue (Includes US 50 and Sierra Boulevard Intersection Improvements)	Safety/Bike/Ped/WQ	CSLT	CSLT	2015	\$3,282,462
Corridor Revitalization Total					\$133,155,000				\$142,960,490
Transit Strategies									
5	A	C	C	Lake Tahoe Waterborne Transit Project	Transit Capital	NV/CA	TTD	2015	\$43,904,880
6	A	C	C	Lake Tahoe Waterborne Transit Operations	Transit Operations	NV/CA	TTD	2015-2023	\$41,400,000
7	B	C	C	BlueGo Service Operational Enhancements	Transit Operations	El Dorado/Douglas	TTD	2024-2035	\$55,200,000
8	B	C	C	BlueGo Transit Capital Enhancements	Transit Capital	El Dorado/Douglas	TTD	2016-2023	\$7,009,091
					Transit Capital	El Dorado/Douglas	TTD	2024-2035	\$12,748,825
								2016	\$2,122,416
								2018	\$3,312,242
								2022	\$5,903,757
9	B	C	C	TART Service Operational Enhancements	Transit Operations	Placer	Placer	2016-2023	\$6,872,248
								2024-2035	\$12,499,921
10	B	C	C	TART Transit Capital Enhancements	Transit Capital	Placer	Placer	2016	\$2,012,369
11	B	C	C	East Shore Service Operational Enhancement	Transit Operations	Various locations	Various	2016-2023	\$4,845,927
								2024-2035	\$8,811,062
12	B	C	C	East Shore Transit Capital Enhancement	Transit Capital	Various locations	TTD	2016	\$5,518,282
13	B	C	C	Inter-Regional Service Operational Enhancement (cost shown is annual subsidy required, not total cost)	Transit Operations	Various locations	Various	2016-2023	\$5,241,734
14	B	C	C	Inter-Regional Transit Capital Enhancement	Transit Capital	Various locations	Various	2024-2035	\$9,534,182
15	A	C	C	City of South Lake Tahoe (TVL) Aviation Capital	AIP Capital	CSLT	CSLT	2016	\$4,025,959
								2024	\$22,194,231
Transit Strategies Total					\$88,042,930				\$253,157,127

REGIONAL TRANSPORTATION PLAN 2035



DECEMBER 2012

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Bike and Pedestrian Strategies										
16	B	C	C	Pioneer Trail Pedestrian Upgrades Project from Lake Tahoe Blvd/US Hwy 50 to Larch Avenue	\$1,500,000	Sidewalk	CSLT	CSLT	2014	\$1,530,000
17	B	C	C	Harrison Avenue from Lakeview Ave to Los Angeles Ave	\$1,200,000	C-I/Shared Use	CSLT	CSLT	2014	\$1,224,000
18	A	B	C	Nevada State Line to State Line Bikeway from Incline Village to Sand Harbor	\$10,000,000	C-I/Shared Use or Class II/ Bike Lane	Washoe	Washoe/NDOT/TTD	2023	\$12,189,944
19	A	B	C	Sawmill Road from Echo View Estates to US Hwy 50	\$1,500,000	C-I/Shared Use	El Do	El Do	2014	\$1,530,000
20	B	C	C	Lake Tahoe Blvd from D Street to Boulder Mountain Drive	\$2,700,000	C-I/Shared Use and Class II/ Bike Lane	El Do	El Do	2014	\$2,754,000
21	B	C	C	Dollar Creek Shared-Use Trail	\$2,500,000	C-I/Shared Use	Placer	Placer	2015	\$2,601,000
22	A	B	C	South Tahoe Greenway from Sierra Tract to Stateline Phase I	\$5,000,000	C-I/Shared Use	CSLT	CTC	2015	\$5,202,000
23	A	B	C	Nevada State Line to Stateline South Demo from Stateline to Round Hill Pines Beach	\$9,000,000	C-I/Shared Use	Douglas	TTD	2014	\$9,180,000
24	A	B	C	US Hwy 50-El Dorado Beach Trail from El Dorado Beach to Ski Run Boulevard	\$2,950,000	C-I/Shared Use	CSLT	CSLT	2015	\$3,069,180
25	B	C	C	Home Wood Multi-Use Trail from Fawn Street to Cherry Street	\$1,950,000	C-I/Shared Use	Placer	TCPUJ	2014	\$1,989,000
26	B	C	C	West Shore Bike Trail Extension - from Meeke Bay to Sugar Pine Point State Park	\$2,000,000	C-I/Shared Use	Placer	TCPUJ/TTD	2015	\$2,080,800
27	B	C	C	US Hwy 50 from Existing Linear Park Trail to Park Avenue	\$374,000	C-I/Shared Use	CSLT	CSLT	2023	\$455,904
28	B	C	C	South Lake Tahoe Bicycle Bridges Repair	\$230,000	C-I/Shared Use	CSLT	CSLT	2013	\$230,000
29	B	C	C	US Hwy 50 - From Kingsbury Grade to Lake Parkway	\$130,000	Sidewalk	Douglas	Douglas	2015	\$135,252
30	B	C	C	Third Street - Safe Routes to School Improvements	\$300,000	C-III/Bike Route/Sidewalk	CSLT	CSLT	2016	\$318,362
31	B	C	C	Tahoe Island Drive Safe Routes to School Project	\$560,000	C-III/Bike Route/Sidewalk	CSLT	CSLT	2016	\$594,276
32	B	C	C	Washington Avenue Safe Routes to School Project	\$180,000	C-III/Bike Route/Sidewalk	CSLT	CSLT	2024	\$223,807
33	B	C	C	Blackwood Avenue Safe Routes to School Project	\$210,000	Sidewalk	CSLT	CSLT	2024	\$261,109
34	B	C	C	Spruce Avenue Safe Routes to School Project	\$300,000	Sidewalk	CSLT	CSLT	2024	\$373,012
35	B	C	C	Nevada State Line to Stateline from Crystal Bay to Incline	\$20,000,000	C-I/Shared Use	Washoe	TTD	2022	\$23,901,851
36	A	B	C	Washoe County Master Plan Bike/Ped Improvements	\$690,000	C-I, C-II, C-III, Sidewalk	Washoe	Washoe	2015	\$717,876
37	A	B	C	Lake Parkway Sidewalk	\$580,000	Sidewalk	Douglas	NDOT	2013	\$580,000
38	B	C	C	Park Ave (West) - from Pine Blvd to US Hwy 50/End of Linear Park Path	\$121,000	C-I/Shared Use	CSLT	CSLT	2025	\$153,457
39	B	C	C	US Hwy 50 - City of South Lake Tahoe City Limits to Sawmill Blvd	\$2,900,000	C-I/Shared Use	El Do	El Do	2024	\$3,605,785
40	B	C	C	Alt Tahoe Trail - from Lake Tahoe Blvd/US Hwy 50 to Alt Tahoe Bike Trail	\$793,000	C-I/Shared Use	CSLT	CSLT	2016	\$841,538
41	B	C	C	West Shore Trail Improvements - from SR 28/89 to Tahoma	\$1,875,000	C-I/Shared Use	El Do/TCPUJ	El Do/TCPUJ	2020	\$804,080
42	B	C	C	Truckee River Trail Widening - from Tahoe City to Squaw Valley	\$1,875,000	C-I/Shared Use	Placer	TCPUJ	2024	\$2,331,327
43	B	C	C	Sunnyside to Sequoia Trail - from Sunnyside Resort to Lower Sequoia/SR 89	\$975,000	C-I/Shared Use	Placer	TCPUJ	2018	\$1,076,479
44	B	C	C	National Avenue East Side - from Toyon Road to Existing Forest Service Path	\$480,000	C-I/Shared Use	Placer	Placer	2017	\$519,567
45	B	C	C	Venice Drive - from Tahoe Keys to 15th Street	\$35,000	C-II/Bike Route	CSLT	CSLT	2019	\$39,416
46	B	C	C	Class I Path Reconstruction	\$700,000	Class I	CSLT	CSLT	2014	\$714,000
Bike and Pedestrian Strategies Total					\$72,433,000					\$81,227,024

ITEM NO. 40 IS THE PROPOSED PROJECT

2010 LAKE TAHOE BICYCLE AND PEDESTRIAN PLAN

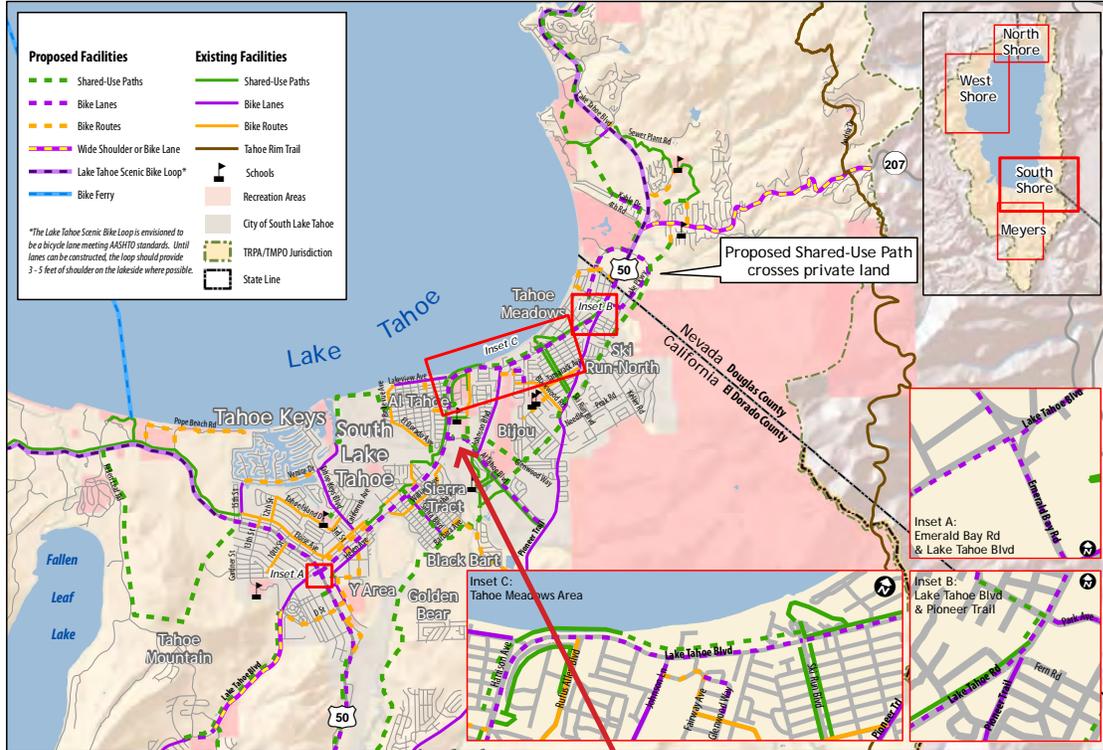


Figure 11: Existing and Proposed Bicycle and Pedestrian Network, South Shore Bikeways

PROPOSED CLASS I AND CLASS II FACILITIES IDENTIFIED

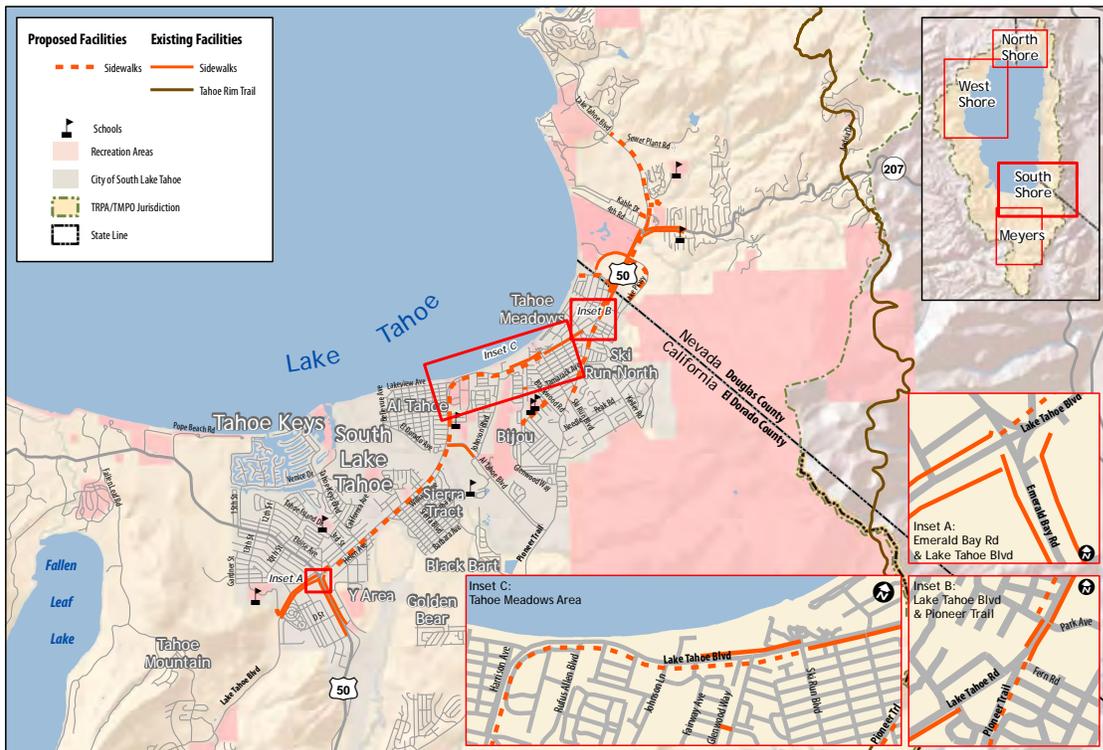


Figure 11: Existing and Proposed Bicycle and Pedestrian Network, South Shore Sidewalks

2010 LAKE TAHOE BICYCLE AND PEDESTRIAN PLAN

PROPOSED PROJECT

EA#	Class	Location	Ownership	Name	From	To	Miles (1)	Cost per mile (2)	Total Cost	Status
10032/10040	C-1/SHARED USE PATH	CARSON CITY, CITY OF SOUTH LAKE TAHOE	CARSON CITY	WASHOE COUNTY LINE	WASHOE COUNTY LINE	DOUGLAS COUNTY LINE	4.00	\$4,000,000	\$16,014,259	STUDY
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	AL TAHOE ELEMENTARY SCHOOL	US HWY 50	JOHNSON BLVD	0.40	\$2,000,000	\$798,239	
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	B STREET CONNECTOR	B STREET	US HWY 50	0.08	\$1,000,000	\$78,426	
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	BARTON MEADOW CONNECTOR	SAN FRANCISCO AVE	VENICE DRIVE	1.28	\$4,000,000	\$5,126,710	
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	CEMETERY CONNECTOR	BLVD NEIGHBORHOOD	JOHNSON BLVD	0.51	\$2,000,000	\$1,012,056	PRELIMINARY
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	HARRISON AVE	LAKEVIEW AVE	LOS ANGELES AVE	0.28	\$2,000,000	\$566,312	PLANNING
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	JAMES CONNECTOR	JAMES AVE	EXISTING BIKE PATH	0.03	\$2,000,000	\$67,916	
778	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	MOUNTAIN TO LAKE PEDESTRIAN FACILITY	US HWY 50	LAKE TAHOE SOUTH LAKE TAHOE BIKE PATH	0.50	\$2,000,000	\$1,000,000	
10037	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	OAKLAND AVE BIKE PATH CONNECTOR	OAKLAND AVE	BEHIND MEERS	0.10	\$2,000,000	\$209,646	
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PARK AVE (WEST)	PINE BLVD	US HWY 50/END OF LINEAR PARK TRAIL	0.21	\$500,000	\$103,034	
10032/10040	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PONDEROSA/SUSSEX CONNECTOR TO SIERRA TRACT	US HWY 50	SOUTH LAKE TAHOE BIKE PATH - PONDEROSA SECTION	0.07	\$2,000,000	\$132,849	
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	RUFUS ALLEN BLVD	US HWY 50	AL TAHOE BLVD	0.23	\$2,000,000	\$460,000	ENVIRONMENTAL
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SIERRA BLVD	US HWY 50	BARBARA AVE	0.50	1000000	\$500,000	REVIEW
752	C-1/SHARED USE PATH	CALIFORNIA TAHOE CONSERVANCY	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY	SKI RUN BLVD	SIERRA TRACT	1.50	\$2,500,000	\$3,751,998	REVIEW
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SOUTH TAHOE GREENWAY CONNECTOR	WAN SICKLE STATE PARK	TAHOE VALLEY ELEMENTARY SCHOOL	1.33	\$2,500,000	\$3,327,520	REVIEW
752	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	WYOMING AVE	CITY OF SOUTH LAKE TAHOE CITY LIMITS	0.06	\$2,000,000	\$118,416	
10033	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	H STREET	PARK AVE	0.44	\$2,000,000	\$884,390	
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	EXISTING LINEAR PARK PATH	EL DORADO BEACH	0.07	\$2,000,000	\$140,000	FINAL DESIGN
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50-EL DORADO BEACH TRAIL	SKI RUN BLVD	MARKET STREET	0.69	\$2,000,000	\$1,387,449	ENVIRONMENTAL
777	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	KINGSBURY CONNECTOR	WAN SICKLE STATE PARK	STATELINE AVE	0.77	\$2,000,000	\$1,545,217	REVIEW
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	LAKE PARKWAY WEST (LOOP ROAD, NV SP)	US HWY 50	STATELINE AVE	0.44	\$2,000,000	\$881,223	REVIEW
	C-1/SHARED USE PATH	DOUGLAS COUNTY	USFS	LPF 2 - ROUND HILL BIKE PATH CONNECTOR	KAHLE PARK	ROUND HILL BIKE PATH	0.26	\$2,000,000	\$520,952	IN LITIGATION
777/771	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	US HWY 50	LAKE PARKWAY	0.89	\$2,000,000	\$1,772,420	REVIEW
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	US HWY 50	LAKE PARKWAY	0.89	\$2,000,000	\$1,772,420	REVIEW
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	US HWY 50	LAKE PARKWAY	0.89	\$2,000,000	\$1,772,420	REVIEW
771	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	US HWY 50	LAKE PARKWAY	0.89	\$2,000,000	\$1,772,420	REVIEW
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	US HWY 50	LAKE PARKWAY	0.89	\$2,000,000	\$1,772,420	REVIEW
769	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	US HWY 50	LAKE PARKWAY	0.89	\$2,000,000	\$1,772,420	REVIEW
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	US HWY 50	LAKE PARKWAY	0.89	\$2,000,000	\$1,772,420	REVIEW
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	US HWY 50	LAKE PARKWAY	0.89	\$2,000,000	\$1,772,420	REVIEW
10036	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	FALLEN LEAF BIKE LOOP	CAMP RICHARDSON	15TH STREET	3.76	\$11,000,000	\$3,757,450	PLANNING
	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	FALLEN LEAF BIKE LOOP	CAMP RICHARDSON	15TH STREET	3.76	\$11,000,000	\$3,757,450	PLANNING
	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	FALLEN LEAF BIKE LOOP	CAMP RICHARDSON	15TH STREET	3.76	\$11,000,000	\$3,757,450	PLANNING
736/10034	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	SAWILL 2 PATH	US HWY 50	LAKE TAHOE BLVD	1.86	\$2,000,000	\$3,710,012	FINAL DESIGN

Table 18: Proposed Bicycle and Pedestrian Project List, Class I/Shared Use Path

Notes:
 1) Mileage is calculated from GIS, not mileposts.
 2) Costs for Caltrans projects use the "Conceptual Unit Cost Estimates". Since these projects are constructed concurrently with water quality work, actual costs of the bicycle or pedestrian component are difficult to extract.

2010 LAKE TAHOE BICYCLE AND PEDESTRIAN PLAN

PROPOSED PROJECT

FIP#/Caltrans E#	Class	Location	Ownership	Name	From	To	Cost per mile		Status	
							Miles (1)	(2)		Total Cost
	WIDE SHOULDER	CARSON CITY, CITY OF SOUTH LAKE TAHOE	NDOT	LAKE TAHOE SCENIC BIKE LOOP-NSR 28	CARSON CITY, COUNTY LINE	SPOONER SUMMIT	5.14	\$5,000	\$25,702	
	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	AL TAHOE BLVD	US HWY 50	PIONEER BLVD	1.55	\$500,000	\$775,061	
	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	GLENWOOD AVE	BLACKWOOD RD	FAIRWAY DR GLORENE INTERSECTION	0.25	\$500,000	\$125,818	
	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE BLVD	SOUTH TAHOE "Y"	CONNECTOR	0.17	\$500,000	\$82,511	
	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PARK AVE (EAST)	EXISTING BIKE LANE	MONTREAL ROAD	0.06	\$500,000	\$28,026	
10037	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PINE BLVD	STATELINE AVE	PARK AVE PALMIRA INTERSECTION	0.37	\$5,000	\$1,827	
	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SIERRA BLVD	US HWY 50	CONNECTOR	0.50	\$500,000	\$250,000	
	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SKI RUN BLVD	US HWY 50	PIONEER BLVD	0.56	\$500,000	\$278,513	95% DESIGN-CII
NA/03-1A842	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	STATE ROUTE 89-EMERALD BAY ROAD	SOUTH TAHOE "Y"	CITY OF SOUTH LAKE TAHOE CITY LIMITS	1.36	\$5,000	\$6,791	NEEDS TO BE REINSTATED HERE
8C380	C-2/BIKE LANE	TAHOE	CALTRANS	US HWY 50 (PM 75.4/77.3)	TROUT CREEK	SOUTH TAHOE "Y"	1.89	\$4,000,000	\$7,573,067	60% DESIGN
A733	C-2/BIKE LANE	TAHOE	CALTRANS	US HWY 50 (PM 77.3/79.3)	SKI RUN BLVD	TROUT CREEK	1.95	\$9,000,000	\$17,591,210	95% DESIGN
A734	C-2/BIKE LANE	TAHOE	CALTRANS	US HWY 50 (PM 79.3/80.4)	STATELINE RD	SKI RUN BLVD	1.15	\$8,000,000	\$9,185,518	
	C-2/BIKE LANE	DOUGLAS COUNTY	DOUGLAS COUNTY	KAHLE DRIVE	US HWY 50	ARTHUR DRIVE	0.36	\$500,000	\$180,000	
	C-2/BIKE LANE	DOUGLAS COUNTY	DOUGLAS COUNTY	LAKE PARKWAY (WEST)	US HWY 50	STATELINE AVE	0.45	\$500,000	\$226,469	
777	C-2/BIKE LANE	DOUGLAS COUNTY	DOUGLAS COUNTY	LAKE PARKWAY EAST (LOOP ROAD)	PARK AVE	US HWY 50	0.83	\$500,000	\$415,453	
	WIDE SHOULDER	DOUGLAS COUNTY	DOUGLAS COUNTY	KINGSBURY GRADE	US HWY 50	SUMMIT	3.11	\$5,000,000	\$15,542,663	
753	WIDE SHOULDER	DOUGLAS COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP	ELKS POINT ROAD	LAKE PARKWAY (LOOP ROAD)	1.58	\$5,000	\$7,885	
	WIDE SHOULDER	DOUGLAS COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP	CASINO CORE	STATELINE AVE	0.36	\$5,000	\$1,793	
753	WIDE SHOULDER	DOUGLAS COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP	SKYLAND	ELKS POINT ROAD	7.88	\$5,000	\$39,382	
753	WIDE SHOULDER	DOUGLAS COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP	SKYLAND	GLENBROOK	2.48	\$5,000	\$12,401	
	C-2/BIKE LANE	EL DORADO COUNTY	EL DORADO COUNTY	APACHE AVENUE (WEST)	SPOONER SUMMIT	MEYERS ELEMENTARY	0.42	\$5,000	\$2,099	
	C-2/BIKE LANE	EL DORADO COUNTY	EL DORADO COUNTY	LAKE TAHOE BLVD	SAWMILL BLVD	BOULDER MOUNTAIN COURT	0.39	\$500,000	\$195,361	
749/03-1A841	C-2/BIKE LANE	EL DORADO COUNTY	EL DORADO COUNTY	NORTH UPPER TRUCKEE/LAKE TAHOE BLVD	EXISTING BIKE LANE ON BLVD	EXISTING BIKE LANE ON NORTH UPPER TRUCKEE	0.88	\$50,000	\$44,182	
A731	C-2/BIKE LANE	EL DORADO COUNTY	CALTRANS	STATE ROUTE 89-MEYERS	US HWY 50 AND SR 89	PORTAL DRIVE	2.50	\$500,000	\$1,249,675	IN CONSTRUCTION
A731	C-2/BIKE LANE	EL DORADO COUNTY	CALTRANS	US HWY 50	STATE ROUTE 89 IN MEYERS	SOUTH UPPER TRUCKEE STATE ROUTE 89 IN MEYERS	0.44	\$500,000	\$218,229	60% DESIGN
A731	WIDE SHOULDER	EL DORADO COUNTY	CALTRANS	US HWY 50	US HWY 50	PIONEER TRAIL IN MEYERS	0.87	\$500,000	\$433,465	60% DESIGN
NA/03-1A732	C-2/BIKE LANE	EL DORADO COUNTY	CALTRANS	LAKE TAHOE BLVD	US HWY 50	PIONEER TRAIL IN MEYERS	3.96	\$1,000,000	\$3,955,098	60% DESIGN
NA/03-1A842	WIDE SHOULDER	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP	D STREET	SAWMILL ROAD	1.59	\$500,000	\$795,191	
NA/03-1A842	WIDE SHOULDER	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP	CITY OF SOUTH LAKE TAHOE CITY LIMITS	CAMP RICHARDSON	1.70	\$1,000,000	\$1,702,159	95% DESIGN
NA/03-1A842	WIDE SHOULDER	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP	CAMP RICHARDSON	SPRING CREEK ROAD	1.53	\$1,000,000	\$1,534,218	95% DESIGN

Table 18: Proposed Bicycle and Pedestrian Project List, Class II/Bike Lane or Wide Shoulder

HOME ABOUT PROJECTS PROGRAM INFO RESULTS [Request Support](#) [Log In](#)

Project
03.01.02.0005 - AL TAHOE SAFETY AND MOBILITY ENHANCEMENT PROJECT [View Fact Sheet](#)

! There are updates to this project but they have not been submitted. Check back later for more current information on this project.

Basics

Category:

- !** Focus Area: [03 - Air Quality and Transportation Focus Area](#)
- !** Program: [03.01 - Air Quality & Transportation](#)
- !** Action Priority: [03.01.02 - Improving Transit and Trails Connections Action Priority](#)
- !** Project: 03.01.02.0005 - Al Tahoe Safety and Mobility Enhancement Project

! Stage: Planning/Design

! Project Description: The project includes: Class 1 Bike Trail on Al Tahoe adjacent to middle school, from US 50 to Johnson, Bike Lanes on both sides Al Tahoe (same length), driveway narrowing (at bus barn, and at retail center) and intersection improvements at both ends. Sidewalks are currently being constructed by SW Gas adjacent to the retail center. This was leveraged as part of the project by the City.

Attributes:

- This project is on the 5 Year List
- This project is a TMPO project.

Bike and Pedestrian - C-I/Shared Use

https://eip.laketahoeinfo.org/Project/Summary/291

5/29/2015

BIJOU/AL TAHOE COMMUNITY PLAN OCTOBER 1995

the mitigation fee requirement in Policy A above.

Objective 4: To improve circulation, reduce vehicle trips, and to improve public access to the recreational areas, a network of bike trails and sidewalks shall be constructed.

Policy A: Extend and provide additional bike trails within the Community Plan area and to recreation areas.

Policy B: Provide adequate sidewalks in commercial areas which are maintained free of snow on a year round basis.

Policy C: Pedestrian and bicycle facilities identified in the Plan shall be identified and constructed as part of the CIP in Chapter VII.

Objective 5: Transportation systems management (TSM) strategies shall be encouraged to reduce peak-period traffic and total vehicle miles traveled.

Policy A: All transportation entities servicing the CP area should become members of a south shore transportation management association (TMA).

Policy B: Implement transportation demand management (TDM) strategies such as an employer-based trip reduction program, transit incentives, ride-sharing program, and postal delivery system improvements.

Policy C: Explore reduced or shared parking in the pedestrian district.

Policy D: Explore the feasibility of requiring paid parking in the commercial districts as an incentive to reduce the VMT's within the new community plan area.

Objective 6: Provide adequate parking facilities.

Policy A: Develop a parking program throughout the CP area. The program shall consider office employee parking, shared parking.

Policy B: Convert the Harrison Ave. public right-of-way for parking, landscaping, and sidewalks. Insure new design will retain public access. Construct a community parking lot within the Harrison District to replace a minimum of 27 parking spaces removed for landscaping.

Policy C: The Harrison Commercial District, or portions thereof, may reduce the parking requirement of the Citywide Parking Ordinance and waive the on site parking requirement if a parking study and plan is completed and approved.

Policy D: The Bijou Commercial District may reduce the parking requirement of the Citywide Parking Ordinance and waive the on site parking requirement if a parking study and plan is completed and approved.

BIJOU/AL TAHOE COMMUNITY PLAN OCTOBER 1995

2. US 50 Improvements (excluding Harrison area) - Based on the five lane/two bike lane cross section, construct new curb, gutter, 5 foot sidewalks (except on the lake side of US 50 which shall have an 8 foot bike trail) and pedestrian street lights from Trout Creek Bridge to Fairway Avenue. Properties fronting Hwy 50 shall remove the existing curb and gutter and construct new improvements which include increasing the sidewalk width to 8' to create a bike trail and additional landscaping.
3. Local Streets - To construct a 4' sidewalk on both sides of the street ROW within Harrison and Bijou Districts.
4. Al Tahoe Boulevard - To construct a 5' sidewalk on the north side and an 8' sidewalk/bike trail on the Payless side of Al Tahoe Boulevard (from US Highway 50 to Johnson Boulevard).
5. Johnson Boulevard, Rufus Allen Boulevard and Lyon Avenue - To construct a 5' sidewalk on the west side of the ROW for Johnson and Lyon Avenues. Rufus Allen shall use 8' sidewalk which will double as the bike trail noted in (4) below.

Bicycle Facilities

Bicycle Trail System - To improve circulation, reduce vehicle trips, and improve public access to recreational areas (see Exhibit 4).

Class I - Separated

Class II - Striped on road with signs

Class III - Unstriped use of roads with signs.

1. US Highway 50 Bike Trails - To complete construction of a Class I bike trail on the lake side of the highway from Trout Creek Bridge to Fairway Avenue. To construct a Class II bike trail on both sides of the US Highway 50 travel way.
2. Harrison District Bike Trail - In the Harrison District construct a Class II bike trail on San Jose Avenue, Riverside Avenue and Modesto in lieu of a Class I bike trail required in (1) above.
3. Treehaven Connector Trail - To construct a Class I bike trail from Treehaven Drive to Rufus Allen Boulevard.
4. Bijou Park to Lake Recreation Trail - To construct a Class I bike trail from El Dorado Beach to Bijou Park (see Exhibit 4).
5. Johnson Boulevard/Al Tahoe Bike Trail - To complete construction of a Class II bike trail along the Johnson Boulevard and Al Tahoe Boulevard. Also as a part of the sidewalk system a Class I trail on the Lucky/Payless side of Al Tahoe Boulevard.

Other Transportation Mitigation Measures

1. Information and Contingency Plan - TMA shall develop a faster and more accurate traffic information system for the traveling public, and develop contingency plans for road closure and gridlock conditions.

TABLE TC-1 Roadway Functional Classifications		
Classification/Roadway	Segment	Number of Through Lanes
Tahoe Island Drive	Tahoe Vista Drive to Washington Avenue	2
Tahoe Keys Boulevard	Highway 50 to Ala Wai Boulevard	2
Tamarack Avenue	Blackwood Road to Pioneer Trail	2
Treehaven Drive	Cul-de-sac to Johnson Boulevard	2
Venice Drive	Tahoe Keys Boulevard to 15th Street	2
Wildwood Avenue	Highway 50 to Pioneer Trail	2
Melba Drive	B Street to South Avenue	2
B Street	Emerald Bay Road to Melba Drive	2
Local		
All other travel ways		2

CITY STREET SYSTEM

South Lake Tahoe is served by two main highways: US Route 50 (Highway 50) and State Route 89. These roadways are crucial to the city’s viability, as they serve not only as entry and exit points, but also as the main travel routes through the city. The community is also served by an extensive network of collector and local streets. The policies in this section provide for the maintenance and improvement of the city’s street system to provide better overall vehicular circulation and the development of “complete streets” that accommodate all modes of transportation.

Goal TC-1	To develop a transportation network that provides an efficient, comprehensive, and well-maintained roadway system that accommodates vehicular travel while encouraging expanded use of alternative transportation modes.
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Policy TC-1.1: Overall Street Design 

The City shall develop: all arterial streets to provide infrastructure for vehicles, transit, bicycles, and pedestrians; all collector streets to provide at a minimum infrastructure for vehicles, transit, bicycles and pedestrians; and all local streets to provide adequate shared infrastructure for vehicles, bicycles, and pedestrians. The City shall develop a network of routes along collector and local streets for pedestrians and bicyclists.

Policy TC-1.2: Level of Service Standard

The City shall establish a minimum Level of Service (LOS) Standard “D” for all City streets and intersections. Up to four hours per day of LOS “E” shall be considered acceptable. LOS shall be considered based on average delay for the intersection as a whole for signalized intersections, and for the worst approach for intersections controlled by stop signs or roundabouts. LOS shall be evaluated for a busy, but not peak traffic, day in the peak seasons.

2011 SOUTH LAKE TAHOE GENERAL PLAN*South Lake Tahoe General Plan**Transportation and Circulation Element***Policy TC-1.3: Gateway Enhancements**

The City shall provide gateways to enhance the economic vitality and image of South Lake Tahoe's northern, southern, and eastern highway entries. This includes enhancements to the travel experience along Highway 50 and State Route 89 through the protection of scenic view corridors (views of Lake Tahoe and the surrounding mountains), highway design (roundabouts, sidewalks), and private investment (consolidated retail nodes).

Policy TC-1.4: Capital Improvement Program Funding

The City shall provide for sufficient funding to finance the transportation projects in the Capital Improvement Program (CIP).

Policy TC-1.5: Street Repair Program

The City shall maintain and implement the Pavement Management Plan and maintain a street repair program that ensures sufficient funding for maintenance of South Lake Tahoe's street system.

Policy TC-1.6: Minimize Access Points on Highway 50

The City shall reduce the number of ingress and egress points along Highway 50, as feasible, as a condition of project approval or as part of implementing the City's Capital Improvement Program (CIP) by combining and realigning driveways to improve traffic flow and minimizing transit, pedestrian, and bicycle conflicts.

Policy TC-1.7: Highway 50 Relocation Project

The City shall coordinate efforts with Caltrans and the Tahoe Transportation District to relocate Highway 50 to south of Heavenly Village in the Stateline Community Plan area. This will allow for reduced numbers of travel lanes on Highway 50 between Pioneer Trail and Stateline, creation of a dedicated transit lane, and enhancement of bicycle and pedestrian amenities.

Policy TC-1.8: Complete Streets Design 

The City shall seek to develop or upgrade all State Highways, arterials, and collectors as Complete Streets that accommodate all travel modes. Elements of Complete Streets design include the following:

- Balanced design that accommodates walking, cycling, transit, driving, parking, snow removal, drainage, stormwater management, emergency vehicle access, and deliveries.
- Appropriate street design that relates well to the uses bordering the street and allows for continuous activity (i.e. retail, restaurants, lodging, residential, etc.).
- Interconnected network of facilities that increases travel route options and allows short trips to be completed off arterial roadways.

- Appropriate pedestrian and bicycling facilities that promote safety and maximize access.
- Well-designed and low-impact street lighting.
- Appropriate landscaping that benefits the surroundings and encourages lower travel speeds.
- Sustainable design that minimizes runoff, responds to the local climate, and conserves natural resources.
- Well-maintained facilities.

Policy TC-1.9: Alternative Modes and Fuels

The City shall promote more effective use of alternative transportation modes (e.g., walking, bicycling, and public transportation) and use of electric/alternative fuel vehicles. The City shall also support the development of alternative fuel and electric car charging stations. Sources: South Lake Tahoe Smart Growth Principles,

Policy TC-1.10: Traffic Flow Management

The City shall coordinate efforts with Caltrans to manage traffic flows along Highway 50 and State Route 89.

Policy TC-1.11: Enhancements along the Highway 50 Corridor

The City shall coordinate with Caltrans, El Dorado County, and the Tahoe Regional Planning Agency to expand multimodal transportation capacity along the Highway 50 corridor between South Lake Tahoe and Placerville. This may include the provision of rail facilities and services.

Policy TC-1.12: Consideration of Roundabouts

The City shall consider roundabouts at key intersections, where feasible, to alleviate congestion and provide a higher level of service. New traffic signals will be considered when proven to be superior or safer than roundabouts. Sources:

Policy TC-1.13: Traffic Signal Synchronization

The City shall encourage Caltrans to improve synchronization of existing traffic signals on State Highways in order to alleviate traffic congestion.

Policy TC-1.14: Traffic Information Services

The City should coordinate the distribution of real-time traffic information for seasonal traffic congestion through one or more of the following methods:

- a. Post information directly on the City's website;
- b. Send email alerts on major traffic problems to residents, visitors, and businesses;

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- c. Encourage businesses to display real-time traffic information to their patrons and provide incentives for tourists to stay at the business longer rather than wait in traffic (e.g., hotel late checkout times, coupons, traffic jam specials); and/or
- d. Coordinate with Caltrans to provide real-time traffic information on the changeable message boards that inform motorists of the drive time to various destinations.

Policy TC-1.15: Safe Access to Schools

The City shall work with the South Lake Tahoe Unified School District and Lake Tahoe Community College to provide safe access to schools (e.g., sidewalks, road crossings, bicycle paths, bus circulation). The City shall coordinate with the schools on submittal of grant requests for Safe Routes to Schools to help underwrite the cost to build and maintain the bicycle facilities connecting to schools.

Policy TC-1.16: Land Use Strategies to Reduce Travel Demand

The City shall reduce travel demand through increased density and mixing of land uses near transit centers and within convenient bicycle and pedestrian travel areas.
Source:

Policy TC-1.17: Acquisition of Privately-Owned Streets

The City shall work towards acquiring privately-owned streets within the city that are used by the public.

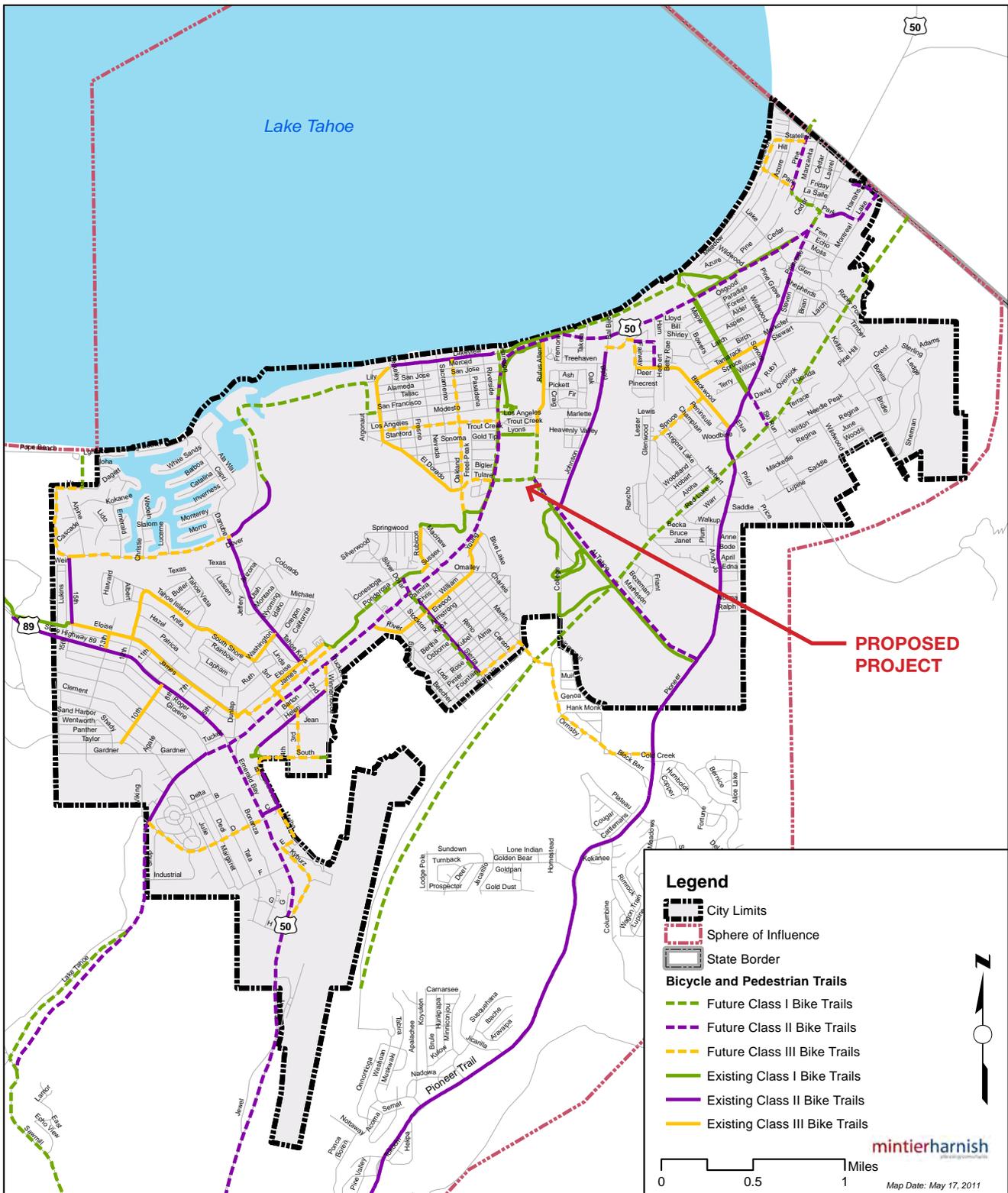
Policy TC-1.18: Traffic Calming Measures

The City shall explore the installation and effectiveness of traffic calming measures in order to create a safer and more attractive environment for bicyclists and pedestrians. Where it is appropriate the City shall encourage Caltrans to also consider traffic calming measures on State Highways. Examples of traffic calming measures may include, but are not limited to: bulb outs, narrow vehicle lanes, lane reduction, and stop signs.

TRANSIT

Transit services are important in any community to ensure mobility for those residents without ready access to a private vehicle, reduce automotive traffic volumes on major roadways, create a more sustainable environment, increase air and water quality, and promote energy efficiency. Transit is particularly important in South Lake Tahoe in enhancing the community's attraction as a destination resort while reducing the overall carbon-emission impact on the environment. The City is firmly committed to maximizing the availability of cost-effective public transportation both within and to/from the community. The policies in this section focus on high-quality, high-amenity, and frequent service along the Highway 50 corridor between Stateline and Tahoe Valley, augmented by coordinated neighborhood shuttles and routes diverting off Highway 50 that serve the remainder of the community.

2011 SOUTH LAKE TAHOE GENERAL PLAN




South Lake Tahoe
General Plan Update
Figure TC-3
Bicycle and Pedestrian Circulation Diagram

Policy TC-3.2: Cohesive and Continuous Bicycle and Pedestrian Network

The City shall develop a cohesive and continuous public bicycle and pedestrian network that allows convenient and safe travel for people of all abilities, free of major impediments and obstacles, and in compliance with ADA requirements.

Policy TC-3.3: Implement the Bicycle Master Plan and Improve Connections 

The City shall maintain and implement the Bicycle Master Plan and shall improve bicycle and pedestrian connections between all neighborhoods. This shall include linking residential neighborhoods, shopping districts, recreation facilities, employment centers, schools, and other public facilities with a network of safe, continuous, and attractive pedestrian sidewalks, paths, and bikeways.

Policy TC-3.4: Bike Route Signage

The City shall provide appropriate signage, striping, and symbols in accordance with the California Manual of Uniform Traffic Control, for easy rider way-finding through the city bikeway system. The City shall explore the use of sharrows where bicyclists share the road with vehicles.

Policy TC-3.5: Coordination with Lake Tahoe Bicycle Coalition and TRPA

The City shall coordinate with the Lake Tahoe Bicycle Coalition and TRPA's planning efforts for bicycle and pedestrian facilities.

Policy TC-3.6: Bicycle Parking and Storage

The City shall require new multi-family residential and commercial properties to provide accommodations for bicycle parking.

Policy TC-3.7: Bicycle Sharing at Transit Centers

The City shall explore the installation and management of Public Bike Share Programs at key transit centers.

Policy TC-3.8: Bikeways on Highway 50 and State Route 89

The City shall encourage Caltrans to install Class II bike lanes on Highway 50 and State Route 89 with an emphasis on complete connections through to Meyers and Baldwin Beach.

Policy TC-3.9: Bicycle and Pedestrian Facility Maintenance

The City shall strive to ensure the proper on-going maintenance of bicycle and pedestrian facilities.

Policy TC-3.10: Greenway Trail Support

The City shall support and encourage development of the Greenway Class I Trail from Meyers to Stateline, and encourage alignment of the facility to connect neighborhoods and commercial centers within the city.

Policy TC-3.11: Lakefront Bike Route 

The City shall work with the U.S. Forest Service and the California Tahoe Conservancy to complete boardwalks connecting the Tahoe Keys neighborhood with

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- Making development decisions predictable, fair, and cost-effective;
- Providing a mix of land uses;
- Preserving open space, natural beauty, and critical environmental areas;
- Providing a variety of transportation choices;
- Strengthening and directing development to existing communities; and
- Taking advantage of compact building design.

Policy LU-1.3: Development Connections

The City shall ensure that every project is planned to enhance the physical, visual, and social connections to surrounding parcels and to the larger community.

Policy LU-1.4: Elimination of Non-Conforming Uses

The City shall encourage the elimination of non-conforming uses in order to avoid inappropriate and incompatible land uses.

Policy LU-1.5: Transect Zoning 

The City shall implement the 2030 General Plan consistent with Tahoe Regional Planning Agency's Transect Zoning System, if adopted, which will specify land uses and standards, while emphasizing building form/function and conservation of natural areas.

Policy LU-1.6: Civic Center Creation

The City should explore the financial feasibility of consolidating City administrative uses on one City-owned property in the Bijou/Al Tahoe Community Plan area.

Policy LU-1.7: Live/Work Opportunities 

The City shall encourage live/work and work/live opportunities with flexible buildings and mixed-use land use designations that allow local businesses to grow and evolve over time.

Policy LU-1.8: Future Commercial Floor Area (CFA) Commodities 

The City shall pursue the maximum amount of available Commercial Floor Area that can be allocated by the Tahoe Regional Planning Agency, up to an additional 386,000 square feet above 2009 levels, in order to use it as an incentive for revitalization, economic growth, and urban renewal. The City should target future CFA commodities as follows:

- **Tahoe Valley Community Plan Area.** Up to 211,000 square feet of new CFA, with 130,000 going to the Tahoe Valley Node and the remaining 81,000 to areas within the Community Plan but outside of the Node.
- **Bijou/Al Tahoe Community Plan Area.** Up to 55,000 square feet of new CFA.
- **Stateline/Ski Run Community Plan Area.** Up to 55,000 square feet of new CFA, with 30,000 going to the Stateline Node and the remaining 25,000 to areas within the Community Plan but outside of the Node.



QUESTION 1A –
Attachment I-Q1A

References for Pedestrian/Bicycling Use Calculations

- Evaluating the Impact of Rail-Trails: A Methodology for Assessing Travel Demand and Economic Impacts: <http://www.tandfonline.com/doi/abs/10.1080/15568318.2013.825035#.VTHSZtzF98E>
- Community Economic Contributions from Recreational Trails Usage on Public Lands: Implications from a Comprehensive Wyoming Study: http://headwaterseconomics.org/wphw/wp-content/uploads/Trail_Study_45-recreational-trails-public-lands-wyoming.pdf
- Making Trails Count for Illinois: http://headwaterseconomics.org/wphw/wp-content/uploads/Trail_Study_72-trails-impact-illinois.pdf
- An Economic and Impact Analysis of the Coldwater Mountain Bike Trail: http://headwaterseconomics.org/wphw/wp-content/uploads/Trail_Study_13-coldwater-mountain-bike-trail.pdf
- Multiuse Trails: Benefits and Concerns of Residents and Property Owners: [http://dx.doi.org/10.1061/\(ASCE\)UP.1943-5444.0000124](http://dx.doi.org/10.1061/(ASCE)UP.1943-5444.0000124)
- Economic Impact of Recreational Trail Use in Different Regions of Minnesota: http://headwaterseconomics.org/wphw/wp-content/uploads/Trail_Study_4-trail-use-in-minnesota.pdf
- Profile of 2008 Minnesota Recreational Trail Users: http://headwaterseconomics.org/wphw/wp-content/uploads/Trail_Study_64-minnesota-rec-trail-users.pdf
- Perkiomen Trail 2008 User Survey and Economic Impact Analysis: http://headwaterseconomics.org/wphw/wp-content/uploads/Trail_Study_14-perkiomen-trail.pdf
- Evaluating Demand for Bicycle Facilities in Community-based Bicycle Planning: <http://www.ocsustainability.org/wp-content/uploads/2011/05/Evaluating-Demand-for-Bicycle-Facilities-in-Community-based-Bicycle-Planning-12-2176-91st-Annual-Meeting-of-the-Transportation-Research-Board-January-2012.pdf>
- Seamless Travel: Measuring Bicycle and Pedestrian Activity in San Diego County and its Relationship to Land Use, Transportation, Safety, and Facility Type: <http://www.path.berkeley.edu/sites/default/files/publications/PRR-2010-12.pdf>
- Factors that Affect and/or Can Alter Mode Choice: <http://128.175.63.72/projects/DOCUMENTS/transitmodel.pdf> or <http://sites.udel.edu/dct/files/2013/10/Rpt.-159-Factors-that-Affect-and-or-Can-Alter-Mode-Choice-yzxqre.pdf>
- Factors that influence choice of travel mode in major urban areas: <http://www.diva-portal.org/smash/get/diva2:7556/FULLTEXT01.pdf>
- Sustainable Transport: Planning for Walking and Cycling Environments (p. 191-198): https://books.google.com/books?id=EZbFggqDdjQC&pg=PA191&lpg=PA191&dq=factors+that+influence+walk+mode+split&source=bl&ots=n7CCc6Bxi&sig=m90QCZcRU-iztK3v4oZWChzifHI&hl=en&sa=X&ei=-Tl1Vd_vOsa1ogSgtlCoDA&ved=0CEsQ6AEwCQ#v=onepage&q=factors%20that%20influence%20walk%20mode%20split&f=false
- Reasons why bicycling and walking are not used more extensively as travel modes: <http://ntl.bts.gov/lib/6000/6300/6341/CASE1.pdf>
- Guidebook on Methods to Estimate Non-Motorized Travel: Supporting Documentation: http://safety.fhwa.dot.gov/ped_bike/docs/guidebook2.pdf
- Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines, FHWA-RD-01-075, Federal Highway Administration, Washington, DC.)



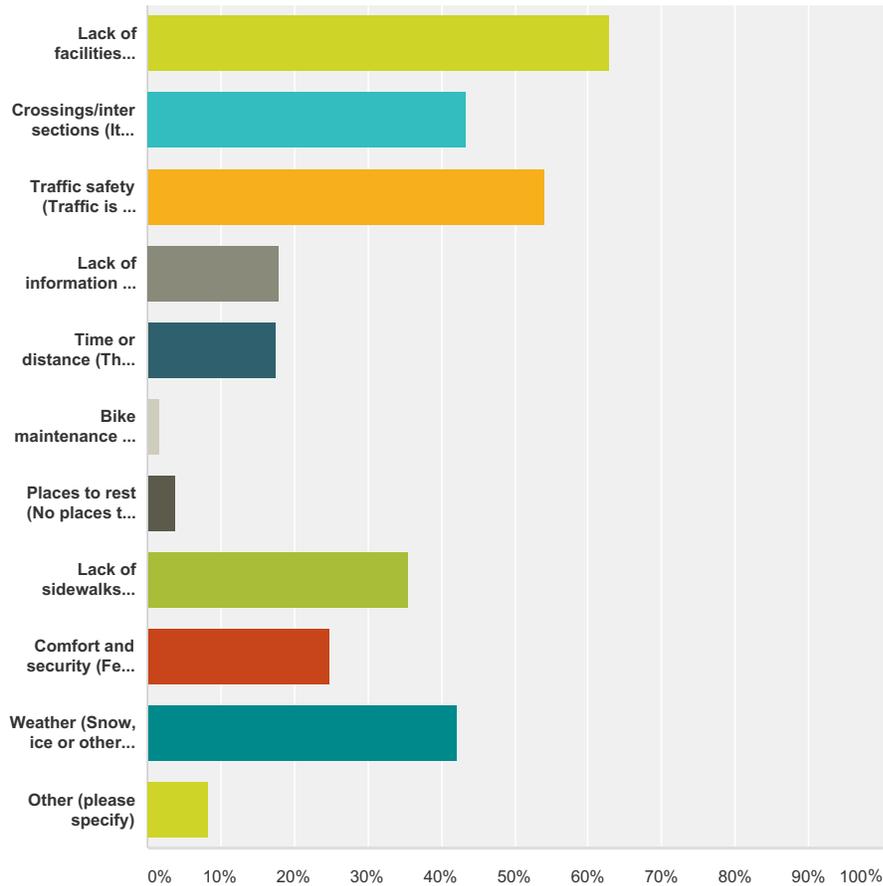
QUESTION 1B –
Attachment I-Q1B.1

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY COMMUNITY SURVEY

South Tahoe Middle School Area Connectivity – Community Survey 1

Q7 Identify the top 3 barriers that prevent you from walking/biking in or through the project area more often? (Pick 3)

Answered: 285 Skipped: 7



Answer Choices	Responses
Lack of facilities (Bike routes and paths are disconnected)	62.81% 179
Crossings/intersections (It is difficult to cross streets where I want to go or too many business access crossings)	43.51% 124
Traffic safety (Traffic is too fast or busy)	54.04% 154
Lack of information (Do not know where bike routes and trails are)	17.89% 51
Time or distance (The places I need to go are too far away)	17.54% 50
Bike maintenance (My bike needs repair)	1.75% 5
Places to rest (No places to sit along the way)	3.86% 11

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY COMMUNITY SURVEY

South Tahoe Middle School Area Connectivity – Community Survey 1

Lack of sidewalks (Sidewalks are missing, narrow, or not connected)	35.44%	101
Comfort and security (Feels unsafe)	24.91%	71
Weather (Snow, ice or other conditions)	42.11%	120
Other (please specify)	8.42%	24
Total Respondents: 285		

#	Other (please specify)	Date
1	Lack of a complete bike lane	11/1/2014 9:11 AM
2	availability of restroom facilities	10/31/2014 1:05 PM
3	Bike paths/routes are not kept snow/ice free	10/29/2014 1:58 PM
4	Pathways along Lake Tahoe Blvd West of Al Tahoe Blvd are trecherous to non-existent. They are poorly lit and lack a well-maintained surface.	10/27/2014 10:02 PM
5	Traffic safety, this includes the safety of other bikes on the wrong side of the road	10/27/2014 4:49 PM
6	i don't care to ride behind Meeks alone, nor do I consider the "bike lanes" safe as they are narrow, have grates in them and traffic goes 40 mph+ while looking at the scenery	10/25/2014 3:58 PM
7	None	10/24/2014 10:52 AM
8	limited crossings for Trout Creek	10/23/2014 3:19 AM
9	Confused about if it's ok to bike on paths or if I need to be in street following vehicle laws	10/22/2014 8:11 AM
10	poor and unsafe lighting to area. super dark and scary at night.	10/21/2014 11:24 AM
11	lack of maintenance of trails/pathways/bike paths (ie: no snow removal, flooding, etc.),	10/20/2014 11:06 PM
12	nothing	10/20/2014 4:58 PM
13	do not walk or bike there because I live in Meyers	10/20/2014 4:16 PM
14	Some bike paths are still not resurfaced like in class 2 behind Safeway	10/20/2014 3:51 PM
15	The bike trails that have been constructed recently are awesome, top notch for transportation even when my kids are with me on their bikes. The only thing missing at alot of businesses are bike racks for security. Safeway being one major business with nothing for bike parking.	10/20/2014 2:14 PM
16	Al Tahoe to the Mlddle School is completely disconnected!	10/20/2014 2:00 PM
17	This question doesn't make sense to me. If I don't ride it's because I don't have the time to ride in that area.	10/20/2014 1:46 PM
18	Better laces to ride than mid town	10/20/2014 1:30 PM
19	too many bikes. They have no care for pedestrians walking with dogs. They pay no attention and give you no lee way. I am very against all this money being spent for people to ride bicycles. The City should be ashamed of itself. We need roads fixed. We don't need to cut back on city employees or their pay. We do not need this attention to bike routes and riders. Stop it!	10/20/2014 1:06 PM
20	I'm not prevented from riding	10/20/2014 12:50 PM
21	We walk in the Camp Rich and Fallen Leaf trails & paths.	10/20/2014 12:46 PM
22	lack of lighting	10/20/2014 12:30 PM
23	Lack of adequate lighting at night on the streets and existing bike paths	10/20/2014 12:16 PM
24	crosswalk be painted crossing Los Angeles Ave.	10/18/2014 9:04 AM



QUESTION 1B –
Attachment I-Q1B.2

3 Analysis

3.1 Vehicular Capacity Analysis

3.1.1 Method

Roadway Segment Analysis

A review of Average Daily Traffic (ADT) was initially considered using estimated ADT volumes calculated by adding the PM peak hour traffic and dividing by a k-factor of 0.10. There are many sources for estimating the feasibility of volumes for an acceptable reduction of vehicle lanes on roadways. Based on past experience and nationwide trends, on roads carrying a daily volume under 15,000 vehicles per day (vpd) the feasibility of reducing to three lanes is good, from 15,000-17,500 vpd the feasibility is moderate, and 17,500-20,000 the reduction in number of lanes would have a lower feasibility of success and needs additional assessment. This is consistent with the Federal Highway Administration’s (FHWA) guidance (http://safety.fhwa.dot.gov/road_diets/info_guide/ch3.cfm#s335) that roadways with an ADT of 20,000 vpd or less may be good candidates for a road diet and should be evaluated for feasibility. The daily volume along Al Tahoe Boulevard are within the “good” feasibility range.

Intersection Analysis

Level of Service (LOS) analysis is a means of determining the ability of an intersection to accommodate vehicular traffic volumes. The analysis is based on intersection geometrics, traffic controls and traffic (vehicle, pedestrian, and bicycle) volumes. The analysis produces an indication of the LOS at which an intersection is functioning or is expected to function in the future.

LOS is defined by letter characters that range from A to F, with A representing the best traffic operating conditions that have little or no delay to vehicles utilizing the intersection and F characterizing poor conditions that have significant delay. LOS A through D is considered acceptable and LOS E is considered representative of conditions where improvements are needed. LOS F operating conditions are unacceptable and indicate that improvements may be needed, in the form of traffic control modification, geometric changes, or a combination of both, for the purpose of reducing vehicle delay. The delay limits for each LOS category, based on the Transportation Research Board’s Highway Capacity Manual (HCM), are shown below.

Level of Service (LOS)	Signalized Intersection Delay per Vehicle (sec/veh)	Unsignalized Intersection Delay per Vehicle (sec/veh)
A	≤10.0	≤10.0
B	10.1 - 20.0	10.1 - 15.0
C	20.1 - 35.0	15.1 - 25.0
D	35.1 - 55.0	25.1 - 35.0
E	55.1 - 80.0	35.1 - 50.0
F	> 80.0	> 50.0

Synchro, a software program that implements concepts from the HCM for signalized and un-signalized intersections, was utilized to analyze and provide LOS and average delay for each movement, approach, and intersection. Analysis results were based on HCM 2000 method. Signal timings provided by Caltrans for all three signals were used in the analysis.

The morning, afternoon school peak, and evening peak were analyzed for all three signalized intersections. Only the morning peak and afternoon school peaks were analyzed for the three middle school driveways. The number of pedestrian calls entered in the analysis was the same for all scenarios, except at US 50 and Al Tahoe Boulevard when the fourth crosswalk was added to the intersection. If the counts showed 0-10 pedestrians conflicting with the movement, 0 calls were input into the analysis per guidance from the Synchro manual. With 10-15 conflicting pedestrians, 5 calls were assumed; 15-20 pedestrians was assumed equivalent to 10 calls; 30-50 pedestrians equated to 15 pedestrian calls.

3.1.2 Capacity Analysis

Intersection capacity analysis for existing, baseline, and enhanced conditions at the study intersections was performed per the method described above. The LOS results are presented in Table 1, with movements operating at LOS E or F identified in red and delay presented in seconds per vehicle (sec/veh).

4 Summary

The traffic analysis supports the following recommendations:

- **US 50 & Lyons Ave (Intersection 1)**
 - Baseline Improvement: Restriping the westbound approach can be implemented with a negligible impact on vehicle traffic.
 - Enhanced improvement: An all-pedestrian phase can be implemented with a negligible impact on vehicle traffic.
 - Signal timings should be optimized in the field when improvements are finalized to ensure the westbound queue clears during the school's morning and afternoon pick-up/drop-off.
- **US 50 & Al Tahoe Blvd (Intersection 2)**
 - Baseline improvements will expand pedestrian and bicycle access through the intersection, with a secondary benefit of improving capacity for the minor movements at this intersection. The capacity improvement is due to the additional clearance time for pedestrians to cross the street, which gives additional green time to the minor vehicle movements.
 - The delay for the mainline thru movements increases, but increase is not significant and the intersection remains in the acceptable LOS range.
- **Al Tahoe Blvd/Johnson Blvd (Intersection 3)**
 - The recommended vehicle lane reductions remove the eastbound right turn and southbound right turn bays, and has a negligible impact on vehicular traffic.
- **US 50 & S Tahoe MS Entrance, Lyons Ave & S Tahoe MS Entrance (Intersections 4 & 5)**
 - Implementation of the parking lot circulation improvements that consolidate the inbound and outbound movements to single points of access is recommended.
 - As mentioned above, the signal timings at the intersection of US 50 and Lyons Avenue should be field reviewed at the time of opening to ensure the westbound queue and vehicles leaving the school driveway clear the signal.
 - A police officer may be required at the relocated north exit for a short period of time during morning drop-off and afternoon pick-up.
- **Al Tahoe Boulevard**
 - The recommended enhanced improvement of removing a lane in each direction on Al Tahoe Boulevard, creating a three-lane cross-section, will have a minimal impact on vehicle capacity.
 - The westbound approach to US 50 should remain a three-lane approach for approximately 300 feet upstream of the westbound stop bar so queued vehicles do not block driveways on the north and south sides of Al Tahoe Boulevard.

- **Access Management**

- Entrance A:
 - The westernmost entrance (Entrance A) can be restricted to left-in/right-in/right-out movements during the peak hours due to westbound queued vehicles at the traffic signal limiting sightlines of exiting southbound vehicles. The restriction can be via signage, along with a “Do Not Block Driveway” sign on the mainline.
- Entrance B:
 - Entrance B is to remain as-is.
- Entrance C:
 - The north driveway in the middle of the bus barn site (referred to as Entrance C) can be removed.
- Entrance D:
 - The easternmost driveway (Entrance D) should be reduced in width and better defined, to reduce the exposure of pedestrians and bicyclists to vehicles as they cross that driveway.
 - The reduction in width will also improve the offset with the easternmost driveway of the shopping center across the street.
- Entrance E:
 - It is recommended that the westernmost driveway to the Tahoe Center retail site (Entrance E) be removed. Its removal would likely have little to no impact on vehicular access and circulation through the Tahoe Center shopping center site, and would reduce the number of vehicle conflicts close to the intersection of US 50 and Al Tahoe Boulevard.
- Entrance F and G:
 - The second and third entrances (Entrance F and G) to the retail site could be consolidated.
 - Though the driveways currently align with the site’s angled parking circulation, this convenience is not noticed by patrons, as is represented by vehicles using both entrances for both inbound and outbound access. The driveways should be combined and aligned as best as possible with Entrance B across the street to prevent interlocking left turn movements.
- Entrance H and I:
 - The consolidation of the easternmost entrances (Entrances H and I) to the Tahoe Center Shopping Center is not recommended. The combination of entrance consolidation and vehicle lane reduction (to either a 3- or 4-lane section) may cause a drop in level of service and increased queuing issues for the shopping center’s entrances.

ALTA PLANNING+ DESIGN TRAFFIC ANALYSIS MEMO MAY 15, 2015

S. Tahoe M. S. Connectivity Plan – Revised Traffic Analysis

Table 1 – Summary of Capacity Analysis

Intersection	Direction	Movement	Existing Conditions						Baseline Conditions						Enhanced Conditions						
			AM		PM		School PM		AM		PM		School PM		AM		PM		School PM		
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	
1 US 50 @ Lyons Ave	Westbound	LR (L,LR)	E	57.6	F	97.3	E	63.6	D	38.3	E	66.9	E	55.4	E	75.4	E	67.1	E	59.4	
		App.	E	57.6	F	97.3	E	63.6	D	38.3	E	66.9	E	55.4	E	75.4	E	67.1	E	59.4	
		TTR	C	25.4	D	35.0	B	13.8	C	23.2	B	19.5	B	16.1	B	14.5	D	36.1	B	17.1	
	Northbound	App.	C	25.4	D	35.0	B	13.8	C	23.2	B	19.5	B	16.1	B	14.5	D	36.1	B	17.1	
		L	E	74.8	E	72.9	E	62.3	E	72.4	E	68.8	E	62.3	E	72.4	E	73.5	E	62.3	
		TT	B	19.5	B	14.8	A	5.8	C	24.1	A	10.4	A	4.1	B	14.9	B	19.0	A	3.2	
	Overall	App.	C	22.1	B	17.8	A	7.1	C	24.3	B	11.8	A	5.5	B	15.1	C	20.3	A	4.5	
		C	29.8	C	34.2	B	13.1	C	27.8	C	22.8	B	13.1	C	32.1	C	34.0	B	13.4		
		LTR	E	70.9	E	66.7	E	60.5	E	70.9	E	66.6	E	55.1	E	70.9	E	66.6	E	55.1	
	2 US 50 @ Al-Tahoe Blvd	Westbound	App.	E	70.9	E	66.7	E	60.5	E	70.9	E	66.6	E	55.1	E	70.9	E	66.6	E	55.1
			L	E	66.2	E	68.7	E	66.3	E	64.0	E	69.9	E	69.6	E	70.7	E	69.9	E	69.6
			LT	E	66.8	E	70.5	E	66.3	E	64.0	E	71.5	E	69.6	E	70.7	E	71.5	D	69.6
Northbound		R	D	40.6	C	28.4	C	31.3	D	40.1	C	26.6	C	25.9	D	41.3	C	26.6	C	29.3	
		App.	E	58.3	E	58.5	D	54.0	E	56.4	E	58.9	E	55.4	E	61.4	E	58.9	E	55.4	
		L	E	68.8	E	68.8	E	66.4	E	68.8	E	68.8	E	66.4	E	68.8	E	68.8	E	66.4	
Overall		TT	B	16.2	D	40.5	D	39.1	B	16.6	D	46.5	E	59.4	B	15.6	D	46.5	E	59.4	
		R	B	12.2	C	24.1	C	21.4	B	12.9	C	27.2	C	25.9	B	12.2	C	27.2	C	25.9	
		App.	B	15.3	D	37.1	D	35.8	B	15.8	D	42.4	D	53.0	B	14.8	D	42.4	D	53.0	
3 Al Tahoe Blvd @ Johnson Blvd		Southbound	L	E	70.5	E	70.1	E	74.2	E	72.6	E	64.9	E	60.9	E	75.6	D	49.9	E	56.8
			TTR	A	6.7	B	11.5	B	13.9	A	5.9	B	11.7	B	18.6	A	6.1	C	24.2	B	19.9
			App.	B	12.8	C	20.3	C	21.4	B	12.4	B	19.8	C	23.8	B	12.9	C	28.1	C	24.5
	Overall	B	19.8	C	34.2	C	34.0	B	19.6	D	36.4	D	42.5	C	20.0	D	39.6	D	42.7		
		C	25.0	C	20.2	C	27.7	C	28.1	C	24.6	D	43.9	C	28.1	C	24.4	D	43.9		
		T (TR)	A	5.1	A	6.7	A	8.6	A	6.6	A	9.9	B	16.5	A	6.6	A	10.0	B	16.5	
	Westbound	R	A	4.7	A	5.7	A	7.0	-	-	-	-	-	-	-	-	-	-	-		
		App.	B	11.4	B	11.4	B	15.1	B	13.5	B	15.2	C	26.1	B	13.5	B	15.1	C	26.1	
		L	E	59.0	F	117.4	D	54.0	F	118.3	C	30.7	E	62.1	F	118.3	C	30.7	E	62.1	
	Northbound	TR	B	12.4	B	14.8	B	20.0	B	15.2	B	18.5	C	31.6	B	15.2	B	18.7	C	31.6	
		App.	B	13.8	C	20.5	C	21.0	B	18.2	B	19.2	C	32.5	B	18.2	B	19.3	C	32.5	
		LTR	B	19.7	B	18.5	C	20.9	B	19.1	B	18.7	B	18.5	B	19.1	B	18.6	B	18.5	
App.	B	19.7	B	18.5	C	20.9	B	19.1	B	18.7	B	18.5	B	19.1	B	18.6	B	18.5			

ALTA PLANNING+DESIGN TRAFFIC ANALYSIS MEMO MAY 15, 2015

S. Tahoe M. S. Connectivity Plan – Revised Traffic Analysis

Intersection	Direction	Movement	Existing Conditions						Baseline Conditions						Enhanced Conditions					
			AM		PM		School PM		AM		School PM		PM		AM		School PM		PM	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Southbound LT(LTR)		R	C	20.8	B	18.5	C	27.7	C	22.7	C	24.2	D	37.3	C	22.7	C	24.3	D	37.3
		B	19.7	B	16.8	B	19.5	-	-	-	-	-	-	-	-	-	-	-	-	-
		C	20.1	B	17.5	C	23.3	C	22.7	C	24.2	D	37.3	C	22.7	C	24.3	D	37.3	
Overall		B	14.5	B	15.9	B	19.1	B	17.7	B	18.6	C	30.1	B	17.7	B	18.6	C	30.1	
		F	144.2	D	25.7	-	-	n/a	n/a	n/a	n/a	-	-	n/a	n/a	n/a	n/a	n/a	-	
		F	144.2	D	25.7	-	-	n/a	n/a	n/a	n/a	-	-	n/a	n/a	n/a	n/a	n/a	-	
4 US 50 @ School Driveway	Westbound	LR (-)	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
		App.	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
		TTR	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
Northbound		App.	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
		App.	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
		L	B	12.8	B	12.3	-	-	C	15.1	B	13.1	-	-	C	15.3	B	13.1	-	
Southbound		App.	A	2.0	A	0.5	-	-	A	3.0	A	0.9	-	-	A	3.0	A	0.9	-	
		App.	C	19.5	A	1.5	-	-	A	1.7	A	0.5	-	-	A	1.7	A	0.5	-	
		TR	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
5 Lyons Ave @ School Driveway	Eastbound	App.	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
		App.	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
		LT (T)	A	2.7	A	1.4	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
Westbound		App.	A	2.7	A	1.4	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
		LR	C	17.0	B	11.7	-	-	F	54.8	B	13.1	-	-	F	54.8	B	13.1	-	
		App.	C	17.0	B	11.7	-	-	F	54.8	B	13.1	-	-	F	54.8	B	13.1	-	
Overall		B	10.1	A	6.1	-	-	E	43.2	A	9.2	-	-	E	43.2	A	9.2	-		
		App.	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
		App.	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
6 Al Tahoe Blvd @ School Driveway	Eastbound	LTT (LT)	A	11.0	A	9.8	-	-	B	11.8	A	9.8	-	-	B	11.8	A	9.8	-	
		App.	A	4.2	A	1.4	-	-	A	4.5	A	1.4	-	-	A	4.5	A	1.4	-	
		TTR	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
Westbound		App.	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
		App.	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	-	A	0.0	A	0.0	-	
		LR	C	19.1	B	12.5	-	-	D	25.6	B	13.1	-	-	D	30.2	C	15.8	-	
Southbound		App.	C	19.1	B	12.5	-	-	D	25.6	B	13.1	-	-	D	30.2	C	15.8	-	
		App.	A	4.1	A	1.2	-	-	A	4.7	A	1.2	-	-	A	5.2	A	1.3	-	
		Overall	A	4.1	A	1.2	-	-	A	4.7	A	1.2	-	-	A	5.2	A	1.3	-	

Note: Future lane configuration is shown in parentheses. "App." is Approach.



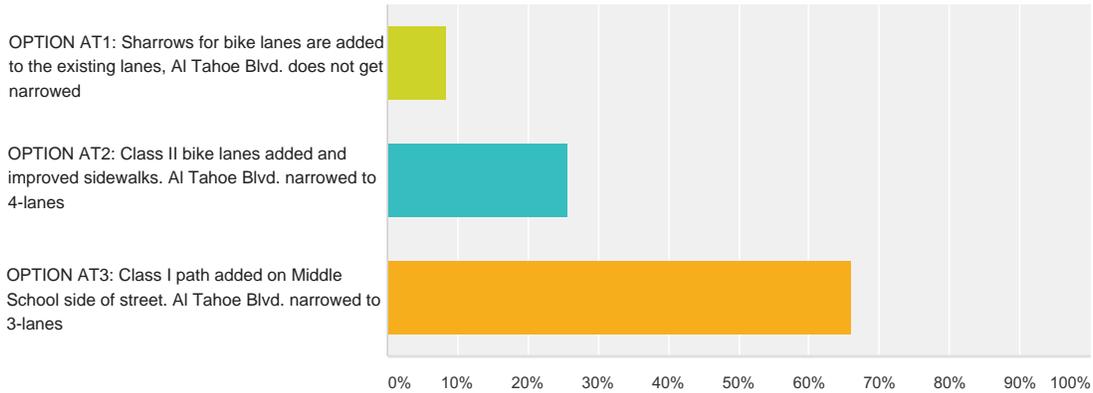
QUESTION 1C –
Attachment I-Q1C.2

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

South Tahoe Middle School Area Connectivity – Alternatives Selection

Q1 For Al Tahoe Blvd. from US 50 to Johnson Boulevard, which is your most preferred? (See images below for reference)

Answered: 144 Skipped: 8



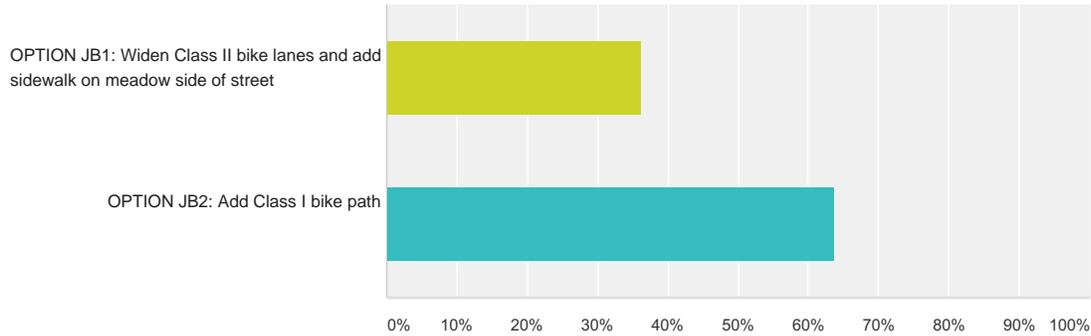
Answer Choices	Responses
1. Sharrows for bikes are added to the existing lanes, Al Tahoe Blvd. does not get narrowed	8.33% 12
2. Class II bike lanes added and improved sidewalks, Al Tahoe Blvd. narrowed to 4-lanes	25.69% 37
3. Class I path added on Middle School side of street, Al Tahoe Blvd. narrowed to 3-lanes	65.97% 95
Total	144

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

South Tahoe Middle School Area Connectivity – Alternatives Selection

Q2 Out of the options shown below for Johnson Blvd. which is your most preferred?

Answered: 146 Skipped: 6



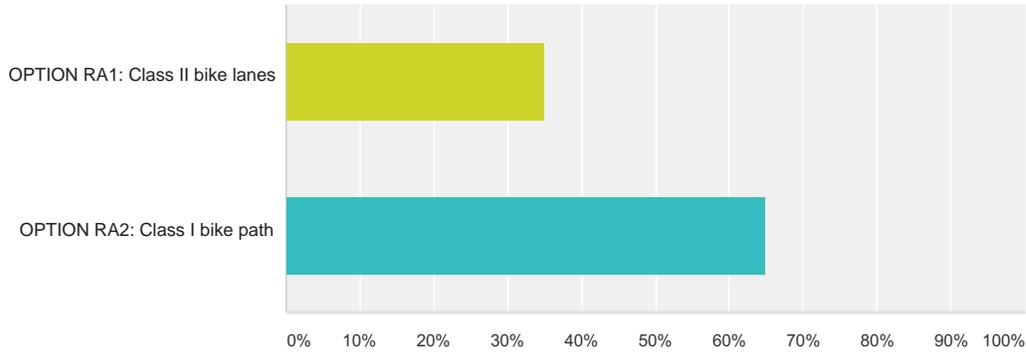
Answer Choices	Responses
1. Widen Class II bike lanes and add sidewalk on meadow side street	36.30% 53
2. Add Class I bike path	63.70% 93
Total	146

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

South Tahoe Middle School Area Connectivity – Alternatives Selection

Q3 Out of the options shown below for Rufus Allen Blvd. which is your most preferred?

Answered: 140 Skipped: 12



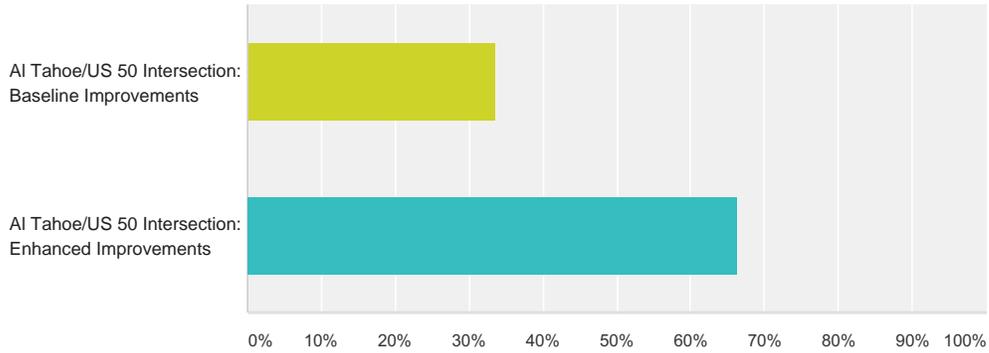
Answer Choices	Responses
1. Class II bike lanes	35.00% 49
2. Class I bike path	65.00% 91
Total	140

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

South Tahoe Middle School Area Connectivity – Alternatives Selection

Q4 Out of the options shown below for the AI Tahoe/US 50 intersection which is your most preferred?

Answered: 137 Skipped: 15



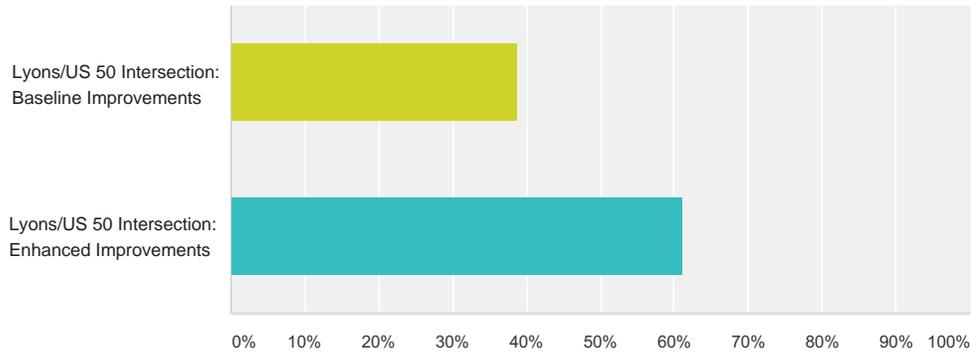
Answer Choices	Responses
Baseline Improvements: School zone striping & signage, larger pedestrian waiting areas at corners, striped crossing on the south side (from Denny's to Tulare)	33.58% 46
Enhanced Improvements: Includes baseline improvements listed above plus removal of one east bound travel lane on AI Tahoe to make room for Class II bike lanes plus bicycle intersection striping and a bike pocket.	66.42% 91
Total	137

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

South Tahoe Middle School Area Connectivity – Alternatives Selection

Q5 Out of the options shown below for Lyons/US 50 which is your most preferred?

Answered: 142 Skipped: 10



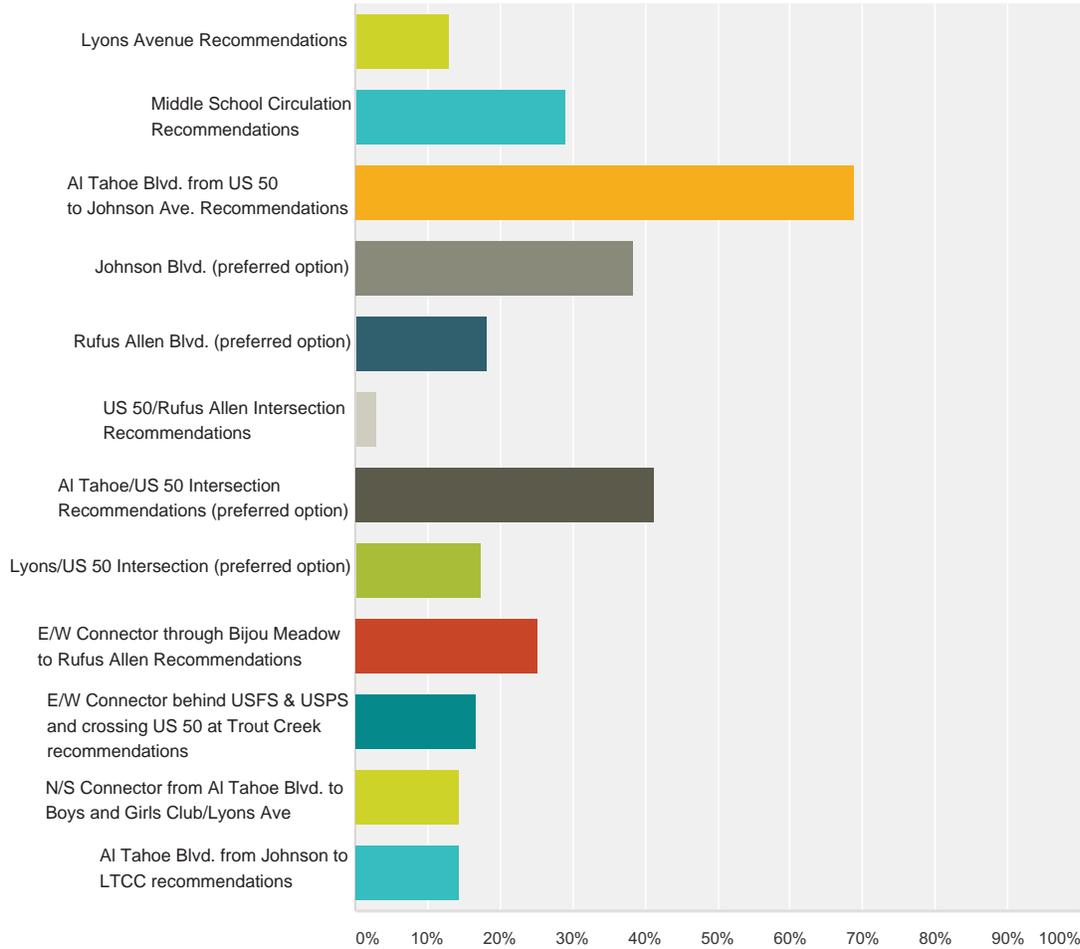
Answer Choices	Responses
Baseline Improvements: School zone striping and larger, flared curb ramps/waiting areas at the corners	38.73% 55
Enhanced Improvements: Includes baseline improvements listed above plus a striped crossing on the south side (from Middle School to the bike path) and a "scramble" crossing or all way pedestrian crossing phase (like the crossing @ the casinos in Stateline)	61.27% 87
Total	142

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

South Tahoe Middle School Area Connectivity – Alternatives Selection

Q6 Identify the location of your top three priority projects for bike and pedestrian improvements. (Refer to map below)

Answered: 138 Skipped: 14



Answer Choices	Responses
Lyons Avenue recommendations	13.04% 18
Middle School circulation recommendations	28.99% 40
Al Tahoe Blvd. from US 50 to Johnson Avenue (your preferred option: [Q1])	68.84% 95
Johnson Blvd.(your preferred option: [Q2])	38.41% 53
Rufus Allen Blvd. (your preferred option: [Q3])	18.12% 25
Rufus Allen/US 50 Intersection recommendations	2.90% 4

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

South Tahoe Middle School Area Connectivity – Alternatives Selection

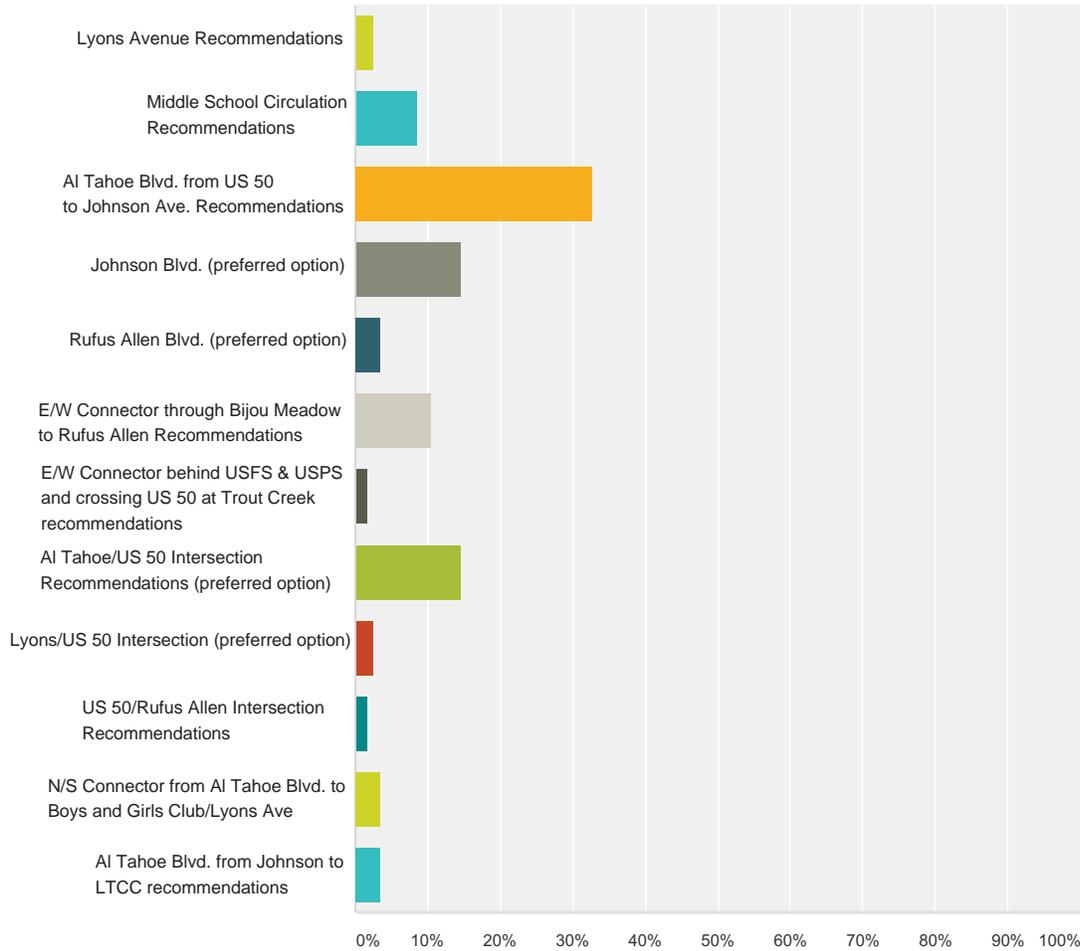
Al Tahoe/US 50 Intersection (your preferred option: [Q4])	41.30%	57
Lyons/US 50 Intersection (your preferred option: [Q5])	17.39%	24
E/W Connector through Bijou Meadow to Rufus Allen	25.36%	35
E/W Connector behind USFS & UPS and crossing US 50 at Trout Creek recommendations	16.67%	23
N/S Connector from Al Tahoe Blvd to Boys and Girls Club / Lyons Ave	14.49%	20
Al Tahoe Blvd. from Johnson to LTCC	14.49%	20
Total Respondents: 138		

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

South Tahoe Middle School Area Connectivity – Alternatives Selection

Q7 What is your number one priority project and why is it most important to you?

Answered: 116 Skipped: 36



Answer Choices	Responses
Lyons Avenue recommendations	2.59% 3
Middle School circulation recommendations	8.62% 10
AI Tahoe Blvd. from US 50 to Johnson Avenue (your preferred option: [Q1])	32.76% 38
Johnson Blvd. (your preferred option: [Q2])	14.66% 17
Rufus Allen Blvd.(your preferred option: [Q3])	3.45% 4
E/W Connector through Bijou Meadow to Rufus Allen	10.34% 12

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

South Tahoe Middle School Area Connectivity – Alternatives Selection

E/W Connector behind USFS & UPS and crossing US 50 at Trout Creek recommendations	1.72%	2
Al Tahoe/US 50 Intersection (your preferred option: [Q4])	14.66%	17
Lyons/US 50 Intersection (your preferred option: [Q5])	2.59%	3
Rufus Allen/US 50 Intersection recommendations	1.72%	2
N/S Connector between Rufus and Al Tahoe, behind Middle School Track	3.45%	4
Al Tahoe Blvd. From Johnson to LTCC	3.45%	4
Total		116

# Project Selected	Why is your number one priority project most important to you?	Date
Al Tahoe Blvd: Class I Path	college students that bike to school currently cut through the shopping center behind Denny's for safety, and that's not safe-riding through parking lot where the cars are parking, backing out, and driving through.	1/15/2015 2:42 PM
Middle School Recomm.	Children	1/15/2015 2:38 PM
N/S Connector Rufus to Al Tahoe	to make it safer for children who go to boys & girls club	1/15/2015 2:23 PM
Middle School Recomm.	safety of children	1/15/2015 1:57 PM
Al Tahoe Blvd: Class I Path	Keeping as many bikes off the main streets as possible. Bicyclists make me nervous, they don't always follow the rules.	1/15/2015 8:16 AM
E/W Connector thru Bijou Meadow	Hard to pick just one. Need safe bike and walk paths in all those places. Lots of traffic between the Boys and Girls Club/rec center/connecting to Bijou living area.	1/14/2015 10:58 PM
N/S Connector Rufus to Al Tahoe	It is the one that is currently most inconvenient on a bike or walking	1/14/2015 10:45 PM
Al Tahoe Blvd: Class I Path	This is the most heavily used traffic path and it doesn't have a path.	1/14/2015 8:04 PM
Al Tahoe/US 50 Int. Enhanced Imprvmts	Connections to and across the highway are critical for safety and access for cyclists.	1/14/2015 6:54 PM
Johnson Blvd.: Widen Class II/sidewalk	High use by bikes and pedestrians as well as vehicle traffic.	1/12/2015 10:05 AM
Al Tahoe/US 50 Int. Baseline Imprvmts	Hwy 50 traffic is the most dangerous	1/2/2015 12:29 PM
Al Tahoe/US 50 Int. Enhanced Imprvmts	Safety for cyclist at a very busy intersection where close calls occur frequently.	1/2/2015 12:25 PM
Lyons/US 50 Int. Enhanced Imprvmts	cars "arrive" in this area with up to 50 mph and many times i witnessed cars ignoring the traffic light. kids walking or biking in this area are very at risk getting hurt or worse	12/28/2014 1:00 PM
Al Tahoe Blvd: Class II bike lanes	It is a highly populated area with traffic. Having bike lanes and improved sidewalks will lessen the danger of crossings.	12/23/2014 12:05 PM
E/W Connector thru Bijou Meadow	The more I can get from one side of town to the other without going onto hw. 50 the better, as long as the bike trail does not interfere with Bijou Golf Course.	12/23/2014 9:30 AM
Al Tahoe/US 50 Int. No preferred option	Added Saftey for local school kids	12/23/2014 7:07 AM
Lyons/US 50 Int. Enhanced Imprvmts	Child crossing from adjacent neighborhood	12/19/2014 11:49 PM
Middle School Recomm.	encourage students to ride their bikes to school	12/19/2014 10:31 AM
E/W Connector thru Bijou Meadow	gives a safer way to to people off US50 and commute in the area	12/19/2014 9:53 AM
Al Tahoe Blvd: Class I Path	It should be more accessible for Middle School kids to ride their bikes safely.	12/19/2014 9:29 AM
Al Tahoe Blvd: Class I Path	Saftey and ease of biking	12/19/2014 8:30 AM
Johnson Blvd.: No preferred option	safe bike/pedestrian lanes would enhance our town very much!	12/19/2014 6:16 AM
Middle School Recomm.	safety	12/19/2014 5:24 AM
Johnson Blvd.: Widen Class II/sidewalk	4 yr college	12/18/2014 5:24 PM

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

South Tahoe Middle School Area Connectivity – Alternatives Selection

Project Selected		
25 Middle School Recomm.	It seems that mornings and pick up times are horrific at STMS. The exit to turn left from STMS onto Lake Tahoe Blvd is an accident waiting to happen. The flow going into the school both from Al Tahoe and from Hwy 50 slows traffic and causes stress for many drivers, especially potentially dangerous during inclement weather.	12/18/2014 4:25 PM
26 Rufus Allen Blvd. Class I Path	Not a huge cash outlay to do improvements.	12/18/2014 4:07 PM
27 Al Tahoe Blvd: Class II bike lanes	level of bike/ped interaction with vehicle circulation	12/18/2014 4:05 PM
28 E/W Connector behind USFS Crossing Trout Creek	I think any time you can get bike paths off public streets and away from cars, etc., the better. Start there and when improvements have to be made to existing areas, do that.	12/18/2014 2:56 PM
29 Al Tahoe/US 50 Int. Enhanced Imprvmts	Start with the the major intersections and move to the smaller less traveled locations.	12/18/2014 2:56 PM
30 Al Tahoe Blvd: Class II bike lanes	As a teacher at the middle school I watch kids run across the road and have personally witness many near-accidents with students and vehicles due to the lack of safety. This needs to be a priority for our children before a tragedy occurs!	12/18/2014 2:44 PM
31 Al Tahoe Blvd: Class II bike lanes	This seems to be a very heavily used road for all types of users.	12/18/2014 1:56 PM
32 Lyons/US 50 Int. Enhanced Imprvmts	Safety of kids walking or biking to/from STMS	12/18/2014 1:50 PM
33 Johnson Blvd.: Class I Path	I find it disgusting that our town does not have sidewalks in communities that have a large quantity of walkers, especially children.	12/18/2014 1:19 PM
34 Al Tahoe/US 50 Int. Enhanced Imprvmts	Improved safety for children.	12/18/2014 1:17 PM
35 E/W Connector Rufus to Al Tahoe	minimizes traffic congestion at Al Tahoe & 50 and provides alternative for adults/children on bikes to get to recreational facilities while avoiding hwy 50.	12/18/2014 1:05 PM
36 Lyons Ave Recommendations	First of all, I don't live in this area and seldom ride my bike here. You should go with a choice that uses that area before taking my suggestion. I put Lyons Ave because you have schools and fields there that may a track more bike use.	12/18/2014 1:01 PM
37 Al Tahoe Blvd: Class I Path	I feel that this is the most dangerous section to bike.	12/18/2014 12:56 PM
38 Middle School Recomm.	Safety of our students	12/18/2014 12:51 PM
39 Al Tahoe Blvd: Class I Path	This area has the heaviest car traffic as well as pedestrian and bicycle traffic. It is also the area where cars tend to drive above the speed limit and heavy traffic turning on and off the roadway. It is really hectic for cyclists with all that goes on in this area.	12/18/2014 12:47 PM
40 Al Tahoe/US 50 Int. Baseline Imprvmts	Al Tahoe/US 50 is a heavy pedestrian/bicycle traffic area	12/18/2014 12:37 PM
41 Middle School Recomm.	We have many young children there, and they should be the priority.	12/18/2014 12:20 PM
42 Al Tahoe Blvd: Class I Path	I think it's the busiest street and has a higher likelihood of issues with students on bikes.	12/18/2014 12:18 PM
43 Rufus Allen Blvd Class I Path	Better road conditions will generate more traffic to the library, ice arena and recreation center.	12/18/2014 11:03 AM
44 E/W Connector thru Bijou Meadow	The meadow path brings connectivity for the ski-run and stateline pedestrian-bicycle traffic. Most of the people will be local another benefit for the community. However, there is already a dirt path on the opposite corner of Lester St. This path is shorter, and will be cheaper to construct and has been in unofficial use for years.	12/18/2014 10:58 AM
45 Johnson Blvd.: Class I Path	get bike traffic away from Hwy 50	12/18/2014 10:39 AM
46 Johnson Blvd.: Widen Class II/sidewalk	There are no pedi facilities here at all.	12/18/2014 10:24 AM
47 Al Tahoe/US 50 Int. Enhanced Imprvmts	Most dangerous intersection. Almost hit many times by cars turning right on red from Al Tahoe to US 50. Will cross on the south side.	12/18/2014 10:11 AM
48 Al Tahoe Blvd: Class I Path	This is the pathway to Lake Tahoe Community College from hiway 50.	12/18/2014 10:10 AM
49 Al Tahoe Blvd: Class I Path	This project would fix the existing connectivity issue for pedestrian and bicycle traffic in the area. The lack of a safe bicycle and pedestrian route from Johnson to US 50 along Al Tahoe is a major deterrent to alternative transportation, and results in significant damage to undeveloped areas along the roadside and in the meadow as public create their own separated routes to make the connection between destination points.	12/18/2014 10:09 AM
50 Johnson Blvd.: Class I Path	Johnson Blvd is currently difficult to travel on by foot or by bike. It's a major and vital connector for travel from several locations and neighborhoods. Making this a safer and easier route would affect travel for the most people.	12/18/2014 9:59 AM
51 Al Tahoe Blvd: Class I Path	Safe Stroller Paths!!! Improved asphalt detached walks from the roadway safe for babies and young children on bike that connect to other walks (rather than end abruptly into gravel where kids can fall and get hurt.)	12/18/2014 9:58 AM

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

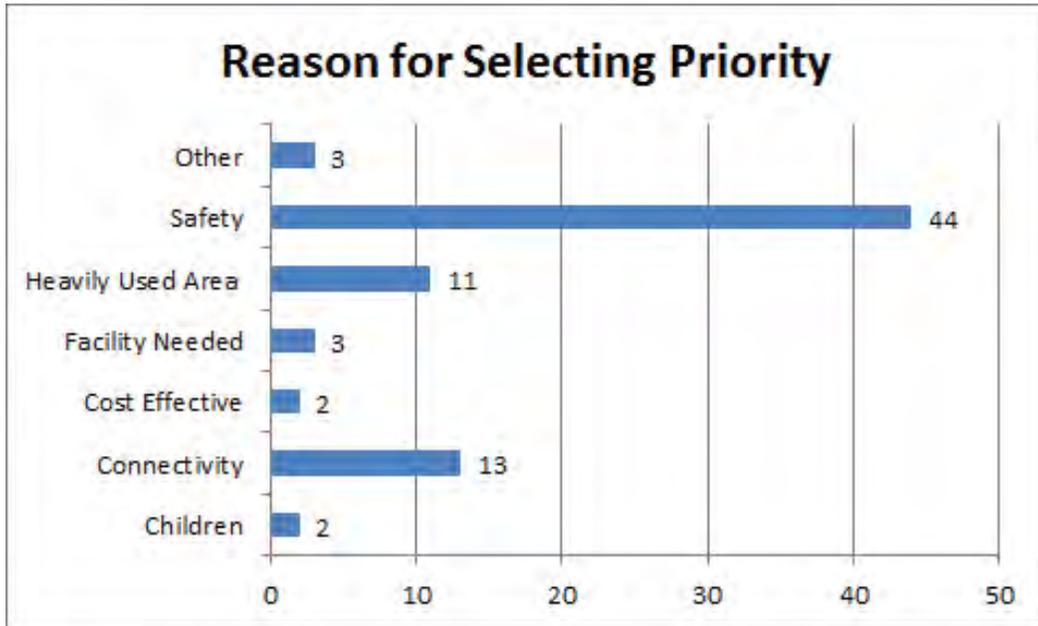
South Tahoe Middle School Area Connectivity – Alternatives Selection

Project Selected		
AI Tahoe Blvd. Johnson to LTCC	Connect to existing bike trail network	12/18/2014 9:57 AM
Johnson Blvd.: Class I Path	It is currently an extremely dangerous path of travel for both bikes and cars	12/18/2014 9:55 AM
AI Tahoe Blvd: Class I Path	Safety and connectivity.	12/18/2014 9:37 AM
AI Tahoe Blvd: Class I Path	I believe this would improve safety best	12/18/2014 9:35 AM
Johnson Blvd.: Class I Path	Bike path I'd use most often.	12/18/2014 9:32 AM
AI Tahoe Blvd: Class I Path	To provide safety for the students riding their bikes to school.	12/18/2014 9:31 AM
Johnson Blvd.: Class I Path	It's currently highly dangerous for kids, provides no working options for bikes/peds, and encourages autos to speed.	12/15/2014 9:09 PM
AI Tahoe Blvd: Class I Path	Safety! Because there is a lack of stripping and a designated bike or pedestrian sidewalk along the Middle School side of the street this area looks unsafe for students, parent's, and pedestrians. With the school on the corner, I think a designated bike path that is separated from AI Tahoe Blvd with landscaping and other buffering would greatly improve the safety and aesthetics of the area. This bike path would also link nicely with the bike path along AI Tahoe near LTCC and the USFS buildings.	12/15/2014 8:39 AM
AI Tahoe Blvd: Class I Path	Currently, my husband rides our child along this stretch to the college and it is so dangerous with multiple driveway crossings, inconsistent side walks, and confusing traffic patterns. It is by far the most dangerous part of their commute. In the future, our family will be using this route even more to access the education and recreation facilities located in this area. Not only for my own family, but for hundreds of others we need to have a safe path for children coming from the west end of town to get to the middle school, the boys and girls club, and the recreation complex in our town. The bike path on the lake side of Hwy 50 can get them most of the way there, but then we leave people, including children, to figure things out in the most dangerous and confusing area on their route. This improvement would also provide better and safer access to the college, the play fields, and bijou park. We have an obligation to provide a fully safe pathway for people to access these major education and recreation facilities in our town, not just get them part way there.	12/15/2014 7:52 AM
AI Tahoe Blvd: Class I Path	This section of trail connects the existing bike path system. This project improves bike/ped connectivity and corrects roadway design issues (2 lane at 40 mph that goes to 5 lane 25 mph and driveway problems).	12/13/2014 9:28 PM
Johnson Blvd.: Class I Path	The more paths we have the more they will be used. Our town needs more safe options to travel to shops, schools, beaches & parks.	12/13/2014 3:30 PM
AI Tahoe Blvd: Class II bike lanes	It is a toss up between the two AI Tahoe projects. When riding on the AI Tahoe class 1 towards the intersection, one needs a path to continue on, but one also needs to be able to cross the intersection without crossing to the east side of the street. If I had to choose one it would be the improvement of AI Tahoe from 50 to Johnson, as that is the most dangerous place to bike or walk in this whole area.	12/12/2014 2:18 PM
AI Tahoe Blvd: No preferred option	I think this is very doable, low-cost, and would lead to a significant improvement quickly in an area where there is a lot of pedestrian traffic and potential conflicts.	12/4/2014 1:08 PM
AI Tahoe Blvd: Class II bike lanes	I drive or ride my bike to the college and I find that bikers have very little room and there's low visibility on the corner after the post office, too. It's a safety issue!	12/4/2014 8:17 AM
AI Tahoe Blvd: Class II bike lanes	needs continuation	12/3/2014 5:47 PM
AI Tahoe Blvd: Class I Path	The AI Tahoe Blvd improvements strike me as mitigating one of the worse sections of roadway in town, and in a location that will serve many users (Middle School, LTCC, neighborhoods, policy and county offices, etc.).	12/2/2014 5:24 PM
E/CC Connector thru Bijou Meadow	This would increase access for the Bijou neighborhood (an area with many bicycle dependent individuals) and increase the cross town transportation options for the less car heavy surface streets, allowing riders to bypass the 50 corridor.	12/1/2014 9:25 AM
AI Tahoe Blvd: Class I Path	This improvement serves the greatest number of vulnerable users in important ways. Middle school age kids are often on bikes for basic transportation. This strip of road is a primary linkage between recreational and educational facilities at the center of our transit network but is currently quite dangerous with high speed, pressured and often distracted traffic doing many different movements--most difficult for non-drivers to comprehend. Also, our family lives in the AI Tahoe neighborhood specifically because it supports a walkable-bikeable lifestyle. Highway 50 is our main barrier. The crossing at Rufus Allen is also key, but it currently has a safe option though it is inconvenient. The intersection at Dennys and AI Tahoe Blvd have no practical, safe alternatives.	11/28/2014 7:39 AM
Johnson Blvd.: Widen Class II/sidewalk	Most to benefit - safe near police station.	11/26/2014 4:31 PM
Johnson Blvd.: Widen Class II/sidewalk	Important artery for walking, jogging and biking.	11/25/2014 3:21 PM

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY SURVEY 2 - ALTERNATIVES

South Tahoe Middle School Area Connectivity – Alternatives Selection

Project Selected		
Al Tahoe Blvd: Class 1 Path 73	There is nothing in this area for bicycles and/or peds.	11/25/2014 9:23 AM
E/W Connector behind USFS, Crossing Trout Creek 74	To create another road between highway 50 and Al Tahoe would help students getting to and from LTCC.	11/25/2014 9:22 AM
Al Tahoe Blvd: No preferred option 74	Safety	11/24/2014 5:10 PM
Al Tahoe Blvd: Class 1 Path 75	Al Tahoe Blvd from Hwy 50 to Johnson is a busy route connecting the main road (hwy 50) and the main class 1 bike path through town to several important places in our community. LTCC and Bijou community park should have bicycle and pedestrian friendly connectivity. The college and Al Tahoe from Johnson to Pioneer have class 1 bikes paths but there is no safe way to travel from these bike paths to the Hwy 50 path, making travel by foot and bike on this road dangerous. I don't believe that it is necessary to have 4 lanes of traffic on Al Tahoe from Hwy 50 to Johnson and it is dangerous how it is now, with no shoulders or sidewalks in such a busy area. The connectivity of this area for bikers and walkers would be highly benefited and safety improved with the removal of car traffic lands and the addition of a class 1 bike path and bike lane.	11/24/2014 10:02 AM
Al Tahoe/US 50 Int. Enhanced Imprvmts 76	busy highway intersection with insufficient protections and signage for safe pedestrian and bike traffic	11/24/2014 9:37 AM
Al Tahoe/US 50 Int. Enhanced Imprvmts 77	Not sure the difference between option three and eight, but my choice seems to be the area that needs the most attention and would create the most benefit. However, expanding this area to include further treatments along Al Tahoe would make sense with the idea of doing it right the first time. For example, the driveway next to the district office should be eliminated. Cars can access the office further down Al Tahoe. Even no left turn into the school from Al Tahoe until down by the track. Congestion and dangerous situations occur when cars turn right off of 50 onto Al Tahoe then immediately try to turn left into the driveway by the district office. This is especially evident during student drop-off and pick up. ***The map legend shows eight areas, however there are nine colors on the map. The area (purple) that goes behind the rec fields and track is not offered as a choice.	11/23/2014 9:37 AM
E/W Connector thru Bijou Meadow 78	For me, this would certainly make the ride over to Dick Lake (road) and back much easier	11/22/2014 6:55 PM





QUESTION 1C & 6A –
Attachment I-Q1C.3/I-Q6A



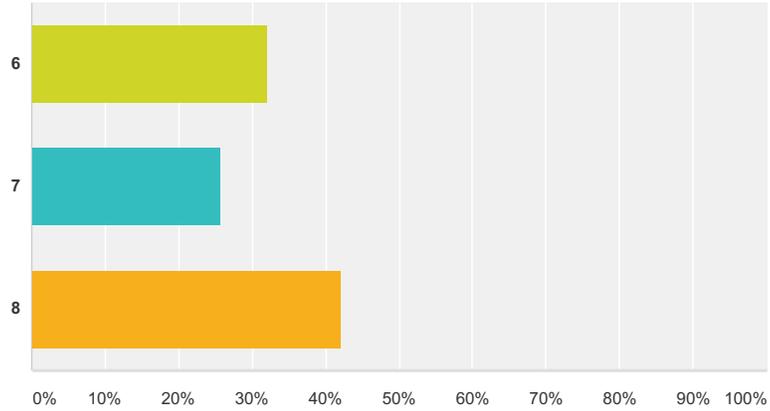
QUESTION 2A –
Attachment I-Q2A

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

The Community Plan Survey is the first of three regional planning agency surveys that we want your thoughts on improving walking and bicycling to school. This survey will take about 5 minutes to complete.

Q1 What grade are you in?

Answered: 470 Skipped: 5



Answer Choices	Responses
6	32.13% 151
7	25.74% 121
8	42.13% 198
Total	470

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

The Connectivity Plan Survey is the City of South Lake Tahoe Regional Planning Agency's first survey of its kind. We want your thoughts on improving walking and bicycling to school. This survey will take about 5 minutes to complete.

Q2 What is the street intersection nearest your home?

Answered: 435 Skipped: 40

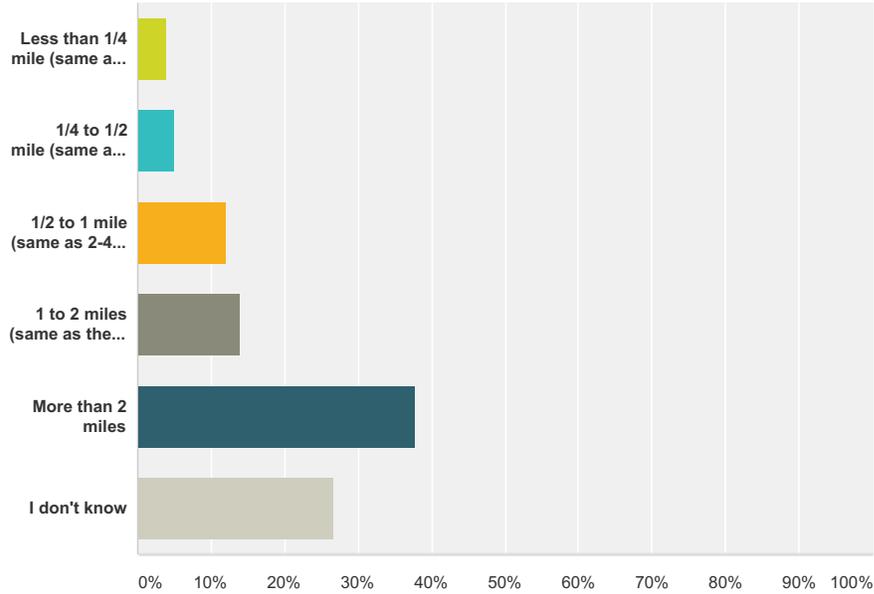
Answer Choices	Responses	
My street	97.47%	424
Cross street	84.60%	368

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

Our Community Plan surveys the City and the Tahoe Regional Planning Agency want your thoughts on improving walking and bicycling to school. This survey will take about 5 minutes to complete.

Q3 How far do you live from school?

Answered: 470 Skipped: 5



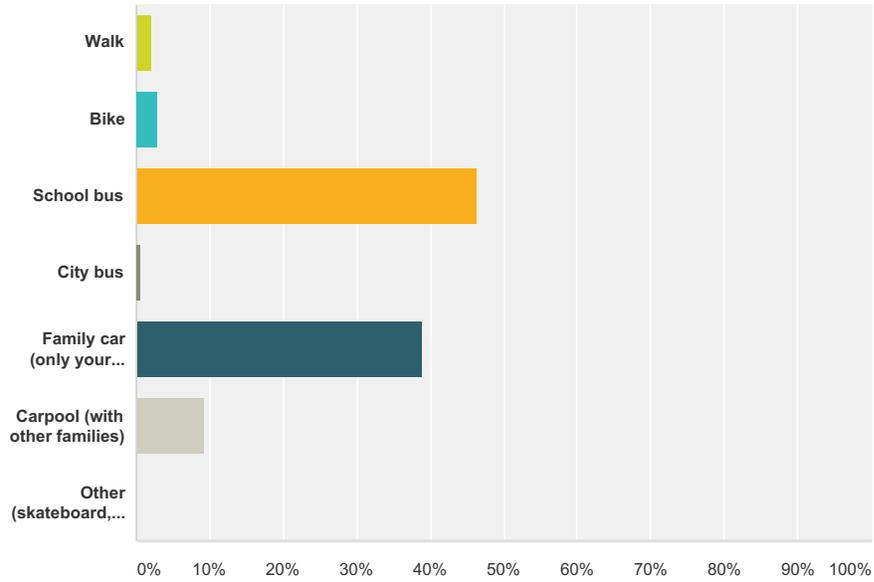
Answer Choices	Responses
Less than 1/4 mile (same as 1 lap around the track)	4.04% 19
1/4 to 1/2 mile (same as 2 laps around the track)	5.11% 24
1/2 to 1 mile (same as 2-4 laps around the track)	12.13% 57
1 to 2 miles (same as the mile in PE and the mile twice)	14.04% 66
More than 2 miles	37.87% 178
I don't know	26.81% 126
Total	470

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

Our Connectivity Team, City of South Lake Tahoe and the Tahoe Regional Planning Agency, want your thoughts on improving walking and bicycling to school. This survey will take about 5 minutes to complete.

Q4 On most days how do you travel to school?

Answered: 472 Skipped: 3



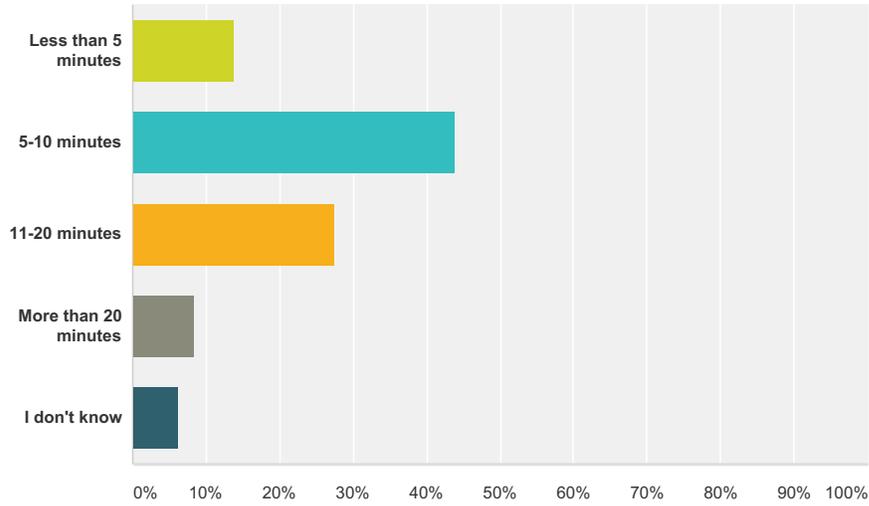
Answer Choices	Responses	Count
Walk	2.12%	10
Bike	2.97%	14
School bus	46.40%	219
City bus	0.64%	3
Family car (only your family)	38.77%	183
Carpool (with other families)	9.11%	43
Other (skateboard, scooter, etc.)	0.00%	0
Total		472

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

Our Connectivity Plan surveys the City and the Tahoe Regional Planning Agency want your thoughts on improving walking and bicycling to school. This survey will take about 5 minutes to complete.

Q5 How long does it normally take you to get to school?

Answered: 474 Skipped: 1



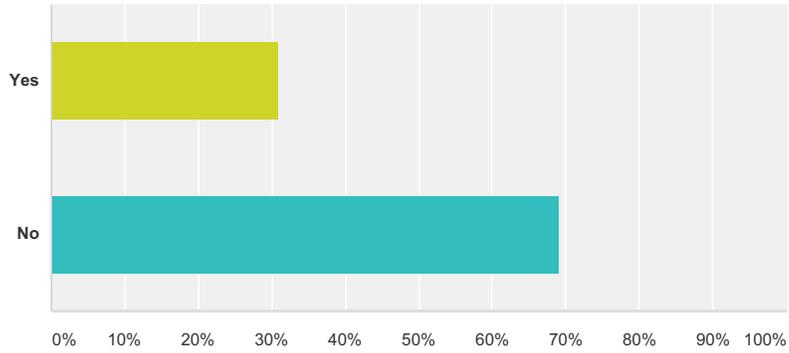
Answer Choices	Responses
Less than 5 minutes	13.71% 65
5-10 minutes	43.88% 208
11-20 minutes	27.64% 131
More than 20 minutes	8.44% 40
I don't know	6.33% 30
Total	474

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

Our Connectivity Plan Survey is the City of South Lake Tahoe Regional Planning Agency's first survey. We want your thoughts on improving walking and bicycling to school. This survey will take about 5 minutes to complete.

Q6 Have you asked permission to walk or bike to school in the last year?

Answered: 463 Skipped: 12



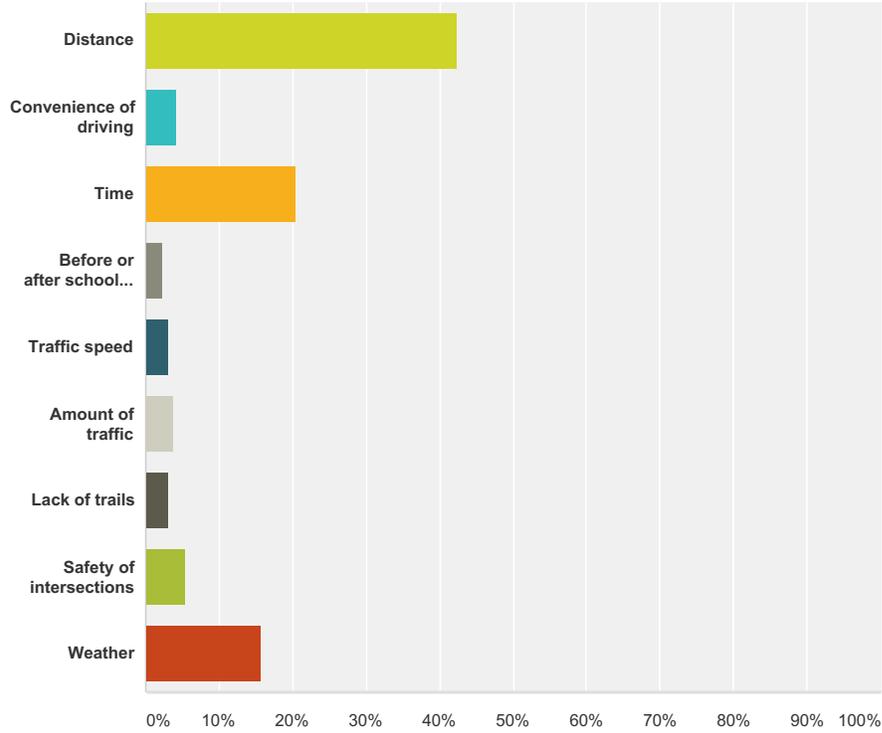
Answer Choices	Responses
Yes	30.89% 143
No	69.11% 320
Total	463

2014 SOUTH LAKE TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

Our Connectivity Plan surveys the City and the Tahoe Regional Planning Agency want your thoughts on improving walking and bicycling to school. This survey will take about 5 minutes to complete.

Q7 What issues affect your decision to walk/bike to school.

Answered: 461 Skipped: 14



Answer Choices	Responses
Distance	42.30% 195
Convenience of driving	4.12% 19
Time	20.39% 94
Before or after school activities	2.39% 11
Traffic speed	3.04% 14
Amount of traffic	3.69% 17
Lack of trails	3.04% 14
Safety of intersections	5.42% 25
Weather	15.62% 72
Total	461

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

The Connectivity Plan Survey is a survey conducted by the Tahoe Regional Planning Agency. We want your thoughts on improving walking and bicycling to school. This survey will take about 5 minutes to complete.

Q8 Where around the school would you like to see improvements for walking and bicycling?

Answered: 279 Skipped: 196

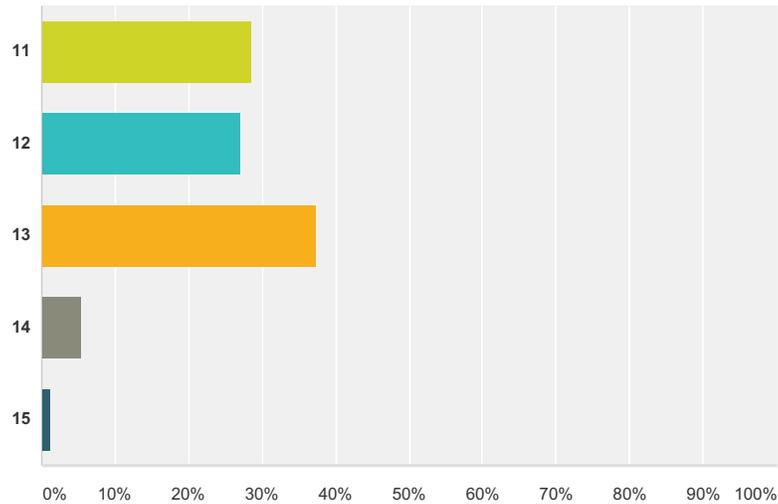
Answer Choices	Responses	
Location 1	98.21%	274
Existing Challenge	79.93%	223
Location 2	65.23%	182
Existing Challenge	60.57%	169
Location 3	53.05%	148
Existing Challenge	48.39%	135

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

The Community Plan Survey is the first of three regional planning agency surveys that we want your thoughts on improving walking and bicycling to school. This survey will take about 5 minutes to complete.

Q9 How old are you?

Answered: 474 Skipped: 1



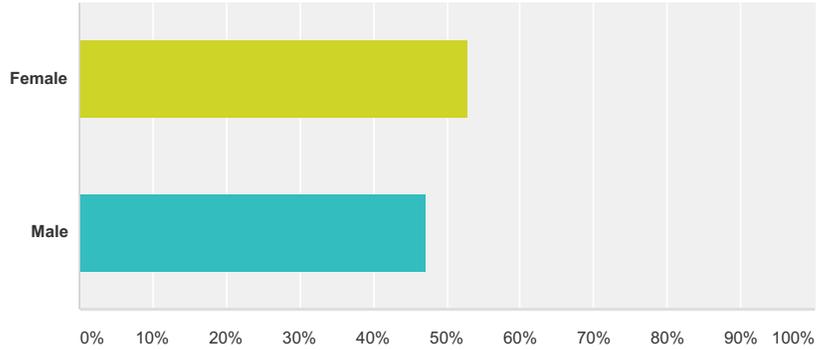
Answer Choices	Responses	
11	28.69%	136
12	27.22%	129
13	37.34%	177
14	5.49%	26
15	1.27%	6
Total		474

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

Our Connectivity Plan Survey is the first of the South Tahoe Regional Planning Agency's survey series. We want your thoughts on improving walking and bicycling to school. This survey will take about 5 minutes to complete.

Q10 What is your gender?

Answered: 469 Skipped: 6



Answer Choices	Responses
Female	52.88% 248
Male	47.12% 221
Total	469

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

Where around the school would you like to see improvements for walking and bicycling?	Response Percent
Location 1	97.9%
Existing Challenge	80.4%
Location 2	64.0%
Existing Challenge	59.8%
Location 3	51.7%
Existing Challenge	46.8%

A Wordle was developed from the below student survey responses to the question to identify three locations where they would like to see improvements to promote better walking and biking and what the improvements should be. (Inappropriate responses were removed.)

Number	Response Date	Location 1	Existing Challenge	Location 2	Existing Challenge	Location 3	Existing Challenge
1	Oct 16, 2014 3:44 PM	by the park					
2	Oct 16, 2014 3:43 PM	by the park					
3	Oct 16, 2014 3:38 PM	YOUR HOUSE	BLACK JUSES	BLACK JUSES	BLACK JUSES	BLACK JUSES	BLACK JUSES
4	Oct 16, 2014 3:37 PM	Bijou Park	walking students some times dont look when crossing planes	Elderado Beach	walking	Safe Way	biking
5	Oct 16, 2014 3:36 PM	where the bus garage is					
6	Oct 16, 2014 3:34 PM	jetpacks		frogs	evil robots	subway	
7	Oct 16, 2014 3:34 PM	Around Tennis Courts fence	Cracks are dangerous	Long Lap bikerack	Rocks and dangerous bushes cars	door	
8	Oct 16, 2014 3:34 PM						
9	Oct 16, 2014 3:33 PM	in front of school	cars	around the bus exit	no bike trail	basketball court at the entrance of school	no bike trail
10	Oct 16, 2014 3:33 PM	in front of school	walking in front of school	behind the track	walking behind	near the bus entry	walking near the bus entry
11	Oct 16, 2014 3:33 PM	no	yes	no	yes	no	yes
12	Oct 16, 2014 3:32 PM	Where people cross the highway.	People don't cross at the crosswalk. we had to go around last year instead of going through the rocks so were that white fence is we should put a walk way through there	I don't notice anything.	I don't notice anything.	I don't notice anything.	I don't notice anything.
13	Oct 16, 2014 3:32 PM	next to the 6th grade doors were the white fence is					
14	Oct 16, 2014 3:31 PM	in front of school	make bike or walk lane bigger	the left side of school	make a bike or walk lane	behind school	make a bike lane going on school property but to the back of the school next to the MPR
15	Oct 16, 2014 3:29 PM	In front of school	Its hard to walk to school with all the cars.				
16	Oct 16, 2014 3:29 PM	In front of school	Its hard to walk to school with all the cars				
17	Oct 16, 2014 3:28 PM	Sidewalk by the front of the school	Parents picking up kids	Sidewalk by tennis court	Amount of traffic	Opening of the gates	Busess leaving the school
18	Oct 16, 2014 3:27 PM	idk	idk	idk	IDK	IDK	IDK
19	Oct 16, 2014 3:27 PM	hwy 50	traffic	outside school	cars		
20	Oct 16, 2014 3:26 PM	the entrance	bike racks				
21	Oct 16, 2014 3:26 PM	at the track	none	bus garage	none	front office	none
22	Oct 16, 2014 3:25 PM	track	make it better	woods	less cold	fence	get rid of it
23	Oct 16, 2014 3:25 PM	?	?	?	?	?	?
24	Oct 16, 2014 3:25 PM		to much cars				
25	Oct 16, 2014 3:25 PM		not enough trails		to far to ride bike from meyers		
26	Oct 16, 2014 3:25 PM	the side where right aide is	more pathes				
27	Oct 16, 2014 3:24 PM	hwy 50	it is hard to get there	school office	it is hard to lock your bike up with a small bike rack	the rack	the rack is hard to get to because the cars always are coming and going through
28	Oct 16, 2014 3:24 PM	Maybe a trail	no trail	cross walk	no crosswalk		
29	Oct 16, 2014 3:24 PM	sidewalk next tennis coruts	make it smother				
30	Oct 16, 2014 3:23 PM	i donno know					
31	Oct 16, 2014 3:23 PM	front of the school on the path					
32	Oct 16, 2014 3:23 PM	walk.					
33	Oct 16, 2014 3:23 PM	front of the school on path walk	more sidewalks				
34	Oct 16, 2014 3:23 PM	everywhere	none	none	none	none	none
35	Oct 16, 2014 3:22 PM	none	Bad street				
36	Oct 16, 2014 3:22 PM	By the flag pole	NA	NA	NA	NA	Na
37	Oct 16, 2014 3:22 PM	NA	NA	NA	NA	NA	Na
37	Oct 16, 2014 3:22 PM	the big intersection	there lots of traffic	down the highway	the side walk isn't good		
38	Oct 16, 2014 3:21 PM	Out to the front office	to many cars in the morning	Gate	Gate is locked	to the eighth grade hall	too many cars in the morning
39	Oct 16, 2014 3:21 PM	n/a	n/a	n/a	n/a	n/a	n/a
40	Oct 16, 2014 3:20 PM	the hall ways	its hard to get to class when halls are crowded				
41	Oct 16, 2014 3:20 PM	Crosswalks	Not that much time to get across	the circle where the bike rack is	a crosswalk for the bikers to get to school	The sidewalk across the street	a separate bike path
42	Oct 16, 2014 3:20 PM	Around the outside of the fence	Cant see trail much.	The sidewalk outside the school	It can pop a tire of a bike easily		
43	Oct 16, 2014 3:20 PM	near the road between the school and dennys	more crosswalks	in between the church and tennis courts	track	bus stop	
44	Oct 16, 2014 3:19 PM	figure 8	traffic	track			
45	Oct 16, 2014 3:19 PM	the cross walks near Dennys	It is hard to ride in the street because of the cars				
46	Oct 16, 2014 3:19 PM	A bike path	too far	too far	too far	too far	too far
47	Oct 16, 2014 3:18 PM	I don't walk or bike to school	too far	too far	too far	too far	too far
48	Oct 16, 2014 3:18 PM	too far					
49	Oct 16, 2014 3:18 PM	one the hiey way	carsgoing fast	bad streets	drunk people	the groshery store	people how steal kids
50	Oct 16, 2014 3:18 PM	road past community college	bikes crossing too soon	school parking lot	kids running in front of cars		
51	Oct 16, 2014 3:17 PM	i don't know	?				
52	Oct 16, 2014 3:17 PM	Pioneer trail					
53	Oct 16, 2014 3:16 PM	track					

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

54	Oct 16, 2014 3:14 PM	sidewalks in front of school	there icy in the winter					
55	Oct 16, 2014 3:06 PM	in front of the school		0	0	0	0	0
56	Oct 16, 2014 3:05 PM							
57	Oct 16, 2014 3:05 PM	Hwy 50						
58	Oct 16, 2014 3:02 PM	bike rack	i wish it was closer to school	light near riteaid	takes to long to wait			
59	Oct 16, 2014 3:02 PM	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know
60	Oct 16, 2014 3:01 PM	IDK	IDK	IDK	IDK	IDK	IDK	IDK
61	Oct 16, 2014 3:01 PM	i dont know	i dont know	idont know	i dont know	i dont know	i dont know	i dont know
62	Oct 16, 2014 3:00 PM	none	none	none	none	none	none	none
63	Oct 16, 2014 3:00 PM	track	outside the school	on campus	out of campus			
64	Oct 16, 2014 2:59 PM	Marcia Sarosik Dance	The bus stop is four blocks away from the studio	MontBleu	There's no buses that go there			
65	Oct 16, 2014 2:59 PM	tennis courts	the sidewalk is lop sided	long lap	going through the pokey bushes and going over rocks.	figure 8		the holes in the ground
66	Oct 16, 2014 2:58 PM	Better Bike Racks	to far away from school					
67	Oct 16, 2014 2:58 PM	??	??	??	??	??	??	??
68	Oct 16, 2014 2:57 PM	On pioneer trail	small bike lane					
69	Oct 16, 2014 2:57 PM			location 2				
70	Oct 16, 2014 2:57 PM	Sidewalks to Bijou Park	run down and it turns to dirt					
71	Oct 16, 2014 2:56 PM	I would like to see a change by						
72	Oct 16, 2014 2:56 PM	Denny's Highway	Kids just J walk and it's dfangerous	cross walk	more cross walk	At the intersection there is no crosswalk		
73	Oct 16, 2014 2:55 PM	Arund my neighborhood	There's no bike trails	Highway 50				
74	Oct 15, 2014 3:46 PM	more bike racks in different places around the school	i come from Al Tahoe so i have to ride all around the school	More assemblies throughout the year	there aren't that many assemblies	A couple more new incentives		There are only like 5 different incentives
75	Oct 15, 2014 3:46 PM	around the tennis court	the traffic before school					
76	Oct 15, 2014 3:41 PM	The stop light right by the school	Kids run out when its not their turn					
77	Oct 15, 2014 3:40 PM	none	none	none	none	none	none	none
78	Oct 15, 2014 3:40 PM			more bike racks around the school	nothing	near Ross		to much cars
79	Oct 15, 2014 3:40 PM	have a bike path into school	traffic					
80	Oct 15, 2014 3:40 PM	pioneer trail	bike path	disc golf course	crosswalk	sierra house		bike path
81	Oct 15, 2014 3:40 PM	idk	idk	idk	idk	idk		idk
82	Oct 15, 2014 3:40 PM	idk	idk	idk	idk	idk		idk
83	Oct 15, 2014 3:40 PM	front of school						
84	Oct 15, 2014 3:40 PM		789 slow sometimes					
85	Oct 15, 2014 3:39 PM	Al Tahoe side walk .	Bad Repair					
86	Oct 15, 2014 3:39 PM	at tahoe side walk	bad repair					
87	Oct 15, 2014 3:39 PM	?	?	?	?	?	?	?
88	Oct 15, 2014 3:39 PM	idk	idk	idk	idk	idk		idk
89	Oct 15, 2014 3:39 PM	al tahoe sidewalk	needs repair					
90	Oct 15, 2014 3:38 PM	al tahoe sidewalk	needs repair					
91	Oct 15, 2014 3:38 PM	in the back of the school.		in front of the school.				
92	Oct 15, 2014 3:38 PM	TRACK						
93	Oct 15, 2014 3:36 PM	the inters tion						
94	Oct 15, 2014 3:33 PM	location dennys	si	stores	cross walk	fire department		a lot traffic
95	Oct 15, 2014 3:32 PM	The back of the school	To much traffic					
96	Oct 15, 2014 3:32 PM	The back of the school	To muck traffic					
97	Oct 15, 2014 3:31 PM	cross walk	cars not stopping	side walks	there so side walk i some places	cars		kids not looking cars dont see them
98	Oct 15, 2014 3:29 PM	crosswalk		busses		riteaid		
99	Oct 15, 2014 3:29 PM	drop off area						
100	Oct 15, 2014 3:29 PM	field	smoking behind trees	none		behind school		kissing
101	Oct 15, 2014 3:28 PM	Nevada	Going down to a steep hill	Sacramento	Drive down in the street	San Fransico		Ride in a boat
102	Oct 15, 2014 3:28 PM	Bicycle Rack	No locks on in	Al-Tahoe Sidewalk	Unsafe side walk	Mpr		No Good Food There
103	Oct 15, 2014 3:28 PM	the back off the school	no bike lock holder thing	track	no biking	mpr		no good food
104	Oct 15, 2014 3:28 PM	close to saweway	its destroyed	close to dennys	theres a lot of cars	close to dennys		cast go fast
105	Oct 15, 2014 3:27 PM	Pioneer Trail	Being able run and cross the street	?	?	Highway 50		No speeding
106	Oct 15, 2014 3:27 PM	Rid Aid to school	right					
107	Oct 15, 2014 3:27 PM	atv track	safe gats	bmx	rams	stms store		moany
108	Oct 15, 2014 3:27 PM	in the back	in the front					
109	Oct 15, 2014 3:26 PM	buses						
110	Oct 15, 2014 3:26 PM	IDKBRO.....	I Really dont know for any of these...	I still dont know.....	WHY DO YOU KEEP ASKING ME!!!!	AHHHHHHHHHHHHH		please stop.....
111	Oct 15, 2014 3:25 PM	Al Tahoe blv.	to be able to use the crossing walk.	hwy 50	using the side walk and looking before you cross.			
112	Oct 15, 2014 3:25 PM	larch	less traffic for walking and riding a bike	ski run	for cars to look out for people walking or biking	lake Tahoe computers		for it to be open longer
113	Oct 15, 2014 3:25 PM	tallac ave	the street	okland st	street	sanfransico		glass on the street
114	Oct 15, 2014 3:25 PM	larch	less traffic riding bike or walking	ski run	less traffic driving			
115	Oct 15, 2014 3:25 PM	fine	fine	fine	fine	fine		fine
116	Oct 15, 2014 3:25 PM	I don't know	I don't know	I don't know	I don't know	I don't know		I don't know
117	Oct 15, 2014 3:25 PM	Mpr						
118	Oct 15, 2014 3:25 PM	walking around traffic	too many cars					
119	Oct 15, 2014 3:25 PM	The street by the police station	intersection	i dont know	i dont know	i dont know		i dont kow
120	Oct 15, 2014 3:25 PM	SACREMETO	STANDFORT	ANGEL	lake			
121	Oct 15, 2014 3:25 PM	In the playground	Real grass in te field	In the soccer field	Smaller Goaly boxes	In the playground		Bike ramp
122	Oct 15, 2014 3:25 PM	District Office	It is kind of in the way of where a sidewalk can be.	The portals/Old classrooms	We dont really need them. We could have something else instead there of them.			
123	Oct 15, 2014 3:25 PM	i DONT KNOW						
124	Oct 15, 2014 3:25 PM	highway 50 by the school	J-walking					
125	Oct 15, 2014 3:25 PM	.						
126	Oct 15, 2014 3:24 PM	on the blacktop	i dont have one	sides of the school	nope	sidewalks		nope
127	Oct 15, 2014 3:24 PM	more sidewalks	there arent enough sidewalks	safer crosswalks	it could be safer to cross the street	idk		idk
128	Oct 15, 2014 3:24 PM	idk	idk	idk	idk	idk		idk
129	Oct 15, 2014 3:24 PM	timmy	timmy	timmy	timmy	timmy		timmy
130	Oct 15, 2014 3:24 PM	ride aid to here	crossing the street					
131	Oct 15, 2014 3:24 PM	AROUND THE SCHOOL	CANT BIKE AROUND	ON SCHOOL CAMPUS	CANT	ON TOP OF BUILDINGS		CANT
132	Oct 15, 2014 3:24 PM	bike rack	to small					

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

133	Oct 15, 2014 3:24 PM	by the track	i do not no	i do not no	i do not no	i do not no	i do not no
134	Oct 15, 2014 3:23 PM	walking path	so people could walk and do exersize	dirt path	people could have fun riding there	ramps	people could bring there bikes
135	Oct 15, 2014 3:23 PM	none			bikes		more offen
136	Oct 15, 2014 3:23 PM	front of the flag pole	too many cars	bus stops	bus driver yells at me	softball feild	it is locked
137	Oct 15, 2014 3:23 PM	None	None	None	None	None	None
138	Oct 15, 2014 3:23 PM	tennis courts	Messed up sidewalk	gate behind the school	crowded	lunch area	weathering
139	Oct 15, 2014 3:23 PM	I would like ramps	kids running	I would like hills	I might fall	I would like racing tracks	I might get lost
140	Oct 15, 2014 3:22 PM	out front near the flag pole a crossing guard next to the bus garage	too many cars	bus stops	bus drivers yell at me	softball/babe ruth field	all gates are locked
141	Oct 15, 2014 3:22 PM		i don't have one	i don't know	i don't know	i don't know	i don't know
142	Oct 15, 2014 3:22 PM	Bus garage and Rid-Aid	Put a cross walk	School	Make traffic better	Bus garage	make bigger -.
143	Oct 15, 2014 3:22 PM	No where	don't have one	No where	Don't have one	No where	Don't have one
144	Oct 15, 2014 3:22 PM	The front	The track	The black top	Outside next to the buses	next to the eighth grade hall	next to the track
145	Oct 15, 2014 3:22 PM	The parking lot	Macking sure kids are getting on with their parents not other strangers	The back of the school were the buses park	Seeing their is no stranger close to the buses when kids are trying to go to their bus	By the Boys and Girls Clup	Macking sure that kids don't go away over thier without a staff
146	Oct 15, 2014 3:21 PM	i don't walk or bicycle to school	i don't walk or bicycle to school	i don't walk or bicycle to school	i don't walk or bicycle to school	i don't walk or bicycle to school	i don't walk or bicycle to school
147	Oct 15, 2014 3:21 PM	rite-aid (right next to school)	i dont walk to school but i see people running across the busy street	the baseball /softball field	it is rocky and hard to walk on (on the school campus)	the area by toy maniacs	it is hard to bike on the small bike lane /mini road thing
148	Oct 15, 2014 3:21 PM	The front	The Gate the intersection there is a challenge because to ride my bike on the right side of the road i have to cross through the middle of the intersection and there is only one stop sign, maybe a round about could help?	The blacktop	The doors.	The seats	Equipment
149	Oct 15, 2014 3:21 PM	fairway dr		the path between tree-haven Dr and oak ave	it would be nice to have an actual paved path there because it is hard to maneuver there		
150	Oct 15, 2014 3:21 PM	no where					
151	Oct 15, 2014 3:21 PM	BY THE BUSES IN THE FRONT OF OUR SCHOOL		BY THE 50		BY THE CHURCH	
152	Oct 15, 2014 3:21 PM		THERE IS NO SIDEWALK				
153	Oct 15, 2014 3:21 PM	No where	Do not have one	No where	Do not have one	No where	Do not have one
154	Oct 15, 2014 3:21 PM	bus garage	cross walk	police station	bike racks	back of the school	bus to go there
155	Oct 15, 2014 3:21 PM	LOCATION 1					
156	Oct 15, 2014 3:21 PM	Parking Lot	Too many cars.	Crossing highway 50.	People just cross the road without the traffic light.	The Bus	Buses should come earlier.
157	Oct 15, 2014 3:20 PM	Side walk					
158	Oct 15, 2014 3:20 PM	sidewalk at the frof of the school it needs to be bigger		more lights in front of the school		cctv camera at the bicycle parking because they stole my bike	
159	Oct 15, 2014 3:20 PM	N/A		N/A		N/A	
160	Oct 15, 2014 3:20 PM	none	none	none	none	none	none
161	Oct 15, 2014 3:20 PM	In front of the school	Not enough bike racks	No place for Skate boards/Long board	No where to put it.. then it gets taken away
162	Oct 15, 2014 3:20 PM	i don't know...
163	Oct 15, 2014 3:20 PM	a pad to walked	running pad	a pad to go in bike	side walk	park	bijou park
164	Oct 15, 2014 3:20 PM	the first stoplight	it takes forever to cross and it is a really short cross	the second stoplight	it takes really long to cross	the sidewalks	they are really little and i end up riding in the streets
165	Oct 15, 2014 3:20 PM	close to safway	its destroyed	close to dennys	theres a lot of cars	close to dennys	cars go fast
166	Oct 15, 2014 3:20 PM	front of the school	have a guard to make sure kids cross the rhode safely	sidewalk	fix the sidewalk for bikers it is to rough and bumpy and it can be dangerous	blacktop soccer field	have an adult because sometimes the balls go over and they go get it and they can get kidnapped by someone
167	Oct 15, 2014 3:19 PM	????	????	????	????	????	????
168	Oct 15, 2014 3:19 PM	bike road	safty place	walking place were no cars are	there are people who just watch tv	nature place	touching the trees
169	Oct 15, 2014 3:19 PM	road	walk	track	bike	ramps	skateboarding
170	Oct 15, 2014 3:19 PM	more bike racks	helping from theives	less traffic	providing better ways to walk to school	making sure no one gets hit by cars	making sure kids use the cross walk
171	Oct 15, 2014 3:19 PM	I don't really know					

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

172	Oct 15, 2014 3:19 PM	the circle out side	cross walk and better bike rack	by bus garage cars	cross walk cars to walk	down by the highschool	a cross walk
173	Oct 15, 2014 3:19 PM	Highway	highway				
174	Oct 15, 2014 3:19 PM						
175	Oct 15, 2014 3:19 PM	the track	weather	the parking lot	to many cars	back entrance	gate door
176	Oct 15, 2014 3:19 PM	bike trake	get out erlyer	walking path	baseball club make a route to get out of the school.	basketball club	skate park
177	Oct 15, 2014 3:19 PM	In front of the office	Can't cross the street; too much cars	around the tennis court	na	buses	cant get through
178	Oct 15, 2014 3:19 PM	na	na	na	na	na	na
179	Oct 15, 2014 3:18 PM	track	road	bike path	side walk	natures path	road
180	Oct 15, 2014 3:18 PM	sidewalks					
181	Oct 15, 2014 3:18 PM	bathroom	people are dropping water on the floor so we might slip	soccer	people wear cleits	cafeteria	people are dropping food
182	Oct 15, 2014 3:18 PM	in the front	exit from basket ball field	none	none	none	none
183	Oct 15, 2014 3:18 PM	Babe Ruth field	It doesnt have a trial for the bikes to go through				
184	Oct 15, 2014 3:18 PM	I like to see a bike or walk path					
185	Oct 15, 2014 3:17 PM	people need to stop walking in the plants on the school grounds	there are plants but people keep walking there so they could take a short cut	students should not cross a street like al tahoe	maybe there should be a cross walk there	there is trash on the ground when people don't clean up	just take time pick up your trash
186	Oct 15, 2014 3:17 PM	Forest	a path to walk	Near the baseball field	bike holer	stop light	cross guard at the stop light
187	Oct 15, 2014 3:17 PM	i think its gay	and this school is gay				
188	Oct 15, 2014 3:17 PM	bus pick up area					
189	Oct 15, 2014 3:16 PM	parking lot	people go to fast	soccer field	people use cleats	cafeteria	people drop food or leave food
190	Oct 15, 2014 3:16 PM	out in front of the school	i think that there should be a crossing guard to much traffic	at the bus garage	i think that the buses should be in one or two lanes and then next to them should be where people could walk		
191	Oct 15, 2014 3:16 PM	Parking Lot					
192	Oct 15, 2014 3:16 PM	Track				mpr	
193	Oct 15, 2014 3:16 PM	parking lot	to much traffic	the portables			
194	Oct 15, 2014 3:16 PM	HighWay 50	make less traffic to walk in				
195	Oct 15, 2014 3:16 PM	on the school black top	Making ramps and jumps	School football/soccer field	Carnival, photo booth, and pumpkin run	Inside school	hang gliding,skate boarding
196	Oct 15, 2014 3:16 PM	Bike Racks	It is not that safe for bikes when cars are everywhere.	Around the School	There is no paths so we know which is the safest instead of chancing it.	Buses	I have to try to watch out for the buses when they come in or i am leaving.
197	Oct 15, 2014 3:15 PM	No where	No where	No where	No where	No where	No where
198	Oct 15, 2014 3:15 PM	No where	No where	No where	No where	No where	No where
199	Oct 15, 2014 3:15 PM	nothing	nothing	nothing	nothing	nothing	nothing
200	Oct 15, 2014 3:15 PM	Bathroom	People keep dropping to much water				
201	Oct 15, 2014 3:15 PM	parking lot	theres to much traffic	outside the parking lot	the cars go way too fast	the halls	evryone pushes
202	Oct 15, 2014 3:14 PM	I Don't Know					
203	Oct 15, 2014 3:14 PM	outside lunch area	not enough seating	staff circle	sidewalk	front of school	seating
204	Oct 15, 2014 3:14 PM	nothing	nothing	nothing	nothing	nothing	nothing
205	Oct 15, 2014 3:14 PM	crossing the street	there should be a cross gaurd				
206	Oct 15, 2014 3:14 PM	baseball fields	bike paths	regan beach	better bike paths to snowflake	across the street from the school	blocks so people cant j walk
207	Oct 15, 2014 3:14 PM	HIGHWAY 50	CROSSING GUARD	HIGHWAY 50	SOME CARS DONT STOP WHEN ITS RED	STMS	1 BIKE TAKING UP THE SPACE OF FIVE
208	Oct 15, 2014 3:14 PM	Along the lake	Too many vehicals	Al Tahoe	Too many vehicals		
209	Oct 15, 2014 3:14 PM	bike/walking trail	wake up earlier than usally	safe places to put bike	robbyer or bike getting ruend	traffic	walking/bike path
210	Oct 15, 2014 3:14 PM	The intersections by Dennis	Don't go into the bike lane	By the tennis courts	No more jay-walking	NO WHERE	N/A
211	Oct 15, 2014 3:14 PM	the gym	idk	front of school	idk	idk	idk
212	Oct 15, 2014 3:14 PM	outside lunch area	not enough seating	staff circle	sidewalk	front of school	seating
213	Oct 15, 2014 3:14 PM	near the buses					
214	Oct 15, 2014 3:14 PM	school	time	idk	idk	idk	idk
215	Oct 15, 2014 3:14 PM				Existing Challenge		
216	Oct 15, 2014 3:13 PM				Exiting Challenge		
217	Oct 15, 2014 3:13 PM	I DONT WALK	I DONT WALK	I DONT WALK	I DONT WALK	I DONT WALK	
218	Oct 15, 2014 3:13 PM	MY HOUSE	IT'S RELLY FAR AWAY	STREETS	SOME PEOPLE DON'T CARE ABOUT SAFETY	MY HOUSE	MY MOTHER WONST WANT ME TO RIDE MY BIKE
219	Oct 15, 2014 3:13 PM	The Bike Racks	The areas to rough and many people slip on wet days.	N/A	N/A	N/A	N/A
220	Oct 15, 2014 3:13 PM	Close to safeway	Its distroyed	Close to Dennis	theres a lot of traffic	Close to Dennis	Theres a lot of cars passing fast
221	Oct 15, 2014 3:13 PM	The front sidewalk	Kids are running across the street and not looking				
222	Oct 15, 2014 3:13 PM	no where	no where	no where	no where	no where	no where
223	Oct 15, 2014 3:13 PM	the back of the school	side walk				
224	Oct 15, 2014 3:13 PM	The intersection at Denny's	don't go into the bike lane. Stay on the sidewalk.	By the tennis courts.	No jay-walking	NO WHERE	N/A
225	Oct 15, 2014 3:13 PM	front of school	bike racks(place to put bikes)				
226	Oct 15, 2014 3:13 PM	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know
227	Oct 15, 2014 3:13 PM	????	????	????	????	????	????

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

228	Oct 15, 2014 3:13 PM	i dont know		i dont know		i dont know	
229	Oct 15, 2014 3:13 PM	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know
230	Oct 15, 2014 3:13 PM	basketball courts	better pavement	7th grade hall	better halls for the 7th graders and future 7th graders		
231	Oct 15, 2014 3:12 PM	the baseball fields	make a side walk	snow flake	make a side walk	eldorado beach	make side walk
232	Oct 15, 2014 3:12 PM	NA	NA	NA	NA	NA	NA
233	Oct 15, 2014 3:12 PM	parking lot	drive slower some people go to cross the street and almost get hit.	property	respect the property kids should	classrooms	respect the teachers
234	Oct 15, 2014 3:12 PM	crossing		rite aid	somewhere to cross		
235	Oct 15, 2014 3:12 PM	nowhere					
236	Oct 15, 2014 3:12 PM	In front of the school	theres to much bikes	the back gate	its somtimes closed		
237	Oct 15, 2014 3:12 PM	Rite Aid	People not using the cross walk				
238	Oct 15, 2014 3:12 PM	outside	inside	field	front	bus stop	back
239	Oct 15, 2014 3:12 PM	Parking lot	Drivers dont see much of students and they only look in front of them	Soccer Field	People bringing kleetes to the field	For walking, its the hallways	Too much students being squeezed in hallways
240	Oct 15, 2014 3:12 PM	Sidewalks	A staff member watching.	On the stop walk to cross.	A staff member leading them.		
241	Oct 15, 2014 3:12 PM	Parking lot	because the cars drive fast.	hall ways	because between classes the hall ways get crowded.	timber wolf plaza	there is trash almost every were you walk.
242	Oct 15, 2014 3:12 PM	baseball fields		round the school		connecting to the beach	
243	Oct 15, 2014 3:12 PM	sidewalks	there are not enough sidewalks cars need to look and stop when there someone walking across	bike ramps	they are not close enough to the school		
244	Oct 15, 2014 3:11 PM	across from the school		sidewalks	there are not enough sidewalks	back gates	always locked
245	Oct 15, 2014 3:11 PM	bike path	make it	walking path	make it	a place to cross the street	bulld it
246	Oct 15, 2014 3:11 PM	play ground	has no bike racks				
247	Oct 15, 2014 3:11 PM	cross walk	cars	parking lot	cars	where the bike racks are	cars
248	Oct 15, 2014 3:11 PM	When crossing the street.	Some people do not use the crosswalk. The bike lanes.		Some people go in the wrong direction, they should be going the same direction as the cars are. (depends where you are going)		
249	Oct 15, 2014 3:11 PM	front of the school	back of the school	the sidewalk	the entres	where the bus stop to drop the kids i dont know	
250	Oct 15, 2014 3:11 PM	Nearest the baseball field.	Pavement is torn.				
251	Oct 15, 2014 3:11 PM	I'm not sure how to answer this question!					
252	Oct 15, 2014 3:11 PM	Behind the school, in front of Ross or Rite Aid					
253	Oct 15, 2014 3:11 PM	crossing the highway	its hard to walk across they should get a crossing guard				
254	Oct 15, 2014 3:11 PM	near ross	bike path	collage	walk path	near safe way	walk path
255	Oct 15, 2014 3:11 PM	Al Tahoe	have some adult cross those kids				
256	Oct 15, 2014 3:11 PM	I don't Know					
257	Oct 15, 2014 3:10 PM	By the bus area	There are a lot of buses in that area	Sidewalks	there are not enough sidewalks	Back gate	always locked
258	Oct 15, 2014 3:10 PM	The dirt path on the right side of the road when heading to school.	The dirt path is too close to the road.				
259	Oct 15, 2014 3:10 PM	In the back where the track is and put bike racks.	The racks in the front.				
260	Oct 15, 2014 3:10 PM	Highway 50 walking down the sidewalks	crossing the street				
261	Oct 15, 2014 3:10 PM	Ross	Making sure they use the cross walk.	Denny's	Making sure cars don't go while children are walking	Next to bus gates	Make sure when peoples friend's bus arrives they don't run toward it.
262	Oct 15, 2014 3:10 PM	Front of School	No Stop Signs	Parking Lot	Cars Drive to Fast	The Hallway	There is No Carpet
263	Oct 15, 2014 3:10 PM	In the back by the archery stand	The racks in the front	In the back by the gate to the school buses			
264	Oct 15, 2014 3:10 PM	Bridge over Upper Truckee River	The bike trail is a bit old and I always get nervous about it				
265	Oct 15, 2014 3:10 PM	turn gate near track	ground rocky and dusty				
266	Oct 15, 2014 3:09 PM	none	none	none	none	none	none
267	Oct 15, 2014 3:09 PM	I really don't bike on the streets, so I wouldn't know	I normally just bike through the woods	I also do not pay any attention to street names or areas		where the buses pick up could be dangurous	
268	Oct 15, 2014 3:09 PM	the front office	all the cars picking kids up	buses/ black top			
269	Oct 15, 2014 3:09 PM	The front of the school	I saw so girls crossing the street not at the stop light.				
270	Oct 15, 2014 3:09 PM	Denny's					
271	Oct 15, 2014 3:09 PM	None					
272	Oct 15, 2014 3:09 PM	By the bus area.	There are a lot of buses in the area. I wish to see more children be safer around the cars	By the track.	The fence.	Near the pick up area.	There are to many cars.
273	Oct 15, 2014 3:09 PM	In front of school	More tables				
274	Oct 15, 2014 3:09 PM	Out side lunch					
275	Oct 15, 2014 3:09 PM	Safer bike path	My dad doesn't want me riding my bike there because there are creepy people. By Off The Hook		The sidewalk is really bumpy and has cracks everywhere.		
276	Oct 15, 2014 3:09 PM	bike rackout by the front	to many cars, needs safer spot.	the circle in the middle of the parking lot with grass	needs crosswalk(s)	No other place really.	Nothing
277	Oct 15, 2014 3:09 PM	AL Tahoe bolavard	does not go all the way to the school	The Y	No safe and new bike trails		
278	Oct 15, 2014 3:09 PM	Al Tahoe Blvd.	The bike trail doesn't go all the way to the school.	The 'Y'	No safe a new bike trails.		

2014 SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY STUDENT SURVEY

279	Oct 15, 2014 3:08 PM	front office						
280	Oct 15, 2014 3:08 PM	none	theres no bike place	by the gates in the back by the entrance of the field	afraid bike might get stolen	in the office for people who have no locks	office doesnt let u	
281	Oct 15, 2014 3:08 PM	?	?	?	?	?	?	
282	Oct 15, 2014 3:08 PM	All around the school.	I think we need more sidewalks around the school so we can get to school easy without being scared of being crashed by a car	Intersections.	We need crosswalks in the intersections because we have to run and when some one is hurt a car might crash them.			
283	Oct 15, 2014 3:08 PM	CLOSE TO DENYS	YES	CLOSE ROSE	YES	CLOSE TO MY AUNT HOUSE	YES	
284	Oct 15, 2014 3:08 PM	Front of school	Bike rack					
285	Oct 15, 2014 3:08 PM	The entrance on Al Tahoe Blvd		The entrance were the buses go.		The roundabout in the front of the school		
286	Oct 15, 2014 3:08 PM	side of school	i dont know	i dont know	i dont know	i dont know	i dont know	
287	Oct 15, 2014 3:07 PM	sidewalk/bike path by al tahoe	path is dirt and has quite a few rocks, making it hard to bike over there					
288	Oct 15, 2014 3:07 PM	hibidy hoo flah	no	no	no	no	no	
289	Oct 15, 2014 3:07 PM	no						
290	Oct 15, 2014 3:07 PM	Entrance Side Walk						
291	Oct 15, 2014 3:07 PM	Sawmill Pond	I think there needs to be a bike route					
292	Oct 15, 2014 3:07 PM	the stop light						
293	Oct 15, 2014 3:07 PM	in the front of the school	the turn around traffick					
294	Oct 15, 2014 3:07 PM	riteaid	j walking	across from school	j walking	across saint theareas	j walking	
295	Oct 15, 2014 3:07 PM	Front of school	Bike rack					
296	Oct 15, 2014 3:07 PM	i. dont. know. or. care.						
297	Oct 15, 2014 3:07 PM	in front of the school						
298	Oct 15, 2014 3:07 PM	Behind the busses	their needs to be a cross walk there.	in front of the school		there should be a safer way to get to the school.		
299	Oct 15, 2014 3:07 PM	in front of the school	a lot of cars					
300	Oct 15, 2014 3:07 PM	I dont know		I dont know		I dont know		
301	Oct 15, 2014 3:06 PM	the stop light						
302	Oct 15, 2014 3:06 PM	the y	you can get hit by a car	poinerr	no bike trail	myers	really scared of getting hit	
303	Oct 15, 2014 3:06 PM	by the bike rack	people steal bikes	the cross walk right by the school	drivers arent careful	bike trail in front of the school	people on bikes are going to fast and can hit people	
304	Oct 15, 2014 3:06 PM	side of school	i dont know	i dont know	i dont know	i dont know	i dont know	
305	Oct 15, 2014 3:06 PM	in outlet of the schools drive way	no sidewalk	back of school	no gate open	none	none	
306	Oct 15, 2014 3:06 PM	Dont Know	Dont Know	Dont Know	Dont Know	Dont Know	Dont Know	
307	Oct 15, 2014 3:06 PM	i dont know						
308	Oct 15, 2014 3:06 PM	none	none	none	none	none	none	
309	Oct 15, 2014 3:06 PM	street close to the school	some people dont walk on the cross walk and almost get run over					
310	Oct 15, 2014 3:05 PM	jc	jb	ja	jw	kj	qw	
311	Oct 15, 2014 3:05 PM	idk	idk	idk	idk	idk	idk	
312	Oct 15, 2014 3:05 PM	bike rack	some people don't have bike locks	by the pickup line of cars		it takes a long time for walkers to get across the parking lot due to the amount of cars		
313	Oct 15, 2014 3:05 PM	Parking Lot		Outside		Drop Off Zone		
314	Oct 15, 2014 3:05 PM	I Dont Know I Take a Car						
315	Oct 15, 2014 3:05 PM	gvjuhyhygygygygy						
316	Oct 15, 2014 3:05 PM	In front of the school	Traffic	Next to the bus Garage	Cars and Buses	Next to church	Cars	
317	Oct 15, 2014 3:04 PM	By buses	No bike rack	I don't Know	idk	idk	idk	
318	Oct 15, 2014 3:04 PM	lake view people should take the bus	you have to walk or ride a bike to school	the end of tallac street	they should also take the bus	the whole area around the lake view	should not have to walk	
319	Oct 15, 2014 3:04 PM	idk	idk	idk	idk	idk	idk	
320	Oct 15, 2014 3:04 PM	school yard	crossing the street	none		none		
321	Oct 15, 2014 3:04 PM	I don't know						
322	Oct 15, 2014 3:04 PM	I don't know						
323	Oct 15, 2014 3:03 PM	near ride aid						
324	Oct 15, 2014 3:03 PM	Parking lot	Re-pave them	Lunch		better lunch		
325	Oct 15, 2014 3:03 PM	Track for running lap	bumpy and a lot of bushes	Track near the tennis court		bumpy and has a metal thing bumping out		
326	Oct 15, 2014 3:03 PM	I	Don't	Know		What	This	Means
327	Oct 15, 2014 3:02 PM	The roads entering the school	things on the bike lanes	the bike racks		they aren't in a safe spot		
328	Oct 15, 2014 3:02 PM	By the blacktop at the back of the school						
329	Oct 15, 2014 3:01 PM	Al Tahoe Blvd.	You can't get through the gate					
330	Oct 15, 2014 3:01 PM	Al Tahoe	J-Walking					
331	Oct 15, 2014 3:00 PM	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	



QUESTION 3A –
Attachment I-Q3A.1

REGIONAL TRANSPORTATION PLAN OUTREACH

APPENDIX G

DECEMBER 2012

Appendix G-2 Mobility 2035 RTP Public Meetings and Workshops

Date	Event	Entity/Location
November 1, 2011 5:30pm to 8:00 pm	Public Workshop	North Tahoe Event Center Kings Beach
November 3, 2011 5:30pm to 8:00 pm	Public Workshop	Inn by the Lake South Lake Tahoe
November 10, 2011	Public Hearing	Tahoe Transportation Commission Stateline, Nevada
November 22, 2011	Meeting	Washoe Tribe of Nevada and California Representatives Gardnerville, NV
January - October, 2012 On-going	Meetings	South Shore Transportation Management Association Stateline, Nevada
April 25, 2012 9:30 am	Informational Presentation	TRPA/TMPO Governing Board Incline Village, Nevada
May 3, 2012 8:30 am	Meeting	Truckee-North Tahoe Transportation Management Association Granlibakken Resort and Conference Center Tahoe City, CA
May 11, 2012 9:30 am	Public Hearing on the RTP/SCS	Tahoe Transportation Commission Embassy Suites South Lake Tahoe, California
May 21, 2012 5:00 pm to 8:00 pm	RPU/RTP Open House	The Chateau Incline Village, Nevada
May 22, 2012 5:00 pm to 8:00 pm	RPU/RTP Open House	TRPA Board Rooms Stateline, Nevada
May 23, 2012 9:30 am	Public Hearing on the RTP/SCS	TRPA/TMPO Governing Board Meeting North Tahoe Event Center Kings Beach, California
May 24, 2012 9:30 am	Public Hearing on the RTP/SCS	TRPA/TMPO Governing Board Meeting TRPA Board Rooms Stateline, Nevada
June 5, 2012	Informational Meeting on the RTP/SCS	South Lake Tahoe City Council Meeting South Lake Tahoe, California
June 25, 2012	Informational Meeting on the RTP/SCS	El Dorado County Board of Supervisors South Lake Tahoe, California
June 27, 2012 9:30 am	Public Hearing on the RTP/SCS	TRPA/TMPO Governing Board Meeting North Tahoe Event Center Kings Beach, California
June 28, 2012 9:30 am	Public Hearing on the RTP/SCS	TRPA/TMPO Governing Board Meeting TRPA Board Rooms Stateline, Nevada

OTHER INDIVIDUALS AND ORGANIZATIONS CONTACTED***RTP Development – Workshop Invitations***

The following outreach was conducted to let people know about the development of the draft RTP and invite participation in workshops and on-line tools:

- Print ads in the Sierra Sun, North Lake Tahoe Bonanza, Tahoe Daily Tribune, Gardnerville Record-Courier
- 30-second television spot in English and Spanish on local stations serving: The Weather Channel, ESPN, Discovery, Fox News, History, CNBC, CNN Comedy Central, Telemundo
- Internet banners on SierraSun.com, TahoeBonanza.com, TahoeDailyTribune.com, RecordCourier.com, NevadaAppeal.com, LakeTahoeNews.net, Moonshinelnk.com, MountainNews.net, Facebook.com
- South and North Lake Tahoe Chamber of Commerce E-mail blasts
- Posted flyers in English and Spanish around the Lake
- TMPO and TRPA e-mail blasts (see list below)

The TMPO e-mail list has been developed over time and includes the following groups:

- Affordable Housing Representatives
- Business community/organizations
- Churches
- Representatives of people with disabilities
- Departments of Transportation
- Economic development (state and local)
- Large employers
- Federal agencies
- Federal government
- Freight shippers
- Historic preservation agencies
- Housing agencies
- Local government
- Low-income and minority households
- Adjacent MPOs and RTPAs with which the MPO shares a significant amount of interregional travel
- Environmental protection agencies and organizations
- Airport operations
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Private providers of transportation
- Private sector
- State and regional agencies
- School districts

REGIONAL TRANSPORTATION PLAN OUTREACH



DECEMBER 2012

- State government
- Transportation agencies
- Transportation commissions
- Representatives of public transportation employees
- Representatives of users of public transportation
- Native American tribes
- U.S. Forest Service
- Wildlife agencies and advocates
- Other interested parties and citizens

In addition to the outreach above, TMPO staff made personal phone calls to invite individuals and organizations to participate in the November 2011 workshops:

Calls – South Shore

- Tahoe Chamber
- School Board Members
- Lake Tahoe Visitors Authority
- Sierra Nevada Alliance
- Barton Hospital
- Sierra Club
- City Council members
- Chamber of Commerce
- Rotary member
- Nevada State Lands
- South Lake Tahoe City Manager
- Tahoe Fund board member
- Tahoe Resource Conservation District
- El Dorado County Supervisor
- League to Save Lake Tahoe
- Tahoe Women's Center
- Tahoe Youth and Family Services
- Boys and Girls' Club
- Teamster Union Local 533
- Tahoe Area Coordinating Council for the Disabled

Calls – North Shore

- NTPUD Board member
- Truckee-North Tahoe Transportation Management Association
- North Tahoe Business Association
- Moonshine Ink
- Ferrari Crown Motel
- Domus Development
- Tahoe City Public Utility District General Manager
- North Lake Tahoe Resort Association staff and board members
- Tahoe Fund board member
- Incline Village General Improvement District General Manager
- Placer County Department of Public Works
- North Tahoe Public Utility District
- Placer County office of the CEO
- Placer County Supervisor
- LSC Transportation Consultants, Inc
- North Tahoe Family Resource Center

RTP Development - Individual meetings

- TMPO and Tahoe Transportation District staff met with the Vice-Chairman, Legal Counsel, and Planner at the Washoe Tribe of California and Nevada Headquarters on November 22, 2011, and again with Legal Counsel and Planner at the TMPO offices on September 21, 2012.
- TMPO staff met with Lahontan Regional Water Quality Control Board staff Doug Smith, November 2011.

REGIONAL TRANSPORTATION PLAN OUTREACH

DECEMBER 2012



Transportation Project Priority South Lake Tahoe

Check your top two projects as investment priorities



- | | | |
|--|--|--|
| <input type="checkbox"/>  Maintenance of existing roads, sidewalks, bus stops & bikeways
<ul style="list-style-type: none"> • Snow removal • Includes building new bus shelters | <input type="checkbox"/>  Stateline Revitalization
<ul style="list-style-type: none"> • HWY 50 new road alignment • Efficient traffic flow, increased pedestrians and cyclist safety and visual improvements | <input type="checkbox"/>  Waterborne Transit
<ul style="list-style-type: none"> • Passenger ferry service • Service between North and South Lake |
| <input type="checkbox"/>  Real-time transit information
<ul style="list-style-type: none"> • Bus arrival display at certain bus stops • GPS tracking on bus • Smart phone real-time bus arrival | <input type="checkbox"/>  Increase BlueGO service
<ul style="list-style-type: none"> • Improving service frequencies along Highway 50 • Extend service hours and areas | <input type="checkbox"/>  Regional Transit
<ul style="list-style-type: none"> • Better linkage between South Lake Tahoe and Sacramento |

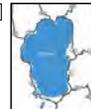
Do you have any other ideas or would you like to emphasize any project(s) above? Name: _____ Email/Tel: _____

More information? Contact Karen Fink (775) 589-5204, kfink@trpa.org

Transportation Project Priority North Lake Tahoe

Check your top two projects as investment priorities



- | | | |
|---|---|--|
| <input type="checkbox"/>  Maintenance of existing roads, sidewalks, bus stops & bikeways
<ul style="list-style-type: none"> • Snow removal • Includes building new bus shelters | <input type="checkbox"/>  Community Revitalization
<ul style="list-style-type: none"> • SR 89 new road alignment • Repair/replace Fanny Bridge • Improving pedestrian, cyclist and driver safety | <input type="checkbox"/>  Waterborne Transit
<ul style="list-style-type: none"> • Passenger ferry service • Service between North and South Lake |
| <input type="checkbox"/>  Real-time transit information
<ul style="list-style-type: none"> • Bus arrival display at certain bus stops • GPS tracking on bus • Smart phone real-time bus arrival | <input type="checkbox"/>  Increase TART service
<ul style="list-style-type: none"> • Improving service frequencies • Extend service hours and areas | <input type="checkbox"/>  Regional Transit
<ul style="list-style-type: none"> • Linking North Lake Tahoe - Truckee - Reno - Sacramento |

Do you have any other ideas or would you like to emphasize any project(s) above? Name: _____ Email/Tel: _____

More information? Contact Karen Fink (775) 589-5204 kfink@trpa.org

G-19

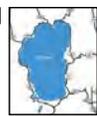
REGIONAL TRANSPORTATION PLAN OUTREACH

Prioridad del Proyecto de Transporte Sur de Lake Tahoe

Marque sus dos proyectos mas importantes como prioridades de inversión





<input type="checkbox"/>  <p>Mantenimiento de calles existentes, aceras, paradas de autobús y senderos de bicicleta</p> <ul style="list-style-type: none"> • Eliminación de nieve • Incluye construcción de nuevos refugios de autobús 	<input type="checkbox"/>  <p>Revitalización de la frontera estatal</p> <ul style="list-style-type: none"> • Nuevo alineamiento de camino HWY 50 • Flujo de tráfico eficiente. Aumento de la seguridad de peatones y ciclistas y mejoras visuales. 	<input type="checkbox"/>  <p>Transito Acuático</p> <ul style="list-style-type: none"> • Servicio de Ferry para pasajeros • Servicio entre Lake Tahoe Norte y Sur
<input type="checkbox"/>  <p>Información de tránsito en tiempo real</p> <ul style="list-style-type: none"> • Exhibición de llegada de autobuses en ciertas paradas • Dispositivo de seguimiento GPS en el auto bús • Tiempo real de llegada de autobuses para Smart phone 	<input type="checkbox"/>  <p>Aumento del Servicio BlueGO</p> <ul style="list-style-type: none"> • Mejorando la frecuencia del servicio a lo largo de la Carretera 50 • Horas y Áreas de servicio extendidas 	<input type="checkbox"/>  <p>Transito Regional</p> <ul style="list-style-type: none"> • Mejor conexión entre Lake Tahoe Sur y Sacramento

¿Tiene usted alguna otra idea o le gustaría destacar cualquiera de los proyectos mencionados arriba? Nombre: _____ Número: _____

¿Más Información? Contacte a Emilio Vaca (530) 386-6253 emiliovaca@hotmail.com

Prioridad del Proyecto de Transporte Norte de Lake Tahoe

Marque sus dos proyectos mas importantes como prioridades de inversión





<input type="checkbox"/>  <p>Mantenimiento de calles existentes, aceras, paradas de autobús y senderos de bicicleta</p> <ul style="list-style-type: none"> • Eliminación de nieve • Incluye construcción de nuevos refugios de autobús 	<input type="checkbox"/>  <p>Revitalización de la Comunidad</p> <ul style="list-style-type: none"> • SR 89 nuevo alineamiento del camino • Reparar/reemplazar Fanny Bridge • Mejorando la seguridad de peatones, ciclistas y conductores 	<input type="checkbox"/>  <p>Transito Acuático</p> <ul style="list-style-type: none"> • Servicio de Ferry para pasajeros • Servicio entre Lake Tahoe Norte y Sur
<input type="checkbox"/>  <p>Información de tránsito en tiempo real</p> <ul style="list-style-type: none"> • Exhibición de llegada de autobuses en ciertas paradas • Dispositivo de seguimiento GPS en el auto bús • Tiempo real de llegada de autobuses para Smart phone 	<input type="checkbox"/>  <p>Aumento del Servicio de TART</p> <ul style="list-style-type: none"> • Mejorando la frecuencia del servicio • Horas y Áreas de Servicio extendidas 	<input type="checkbox"/>  <p>Transito Regional</p> <ul style="list-style-type: none"> • Conectando Lake Tahoe Norte - Truckee - Reno - Sacramento

¿Tiene usted alguna otra idea o le gustaría destacar cualquiera de los proyectos mencionados arriba? Nombre: _____ Número: _____

¿Más Información? Contacte a Emilio Vaca (530) 386-6253 emiliovaca@hotmail.com

DECEMBER 2012



Appendix G-4c Public Workshops Flyer



STREETS, TRAILS AND TRANSIT

Help design a transportation strategy that meets the challenges of the future Economy – Mobility – Sustainability

mobility 2035 workshops/open house

November 1, 2011

North Tahoe Event Center • 8318 North Lake Tahoe Blvd., Kings Beach, CA

November 3, 2011

Inn by the Lake • 3300 Lake Tahoe Blvd., South Lake Tahoe, CA

5:30 – 8:00 pm (presentation at 6 pm)



We want to hear from you! At the workshop:

- Share your transportation and fiscal investment priorities
- Learn about current projects like transit shelters and the Nevada Stateline to Stateline Bikeway
- Visit activity-based stations at your own pace
- Refreshments and childcare provided
- Innovative interactive computer technology opportunities
- Spanish language materials available

YOUR VOICE MATTERS.

ADA and transit accessible – visit BlueGO.org or laketahoetransit.com for transit info



REGIONAL TRANSPORTATION PLAN OUTREACH



CALLES, SENDEROS Y TRANSITO

Ayude a diseñar una estrategia de transporte que reúna los desafíos de la economía – movilidad – sostenibilidad futuras.

movilidad 2035 talleres / casa abierta

1 de Noviembre 2011

Centro de Eventos de Tahoe Norte • 8318 North Lake Tahoe Blvd., Kings Beach, CA

3 de Noviembre, 2011

Inn by the Lake • 3300 Lake Tahoe Blvd., South Lake Tahoe, CA

5:30 – 8:00 PM (presentación a las 6 PM)



¡Queremos escucharlos! En el taller:

- Comparta sus prioridades de transporte e inversión fiscal.
- Aprenda a cerca de proyectos vigentes como refugios de tránsito y el carril para bicicletas de frontera a frontera en Nevada.
- Visite estaciones basadas en actividades a su propio ritmo
- Refrigerios y cuidado de niños provisto
- Oportunidades tecnológicas de computación, innovadoras e interactivas.
- Materiales disponibles en lengua española

SU OPINION CUENTA

Accesible para ADA y tránsito – visite BlueGO.org o laketahoetransit.com para información de tránsito.

Auspiciado por La Organización Metropolitana de Planeamiento de Tahoe www.tahoempo.org



REGIONAL TRANSPORTATION PLAN OUTREACH



Public Workshop on Lake Tahoe Regional Transportation Plan

Tuesday November 1, 6:00 PM to 8:00 PM

North Tahoe Event Center

8318 North Lake Tahoe Blvd., Kings Beach, CA

11

NAME	ORGANIZATION (or Self)	ADDRESS	EMAIL	HOW DID YOU HEAR ABOUT THIS?	WOULD YOU LIKE TO HEAR ABOUT FUTURE EVENTS?
James Spivey	Tahoe Trans	11448 Deerfield Rd Ste 200	info@tahoe-trans.com	paper	yes
Bob Bolton	TCRD		BBOLTON@TCRD.ORG	INVITED	yes
Darlene Velicki	Self		velicki@yahoo.com	paper	yes
Kelli Thomey	TCRD		KThomey@tcprd.org	Invited / paper	yes
Carolyn Pretzler	citizen	TV, CA	vcps2@juno.com	e-mail	yes
Anaëlis Botson	NTRC		firpita@hotmail.com	work	yes
EMILY VANCE	NTRC				
Adrian Garcia	NTRC	KB	garciaad2@gmail.com		yes
Ron Treadwell	NLTRA		Ron@PureTahoeNorth.com		
Fran Ruser	Ascent Environmental		Fran.ruser@ascentenvinc.com		
Jan Colyer	TNT-TMA	PO Box 2506, KB, CA 96143	JanColyer@SBCglobal.net		yes!
STEETESHARA GORDON SHAW	TTO BOARD				
GORDON SHAW	LSC	PO 1046 Mammoth CA 96141	gordonshaw@lsc.ca.gov	email	yes
Lindsay Rankin	Dokken	2365 Iron Point, Ste 200	lrankin@dokken.com	email	yes
Brian Stephenson	Dokken	" " "	bstephenson@dokkenengineering.com	" "	yes
Bill Lindemann	State Parks	P.O. Box 266, Tahoe CA	blindemann@parks.ca.gov	email fwd	yes

REGIONAL TRANSPORTATION PLAN OUTREACH



Public Workshop on Lake Tahoe Regional Transportation Plan

Tuesday November 1, 6:00 PM to 8:00 PM

North Tahoe Event Center

8318 North Lake Tahoe Blvd., Kings Beach, CA

2/

NAME	ORGANIZATION (or Self)	ADDRESS	EMAIL	HOW DID YOU HEAR ABOUT THIS?	WOULD YOU LIKE TO HEAR ABOUT FUTURE EVENTS?
Frank Fisher		238 Beaver St. Kings Beach	frankmccac@gmail.com	TV	YES
Sandy Atall	NLTRA	622/ Corn. Bay	sandy@puretahoe.com		
Caledon Shuck	PO Anderson	575 Tahoe Keys Blvd SLT	ashuck@roanderson.com		
Kevin Dick	Washoe Air Quality	1001 E. 7th St.	kdick@washoecounty.us	email	yes
Sandra Carroll	Self	1530 Wildgrip Dr. Reno	Carroll.Sandra@gmail.com	"	yes
Ellen Morales	Ascent Environmental	1455 Capitol Mall Ste 205, Sac	ellen.morales@ascentah.com	mailed	yes
Jim Williamson		POB 649 - TC	Jim@boat-lake.com		Yes
Meghan Deary		PO Box 2478 - KB	shniggin@hotmail.com	Facebook	Yes
Meghan Deary		PO Box 2737 - KB	boleary238@yahoo.com	"	Yes
Robert Davidson	Swathair	1277 McKinneside Cir. Hallstie	rdavidson@rosebudvine.com	Wahoo.com, Wtdp/Week	Yes
William Landry	Self		WDLTAHOE@hotmail.com		Yes
BENIE DAMBACH	NTBA BOARD OWNER - TAHOE TECH GROUP	P.O. BOX 24 WIS 96143	ERNIE@DAMBACH.ORG	NTBA	YES
Anthony Brunello	Self	Wendy Ln Village NVR 9450	anthonybrunello@tahoe	Bonanza	yes

no - yes
handwritten

REGIONAL TRANSPORTATION PLAN OUTREACH



mobility 2035
LAKE TAHOE REGIONAL TRANSPORTATION PLAN

Public Workshop on Lake Tahoe Regional Transportation Plan

Thursday November 3, 6:00 PM to 8:00 PM

Inn by the Lake

3300 Lake Tahoe Blvd., South Lake Tahoe, CA

NAME	ORGANIZATION (or Self)	ADDRESS	EMAIL	HOW DID YOU HEAR ABOUT THIS?	HOW WOULD YOU LIKE TO HEAR ABOUT FUTURE EVENTS?
Leis Smallwood			smallwoodleis@earthlink.net	e-mail	Facebook, Flyers
Jeff Morrison	Caltrans		jeffrey.morrison@dot.ca.gov		
Mary Kautz		P.O. Box 8695 SLT 96158	Tahocabin@aol.com	paper	yes
Neal Lim		3893 Warr Rd. SLT CA 96150	bbolsuperstar88@laketahoe.com	AP Environmental Sci.	Greenough
DIAN SILVER	Tahoe Daily Tribune		DSILVER@TAHOEDAILYTRIBUNE.COM		YES
Rylan Tepper	STHS	1887 Susquehanna Dr. 96158	rylan.tepper@gmail.com	Greenough	Yes
Andy Eberhart	STHS	2785 CASCADE RD-96150	COOLBERANS127@gmail.com	Greenough	YES
Kim Carr	Sierra Nevada Conservancy	1663 3rd St, SLT	kearr@sierranevada.ca.gov	paper/ friends	Yes
Douglas Woods	Tahoe Duck Tour	609 Tamar Ln SLT 96150	dww914@gmail.com	associate	yes
Cory Ritchie	Tahoe Fund		cory@hallador.com	friend	yes
Tashmi Tu	STHS	3321 Mariette Circle	ashimby16@hotmail.com	Greenough	yes
Kelsey Metzger	STHS		Kelsey.Metzger@laketahoe.com	Greenough	yes
Chris Dunlap		P.O. Box 14584	chris.dunlap@cozcoas.com	T.V. Ads	No
Willow Nelson	STHS	1237 Prospector Trail	wufusandolive@gmail.com	Greenough	Yes
Ben + Kate Spira	LTCC	1848 Hunepapers	kspirina@yahoo.com	friend	yes
John Sereno	STHS		jsereno@lhusd.net	Greenough	yes

REGIONAL TRANSPORTATION PLAN OUTREACH



mobility 2035
LAKE TAHOE REGIONAL TRANSPORTATION PLAN

Public Workshop on Lake Tahoe Regional Transportation Plan

Thursday November 3, 6:00 PM to 8:00 PM

Inn by the Lake

3300 Lake Tahoe Blvd., South Lake Tahoe, CA

NAME	ORGANIZATION (or Self)	ADDRESS	EMAIL	HOW DID YOU HEAR ABOUT THIS?	WOULD YOU LIKE TO HEAR ABOUT FUTURE EVENTS?
Perry R. O'bray			PerryRObray@yahoo.com		
Peter Duin	-STHS	1237 San-diegost	Peter.Duin@gmail.com	AP Environmental	Yes
Cassandra Marin	STHS	2891 Springwood Dr.	cassandramarin79@yahoo.com	APES	Yes
Karin Vaccaris	STHS	911 Main St	avavaccaris@gmail.com	APES	Yes
Shawn Kearney	Self	608 Tata Lane	shawnkearney@gmail.com	Tribune	Yes
Luke Dawn	STHS	1476 Seminol Dr.	laidr.ca+@stcglobal.net	APES	Yes
Donna Walden	UNR-BEP	Reno, NV	dwalden@unr.edu	friend	Yes
CARLO LUZI	Bentley BioPharm	Minden NV	carlo.wl@bentleybio.com	email	YES
John Upton	Self - APES member	S. Lake Tahoe	jrkupton@aol.com	TRIBUNE & KAREN FINE	Yes
Jason Elder	STHS	2284 California Ave.	Jason.Elder@gmail.com	APES	Yes
Angelle Huxler	USFS	35 Collyer Dr	ahuxler@usfs.gov	TP	Yes
Annie Kate Genasci	STHS	1263 Golden Bear Tr.	PLALAK@aol.com	My teacher Ms. Greenough	YES
John Moser	-	P.O. Box 13041, SLT 96151		News paper	YES!
John Friedrich	Tahoe Fund	586 Witham, S. Lake Tahoe	Siccradun@mac.com	E-mail/friends	Yes
Nanette Hansel	Ascent	P.O. Box 5022, Stateline, NV 89449	nanette.hansel@ascent.com	Work	Yes
Barly Bowen	TahoeFuture	P.O. Box 11322, L.C. 89446	TahoeFuture@gmail.com		Yes

REGIONAL TRANSPORTATION PLAN OUTREACH



mobility 2035
LAKE TAHOE REGIONAL TRANSPORTATION PLAN

Public Workshop on Lake Tahoe Regional Transportation Plan

Thursday November 3, 6:00 PM to 8:00 PM

Inn by the Lake

3300 Lake Tahoe Blvd., South Lake Tahoe, CA

NAME	ORGANIZATION (or Self)	ADDRESS	EMAIL	HOW DID YOU HEAR ABOUT THIS?	WOULD YOU LIKE TO HEAR ABOUT FUTURE EVENTS?
Tim Kurt	Lake Tahoe Bikes	35690 Vermont Ct	tkurt@bikes.com	email	Yes
Heather Manzo	NDOT	1263 S Stewart St	hmanzo@dot.state.nv.us	email	Yes
Kae Reed	Lake Tahoe News	20300 Rockwood Ln #101	info@laketahoenews.com	Lake Tahoe News	yes
RALPH WENZIGER	RO Anderson		rwnz@roanderson.com	WORK	
Bill Basson	citizen	2069 Newuk	pisgo@methowest.com		yes
Norma Santiago	EDC	721 Los Angeles	norma.santiago@edc.ca.us		
Patricia Cover	Self	1362 Gumore Ln	jeffandrose@hotmail.com		Yes
Adrian Garcia	NTRC	Rings Beach			Yes
Emilio Vaca		PO Box 1233, KB, LA 96147			
Michele Choumard	self	747 Sierra Drive	mchoumard@tsp.org	email	yes
Michelle Sweeney	Tahoe Project		msweeney@tahoe-project.org	e-mail	yes
Jeremy Sokulsky	Environmental	3351 LTB, SLT 8650	jsokulsky@environmental.com	email	Yes
Kate Ryan	enviro incentives	11	kryan@environmental.com	email	Y
Michelle Geller	citizen	1838 Nevada Lake SLT	mtgeller@provision.com	Kindi Dine	yes
Mike Riley	First Alliance	P.O. Box 10237	rileyk@zoi.com	TRPA	Yes
Pete Funk		1170 Lake Ave	Ped.funk@yahoos.com	Kerr / TRPA	Yes

Pictures from RTP Workshops, November 2011

North Shore: November 1, 2013



South Shore: November 3, 2011



Weekend edition, Nov. 5-8, 2011

Local News

TahoeDailyTribune • 3

Lake Tahoe Basin transportation plan open to public input

BY DYLAN SILVER
DSILVER@TAHOEDAILYTRIBUNE.COM

The Tahoe Metropolitan Planning Organization, charged with creating a 23-year vision for transportation in the Tahoe Basin, wants to hear the public's ideas and priorities about what moves them and how they'd like to move.

"We definitely want to know what people think of what we've proposed so far," said Karen Fink, senior planner for TMPO. "And if they have new ideas we're looking for those too."

The agency hosted a meeting Thursday night to allow the public insight into the progressing Tahoe Regional Transportation Plan and to give them a chance to provide input. Forty to 60 people of all ages attended the meeting.

"We're looking for what are the community needs," said Nick Haven, another transportation planner for TMPO. "It's their transportation system."

To gather public input at the meeting, TMPO used two methods. The first and simplest was to provide large cardboard diagrams of their proposed projects that had space for people to post sticky notes with suggestions and ideas. By the end of the meeting, dozens of sticky notes covered the comment section of the boards.

"Set up a 'free bikes' center where people can donate old bikes, parts and time to educate people interested in learning," read one note.

The second method was an online interactive software system called CrowdBrite.com. After registering with the website, users could scroll a map of the basin with all the proposed TMPO projects laid out. They could comment on the existing plans or add their own ideas.

One online suggestion called for a solar-powered ferry from the South Shore to the North Shore.

Another note suggested a 45-mile tram from Truckee to Tahoe City, and included a colorful drawing of the idea. Users can even vote on

HAVE YOUR SAY

To give input on the Tahoe Regional Transportation Plan go to CrowdBrite.com, register and search 'Tahoe'. Users can comment on proposed projects or suggest their own. The public will be allowed input for one more month.

ideas and sort by most popular.

"They can see where their comment is going," said Haven. "They're not on a sticky note that could be lost."

Attendees of the meeting seemed to lavish in the idea that they could guide or at least inform the vision for transportation in the region. "We should care about where we live," said Willow Nelson, a South Tahoe High School student, who attended the meeting with other members of her social studies class.

"It involves the environment that they live in," said Nelson's teacher Jamie Greenough. "It's more important for them than for me."

Public input will be allowed for another month through CrowdBrite.com. A draft of the regional transportation plan will be ready for public comment in March 2012.

Attendance at the meeting was noted by several officials.

"This is a great turnout," said Peter Eichar, an environmental planner with the California Tahoe Conservancy. "Apparently, the days of old with three people attending a public meeting are over."

But South Lake Tahoe resident Ralph Wenziger would've liked to see more people participating in the public process.

"I'm really happy we can provide our input," Wenziger said. "It's our community. We make it what it is. The only way we can change it is to participate."



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TICKETS ON SALE MONDAY!



Montbleu Resort Casino & Spa CONVENTION CENTER

Teddy Bear Breakfast - Sat., Dec. 3 at 8:30 a.m.
\$20 for adults (9 and up); \$15 for children (ages 2-8)
Children 2 and under free

- Enjoy a holiday buffet surrounded by all of our beautiful trees and holiday lights!
- Children are encouraged to bring their own doll or teddy bear.
- Santa, of course, will be there to hear your child's wishes and create your keepsake holiday photo.

Polar Express - Sun., Dec. 4 at 4:00 p.m. & 6:00 p.m.
\$15 per person; Children 2 and under free

- Come dressed in your favorite PJ's, get your ticket punched by one of our costumed conductors and hop aboard one of our "trains" (really, they're school busses but the kids love them anyway).
- Sing carols all the way to The Red Hut for hot chocolate and entertainment, then back to Montbleu for refreshments, Mrs. Claus' reading of the *Polar Express*, and the songs of the Belles of Christmas choir.

To Purchase Tickets:

visit www.festivaloflightslaketahoe.com or call 530-543-5614.
Discounted Public Viewing and Family Night tickets are also available at both South Lake Tahoe Raley's locations.



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This home offers
privacy,
beauty & ease
of convenience
\$1,995,000



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Community.

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Sierra Sotheby's



REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

2010 Lake Tahoe Bicycle and Pedestrian Plan

Appendix L: Comments on Draft Bicycle and Pedestrian Plan

This appendix contains a list of contacts made for outreach on the draft plan, as well as comments collected through the public workshops in October, 2009.

Public Outreach Documentation for 2010 Lake Tahoe Bicycle and Pedestrian Plan as of June, 2010

Held meetings:

- Jurisdiction and Stakeholder Meeting, Tahoe City, CA, October 2005
- Jurisdiction Meeting, Incline Village, NV, November, 2008
- Lake Tahoe Bicycle Coalition (LTBC) Meeting, Stateline, NV, February, 2009
- South Shore Public Open House, South Lake Tahoe, CA, October 2009
- North Shore Public Open House, Tahoe City, CA, October 2009
- Jurisdiction and Stakeholder Meeting, Stateline, NV, February 2010

Attended meetings:

- Truckee North Tahoe Transportation Management Association/Resort Triangle Transportation Planning Coalition (TNT-TMA/RTTPC) Sept. 3, 2009
- South Shore Transportation Management Association (SSTMA) Sept. 4, 2009 plus subsequent meetings.
- Nevada Stateline to Stateline South Demo Public Scoping Meeting, Sept. 10, 2009
- Bijou School Cultural Heritage Festival Sept. 21, 2009.
- North Lake Tahoe Resort Association Transportation and Infrastructure Meeting, Sept. 28, 2009.
- Pedro Lopez announced and handed out Spanish Survey at the Latino Affairs Commission meeting October 19th, 2009.
- Washoe County Citizen's Advisory Board: Bobb Webb e-mailed the CAB in November, and is also making an announcement at the February 22nd meeting that the draft will be available in March.
- Emilio Vaca, Executive Director of North Shore Family Resource Center

Handed out or posted postcards:

- Incline Village Recreation Center
- Parasol Foundation
- Incline Village Chamber of Commerce
- Rude Brothers in SLT
- Sprouts in SLT
- Alpen Sierra in SLT
- AlpenGlow Sports in Tahoe City
- Tahoe City Farmer's Market
- Shoreline Sports in Stateline
- Tahoe Daily Tribune and Sierra Sun on-line calendars

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

- BlueGO buses
- Transportation front counter
- TRPA front counter
- Forest Service Front counter
- TACCD and South Tahoe Chamber
- Sports LTD
- Lake Tahoe Community College
- Tahoe Java

E-mail List:

- Mailing list from Regional Transportation Plan (RTP) list, which was originally developed from the Public Participation Plan (PPP) list.
- Bike to Work, School, Play mailing list
- Transportation mailing list
- School District contacts, for forwarding to PTAs
- Contractors Association of Truckee and Tahoe
- TRPA Governing Board, Advisory Planning Committee, Tahoe Transportation District, Tahoe Transportation Commission
- Jan Colyer forwarded to north shore neighborhood associations, fire dept., small lodging (9/15/09).

Website or Internet postings:

- Sierra Sun Blog. (9/15/09)
- Tahoe Tribune and Sierra Sun events calendar (9/15/09)
- laketahoenews.net. (10/7/09)

Radio, newspaper:

- Tahoe Daily Tribune
- Sierra Sun
- Lake Tahoe News
- 30-second spot on KTHO and KRLT commute hour.

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

LAKE TAHOE REGION BICYCLE AND PEDESTRIAN PLAN UPDATE – SOUTH SHORE

October 19, 2009
South Tahoe Senior Center

Name	Address	Phone/Email	Would you like us to e-mail you copies of any of the documents here? If so indicate:
Perry Robray	#7364 SLT Cq 96158	PerryRObray@yahoo.com	send
Tony Proco	10077 SE 895 TRUCKS	TPROCO@CHPCA.COM	YES
Christian Svensk	1052 Taha Ln.	csvensk@cityofstt.us	yes
Chip Morrill	Bx 10195 S.T. 96158	tahoemorrill@aol.com	yes
Garry Bowden	P.O. Box 11322 Z.C. 96146	TahoeFuture@gmail.com	
Penny Fairfield	2601 Alma Ave 96150		
Robert Flueck	2601 ALMA AVE 96150		
John Brandt	PO BOX 230 Glenbrook	JJB@JohnBrandt.com	yes
Flavia Sordelet	League to Save Lake Tahoe 955 Emerald Bay Rd, 96150	530-544-5388 Flavia@keepthelakeblue.org	no, already downloaded the PDF's
Charles Nelson	PO Box 16987, SLT 96151	chesbikes@sbcglobal.net	yes
Britta & Kyle	PO Box 112 ZC, 96148	docs@yaho.com	no
Kerth Norberg	1255 Lone Indian Trail	maybe	NO

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

LAKE TAHOE REGION BICYCLE AND PEDESTRIAN PLAN UPDATE – SOUTH SHORE

Name	Address	Phone/Email	Would you like us to e-mail you copies of any of the documents here? If so indicate:
Tom Wendell	1221 O'Malley DR.	544-6620	
Chuck Taylor	858 Park St.	7-8531	
Jeremy Sokulsky	#9027 Oneall Bg. #1	541-2986	
Kae Reed	PO Box 13406 SLT 96151	4-1244	yes
Nanette Hansel	870 Emerald Bay Rd, SLT 96150	543-5103	yes
Jonathan Moore	PO Box 19513 SLT 96151	JONNYSKIMWAXE@YAHOO.COM	YES
Shay Boutillier	895 Sageswood Dr SLT 96150	775 589 5282 / sboutillier@trpa.org	yes
Allison Trincardi	1689 Fairmeadow Tr SLT CA 96150	530-542-9355	
Richard Booth	1269 Delaware St, SLT	RBooth1334@msn.com	no
Chrissy & Dan Robertson	PO Box 11193 Zephyr Cove, NV 89448	775 450-9268	chrissy1robertson@gmail.com
Drew Little	1821 Lake Tahoe Blvd	(360)581-6065	bowers.s2@gmail.com
Sara Bowers	1821 same	South Lake Tahoe, CA 96150 (360)581-0352	dlittle102@comcast.net

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

LAKE TAHOE REGION BICYCLE AND PEDESTRIAN PLAN UPDATE – SOUTH SHORE

Name	Address	Phone/Email	Would you like us to e-mail you copies of any of the documents here? If so indicate:
Jack Landy		landy.jacques@epa.gov	Y
Bill Kasson	734 Colorado Ct SLT	bill.kasson@AECOM.com	
Debby Kasson	"		
Rick Madrid	PO Box 8157 SLT, CA	→	
MATT BEUER	POB 9279 SLT CA	rmadrid@spg.com	N

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

SL 30-4.10

LAKE TAHOE REGION BICYCLE AND PEDESTRIAN PLAN UPDATE – NORTH SHORE

Name	Phone/Email	How did you hear about the workshop?	Would you like us to e-mail you copies of any of the documents here? If so indicate:
Alison Schwedner	587 1776 alison@communitycollaborative.org	email	yes
ANDREW TERRY	A.T.TERRY@HOTMAIL.COM	EMAIL	YES
Chuck Stone	chuckstone@aol.com	5	
PAUL CASEY	WilliamCasey@charter.net		
STEVE TESARA	stevet@puretahoe-north.com		
Dan LaPlante	dlaplante@placet.ca.gov	email	yes
Steve Gaylor	steven_c_gaylor@DOTCAGOV	CT-email	yes
ROBERT ROSAS	Robert_Rosme@dot.ca.gov	CT - Email	Yes
Debbie Sajdak	DebbieSajdak@pumasbank.com	Breakfast Club	YES
Theresa May Duagan	theresaduggan@slcglobal.net		yes
KON TREBESS	Kon@PURETAHOE.NORTH.COM	KAREN	
RON SALLY GRASSI	Sierra Club	RON SALLY GRASSI@MAC.COM	yes

- Send him the overview map.
- a large paper copy.

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

LAKE TAHOE REGION BICYCLE AND PEDESTRIAN PLAN UPDATE – NORTH SHORE

Name	Phone/Email	How did you hear about the workshop?	Would you like us to e-mail you copies of any of the documents here? If so indicate:
Jan Colyer	581-3922	Karen - TRPA	yes please
Candice Shea	583-4053	Email	
Bob Bolton	TCPUD		
Roger	TCPUD		
Allen ?			
Mark Maclean	583-4660	wife - Shelley	no
Shelley Pursell	583-4660	Ty	yes

LAKE TAHOE BICYCLE & PEDESTRIAN PLAN UPDATE

Help support a more bicycle-friendly Lake Tahoe



Photo Credit: DanThriftPhotography.com

For more information and to find links to us on Facebook and Twitter visit:

www.TahoeMPO.org

 Find us on **Facebook** 

We want to connect with you. Use these links or join our e-mail list to learn about the Bicycle and Pedestrian Plan, input opportunities, and to send us ideas for improving biking and walking in Lake Tahoe.



REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

**LAKE TAHOE BICYCLE AND PEDESTRIAN PLAN
UPDATE WILL INCLUDE:**

- 🚲 Proposed new bikeways and sidewalks
- 🚲 Complete Streets policies
- 🚲 Increased focus on maintenance
- 🚲 Education and outreach programs
- 🚲 Project prioritization
- 🚲 Your new ideas

WE VALUE YOUR INPUT!

Join us at our open houses to see proposed plans
and provide feedback:

South Shore Open House
 South Lake Tahoe Senior Center
 3050 Lake Tahoe Blvd
 South Lake Tahoe, CA
 Monday, October 19, 2009
 2:30 – 8:30 pm

North Shore Open House
 TCPUD Administrative Board Room
 221 Fairway Drive
 Tahoe City, CA
 Thursday, October 22, 2009
 2:30 – 8:30 pm



CONTACT:

Karen Fink
 PO Box 5310
 Stateline, NV 89449
 kfink@trpa.org • 775-589-5204

 Printed on Recycled Stock

ACTUALIZACIÓN DEL PLAN PARA CICLISTAS Y PEATONES DE LAKE TAHOE

Ayúdenos a promover un Lake Tahoe más amigo de las bicicletas.



Photo Credit: DanThriftPhotography.com

Para obtener más información y para encontrar nuestros enlaces a Facebook y Twitter, por favor visite:

www.TahoeMPO.org

 Find us on **Facebook** 

Queremos ponernos en contacto con usted. Use estos enlaces o hágase parte de nuestra lista de correos electrónicos para conocer más sobre el Plan de Ciclistas y Peatones, encuestas relacionadas, y para que pueda enviarnos sus ideas sobre cómo mejorar el ciclismo y las caminatas en Lake Tahoe.



REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

LA ACTUALIZACIÓN DEL PLAN PARA CICLISTAS Y PEATONES DE LAKE TAHOE INCLUYE:

- 🚲 Propuesta de nuevos carriles para bicicletas y aceras
- 🚲 Completar la Política de Calles
- 🚲 Mayor enfoque en el mantenimiento
- 🚲 Educación y programas de divulgación
- 🚲 Priorización de proyectos
- 🚲 Sus nuevas ideas

!VALORAMOS SU OPINIÓN!

Únete a nosotros en nuestras casas abiertas para ver los planes propuestos y darnos tu opinión:

South Shore Open House

South Lake Tahoe Senior Center
3050 Lake Tahoe Blvd
South Lake Tahoe, CA
Lunes, 19 de octubre 2009
2:30 – 8:30 pm

Se habla español

North Shore Open House

TCPUD Administrative Board Room
221 Fairway Drive
Tahoe City, CA
Jueves, 22 de octubre del 2009
2:30 – 8:30 pm



CONTACTO:

Karen Fink
PO Box 5310
Stateline, NV 89449
kfink@trpa.org • 775-589-5204

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

Meeting Notes

Lake Tahoe Region Bicycle and Pedestrian Master Plan

Jurisdictions Meeting

Tuesday, November 18

Incline Village

In attendance:

Bob Bolton, TCPUD

Alfred Knotts, El Dorado County

Peter Eichar, California Tahoe Conservancy

Karen Fink, Tahoe Regional Planning

Agency

Eva Krause, Washoe County

Scott Morgan, Douglas County

Hal Paris, IVGID

Christian Svensk, City of South Lake Tahoe

Nick Trifiro, Placer County

Garrett Villanueva, USFS-LTBMU

Facilitator: Michelle Sweeney

Meeting Summary

(2 pages)

(Notes in further detail follow this 2-page summary)

Recommendations for the Bike and Pedestrian Plan document

General:

Clearly articulate TRPA's policy stance on bike and pedestrian facilities overall, and subsequently, specific to each type of bike and pedestrian facility. Assert TRPA's strong support for bike and pedestrian facilities as a means to achieve environmental threshold carrying capacities (where there is data and information to do so.) Utilize existing data to establish the nexus between threshold carrying capacity achievement and bike & ped facilities. Use the plan to advance understanding of these nexuses by facilitating more data collection and research.

The goal for the next phase of bike and ped planning in Lake Tahoe should be to a) retrofit existing, non-bike-friendly communities into bike and pedestrian-friendly communities, and b) to articulate and demonstrate the benefits of doing so.

Prioritize safety

Document structure and language:

- Create a Bike and Pedestrian plan document that can also serve as a user manual for project implementers. Make it the "go-to" document for successfully completing bicycle and pedestrian projects. Consider splitting the plan up into sections by different facility types.
- Favor a "toolbox" for bike and pedestrian facility design that can be linked to achieving threshold carrying capacities, over prescriptive policies.

Mandates and encouragement:

- Mandates (requirements) are an appropriate part of the toolbox. They are appropriate for certain situations, not all. Use mandates to ensure that projects occur when they are: "time-critical", or "one-time shots" (i.e. the opportunity will be missed and the need will not be addressed for decades).

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

- Be specific in code language about what “triggers” the required construction of bike and/or pedestrian facilities.
- Mandate that space for bicycle and pedestrian accommodation be set aside in appropriate development and road improvement projects.
- Make sure that mandates are enforceable; otherwise they will not be supported.

Prioritization:

- There is general support for attempting a region-wide, prioritized list, but it should be used to inform, encourage and organize efforts. It should not mandate a particular sequence of implementation.
- Look to Community Plan Areas and Capital Improvement Project lists for guidance on planned projects and prioritization.
- Any list of projects in the TRPA bike plan should correspond to the local jurisdictions’ lists.

Project implementation:

- Ensure that the permitting process for each type of bike facility is consistent from project to project (so that project proponents know what they are getting into).
- Work with state agencies (especially Lahontan) to streamline the process for approving bike and pedestrian projects. Call out different processes for different types of projects (bike paths, bike lanes, bike routes, sidewalks).
- Jurisdictions’ departmental assignment of bike and pedestrian projects differs (planning, public works, parks & recreation). TRPA’s categorization of bike/ped projects might streamline the way this topic is assigned within jurisdictions.

Maintenance:

- Facilitate the development of a shared agreement at the regional and local level about facilities that should be prioritized for snow removal. This would help ensure that funds are available for priority paths throughout the winter.
- Jurisdictions, businesses and community organizations (like the Bike Coalition) should cooperate—share resources and equipment to minimize expense. The Tahoe Transportation District is an entity that could help facilitate this.
- Agencies collaborate with one another to give guidance on types of materials available and best materials for variety of Tahoe settings. Present agency knowledge on best materials in the plan.

See detailed notes for brainstorm of ideas about how to fund maintenance.

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

**Notes from Bicycle and Pedestrian Plan Technical Advisory Committee Meeting
Thursday, February 26, 2010
TRPA, Stateline, NV**

CEQA Discussion, 8:30-9:45 am.

In attendance:

Darrel Cruz (Washoe Tribe), Peter Eichar (CTC), Charles Emmett (TRPA), Brendan Ferry (El Dorado County), Karen Fink (TRPA), Christian Svensk (City of South Lake Tahoe)

Decided:

- Determine if TRPA can be lead CEQA agency. If TRPA is the lead, Karen would like CEQA to be completed by April 1 when the draft goes to public for review.
- If not, CTC may be the lead agency, provided that the local jurisdictions will use the CEQA document as their own to adopt the plan in whole or in part. The whole or in part needs to be defined before CTC will agree to take the lead. If CTC is the lead, CEQA finding will happen no earlier than July, 2010.
- If workload involved in completing CEQA turns out to be high, share the workload between all interested agencies.

Draft Bike and Pedestrian Plan Presentation. 10:00 am to 12:00 pm.

In attendance:

Bob Bolton (TCPUD), Peter Eichar (CTC), Charles Emmett (TRPA), Brendan Ferry (El Dorado County), Karen Fink (TRPA), Steve Fleischmann (El Dorado County Sheriff's Office), Steve Gaytan (Caltrans), Alfred Knotts (Tahoe Transportation District), Eva Krause (Washoe County, by phone), Karen Mullen-Ehly (Nevada Stateline to Stateline Working Group), Ty Polastri (Lake Tahoe Bicycle Coalition), Bill Story (NDOT), Edmund Sullivan (Placer County), Christian Svensk (City of South Lake Tahoe), Judi White (TRPA).

Karen gave an overview of the draft plan and pointed out new sections that the jurisdictions should make sure to review (power point available on request).

Comments related to path and sidewalk maintenance:

- TRPA can assist with maintenance by providing guidance that new bike paths should include locations for snow storage as part of their design, and that private property owners should include locations for snow storage as part of their BMPs. Consider adding this to the Design Guidelines.
- Jurisdictions could consider ordinances that address snow storage, such as specifying a "use period" when bicycle paths must be cleared of snow.
- Edmund: Consider referencing the TCPUD ordinances.
- Christian: Keeping responsibility for plowing with the public agency may not be where all jurisdictions are currently headed.

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

- Alfred: TRPA can encourage jurisdictions to use up to 10% of their TRPA Air Quality and Mitigation funds for bike trail maintenance by sending out information to the jurisdictions each year on the amount of funds available.
- Karen F: The Tahoe Transportation District can be a source of information on the potential to try to pass new funding initiatives related to bike trail maintenance, as they have done extensive polling on this and other related topics.

Safety and Outreach

- Bill: Try to find a way to capture bicycle and pedestrian accidents that don't involve a vehicle, and therefore don't get reported to state accident databases.
- Bob: Jurisdictions often do get this information and it informs their decision-making on where improvements need to be made.
- Consider adding a question to bicycle surveys related to safety hazards.
- Steve F: Consider pamphlet along bike paths discussing safety and preventing theft of valuables.
- Ty: Add more narrative to the Plan about how changing road design can make areas more pedestrian-friendly.
- Bill/Peter: Add re-striping of crosswalks to the maintenance section of the Design and Maintenance Guidelines.
- Steve: Add to policies that new paths should provide for emergency vehicle access.
- Ty: Consider providing a map of zones where bicycle travel is considered to be unsafe.
- Bill: Provide a qualitative assessment of safety in the safety and outreach section, in addition to the quantitative assessment that is already there.
- Bill: Bollards—new AASHTO guidelines recommend no bollards, or use trail design to discourage driving on paths.
- Brendan/Alfred: El Dorado County has a big problem with people driving on paths.

Project Prioritization

- Consider increasing the weight for “safety”.
- Peter: Decrease the weight for “estimated use”, and increase weight for “fixes gaps”.
- Charles: Environmental impact weight needs to be higher.
- Peter: Change “construction” project name to something else less confusing such as “In design” or “In program”.

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

- Karen handed out a printed version of the prioritized project lists, but all of the so-called “construction” projects were missing from that list. The updated list can be found here:
http://www.tahoempo.org/documents/bpp/figures17_18_19.xls

Design and Maintenance Guidelines

- Karen: Make sure to review for consistency with other documents and level of detail.

General

- Peter: Timing of TRPA/TMPO approvals is important—encourage TRPA to adopt sooner rather than later.
- Bill: Plan is lacking a strong focus on pedestrians.
- Peter/Karen M.: Include language about how this plan is updated, and whether other documents will automatically incorporate any updates to the BPP.
- Bill: Confusion over CA “bike route” designation and general application of term “bike route”.

Bike Trail User Model Workshop 12:30 to 2:00 pm.

Gordon Shaw from LSC Transportation Consultants gave an overview on development of the Lake Tahoe Bicycle Trail User Model and how to use it.

The Bicycle Trail User Model is available here:

http://www.tahoempo.org/bike_trail_model.aspx?SelectedIndex=2

The “Environmental, Economic, and Public Health Impacts of Shared Use Paths” memo, which provides VMT estimates by corridor based on the model, can be found here:

<http://www.tahoempo.org/documents.aspx?SelectedIndex=5>

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

Lake Tahoe Bicycle and Pedestrian Plan Update 2009

The Tahoe Regional Planning Agency wants to make Lake Tahoe a better place to walk and bicycle. Please share your ideas with us.

1. Where do we need new sidewalks, bicycle lanes, bicycle paths and bicycle racks?

2. Are there ways we can make access to schools safer and easier for kids and adults?

3. What should the TRPA's highest priority for bicycle and pedestrian planning be? Circle one.

- Better path and lane maintenance
- Safety and Education
- Programs/Events
- Path and Lane Construction and Connectivity
- Other (specify)

4. Do you have other suggestions?

5. If you would like more information about upcoming meetings and events, please provide your e-mail address, or your telephone and mailing address:

Actualización del Plan para Ciclistas y Peatones de Lake Tahoe 2009

TRPA quiere hacer Lake Tahoe un mejor lugar para caminar y hacer ciclismo. Por favor, comparta sus ideas con nosotros.

1. ¿Dónde necesitamos nuevas aceras, carriles, senderos para bicicletas, y portabicicletas?

2. ¿Hay formas en que podamos hacer que el acceso a las escuelas sea más seguro y más fácil para niños y adultos?

3. ¿Cuál debe ser la prioridad más alta de TRPA con respecto a la planificación para ciclistas y peatones? Escoja uno.

- Mejores senderos y mantenimiento de carriles
- Seguridad y la Educación
- Programas / Eventos
- Construcción de rutas, carriles y conexiones
- Otro (por favor especificar)

4. ¿Tiene alguna otra sugerencia?

5. Si desea más información acerca de las próximas reuniones y eventos, por favor proporcione su dirección de correo electrónico, su teléfono, o su dirección postal:

Gracias! Karen Fink, 775-589-5204, kfink@trpa.org, Tahoe Regional Planning Agency

REGIONAL BICYCLE AND PEDESTRIAN PLAN OUTREACH

2010 Bicycle and Pedestrian Plan Social Media Posts

Lake Tahoe Region Bicycle and Pedestrian Plan
October 12, 2009 · 🌐

Just a reminder about our open-houses next week--Oct. 19th on the South Shore and Oct. 22nd on the North Shore!

Lake Tahoe Bicycle and Pedestrian Plan Update
Based on input received through multiple planning processes and events over the past three years, the TMPO and the TRPA are updating the Lake Tahoe Bicycle and Pedestrian Plan.
TAHOEMPO.ORG

Boost Unavailable

Like · Comment · Share

👍 Len Gilbert likes this.

Write a comment...

Lake Tahoe Region Bicycle and Pedestrian Plan
October 19, 2009 · 🌐

All Bike and Pedestrian Plan public meeting documents are now available on the TIIMS website: <http://www.tiims.org/Science-Research/Document-List.aspx>

Tahoe Integrated Information Management System - Public Comment
Welcome to the Public Comment tool on TIIMS. This tool will capture your public comments on any...
TIIMS.ORG

Boost Unavailable

Like · Comment · Share

👍 Hồ Thế and Len Gilbert like this.

Write a comment...

Lake Tahoe Region Bicycle and Pedestrian Plan
October 19, 2009 · 🌐

http://www.tahoempo.org/bikeplan_update.aspx?SelectedIndex=2

Lake Tahoe Bicycle and Pedestrian Plan Update
First public open-house tonight at the South Lake Tahoe Senior Center, 2:30 - 8:30 pm! Homemade cookies will be there too.
TAHOEMPO.ORG

Boost Unavailable

Like · Comment · Share

SAFE ROUTES TO SCHOOL STUDY AND COMMUNITY OUTREACH

FLYER



LTUSD, the City of South Lake Tahoe, and the Lake Tahoe Sustainability Collaborative invite you!

Safe Routes to School Community Meeting

Wednesday, April 30, 2014
5:30-7:30pm

Your input is vital.

We invite you to this meeting to help assess and rank:

- * The biggest safety issues at each school
- * Opportunities to improve safe access to school
- * Ways to encourage more walking, biking, and carpooling to school

Last month, we received a grant to develop a Safe Routes to School (SRTS) Plan for our four elementary schools: Bijou, the Environmental Magnet, Sierra House, and Tahoe Valley.

This is an exciting opportunity to identify ways to improve walking and biking access and safety for students and their families. Each school has different issues during pick up/drop off time, and we aim to improve the situation at each school.

The results of this initial assessment project will be used to apply for a large SRTS grant that will fund the planning, engineering and design work for the highest priority projects identified across the schools.

Where:

Middle School Auditorium
2940 Lake Tahoe Blvd
South Lake Tahoe, CA 96150

Contact:

Jennifer Donlon Wyant
Alta Planning + Design
jenniferdonlonwyant@altaplanning.com

On Site Observation/Audit Opportunities, Dates and Times

We will be conducting on site observations and audits during the peak drop off/pick up times at each school. Parents, staff and members of the public are all encouraged to attend. Times are below.

***If you cannot attend any meetings, please comment online: <https://www.surveymonkey.com/s/SLT-SRTS>**

Bijou: Monday, April 28 Morning Drop off (45 min Observation/1 hour Debrief from 7:50 to 9:35)

Magnet: Monday, April 28 Afternoon Pick Up (45 min Observation/1 hr Debrief from 2:45 to 4:30)

Sierra House: Tuesday, April 29 Morning Drop off (45 min Observation/1 hour Debrief from 8:30 to 10:15)

Tahoe Valley: Tuesday, April 29 Afternoon Pick Up (45 min Observation/1 hour Debrief from 2:45 to 4:30)

SAFE ROUTES TO SCHOOL STUDY AND COMMUNITY OUTREACH

E-MAIL INVITES

Stephanie Grigsby

From: Sierra Nevada Alliance <Sierra_Nevada_Alliance@mail.vresp.com>
Sent: Monday, April 28, 2014 12:55 PM
To: Karen Fink
Subject: Safe Routes to School Community Meeting, Wednesday 4/30



LTUSD, the City of South Lake Tahoe, and the Lake Tahoe Sustainability Collaborative invite you!

**Safe Routes to School
 Community Meeting
 Wednesday, April 30, 2014
 5:30-7:30pm**

Your input is vital.

We invite you to this meeting to help assess and rank:

- * **The biggest safety issues at each school**
- * **Opportunities to improve safe access to school**
- * **Ways to encourage more walking, biking, and carpooling to school**

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The results of this initial assessment project will be used to apply for a large SRTS grant that will fund the

SAFE ROUTES TO SCHOOL STUDY AND COMMUNITY OUTREACH

INVITE AND COMMENT FORM - ENGLISH



LTUSD, the City of South Lake Tahoe, and the Lake Tahoe Sustainability Collaborative invite you!

Safe Routes to School Community Meeting

Wednesday, April 30, 2014
5:30-7:30pm

Your input is vital.

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- 🚦 The biggest safety issues at each school
- 🚦 Opportunities to improve safe access to school
- 🚦 Ways to encourage more walking, biking, and carpooling to school

On Site Observation/Audit Opportunities.

***If you cannot attend any meetings, please comment on the back of this page or online:**
<https://www.surveymonkey.com/s/SLT-SRTS>

We will be conducting on site observations and audits during the peak drop off/pick up times at each school. Parents, staff and members of the public are all encouraged to attend. Times are below.

Bijou: Monday, April 28 Morning Drop off (45 min Observation/1 hour Debrief from 7:50 to 9:35)

Magnet: Monday, April 28 Afternoon Pick Up (45 min Observation/1 hr Debrief from 3:00 to 4:30)

Sierra House: Tuesday, April 29 Morning Drop off (45 min Observation/1 hour Debrief from 8:30 to 10:15)

Tahoe Valley: Tuesday, April 29 Afternoon Pick Up (45 min Observation/1 hour Debrief from 2:45 to 4:30)

Last month, we received a grant to develop a Safe Routes to School (SRTS) Plan for our four elementary schools: Bijou, the Environmental Magnet, Sierra House, and Tahoe Valley.

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Where:

Middle School Auditorium
2940 Lake Tahoe Blvd
South Lake Tahoe, CA 96150

Contact:

Jennifer Donlon Wyant
Alta Planning + Design
jenniferdonlonwyant@altaplanning.com

SAFE ROUTES TO SCHOOL STUDY AND COMMUNITY OUTREACH
INVITE AND COMMENT FORM - ENGLISH

COMMENTS/SUGGESTIONS FORM

If you are unable to attend either an on-site observation/audit or the April 30th community meeting, and have comments and suggestions, please fill out the following and return to the school. We are trying to get a sense of how many families walk, bike, drive and/or bus their children on a regular basis, and whether you would choose a different option if you felt it was safer and more convenient. We recognize that you may use various methods depending on the day/circumstances. Also available online: <https://www.surveymonkey.com/s/SLT-SRTS>

🏠 Which School are you referring to with this form? _____

🏠 On a typical morning, I will **drive / walk / bike / bus / carpool** my kids to school. (Please circle one)

The distance we travel is: _____ (in miles or blocks)

🏠 On a typical afternoon, I will **drive / walk / bike / bus / carpool** my kids from school or to their afterschool program. (Please circle one)

The distance we travel is: _____ (in miles or blocks)

🏠 When I **walk/bike**, my safety and convenience concerns are:

Some potential solutions I see are:

🏠 When I **drive** my children, my safety and convenience concerns are:

Some potential solutions I see are:

🏠 When my kids are **on the bus**, my safety and convenience concerns are:

Some potential solutions I see are:

🏠 Additional comments:

Additional comments? Please attach another sheet or contact Jennifer Donlon Wyant jenniferdonlonwyant@altaplanning.com.

SAFE ROUTES TO SCHOOL STUDY AND COMMUNITY OUTREACH

INVITE AND COMMENT FORM - SPANISH



LTUSD, La Ciudad del Sur De Lake Tahoe, y El Lake Tahoe Sustainability Collaborative Te Invita!

Junta de La Comunidad para Las Rutas Seguras hacia La Escuela
El miercoles, 30 de Abril, 2014
5:30-7:30pm
Sus Ideas son Fundamentales.

Los invitamos a esta junta para ayudar evaluar y clasificar lo siguiente:

- 🏠 El problema más grande de seguridad en cada escuela.
- 🏠 Oportunidades para mejorar el acceso seguro hacia la escuela.
- 🏠 Maneras de animar el caminar, el andar en bicicleta, y compartir el vehículo hacia la escuela.

Observacion En El Sitio/Oportunidad De Inspeccion.

***Si no puede ir a las juntas por favor de hacer comentarios por internet: <https://www.surveymonkey.com/s/SLT-SRTS> O por favor de entregar la forma de la próxima página.**

Estaremos conduciendo observaciones en el sitio e Inspecciones durante las horas de dejar y levantar los estudiantes de las escuelas. Se anima a que vengan los padres, personal de escuela y los miembros del público durante el próximo horario.

Bijou: El lunes, 28 de Abril por la mañana cuando se dejan (45 min Observación/1 hora Reportar lo observado de las 7:50 hasta las 9:35)

Magnet: El lunes, 28 de Abril por la tarde cuando se levantan (45 min Observación/1 hora Reportar lo observado de las 2:45 hasta las 4:30)

Sierra House: El martes, 29 de abril por la mañana cuando se dejan (45 min Observación/1 hora Reportar lo observado de las 8:30 hasta las 10:15)

Tahoe Valley: El Martes, 29 de abril por la tarde cuando se levantan (45 min Observación/1 hora Reportar lo observado de las 2:45 hasta las 4:30)

El mes pasado recibimos una beca para desarrollar un Plan nombrado Rutas Seguras hacia la Escuela en Ingles: Safe Routes to School (SRTS) Plan, para las siguientes cuatro escuelas de la primaria: Bijou, the Environmental Magnet, Sierra House, y Tahoe Valley también.

Esta es una fascinante oportunidad para identificar maneras de mejorar el acceso para andar en bicicleta, caminar y andar con seguridad para los estudiantes y sus familias. Cada escuela tiene distintos problemas durante el tiempo para levantar y dejarlos estudiantes en la escuela, más se pretende mejorar la situación en cada escuela.

Los resultados iniciales dentro la evaluación del proyecto serán utilizados para aplicar una beca grande cual cubrirá los gastos de planificación, la ingeniería, el diseño del trabajo serán aplicados hacia los proyectos con las prioridades más altas cuales fueron identificado a lo largo de las escuelas.

Lugar de Junta:

Middle School Auditorium
2940 Lake Tahoe Blvd
South Lake Tahoe, CA 96150

SAFE ROUTES TO SCHOOL STUDY AND COMMUNITY OUTREACH

INVITE AND COMMENT FORM - SPANISH

Contacto:

Jennifer Donlon Wyant
Alta Planning + Design
jenniferdonlonwyant@altaplanning.com

HOJA DE SUGESTIONES Y COMENTARIOS

Si usted no podra atender las juntas ya sea la de auditoria/observacion en el lugar o la junta de comunidad del 30 de Abril, y usted tiene comentarios o sugerencias, por favor llene la siguiente forma y regresela a la escuela. Estamos tratando de tener una idea de cuantas familias caminan, andan en bicicleta, llevan a sus hijos en carro o toman el autobus en forma regular, y si usted tuviera otra opcion que fuera mas conveniente y segura para usted. Nosotros reconocemos que usted puede usar diferentes modos de transportacion dependiendo de las circunstancias del dia.

En una tipica manana yo voy a manejar/ caminar /andar en bicicleta/ tomar el autobus/ compartir el carro con otras familias para llevar mis hijos a la escuela. (Por favor de circular uno)

La distancia que recorremos es: (en millas o cuadras)

En un típico día por la tarde, yo voy a manejar/ caminar / andar en bicicleta / andar por el camión / competiré un vehículo para levantar a mis hijos/ hijas de la escuela o para llevarlos o un programa después de la escuela. (Por favor de circular uno)

La distancia que transito es: (en millas o cuadras)

Cuando camino o ando el bicicleta, las preocupaciones acerca de mi seguridad son:

Algunas soluciones potenciales que yo veo son:

Cuando yo manejo con mis hijos, las preocupaciones acerca de mi seguridad son:

Algunas soluciones potenciales que yo veo son:

Cuando mis hijos transitan en el autobus, las preocupaciones acerca de mi seguridad son:

Algunas soluciones potenciales que yo veo son:

Comentarios adicionales:

Para otros comentarios por favor de pegar otra hoja o hago contacto con Jennifer Donlon Wyant jenniferdonlonwyant@altaplanning.com.

SAFE ROUTES TO SCHOOL STUDY AND COMMUNITY OUTREACH
SCHOOL DISTRICT NEWSLETTER DISTRIBUTION

Stephanie Grigsby

From: Angie Keil <akeil@ltusd.org>
Sent: Thursday, April 24, 2014 2:33 PM
To: Karen Fink
Cc: Steve Morales; Beth Delacour; Christina Grubbs; Cindy Martinez; Ivone Larson; James Tarwater; Joel Damerl; Karen Tinlin; Ryan Galles; Alma Ritter; Becky Fortier; Erica Munoz; Jo Walker; Judy Klingler; Laura Fruitman; Martha Ubias; Monique Truszewski; Morgan Cook; Nancy Parker; Norin Cuevas-Avina; Sherry Ross; Wilma Hoppe
Subject: FW: blurb about the Safe Routes to Schools Meeting
Attachments: Apr30InvitetoPublicMtg_Final.pdf

Thanks so much for the information, Karen. I will include in tomorrow's newsletter. I'm sorry, but I rarely send individual emails to families, but if the individual site principals want to send to their families that would be ok.

Angie

LTUSD, the City of South Lake Tahoe, and the Lake Tahoe Sustainability Collaborative invite you to a

Safe Routes to Schools Community Meeting and School Observations!

Wednesday, April 30, 2014, 5:30-7:30pm

Middle School Multi-Purpose Room

2940 Lake Tahoe Blvd, South Lake Tahoe, CA 96150

Last month, we received a grant to develop a Safe Routes to School (SRTS) Plan for our four elementary schools: Bijou, the Environmental Magnet, Sierra House, and Tahoe Valley. Your input is vital. We invite you to this meeting to help assess and rank:

- The biggest safety issues at each school
- Opportunities to improve safe access to school
- Ways to encourage more walking, biking, and carpooling to school

This is an exciting opportunity to identify ways to improve walking and biking access and safety for students and their families. Each school has different issues during pick up/drop off time, and we aim to improve the situation at each school. The results of this initial assessment project will be used to apply for a large SRTS grant that will fund the planning, engineering and design work for the highest priority projects identified across the schools.

There will also be School Site Assessments at Bijou, Sierra House, Tahoe Valley, and the Environmental Magnet are at different times during pick-up and drop-off **Monday, April 28th** and **Tuesday, April 29th**. Please go to <https://www.surveymonkey.com/s/SLT-SRTS> for the exact time for your school and a survey about safe access to your school.

Angie Keil

LAKE TAHOE UNIFIED SCHOOL DISTRICT

Executive Assistant to the Superintendent

Public Information Officer

530-541-2850 Ext. 225

akeil@ltusd.org

SAFE ROUTES TO SCHOOL STUDY AND COMMUNITY OUTREACH

SIGN IN SHEETS

South Lake Tahoe
Safe Routes to School

Bijou 2014.04.28
am working session

Name	School or Neighborhood	Email
1. Vanessa Gallegos	Stroma	vanessagr1@gmail.com
2. Kelany Hetherington	Bijou	Kelany@msk.tahoe.ca.gov
3. Rosie Hackett	Bijou	rhackett@sierranevada.edu
4. Jennifer Stafford	Bijou	jennifer@staffordwest.com
5. Patsy Stafford	Bijou	"
6. Mike Keck	Bijou	msktahoe@gmail.com
7. Ainity (Castle)	Mayes	aeades@yahoo.com
8. Pete Fink	Sierra tract	pedaling_1@hotmail.com
9. Rosalia		
10. Laura		
11. Delicia		
12.		
13.		
14.		
15.		
16.		



SAFE ROUTES TO SCHOOL STUDY AND COMMUNITY OUTREACH

SIGN IN SHEETS

South Lake Tahoe
Safe Routes to School

Tahoe Valley 4/24
pm - dismissal

	Name	School or Neighborhood	Email
1.	Jodi Dayberry	Tahoe Valley	jodayberry@ltsrd.org
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			





QUESTION 3A –
Attachment I-Q3A.2

SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

South Tahoe Middle School Connectivity Plan Outreach Meetings and Workshops

DATE	EVENT	ENTITY/LOCATION
September 17, 2014	Project Delivery Team Kick-off	TRPA Board Room Stateline, NV
September 29, 2014	Project Delivery Team Walking Audit	Project Area South Lake Tahoe, CA
October 16, 2014	Public/Parent/Faculty Walking Audit at School Drop-off Time	South Tahoe Middle School South Lake Tahoe, CA
October 16, 2014	Public/Parent/Faculty Walking Audit Debrief	South Tahoe Middle School South Lake Tahoe, CA
October 16, 2014	Student Survey	South Tahoe Middle School South Lake Tahoe, CA
October 16, 2014	Public Workshop with Keypad Polling	South Tahoe Middle School South Lake Tahoe, CA
October 16, 2014	Community User Survey	On-line/Available in Spanish
October 27, 2014	Stakeholder Meeting	Design Workshop Conference Room Stateline, NV
October 29, 2014	Project Delivery Team Survey Outreach	TRPA Board Room Stateline, NV
October 31, 2014	Project Delivery Team Alternatives Workshop	Design Workshop Conference Room Stateline, NV
November 3, 2014	Cafecitos Keypad Polling	South Tahoe Middle School South Lake Tahoe, CA
November 4, 2014	Bicycle Advisory Committee, of the South Lake Tahoe Recreation Facilities Joint Powers Authority Presentation/ Feedback	City Offices South Lake Tahoe, CA
November 10, 2014	Alternatives Review with Lake Tahoe Unified School District	TRPA Board Room Stateline, NV
November 11, 2014	Lake Tahoe Bike Coalition Meeting	Tahoe Valley Elementary School South Lake Tahoe, CA
November 12, 2014	Cafecitos Keypad Polling	Tahoe Valley Elementary School South Lake Tahoe, CA
November 13, 2014	Cafecitos Keypad Polling	Sierra House Elementary South Lake Tahoe, CA
November 13, 2014	South Lake Tahoe Recreation Commission Presentation	City Offices South Lake Tahoe, CA
November 19, 2014	Public Workshop with Survey Cards	South Tahoe Middle School South Lake Tahoe, CA
November 20, 2015	Community Alternatives Survey	On-line/Available in Spanish
December 15, 2015	Caltrans Review Meeting	TRPA Board Room Stateline, NV
January 5, 2015	Cafecitos Alternatives Survey	South Tahoe Middle School South Lake Tahoe, CA
January 6, 2015	Cafecitos Alternatives Survey	Sierra House Elementary School South Lake Tahoe, CA
January 7, 2015	Cafecitos Alternatives Survey	Tahoe Valley Elementary School South Lake Tahoe, CA

SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

January 29, 2015	Project Delivery Team Alternatives Analysis/Review	Design Workshop Conference Room Stateline, NV
February 12, 2015	Project Delivery Team Alternatives Analysis/Review	Design Workshop Conference Room Stateline, NV
April 21, 2015	Lake Tahoe Unified School District Presentation	South Tahoe Middle School South Lake Tahoe, CA
May 5, 2015	City Council Presentation	City Council Chambers South Lake Tahoe, CA
May 12, 2015	Lake Tahoe Unified School District Presentation	South Tahoe Middle School South Lake Tahoe, CA

Workshop Notifications & Survey Invitations

The following outreach was conducted to let people know about the development of the South Tahoe Middle School Connectivity Plan and alternatives development:

- Articles in Lake Tahoe News, South Tahoe News, The Tahoe Journal
- Event calendars in Tahoe Daily Tribune
- Posted flyers in English and Spanish at local businesses, recreation centers, post offices and the Lake Tahoe Community College
- Provided flyers (English and Spanish) to South Tahoe Middle School students and take-homes to parents
- E-Mail blasts through the following databases
 - City of South Lake Tahoe
 - Tahoe Regional Planning Agency
 - Lake Tahoe Bicycle Coalition
 - Tahoe Area Mountain Biking
- Updates in the Lake Tahoe Unified School District e-mail newsletter
- Facebook page posts and updates on the following pages
 - City of South Lake Tahoe
 - Tahoe Metropolitan Planning Organization
 - Lake Tahoe Bicycle Coalition
 - South Tahoe Middle School PTA
- Project website maintained by the Sustainability Collaborative: <http://sustainabilitycollaborative.org/how-we-work/community-mobility-cm/stms-connectivity/>
- Blog update on Tahoe Arts and Mountain Culture

The TMPO and City of South Lake Tahoe e-mail lists have developed over time and include the following groups:

- Affordable Housing Representatives
- Business community/organizations
- Churches
- Representatives of people with disabilities
- Departments of Transportation
- Economic development (state and local)
- Large employers
- Federal agencies
- Federal government
- Freight shippers
- Historic preservation agencies
- Housing agencies
- Local government
- Low-income and minority households

SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

- Adjacent MPOs and RTPAs with which the MPO shares a significant amount of interregional travel
- Environmental protection agencies and organizations
- Airport operations
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Private providers of transportation
- Private sector
- State and regional agencies
- School districts
- State government
- Transportation agencies
- Transportation commissions
- Representatives of public transportation employees
- Representatives of users of public transportation
- Native American tribes
- U.S. Forest Service
- Wildlife agencies and advocates
- Other interested parties and citizens

Individual & Group Meetings

Individual and group meetings were conducted in-person and via phone with the following entities from October 2014 through May 2014:

- Caltrans
- California Highway Patrol
- South Lake Tahoe Police Department
- South Lake Tahoe Fire Department
- El Dorado County Sheriffs Office
- South Tahoe Chamber
- Tahoe Center Property Management
- Tahoe Center Owners
- Post Office Post Master
- LTUSD Superintendent
- South Tahoe Middle School Principal

Project updates were provided at regular monthly meetings for the following groups:

- Lake Tahoe Bicycle Coalition
- Sustainability Collaborative Mobility Group
- Tahoe Area Mountain Biking

A project update was e-mailed to survey and workshop participants. South Tahoe Now promoted the project update information in an article.

Community Input Methods

Community members were provided a variety of opportunities to give input including both traditional and on-line:

- Keypad polling at public workshops
- Survey cards at public workshops
- On-line surveys (English & Spanish)
- Keypad polling (Spanish) at Cafecitos meetings
- Survey cards (Spanish) at Cafecitos meetings

SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

PUBLIC WORKSHOPS FLYER

SHARE YOUR IDEAS! **THURSDAY
OCTOBER 16**



SAVE THE DATES
PUBLIC WORKSHOPS
WALK & BIKE
to **LTCC • Bijou Park
The Middle School**

LOCATION
South Tahoe Middle School

WALKABOUT & COFFEE TALK
7:00AM - 9:00AM
WALK the project area and IDENTIFY safety concerns.

PUBLIC WORKSHOP #1
Existing Conditions
5:30PM - 7:30PM
INTRODUCE, DISCUSS and IDENTIFY opportunities

Want safer, more walkable, more bikable routes around the Middle School, Bijou Park, and LTCC?

Funded by an On Our Way Grant from the Tahoe Regional Planning Agency

¡COMPARTE SUS IDEAS! **JUEVES
16 DE OCTUBRE**



Anote las Fechas
SESIONES PÚBLICAS
A PIE Y BICI
a **LTCC • Bijou Park
La Middle School**

LUGAR
South Tahoe Middle School

CAMINATA y DISCUSIÓN
7:00AM - 9:00AM
CAMINAR el area del proyecto é IDENTIFICAR preocupaciones de seguridad.

SESIÓN PÚBLICA #1
Condiciones Existentes
5:30PM - 7:30PM
INTRODUCIR, CONVERSAR é IDENTIFICAR oportunidades.

¿Quieres rutas más seguras a pie y en bicicleta alrededor de la Middle School, Bijou Park, y LTCC?

Financiado por una subvención de On Our Way a traves de Tahoe Regional Planning Agency

SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

PUBLIC WORKSHOPS FLYER

PROMOTE SAFETY

Active streets are safe streets with less congestion and more 'eyes on the street'.

HEALTHY LIFESTYLE

Physical activity from walking or biking to school helps students focus better all day long.

CLEANER AIR

Walking or biking to school everyday reduces CO2 and saves money on gas.

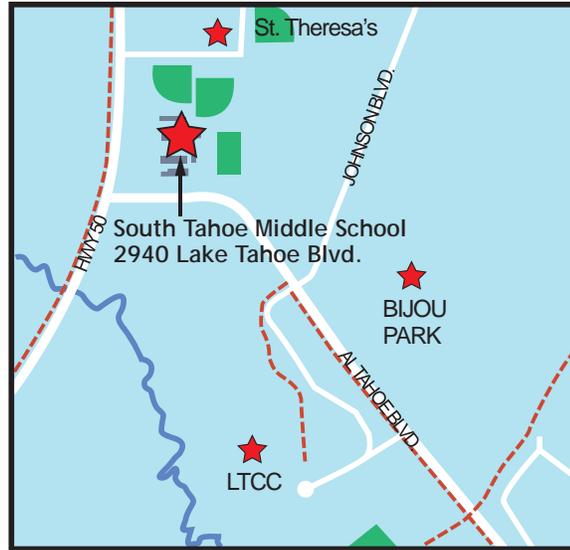
BUILDS COMMUNITY

Walking & biking brings families, neighbors and people together.

WANT MORE INFORMATION?

Contact Ben Fish 775-588-5929 or email bfish@designworkshop.com

AREA MAP



WHAT'S YOUR ROUTE? Draw in your favorite trails and pathways on this card and bring it with you to the meeting!

PROMOVER LA SEGURIDAD

Las calles activas son calles seguras con menos congestión y más 'ojos en la calle'.

ESTILO DE VIDA SALUDABLE

La actividad física al caminar o ir en bicicleta a la escuela ayuda a los estudiantes a concentrarse durante todo el día.

AIRE MÁS LIMPIO

Caminar o ir en bicicleta a la escuela diariamente reduce el CO2 y ahorra dinero en gasolina.

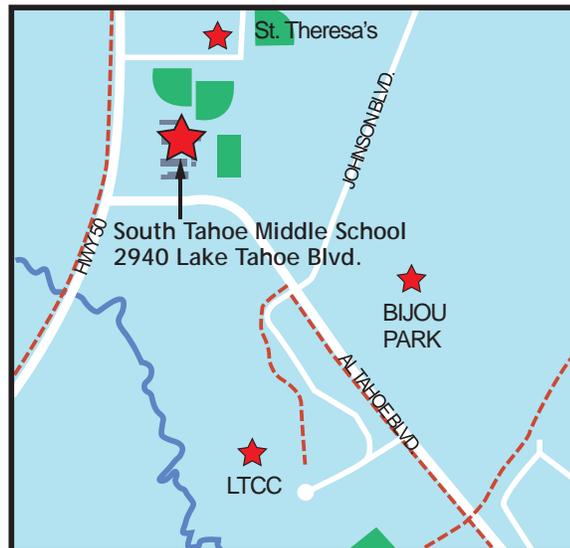
FORTALECE LA COMUNIDAD

El caminar o usar bicicleta les une a las familias, a los vecinos y a las personas.

¿MÁS INFORMACIÓN?

Contactar a Ben Fish 775-588-5929 o al correo bfish@designworkshop.com

MAPA DEL AREA



¿CUÁL ES TU RUTA?. ¡Dibuje en esta tarjeta sus senderos y caminos preferidos y llévela con usted a la reunión!

SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

PUBLIC WORKSHOPS FLYER

PUBLIC WORKSHOP



Prioritize safer, more walkable, and more bikable route options around the Middle School, Bijou Park, and LTCC

WEDNESDAY NOVEMBER 19

PUBLIC WORKSHOP #2

- REVIEW survey results
- DISCUSS potential alternatives
- CHOOSE your favorite alternatives

LOCATION

South Tahoe Middle School
Multi-Purpose Room

TIME

5:30 PM - 7:30 PM

For More Information:

Contact Ben Fish
775-588-5929 or bfish@designworkshop.com

Project funded by an On Our Way Grant from the Tahoe Regional Planning Agency

TALLER PÚBLICO



Dar prioridad a rutas más seguras a pie y bici alrededor de la Escuela Intermedia, el Parque Bijou, y la LTCC.

MIÉRCOLES 19 DE NOVIEMBRE

TALLER PÚBLICO NO. 2

- REPASAR resultados de la encuesta
- CONVERSAR posibles alternativas
- ESCOGER sus alternativas favoritas

UBICACIÓN

Escuela Intermedia de South Tahoe
Cuarto Multi-Usa

HORA

5:30 PM - 7:30 PM

Para más información:

Contactar a Ben Fish
775-588-5929 ó bfish@designworkshop.com

Financiado por una subvención de On Our Way a través de la Agencia de Planificación Regional de Tahoe

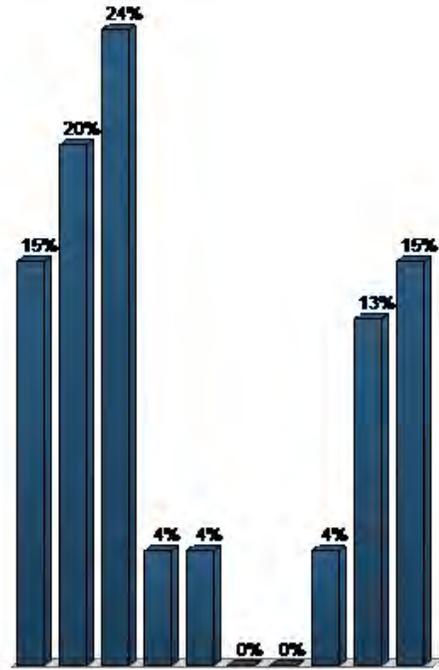
SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

Results of Public Workshop Keypad Polling 10/16/2014 (20 out of 20 participants)

4/30/2015

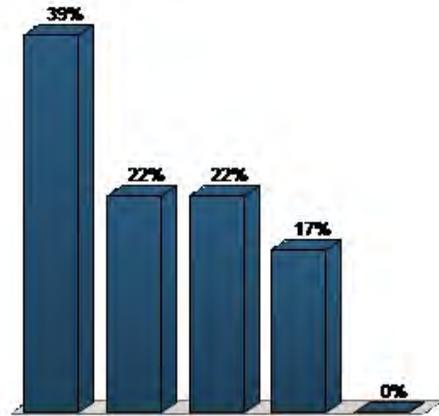
11. Identify the top 3 barriers that prevent you from walking/biking in or through the project area more often? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Lack of facilities	15.22%	7
Crossings/intersections	19.57%	9
Traffic safety	23.91%	11
Lack of information	4.35%	2
Time or distance	4.35%	2
Bike maintenance	0%	0
Places to rest	0%	0
Lack of sidewalks	4.35%	2
Comfort and security	13.04%	6
Weather	15.22%	7
Totals	100%	46



12. How comfortable do you feel bicycling and/or walking in the following conditions: (least comfortable to most comfortable) 5 lane connector road with no bicycle facilities (Multiple Choice)

Responses		
	Percent	Count
Least comfortable	38.89%	7
Uncomfortable	22.22%	4
Neutral	22.22%	4
Comfortable	16.67%	3
Most comfortable	0%	0
Totals	100%	18



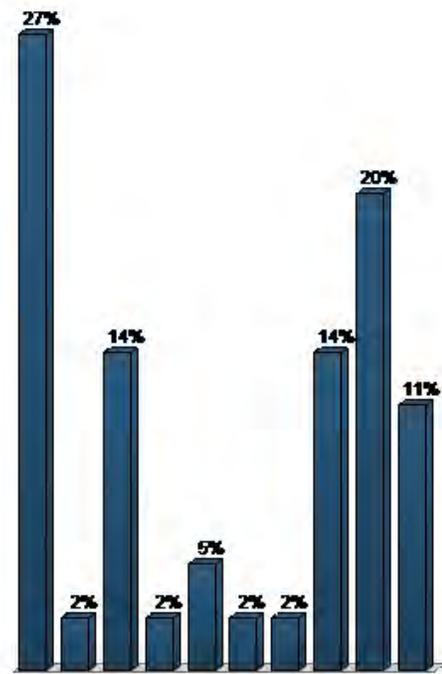
SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

Results of Cafecitos Keypad Polling 11/3/2014 (14 out of 14 participants)

4/30/2015

7. ¿Qué problemas afectan a la decisión de su hijo de ir o no a pie o en bicicleta a la escuela? (check all that apply) (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
La distancia	27.27%	12
La comodidad de conducción	2.27%	1
La hora (temprana hora de inicio)	13.64%	6
Actividades antes y después de la escuela	2.27%	1
La velocidad del tránsito	4.55%	2
La cantidad del tránsito	2.27%	1
La falta de caminos	2.27%	1
La seguridad in las intersecciones	13.64%	6
El tiempo	20.45%	9
Otros	11.36%	5
Totals	100%	44



SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

E-Mail Blast through Local Bike Organization

From: Lake Tahoe Bicycle Coalition <info@tahoebike.ccsend.com> on behalf of Lake Tahoe Bicycle Coalition <info@tahoebike.org>
Sent: Tuesday, October 14, 2014 9:25 AM
To: Stephanie Grigsby
Subject: YOUR INPUT IS NEEDED! (South Lake Tahoe Area Connectivity Planning)

Having trouble viewing this email? [Click here to view this message in your browser.](#)

You are receiving this email because you have expressed an interest in Lake Tahoe Bicycle Coalition. Don't forget to add info@tahoebike.org to your address book so we'll be sure to land in your inbox!

You may [unsubscribe](#) if you no longer wish to receive our emails.



YOUR INPUT IS NEEDED! (South Lake Tahoe Area Connectivity Planning)

[South Lake Tahoe Area Connectivity Planning](#)

Dear Friends,

The Lake Tahoe Unified School District, in cooperation with the Tahoe Regional Planning Agency, City of South Lake Tahoe and the Lake Tahoe Sustainability Collaborative Community Mobility group, will conduct a series of public outreach opportunities for community members, parents and students to help identify opportunities to create safer, more walkable and bikeable routes around the South Tahoe Middle School (STMS), Bijou Park and Lake Tahoe Community College. The project is funded by the On Our Way Grant from the Tahoe Regional Planning Agency.

Please join in these opportunities to discuss current conditions and safety concerns, and identify opportunities for positive alternatives.



FEATURED ARTICLES	NEWS	OUTDOOR & SPORTS	GRAB BAG	LIFESTYLE	VOICES	FOOD & WINE	LEGALS	Search
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Home » Featured Articles » News » Safe connections to STMS being plotted

Safe connections to STMS being plotted

PUBLISHED: OCTOBER 13, 2014 BY: ADMIN,

IN: FEATURED ARTICLES, NEWS, 3 COMMENTS

By Kathryn Reed

On a good day maybe three dozen of the nearly 800 students at South Tahoe Middle School ride their bike to school. Some walk, even more get a ride either from their parents, friends' parents or via the school bus.

For anyone who has been by the school in the morning or afternoon it's easy to see why parents may not want their child to walk or bike to the campus. The school fronts a state highway and has a four-lane major thoroughfare on one side.

Along Al Tahoe Boulevard the sidewalks are sporadic. It's most dangerous by the school because of the bus barn on the school side and all the driveways to the shopping center on the other side.



Planners want to make it safer to bike and walk to South Tahoe Middle School. Photo/LTN file

Because this is the only 6-8 school in South Lake Tahoe students are coming from all parts of the district. And the routes to get there are not ideal.

This is why a group in town is looking at how to improve the trail system in the area to make it safer for students.

"At the end of it we will have a full connectivity plan," Gavin Feiger with the Community Mobility Group told *Lake Tahoe News*. "Consultants will provide alternatives about how to connect to surrounding neighborhoods and the broader community."

His group is part of the larger Lake Tahoe Sustainability Collaborative. The collaborative was awarded a \$153,625 On Our Way grant from the Tahoe Regional Planning Agency. Experts associated with Safe Routes to Schools

are part of the team.

Enough money is in the pot to pay for design and engineering plans. The goal is not to talk about what could be done, but to have a plan ready to build.

This week begins a series of meetings and workshops to gather input from the public about possible improvements to get kids to and from school as well as how to tie the school to the existing trail system.

Safety is a huge concern.

"It is a problem not only in that area but elsewhere in the city," Police Chief Brian Uhler told *Lake Tahoe News*. "Anything that can be done to improve bike trails, pedestrian pathways, signage, and increasing the distance from 4,000-pound vehicles and bicycles or walkers is going to help."

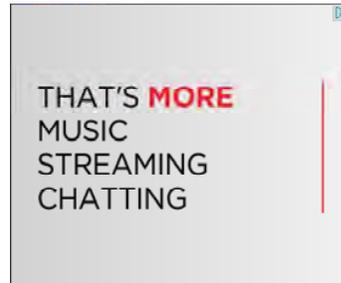
With how trails suddenly stop, people often find themselves in precarious situations, even going against the flow of traffic.

Principal Beth Delacour said the biggest problem she sees is students not using the crosswalk between STMS and Rite-Aid. Delacour is curious to hear what the activists come up with, as she was just brought into the loop in the last two weeks. She will be administering a survey to students to get their feedback about trail connections in and around the South Lake Tahoe school.

The mobility group earlier this month conducted traffic counts during the week and weekend to see how many people were using trails by STMS and which ones.

Going forward planners see this area of town being more of a hub, especially with the addition of Lakeview Commons, improvements to Harrison Avenue and potential growth at Lake Tahoe Community College. They would like the trails to logically connect to the recreation center, library, ball fields, Bijou Community Park and surrounding businesses.

After this week's meetings there will be a workshop in November where alternatives will be presented. The final plans and projects will be chosen, with appropriate design and engineering work done so construction funding could be applied for in May.



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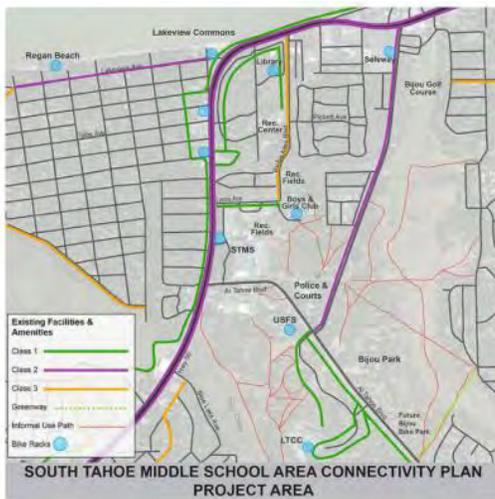
SouthTahoeNOW.com

Your One Stop for Lake Tahoe News & Information

South Tahoe Middle School Connectivity Plan Workshop

Submitted by paula on Sat, 11/08/2014 - 8:56pm

[bijou](#) [bijou park](#) [bike paths](#) [bikeable](#) [college](#) [community](#) [Community](#) [community college](#) [Community members](#) [connectivity](#) [connectivity plan](#) [design workshop](#) [grants](#) [Lake Tahoe](#) [Lake Tahoe Community College](#) [lake tahoe unified](#) [lake tahoe unified school district](#) [ltusd](#) [meeting](#) [Middle School](#) [planning presentation](#) [school](#) [school district](#) [south lake tahoe](#) [south tahoe](#) [south tahoe middle school](#) [stms](#) [students](#) [Tahoe](#) [tahoe regional planning agency](#) [TRPA](#) [unified school district](#) [walkable](#) [workshop](#)



EVENT DATE:

November 19, 2014 - 5:30pm

On Our Way Grant Program

The Lake Tahoe Unified School District (LTUSD) was awarded over \$150,000 to look into providing safer, more walkable and bikeable off highway routes around South Tahoe Middle School (STMS), Bijou Park and Lake Tahoe Community College. The Tahoe Regional Planning Agency (TRPA) awarded the grant as part of their \$500,000 "On Our Way" program grants.

Another public workshop to get feedback from the community will be held on Wednesday, Nov. 19, from 5:30 p.m. to 7:30 p.m. in the STMS Multi-purpose room.

During the workshop, a short presentation will provide the results of the recent survey and give an overview of design alternatives. The alternatives incorporate the community input received from surveys and input from the first public meeting in October. All interested community members, parents and students are encouraged to attend and give input on their preferred alternatives to move forward.



Website Link

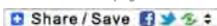


Add a comment...

Also post on Facebook

Posting as **Stephanie Grigsby** ▾

Facebook social plugin



SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

Public Workshop Survey Card Example

South Tahoe Middle School Connectivity Plan
Public Workshop Questionnaire/Comment Card

November 19, 2014; 5:30pm – 7:30pm Name & Email:

1. Out of the options shown today for Al Tahoe Blvd. from US 50 to Johnson Boulevard, which is your most preferred?

- AT 1: No road diet with sharrows
- AT 2: 4-lane road diet with Class II bike lanes
- AT 3: 3-lane road diet with Class I path

Comments:

2. Out of the options shown today for Johnson Blvd. which is your most preferred?

- JD1: Widen Class II bike lanes
- JD2: Class I path

Comments:

put on sunny side of road

3. Out of the options shown today for Rufus Allen Blvd. which is your most preferred?

- RA 1: Class II bike lanes
- RA 2: Class I path

Comments:

parking is an issue & problem that needs address

4. Out of the options shown today for the Al Tahoe/US 50 intersection which is your most preferred?

- AT/US 50 Baseline
- AT/US 50 Enhanced

Comments:

adding more crossing would need signage

5. Out of the options shown today for Lyons/US 50 which is your most preferred?

- LY/US 50 Baseline
- LY/US 50 Enhanced

Comments:

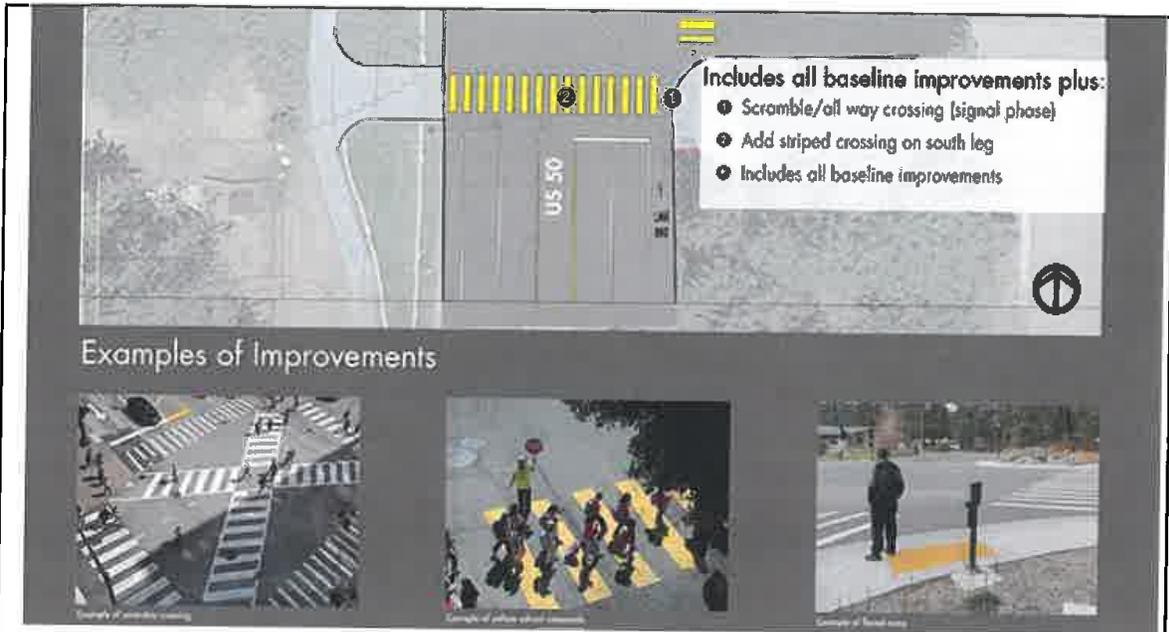
6. Rank your top three priority projects for bike and pedestrian improvements? (label 1-3)

- | | |
|---|---|
| <input type="checkbox"/> Lyons Avenue recommendations | <input type="checkbox"/> E/W Connector through Bijou Meadow to Rufus Allen |
| <input type="checkbox"/> Middle School circulation recommendations
<i>connect to class</i> | <input type="checkbox"/> E/W Connector behind USFS & UPS and Crossing US 50 at Trout Creek recommendations |
| <input checked="" type="checkbox"/> 1 Al Tahoe Blvd. from US 50 to Johnson Avenue
<i>(your preferred option (AT 1, AT 2, or AT 3) as selected above)</i> | <input type="checkbox"/> Al Tahoe/US 50 Intersection (your preferred option (AT/US 50 Baseline or AT/US 50 Enhanced) as selected above) |
| <input type="checkbox"/> Johnson Blvd. (your preferred option (JB 1 or JB 2) option as selected above) | <input type="checkbox"/> Lyons/US 50 Intersection (your preferred option (LY/US 50 Baseline or Y/US 50 Enhanced) as selected above) |
| <input checked="" type="checkbox"/> 2 Rufus Allen Blvd. (your preferred option (RA 1 or RA 2) as selected above) | <input type="checkbox"/> Rufus Allen/US 50 Intersection recommendations |
| <input checked="" type="checkbox"/> 3 Al Tahoe Blvd. from Johnson Blvd. to the future Greenway recommendations | |

Please continue on the back.

SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

Cafecitos Survey Card Example



***6. Identifique la ubicación de sus tres proyectos preferidos para mejoramientos para bicicletas y peatones. (Consulte el mapa de abajo)**

- Recomendaciones para Lyons Avenue
- Recomendaciones para la circulación en la Escuela Intermedia
- Al Tahoe Blvd. de US 50 a Johnson Avenue (su opción preferida: [Pregunta 1])
- Johnson Blvd. (su opción preferida: [Pregunta 2])
- Rufus Allen Blvd. (su opción preferida: [Pregunta 3])
- Recomendaciones para la intersección Rufus Allen/US 50
- La intersección Al Tahoe/US 50 (su opción preferida: [Pregunta 4])
- La intersección Lyons/US 50 (su opción preferida: [Pregunta 5])
- Conector E/O a través del Prado Bijou a Rufus Allen
- Conector E/O detrás del USFS & USPS y cruzando US 50 en Trout Creek
- Conector N/S de Al Tahoe al Club de Niños/Lyons Ave
- Al Tahoe Blvd. de Johnson a LTCC

SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

Sign-in Sheets

South Tahoe Middle School Area Connectivity Plan

Public Workshop, Thursday, October 16, 2014, 5:30-7:30 PM

South Tahoe Middle School, Multi-Purpose Room

South Lake Tahoe, CA

SIGN-IN

Please Print **NAME**

EMAIL – TELEPHONE

Name	Agency/Organization (if applicable)	Email Address	Phone Number
DEVIN MIDDLEBROOK	TRPA	dmiddlebrook@trpa.org	5775-589-5230
Rebecca Bryson	Small World	rebeccabryson27@ptd.net	
Scott VALENTINE	LTCC	VALENTINE@LTCC.EDU	
Larry Green	LTUSD/LTCC	Dr.LarryGreen@gmail.com	
Katharine Miller	EDC Library	katharine.miller@edc.gov.us	
Karen Fink	TRPA		
		PerryRobray@yahoo.com	
Karen Houser	Lake Tahoe Biotope Coalition	karenhouserb@gmail.com	
Marilee Movins	LTSLT	Marilee@keeptahoeblue.org	530.541.5388
Bonnie Turnbull	resident	BROWNBUL@GMAIL.COM	
Pete Fink	JPA bike Advisory Committee	pedaling-1@hotmail.com	572-4587
Sherry Hao	LTBC	sherryhao@gmail.com	
Chris Carney	LTBC	chris.n.carney@gmail.com	202 281 1565

South Tahoe Middle School Area Connectivity Plan

Public Workshop, Thursday, October 16, 2014, 5:30-7:30 PM

South Tahoe Middle School, Multi-Purpose Room

South Lake Tahoe, CA

SIGN-IN

Please Print **NAME**

EMAIL – TELEPHONE

Name	Agency/Organization (if applicable)	Email Address	Phone Number
Shay Navarro	SCHOOL BOARD	navasel@aol.com	577-4857
Shay Navarro	TRPA	snavarro@trpa.org	775-587-5282

SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

Sign-in Sheets

South Tahoe Middle School Area Connectivity Plan

Walkabout, Thursday, October 16, 2014, 7:00-9:00 AM
 South Tahoe Middle School
 South Lake Tahoe, CA

SIGN-IN

Please Print **NAME**

EMAIL – TELEPHONE

Name	Agency/Organization (if applicable)	Email Address	Phone Number
		Perry R O'bray@tahoe.ca.gov	
Gavin Feiger		gavin.feiger@gmail.com	206-755-8195
Stephanie Grigsby	Design Workshop	sgrigsby@designworkshop.com	775-528-4929
Jennifer Danton Wyant	Alta	jenniferdanton@altaplanning.com	916.806.1026
Ken Fish	DW	kfish@designworkshop.com	775-528-5929
CINA MONTECALLO	DW	cmontercallo@designworkshop.com	201-452-5550
Morgan Bryson	TRPA	mbryson@trpa.org	775-587-5208
STEVE TESHARA	SS/TWA	STEVE.TESHARA@gtail.com	775-588-2458
Sue Rae Ireland	Conservancy	suerae.irelan@tahoe.ca.gov	530-525-9137
Paul Peterson	South Tahoe NW	paula@southtahoenw.com	530 307 0904
Rebecca Bryson	small world	rebeccabryson27@yahoo.com	
Principal DeLacour			
Superintendent Tarwater			

SOUTH TAHOE MIDDLE SCHOOL CONNECTIVITY PLAN OUTREACH

Sign-in Sheets

South Tahoe Middle School Area Connectivity Plan
 Public Workshop #2, Wednesday, November 19, 2014, 5:30-7:30 PM
 South Tahoe Middle School, Multi-Purpose Room
 South Lake Tahoe, CA

SIGN-IN

Please Print **NAME**

EMAIL – TELEPHONE

Name	Agency/Organization (if applicable)	Email Address	Phone Number
DEVIN MIDDLEBROOK	TRPA	dmiddlebrook@trpa.org	775-589-5230
David Reichel		davidreichel@gmail.com	530 545 3055
STEVE TESNARA	SSTMA	STEVETESNARA@gmail.com	588-2488
Morgan Broyl	TRPA	_____	_____
Sheng Hao	LTBC + CM (LTSC)	shenghao@gmail.com	7603-655-7802
Karen Houser	LTBC	karenhouser6@gmail.com	530-318-8756
Gavin Feiger			
Erin Kays	Tahoe Daily Tribune	Erin@tahoe-daily-tribune.com	576-548-8675
Charles Nelson	LTBC	chasbikes@sbcglobal.net	543-1890
Sue Rae Jordan	OTC	sue.rae.jordan@tahoe.ca.gov	525-1505
Kelly Brosch	Community Member	kelbrostahoe@yahoo.com	542-4244
Garrett Villanueva	USFS	GarrettV@hotmail.com	541-3874
Shay Navarro	TRPA	snavarro@trpa.org	7755895282

South Tahoe Middle School Area Connectivity Plan
 Public Workshop #2, Wednesday, November 19, 2014, 5:30-7:30 PM
 South Tahoe Middle School, Multi-Purpose Room
 South Lake Tahoe, CA

SIGN-IN

Please Print **NAME**

EMAIL – TELEPHONE

Name	Agency/Organization (if applicable)	Email Address	Phone Number
Bonnie Turnbull			
Dan Sussman			
Rebecca B...			
Patricia Sussman		patricia_hickson@yahoo.com	530-401-1397
Pete Fink			



QUESTION 6B –
Attachment I-Q6B

BENEFIT/COST ANALYSIS TOOL INPUTS

Project Name: South Tahoe Middle School Connectivity Plan
Project Location: Al Tahoe Boulevard from US 50 to Johnson Boulevard

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)

	Without Project	With Project
Existing	150	
Forecast (1 Yr after completion)	150	490
	Commuters	Recreational Users
Existing Trips	83	67
New Daily Trips (estimate)	218	272
(1 YR after completion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class I
Average Annual Daily Traffic (AADT)	85,000

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	\$2,228,000
SR2S Infrastructure Project Cost	\$0

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	\$2,145,000
SR2S Infrastructure	\$0

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	27	5.4
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	190	
Forecast (1 YR after project completion)	190	204
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

SAFETY COUNTERMEASURES (improvements) (Box 1G)

	Y or N (Capitalized)	
Signalized Intersection	Pedestrian countdown signal heads	Y
	Pedestrian crossing	Y
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	N
	Pedestrian crossing (safety features/curb extensions)	N
	Pedestrian signals	N
Roadways	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	N
Other reduction factor countermeasures		Y

BENEFIT/COST ANALYSIS TOOL RESULTS

<u>20 Year Invest Summary Analysis</u>	
Total Costs	\$2,228,000.00
Net Present Cost	\$2,142,307.69
Total Benefits	\$32,097,775.92
Net Present Benefit	\$21,257,699.47
Benefit-Cost Ratio	9.92

<i>20 Year Itemized Savings</i>	
Mobility	\$16,269,310.55
Health	\$1,258,829.42
Recreational	\$4,030,733.20
Gas & Emissions	\$571,587.12
Safety	\$9,967,315.63

Funds Requested	\$2,145,000.00
Net Present Cost of Funds Requested	\$2,062,500.00
Benefit Cost Ratio	10.31



QUESTION 7 – Attachment I-Q7

TAHOE TRANSPORTATION DISTRICT EMAIL: COMMITMENT TO PROVIDE TRANSIT SHELTER

-----Original Message-----

From: Carl Hasty
Sent: Thursday, May 28, 2015 11:35 AM
To: Morgan Beryl
Subject: Bus Shelters

Ms Beryl,

I am writing you to confirm that any capital project that improves ADA accessibility, includes sidewalks, and pedestrian amenities which enhance an existing bus stop location served by the Tahoe Transportation District allows the District to upgrade the stop with the installation of a bus shelter. The District has an ongoing shelter program to install bus shelters and improve the accessibility of transit and mode choice. Tahoe has numerous areas where road and pedestrian definition and accessibility need to be improved in order to facilitate a good transit system interface. The District welcomes capital improvements that help enhance resident and visitor use of transit.

Regards,

Carl Hasty
District Manager
Tahoe Transportation District

Sent from my iPad



QUESTION 8 – Attachment I-Q8

COMMUNITY CONSERVATION CORPS CORRESPONDENCE

From: [Steve Teshara](#)
To: [Stephanie Grigsby](#)
Cc: [Morgan Beryl](#)
Subject: Fwd: Information from ATP Project Applicant
Date: Wednesday, May 13, 2015 1:31:22 PM

Stephanie: E-mail below is from the "Local Community Conservation Corps" as differentiated from the California Conservation Corps.

Steve Teshara

----- Forwarded message -----

From: **Active Transportation Program** <inquiry@atpcommunitycorps.org>
Date: Wed, May 13, 2015 at 11:30 AM
Subject: Re: Information from ATP Project Applicant
To: Steve Teshara <steveteshara@gmail.com>
Cc: "atp@ccc.ca.gov" <atp@ccc.ca.gov>

Hi Steve,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

Monica

On Wed, May 6, 2015 at 12:01 PM, Steve Teshara <steveteshara@gmail.com> wrote:

Date: May 6, 2015

To: Wei Hsieh, California Conservation Corps
Danielle Lynch, Community Conservation Corps

cc: John Martinez, California Conservation Corps, Tahoe Center

Fr: Steve Teshara, Project Development Team Lead

Re: Active Transportation Program Grant Application
AI Tahoe Boulevard Safety and Mobility Enhancement Project
Applicant: City of South Lake Tahoe
Contact: Jim Marino, Assistant Director, Department of Public Works

On behalf of the City of South Lake Tahoe and the Project Development Team, I am pleased to provide you with the attached information for your review and consideration

- Project Title
- Project Description
- Detailed Cost

COMMUNITY CONSERVATION CORPS CORRESPONDENCE

- Project Schedule
- Project Map
- Preliminary Project Plan

Pursuant to the provisions of the 2015 ATP grant program, we look forward to your review and response within five (5) business days. Should you be able to assist with the project, we appreciate the opportunity to work with you.

Please contact Steve Teshara should you have questions.

E-Mail: steveteshara@gmail.com

Cell: [775.450.5559](tel:775.450.5559)

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org

CALIFORNIA CONSERVATION CORPS CORRESPONDENCE

From: [Steve Teshara](#)
To: [Stephanie Grigsby](#)
Cc: [Jim Marino \(jmarino@cityofslt.us\)](#); [Morgan Beryl](#)
Subject: Fwd: Information from ATP Project Applicant
Date: Tuesday, May 12, 2015 9:19:24 AM

To: Stephanie Grigsby, Design Workshop
cc: Jim Marino, City of South Lake Tahoe Public Works
Morgan Beryl, Tahoe Regional Planning Agency

----- Forwarded message -----

From: **ATP@CCC** <ATP@ccc.ca.gov>
Date: Tue, May 12, 2015 at 9:15 AM
Subject: RE: Information from ATP Project Applicant
To: Steve Teshara <steveteshara@gmail.com>, "inquiry@atpcommunitycorps.org" <inquiry@atpcommunitycorps.org>
Cc: "Martinez, John@CCC" <John.Martinez@ccc.ca.gov>, "Jim Marino (jmarino@cityofslt.us)" <jmarino@cityofslt.us>, "ATP@CCC" <ATP@ccc.ca.gov>, "Hsieh, Wei@CCC" <Wei.Hsieh@ccc.ca.gov>

Hi Steve,

John Martinez, the Center Director at our CCC Tahoe location has responded to the partnership for your project: Al Tahoe Boulevard Safety and Mobility Enhancement Project. The CCC can perform some landscaping and minor construction work.

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact John Martinez directly John.Martinez@ccc.ca.gov if your project receives funding and for further questions regarding this project.

Thank you,

Wei Hsieh, Manager

Programs & Operations Division

California Conservation Corps

1719 24th Street

Sacramento, CA 95816

CALIFORNIA CONSERVATION CORPS CORRESPONDENCE

[\(916\) 341-3154](tel:9163413154)

Wei.Hsieh@ccc.ca.gov

From: Steve Teshara [mailto:steveteshara@gmail.com]
Sent: Wednesday, May 06, 2015 12:01 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Cc: Martinez, John@CCC; Jim Marino (jmarino@cityofslt.us)
Subject: Information from ATP Project Applicant

Date: May 6, 2015

To: Wei Hsieh, California Conservation Corps
Danielle Lynch, Community Conservation Corps

cc: John Martinez, California Conservation Corps, Tahoe Center

Fr: Steve Teshara, Project Development Team Lead

Re: Active Transportation Program Grant Application

AI Tahoe Boulevard Safety and Mobility Enhancement Project

Applicant: City of South Lake Tahoe

Contact: Jim Marino, Assistant Director, Department of Public Works

On behalf of the City of South Lake Tahoe and the Project Development Team, I am pleased to provide you with the attached information for your review and consideration

- Project Title

CALIFORNIA CONSERVATION CORPS CORRESPONDENCE

- Project Description
- Detailed Cost
- Project Schedule
- Project Map
- Preliminary Project Plan

Pursuant to the provisions of the 2015 ATP grant program, we look forward to your review and response within five (5) business days. Should you be able to assist with the project, we appreciate the opportunity to work with you.

Please contact Steve Teshara should you have questions.

E-Mail: steveteshara@gmail.com

Cell: [775.450.5559](tel:775.450.5559)

J

LETTERS OF SUPPORT

LETTERS OF SUPPORT

May 12, 2015

Caltrans
Division of Local Assistance
Attention: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Re: Al Tahoe Boulevard Safety and Mobility Enhancement Project

Dear Division of Local Assistance:

The Lake Tahoe Unified School District is pleased to express its support for the Al Tahoe Boulevard Safety and Mobility Enhancement Project in the City of South Lake Tahoe. The Board of Education formally approved support of this project at the May 12, 2015 Board Meeting.

The District's South Tahoe Middle School is located at the corner of Highway 50 and Al Tahoe Boulevard in South Lake Tahoe, CA. Significant access to this site by students, staff and community occurs on the Al Tahoe Boulevard corridor, one of the main arterial roads within the City and a connector for the Middle School Campus and related athletic field facilities, the Al Tahoe Learning Center with access to the City Recreation Department Center, Lake Tahoe Community College and the Bijou Community Park. Through a partnership involving the Lake Tahoe Unified School District, the City of South Lake Tahoe, the Tahoe Regional Planning Agency and community stakeholders, local funds were secured for a public process to develop options for improving safety and mobility in and around the South Tahoe Middle School. The District's primary interests in this process were strategizing improvements that would address the following priorities:

- Increase the safety and convenience of pedestrian, cycling and vehicular access to the South Tahoe Middle School Campus for students, parents, community and staff
- Provide improvement to the existing bicycle and pedestrian network in and around the South Tahoe Middle School and City recreation facilities.
- Provide safe bicycle/pedestrian linkages from the Middle School to surrounding Sierra Tract, Pioneer Village, Bijou and Highland Woods neighborhoods as well as the entire south shore area including Meyers, Camp Richardson, and the Stateline area. Currently, no off-highway route exists for children to access the Middle School or Bijou Park from these neighborhoods.
- Identify and develop a new shared-use connection from the US 50/Al Tahoe Boulevard intersection to the proposed South Tahoe Greenway Trail (effectively connecting the Middle School to the Bijou and Sierra Tract neighborhoods).
- Identify and develop a new shared-use connection from the South Tahoe Middle School to City of South Lake Tahoe Bijou Park and the proposed Bicycle Park.
- Coordinate alignments with potential future recreation improvements at the South Tahoe Middle School.



Lake Tahoe Unified School
District 1021 Al Tahoe
Boulevard South Lake Tahoe,
CA 96150

Phone: (530) 541-2850 Fax:
(530) 541-5930

Email: info@ltsud.org
Web: www.ltsud.org

Superintendent
Dr. James R. Tarwater

Board of Education
Barbara Bannar

Ginger Nicolay-Davis

Dr. Michael Doyle

Dr. Larry Green

Adam Jones

"Creating Learning Opportunities for Every Child to Achieve Success"

LETTERS OF SUPPORT



April 29, 2015

Hal Cole, Mayor
Wendy David, Mayor Pro Tem
Council Members
 Tom Davis
 JoAnn Conner
 Austin Sass

City of South Lake Tahoe
1901 Airport Road
South Lake Tahoe, CA 96150

**Re: Support for California Active Transportation (ATP) Grant Application
for the AI Tahoe Boulevard Safety and Mobility Enhancement Project**

Dear Mayor Cole, Mayor Pro Tem David and Council Members:

We at Lake Tahoe Community College (LTCC) are pleased to support the City's leadership in applying for grant funds to improve student and public safety and community mobility in the area adjacent to and between South Tahoe Middle School and the LTCC campus. We understand the California Active Transportation Program (ATP) grant, if awarded, will advance the project concept to final design and construction.

LTCC strongly supports efforts to improve multi-modal mobility in the mid-town area of South Lake Tahoe adjacent and connecting to our campus. This support is consistent with our proposed master plan and the City's adopted land use policy for the project area. We thank the Lake Tahoe Unified School District for working with the Community Mobility Workgroup of the Lake Tahoe Sustainability Collaborative to secure \$154,000 in funding from the TRPA On Our Way grant program to conduct outreach and planning for the South Tahoe Middle School Area Connectivity Plan (STMS). LTCC was actively engaged in the outreach and input process. The goal of the outreach was to identify a project eligible for ATP grant consideration. The AI Tahoe Boulevard Safety and Mobility Enhancement concept was the top priority that emerged from the nine safety and mobility improvement ideas developed through the STMS community outreach process.

The ATP grant cycle is open once every two years. Because ATP combined several existing "stand alone" grant programs, it is now one of the only sources of funding for biking, walking and safe routes to school improvements. We respectfully urge your Council to support the request to serve as the lead agency for the ATP grant application.

LETTERS OF SUPPORT

Thank you for your consideration and support.

Sincerely,

A handwritten signature in blue ink that reads "Kindred Murillo". The signature is written in a cursive style with a large initial 'K'.

Kindred I. Murillo, Ed.D.
Superintendent/President
Lake Tahoe Community College

LETTERS OF SUPPORT



City of South Lake Tahoe

"making a positive difference now"

May 21, 2015

Caltrans
Division of Local Assistance
Attention: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA94274-0001

Re: Support for the City of South Lake Tahoe ATP Grant Application
Al Tahoe Boulevard Safety and Mobility Enhancement Project

To Office of Active Transportation and Special Programs:

The City of South Lake Tahoe Police Department operates under the philosophy of community-oriented policing and problem solving. We are committed to public safety, including the safety of bicyclists and pedestrians in our community. Nowhere is this more important than in and around our local schools.

The South Tahoe Middle School is located in the project area along Al Tahoe Boulevard adjacent to the intersection of US Highway 50. We note the City will soon be constructing a Bike Park at nearby Bijou Community Park. We fully expect this facility will draw additional bicyclists to the Al Tahoe Boulevard corridor. In the area where the project is proposed, there are currently no Class I or Class II bike facilities or formal, connected pedestrian infrastructure. We see major safety benefits as an outcome of the proposed project.

The Police Department was asked for input in the development of this project by members of the Project Development Team (PDT) and by our City Department of Public Works. We supported the City Council's unanimous vote to authorize City to be lead agency for the grant application. Consistent with these actions, and given our on-going commitment to improved public safety and mobility, the South Lake Tahoe Police Department is pleased to offer this letter reinforcing our support for the Al Tahoe Boulevard Safety and Mobility Enhancement Project grant application.

We urge your consideration and support.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Uhler".

Brian Uhler
Chief

Police Department • 1352 Johnson Blvd. • South Lake Tahoe, California 96150-8200 • (530) 542-6100 • (530) 542-6146 FAX

BRIAN UHLER, Chief of Police

LETTERS OF SUPPORT



**Tahoe
Metropolitan
Planning
Organization**

P.O. Box 5310
128 Market Street
Stateline, Nevada 89449
(775) 588-4547 ♦ Fax (775) 588-4527

May 18, 2015

Caltrans
Division of Local Assistance
Attention: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Re: Support for ATP Application -- AI Tahoe Boulevard Safety and Mobility Enhancement Project

To the Division of Local Assistance and ATP evaluators:

The Tahoe Metropolitan Planning Organization (TMPO) and Tahoe Regional Planning Agency (TRPA) are pleased to express support for the AI Tahoe Boulevard Safety and Mobility Enhancement Project in the City of South Lake Tahoe.

The planning and initial concept development of this project were supported through the TRPA's "On Our Way" grant program, a program to encourage neighborhood-level improvements that promote biking and walking, protection of the environment, and support of local economies. This project was chosen due to its ability to provide critical safety improvements for schoolchildren and residents and visitors accessing the central part of South Lake Tahoe and the many community services in that area. This project will also provide a direct connection to the South Tahoe Greenway Shared Use Trail Project, another priority project applying for ATP funds and which the TMPO and TRPA also support.

The AI Tahoe Boulevard Safety and Mobility Enhancement Project is the priority project that emerged from the connectivity planning process funded through the On Our Way grant, and included extensive public outreach. Both the TMPO and the TRPA were involved in the selection and design of this high-need active transportation project by serving on the Project Development Team for the project. The major components of this project are listed in the Lake Tahoe Region Bicycle and Pedestrian Plan and the project is consistent with the Regional Transportation Plan.

Approval of the "AI Tahoe" ATP grant request will represent an important turning point in the Region's effort to create a safer, multi-modal, and more accessible community, and I encourage you to support the AI Tahoe Boulevard Safety and Mobility Enhancement Project.

Sincerely,

A handwritten signature in black ink, appearing to read "J Marchetta". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Joanne S. Marchetta
Executive Director

LETTERS OF SUPPORT



PARKS AND RECREATION COMMISSION
CITY OF SOUTH LAKE TAHOE

**Bicycle Advisory Committee, of the
South Lake Tahoe Recreation Facilities
Joint Powers Authority (JPA)**



Advisory Committee members:
Shay Navarro, Peter Fink, David Reichel,
Russ Dahler, Chuck Nelson, Rachel Sigman, Bruce Eisner

Al Tahoe Boulevard Safety & Mobility Enhancement Project
Active Transportation Program Grant Letter of Support

To Whom It May Concern,

Please accept this letter in full support of the Al Tahoe Boulevard Safety & Mobility Enhancement Project being submitted for the *Active Transportation Program* from the City of South Lake Tahoe Parks and Recreation Commission and the South Lake Tahoe Recreation Facilities Joint Powers Authority Bicycle Advisory Committee (JPA BAC).

The Parks and Recreation Commission of the City of South Lake Tahoe serves to advise the City Council on matters of Recreation programming and Recreation facilities as well as capital improvement projects that are related to parks and recreation facilities within the city.

The JPA BAC is a formalized community group charged with providing recommendations to the Joint Powers Authority (JPA) on expenditures for bicycle maintenance needs in the City of South Lake Tahoe and El Dorado County. Collection and distribution of maintenance funds for bicycle facilities occurs annually through local voter approved initiatives Measure R and Measure S. These measures secure maintenance funding for newly constructed bicycle facilities, such as those proposed as part of the Al Tahoe Boulevard Safety & Mobility Enhancement Project.

Measure R also authorizes JPA funds to be used as a local match for projects. At its May 1 meeting, the JPA BAC voted to recommend that the JPA provide \$65,000 in local match funding to this project, if the grant application is successful. The JPA BAC will present this recommendation to the JPA for confirmation at the JPA's July 2015 meeting. If approved, the funds would be available in July 2016.

The Al Tahoe Boulevard Safety & Mobility Enhancement Project addresses a critical gap in the existing bicycle and pedestrian network for the City of South Lake Tahoe. Currently no safe accessible bicycle and pedestrian facilities exist to connect the main Class 1 non-motorized public trail along US 50 with the numerous commercial services, recreational amenities, public services, educational institutions, and government facilities off Al Tahoe Blvd in the vicinity of Johnson Blvd. The proposed improvements help implement the Lake Tahoe Regional Plan and Regional Transportation Plan goals of reducing automobile dependency by providing alternative modes of travel to these major destinations and greatly improves community access and connectivity of the bicycle and pedestrian network.

Thank you for your consideration. We appreciate the opportunity to submit this letter of support and urge you to fund this critical project.

Sincerely,

Peter Fink, Vice Chair, CSLT Parks & Recreation
Commission

Sincerely,

Shay Navarro, Chair, JPA BAC

LETTERS OF SUPPORT



May 12, 2015

Caltrans
Division of Local Assistance
Attention: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

**Re: Support for ATP Application from the City of South Lake Tahoe
AI Tahoe Boulevard Safety and Mobility Enhancement Project**

Dear Division of Local Assistance:

As community-based mobility advocacy groups, we are pleased to express our strong and enthusiastic support for the **AI Tahoe Boulevard Safety and Mobility Enhancement Project** in the City of South Lake Tahoe.

AI Tahoe Boulevard is one of the main arterial roads within the City. It is currently an auto-centric corridor that connects to and from the South Tahoe Middle School, Lake Tahoe Community College, ball fields, playgrounds, the City's popular Bijou Community Park, and a major retail center. In a partnership involving the City, Lake Tahoe Unified School District, Tahoe Regional Planning Agency, and community stakeholders, local funds were secured for a public process to develop options for improving safety and mobility in and around the Middle School. These options were identified in the **South Tahoe Middle School Area Connectivity Plan**.

The **AI Tahoe Boulevard Safety and Mobility Enhancement Project** is the priority that emerged from this connectivity planning process. It is consistent with the City's adopted Bijou/AI Tahoe Community Plan and TRPA's Lake Tahoe Regional Plan and **Mobility 2035** Regional Transportation Plan. Its proposed bicycle and pedestrian infrastructure, safety and mobility improvements will transform the AI Tahoe corridor from US Highway 50 to Johnson Boulevard from auto-centric to a "complete streets" design and functionality.

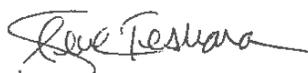
Approval of the "AI Tahoe" ATP grant request unanimously supported and advanced through the South Lake Tahoe City Council will represent an important turning point in our campaign to create a safer, multi-modal, mobility friendly community.

Sincerely,


Gavin Feiger

Rebecca Bryson
Co-Chairs, Community Mobility Workgroup
of the Lake Tahoe Sustainability Collaborative


Karen Houser
Board Member, Lake Tahoe Bicycle
Coalition


Steve Teshara
Chair, South Shore Transportation Management Association

LETTERS OF SUPPORT

Lake Tahoe South Shore
Chamber of Commerce



TahoeChamber.org

169 Highway 50
Edgewood Village, Bldg. I
Post Office Box 7139
Stateline, Nevada
8 9 4 4 9

775.588.1728 **ph**
775.588.1941 **fx**

May 21, 2015

Caltrans
Division of Local Assistance
Attention: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Re: Letter of Support - ATP Grant Application from the City of South Lake Tahoe
Al Tahoe Boulevard Safety and Mobility Enhancement Project

To Division of Local Assistance:

On behalf of our more than 660 members, I am writing to express the support of the Lake Tahoe South Shore Chamber of Commerce (TahoeChamber) for the Active Transportation Program grant application submitted by the City of South Lake Tahoe for the Al Tahoe Boulevard Safety and Mobility Enhancement Project.

In the defined project area, Al Tahoe Boulevard provides access to the Tahoe Center, a major center of commerce the mid-town area, as well as to the South Tahoe Middle School, Lake Tahoe Community College, and major recreation areas, including those adjacent to the Middle School and the City's popular Bijou Community Park. A new bike park is soon to be constructed at this community park. The proposed "Al Tahoe Boulevard" project comes forward at a pivotal time as the City and many public and private sector partners work to improve the safety and connectivity of bicycle and pedestrian infrastructure and convert key transportation corridors to a "complete streets" functionality.

The project is consistent with the Chamber's adopted Tahoe Future South Shore Community Vision 2020. The "Al Tahoe Boulevard" project was developed as a priority out of a robust planning process conducted by the South Tahoe Middle School Area Connectivity Plan Project Development Team (PDT). Joining me in signing this letter is long-time local businessman Jim Warlow, the owner of a retail store in the Tahoe Center and a member of our Chamber Board of Directors. Jim was actively engaged in the outreach process for the South Tahoe Middle School Area Connectivity Plan and development of the Al Tahoe Boulevard Safety and Mobility Enhancement Project.

We see this project as consistent with the goals and objectives of the Active Transportation Program and respectfully urge your consideration and funding support for the grant application.

Sincerely,

Jason Collin
Chairman of the Board

Jim Warlow
Chamber Board Member

LETTERS OF SUPPORT



2092 Lake Tahoe Blvd.
Suite 600
South Lake Tahoe
CA 96150

530-543-5614 TEL
www.bartonhealth.org

May 27, 2015

Caltrans
Division of Local Assistance
Attention: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Re: Support for ATP Application from the City of South Lake Tahoe Al Tahoe Boulevard Safety and Mobility Enhancement Project

Dear Division of Local Assistance:

The Barton Memorial Hospital is pleased to express its support for the Al Tahoe Boulevard Safety and Mobility Enhancement Project in the City of South Lake Tahoe.

Al Tahoe Boulevard is one of the main arterial roads within the City and very important because it connects to and from the South Tahoe Middle School, Lake Tahoe Community College, ball fields, playgrounds, the Bijou Community Park, and a major retail center. In a partnership involving the City, Lake Tahoe Unified School District, Tahoe Regional Planning Agency, and community stakeholders, local funds were secured for a public process to develop options for improving safety and mobility in and around the Middle School. These options were identified in the South Tahoe Middle School Area Connectivity Plan.

The Al Tahoe Boulevard Safety and Mobility Enhancement Project is the priority that emerged from this connectivity planning process, including extensive public outreach. Barton Memorial Hospital was involved in the selection and design of this high-need active transportation project through an extensive discussion with our Community Health Advisory Committee. The project is consistent with Barton Memorial Hospital's continuous efforts to provide exceptional health and wellness services to our community. Its proposed bicycle and pedestrian infrastructure, safety and mobility improvements will transform the Al Tahoe corridor from US Highway 50 to Johnson Boulevard from auto-centric to a "complete streets" design and functionality.

Approval of the "Al Tahoe" ATP grant request unanimously supported and advanced through the South Lake Tahoe City Council will represent an important turning point in our campaign to create a safer, multi-modal, mobility friendly community.

As one of the many entities benefitting from the project, Barton Memorial Hospital encourages Caltrans to fund the Al Tahoe Boulevard Safety and Mobility Enhancement Project in the City of South Lake Tahoe.

Sincerely,

Kindle Craig
Director of Strategy & Development
Barton Health

Taking your health to **new heights**

LETTERS OF SUPPORT



South Lake Tahoe
Family Resource Center

Tere Tibbetts
Chairperson
Lake Tahoe Community
College

Virginia Matus-Glenn
Vice-Chairperson
Retired Principal

Karen Tinlin
Treasurer
Retired Principal

Cindy Martinez
Secretary
Principal
1 Community School

Anita Castles
Community Member

Jojo Conroy
Community Member

Alvaro Macias
Executive Chef
Residence Inn & Casino

Cynthia Preston
Retired Dean
Lake Tahoe Community
College

Teresa Ramirez
Community Member

May 22, 2015
Caltrans, Division of Local Assistance
Attention: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Re: Support for ATP Application from the City of South Lake Tahoe Al Tahoe Boulevard Safety and Mobility Enhancement Project

Dear Division of Local Assistance:

The South Lake Tahoe Family Resource Center (SLTFRC) is pleased to express its support for the Al Tahoe Boulevard Safety and Mobility Enhancement Project in the City of South Lake Tahoe.

We are a school based agency, located in the Bijou neighborhood, which has a large low income, and immigrant community. We serve over 3000 families per year. Many of these families have little to no access to cars. In a place such as South Lake Tahoe where the amenities are spread out and the weather extreme, we need to increase the safety of our community members who rely on walking, biking and limited public access to get around. We very much support this project as it will provide a safer connection between our community and various critical public facilities including the South Tahoe Middle School, the Lake Tahoe Community College, the community ball fields, the Bijou Community Park, and various major retail centers.

The Al Tahoe Boulevard Safety and Mobility Enhancement Project was the top priority project that emerged from an extensive planning process, which involved widespread public outreach. There was extensive outreach to the Latino community directly, to the students and to the parents through a school based Spanish speaking parent group that meets weekly at each school. The proposed safety and mobility improvements will transform the Al Tahoe corridor from US Highway 50 to Johnson Boulevard from dangerous, fast-paced, auto-centric thoroughfare to a calmer, more rational "complete streets" design with plenty of walking and biking features to provide a safer environment for our children.

As one of the many entities benefitting from the project, the SLTFRC strongly encourages Caltrans to fund the Al Tahoe Boulevard Safety and Mobility Enhancement Project in the City of South Lake Tahoe.

Best Regards,

De-Anne Hooper, Executive Director