



# TRPA 2024 Active Transportation Plan (ATP)

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TRPA Advisory Planning Commission  
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2024

## ACTIVE TRANSPORTATION PLAN

TAHOE REGIONAL PLANNING AGENCY

*Lake Tahoe*



# What is active transportation?

Active transportation refers to any mode of travel that involves walking, biking, or rolling.





# Active Transportation Plan and TRPA's Role

- Policy Goals
- Priority Project Identification
- Local Support/Technical Assistance
- Grant Funding
- Regional Cohesion
- Guiding Document
- High Level Implementation
- Monitoring and Adaptive Management

# 2024 ATP: Bicycle and Pedestrian Monitoring Protocol

- Ongoing basin-wide bicycle and pedestrian count data
- Pre and post project counts
- Network Performance
- Project support

The screenshot shows the 'Monitoring Dashboard' for 'Bicycle & Pedestrian' activity. The page is titled 'Lake Tahoe INFO' and 'Monitoring Dashboard'. It features a navigation menu with 'About' and 'Monitoring Programs'. The main content is divided into two columns: 'PROGRAM OVERVIEW' and 'MONITORING SITES'. The 'PROGRAM OVERVIEW' section includes details about the program name, category, and approach. The 'MONITORING SITES' section lists various locations around Lake Tahoe, such as Al Tahoe Blvd, Baldwin Beach, and Bike Lane: Carnelian Bay. A map on the right shows the lake with location markers for each site.

**Monitoring Dashboard**

About Monitoring Programs

**MONITORING PROGRAM** BICYCLE & PEDESTRIAN

TRPA and local partners monitor bicycle and pedestrian activity throughout the Region to understand high use areas, mode-split, and support grant applications and reporting. Count information also informs policies and programs targeted to improve and support active transportation.

**PROGRAM OVERVIEW**

- Program Name**  
Bicycle and Pedestrian
- Monitoring Program Category**  
Transportation
- Monitoring Approach**  
In 2015, as part of the update to the Active Transportation Plan, TRPA developed the Lake Tahoe Region Bicycle and Pedestrian Monitoring Protocol using best industry practices and national experts Kittleson & Associates. TRPA began implementation in summer of 2015, which built on and integrated previous monitoring efforts. In partnership with local agencies, TRPA has established a system for the collection of year-round active transportation data which includes permanent counting stations, biennial count locations, and spot count locations depending on need. During the first two years of implementation, TRPA produced a bicycle and pedestrian monitoring report which analyzes historical trends, provides detailed information by location, and compares use at similar sites. This report also supplemented the regional transportation monitoring report. Moving forward, all analysis and up-to-date data will be available on the transportation monitoring dashboard, in lieu of a hardcopy report.

**MONITORING SITES**

- Al Tahoe Blvd
- Baldwin Beach
- Bike Lane: Carnelian Bay
- Bike Lane: Kings Beach
- Bike Lane: Pioneer Trail at Sierra House
- Bike Lane: Sierra Blvd
- Bike Lane: US 50 at Al Tahoe Blvd
- Bike Lane: US 50 at Ski Run Blvd
- Bike Lane: US 50 at Tahoe Keys Blvd

Select a Site to see Details

Select a Monitoring Site from the list or click a location marker on the map to explore.

<https://monitoring.laketahoeinfo.org/BikePed>

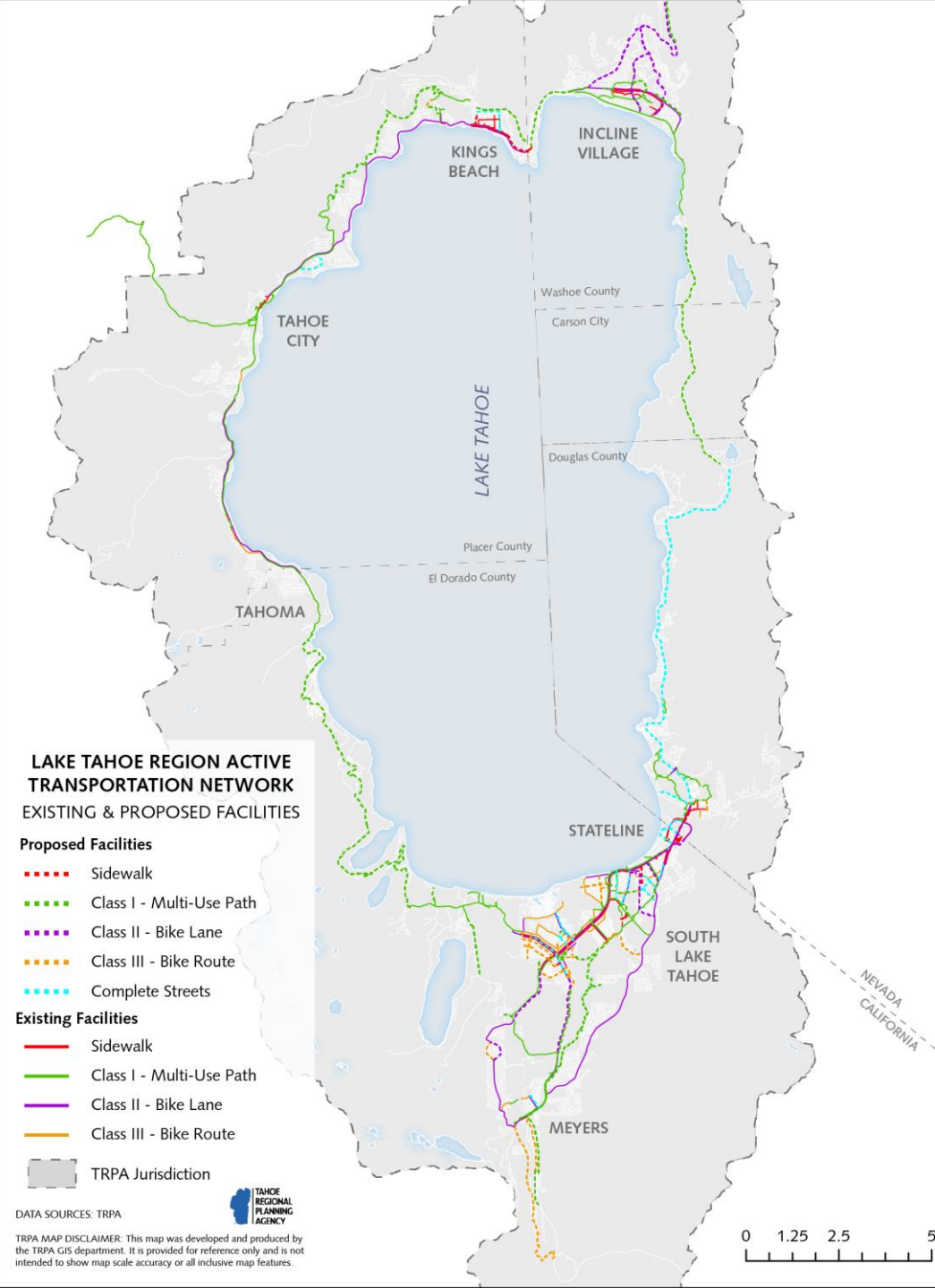
# 2024 ATP: Development Process

- Technical Advisory Committee (TAC) engagement
- Public Outreach
  - ~25 in person events, over 400 people reached
  - Transportation Survey (over 300 responses)
- Public and stakeholder comment on draft plan



# 2024 ATP: What's New?

- Stronger focus on making the on-street network safer/lower stress
- Updated priority project list
- New facility recommendations
- Best-practice recommendations
- New Bicycle Levels of Traffic Stress (BLTS) and Pedestrian Experience Index (PEI) analyses



Maps can be viewed at: [www.trpa.gov/atp](http://www.trpa.gov/atp)

# 2024 ATP: Bicycle Levels of Traffic Stress

- Set on a scale of 1 through 4
  - 1 is low-stress, 4 is high stress
- Corresponds to the 4 types of cyclists

INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST IN BICYCLING FOR TRANSPORTATION

## LTS 4

No bike lane on a busy street



## LTS 3

Narrow bike lane or shoulder on a busy street



## LTS 2

Buffered bike lane on a calm street



## LTS 1

Separated bike lane



## BICYCLE LEVEL OF TRAFFIC STRESS: SEGMENTS

### Bicycle Level of Traffic Stress (BLTS)

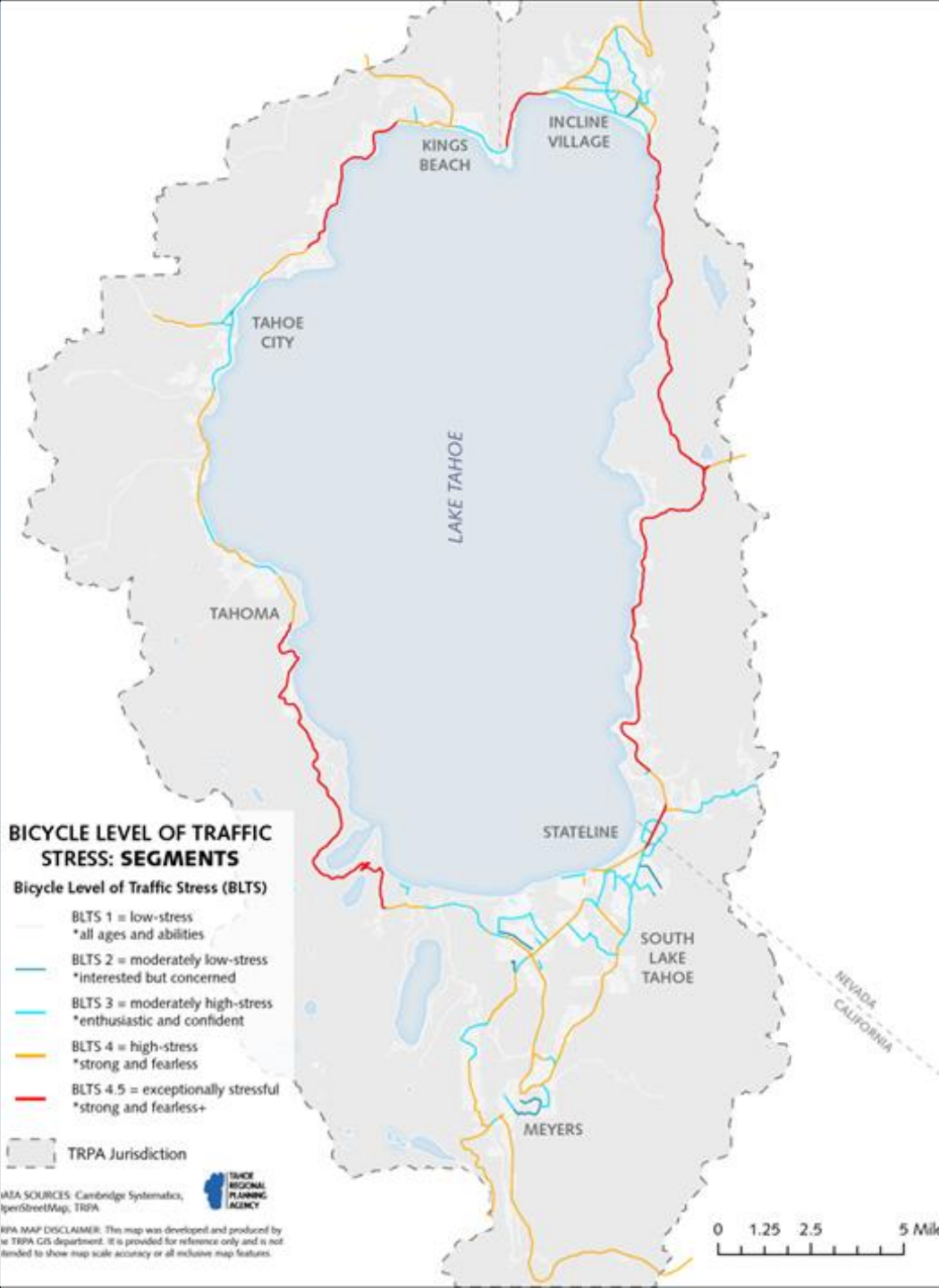
- BLTS 1 = low-stress  
\*all ages and abilities
- BLTS 2 = moderately low-stress  
\*interested but concerned
- BLTS 3 = moderately high-stress  
\*enthusiastic and confident
- BLTS 4 = high-stress  
\*strong and fearless
- BLTS 4.5 = exceptionally stressful  
\*strong and fearless+

TRPA Jurisdiction

DATA SOURCES: Cambridge Systematics, iPerStreetMap, TRPA



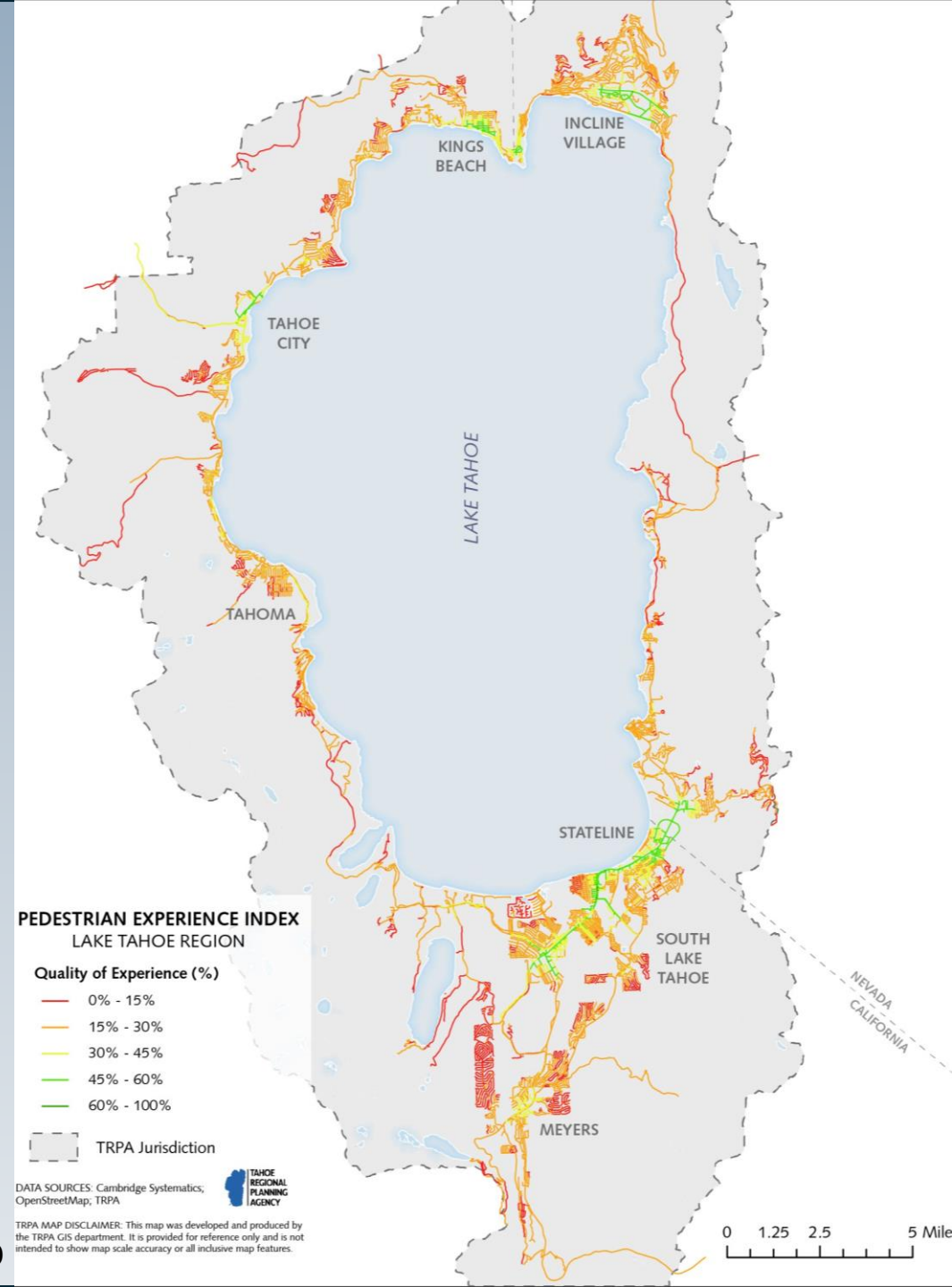
TRPA MAP DISCLAIMER: This map was developed and produced by TRPA GIS department. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features.



Maps can be viewed at: [www.trpa.gov/atp](http://www.trpa.gov/atp)

# 2024 ATP: Pedestrian Experience Index

- Rating the “quality” of the pedestrian environment on an index scale of 0 to 100 percent
- Focus is on town centers, but has value for entire region



Maps can be viewed at: [www.trpa.gov/atp](http://www.trpa.gov/atp)



# 2024 ATP: Priority Projects

EIP NUMBER	ATP 2024 PRIORITY	LABEL	CLASS	IMPLEMENTER	MILES	ESTIMATED COST	PHASE	START YEAR	COMPLETE YEAR
03.02.02.0085	1	Johnson Meadow Bridge	1	El Dorado County	1.14	\$9,153,626	Planning/Design	2020	2027
NOT LISTED	1	Lake Tahoe Blvd bike lanes	2	El Dorado County	1.59	\$274,275	Planning	2025	2030
01.01.01.0033	1	Tahoe Valley Greenbelt Class 1 Paths	1	City of South Lake Tahoe	0.51	\$15,000,000	Implementation	2009	2025
03.02.02.0022	1	Third St Complete Streets	5	City of South Lake Tahoe	0.39	\$6,727,500	Planning/Design	2030	2035
NOT LISTED	1	US Hwy 50 Complete Streets Improvements	5	California Department of Transportatio	1.6	\$2,300,000	Planning/Design	2025	2035
NOT LISTED	2	B Street Overpass	0	California Department of Transportatio	0.12	\$8,050,000	Planning/Design	2025	2035
01.01.01.0033	2	Barton Ave Bike Route	3	City of South Lake Tahoe	0.16	\$920	Implementation	2009	2025
NOT LISTED	2	Black Bart bike route	3	El Dorado County	1.02	\$5,865	Planning/Design	2025	2035
03.02.01.0054	2	Fallen Leaf Road Bike Path	1	El Dorado County	1.56	\$3,050,000	Planning/Design	2021	2027
NOT LISTED	2	Greenway 4a - Pioneer to Elks Club	1	El Dorado County	1.2	\$13,800,000	Planning	2025	2028
NOT LISTED	2	Greenway 4b - Elks Club to Nottaway	1	El Dorado County	1	\$11,500,000	Planning	2025	2030
NOT LISTED	2	Greenway 4c - Nottaway to Golden Bear	1	El Dorado County	1.74	\$20,010,000	Planning	2025	2032
NOT LISTED	2	Greenway 4d - Golden Bear to Johnson	1	El Dorado County	1.12	\$12,880,000	Planning	2025	2032
NOT LISTED	2	Hwy 50 to NUT Bike Path	1	California Department of Transportatio	0.34	\$4,140,000	Planning/Design	2030	2035
NOT LISTED	2	Kyburz Ave Bike Route	3	City of South Lake Tahoe	0.48	\$2,760	Planning/Design	2025	2035
NOT LISTED									
NOT LISTED									
EIP NUMBER	ATP 2024 PRIORITY	LABEL	CLASS	IMPLEMENTER	MILES	ESTIMATED COST	PHASE	START YEAR	COMPLETE YEAR
01.01.01.0168	1	Kings Beach Western Approach - sidewalks	0	Placer County	0.26	\$14,222,000	Planning/Design	2016	2026
NOT LISTED	1	N Tahoe Trail (Carnelian Ave to Carnelian Bay - 2)	1	Placer County	1.77	\$17,700,000	Planning/Design	2030	2040
03.02.02.0003	1	N Tahoe Trail (Carnelian Ave to N Tahoe Park - 1)	1	Placer County	2.6	\$26,020,000	Planning/Design	2008	2030
01.01.01.0086	1	N Tahoe Trail (Dollar Point to Carnelian Bay - 3)	1	Placer County	1.73	\$7,730,000	Planning/Design	2021	2025
NOT LISTED	1	Stateline to Kings Beach Sidewalks	0	California Department of Transportatio	0.8	\$184,000	Planning	2030	2040
03.02.02.0089	1	Tahoe City Lakeside Trail Missing Link	1	Placer County	0.19	\$1,000,000	Planning/Design	2018	2024
NOT LISTED	2	Kings Beach to Stateline Shared Use Path	1	Placer County	1.88	\$36,754,000	Planning/Design	2035	2045
NOT LISTED	2	Lake Forest Rd Complete Streets	5	Placer County	0.9	\$15,525,000	Planning/Design	2025	2035
NOT LISTED	2	Tahoe City Golf Course Shared-use Path	1	Placer County	0.35	\$4,025,000	Planning/Design	2024	2028
NOT LISTED	2	TCPUD Multi-Use Trail System Reconstructions and	1	Tahoe City Public Utility District	13.1	\$11,707,200	Implementation	2024	2030
NOT LISTED	3	Donner Rd bike Route	3	North Tahoe Public Utility District	0.22	\$1,265	Planning/Design	2025	2035
NOT LISTED	3	North Tahoe Regional Trail (Segment 4)	1	Placer County	0.53	\$6,095,000	Planning/Design	2025	2035
03.02.02.0029	2	Baldwin Beach Bike Path	1	U.S. Forest Service - Lake Tahoe Basin N	0.36	\$1,450,000	Implementation	2017	2025

Full Priority Project list found in Appendix F

# 2024 ATP: Winter Maintenance Recommendations

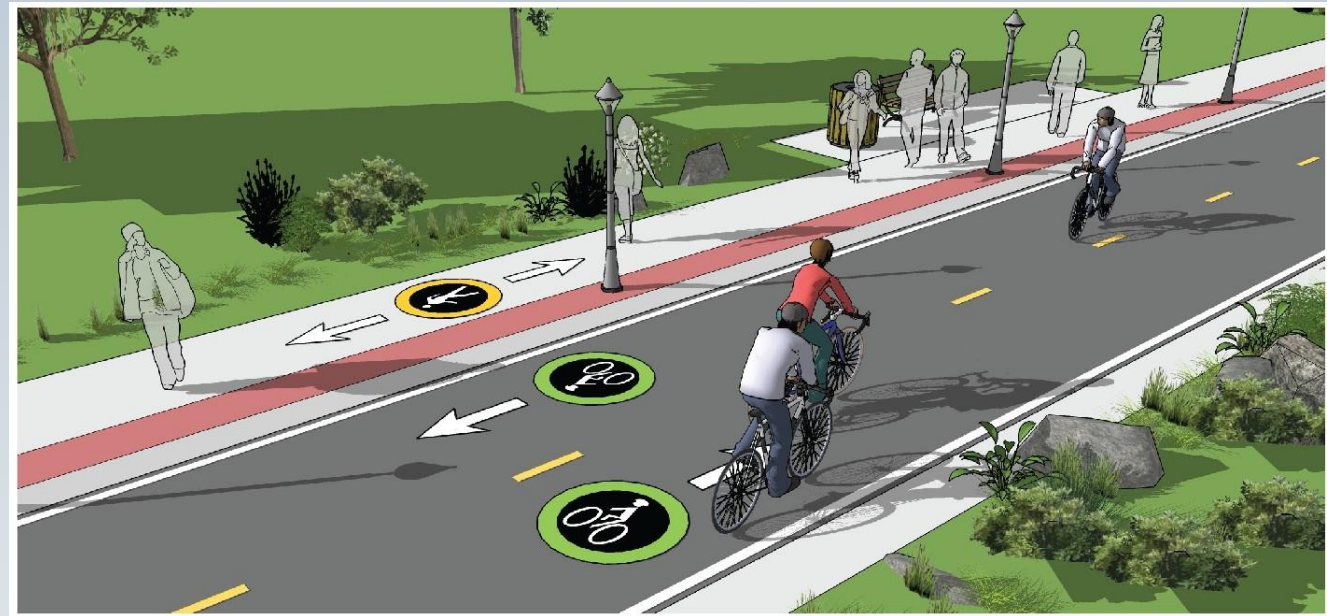
- Implementing “sneckdowns”
- Snow removal devices designed for bicycle lanes
- “Snow dragon” snow melting devices



Philadelphia  
@ Baltimore & 48th  
Source: Streetsblog

# 2024 ATP: New Facility Design Guidance

- Class IIb (buffered bike lane)
- Class IV (protected bikeway) facilities
- Shared-Use Path Suggestions



# 2024 ATP: Next Steps

- Incorporate public and stakeholder feedback and finalize plan
- TRPA Governing Board potential adoption April, 2024



# Questions, Comments

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**TAHOE  
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