

---

STAFF REPORT

Date: August 16, 2023  
To: Governing Board  
From: TRPA Staff  
Subject: Update to the 2018 Linking Tahoe: Active Transportation Plan

---

Staff Recommendation:

This is an information item on the ongoing update to the 2018 Linking Tahoe: Active Transportation Plan.

Required Motion:

There is no required motion.

Project Description/Background:

TRPA, as the federally designated Metropolitan Planning Organization, is committed to keeping the ATP current to ensure the document supports the planning and funding needs of the region. In October of 2018, the TRPA Governing Board adopted technical amendments to the 2016 Linking Tahoe: Active Transportation Plan (ATP). This was included in the 2020 Regional Transportation Plan (RTP). Transportation staff determined that a full plan update is needed and is currently underway. The ATP update precedes the next RTP update. A full plan update typically includes extensive public outreach, major and minor changes to new facilities, updating of best-practices and research methods that have occurred since the previous update, comprehensive data analysis, and environmental screening.

The current effort seeks to update the Existing Conditions and Needs Analysis, Network Recommendations, Implementation Plan, and Priority Project list. These are relatively standard, procedural plan updates. The current ATP update includes engaging our regional partners, residents, and visitors around the region either in-person or via our Transportation Safety Survey, to understand how stakeholders feel about the current active transportation network in Tahoe and what could be better. So far staff have attended various events in both the North and South shores of Lake Tahoe including Farmer's Markets, the Family Resource Center, the Sierra Community House, multiple Bike Kitchen events, Earth Day events, among others. Outreach is still ongoing, and the survey will be open through the end of September 2023. Beyond public outreach events, staff have been seeking technical assistance and local jurisdiction collaboration with the convening of a Technical Advisory Committee (TAC) designed to gather local agency feedback and technical input on our ongoing planning process. The TAC invitees include various representatives from:

- Caltrans
- NDOT
- El Dorado County
- Washoe County
- Douglas County
- Placer County
- City of South Lake Tahoe
- South Shore Transportation Management Association
- Achieve Tahoe
- Tahoe City Public Utility District
- North Tahoe Fire
- North Lake Tahoe Fire Protection District
- Lake Valley Fire
- Tahoe Fire
- Nevada Highway Patrol
- California Highway Patrol
- Douglas County Sheriff
- El Dorado County Sheriff
- League to Save Lake Tahoe
- California Tahoe Conservancy
- Tahoe Transportation District
- Lake Tahoe Bicycle Coalition

In addition, staff will address two new ATP components: a “Level of Traffic Stress/Pedestrian Experience Index” (LTS/PEI) and California designated “Class 4” bicycle facilities. Class 4 facilities are dedicated bicycle lanes that are physically separated from traffic by a vertical element. This could be flexposts, bollards, curbs, or a row of parked cars that separate the bicyclists from the auto travel lanes. LTS/PEI analyses are modern active transportation planning tools to help identify high-stress roadways, while proposing a standard list of stress-reducing infrastructure that is designed to encourage people to ride, roll, or walk on a low(er)-stress network because they no longer feel it is too unsafe or stressful. Not only are these analyses important for various planning purposes, they also serve to make our local Tahoe agencies more competitive in regional, state and federal grant applications by identifying needs and concrete recommendations on how to make our active transportation network more equitable, accessible, and interconnected.

Other items of importance in the current ATP update include cohesive accessibility improvements for Tahoe’s disabled community. Coordination with this community is critical to understanding their concerns and how to best design our roadway network to suit members’ needs. Seeking direct feedback from the Tahoe Area Coordinating Council for the Disabled (TACCD) and Achieve Tahoe, as well as employing best-practice recommendations from other regions are currently underway. Another topic of great interest to be addressed is cohesive electric bicycle (ebike) policy recommendations for the region. While transportation staff feel that ebikes are critical to meet VMT reduction goals and help encourage a larger swath of the population to ride or roll instead of drive to their destinations, we are sensitive to the safety concerns people have as more of these devices (both privately owned and shared) are seen on our shared paths and roadways. Outreach thus far has shown there is desire for a clear understanding of what kind of ebikes are allowed, where, for whom, and what kinds of public education initiatives can be undertaken to help encourage safe and considerate riding of these important electric devices.

Outreach and data analysis are still ongoing. Once staff have finalized the outreach, data collection, and plan writing, a draft plan will be circulated for review and comments. Staff will then be seeking adoption of the completed update to the Active Transportation Plan in early 2024.

Contact Information:

For questions regarding this agenda item, please contact Ryan Murray, Associate Transportation Planner, at [rmurray@trpa.gov](mailto:rmurray@trpa.gov).