

**From:** Stacey Ballard <fineartofwaiting@gmail.com>  
**Sent:** 3/24/2024 11:29:14 AM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** 2024 Active Transportation Plan

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Hi Kira,

The 2024 Active Transportation Plan (ATP) appears comprehensive in its approach to enhancing biking, walking, and rolling infrastructure in the region. However, a critical aspect seems to be overlooked – accessibility. Accessibility is not just about promoting safe and convenient travel for the general population; it also encompasses ensuring equal access for individuals with disabilities.

The absence of explicit mention of accessibility measures in the statement is concerning. While the plan discusses bike lanes, pedestrian paths, and intersection designs, it fails to address the needs of individuals with mobility impairments, visual impairments, or other disabilities. Neglecting accessibility considerations perpetuates systemic barriers that prevent people with disabilities from fully participating in community life.

A truly inclusive transportation plan must prioritize accessibility at its core. By overlooking accessibility, the plan misses an opportunity to align with legal mandates and international standards for inclusive urban development. Initiatives like the Americans with Disabilities Act (ADA) in the United States and the United Nations Convention on the Rights of Persons with Disabilities (CRPD) emphasize the importance of accessibility in creating equitable environments for all citizens.

In conclusion, while the 2024 Active Transportation Plan (ATP) demonstrates commendable efforts to enhance active transportation infrastructure, it falls short in addressing accessibility concerns. Any comprehensive transportation plan must prioritize inclusivity by incorporating accessibility features to ensure that everyone, regardless of ability, can participate fully in community life. It's imperative that accessibility becomes a central focus in future iterations of the plan to uphold principles of equity and social justice.

I have included some websites that can be of help.

**Concerning beach access:**

The 2010 Standards for Accessible Design do not directly address public beach access. However, under the Americans with Disabilities Act (ADA), if no standards exist, **the general non-discrimination and program accessibility requirements for state and local governments still apply.**

**The ADA and City Governments: Common Problems**

<https://www.ada.gov/resources/ada-city-governments/>

**Chapter 8-Accessible Trail Design.FINAL**

chrome-extension://bdfcnmeidppjeaggnmidamkiddifkdb/viewer.html?file=<https://www.parks.ca.gov/pages/1324/files/Chapter%208%20-%20Accessible%20Trail%20Design.FINAL.04.04.19.pdf>

Best,  
Stacey Ballard  
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 Virus-free. [www.avg.com](http://www.avg.com)

**From:** Miles Schulman <milessschulman@gmail.com>  
**Sent:** 3/10/2024 12:19:05 AM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Cc:** Amy Fish <afish@trpa.gov>;  
**Subject:** 2024 ATP comments

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Ryan,

Amazing job on the ATP update man. It was awesome to hear your knowledgeable voice emphasizing the need for increased capacity, mode separation, sneckdowns, maintenance etc..

I copied Amy here in case my comments on the GIS layers for the BLTS and PEI maps are relevant. Also, Amy please reach out if I can be useful to you in any way per my last email -- I'm sticking around for the foreseeable future, so I am job searching :)

1) The linked email to send comments on the ATP is this: "rmurray@trpa.go"



The email address is missing the "v" at the end of "gov" and I worry that people's comments won't reach your inbox because folks click the linked email and won't double check it in the pop-up window.

2) The maps in the ATP storyboard show the class 1 path (Dennis T. Machida Memorial Greenway) as abruptly ending instead of completing the connection between Sierra Tract and LTCC/ AI Tahoe. All other class 1 paths appear to be present and up to date except for this one. This path does appear as "existing" in the 2024 ATP Proposed Projects map. On a separate note, the layering of BLTS and PEI segments on top of the map can make it hard to distinguish what is a road and what is a shared use path. Thus, it may be helpful to designate shared use paths and residential streets differently. Not only because it helps to visually distinguish the two but also because vehicles (a significant contributor to BLTS and PEI) are allowed on streets and not on paths. If the map were updated to show class 1 paths as BLTS 1 and residential streets as BLTS 2, these maps could be a more useful tool for people looking to plan safe, off street, bike/ped routes (especially in combination with the Bicycle Coalition's map).

3) For the PEI and BLTS maps both: it would be helpful if the criteria were available to the reader, even in some sort of footnote/legend. This way I think the public would better understand why HWY 50 often has a better pedestrian experience index than quiet residential streets.

4) I was unable to find any of the appendices in the document.

5) In the preface under "collaboration with local jurisdictions" it says "active agency participants and outreach efforts include:" Instead of a list of the participants and outreach efforts, the next text I see is the overview of the plan.

The network recommendations chapter was spot on  . Especially the emphasis on low stress, on-street bicycle facilities, coupled with accessible sidewalks. I agree that Tahoe seems to lean too heavily on off-street class 1 paths.

Thanks for your all your great work on this document and in general. I hope to see all of these recommendations implemented asap!

Cheers,  
Miles

**From:** McMullen, Ben <BMcMullen@nnph.org>  
**Sent:** 3/5/2024 4:17:57 PM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Cc:** Health - AQ-Planning <Health-AQ-Planning@nnph.org>; Vega, Francisco <FVega@nnph.org>;  
**Subject:** 2024 Draft Active Transportation Plan (ATP) Support Comments  
**Attachments:** [image001.png](#), [image002.png](#), [image003.png](#), [image004.png](#), [image005.png](#), [image006.png](#), [WCAQMD\\_TRPA\\_2024-Draft-ATP-Comments\\_240305.pdf](#)

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Good Afternoon Mr. Murray,

Please see attached a comment letter from Northern Nevada Public Health AQMD in support of the 2024 Draft Active Transportation Plan. Please let us know if we can be of any assistance.

Thanks!

**Ben McMullen**  
*Air Quality Specialist*  
*Air Quality Management Division*

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Ryan Murray  
*Associate Transportation Planner*  
*Tahoe Regional Planning Agency*  
*PO Box 5310*  
*Stateline, NV 89449*

March 5, 2024

Subject: 2024 Draft Active Transportation Plan (ATP)

Dear Mr. Murray:

The Northern Nevada Public Health, Air Quality Management Division (AQMD) has the responsibility to maintain federal air quality standards in Washoe County, Nevada. AQMD respectfully submits comments in support of the 2024 Draft ATP. As you may know, Washoe County struggles with elevated levels of a pollutant known as ground-level ozone, with Incline Village having some of the highest ozone values. Ground-level ozone formation tends to be the highest in the summer months with the highest concentrations occurring on hot, sunny days. The transportation sector is the largest category of ozone precursor emissions in the County. Reducing vehicle miles traveled (VMT) and promoting alternate methods of transportation are effective strategies for mitigating ozone precursor emissions and managing ambient ozone concentrations.

AQMD has joined the EPA Ozone Advance Program, a voluntary program, to preemptively limit ozone and its precursor emissions. In joining this program, AQMD aims to encourage regional plans that reduce ozone and its precursors, and this plan aligns with the Ozone Advance Program. The addition of bike lanes in Washoe County under the Draft ATP promotes alternative methods of transportation as well as creating more protected bike paths. Studies have shown that protected bike paths are the most effective way to get people on bikes.<sup>1</sup> Continuing to create protected bike paths will further increase bicycle usage, especially during the summer months where ozone formation is most prevalent. According to Figure 2-10 of the Draft ATP, 62% of all bike path usage occurs in the summer months. Also, TRPA projects a 19% increase to bike trips after completion of the projects. With large shares of bike trips happening in summer months along with a greater share of trips being completed by bike, air quality in the Tahoe Basin will benefit.

In addition to the support of this plan, AQMD has recommendations for future implementation of bike lanes in Washoe County under TRPA jurisdiction. When possible, all bike lanes should be protected. This is shown to be the most effective strategy to increase bike trips and in return, reduce VMT and ozone pollution.

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<sup>1</sup> Monsere, C., Dill, J., Clifton, K., & McNeil, N. (2014). (rep.). *Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.*

Date: March 5, 2024  
Subject: 2024 Draft Active Transportation Plan  
Page: 2 of 2



Thank you for the opportunity to provide comments on the 2024 Draft ATP. The AQMD is available for further discussion and can provide additional input on specific elements. Feel free to contact us at (775) 784-7200 if we can be of further assistance.

Sincerely,

A handwritten signature in blue ink that reads 'Francisco Vega'.

Francisco Vega, P.E., MBA  
Director, Air Quality Management Division  
Northern Nevada Public Health

E-Copy:            Craig Petersen, AQMD  
                      Ben McMullen, AQMD  
                      Brendan Schnieder, AQMD

**From:** hneff9@earthlink.net <hneff9@earthlink.net>  
**Sent:** 3/15/2024 9:41:50 AM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** Active Transportation Plan - Comments  
**Attachments:** [2024-08-15 TRPA Active Transportation Plan Comments.pdf](#) , [2024-08-15 TRPA Active Transportation Plan Comments.docx](#)

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Hi, Ryan –

Nice work on a very detailed and complex Active Transportation Plan.

Attached are my comments in both word and pdf formats. Apologies for the length but the bold text is from the report (for reference) and I am sure you already know those words by heart! After the first page, my comments are organized by page number.

At the very least, please consider adding the Tahoe Fund under “advocacy” on page Pg. 5-1: **PROGRAMS**.

The last page has some links that might be useful. I am repeated them here in case the URL's don't work on the attachments:

**APPENDIX A: Lake Tahoe Compete Streets Resource Guide**

This guide is 8 years old. Will an updated version be included with the 2024 Active Transportation Plan? The 2016 report does not seem to have a list of projects included with it. Such a list would be helpful to chart progress and accountability for the implementation of Complete Streets.

Note: Many people are not familiar with “Complete Streets.” Perhaps some workshops in local communities to explain the concept along with visual renderings of what can be accomplished would be helpful in communicating the benefits to residents.

Please see this website for a link to a Complete Streets Policy Action Guide:

<https://smartgrowthamerica.org/introducing-the-complete-streets-policy-action-guide/>

This page provides a downloadable version and a checklist:

<https://www.cityhealth.org/resource-center/complete-streets-action-guide/>

Here you will find a link that will evaluate the TRPA Complete Street Policy:

<https://smartgrowthamerica.org/how-strong-is-your-complete-streets-policy-use-our-policy-evaluation-tool-to-find-out/>

My comments are focused on Incline Village and mainly on the pedestrian experience. Frankly, I have not ridden my road bike since I was hit by a car crossing SR28 three years ago. Way too much PTSD with all the speeding vehicles. I don't ride on the pathways due to too many walkers and reckless e-bike riders. My dream is European-like town centers where traffic is purposely slow, walking is encouraged and bikes have dedicated bike lanes. Looking forward to results from this Active Transportation Plan to be able to get closer to that vision.

Just let me know if anything is not clear or you have questions.

Many thanks for everything you do!

*Helen Neff*

*Crashes are not Accidents. We can prevent crashes.*

## TRPA Active Transportation Plan

We recognize the dedication and effort that has been spent in updating the TRPA Active Transportation Plan. Most people would agree that encouraging walking and cycling promotes healthier lifestyles and contributes significantly to creating more sustainable and vibrant communities.

But it takes more than yet another impressive glossy report to achieve results.

This report recognizes the importance of active transportation and provides suggestions to make Lake Tahoe communities more pedestrian and cyclist-friendly. The challenge remains as to how to implement the practical and beneficial suggestions (even if they are not the “glamour” ones), reject the overpriced ones, and hold the numerous various agencies responsible for making the improvements.

There are some critical questions raised in the report that require more explanation and detail:

- TRPA approves Area Plan Amendments, Development Code changes, specific projects and more. Each of these presents an opportunity to make roads safer for pedestrians and cyclists yet it is not presently being done. For example, Nine 47 Tahoe in Incline Village, across from ball fields, a skate park and the middle school was approved with no effort to improve the adjacent unsafe unsignalized intersection. The Washoe County Planning Commission refused to take responsibility because TRPA had already approved the project. This “passing of the buck” leaves residents wondering who really cares about the safety of pedestrians and cyclists.
  - Please include requirements that the recommendations in the Active Transportation Plan be implemented with all development projects.
  
- This plan includes over \$1 billion in proposed projects, mainly multi-use paths in hard-to-build terrain. This is visionary but how will these expensive paths help a local resident get to work, shopping, or medical appointments? An efficient, reliable transit system using existing roads is needed before more paths are built to attract more visitors.
  - A serious analysis is needed to justify the cost-per-mile vs. the benefits.
  - Yes, we need paths within town centers, neighborhoods, adjacent to schools and to playgrounds and beaches but how many people are going to use a path to commute from the North Shore to South Shore or even from Kings Beach to Incline Village for work or an appointment? Especially in the winter months!
  - Please focus on separated bike lanes which are much less costly.

**Specific comments by page number (with applicable text from the report in bold):**

**Pg. 1-10: TRPA will have an active role in the implementation of certain policies, such as working with private developers to accommodate active transportation into their project plans.**

This is an important point and is NOT being done now. All TRPA planners, staff, management and the Governing Board need to be aware of this important requirement and ensure that it is followed. Private developers need to know that this is a requirement for project approval.

**Pg.1-16: Plans for Specific Geographic Areas within the Region**

The 2023 Amendment to the Washoe County Tahoe Area Plan is an example of approval being granted without consideration to Active Transportation. The Governing Board (and the Washoe County Board of Commissioners) approved an amendment allowing for condominiums in the town center on the basis that it would create a “walkable town center” with NO consideration given to addressing active transportation shortfalls such as paths, bike lanes or safe intersections.

**Pg. 2-7: FIGURE 2-2: REGIONAL EXISTING & PROPOSED ACTIVE TRANSPORTATION NETWORK MAP**

Incline Village: Bike lanes along SR28 are not “Class II” as the lane width fluctuates and is often less than the four to six feet wide that is required per the description in this report. Suggest to change this to “proposed” on page 2-7 so there is awareness of the deficiencies that require corrections.

**Pg.2-15: PEI Analysis - As the prevalence of electric mobility devices continues to grow, such as e-bicycles and shared mobility (scooters), this approach provides greater mode separation, creating a more pleasant and safe experience for pedestrians who no longer have to compete for space with the faster moving e-bikes/scooters.**

TRPA needs to take leadership and issue regulations regarding the use of e-bicycles throughout Lake Tahoe. E-bikes should not be allowed on sidewalks or pathways that are also used by pedestrians. Currently, there is much confusion as to what is allowed and what is not. Visitors renting E-bikes are the biggest issue.

**The plan’s recommendation is to prioritize implementation of safer pedestrian infrastructure on arterial or commercial roads with access to shops and businesses, as well as collector streets that serve as main thoroughfares through residential neighborhoods.**

Thank you for prioritizing pedestrian safety. Please also require all traffic signals to have leading pedestrian intervals, all speed limits in town centers not to exceed 25 mph and fines for local jurisdictions that do not maintain crosswalks or clear sidewalks and paths of snow. The lack of concern for upkeep crosswalks painting and snow clearance on paths is frustrating. We are tired of writing letters, emails, making phone calls and posting on social media. Just issue fines and the problem will be solved.



Pg. 2-21: **FIGURE 2-8: EXISTING PUBLIC TRANSIT WALKSHED ACCESS**

This map is a **red flag** as it clearly illustrates that there is NO public transit option for connectivity of the North and South Shores. TRPA needs to require TTD to correct this deficiency in order to be able to get people out of their vehicles. Yes, we can walk or cycle but it is not always practical in inclement weather or when under time constraints.

It is hard to understand why we would spend hundreds of millions of dollars on **“developing, funding, and implementing a complete Class I/shared-use path network around Lake Tahoe”** when we don’t even have a connected transit system on an already existing road.

Pg. 3-2 **Matrix charts**

Under the “Actions” column: What do the letters A – F designate? Apologies if I missed the explanation somewhere.

Pg. 3-7: **The measures listed below are not the only way the effectiveness of the plan will be monitored. The goals and policies put forth in this plan are tracked through several other reports, such as the TRPA Environmental Improvement Program Accomplishments, and every other year through a new Transportation Performance Report.**

Thank you for including Performance Measures, including Vision Zero. Please specify the initial date that the “new Transportation Performance Report” will be available for review. Only then will “every other year” make sense. Right now, it is a bit vague.

Pg. 3-11: **NOTABLE ACCOMPLISHMENTS**

Just my opinion: Completing 9.3 miles of shared-use paths for 10 projects (less than a mile average) and 2 miles of bike lanes since 2018 is not exactly “notable” especially since the East Shore Trail has caused so many issues with parking and trash. Building a shared-use path and then promoting it as a visitor attraction and then realizing that parking lots have to be build to handle the crowds defeats the purpose of reducing VMT’s.

Pg. 3-12: **SR 28/Incline Village Shopping Center West: crosswalk upgraded to a flashing beacon and reflective signs (NDOT)**

This needs some clarification so that it is accurate. What is ***Incline Village Shopping Center West***? The Village Shopping Center is on Mays Blvd, not SR28, and as far as I know, there is no “east” or “west” designated to this shopping center. In Incline Village, we have three flashing beacons at SR28 crosswalks (unsignalized intersections): In front of Raley’s, at Southwood/Northwood (east) and at the East Shore Trail. The beacons at Raley’s and Southwood/Northwood were installed years ago and were in need of updates/replacements and improved signing, which was done in 2023. The one at the East Shore Trail was installed when the trail opened. I am not sure which one you are referencing as “new” in the report.

**Pg. 3-12: If pedestrian volumes are high, or could be increased through pedestrian supportive infrastructure, signal controls and wider crosswalk widths, should be used. Roundabouts should include raised crossings and pedestrian hybrid beacons to better provide access for visually impaired pedestrians. Special considerations need to be taken for multilane roundabouts, as safety benefits for pedestrians and bicycles are reduced compared to single lane roundabouts and may discourage active transportation utilization.**

This is so true and thank you for pointing it out. Please be sure NDOT is aware of this as they say they are evaluating a round-about for the Incline Village intersection of SR28/Southwood/Northwood (east), adjacent to ballfields, a skate park and the middle school. With these uses, a signal is more appropriate in order to encourage pedestrian and cyclist use.

**Pg. 4-6: The Washoe County Tahoe Transportation Plan underwent extensive community engagement that yielded the bulk of the priority project list identified in this plan. Proposals include: 1. SR 28 Class I Crystal Bay to Incline 2. SR28 Preston to Northwood Bike Path.**

This statement is misleading and its inaccuracy taints the report. Please provide documentation that community engagement was in favor of the SR28 Class 1 Crystal Bay to Incline path. This was included in the Washoe County Tahoe Transportation Plan as someone's vision (perhaps TTD?) but not the residents or community of Incline Village. Statements of this type lead to frustration and mistrust. You will find people in favor of dedicated and protected bike lanes and pathways within the town center but not another pathway that will be promoted as a tourist attraction that will require a vehicle to get to the path and a parking lot to leave your vehicle. On the other hand, there is support for the SR28 Preston to Northwood Bike Path.

**Pg 4-8: TABLE 4-2 NV SR 28 CORRIDOR PROJECT LIST**

Why is there not a Complete Streets project for the Incline Village Town Center? Or a correction to the deficient bike lanes on SR28 through Incline Village? In order to promote active transportation, Incline Village needs a reduction in the speed limit from 35 mph to 25 mph and intersection improvements, including leading pedestrian intervals.

**Pg. 5-1: PROGRAMS**

Should the Tahoe Fund be included under "Advocacy?"

**Pg. 5-2: Nevada Moves Day is an annual statewide event sponsored by NDOT's Safe Routes to School Program.**

This was interesting as I have never heard of "Nevada Moves Day" in Incline Village. So, I checked with NDOT and the reason became apparent. This "event" takes place in the month of March which is not a weather-safe time for Incline Village students to be walking or biking to school along pathways covered with snow. Perhaps you can use your influence with NDOT to have winter weather be taken into consideration and another month assigned for this event for Lake Tahoe.

At the very least, please address the scheduling of this event in your report to ensure credibility.

**Pg. 6.6 - The funding needs for the Tahoe region's active transportation plans are not insignificant. Mountain geography construction mobilization, increased construction costs, as well as topographic and geologic challenges such as steep mountain sides and various soil types, all contribute to increased overall project costs. The total cost of Tahoe's entire active transportation project list stands at approximately \$1.1 billion, for proposed projects through 2050.**

Strongly recommend that a cost vs. benefit analysis be completed as the funds needed for most of these projects is astronomical. At the same time, please explain why we would spend hundreds of millions of dollars on **“developing, funding, and implementing a complete Class I/shared-use path network around Lake Tahoe”** which cannot be used in winter months when we don't even have a connected transit system on roads that already exist.

## VERY IMPORTANT:

### **APPENDIX A: Lake Tahoe Complete Streets Resource Guide**

This guide is 8 years old. Will an updated version be included with the 2024 Active Transportation Plan? The 2016 report does not seem to have a list of projects included with it. Such a list would be helpful to chart progress and accountability for the implementation of Complete Streets.

Note: Many people are not familiar with “Complete Streets.” Perhaps some workshops in local communities to explain the concept along with visual renderings of what can be accomplished would be helpful in communicating the benefits to residents.

Please see this website for a link to a Complete Streets Policy Action Guide:

<https://smartgrowthamerica.org/introducing-the-complete-streets-policy-action-guide/>

This page provides a downloadable version and a checklist:

<https://www.cityhealth.org/resource-center/complete-streets-action-guide/>

Here you will find a link that will evaluate the TRPA Complete Street Policy:

<https://smartgrowthamerica.org/how-strong-is-your-complete-streets-policy-use-our-policy-evaluation-tool-to-find-out/>

Thank you.

**From:** Aaron <renotahoesky@gmail.com>  
**Sent:** 3/20/2024 12:05:59 PM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** Active Transportation Plan Public Comment

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Please make this public record to the TRPA Active Transportation Plan

It is evermore clear to me that many people who care about the same (or at least say they do) have in my opinion and misguided opinion on how to achieve our common objectives around housing and transportation. I am appalled by the current direction of the transportation plan.

I would like to try to address some of these misguided opinions.

**Problem #1, Parking Safety (e.g. hwy 28):**

I want to make it clear about the direction things are currently going. A commonly spoken message is getting people off of the “dangerous” roadsides as they try to access the beach, and forest recreation sites.

The problem is, the more parking spaces and recreational trails that are created;

- the more plastic pollution (as seen in erosion barriers, construction processes and human litter),
- the more light pollution (lighting for safety),
- the more potential slip and fall injuries on the ice in the winter (meaning more sidewalk snowplows running on fuel or ice melt that ends up in the watershed),
- the more, not less people entering the forest off trail that wouldn't have otherwise been able to access these areas (adding to erosion, unintentional and intentional litter, fishbone development pattern as seen in the rainforests of South America and beyond),
- the more people in the forest in drier climate change conditions means more risk of human caused fires and illegal camping,
- the more interaction with bears, mountain lions and other increased risks.
- the more people getting lost or injured.
- and most importantly, the MORE PEOPLE COMING TO LAKE TAHOE (because of additional marketing and spread of word/mouth about the areas they can now access and park at. This ADDS to vehicle miles traveled.

**Solution #1 to parking safety:**

When it comes to safety, how about this. Prevent people from parking on the side of the road in dangerous locations. Simple. No need to increase parking elsewhere. No need to increase trails, sidewalks, wifi access points, bike charging stations, developments, defensible space, bathrooms, drinking water stations, etc etc etc. It is very simple. TRPA is supposed to address carrying capacity for a healthy environment. Carrying capacity reaches its limit. It either must stop or if it overshoots, it comes crashing down with catastrophic results.

Construct guard rails, pylons, walls etc to simply not let people park off the side of the road. It's done throughout national parks and areas that people are not supposed to stop at. This isn't to say you can't have emergency parking pullouts that are enforced just like you are not allowed to park along the shoulder of a freeway.

I understand that people have had access to certain beaches, snowmobiling sites, sledding hills and trails and this could prevent access that was previously had. Some safe parking could be kept or just kept to still reach these precedent setting places of interest. I mean, it's next to impossible to reverse Lake Tahoe into a national park. The foot was in the door and now the door is being forced open to pillage the inside. This is where the important conversation must exist and where TRPA must be bold in placing limits. This is the purpose of TRPA. Limits for healthy carrying capacity. TRPA may once again be the bad guy in the view of the developers and the misguided folk that believe in freedom of humans selfishly doing anything they want (forgetting that their freedom stops where someone else's freedom starts), but it is necessary for the world to confront the issue of limited resources and finite systems.

TRPA seems to be under the impression that we can't take anything away and must increase tourism facilities and attractions under some big marketing campaign. People move away from the city seeking peace and freedom among other things and then they ruin the very thing they were seeking.

**Solution #2 to parking safety:**

Have a normal public transit system. We don't need large parking lots to have safety services and amenities for all the additional people for all the additional access points and trails and opportunities created in the name of safety and false promise of reduced vehicle miles traveled (VMTs).

Allow people to take the bus but you also can't force them to.

Visitors and tourists throughout the world, often must either hop on a transit point from a location distant to the attraction or risk getting to the attraction and finding the capacity full. There are millions of examples in the world where you must park and then travel via walking, shuttle, bus, tram, etc to your destination attraction that has abundant demand. If you don't do this and allow unlimited people directly to the attraction and through the attraction, you are going to destroy the attraction or make it incapacitated. Especially if this is a natural attraction susceptible to decay or wildlife.

A normal bus system is one that brings pedestrians to the various points around the lake. Not a bus system that creates amenities and large parking areas with new access points to new trails and recreational activities inside of the attraction. Doing so only clogs the roads accessing that location, increases pollution and decreases safety among other things. If you increase safety by simply taking away parking in dangerous locations by building pylons, walls and guard rails, you might get some slower traffic from drive through site seers but you aren't going to increase flow of ever more vehicles and VMTs in an unlimited growth scenario of ever increasing development clogging up slow traffic anyway. Again, I don't have the complete answers but at some point we hit a limit and you don't HAVE to build parking areas.

A normal bus system also brings residents and alike to and from the basin and neighborhoods without adulterating residential (workforce) with tourism mucking up the residential zoning and peaceful enjoyment of one's home away from working in the sometimes vile tourist environment.

When it comes to housing, you have to do the opposite. You can't take away parking for people that live and work here forcing them to live in high density garbage. Not only is it oppression against the lower income, it increases the opportunity wealth gap and privileged few.

**Problem #2, gentrification:**

There are people that just want all this access because they are independently wealthy enough to have the freedom and time to live here or have second, third, 4<sup>th</sup>, etc homes here and make use of all these trails and new access. Typical people are too busy working and taking care of life's chores to be biking 5-10 miles to work every day (or the people living in the new “attainable housing” project that can't have a parking space for their car and now have to spend more time taking the bus planning their routine). Gentrification is slowly making Lake Tahoe unaffordable for more and more people while the privileged few can have their third or fourth home they rent out part of the year making extra passive income to give them more time to then recreate.

**Solution #1 to gentrification:**

See it for what it is. Growing wealth inequality. TRPA should be combating this marketing Lake Tahoe and tourism, not leading it through project development and marketing advertising publicity avenues.

**Solution #2 to gentrification:**

I'd like to remind people to put things into perspective. Traveling other less affluent parts of the world, road situations are far MORE dangerous but people have far less injuries

than one would expect given the dangers, probably due to culture. It's relative. Don't fall into the thinking of entitlement as we are gentrified into an ever more privileged life where we demand life is perfect. This is not to say that a single person being injured isn't bad. We must do what we can to have safety and teach common sense about safety but life isn't perfect either and we have to have compassion in life.

Solution #3 to gentrification:

See Housing solutions below.

### **Problem #3 Housing:**

Solution to Housing:

Equality. Currently, there is absolutely nothing to hinder Lake Tahoe from turning into being owned and accessed by only the world's wealthiest. It is blazing down this path in full force right now. Enact policies that discourage inequality. Do not give more money to the wealthy expecting trickledown economics. Debunk the capitalism pyramid scheme. Not to say free market capitalism is bad or good but there is a healthy balance and it needs to support equal opportunities. I have a lot to say on this but I do not believe "affordable housing" exists or can ever exist until there is a more equal playing field of cross-state wages, labor and land ownership among other things.

### **Additional Solutions**

- TRPA and others should be embracing and practicing the educational messages and messaging about why wilderness is important. Why we have the wilderness act. Why greenspace is important. Why ecology is important. Why and how natural systems are maintaining human life. Why diversity is important (hint: strength). Why equality is important (hint: happiness), why TRPA exists in the first place and many many more important messages about creating a healthy world. Refocusing our quest of life, liberty and the pursuit of happiness (because in my opinion, we seemed to have gotten lost along the way).

These things matter because:

- They makes us healthy as humans relying on these systems.
  - They save learning opportunities for future generations because we don't currently know all there is to know about the natural world.
  - They protect places to be safe and affordable for everyone current and future generations.
  - Many more reasons I haven't listed and we don't yet know.
- TRPA should be focusing on upholding it's thresholds. For example, noise threshold is atrocious. Plastics are incorporated into all these development projects and trails and culvert pipes and storm water systems and piers. Inequality is out of control. If they are to focus on sustainability and people then they need to make Tahoe accessible for everyone. HINT, It's not building MORE tourism attractions that increase traffic and cause more unaffordability. It's putting a stop to enormous house sizes, and stop making dense urban centers for the poorest to live in noise and pollution. I could go on.

Thank you and Sincerely,

Aaron Vanderpool

**From:** Anna Kashuba <akashuba@Cityofslt.us>  
**Sent:** 3/11/2024 9:11:23 AM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** ATP - CSLT Public Comment  
**Attachments:** [image001.png](#), [TVAP Transportation Improvemtns.pdf](#), [Figure-13---Transportation-Improvements.jpg](#)

---

Hello Ryan,

I am reviewing the ATP Draft and noticed some inconsistencies between it and the proposed improvements in the City's Tahoe Valley Area Plan. I've attached a clip that calls out the differences. Unless otherwise noted, the red indicates improvements proposed by the TVAP that are not included in the ATP. I believe it would be beneficial for the City and TRPA to be in alignment on these improvements, especially the Clement/Julie route. Please let me know your thoughts. I am happy to prepare a formal comment letter if necessary.

Thank you,

Anna Kashuba (she/her)  
Senior Planner  
City of South Lake Tahoe  
[akashuba@cityofslt.us](mailto:akashuba@cityofslt.us)  
(530) 542-7405

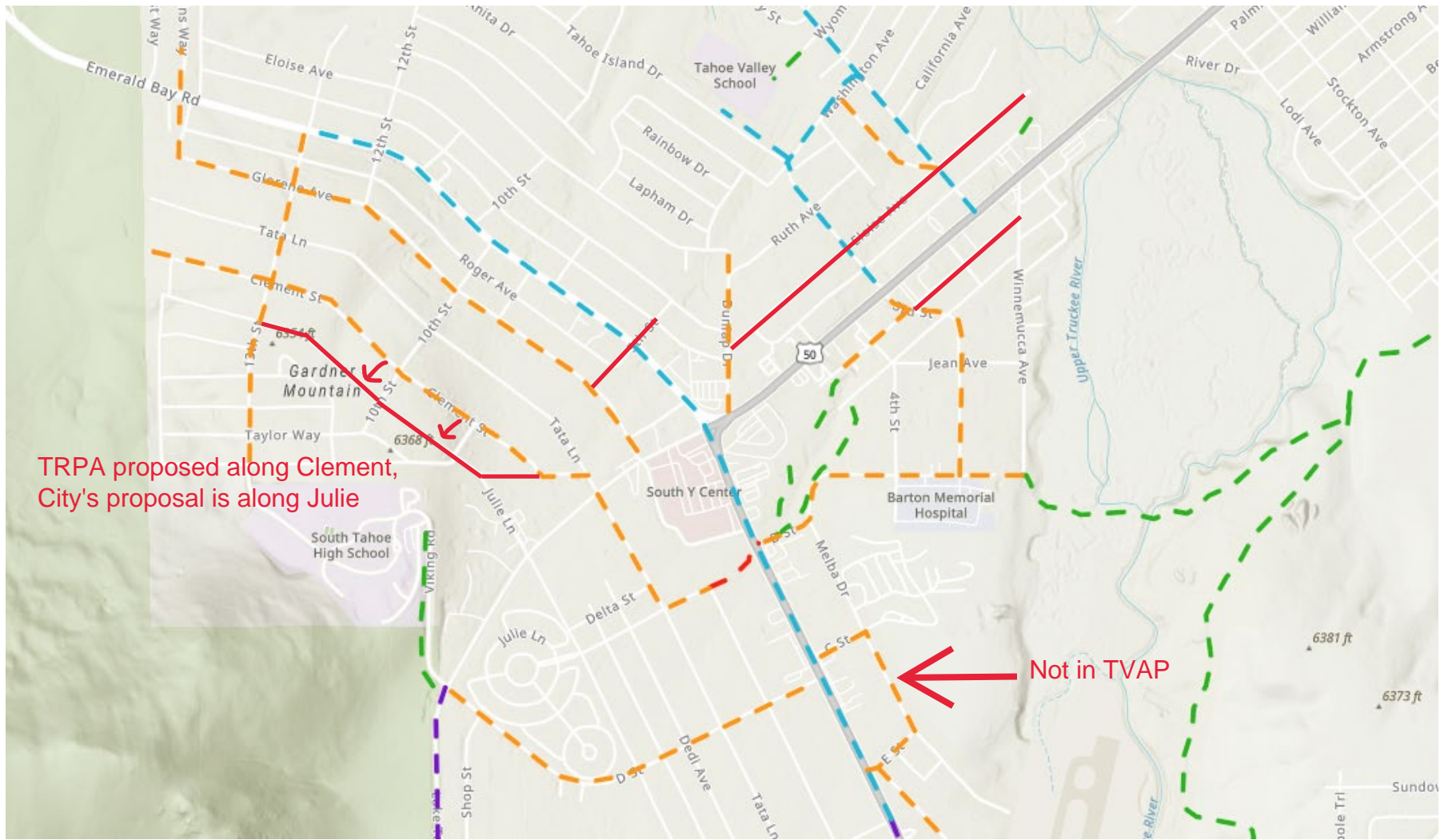


CITY OF  
SOUTH LAKE TAHOE  
[www.cityofslt.us](http://www.cityofslt.us)

This is a verified communication from the City of South Lake Tahoe. If you suspect that this message was not sent from a verified source, contact the City of South Lake Tahoe IT department at [it@cityofslt.us](mailto:it@cityofslt.us)



**CITY OF**  
**SOUTH LAKE TAHOE**



TRPA proposed along Clement,  
City's proposal is along Julie

Not in TVAP



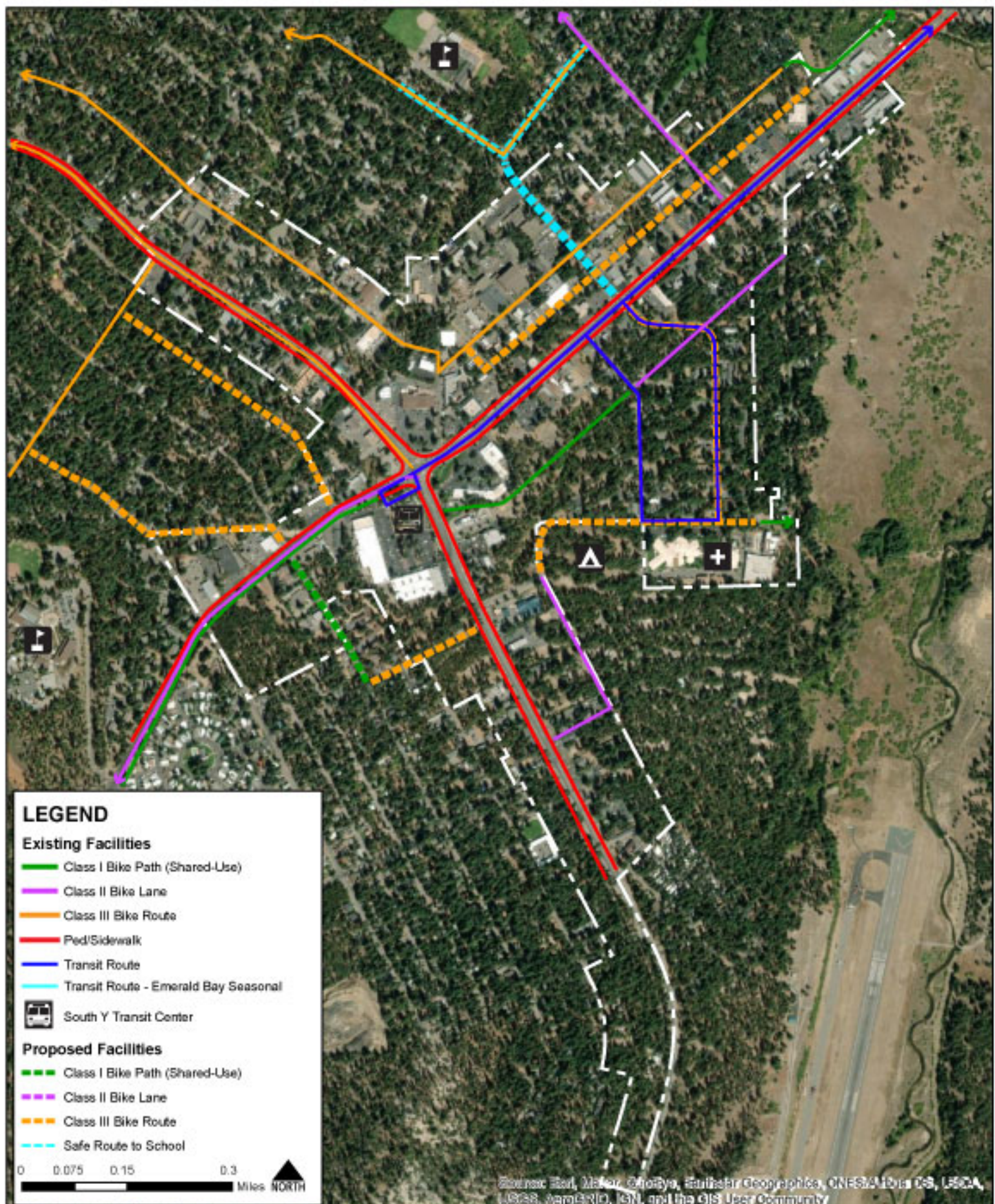


Figure 12

**From:** David Reichel <davidreichel@gmail.com>  
**Sent:** 3/12/2024 12:29:35 PM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** ATP feedback

---

Howdy Ryan,

I've read over the draft ATP and have some feedback. It's quite good as is, so no worries if none of this gets incorporated. I focused on winter/snow b/c I feel that's when the wheels really fall off of the existing infrastructure.

In Ch. 1 where it says:

*Adequacy of transportation conditions – The lack of sidewalk clearing in the winter and limited number of crosswalks can create travel and safety challenges.*

I would recommend a small edit to something like "lack of high-quality sidewalk and bike path clearing" or "lack of reliable, timely sidewalk and bike path clearing." Personally, I am fine with "multi-use paths" or similar for bike paths.

I was pleased that CSLT is using a contractor to clear most of their sidewalks this year and it's better than it has been in the past, but the quality is clearly not good enough and often really lets down folks trying to walk and use transit during the winter. I just think that highlighting quality clearing in some manner is important.

In many parts of Tahoe (Meyers, West Shore, East Shore), there are no sidewalks, but bike/multi-use paths function like sidewalks. At least in the South Shore, while I think bike/multi use paths have been better cleared during the winter than sidewalks over the last 5ish years, the level of clearing still needs to improve significantly.

This may not fit the ATP, but the lack of clearing of paths/sidewalks in the winter, especially during big storms, is a disaster preparedness and resiliency issue. During the most recent big storm, many of the neighborhood roads in Meyers were not plowed for days, and folks were walking to the stores or after the storms stopped but before the roads were cleared to Hwy 50 to catch car rides from friends and they were forced to walk on the edge of Hwy 50 b/c the paths were not cleared.

In the Bicycle and Pedestrian Facilities Winter Maintenance section where it discusses road design and maintenance:

*Understanding the need for snow storage, maintenance plans adopted alongside the design of active transportation projects, as well as utilizing the equipment and technology available to be able to design safe active transportation facilities that also allow for snow clearing is paramount.*

This is clearly correct.

If possible, it would be nice to also state something addressing how the clearing of current roadway facilities negatively impacts ATP infrastructure. I see this basically addressed in Section 2 Facility Maintenance p. 3-3, but when I read the above section, my first reaction was to think of this point. Just sharing this feedback.

Thanks for your work on this.

David

**From:** peacelove tahoe <peacelovetahoe@gmail.com>  
**Sent:** 3/24/2024 11:16:48 PM  
**To:** Ryan Murray <rmurray@trpa.gov>; Kira Richardson <krichardson@trpa.gov>  
**Subject:** ATP Public comment

---

Dear Tahoe Regional Planning Agency - Active Transportation Plan Team,

My name is Angie Reagan. I am writing from my own perspective on behalf of Access Tahoe, a Grassroots Community Creating an Accessible and Inclusive Tahoe for All. We are not a non-profit. We are not funded. We are a small but mighty group of community members with big hearts and hopes for a better Tahoe. We started as Access Tahoe Roundtables under the Peace Love Tahoe umbrella.

Full disclosure, I am not trained in disability advocacy, construction, city planning, environmental science, architecture, or ADA law. I am a physical therapist, primarily in the geriatric and neuro populations. I haven't worked as a PT for the most part of seven years. I am on disability and considered low income. I have also been a caregiver for disabled family members and friends at various levels of ability. I have personal and professional experience with disability. I lead with my heart and experience, but I am still learning every day. I am writing from my perspective from what I see, and I apologize ahead of time for anything I may misrepresent or misunderstand. This is not my job, although I often treat it that way.

My number one recommendation - Someone who is trained with the skills, education, certification, background and experience should have a full-time designated position with a focus on accessibility within the TRPA. With ADA as law for 34 years now, it is disappointing that the TRPA, like many other Tahoe agencies and governments, appear to have very little focus, education or staffing designated to improving accessibility across cities, states, counties, federal and private spaces and lands. Each of these government agencies should have staff positions designated to accessibility by now.

While I appreciate the invitation for Access Tahoe to respond with public comment to the TRPA's Active Transportation Plan, it is honestly a somewhat difficult request of people with disabilities and families of those with disabilities. Reviewing and analyzing a 130 page document, knowing how or what to contribute, knowing what to say, knowing what to ask for, hoping it will make a difference, being disappointed when it doesn't feel like it makes a difference, is all quite difficult, and likely not our first time trying. This is challenging for people even without a disability. Many people in Tahoe have not seen other examples of accessibility, and Tahoe is all they know. People may not know what's possible or be aware that Tahoe is far behind. People with disabilities are also met with additional challenges including health, money, energy and time. It is hard to take on yet another task and also feel and realize you have very limited representation. Again, my point is there should be staff assigned to represent or consult on access.

In your glossary, the ADA or the Americans with Disabilities Act is not listed, in part because it is hardly used or addressed  
Also on page 16, the 2024 TRPA ATP defined active transportation as:

"Transportation that does not rely entirely on a car to travel between origin and destination. This can include walking, biking, skateboarding, roller-skating, cross country skiing, using public transit, or driving to an intercept lot, parking, and then using another form of travel."

As someone who advocates for people with disabilities, it is disappointing that skis, skateboards, and roller-skates are considered active transportation over any mention of any assistive devices, such as walkers, wheelchairs, white canes, mobility scooters, crutches, canes in a 2024 plan. Developing this ATP was likely very expensive, time intensive, with several people and entities involved. The fact that this oversight occurred across the board was hugely disappointing, but it also set the pace for me reading beyond page sixteen, thinking roller skaters are prioritized over wheelchair users in Tahoe. I hope you can understand my disappointment.

Other concerns for lack of consideration for accessibility and disability include:

FIRST AND LAST MILE: a first or last mile is an additional effort for people with disabilities

BICYCLE LEVEL OF TRAFFIC STRESS (BLTS) AND PEDESTRIAN EXPERIENCE INDEX:

It doesn't appear any disabilities were considered, so this is the stress and experience index for people without disabilities. Please imagine this level of stress without a disability, but take into account additional stress if anyone has a disability of any kind (Sensory (Vision/hearing), emotional/psychiatric, non visible/undiagnosed, physical, neurodiversity)

REFERENCES:

62 references were listed, however, these references do not appear to include a disability, accessibility, inclusivity, DEIBA focus or specialty. Perhaps it was listed somewhere within these documents. If so, it may have been mentioned with the same rare frequency as it was listed in the TRPA ATP. I suggest resources on disability and accessibility are researched and included.

ACKNOWLEDGEMENTS:

85 acknowledgments were listed within the Governing Board, Tahoe Transportation Commission, Technical Advisory Committee, TRPA Staff, Photography and Rendering Contributors, Contributing Consultants, Advocacy and Advisory Groups. To my knowledge one listing, Achieve Tahoe, represents accessibility. I suggest an accessibility consultant or staff member is hired to contribute input and evaluate this plan effectively and professionally within the ADA law and guidelines.

FIND

Using the find feature for the 130 page Active Transportation Plan document, I "found" the use of these terms:

ADA: 2 pages, 2 times total

Disability: 3 pages, 5 times total

Disabilities: 2 pages, 2 times total

Disabled: 3 pages, 5 times total

Wheelchair: 3 pages, 4 times total

Walker, Rollator, Four Wheeled Walker, Cane, White cane, Crutches, Walking stick: 0 pages, 0 times

Scooter: 13 pages, 15 times (14/15 times "scooter" appeared to refer to a shared mobility standing electric scooters such as Lime/Byrd scooters, not as a seated mobility scooter, which is used as an assistive device). These are very different and should be differentiated.

Device (as in mobility or assisted device): 1 page, 2-3 times

Seniors: 3 pages, 1 time/page

Compared with

Bike: 58 pages, up to 6x/page

Bicycle: 71 pages, up to 6x/page  
Cyclist: 24 pages, up to 6 x/page  
Pedestrian: 54 pages, up to 9x/page

I realize there is overlap for biking and pedestrians with people with disabilities, but it is still disappointing there was not special attention or research designated to people with disabilities.

#### POPULATION STATS:

Working age individuals with a disability: 2,833

Seniors over 65 yoa: 10,981.

This is a significant percentage of the population that should be further considered (28.05%)

From ADA.gov: The Americans with Disabilities Act (ADA) is a federal civil rights law that prohibits discrimination against people with disabilities in everyday activities. The ADA prohibits discrimination on the basis of disability just as other civil rights laws prohibit discrimination on the basis of race, color, sex, national origin, age, and religion. The ADA guarantees that people with disabilities have the same opportunities as everyone else to enjoy employment opportunities, purchase goods and services, and participate in state and local government programs. The ADA is broken up into five different sections, which are called titles, including employment, state and local government services, public transit, businesses that are open to the public, telecommunications, and other important requirements. The TRPAs roles overlap within different sections of the ADA.

The ADA became law in 1990. Lake Tahoe is still far behind in 2024. This includes the TRPA and even the latest 2024 Active Transportation Plan. It is my opinion throughout this document, that people with disabilities still remain an afterthought, 34 years after ADA was made law. From this document, it appears people with disabilities may simply be able to benefit from the changes made for cyclists, shared mobility scooters, and ambulatory and able bodied pedestrians. Otherwise, we are mentioned a handful of times, with the ADA briefly mentioned in this 130 page document, possibly simply due to it being law. I speak for myself but I will also say that I feel like we weren't considered until a last minute outreach to the group for public comment. I also feel it should not be solely the job of people with disabilities to advocate and fight for our every need in every way. Again, there should be staff and/or consultants designated to this.

I feel like the TRPA is beginning to try, beginning to reach out, beginning to attempt to change, but the TRPA has a long way to go (along with the rest of Tahoe). Per my search results, if the TRPA had a 2022 \$2.3 million budget, 53 employees, a 130 page Active Transportation Plan, I would expect more awareness, understanding, education, representation and inclusion of people with disabilities in this and all TRPA projects with these resources.

Although I am disappointed, I also apologize for my disappointment. I am trying to do better and learn more myself, and I can see that the TRPA is also trying to do better. I am quite grateful and appreciative for the TRPAs interest in Access Tahoe. I am especially grateful for Kira Richardson and Rachel Shaw. I realize they have primary jobs and responsibilities within the TRPA apart from accessibility, but I appreciate them for reaching out to Access Tahoe and being willing to teach us and also learn from us. We are all grateful for your presentations to our group, your presence at our meetings, and your outreach for our input and experiences. There simply needs to be more awareness throughout the TRPA, including a dedicated position on staff to help consult and advocate for the changes necessary.

"Everyone is welcome" is drastically different from "we built this with you in mind." People don't want to go where they are merely tolerated; they want to go where they are included. — By Terence Lester

Let's help build a Tahoe with everyone in mind, including people with disabilities.

Thank you for your time and understanding,

Angie Reagan

[accessstahoe.org](http://accessstahoe.org)

IG @accessstahoe

775-240-8408

#### A few action steps and recommendations:

1. DEIBA POSITION: Create two positions within the TRPA, who's sole focus is to include DEIBA principles throughout all projects. I'd recommend an additional position to focus strictly on accessibility and removing barriers throughout Tahoe.
2. BEACH ACCESS: Active Transportation should include methods of transportation to the beach, onto the beach, and to the water. This is either severely limited or possibly non-existent. Remove the permitting barriers the beaches have towards installing accessible pathways such as: Mobi mats, Mr Boardwalk,
3. DROP OFF/PICK UP/BUS STOP: Design for buildings such as the Tahoe Blue Event Center should have a designated drop off/pick up place/bus stop for Lake Link, Uber/Lyft, but also for families to drop people off and specifically for people with disabilities. The walk and effort to the parking lot and in/out of paid parking is a lot. Also to note, an hour before a concert began at the event center, all disabled parking was already full.
4. SIGNAGE: There is little to no signage for disabled pathways/access points/shortest distance to the beach, including places like the Tahoe Blue Events Center and also from disabled parking spaces to Lakeview Commons in South Lake Tahoe.
5. WEBSITE RESOURCES:
  1. General: Where does someone go to research accessibility in Tahoe, whether for locals or tourists. How does a tourist know what the most accessible trails, beaches, and businesses might be?
  2. Beaches: [tahoepublicbeaches.org](http://tahoepublicbeaches.org) does not have a contact number/email. It lists accessible beaches as "accessible" without any details for what makes them accessible. Where are the beaches with more than just parking, curb cut and bathroom? We need to create them. Then we need to have resources for where to find and reserve a beach wheelchairs and use an accessible pathways? They should be listed on the [tahoepublicbeaches.org](http://tahoepublicbeaches.org) site. See California Coastal Commission, [www.coastal.ca.gov/access/beach-wheelchairs.html](http://www.coastal.ca.gov/access/beach-wheelchairs.html). They also have an app, which is a great idea.
6. TRAILS:
  1. [accessblenature.info](http://accessblenature.info). No Tahoe trails listed
  2. [accessnca.org](http://accessnca.org) In High Sierra, two items found, Grover Hot Springs and Squaw Valley Trail (none in Tahoe)
  3. [alltrails.com](http://alltrails.com), 22 trails listed throughout Tahoe, but details about accessibility are limited
7. DISABILITIES:
  1. Although there is minimal info for people with disabilities, the focus is still on physical disabilities. Please further consider all disabilities: Sensory (Vision/hearing), emotional/psychiatric, non visible/undiagnosed, physical, neurodiversity)
8. MESA, AZ and Santa Cruz have good resources and models for access
  1. <https://www.visitmesa.com/travel-accessibility/>
  2. <https://sharedadventures.org/access-santa-cruz-county>
9. [ACESSTAHOE.ORG](http://ACESSTAHOE.ORG)
  1. For additional goals and ideas
  2. World Enabled and Cities 4 all for resources on inclusive cities

**From:** Katherine Huston <khuston@trpa.gov>  
**Sent:** 3/12/2024 4:27:39 PM  
**To:** Tracy Campbell <tcampbell@trpa.gov>; John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Ryan Murray <rmurray@trpa.gov>; Michelle Glickert <mlickert@trpa.gov>  
**Cc:** Julie Regan <jregan@trpa.gov>;  
**Subject:** ATP Public Comments received for 3/13 APC meeting  
**Attachments:** [Agenda Item No VA Active Transportation Plan Update Public Comments.pdf](#), [image001.jpg](#)

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Hi All,

The attached public comments were received today related to the cancelled APC meeting. I posted them to the meeting materials page here: [Cancelled: Advisory Planning Commission Documents March 13, 2023 – Hybrid Meeting|Tahoe Regional Planning Agency — TRPA](#)

Thanks!

**Katherine Huston** (*she/her*)  
Paralegal  
(775) 589-5206 · [khuston@trpa.gov](mailto:khuston@trpa.gov)



**From:** Aaron <renotahoesky@gmail.com>

**Sent:** 3/12/2024 2:45:48 PM

**To:** TRPA <trpa@trpa.gov>; Julie Regan <jregan@trpa.gov>; Public Comment <PublicComment@trpa.gov>; John Hester <jhester@trpa.gov>

**Subject:** TRPA APC Mtg 3-13-24 Public Comment

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Hello,

Please accept this as public comment for Agenda Item V. A. on the March 13th APC meeting.

I recently read the article published in the Reno Gazette Journal titled "The fantasy of Tahoe's high-density walkable town center concept." I completely agree with this article and would add it is also bad for business. When residents cannot have their own cars, businesses are going to struggle even more to get employees to show up to work in the winter, and businesses are burdened with having to create parking spaces for all the vehicles that employees use for the service industry. People use their own private vehicles (myself included) for their job. If I am not allowed to have a vehicle, I would not be able to do my job. Simple as that! Same as so many other people I know. Businesses are then burdened with having to have extra parking and possible more company vehicles. Especially small business. This whole "fantasy" of TRPA is exactly that. You want to maximize tourism profits at the expense of the environment, at the expense of community, the expense of affordability for tourists AND residents, at the expense of future generations and at the expense of businesses. I do not agree with the Tahoe Area Plan amendments or the Transportation plan. It's a disaster. Additionally, I cannot stress enough that the more recreational access, parking lots, amenities, bike paths, etc, the MORE people will come here making things worse. You are creating demand, not meeting existing demand all while making towns into impractical cities and RUINING the very reasons people come to Lake Tahoe.

Link to article:

[The fantasy of Tahoe's high-density walkable town center concept \(rgj.com\)](https://www.rgj.com/story/news/local/2024/03/12/tahoe-high-density-walkable-town-center-concept/7048244002)

Sincerely,

Aaron Vanderpool

**From:** Niobe Burden Austere <niobe.burden@gmail.com>  
**Sent:** 3/12/2024 2:40:40 PM  
**To:** TRPA <trpa@trpa.gov>; Public Comment <PublicComment@trpa.gov>; Public Comment NV Legislative Committee <tahoe@lcb.state.nv.us>  
**Subject:** Public Comment TRPA APC Mtg 3-13-24 Agenda Item V. A. - Substantial Safety Concerns  
**Attachments:** [image0.jpeg](#) , [image2.jpeg](#)

Dear TRPA Advisory Planning Commission Members and Nevada Legislative TRPA Oversight Committee,

Please make this public comment part of the record and minutes in connection with **Agenda Item V. A. Active Transportation Plan (Plan or ATP) Update Discussion and Possible Recommendation.**

1. The following photos were taken 5 days after the last of the recent major snow storms (March 1-4th) and the sidewalk was still not clear. This sidewalk is the only thoroughfare for pedestrians that live in Kings Beach or neighborhoods behind the town (called the grid) to their major grocery store, Safeway. Frequently, residents, seasonal workers and visitors walk this section from Kings Beach downtown, crossing Rt 267 and continuing to Safeway grocery store. This particular day, Saturday, March 9th, there were many families parking in the Safeway parking lot and walking to the Snofest Parade held along North Lake Blvd. During this planned event, the SnoFest parade there were families with baby strollers and small children having to walk IN THE STREET because the sidewalk to the Safeway parking lot where they parked remained unplowed for 5 days. Clearly this is VERY DANGEROUS.



A comprehensive accounting and understanding of the sidewalks and parking areas where snow removal is necessary should be included and resources diligently dedicated. If we want "walkable" and "bikeable" communities then safe walkways clear of ice and snow need to be provided. In addition, a comprehensive study of cycleways that DON'T conflict with pedestrian ways or roadways needs to be clearly delineated along with snow removal-storage thereof. This is currently not happening in many areas, especially where those less advantaged live and work in Kings Beach and Incline Village.

2. In addition, I want to reiterate the following recommendation from Tahoe Clean Air.org. Since staff suggests portions of the ATP be built on the concept of a **"Bicycle Levels of Traffic Stress" and "Pedestrian Experience Index analyses"**, TRPA / TTD and the TMPO would be negligent if they did not include a **WILDFIRE EVACUATION STRESS TEST** as part of the plan. In this case, a cumulative roadway by roadway wildfire evacuation capacity analyses evaluating wildfire evacuation life safety impacts on residents and visitors driving, walking, biking, and parking during a wildfire evacuation. This includes a wildfire evacuation stress test as it relates to the senior and disabled population of the Lake Tahoe Basin who are unable to drive or do not have a vehicle accessible under TRPA's vision of reduced vehicle ownership and use. In fact, 72 out of the 86 persons (or approx 83%), who perished in the Paradise fire were senior citizens 65+ years of age. **See the list and where they died here:** <https://apnews.com/article/2b5a48c24f1cbfeef6ca7ab7ea026233>

It has been demonstrated that Town Centers serve as dangerous evacuation **"choke points" during wildfire evacuation** and any attempt to reduce the capacity of our current already dangerous roadways will further jeopardize the lives and safety of both residents and visitors during a wildfire evacuation. Road diets may work elsewhere, but they can be dangerous in the Lake Tahoe Basin, since they can easily limit and reduce evacuation times.

**Let's plan this proactively, not reactively.**

*Niobe Burden Austere*

-----  
(530)320-2100

[www.niobeburden.com](http://www.niobeburden.com) - world travel/conservation photography



**From:** Doug Flaherty <tahoecleanair@gmail.com>  
**Sent:** 3/12/2024 12:42:12 PM  
**To:** Public Comment <PublicComment@trpa.gov>; TRPA <trpa@trpa.gov>  
**Cc:** Julie Regan <jregan@trpa.gov>; John Hester <jhester@trpa.gov>;  
**Subject:** Public Comment TRPA APC Mtg 3-13-24 Agenda Item V. A.  
**Attachments:** [image.png](#), [Incline Village East Shore Daily Trail User Count Summer 2022 and 2023.pdf](#), [Incline Village East Shore Daily Trail User Count Summer 2022 and 2023.pdf](#)

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Dear TRPA Advisory Planning Commission Members:

Please make this public comment part of the record and minutes in connection with **Agenda Item V. A. Active Transportation Plan (Plan or ATP)** Update Discussion and Possible Recommendation.

While TahoeCleanAir.org will be submitting additional comments regarding the 2024 ATP by March 15, 2024, it is critically important that the TRPA / TTD / TMPO and it's partners consider the following:

1. TahoeCleanAir.org hereby incorporates the following Reno Gazette Journal article by Alex Tsigdinos. Link here:

<https://www.rgj.com/story/opinion/2024/03/11/the-fantasy-of-tahoes-high-density-walkable-town-center-concept/72927485007/>

2. Since staff suggests portions of the ATP be built on the concept of a **"Bicycle Levels of Traffic Stress" and "Pedestrian Experience Index analyses"**, TRPA / TTD and the TMPO would be negligent if they did not include a **WILDFIRE EVACUATION STRESS TEST** as part of the plan. In this case, a cumulative roadway by roadway wildfire evacuation capacity analyses evaluating wildfire evacuation life safety impacts on residents and visitors driving, walking, biking, and parking during a wildfire evacuation. This includes a wildfire evacuation stress test as it relates to the senior and disabled population of the Lake Tahoe Basin who are unable to drive or do not have a vehicle accessible under TRPA's vision of reduced vehicle ownership and use. In fact, 72 out of the 86 persons (or approx 83%), who perished in the Paradise fire were senior citizens 65+ years of age. See the list and where they died here: <https://apnews.com/article/2b5a48c24f1cbfeef6ca7ab7ea026233>

It has been demonstrated that Town Centers serve as dangerous evacuation **"choke points" during wildfire evacuation** and any attempt to reduce the capacity of our current already dangerous roadways will further jeopardize the lives and safety of both residents and visitors during a wildfire evacuation. Road diets may work elsewhere, but they can be dangerous in the Lake Tahoe Basin, since they can easily limit and reduce evacuation times.

3. TRPA / TTD and the TMPO should immediately begin, including within its transportation plans, a discussion regarding the critical life safety impacts of wildfire smoke and rapid fire spread caused by burning brands connected with the significant increased numbers and use of outdoor trails, walkways, bike lane and public transportation as supported within the plan.

Burning brands during a wildfire are often driven in erratic blizzard like fashion, two to three miles ahead of the main fire, serving as separate ignition points for everything in their path. They skip over thinned forests and as an example, can ignite any of the 500,000 to 750,000 burn piles caused by US Forest Service mismanagement within the Tahoe basin. And, anyone caught in a burning brand blizzard like fire storm on foot, on bicycles and in public transportation vehicles will be in immediate jeopardy. See

- 3 minute link to Paradise Fire Video: <https://abc7news.com/camp-fire-video-body-cam-of-evacuations/4850913/>

- **Attachment:** Daily Incline Village East Shore Express users during summer though October of 2022 and 2023. Oftentimes over 1,000, 2,000 and up to 3,700 + foot and bike users per day.

4. The plan depicts the continuation of the East Shore Trail from Sand Harbor to approximately Thunderbird directly along the shore zone of Lake Tahoe in much the same manner as the existing East Shore Trail. This proximity to the Lake Shore Zone should not be allowed without a new or supplemental EIR / EIS. This due to new and changing information since the original USFS and TRPA Environmental analyses concerning wildfires and wildfire evacuation, and additionally the now known substantial number of daily East Shore trail users, of which create significant increases in vehicle miles traveled (VMT's). A new or supplemental EIR/EIS is needed to analyze data and identify the true environmental and public safety impact this new segment of East Shore trail will have on our once pristine Nevada East Shore land and water, its users and including parking.

5. Due to the breadth of scope of the plan, and based on changing and cumulative new information, since the 2012 Regional Plan, the TRPA / TTD / TMPO must immediately undertake a basin wide comprehensive cumulative Environmental Impact Statement/Report (EIS/EIR) taking into account all past, present and planned private and public projects, including transportation projects within the Lake Tahoe Basin since adoption of the 2012 Regional Plan. This before approving any arterial reductions, including road diets, impediments, reducing setbacks, or increasing town center height and density and reducing setbacks.

With the Lake Tahoe Basin unique environmental and safety issues including human overcapacity, overcapacity roadways, including two lane and traffic calming roadways, extreme 360 degree high hazard severity wildfire and wildland urban interface zones, and its demonstrated wind and slope environment, the basin wide EIS/EIR must include a comprehensive analysis of new information as discussed in the California Attorney General's October 2022 Best Practices for Analyzing and Mitigating Impacts of Development Projects Under the California Environmental Quality Act. This information was not available

during the TRPA 2012 Regional Plan. Despite repeated pleas from the public to do so, TTD and TRPA have failed to substantially address wildfire evacuation capacity in relation to individual and cumulative new information and changed circumstances.

Sincerely,  
Doug Flaherty, President  
Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.org)  
A Nevada 501(c)(3) Non-Profit Corporation  
774 Mays Blvd 10-124  
Incline Village, NV 89451

C	month_day_yr	counter_name	count_of_bike_ped	month_of_year
	5/27/2022	East Shore trail - Incline Village	966	5
	5/28/2022	East Shore trail - Incline Village	1483	5
	5/29/2022	East Shore trail - Incline Village	2657	5
	5/30/2022	East Shore trail - Incline Village	1337	5
	5/31/2022	East Shore trail - Incline Village	849	5
	6/1/2022	East Shore trail - Incline Village	930	6
	6/2/2022	East Shore trail - Incline Village	871	6
	6/3/2022	East Shore trail - Incline Village	1003	6
	6/4/2022	East Shore trail - Incline Village	950	6
	6/5/2022	East Shore trail - Incline Village	616	6
	6/6/2022	East Shore trail - Incline Village	1134	6
	6/7/2022	East Shore trail - Incline Village	1148	6
	6/8/2022	East Shore trail - Incline Village	1134	6
	6/9/2022	East Shore trail - Incline Village	1029	6
	6/10/2022	East Shore trail - Incline Village	1414	6
	6/11/2022	East Shore trail - Incline Village	1940	6
	6/12/2022	East Shore trail - Incline Village	649	6
	6/13/2022	East Shore trail - Incline Village	1420	6
	6/14/2022	East Shore trail - Incline Village	1494	6
	6/15/2022	East Shore trail - Incline Village	1287	6
	6/16/2022	East Shore trail - Incline Village	1263	6
	6/17/2022	East Shore trail - Incline Village	1226	6
	6/18/2022	East Shore trail - Incline Village	1230	6
	6/19/2022	East Shore trail - Incline Village	2124	6
	6/20/2022	East Shore trail - Incline Village	1532	6
	6/21/2022	East Shore trail - Incline Village	1441	6
	6/22/2022	East Shore trail - Incline Village	1365	6
	6/23/2022	East Shore trail - Incline Village	1130	6
	6/24/2022	East Shore trail - Incline Village	1538	6
	6/25/2022	East Shore trail - Incline Village	1811	6
	6/26/2022	East Shore trail - Incline Village	1709	6
	6/27/2022	East Shore trail - Incline Village	1356	6
	6/28/2022	East Shore trail - Incline Village	1367	6
	6/29/2022	East Shore trail - Incline Village	1428	6
	6/30/2022	East Shore trail - Incline Village	1244	6
	7/1/2022	East Shore trail - Incline Village	1402	7
	7/2/2022	East Shore trail - Incline Village	2554	7
	7/3/2022	East Shore trail - Incline Village	3782	7
	7/4/2022	East Shore trail - Incline Village	2448	7
	7/5/2022	East Shore trail - Incline Village	1730	7
	7/6/2022	East Shore trail - Incline Village	1691	7
	7/7/2022	East Shore trail - Incline Village	1680	7
	7/8/2022	East Shore trail - Incline Village	1549	7

7/9/2022	East Shore trail - Incline Village	2019	7
7/10/2022	East Shore trail - Incline Village	1892	7
7/11/2022	East Shore trail - Incline Village	1347	7
7/12/2022	East Shore trail - Incline Village	1528	7
7/13/2022	East Shore trail - Incline Village	1483	7
7/14/2022	East Shore trail - Incline Village	1518	7
7/15/2022	East Shore trail - Incline Village	1702	7
7/16/2022	East Shore trail - Incline Village	2292	7
7/17/2022	East Shore trail - Incline Village	2087	7
7/18/2022	East Shore trail - Incline Village	1392	7
7/19/2022	East Shore trail - Incline Village	1678	7
7/20/2022	East Shore trail - Incline Village	1550	7
7/21/2022	East Shore trail - Incline Village	1730	7
7/22/2022	East Shore trail - Incline Village	1945	7
7/23/2022	East Shore trail - Incline Village	2271	7
7/24/2022	East Shore trail - Incline Village	1917	7
7/25/2022	East Shore trail - Incline Village	1581	7
7/26/2022	East Shore trail - Incline Village	1671	7
7/27/2022	East Shore trail - Incline Village	1566	7
7/28/2022	East Shore trail - Incline Village	1648	7
7/29/2022	East Shore trail - Incline Village	1594	7
7/30/2022	East Shore trail - Incline Village	2092	7
7/31/2022	East Shore trail - Incline Village	2092	7
8/1/2022	East Shore trail - Incline Village	1813	8
8/2/2022	East Shore trail - Incline Village	1670	8
8/3/2022	East Shore trail - Incline Village	1595	8
8/4/2022	East Shore trail - Incline Village	1613	8
8/5/2022	East Shore trail - Incline Village	809	8
8/6/2022	East Shore trail - Incline Village	2688	8
8/7/2022	East Shore trail - Incline Village	2082	8
8/8/2022	East Shore trail - Incline Village	1411	8
8/9/2022	East Shore trail - Incline Village	1586	8
8/10/2022	East Shore trail - Incline Village	1527	8
8/11/2022	East Shore trail - Incline Village	1492	8
8/12/2022	East Shore trail - Incline Village	1902	8
8/13/2022	East Shore trail - Incline Village	2026	8
8/14/2022	East Shore trail - Incline Village	2076	8
8/15/2022	East Shore trail - Incline Village	1275	8
8/16/2022	East Shore trail - Incline Village	1404	8
8/17/2022	East Shore trail - Incline Village	1131	8
8/18/2022	East Shore trail - Incline Village	1072	8
8/19/2022	East Shore trail - Incline Village	1386	8
8/20/2022	East Shore trail - Incline Village	2090	8
8/21/2022	East Shore trail - Incline Village	2032	8

8/22/2022	East Shore trail - Incline Village	1138	8
8/23/2022	East Shore trail - Incline Village	930	8
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8/25/2022	East Shore trail - Incline Village	1011	8
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8/27/2022	East Shore trail - Incline Village	1963	8
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9/1/2022	East Shore trail - Incline Village	814	9
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9/12/2022	East Shore trail - Incline Village	111	9
9/13/2022	East Shore trail - Incline Village	758	9
9/14/2022	East Shore trail - Incline Village	637	9
9/15/2022	East Shore trail - Incline Village	607	9
9/16/2022	East Shore trail - Incline Village	215	9
9/17/2022	East Shore trail - Incline Village	1197	9
9/18/2022	East Shore trail - Incline Village	573	9
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9/27/2022	East Shore trail - Incline Village	815	9
9/28/2022	East Shore trail - Incline Village	658	9
9/29/2022	East Shore trail - Incline Village	743	9
9/30/2022	East Shore trail - Incline Village	867	9
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10/3/2022	East Shore trail - Incline Village	830	10
10/4/2022	East Shore trail - Incline Village	728	10

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10/7/2022	East Shore trail - Incline Village	1061	10
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10/9/2022	East Shore trail - Incline Village	1395	10
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10/23/2022	East Shore trail - Incline Village	552	10
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10/28/2022	East Shore trail - Incline Village	567	10
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5/28/2023	East Shore trail - Incline Village	2510	5
5/29/2023	East Shore trail - Incline Village	1572	5
5/30/2023	East Shore trail - Incline Village	686	5
5/31/2023	East Shore trail - Incline Village	858	5
6/1/2023	East Shore trail - Incline Village	813	6
6/2/2023	East Shore trail - Incline Village	1137	6
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6/4/2023	East Shore trail - Incline Village	1524	6
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6/6/2023	East Shore trail - Incline Village	791	6
6/7/2023	East Shore trail - Incline Village	880	6
6/8/2023	East Shore trail - Incline Village	732	6
6/9/2023	East Shore trail - Incline Village	1344	6
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6/12/2023	East Shore trail - Incline Village	375	6

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6/15/2023	East Shore trail - Incline Village	1404	6
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6/17/2023	East Shore trail - Incline Village	2311	6
6/18/2023	East Shore trail - Incline Village	2295	6
6/19/2023	East Shore trail - Incline Village	1549	6
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6/21/2023	East Shore trail - Incline Village	1408	6
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6/24/2023	East Shore trail - Incline Village	2337	6
6/25/2023	East Shore trail - Incline Village	2067	6
6/26/2023	East Shore trail - Incline Village	1522	6
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6/29/2023	East Shore trail - Incline Village	1407	6
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7/9/2023	East Shore trail - Incline Village	2228	7
7/10/2023	East Shore trail - Incline Village	1683	7
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7/23/2023	East Shore trail - Incline Village	2087	7
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7/26/2023	East Shore trail - Incline Village	1770	7

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7/29/2023	East Shore trail - Incline Village	2853	7
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8/6/2023	East Shore trail - Incline Village	2447	8
8/7/2023	East Shore trail - Incline Village	1823	8
8/8/2023	East Shore trail - Incline Village	1810	8
8/9/2023	East Shore trail - Incline Village	1684	8
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9/6/2023	East Shore trail - Incline Village	945	9
9/7/2023	East Shore trail - Incline Village	1047	9
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# 10/10/2023	East Shore trail - Incline Village	402	10
# 10/11/2023	East Shore trail - Incline Village	589	10
# 10/12/2023	East Shore trail - Incline Village	552	10
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# 10/14/2023	East Shore trail - Incline Village	1162	10
# 10/15/2023	East Shore trail - Incline Village	1157	10
# 10/16/2023	East Shore trail - Incline Village	599	10
# 10/17/2023	East Shore trail - Incline Village	547	10
# 10/18/2023	East Shore trail - Incline Village	646	10
# 10/19/2023	East Shore trail - Incline Village	663	10
# 10/20/2023	East Shore trail - Incline Village	847	10
# 10/21/2023	East Shore trail - Incline Village	1492	10
# 10/22/2023	East Shore trail - Incline Village	747	10

#	10/23/2023	East Shore trail - Incline Village	596	10
#	10/24/2023	East Shore trail - Incline Village	553	10
#	10/25/2023	East Shore trail - Incline Village	94	10
#	10/26/2023	East Shore trail - Incline Village	357	10
#	10/27/2023	East Shore trail - Incline Village	529	10
#	10/28/2023	East Shore trail - Incline Village	752	10
#	10/29/2023	East Shore trail - Incline Village	454	10
#	10/30/2023	East Shore trail - Incline Village	249	10
#	10/31/2023	East Shore trail - Incline Village	219	10
#	11/1/2023	East Shore trail - Incline Village	225	11



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C	month_day_yr	counter_name	count_of_bike_ped	month_of_year
	5/27/2022	East Shore trail - Incline Village	966	5
	5/28/2022	East Shore trail - Incline Village	1483	5
	5/29/2022	East Shore trail - Incline Village	2657	5
	5/30/2022	East Shore trail - Incline Village	1337	5
	5/31/2022	East Shore trail - Incline Village	849	5
	6/1/2022	East Shore trail - Incline Village	930	6
	6/2/2022	East Shore trail - Incline Village	871	6
	6/3/2022	East Shore trail - Incline Village	1003	6
	6/4/2022	East Shore trail - Incline Village	950	6
	6/5/2022	East Shore trail - Incline Village	616	6
	6/6/2022	East Shore trail - Incline Village	1134	6
	6/7/2022	East Shore trail - Incline Village	1148	6
	6/8/2022	East Shore trail - Incline Village	1134	6
	6/9/2022	East Shore trail - Incline Village	1029	6
	6/10/2022	East Shore trail - Incline Village	1414	6
	6/11/2022	East Shore trail - Incline Village	1940	6
	6/12/2022	East Shore trail - Incline Village	649	6
	6/13/2022	East Shore trail - Incline Village	1420	6
	6/14/2022	East Shore trail - Incline Village	1494	6
	6/15/2022	East Shore trail - Incline Village	1287	6
	6/16/2022	East Shore trail - Incline Village	1263	6
	6/17/2022	East Shore trail - Incline Village	1226	6
	6/18/2022	East Shore trail - Incline Village	1230	6
	6/19/2022	East Shore trail - Incline Village	2124	6
	6/20/2022	East Shore trail - Incline Village	1532	6
	6/21/2022	East Shore trail - Incline Village	1441	6
	6/22/2022	East Shore trail - Incline Village	1365	6
	6/23/2022	East Shore trail - Incline Village	1130	6
	6/24/2022	East Shore trail - Incline Village	1538	6
	6/25/2022	East Shore trail - Incline Village	1811	6
	6/26/2022	East Shore trail - Incline Village	1709	6
	6/27/2022	East Shore trail - Incline Village	1356	6
	6/28/2022	East Shore trail - Incline Village	1367	6
	6/29/2022	East Shore trail - Incline Village	1428	6
	6/30/2022	East Shore trail - Incline Village	1244	6
	7/1/2022	East Shore trail - Incline Village	1402	7
	7/2/2022	East Shore trail - Incline Village	2554	7
	7/3/2022	East Shore trail - Incline Village	3782	7
	7/4/2022	East Shore trail - Incline Village	2448	7
	7/5/2022	East Shore trail - Incline Village	1730	7
	7/6/2022	East Shore trail - Incline Village	1691	7
	7/7/2022	East Shore trail - Incline Village	1680	7
	7/8/2022	East Shore trail - Incline Village	1549	7

7/9/2022	East Shore trail - Incline Village	2019	7
7/10/2022	East Shore trail - Incline Village	1892	7
7/11/2022	East Shore trail - Incline Village	1347	7
7/12/2022	East Shore trail - Incline Village	1528	7
7/13/2022	East Shore trail - Incline Village	1483	7
7/14/2022	East Shore trail - Incline Village	1518	7
7/15/2022	East Shore trail - Incline Village	1702	7
7/16/2022	East Shore trail - Incline Village	2292	7
7/17/2022	East Shore trail - Incline Village	2087	7
7/18/2022	East Shore trail - Incline Village	1392	7
7/19/2022	East Shore trail - Incline Village	1678	7
7/20/2022	East Shore trail - Incline Village	1550	7
7/21/2022	East Shore trail - Incline Village	1730	7
7/22/2022	East Shore trail - Incline Village	1945	7
7/23/2022	East Shore trail - Incline Village	2271	7
7/24/2022	East Shore trail - Incline Village	1917	7
7/25/2022	East Shore trail - Incline Village	1581	7
7/26/2022	East Shore trail - Incline Village	1671	7
7/27/2022	East Shore trail - Incline Village	1566	7
7/28/2022	East Shore trail - Incline Village	1648	7
7/29/2022	East Shore trail - Incline Village	1594	7
7/30/2022	East Shore trail - Incline Village	2092	7
7/31/2022	East Shore trail - Incline Village	2092	7
8/1/2022	East Shore trail - Incline Village	1813	8
8/2/2022	East Shore trail - Incline Village	1670	8
8/3/2022	East Shore trail - Incline Village	1595	8
8/4/2022	East Shore trail - Incline Village	1613	8
8/5/2022	East Shore trail - Incline Village	809	8
8/6/2022	East Shore trail - Incline Village	2688	8
8/7/2022	East Shore trail - Incline Village	2082	8
8/8/2022	East Shore trail - Incline Village	1411	8
8/9/2022	East Shore trail - Incline Village	1586	8
8/10/2022	East Shore trail - Incline Village	1527	8
8/11/2022	East Shore trail - Incline Village	1492	8
8/12/2022	East Shore trail - Incline Village	1902	8
8/13/2022	East Shore trail - Incline Village	2026	8
8/14/2022	East Shore trail - Incline Village	2076	8
8/15/2022	East Shore trail - Incline Village	1275	8
8/16/2022	East Shore trail - Incline Village	1404	8
8/17/2022	East Shore trail - Incline Village	1131	8
8/18/2022	East Shore trail - Incline Village	1072	8
8/19/2022	East Shore trail - Incline Village	1386	8
8/20/2022	East Shore trail - Incline Village	2090	8
8/21/2022	East Shore trail - Incline Village	2032	8

8/22/2022	East Shore trail - Incline Village	1138	8
8/23/2022	East Shore trail - Incline Village	930	8
8/24/2022	East Shore trail - Incline Village	899	8
8/25/2022	East Shore trail - Incline Village	1011	8
8/26/2022	East Shore trail - Incline Village	1033	8
8/27/2022	East Shore trail - Incline Village	1963	8
8/28/2022	East Shore trail - Incline Village	1477	8
8/29/2022	East Shore trail - Incline Village	1058	8
8/30/2022	East Shore trail - Incline Village	874	8
8/31/2022	East Shore trail - Incline Village	709	8
9/1/2022	East Shore trail - Incline Village	814	9
9/2/2022	East Shore trail - Incline Village	937	9
9/3/2022	East Shore trail - Incline Village	2283	9
9/4/2022	East Shore trail - Incline Village	2749	9
9/5/2022	East Shore trail - Incline Village	1643	9
9/6/2022	East Shore trail - Incline Village	793	9
9/7/2022	East Shore trail - Incline Village	909	9
9/8/2022	East Shore trail - Incline Village	682	9
9/9/2022	East Shore trail - Incline Village	625	9
9/10/2022	East Shore trail - Incline Village	715	9
9/11/2022	East Shore trail - Incline Village	2925	9
9/12/2022	East Shore trail - Incline Village	111	9
9/13/2022	East Shore trail - Incline Village	758	9
9/14/2022	East Shore trail - Incline Village	637	9
9/15/2022	East Shore trail - Incline Village	607	9
9/16/2022	East Shore trail - Incline Village	215	9
9/17/2022	East Shore trail - Incline Village	1197	9
9/18/2022	East Shore trail - Incline Village	573	9
9/19/2022	East Shore trail - Incline Village	172	9
9/20/2022	East Shore trail - Incline Village	132	9
9/21/2022	East Shore trail - Incline Village	225	9
9/22/2022	East Shore trail - Incline Village	818	9
9/23/2022	East Shore trail - Incline Village	1115	9
9/24/2022	East Shore trail - Incline Village	1633	9
9/25/2022	East Shore trail - Incline Village	1288	9
9/26/2022	East Shore trail - Incline Village	788	9
9/27/2022	East Shore trail - Incline Village	815	9
9/28/2022	East Shore trail - Incline Village	658	9
9/29/2022	East Shore trail - Incline Village	743	9
9/30/2022	East Shore trail - Incline Village	867	9
10/1/2022	East Shore trail - Incline Village	1496	10
10/2/2022	East Shore trail - Incline Village	1396	10
10/3/2022	East Shore trail - Incline Village	830	10
10/4/2022	East Shore trail - Incline Village	728	10

10/5/2022	East Shore trail - Incline Village	799	10
10/6/2022	East Shore trail - Incline Village	712	10
10/7/2022	East Shore trail - Incline Village	1061	10
10/8/2022	East Shore trail - Incline Village	1580	10
10/9/2022	East Shore trail - Incline Village	1395	10
10/10/2022	East Shore trail - Incline Village	904	10
10/11/2022	East Shore trail - Incline Village	770	10
10/12/2022	East Shore trail - Incline Village	556	10
10/13/2022	East Shore trail - Incline Village	790	10
10/14/2022	East Shore trail - Incline Village	944	10
10/15/2022	East Shore trail - Incline Village	1470	10
10/16/2022	East Shore trail - Incline Village	1371	10
10/17/2022	East Shore trail - Incline Village	769	10
10/18/2022	East Shore trail - Incline Village	529	10
10/19/2022	East Shore trail - Incline Village	719	10
10/20/2022	East Shore trail - Incline Village	646	10
10/21/2022	East Shore trail - Incline Village	1014	10
10/22/2022	East Shore trail - Incline Village	366	10
10/23/2022	East Shore trail - Incline Village	552	10
10/24/2022	East Shore trail - Incline Village	492	10
10/25/2022	East Shore trail - Incline Village	269	10
10/26/2022	East Shore trail - Incline Village	387	10
10/27/2022	East Shore trail - Incline Village	417	10
10/28/2022	East Shore trail - Incline Village	567	10
10/29/2022	East Shore trail - Incline Village	986	10
10/30/2022	East Shore trail - Incline Village	829	10
10/31/2022	East Shore trail - Incline Village	270	10
5/27/2023	East Shore trail - Incline Village	2059	5
5/28/2023	East Shore trail - Incline Village	2510	5
5/29/2023	East Shore trail - Incline Village	1572	5
5/30/2023	East Shore trail - Incline Village	686	5
5/31/2023	East Shore trail - Incline Village	858	5
6/1/2023	East Shore trail - Incline Village	813	6
6/2/2023	East Shore trail - Incline Village	1137	6
6/3/2023	East Shore trail - Incline Village	1740	6
6/4/2023	East Shore trail - Incline Village	1524	6
6/5/2023	East Shore trail - Incline Village	840	6
6/6/2023	East Shore trail - Incline Village	791	6
6/7/2023	East Shore trail - Incline Village	880	6
6/8/2023	East Shore trail - Incline Village	732	6
6/9/2023	East Shore trail - Incline Village	1344	6
6/10/2023	East Shore trail - Incline Village	1182	6
6/11/2023	East Shore trail - Incline Village	1433	6
6/12/2023	East Shore trail - Incline Village	375	6

6/13/2023	East Shore trail - Incline Village	824	6
6/14/2023	East Shore trail - Incline Village	1157	6
6/15/2023	East Shore trail - Incline Village	1404	6
6/16/2023	East Shore trail - Incline Village	1663	6
6/17/2023	East Shore trail - Incline Village	2311	6
6/18/2023	East Shore trail - Incline Village	2295	6
6/19/2023	East Shore trail - Incline Village	1549	6
6/20/2023	East Shore trail - Incline Village	1593	6
6/21/2023	East Shore trail - Incline Village	1408	6
6/22/2023	East Shore trail - Incline Village	1318	6
6/23/2023	East Shore trail - Incline Village	1559	6
6/24/2023	East Shore trail - Incline Village	2337	6
6/25/2023	East Shore trail - Incline Village	2067	6
6/26/2023	East Shore trail - Incline Village	1522	6
6/27/2023	East Shore trail - Incline Village	1365	6
6/28/2023	East Shore trail - Incline Village	1420	6
6/29/2023	East Shore trail - Incline Village	1407	6
6/30/2023	East Shore trail - Incline Village	1538	6
7/1/2023	East Shore trail - Incline Village	2349	7
7/2/2023	East Shore trail - Incline Village	3550	7
7/3/2023	East Shore trail - Incline Village	3235	7
7/4/2023	East Shore trail - Incline Village	2399	7
7/5/2023	East Shore trail - Incline Village	1887	7
7/6/2023	East Shore trail - Incline Village	1905	7
7/7/2023	East Shore trail - Incline Village	2121	7
7/8/2023	East Shore trail - Incline Village	2533	7
7/9/2023	East Shore trail - Incline Village	2228	7
7/10/2023	East Shore trail - Incline Village	1683	7
7/11/2023	East Shore trail - Incline Village	1548	7
7/12/2023	East Shore trail - Incline Village	1589	7
7/13/2023	East Shore trail - Incline Village	1624	7
7/14/2023	East Shore trail - Incline Village	1546	7
7/15/2023	East Shore trail - Incline Village	2434	7
7/16/2023	East Shore trail - Incline Village	1963	7
7/17/2023	East Shore trail - Incline Village	1624	7
7/18/2023	East Shore trail - Incline Village	1613	7
7/19/2023	East Shore trail - Incline Village	1730	7
7/20/2023	East Shore trail - Incline Village	1557	7
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7/22/2023	East Shore trail - Incline Village	2432	7
7/23/2023	East Shore trail - Incline Village	2087	7
7/24/2023	East Shore trail - Incline Village	2089	7
7/25/2023	East Shore trail - Incline Village	2144	7
7/26/2023	East Shore trail - Incline Village	1770	7

7/27/2023	East Shore trail - Incline Village	2001	7
7/28/2023	East Shore trail - Incline Village	2117	7
7/29/2023	East Shore trail - Incline Village	2853	7
7/30/2023	East Shore trail - Incline Village	2228	7
7/31/2023	East Shore trail - Incline Village	1643	7
8/1/2023	East Shore trail - Incline Village	1944	8
8/2/2023	East Shore trail - Incline Village	1743	8
8/3/2023	East Shore trail - Incline Village	1803	8
8/4/2023	East Shore trail - Incline Village	1992	8
8/5/2023	East Shore trail - Incline Village	2619	8
8/6/2023	East Shore trail - Incline Village	2447	8
8/7/2023	East Shore trail - Incline Village	1823	8
8/8/2023	East Shore trail - Incline Village	1810	8
8/9/2023	East Shore trail - Incline Village	1684	8
8/10/2023	East Shore trail - Incline Village	1531	8
8/11/2023	East Shore trail - Incline Village	1929	8
8/12/2023	East Shore trail - Incline Village	2721	8
8/13/2023	East Shore trail - Incline Village	2147	8
8/14/2023	East Shore trail - Incline Village	1103	8
8/15/2023	East Shore trail - Incline Village	1244	8
8/16/2023	East Shore trail - Incline Village	1342	8
8/17/2023	East Shore trail - Incline Village	1561	8
8/18/2023	East Shore trail - Incline Village	1497	8
8/19/2023	East Shore trail - Incline Village	2463	8
8/20/2023	East Shore trail - Incline Village	1175	8
8/21/2023	East Shore trail - Incline Village	859	8
8/22/2023	East Shore trail - Incline Village	1148	8
8/23/2023	East Shore trail - Incline Village	1160	8
8/24/2023	East Shore trail - Incline Village	1145	8
8/25/2023	East Shore trail - Incline Village	1488	8
8/26/2023	East Shore trail - Incline Village	2366	8
8/27/2023	East Shore trail - Incline Village	2066	8
8/28/2023	East Shore trail - Incline Village	1075	8
8/29/2023	East Shore trail - Incline Village	1069	8
8/30/2023	East Shore trail - Incline Village	939	8
8/31/2023	East Shore trail - Incline Village	958	8
9/1/2023	East Shore trail - Incline Village	508	9
9/2/2023	East Shore trail - Incline Village	2435	9
9/3/2023	East Shore trail - Incline Village	1658	9
9/4/2023	East Shore trail - Incline Village	2535	9
9/5/2023	East Shore trail - Incline Village	1060	9
9/6/2023	East Shore trail - Incline Village	945	9
9/7/2023	East Shore trail - Incline Village	1047	9
9/8/2023	East Shore trail - Incline Village	1061	9



9/9/2023	East Shore trail - Incline Village	1730	9
9/10/2023	East Shore trail - Incline Village	1574	9
9/11/2023	East Shore trail - Incline Village	1032	9
9/12/2023	East Shore trail - Incline Village	1122	9
9/13/2023	East Shore trail - Incline Village	1004	9
9/14/2023	East Shore trail - Incline Village	1106	9
9/15/2023	East Shore trail - Incline Village	1192	9
9/16/2023	East Shore trail - Incline Village	1931	9
9/17/2023	East Shore trail - Incline Village	1692	9
9/18/2023	East Shore trail - Incline Village	981	9
9/19/2023	East Shore trail - Incline Village	957	9
9/20/2023	East Shore trail - Incline Village	770	9
9/21/2023	East Shore trail - Incline Village	574	9
9/22/2023	East Shore trail - Incline Village	1104	9
9/23/2023	East Shore trail - Incline Village	1771	9
9/24/2023	East Shore trail - Incline Village	1494	9
9/25/2023	East Shore trail - Incline Village	501	9
9/26/2023	East Shore trail - Incline Village	599	9
9/27/2023	East Shore trail - Incline Village	753	9
9/28/2023	East Shore trail - Incline Village	755	9
9/29/2023	East Shore trail - Incline Village	170	9
9/30/2023	East Shore trail - Incline Village	531	9
10/1/2023	East Shore trail - Incline Village	687	10
10/2/2023	East Shore trail - Incline Village	320	10
10/3/2023	East Shore trail - Incline Village	534	10
10/4/2023	East Shore trail - Incline Village	571	10
10/5/2023	East Shore trail - Incline Village	933	10
10/6/2023	East Shore trail - Incline Village	1046	10
10/7/2023	East Shore trail - Incline Village	1683	10
10/8/2023	East Shore trail - Incline Village	1494	10
10/9/2023	East Shore trail - Incline Village	692	10
# 10/10/2023	East Shore trail - Incline Village	402	10
# 10/11/2023	East Shore trail - Incline Village	589	10
# 10/12/2023	East Shore trail - Incline Village	552	10
# 10/13/2023	East Shore trail - Incline Village	718	10
# 10/14/2023	East Shore trail - Incline Village	1162	10
# 10/15/2023	East Shore trail - Incline Village	1157	10
# 10/16/2023	East Shore trail - Incline Village	599	10
# 10/17/2023	East Shore trail - Incline Village	547	10
# 10/18/2023	East Shore trail - Incline Village	646	10
# 10/19/2023	East Shore trail - Incline Village	663	10
# 10/20/2023	East Shore trail - Incline Village	847	10
# 10/21/2023	East Shore trail - Incline Village	1492	10
# 10/22/2023	East Shore trail - Incline Village	747	10

#	10/23/2023	East Shore trail - Incline Village	596	10
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#	11/1/2023	East Shore trail - Incline Village	225	11



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**From:** Nick Harris <nhtahoe@gmail.com>  
**Sent:** 3/14/2024 8:49:55 AM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** Comments on 2024 Active Transportation Plan  
**Attachments:** [image.png](#) , [image.png](#)

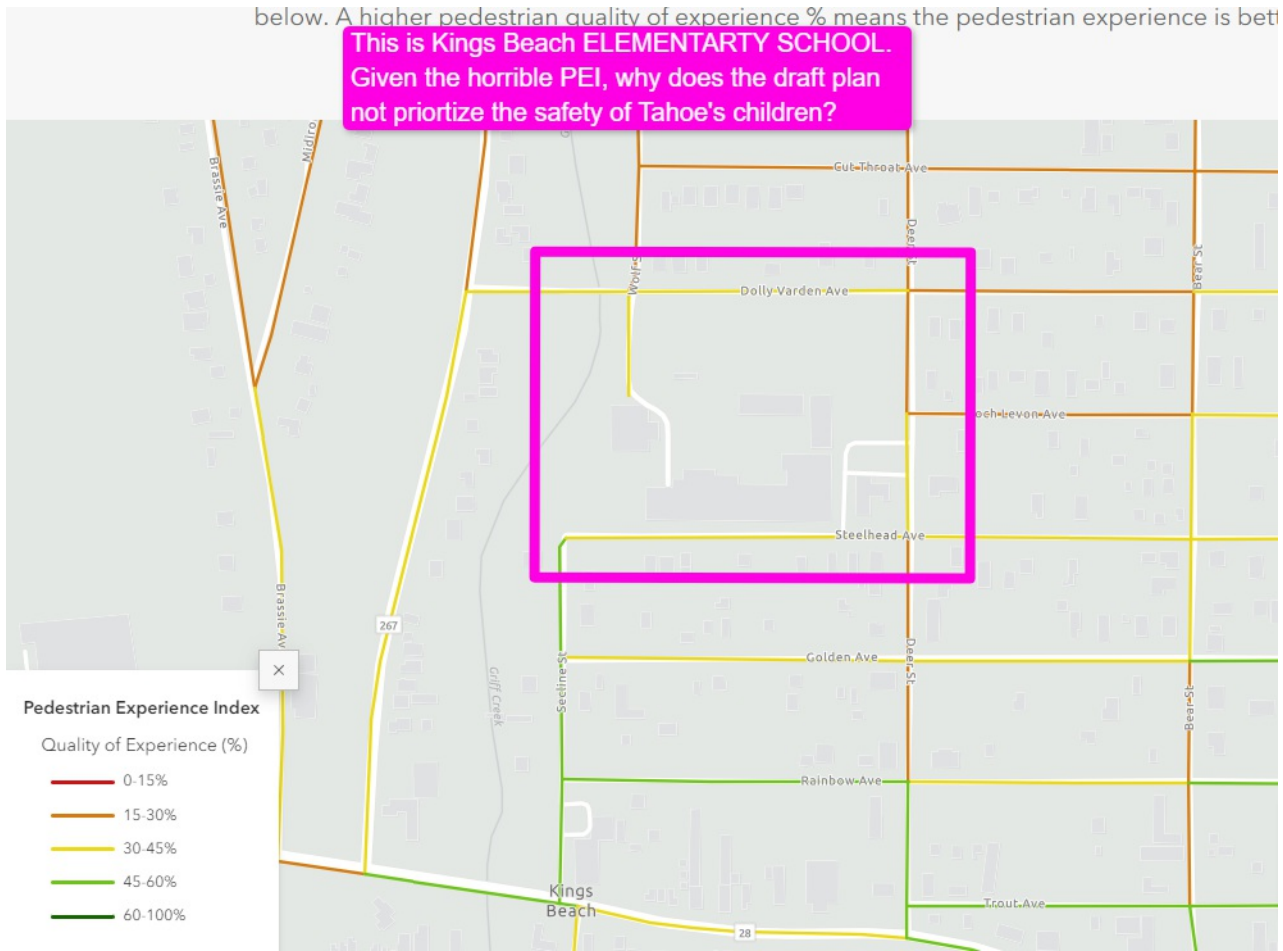
Greetings Mr. Murray,

I am a Kings Beach resident. So my comments are specific to The King's Speech grid. I reviewed some of the maps and paid specific attention to the proposed pedestrian elements in the KB Grid. I added my comments in the form of markup on screenshots of the map of Kings Beach. My biggest concern is that the proposed pedestrian improvements ignore the numerous families and children who walk and bike to King's Beach Elementary School. Please see below and you can also view these at the following links:

- <https://tinyurl.com/23p2fb2e>
- <https://tinyurl.com/2cgjctoo>

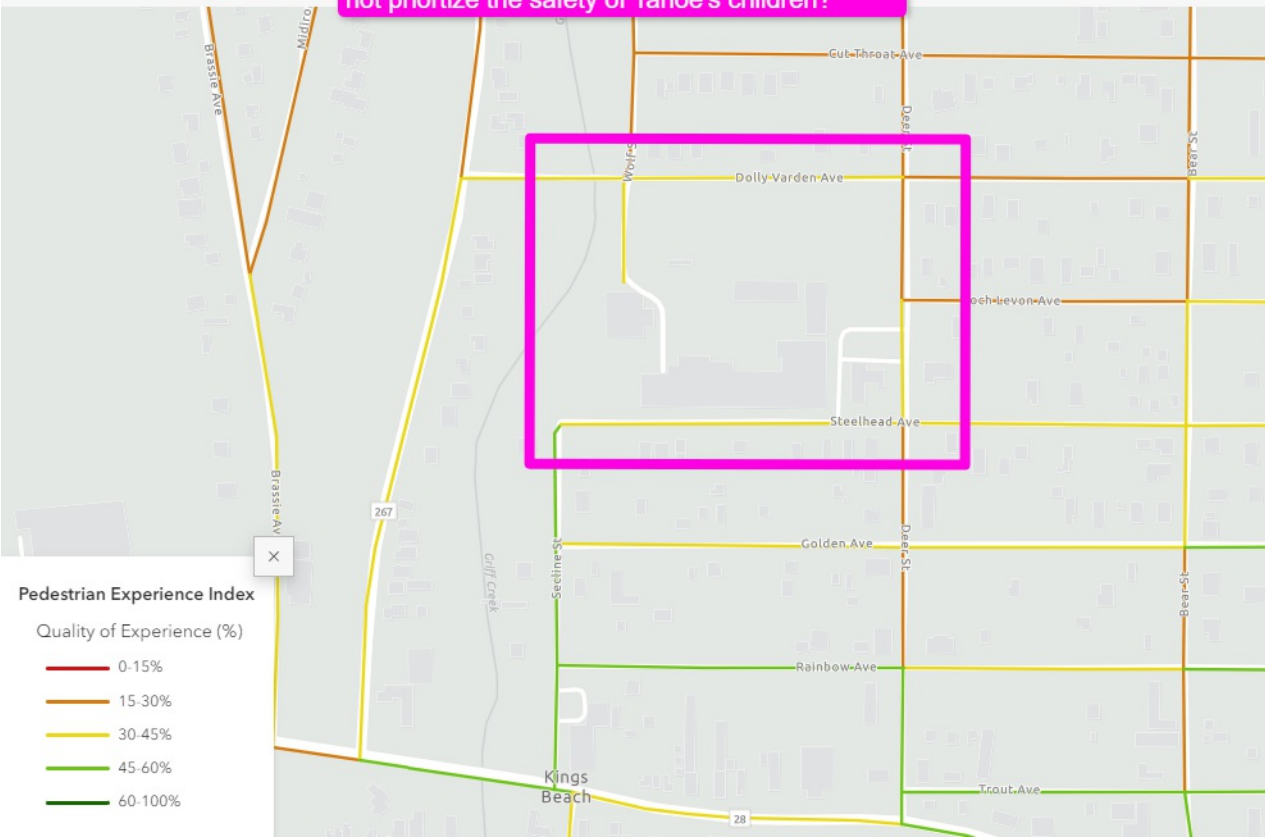
below. A higher pedestrian quality of experience % means the pedestrian experience is bet

**This is Kings Beach ELEMENTARTY SCHOOL.  
Given the horrible PEI, why does the draft plan  
not prioritize the safety of Tahoe's children?**



below. A higher pedestrian quality of experience % means the pedestrian experience is bet

This is Kings Beach ELEMENTARTY SCHOOL.  
Given the horrible PEI, why does the draft plan  
not priortize the safety of Tahoe's children?



Thank you,  
Nick Harris

# 2024 ATP Proposed Projects



Proposed bike path and 'complete streets' terminates at ultra-dangerous 267. Why no path on 267 to connect?

So many families walk to KBE, but it is dangerous currently. Why is it not being prioritized as a connection point for sidewalks??

Why no sidewalk on Dolly Varden to at least connect 267 sidewalk to KB Elementary School?

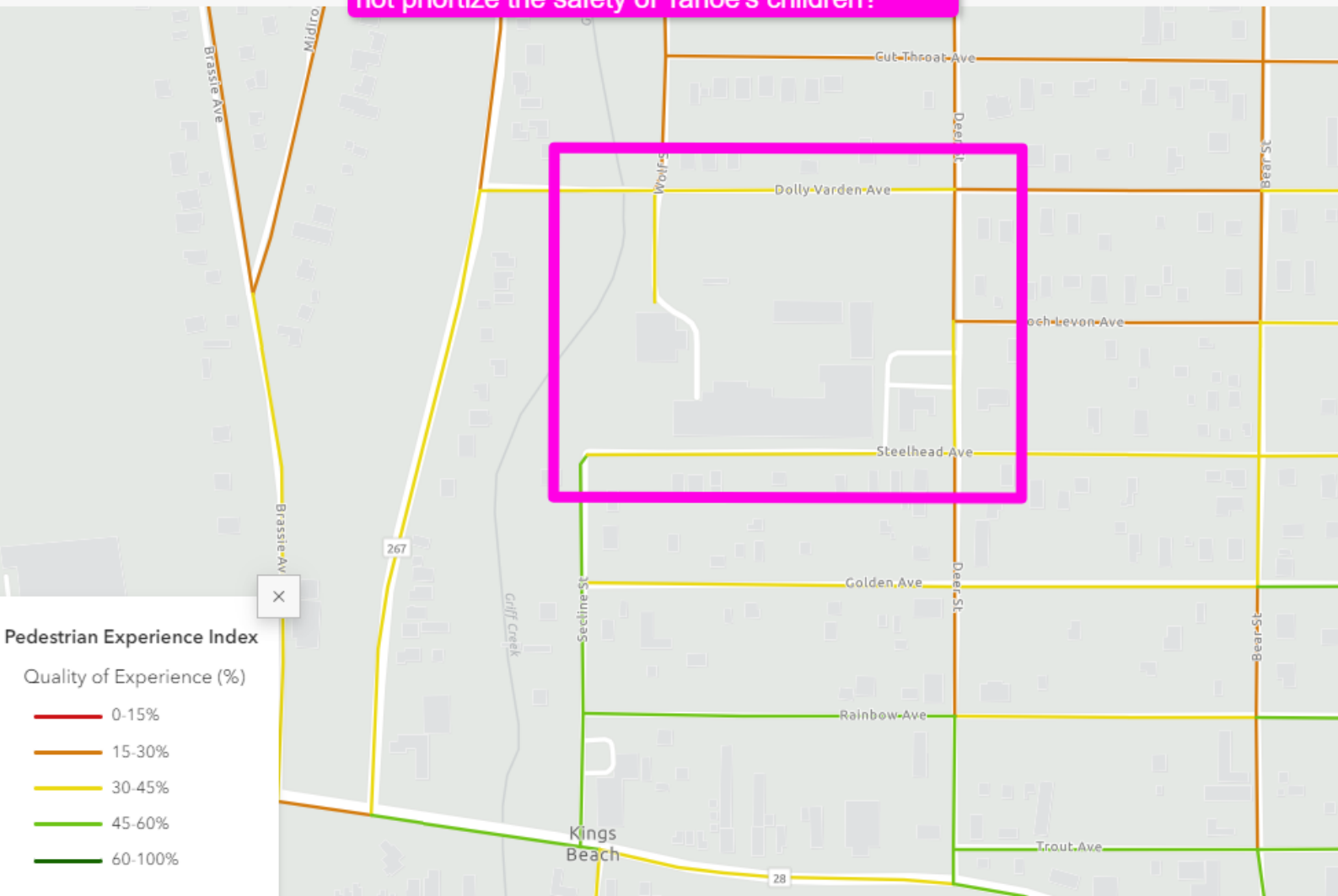
Why does the sidewalk on Deer not connect all the way to KBE?

Proposed Active Transportation Facilities

Existing Active Transportation Facilities

below. A higher pedestrian quality of experience % means the pedestrian experience is better

**This is Kings Beach ELEMENTARTY SCHOOL.  
Given the horrible PEI, why does the draft plan  
not prioritize the safety of Tahoe's children?**



**From:** Eric Bentley <bentleyej@yahoo.com>  
**Sent:** 3/22/2024 1:52:51 PM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** Comments on the 2024 AT Plan

---

Hi

I just had a couple of quick comments on the ATP public draft plan.

- 1) I was surprised to see the Regional Pedestrian Experience map from the end of Elk Point bike lane to Zephyr Cove to be considered 15%-30%. I have walked that stretch and it is quite frightening. I don't know if that calculation takes into account the actual speed traveled by traffic, type of traffic and/or blind spots; additionally
- 2) I am surprised to see that the same stretch isn't considered a much higher priority to implement for bike/pedestrian traffic since I would imagine the traffic would be significant between stateline and zephyr cove during peak times.

Thanks  
Eric.

**From:** James Marino <jmarino@tahoetransportation.org>  
**Sent:** 3/14/2024 10:51:35 AM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Cc:** Tara Styer <tstyer@tahoetransportation.org>; Peter Kraatz <pkraatz@tahoetransportation.org>; Donnie McBath <dmc bath@tahoetransportation.org>; Tara Frank <tfrank@tahoetransportation.org>; GF <gfink@tahoetransportation.org>;  
**Subject:** Draft ATP comments  
**Attachments:** [TTD's ATP Comments.pdf](#)

---

Ryan, great job on the draft ATP. I have attached our comments. Thanks.

Jim Marino  
Deputy District Manager  
Tahoe Transportation District  
128 Market Street – Suite 3F  
Stateline, NV 89449  
Office – 775-557-4901  
Fax – 775-588-0917  
jmarino@tahoetransportation.org





## 2024 DRAFT ACTIVE TRANSPORTATION PLAN - TAHOE TRANSPORTATION DISTRICT COMMENTS

### General Comments:

- 1 Document is well done.
- 2 Consider some emphasis on connectivity to park & ride multi-modal lots. In order to get folks to ride, we need to establish capture points. Perhaps provide a figure of basin wide proposed mobility hub locations. Document somewhat covers this under policy 4.5 (page 3-5)
- 3 Consider text regarding prioritizing improvements that can be completed within existing rights of way limits reducing project timelines and costs i.e. low hanging fruit projects
- 4 Appreciate the inclusion of the Bicycle Level of Traffic Stress (BLTS) and the Pedestrian Experience Index (PEI). Can there be a winter version of the graphics? BLTS and PEI increase dramatically in the winter. This will further demonstrate the need for winter O&M
- 5 Appreciate the inclusion of public health benefits
- 6 Though the document breaks projects down into Tier 1, 2, & 3 Priority, there is no description of the methodology to do so. Perhaps some text regarding the general methodology for developing priority.

### Page Specific Comments:

Page	Comment
1-11	Table 1-1: TTD should also be listed for Maintenance Responsibility (Parking/Trail)
2-4	Last bullet includes CA law for crossings, but not NV. Consider adding NV's law.
2-6	Table 2-1: Consider existing facility mileage as a percentage to total existing infrastructure mileage within the jurisdiction. For example the City's Class II bike lanes represent X% of total Collector Class Roadway, this provides for measurement of total system completion.
2-8	Figure 2-3: What type of cyclists do you most closely identify with? Are most respondents residents? Or a combination of residents and visitors?
3-1	First bullet: Should "with a focused effort on urban gap closure" be added or something to the effect.
3-1	Consider adding bullet to state "develop consistent revenue streams for post project operations and maintenance"
3-3	States Appendix D for Maintenance Responsibilities Chart and Plan Template. It is actually Appendix E.
3-12	City also added flashing stop signs at Ski Run and Tamarack
4-8	Table 4-2: Project 03.02.01.0061 is mis-titled and should be titled Central Corridor Sand Harbor to Thunderbird Cove and the Cost should be increased to \$46M based on a recent cost estimate. In addition Project # T03.02.01.0017 Central Corridor Thunderbird Cove to Secret Harbor should be included. Map can remain the same Refer to EIP Tracker for completion schedules
4-22	Table 4-6: Are there supposed to be two Cascade to Meeks Trail Segment 2 Projects? Wildly different costs.
6-3	Figure 6-1: Consider breaking SR28 segment Tier 1 priority into a Tier 1 from Secret Harbor north to Sand Harbor and Tier 2 from Secret Harbor south to Spooner Summit. Cost of the projects alone will dictate that the sections that provide parking and transit are priority over the other segments.
6-5	Table 6-1: \$10M and \$17M per mile for Class 1? Seems high. Recent cost estimate for SR28 Sand Harbor to Thunderbird Cove (1.75 miles) places the cost at \$46M but this project is constructing in extremely complex terrain with significant structural requirements. Recent cost estimate for the Class 1 proposed for Lake Parkway (50 to Pine Boulevard) and the Bellamy to Van Sickle Park segment is \$3.8M including pedestrian overpass. Roughly 1.1 miles
6-5	Table 6-1; Minor typo "bicycle" under Class II

**From:** Jan Zabriskie <JZabriskie@townoftruckee.com>  
**Sent:** 3/8/2024 1:08:15 PM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** Draft Bicycle and Pedestrian Plan - add winter-time image?

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Ryan:

I want to echo the expression of appreciation for the quality of your presentation at the recent TNT-TMA meeting.

You answered my question about whether the plan contemplates year-round active transportation. I encourage having a slide with a snowy scene of active transportation to complement the summer scene of people biking on the boardwalk through the meadow, in order to visually convey the year-round message.

I was slightly confused by the definition of Active Transportation as "walking, biking, and rolling." Wouldn't it be clearer to say it is human-propelled transportation, or at least partly human-propelled?

Again, thank you for the presentation.

Jan

**From:** wcgrubbjr@aol.com <wcgrubbjr@aol.com>  
**Sent:** 3/13/2024 1:10:55 PM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** Fw: Active Transportation Plan Comments  
**Attachments:** [20200226\\_ESTC\\_Brochure-2.pdf](#)

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----- Forwarded Message -----

**From:** wcgrubbjr@aol.com <wcgrubbjr@aol.com>  
**To:** murray@trpa.gov <murray@trpa.gov>  
**Sent:** Wednesday, March 13, 2024, 01:04:47 PM PDT  
**Subject:** Active Transportation Plan Comments

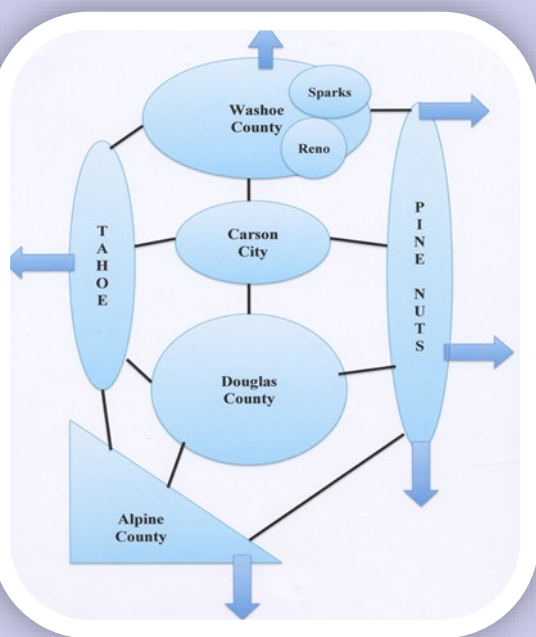
Ryan,

As a long time trail system planner/designer, I remain concerned and must reiterate my comments on your recent "Regional Trails Plan". While it was intended to guide "a connected trail system", it avoided doing so. "Connections to neighborhoods" was the primary definition of "connection", but no attempt was made to connect the various jurisdictional "trail nodes" proliferating around the Basin (other than to identify the individual nodes without connection needs). While the LTBMU has produced a "Basin Wide Trails Initiative" EA draft that includes many trail sections and priorities needed to connect these nodes (basically following the ESTC 2020 Regional Trails Integration Concept), it includes only trail needs on NFS lands, with no coordination with the state, local, conservancy, or private land managers who hold interrupting parcels. Since the TRPA is the only basin-wide coordinating agency, your active transportation effort needs to take charge of overseeing a broader effort to create a truly connected trail system involving all pertinent land managers in the basin.

I have attached the ESTC concept brochure. Particular emphases inside the Basin should be on completing/connecting the Tahoe Mid-Slope Trail System, the Tahoe Trail, and identifying important "spoke" trails to tie together these two systems and with the TRT/PCT system. Then you will have a truly "connected" convenient, and "all-levels" active trail system.

Thanks,  
Clay Grubb  
Stateline  
949-795-8035

A recreational trail system based on a concentric wheel-like concept of **Core Trails** that tie the jurisdictional systems together - facilitating a network of **Connector Spokes** providing the entire spectrum of user experiences and opportunities.



**Agency/Organizational Requirements:**

- ◆ Coordinate across jurisdictional and ownership boundaries
- ◆ Prioritize CORE TRAILS
- ◆ Build Leader Consensus
- ◆ Focus Fiscal and Personnel Efforts.
- ◆ Plans and Acquisitions!

**CORE TRAILS:**

Data as of 1 January 2020)

**1. Tahoe Trail (TT):**

Also called the Tahoe Shore Trail, it is a non-motorized Class 5 Trail (hard surface, wide, fully developed) around Lake Tahoe, generally on or near the shore. Non-contiguous sections are open for 45% of the planned route.

**2. Tahoe Mid-Slope Trail (TMST):**

A Class 3 (CL3: developed, marked, native surface) non-motorized system incorporating and linking many existing trails into a mid-slope route around the Tahoe Basin. 30% open.

**3. Tahoe Rim/Pacific Crest Tr: (TRT/PCT):**

A CL3 non-motorized system circumnavigating the rim of the Tahoe Basin. 100% open - wilderness areas (35%) closed to bikes.

**4. Sierra Front Trail System (SFS):**

Non-motorized CL3 system incorporating mid-slope trails on the western slopes of the Carson, Washoe, and Truckee Valleys. 40% open.

**5. Virginia&Truckee Rail Tr(V&T):**

A non-motorized Rail Trail generally following two legs of the V&T railroad bed. The valley route is a CL5 and road lane route 40% open while the CL3 Virginia City link is <10%

**6. Tahoe Pyramid Trail (TPT):**

A non-motorized CL3-5 system incorporating trails along the Truckee River. Tahoe – Sparks 100% open, Sparks to Pyramid Lake = 60%

**7. Pine Nuts All User System (PNS):**

A north-south all-users (including OHV) system utilizing existing trails and new construction to tie together the eastern edge of the Carson/Washoe/Truckee Meadows Valley. 60%



**EASTERN SIERRA TRAILS INTEGRATION**

***A Regional Recreational Trail System connecting the Truckee, Carson, and Tahoe Basins, and the Eastern Sierras***

***Connecting Efforts in Tahoe, Reno, Washoe, Carson City, Douglas, and Eastern Alpine and El Dorado Counties, while coordinating with other nodes from adjacent regions.***

***A regional system including all user types (motorized and non-motorized) and the full spectrum of user skill levels***

A cooperative effort through the





**From:** Judi Allen <jallen@tahoetransportation.org>  
**Sent:** 3/5/2024 2:34:34 PM  
**To:** Ryan Murray <rmurray@trpa.gov>; Michelle Glickert <mglickert@trpa.gov>  
**Subject:** FW: Public Comment - Tahoe Transportation District Program Implementation Committee Acting as the Tahoe Transportation Commission - 3-6-24  
**Attachments:** [image.png](#) , [Public Comment TahoeCleanAir.org 7-31-23 Incline Mobility Hub Mtg.pdf](#)

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Fyi...

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**From:** Doug Flaherty <tahoesierracleanair@gmail.com>  
**Sent:** Tuesday, March 5, 2024 11:07 AM  
**To:** Judi Allen <jallen@tahoetransportation.org>  
**Subject:** Public Comment - Tahoe Transportation District Program Implementation Committee Acting as the Tahoe Transportation Commission - 3-6-24



Dear Committee Members:

Please make this public comment part of the record and minutes in connection with Agenda Item IV. of the TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS: i.e.

A. For Possible Action: Conduct a Public Hearing and Recommend Approval of the Tahoe Regional Planning Agency's 2024 Active Transportation Plan to the Tahoe Metropolitan Planning Organization Governing Board

While TahoeCleanAir.org will be submitting additional comments regarding the 2024 Active Transportation Plan by March 15, 2024, it is important that TTD and TRPA must immediately undertake a comprehensive cumulative Environmental Impact Statement/Report (EIS/EIR) taking into account all past, present and planned private and public projects, including transportation projects within the Lake Tahoe Basin since adoption of the 2012 Regional Plan.

With the Lake Tahoe Basin unique environmental and safety issues including, human overcapacity, overcapacity roadways, including two lane and traffic calming roadways, extreme 360 degree high hazard severity wildfire and wildland urban interface zones, and its demonstrated wind and slope environment, the EIS/EIR must include a comprehensive analysis of new information as discussed in the California Attorney General's October 2022 Best Practices for Analyzing and Mitigating Impacts of Development Projects Under the California Environmental Quality Act. This information was not available during the TRPA 2012 Regional Plan. Despite repeated pleas from the public to do so, TTD and TRPA have failed to substantially address wildfire and wildfire evacuation in relation to individual and cumulative new information and changed circumstances.

Additionally, thank you for eliminating the Old Incline Elementary School (OES) from consideration as a mobility hub in Incline Village. Placing a Mobility Hub and dense parking at the Old Incline Village Elementary School is highly controversial and its placement will cause significant harm to the environment and public safety. In fact, the mobility hub project, especially when financed by federal money, must undergo its own EIS under the National Environmental Policy Act (NEPA).

Please also consider the attached past public comment part of the record in connection with your March 6, 2024 meeting.

Sincerely,  
Doug Flaherty, President  
Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.org)  
A Nevada 501(c)(3) Non-Profit Corporation  
774 Mays Blvd 10-124  
Incline Village, NV 89451





July 31, 2023

**RE: Written Public Comment – III. A. DISCUSSION ITEMS – TTD IV Mobility Hub Committee Meeting 7-31-23 via jallen@tahoetransportation.org**

A. *For Possible Action*: Presentation and Discussion on Site Analysis, Project Concepts and Site Selection Process for the Incline Village Mobility Hub Project

OES = Old Elementary School (used interchangeably as 771 Southwood Blvd, Incline Village, NV)

ESE = East Shore Express

TTD = Tahoe Transportation District

TRPA = Tahoe Regional Planning Agency

FTA = Federal Transit Administration

VMT = Vehicle Miles Traveled

Dear TTD Staff and TTD Mobility Hub Committee Members:

Please ensure that this written comment is made part of the record and the minutes regarding Agenda Item III – A. TTD Incline Village Mobility Hub Committee meeting **7-31-23**.

This written Public Comment is being provided on behalf of TahoeCleanAir.org.

TahoeCleanAir.org is opposed to the OES site being considered or used as one of the **“alternative”** locations for a TTD mobility hub, for the following reasons:

TTD claims of trip reductions, getting people out of their cars, VMT claims, and traffic reduction claims, continue to be highly controversial, subjective, arbitrary, capricious and lack substantial evidence to make such claims, making TTD’s stated outcomes highly uncertain. The TTD would require a "crystal ball" to make such claims.

Regarding TTD’s consulting firm attempts to link hubs in Vail, CO, Sparks and Reno NV, these locations bare little or no relevance to the unique environmental, public safety and wildfire evacuation needs of Incline Village and the Lake Tahoe Basin. This includes adding the significant and cumulative adverse environmental and safety peril impacts that a 365 day a year mobility hub will bring.

Further, the January 20, 2023 and the updated **June 26, 2023** Wood Rogers Memoranda and staff report (pages 12, 13 and 14 ) of which both memorandums discuss “Screening Criteria Categories”, lack complete environmental impact and safety screening considerations, are subjective, incomplete, arbitrary, capricious, and designed in favor of the TTDs relentless quest to construct a mobility hub at the OES site, of which is within and adjacent to a dense close in traffic safety peril neighborhood as well as an environmentally sensitive area.

As an example:

***TTD and its consultants continue to fail to provide an “Environmental Impact Score” within its “screening criteria list.”*** This, to avoid a substantial evidence data driven analysis of past, current, and future cumulative environmental impacts in relation to all potential locations. This includes an analysis of direct or adjacent site locations that rest within or adjacent to any environmentally sensitive area. In the case of the OES site, as an example, an **Environmental Impact Score** would consider an analysis of the OES site and its impacts within and directly adjacent to the “Burnt Cedar and Wood Creek Watersheds.” This includes Burnt Cedar creek itself, an ephemeral stream, which begins on OES property and drains ¼ mile directly into Lake Tahoe waters. How can TTD



ever claim that they are working to protect the environment and waters of Lake Tahoe when they fail to provide any reference whatsoever to an **Environmental Impact Score** for all possible Mobility Hub alternative sites.

Additionally, within the TTD Screening criteria, **Road Safety Score** should be re-labeled “Public Safety Score” and placed at the top of the screening criteria list. This item should discuss data driven measurements of all site alternatives, including a comprehensive traffic study, access and egress analyses including slopes, neighborhood pedestrian impacts and safe wildfire evacuation, in connection with human and roadway overcapacity in densely populated neighborhoods, including stranded transit users during a wildfire.

Further, the deficiencies of the eight (8) draft screening criteria provided by TTD Staff for selection of an Incline Village Mobility Hub are discussed below *as comment*.

1. **Transit System Score** - Consider how well integrated the location is with respect to the existing transit network. **Comment:** *The terms “well-integrated” and “existing transit needs” are subjective, arbitrary, and capricious and lack substantial evidence to support TTD’s claims in relation to the OES site. TTD fails to provide significant and substantial data indicating otherwise. 771 Southwood Blvd currently provides an unsafe short term seasonal East Shore Express service location which cannot be safely “well integrated” when it comes to the neighborhood public safety impacts, including safety perils for both users and the neighborhood during a wildfire evacuation, as well as the cumulative environmental degradation caused by a 365-day year-round, full mobility service hub.*
2. **Transit Propensity Score** - Overlay various points of mobility data to understand locations with “high” mobility needs and potential transit demand. **Comment:** *TTD fails to provide significant and substantial data driven evidence demonstrating that 771 Southwood mobility needs are “high”. The OES site currently provides an unsafe short term seasonal East Shore Express service location which cannot be safely “well integrated” when it comes to the neighborhood public safety and environmental impacts of the ESE or a 365-day year-round, mobility service hub. TTD has not provided substantial data to indicate a “high mobility need”, confusing ESE ridership numbers, as being synonymous with year-round mobility hub demand. Data indicates that public transportation ridership choice is extremely low compared to other forms of transportation within the Lake Tahoe Basin.*
3. **Recreational Access Score** - Consider the proximity a “high mobility need” and potential transit demands” ease of connection to recreational amenities for locals and visitors. **Comment:** *The terms “high mobility need” and “potential transit demands,” for locals and visitors are subjective, arbitrary, capricious and lack substantial evidence to make such claims, making TTD’s outcomes highly uncertain. This in connection with a 365-day year-round mobility hub at 771 Southwood Blvd. TTD fails to provide significant and substantial data indicating otherwise. TTD fails to provide significant data indicating that OES hub users will have “ease of connection” access to workable safe roadway by roadway evacuation route capability during a wildfire.*
4. **Key Destination Score** - Examine the location’s proximity and ease of connection to significant destinations, services, and activity centers. **Comment:** *Any suggestion that a hub at the OES will promote the ease of connection to “significant destination,” “services” and “activity centers” walking or access is subjective, arbitrary, capricious and lack substantial evidence to make such claims making TTD’s stated outcomes highly uncertain. TTD fails to provide significant and substantial data indicating otherwise. TTD fails to provide significant data indicating that OES hub users will have access to workable safe roadway by roadway evacuation route capability nor emergency services during a wildfire.*
5. **Walkability Score** - Analyze the extent of the surrounding sidewalk and trail networks connecting to the potential location. **Comment:** *Any suggestion that a mobility hub geographically located at the OES will promote walking or trail use is subjective, arbitrary, capricious and lacks substantial evidence to make such claims, making TTD’s stated outcomes highly uncertain. TTD fails to provide significant and substantial data indicating otherwise. TTD fails to provide significant data indicating that OES hub users, combining their use with walkability, will have access to workable safe roadway by roadway evacuation routes during a wildfire.*

6. **Bikeability** Score - Analyze the extent of the surrounding bike network (on the street and multi-use trail) connecting to the potential location. **Comment:** *Any suggestion that a hub geographically located at the OES will promote biking or trail use is subjective, arbitrary, capricious and lacks substantial evidence making TTD's stated outcomes highly uncertain. TTD fails to provide significant and substantial data indicating otherwise. TTD fails to provide significant data indicating that OES hub users, combining their use with a bike network, will have access to workable roadway by roadway safe evacuation routes during a wildfire.*
  
7. Road Safety Score - Examine crash data (or other relevant data) in proximity to mobility hub locations. **Comment:** *As stated above, this screening criteria should be re-labeled "Public Safety Score." Crash data is only one piece of screening criteria regarding public safety. This item should be re-labeled "**Public Safety Score**" and placed at the top of the screening criteria list. This item should discuss data driven measurements of all site alternatives, including a comprehensive traffic study, access and egress analyses including slopes, neighborhood pedestrian impacts and safe wildfire evacuation, in connection with human and roadway overcapacity in densely populated neighborhoods, including stranded transit users during a wildfire.*
  
8. Property Size Score - The location meets the minimum square footage to accommodate the mobility hub program and allow for future growth. **Comment:** The reference to accommodating "future growth" is synonyms with TTD and TRPA creation of Lake Tahoe Basin overcapacity, thereby creating public safety perils caused by increased human and roadway overcapacity and is subjective, arbitrary, capricious and lack substantial evidence to make such claims making TTDs claims highly uncertain. TTD fails to provide significant and substantial data indicating otherwise.

Further, the original Federal Transit Authority (FTA) National Environmental Policy Act (NEPA) Protective Acquisition funding application submitted by NDOT and TTD, which granted a NEPA "Categorical Exclusion" (CE), in order for TTD to receive federal funding to purchase the OES property, was fundamentally flawed and misleading.

NDOT and TTD stated, as part of the original NEPA protective acquisition funding application and correspondence, that the "Acquisition or transfer of interest in the real property is 1) not within or adjacent to a recognized environmentally sensitive area and 2) the use of the property by the TTD would not result in a substantial change in the functional use of the property..."

1.. With regard to past and present "functional use" of the OES property:

In an original letter from NDOT to the FTA, seeking funding to secure the purchase of 771 Southwood Blvd funding, NDOT/TTD stated, "For the last nine years, Tahoe Transportation District has been using the Property for a seasonal transportation hub"... **when actually the past use of the property was that of a 10-year inactive school campus with 8 years of non-permitted TTD parking and a non-permitted bus TTD transit stop.**

The continued 8 yr. past illegal use of the 771 Southwood Blvd, by the TTD, is now substantiated as part of the record, via discussions between the TRPA and TTD Staff during the recent October 26, 2022, Incline Village residents TRPA Appeal of the Temporary Use Permit, as connected with the 2022-2023 East Shore Express operation.

2. Further, in order to receive FTA Protective Acquisition Funding approval, in its original 23 CFR 771.118 (C)(6) Categorical Exclusion Application and correspondence seeking federal funding, NDOT/TTD stated that the 771 Southwood property was not within or adjacent to a "recognized" environmentally sensitive area and therefore a Categorical Exclusion (CE) should be granted.

Per NEPA, CEs are actions that do not individually or cumulatively have significant environmental effects or impacts and are excluded from the requirement to prepare an environmental assessment (EA) or environmental impact statement (EIS) **when there are no "unusual circumstances"** (40 CFR 1508.4, 23 CFR 771.118). CEs are not exempt from NEPA.

However, NDOT and TTD **failed to inform the FTA**, in its original funding application that:

Lake Tahoe is listed under the Clean Water Act Section 303(d) as “impaired”, which clearly represents an “unusual circumstance” with regard to the 771 Southwood property which is located on and adjacent to the environmentally sensitive Burnt Cedar and Wood Creek Watersheds.

While the recent good news headline regarding Tahoe’s clarity is indeed good news, the UC Davis comments indicated, that this is a short-term window of improvement, and the degradation of Tahoe’s clarity is expected to revert back to its 20-year history of degradation upon the expected return of the mysis shrimp. This means TTD and TRPA failures to protect Lake Tahoe will return.

The “impaired” water listing is due to three pollutants; nitrogen, phosphorus, and sediment, all of which are responsible for Lake Tahoe’s deep water transparency loss.

It is evident that the OES property is the headwater property of a visible and “intervening” seasonal ephemeral stream recognized in sediment studies (Simon) and NDEP), as Burnt Cedar Creek. This visible “intervening” ephemeral stream deposits runoff sediment directly into the waters of Lake Tahoe within ¼ mile of the headwater property in question through a series of ditches and pipes, and of which stream, the Tahoe Regional Planning Agency has failed to adequately improve to prevent pollution runoff in order to help protect Lake Clarity.

The “intervening” ephemeral stream is within and adjacent to 1) the Lake Tahoe Burnt Cedar Creek Watershed and adjacent Wood Creek Watershed – see Simon – referencing Burnt Cedar and Wood Creek Watersheds) ... Simon is also “recognized” in the Nevada Division of Environmental Protection – Final Lake Tahoe Total Maximum Daily – Report to the US EPA. Pages 7-5 and 7-6 and throughout. The “unusual circumstance” of Lake Tahoe being listed as “impaired” waters under the Clean Water Act Section 303(d) makes both of these watersheds “recognized” environmentally sensitive areas.

Further, the Burnt Cedar and Wood Creek watersheds, are “recognized” environmentally sensitive areas, since they **cumulatively**, along with all other Lake Tahoe watersheds add “impaired” 303(d) water listed sediment and pollutants to Lake Tahoe waters, and the issuance of a CE by the FTA allowing purchase of the 771 Southwood property, without investigating this unusual 303(d) circumstance, was not appropriate, and at minimum there should have been a publicly noticed Environmental Assessment (EA) process undertaken by the FTA to help determine the need for an Environmental Impact Statement.

TTD’s stated need for a mobility hub at this location is subjective, arbitrary, and capricious, agenda driven and said need is not supported by substantial nor significant data.

The information provided below discusses the TTD 2022-2023 East Shore Express Temporary Permit process is germane and directly tied to the overall Mobility Hub process.

1. The TRPA granting of the 2022-2023 ESE Temporary Use Permit represented a “change in use” from the original 8-year use of the property, and such change in use was an intensification of use and was not based on fact but was arbitrary and capricious. The TRPA and TTD therefore violated NEPA when it intensified the use of 771 Southwood Blvd as part of a “special condition” attached to 2022-2023 ESE Temporary Use Permit without a NEPA Environmental review process.

TTD Staff Reports continue to state that “the service has been operating for a number of years on a less-formalized basis, of which is an obfuscation—vague and incomplete—since the past use of the property was that of a 10-year inactive school campus with 8 years of non-permitted TTD parking and a non-permitted bus TTD transit stop. “Less formalized” in this case means, “unpermitted.”

The original TRPA Temporary Use Permit Application by the TTD requested the permit for the purpose of “Intercept Parking for East Shore Shuttle Service to SR 28 and Sand Harbor”. However, TRPA arbitrarily and capriciously granted, without a request from the Applicant an intensified and expanded “change of use” from the property’s past illegal use.

This was done by arbitrarily inserting a Special Condition, of which Special Conditions are normally considered “planning permissions” to mitigate or compensate for negative impacts. However, in the case of permit Special Condition 1, especially as it applies to 771 Southwood Blvd, TRPA arbitrarily and

capriciously granted an intensified and expanded the “change of use”. This act required TRPA and TTD to consult with the FTA which is the only agency with NEPA primacy in this particular case.

2.. During the Temporary Use Permit Process for the 2022-2023 ESE Operation TRPA Violated its own Chapter 6.2. JOINT ENVIRONMENTAL DOCUMENTS which states:

... the National Environmental Policy Act (NEPA) or other state or local environmental review, TRPA shall, whenever feasible, coordinate its environmental review process with the local, state, or Federal process. Coordination would include joint activities such as scoping, selection of consultants, notice, and concurrent comment periods.

Because the 771 Southwood property was purchased using FTA Federal funds via an application for funding in connection with a NEPA Categorical Exclusion (CE) Protective Property Acquisition request by the Nevada DOT on behalf of the TTD, the primacy for regulatory environmental review considerations rests with the FTA under NEPA.

Primary FTA primacy and reach is germane in this case since the TRPA staff arbitrarily created, and the TRPA Hearing Officer approved, a Special Use Permit “change of use” from that of an illegal use of operating without the required TRPA parking permits, to an intensified “use” of a **“Transit Station and Terminal.”**

As explained by FTA’s Mr. Ted Matley, in an email on June 7, 2021, “Change of Use” triggers an additional [required] review and determination under the National Environmental Policy Act (NEPA).

Matley goes on to comment:

“The Categorical Exclusion (CE) determination that FTA Region IX issued allows the project sponsor to purchase the property using Federal funds, should the project sponsor choose to do so. The FTA CE determination does not include approval for any future changes to, or development of, the property.”

“If the property is purchased using Federal funds, or should Federal funds be proposed to fund the development of or change the use of the property, **an additional review and determination under the National Environmental Policy Act (NEPA)** is required to develop or change the use of the property. We have confirmed with the project sponsor that they understand the limitations of the current FTA CE determination and that any future action to develop the property or change the use will require additional NEPA analysis.

3. And finally, as currently written, the new and old TRPA “armchair” Environmental Checklists contained in various past TRPA and TTD ESE Staff reports are inadequate and a sham, designed to sidestep the identification and analysis of the true local community as well as basin wide cumulative impacts/effects of the ESE and all projects within the Lake Tahoe Basin.

In this case, the desktop environmental checklist failed to recognize that the site is within and adjacent to the recognized environmental sensitive areas of the Burnt Cedar and Wood Creek Watersheds and that Lake Tahoe is listed under the Clean Water Act Section 303(d) as “impaired” waters.

Further, for the most part, the subjective staff armchair conclusions within the Environmental Checklist are not based on substantial evidence, are rather opinionated, arbitrary, and capricious, and continue to violate the Bi-State Compact requirements of Tahoe Basin equilibrium and harmony.

Sincerely,  
Doug Flaherty, President  
Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.org)  
A Nevada 501(c)(3) Non-Profit Corporation  
774 Mays Blvd 10-124  
Incline Village, NV 89451

**From:** Kira Richardson <krichardson@trpa.gov>  
**Sent:** 3/20/2024 4:24:09 PM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** FW: public transportation plan south lake tahoe

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Public comment FYI

**Kira Richardson** (*she/her*)  
Senior Transportation Planner  
Regional Planning Department  
775-589-5236 | [krichardson@trpa.gov](mailto:krichardson@trpa.gov)  
*\*\*Note new name and email*

---

**From:** Michaela Rudis <michaelarudis@gmail.com>  
**Sent:** Wednesday, March 20, 2024 1:36 PM  
**To:** Kira Richardson <krichardson@trpa.gov>  
**Subject:** public transportation plan south lake tahoe

Hello,

My suggestion is that there be four buses each hour - every 15 minutes - going up and down highway 50. Use this route 50 and make it reliable! Then spread out further. Unless you make the system RELIABLE AND REGULARLY EVERY 15 MINUTES, workers can not rely on it, people who don't want to sit outside in the cold for 45 minutes, and most other people will NOT USE IT.

Also the walk signals should be AUTOMATIC. It is not safe for pedestrians to have to climb over ice and snow in winter to reach a walk signal. And when they don't work it's even more dangerous. Just make them automatic and give pedestrians sufficient time to cross. That means 30 seconds minimum in my opinion.

Warm Regards,  
Michaela Rudis

**From:** Katherine Huston <khuston@trpa.gov>  
**Sent:** 3/20/2024 2:25:42 PM  
**To:** Ryan Murray <rmurray@trpa.gov>; Michelle Glickert <mglickert@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marsha Burch <mburch@trpa.gov>; Graham St. Michel <gstmichel@trpa.gov>  
**Cc:** John Hester <jhester@trpa.gov>; Julie Regan <jregan@trpa.gov>; Jeff Cowen <jcowen@trpa.gov>;  
**Subject:** FW: Questions for the TRPA - Active Bike - Pedestrian Use Monitoring and Roadway Vehicle Counts

FYI – some of these could be considered document requests.

**Katherine Huston** (*she/her*)  
Paralegal  
(775) 589-5206 · [khuston@trpa.gov](mailto:khuston@trpa.gov)

**From:** Doug Flaherty <tahoesierracleanair@gmail.com>  
**Sent:** Wednesday, March 20, 2024 11:45 AM  
**To:** Katherine Huston <khuston@trpa.gov>; Julie Regan <jregan@trpa.gov>; TRPA <trpa@trpa.gov>; John Hester <jhester@trpa.gov>  
**Subject:** Questions for the TRPA - Active Bike - Pedestrian Use Monitoring and Roadway Vehicle Counts

Dear TRPA,

I would appreciate a timely reply to my questions listed below.

#### **Published Background**

The following information is published on the TRPA Website. <https://monitoring.laketahoeinfo.org/BikePed>

*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 Kittleston & 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 hard-copy report.*

**My questions to the TRPA as connected to the above "Published Background" are as follows:**

**A.** Where can I locate:

1. The "Lake Tahoe Region Bicycle and Pedestrian Monitoring Protocol" document.
2. The written document containing the "system for the collection of year-round active transportation"
3. Documents containing precise locations of all "permanent counting stations", "biennial count locations", and "spot count locations". Precise locations in this instance includes items like mapping, or more detailed descriptions, which more fully explain the precise locations of counting stations, other than the general description of locations as published on the TRPA website maps.
4. "the regional transportation monitoring report"
5. Do the count locations capture user counts in both directions?
6. Are the user counts being captured 24 hours a day?
7. What agency or contractor captures the user data and places the data on the TRPA website?
8. Is the data placed on the TRPA website weekly, monthly or annually?
9. Why is the TRPA website lagging on posting 2024 data?

**B.** The daily bike-ped data on the TRPA website describes what appears to be a "Counter 1" counting station sensor at East Shore - Hidden Beach.

<https://www.tahoependata.org/datasets/bike-and-pedestrian-counts/explore>

1. Is Counter 1 the only counter station installed on the East Shore trail between Incline Village and Sand Harbor?
2. What sensor technology is the counter 1 station employing (i.e. interfered beam, impact or other)?
3. In line with Item A. 3. above, where can I locate and view documents containing a more precise location of the Counter 1 counter station and any other trip or user counting stations installed on the East Shore trail.
4. Are there counting station user sensors placed under the ground pathways?
5. How high off the ground is the counter sensor beam from any counting station using infrared or similar technology to capture user counts?
6. Does Counter 1 capture users counts in both directions?
7. How does the TRPA or monitoring agency or contractor know when the counter station fails during active data counting?

**My questions to the TRPA regarding vehicle count technology is as follows:**

A. Does TRPA have knowledge of TRPA / TTD / NDOT and CALTRANS using similar bike-ped counting station monitor technology, other than more standard ATR roadway traffic counters to monitor vehicle use counts within the Lake Tahoe Basin?

Please let me know ASAP if any of my questions will require submission of a Public Records request and I will submit such a request.

Sincerely,  
Doug Flaherty, President  
Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.org)  
A Nevada 501(c)(3) Non-Profit Corporation  
774 Mays Blvd 10-124

TahoeCleanAir.org Organizational Purpose

Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.Org) is a Nevada 501 (c) (3) non-profit corporation registered to do business in the State of California. Our organizational purpose extends beyond protecting clean air, and includes, among other purposes, protecting and preserving natural resources, including but not limited to clean air, clean water, including lake and stream clarity, soils, plants and vegetation, wildlife and wildlife habitat including wildlife corridors, fish and fish habitat, birds and bird migration, insects, forest and wilderness from adverse environmental impacts and the threat and potential of adverse environmental impacts, including cumulative adverse impacts, within the Nevada and California Sierra Range, and its foothill communities, with corporation/organization geographical purpose priority being that of the Lake Tahoe Basin. Our purpose further extends to all things incidental to supporting environmental impact assessments and studies, including the gathering of data necessary to analyze the cumulative adverse environmental, health and safety impacts from public and private projects inside and outside the Lake Tahoe Basin, and addressing and supporting safe and effective evacuation during wildfire. Our purpose further extends to supporting transparency in government to ensure that our purpose and all things incidental to our specific and primary purposes are achieved.

**From:** Amanda Milici <amandamilici@gmail.com>  
**Sent:** 3/24/2024 10:04:13 PM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** LTBC Comments on 2024 ATP  
**Attachments:** [2024.03.24 TRPA ATP Final Comments .pdf](#)

---

Hi Ryan!

Thank you for the opportunity to review TRPA's 2024 Active Transportation Plan. I am submitting the attached comment letter on behalf of the Lake Tahoe Bicycle Coalition (LTBC). Please feel free to reach out to me or [lbtcbboard@gmail.com](mailto:lbtcbboard@gmail.com) if you have any questions regarding our comments.

Cheers,  
Amanda





# LAKE TAHOE BICYCLE COALITION

PO Box 1147 | Zephyr Cove, NV 89448 | [tahoebike.org](http://tahoebike.org)

## Board of Directors

Nick Speal, President  
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Sara Monson

March 24, 2024

Ryan Murray  
Tahoe Regional Planning Agency  
128 Market Street  
Stateline, Nevada

### **RE: Tahoe Regional Planning Agency 2024 Active Transportation Plan**

Dear Ryan Murray:

The Lake Tahoe Bicycle Coalition's mission is to make Lake Tahoe more bicycle-friendly. On behalf of our membership, we would like to thank the TRPA for this latest update to the Active Transportation Plan (ATP or Plan), which promises significant investment to make Lake Tahoe a more accessible and safer place for transportation by bicycle. We appreciate the TRPA's approach in considering the bicyclist and pedestrian experience with infrastructure planning and the commitment to improving these experiences to encourage mode shift. We also appreciate and support the Plan's commitment to alleviating stress on the current roadway network, considering both cost-efficiency and the imperative to minimize conflicts between pedestrians and faster modes of active transportation such as e-bikes. This effort advances safety and travel efficiency for bicyclists.

Lastly, we support the Plan's focus on improvements within town centers. While regional connectivity is important, shorter travel distances are more practical to accomplish with active transportation. An emphasis on improving town center infrastructure will result in more usage, especially for transportation rather than recreation, further helping reduce vehicle miles traveled in the region.

While we applaud the TRPA for its commitment to reducing Vehicle Miles Traveled and increasing active transportation usage, the LTBC would like to see more ambitious mode share goals expressed in the ATP. Page 3-8 indicates modest goals for performance measures: a 2% increase in active transportation mode share and a 1% reduction in Vehicle Miles Traveled. Local environmental thresholds, a global climate emergency, and a Vision Zero safety imperative necessitate much more ambitious shifts in transportation metrics. We would like to see regional leadership commit to a bolder vision and for projects to be proposed commensurate with that ambition.

For some inspiration, in 2017 Paris, France planned for a 300% increase in cycling use<sup>1</sup> and has since led the world in its transition. Also in 2017, CalTrans adopted a State Bicycle and Pedestrian Plan<sup>2</sup> that noted a statewide doubling of bike and pedestrian trips between 2000 and 2010 and planned to further double walking and triple bicycling mode share statewide by 2020. Thus, the LTBC urges the TRPA to adopt more ambitious mode share goals and project proposals that reflect the positive potential of active transportation in Lake Tahoe's future.

## REQUESTED ADDITIONS

While the 2024 ATP provides a comprehensive overview of needed improvements to the Lake Tahoe basin's active transportation network, we noticed missing components that we wish to see expressly mentioned:

- A more in-depth discussion around the importance of reducing vehicle travel speeds, and strategies – specifically projects – to accomplish this.
- Expanded and detailed guidelines for local jurisdictions that define Class 3 bicycle boulevards and differentiate them from regular streets. The plan proposes numerous Class 3 bicycle boulevards to expand the network of on-street cycling facilities. We would like to see some of the following guidelines added to Appendix page 40:
  - Stop sign alignment adjusted to facilitate efficient and safe cycling without stopping
  - Road barriers that discourage or prevent through-traffic vehicles from using these streets, except for local access
  - Green paint, sharrows, signs, and public art that create a sense of place and belonging for cyclists with regular maintenance
  - Minimum pavement quality standards for smooth roads
  - 15 mph speed limits and traffic calming measures to ensure compliance. The 25 mph recommendation included in Appendix page 40 is too fast.
  - Street lighting
  - Adopted policy to prioritize these routes for snow removal
  - An increase in the projected budget of Class 3 projects accordingly
  - In some cases, zone to encourage retail businesses to serve bike traffic
- Maintenance and modernization of existing active transportation facilities. For example, numerous bus stops need better shelter, and numerous public and private facilities are not in compliance with the Americans with Disabilities Act. We would like to see these improvements included in the Plan to improve the pedestrian experience.
- Required Bike Valet for large special events. Bike Valet is included on page 5-3 as an existing program. We encourage the TRPA and local jurisdictions to require Bike Valet as a condition of approval of large special events to minimize the transportation impacts of those events.
- Guidance for the implementation of existing bike- and scooter-share programs. These existing programs are mentioned, but we would like to see guidance on how these programs can be implemented in alignment with the Plan's safety and environmental goals as well as how they can be successful in achieving community support. We recommend docked bike-share programs and

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<sup>1</sup> [https://ecf.com/system/files/ChristopheNajdovski\\_ParisCyclingPolicies.pdf](https://ecf.com/system/files/ChristopheNajdovski_ParisCyclingPolicies.pdf)

<sup>2</sup> <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/f0020350-activeca-final-plan-2017-05-18-a11y.pdf>

off-sidewalk scooter corrals in busy areas to prevent these shared devices from cluttering the public right of way.

## LEVEL OF STRESS ADJUSTMENTS

Pages 2-11 and 2-14 show Bicycle Level of Traffic Stress and Pedestrian Experience Index on map views. Some of the data points do not align with the lived experience in these segments, and we suggest that you consider reviewing the data and updating the maps to reflect this input:

- The BLTS shown on Page 2-11 appears incomplete.
  - BLTS 1 (low stress) is white, but nearly all streets are white.
    - Is there a difference between "no data" and "low stress"? If there are zero low-stress streets, the symbology should make that clear.
    - It's not clear if this data is attempting to capture all streets, just streets with on-street bicycle facilities, or off-street Class 1 networks.
    - There is no indication of streets with Class 1 facilities. For example, Barabra Avenue in South Lake Tahoe (SLT) is labeled as a moderately high-stress street, but it runs parallel to a low-stress Class 1 path. If the Class 1 path is not considered, why is this street considered part of the bicycle network? Similar questions apply to other streets in the region that run parallel to a Class 1 path.
  - In South Lake Tahoe, there are a handful of BLTS 2 segments, but this does not align with lived experience.
    - Northbound Eloise is BLTS 2 but Eastbound Eloise is different, when it should be the same.
    - Several streets are marked as BLTS 2 but should be BLTS 3, due to no bicycle facilities and steep grades such as Viking Way, Keller Road, and Apache Avenue south of US 50.
  - US 50 through SLT does not have a consistent BLTS level.
    - Why is there a blank gap near South Tahoe Middle School and Lakeview Commons?
    - The relative BLTS does not feel accurate between the segments of US 50 that have a bike lane (western SLT), the segments that don't have a bike lane but have low traffic speeds (Pioneer Trail to Kahle Dr through the casino core), and the portions that have no bike lane and high traffic speeds (Northeast of Kahle Dr). We recommend categorizing these with increasing levels of BLTS in this order.
  - In SLT, Pioneer Trail between Ski Run and Blackbart does not feel lower stress than US 50. It should be BLTS 4 due to high traffic speeds, blind corners, and absence of street lighting.
  - In SLT, Blackbart Avenue does not feel low stress due to the narrow road, heavy traffic, and no bicycle facilities. It should be BLTS 4.
  - In SLT, Sierra Blvd should be BLTS 1 due to complete streets redesign and Class 1 and Class 2 facilities.
  - In SLT the loop road around the south side of the casinos should be a higher BLTS due to higher vehicle speeds.
- Page 2-14 Shows Pedestrian Experience Index
  - The variations in quality of experience seem unclear. For example, why are there gaps in the green along Lake Tahoe Blvd near Tata Ln and Sierra Blvd? Why are there small portions of

residential neighborhoods that are red rather than orange? Why are portions of the Greenway yellow vs orange?

- The loop road around the casinos is green with no pedestrian facilities. This seems inaccurate and the quality of experience should be lower, with variations based on where sidewalks are present and where there are large gaps away from storefronts and amenities.
- Sierra Blvd should be green given it has a Class 1 shared-use path.
- US 50 east of the Tahoe Blue Event Center should not be green as it provides minimal pedestrian facilities.
- Are street lights and winter snow removal accounted for? We would expect to see a difference corresponding to areas with and without these facilities.
- We recommend changing the color scheme to hold a high standard for green. “45% quality of experience” seems too low to justify a green color.
- We recommend distinguishing urbanized areas and remote areas around the lake. It does not seem accurate that portions of the Al Tahoe neighborhood in SLT and Spooner Summit are both orange and red. The former is a far more pleasant place to walk.

## **NETWORK RECOMMENDATIONS**

Per the high-level theme of the plan, we would like to see Class 2B and Class 4 bicycle facilities proposed for each corridor. Currently, no such facilities seem to be proposed.

### **SR 89/28 Corridor (Page 4-4)**

- Numerous Class 1 crossings of Highway 89 between Tahoma and Tahoe City pose conflicts. We propose adding sensor-activated lighted crossings.

### **NV SR 28 Scenic Byway Corridor (Page 4-8)**

- The NV SR28 Corridor Project List indicates the San Harbor to Spooner bike path costing \$31M to be completed by 2027. Is this up to date?

### **US 50 East Shore Corridor (Page 4-10)**

- We support efforts to enhance the safety and bicycle accessibility of the US 50 East Shore Corridor. We request prioritizing the connection of Zephyr Cove to South Shore rather than the entire corridor.

### **US 50 South Shore Corridor**

- The Plan mentions buffered and protected bike lanes but does not propose any. We would like to see this proposed for Pioneer Trail and US 50.
- The California Tahoe Conservancy has considered a Class 1 connector path behind the Sierra Express Car Wash. This would add great connectivity benefits to the network but is missing from the Plan.
- We would like to see the Greenway extended to connect Ski Run to Van Sickle Bi-State Park, expanding active transportation facilities in the underserved Ski Run and Rocky Point neighborhoods. This planned project is omitted from the Plan but is a top priority for the LTBC.

- For cost efficiency, we recommend the Herbert Ave Complete Streets, a \$7.5M project, not be a first priority.
- It is unclear why Alta Mira Public Access is listed as a transportation project
- “Glenwood Way Bike Lanes” is listed as a \$147,000 project, but the right of way is very narrow, so the project might not be nearly as practical.
- Los Angeles Ave is listed as a bike route, however we recommend designating a less busy parallel street like Modesto Ave as the bike route instead.
- We recommend adding the following new Class 3 Bike Routes: Palmira Ave and James Ave between the current Motel 6 and Smart and Final.

### **Meyers / Y Corridor**

- A Class 1 path parallel to Highway 89 through Christmas Valley is not cost-efficient. Instead, we propose improving Class 3 facilities through parallel, low-traffic streets and improving Class 2 facilities along Highway 89.
- We recommend proposing a Class 2 connection over Elk’s Club, especially for connectivity to the eventual Class 1 Greenway.
- To improve bicycle travel efficiency, we recommend the B St Overpass be a road diet and a crossing instead.
- For cost efficiency, we recommend that the Fallen Leaf Road Bike Path be lower than priority #2 as it offers very limited transportation benefit.
- “Hwy 50 to NUT Bike Path” - is this connecting the roundabout to NUT or SUT? SUT seems more important now that the San Bernadino Bridge exists, so this should be on the south side of the street.
- “Viking Rd Bike Path” is listed as a SLT project, but the grade is very steep up Viking Rd. Instead, this could follow the access road from the west, but this would make it an El Dorado County project. We also recommend a connection to the High School from the neighborhoods to its east.
- We recommend removing the “Barbara Ave Bike Route” as the Greenway already fills this need.
- We recommend upgrading “Dunlap Dr. Bike Route” to “Dunlap Dr. Complete Streets” and increasing the budget, as this is the main access point to the South Tahoe Bikeway from the Y.
- We recommend creating a bike boulevard along Palmira Ave, connecting the highway crossings at Lodi and Carson to the Sierra Blvd Bike Path.

### **SR 89 Recreation Corridor**

- We recommend proposing sidewalk improvements around Emerald Bay and adding transit stops and turnaround improvements.

### **PRIORITIES**

- Page 3-2 - Network Design Policies states: “Continue public/private collaboration in developing, funding, and implementing a complete Class I/shared-use path network around Lake Tahoe.” We request prioritizing town centers over regional connectivity and improving the safety of bike lanes for long-distance cycling over Class 1 paths.

- In the Page 6-3 Priority Map, some projects appear high priority but offer limited transportation value and should be deprioritized, such as Sand Harbor to Spooner Summit, the Greenway from Meyers, and the circle in the North Upper Truckee neighborhood.
- Similarly, some projects are not high enough priority, such as Round Hill Pines to Zephyr Cove.
- Lastly, some projects are missing entirely, such as the Greenway from Herbert Ave to Ski Run Blvd and the Greenway from Ski Run Blvd to Van Sickle.

Thank you for the opportunity to provide comments on TRPA's 2024 Active Transportation Plan. We commend the work of the TRPA to make Lake Tahoe a more sustainable and bicycle-friendly place. If you have any questions, please contact us directly at [LTBCBoard@gmail.com](mailto:LTBCBoard@gmail.com).

Sincerely,

Lake Tahoe Bicycle Coalition Board of Directors



Helping Tahoe Become More Bicycle-Friendly

**From:** no-reply@8x8.com <no-reply@8x8.com>  
**Sent:** 3/6/2024 12:01:46 PM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** New voicemail from VAIL RESORTS

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**VAIL RESORTS (+15303180890)**

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Received on: **Wednesday, March 6, 2024 11:00:48 AM**    Duration: **00:46**

Transcript

Hey, Ryan. My name is Brian Bigley. I'm on the TTD board and the project implementation committee. That's letter number 530-318-0890. And I've got some questions about the active transit plan, particularly around where electric e-bikes and scooters kind of fit in with the interface of bicycles on the bike paths. I'm starting to hold you here. I might bring it up in our implementation committee later today. And I'm looking around to see if it's addressed in the public comments or somewhere else. But thank you so much. Give me a call when you get a chance. Thanks, Ryan. Bye.

**From:** Doug Flaherty <tahoesierracleanair@gmail.com>  
**Sent:** 3/15/2024 9:49:06 AM  
**To:** Public Comment <PublicComment@trpa.gov>; Ryan Murray <rmurray@trpa.gov>  
**Subject:** Public Comment - Draft 2024 Active Transportation Plan Due By 12 PM 3-15-24  
**Attachments:** [image.png](#) , [Incline Village East Shore Daily Trail User Count Summer 2022 and 2023.pdf](#)

---



Dear Ryan Murray and TRPA:

Please consider this public comment in connection with the TRPA draft 2024 Active Transportation Plan document.

This comment is being submitted prior to the comment deadline of 12 PM today 3-15-24.

1. TahoeCleanAir.org hereby incorporates the following Reno Gazette Journal article by Alex Tsigdinos. Link here:  
<https://www.rgj.com/story/opinion/2024/03/11/the-fantasy-of-tahoehigh-density-walkable-town-center-concept/72927485007/>
2. The ATP discusses "**Bicycle Levels of Traffic Stress**" and "**Pedestrian Experience Index analyses**".

TRPA / TTD and the TMPO would be negligent if they did not include a **WILDFIRE EVACUATION STRESS TEST** as part of the plan. In this case, a cumulative roadway by roadway wildfire evacuation capacity analyses evaluating wildfire evacuation life safety impacts on residents and visitors driving, walking, biking, and parking during a wildfire evacuation. This includes a wildfire evacuation stress test as it relates to the senior and disabled population of the Lake Tahoe Basin who are unable to drive or do not have a vehicle accessible under TRPA's vision of reduced vehicle ownership and use. In fact, 72 out of the 86 persons (or approx 83%), who perished in the Paradise fire were senior citizens 65+ years of age. **See the list and where they died here:**  
<https://apnews.com/article/2b5a48c24f1cbfeef6ca7ab7ea026233>

It has been demonstrated that Town Centers serve as dangerous evacuation "**choke points**" during wildfire evacuation and any attempt to reduce the capacity of our current already dangerous roadways will further jeopardize the lives and safety of both residents and visitors during a wildfire evacuation. Road diets may work elsewhere, but they can be dangerous in the Lake Tahoe Basin, since they can easily limit and reduce evacuation times.

3. TRPA / TTD and the TMPO should immediately begin, including within its transportation plans, a discussion regarding the critical life safety impacts of wildfire smoke and rapid fire spread caused by burning brands connected with the significant increased numbers and use of outdoor trails, walkways, bike lane and public transportation as supported within the plan.

Burning brands during a wildfire are often driven in erratic blizzard like fashion, two to three miles ahead of the main fire, serving as separate ignition points for everything in their path. They skip over thinned forests and as an example, can ignite any of the 500,000 to 750,000 burn piles caused by US Forest Service mismanagement within the Tahoe basin. And, anyone caught in a burning brand blizzard like fire storm on foot, on bicycles and in public transportation vehicles will be in immediate jeopardy. See

- 3 minute link to Paradise Fire Video: <https://abc7news.com/camp-fire-video-body-cam-of-evacuations/4850913/>
- **Attachment:** Daily Incline Village East Shore Express users during summer though October of 2022 and 2023. Oftentimes over 1,000, 2,000 and up to 3,700 + foot and bike users per day.

4. The plan depicts the continuation of the East Shore Trail from Sand Harbor to approximately Thunderbird directly along the shore zone of Lake Tahoe in much the same manner as the existing East Shore Trail. This proximity to the Lake Shore Zone should not be allowed without a new or supplemental EIR / EIS. This due to new and changing information since the original USFS and TRPA Environmental analyses concerning wildfires and wildfire evacuation, and additionally the now known substantial number of daily East Shore trail users, of which create significant increases in vehicle miles traveled (VMT's). A new or supplemental EIR/EIS is needed to analyze data and identify the true environmental and public safety impact this new segment of East Shore trail will have on our once pristine Nevada East Shore land and water, its users and including parking.

5. Due to the breadth and scope of the plan, and based on changing and cumulative new information, since the 2012 Regional Plan, the TRPA / TTD / TMPO must immediately undertake a basin wide comprehensive cumulative Environmental Impact Statement/Report (EIS/EIR) taking into account all past, present and planned private and public projects, including transportation projects within the Lake Tahoe Basin since adoption of the 2012 Regional Plan. This before approving any arterial reductions, including road diets, impediments, reducing setbacks, or increasing town center height and density and reducing setbacks.

With the Lake Tahoe Basin unique environmental and safety issues including human overcapacity, overcapacity roadways, including two lane and traffic calming roadways, extreme 360 degree high hazard severity wildfire and wildland urban interface zones, and its demonstrated wind and slope environment, the basin wide EIS/EIR must include a comprehensive analysis of new information as discussed in the California Attorney General's October 2022 Best Practices for Analyzing and Mitigating Impacts of Development Projects Under the California Environmental Quality Act. This information was not available during the TRPA 2012 Regional Plan. Despite repeated pleas from the public to do so, TTD and TRPA have failed to substantially address wildfire evacuation capacity in relation to individual and cumulative new information and changed circumstances.

Sincerely,  
Doug Flaherty, President



Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.org)  
A Nevada 501(c)(3) Non-Profit Corporation  
774 Mays Blvd 10-124  
Incline Village, NV 89451

**From:** Dennis Devenport <dennis@desertshores.com>  
**Sent:** 3/19/2024 10:43:43 AM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** Public Comment - TRPA 2024 Active Transportation Plan

Please include these comments with the public comments on the PLAN. I would also like these comments to be included in the public comments for the Board meeting in March 27<sup>th</sup>. Please advise if I need to send these comments to someone else besides you to have them included for the Board meeting.

*OUR VISION:*

*The best solution for the goal of creating a walking and biking trail on the East Shore of Lake Tahoe from Sand Harbor to Stateline is possible, but NOT entirely within the NDOT US – 50 right of way.*

*USFS, TRPA, NDOT and other stakeholders should get behind the idea of a beautiful scenic byway on PUBLIC LAND to continue the ambitious and wonderful Tahoe East Shore Trail from Sand Harbor to Stateline NV. (CLASS 1 TRAIL)*

*A signature project of this magnitude requires vision, money and political will. With great benefit to all of Lake Tahoe but especially for the benefit of communities such as Glenbrook, Cave Rock, Skyland, Zephyr Cove, Zephyr Heights/Marla Bay/Pinewild, Roundhill, Elks Point and Lower Kingsbury who will use a SAFE and heavily traveled bike and walking trail to recreationally travel between these communities and even access Nevada Beach, Roundhill Pines Beach Resort and Zephyr Cove Beach Resort WITHOUT getting in a car or traveling on Highway 50.*

*This plan should create a measurable reduction in local and tourist vehicle traffic on Highway 50 and parking within the NDOT right-of-way if designed appropriately.*

I have studied the TRPA plan and wanted to share just a few key takeaways relevant to Douglas County.

1. Page 97 of the PDF talks about our area. TRPA is STILL talking about lane reductions on US-50. **Douglas County Commissions just passed a resolution designating US50 as an evacuation route and expressly stated it should remain 4 lanes. I support the resolution and oppose any reduction of lanes or lane widths on US-50.**
2. Page 98 of the PDF shows a map indicating US-50 as the “bicycle path” from Spooner Summit to Stateline presumably in the US-50 highway right-of-way. **I oppose this section being a CLASS 2 trail or being shared with vehicular traffic on US 50.**
3. Page 99 of the PDF shows the Stateline-to-Stateline Bikeway – a \$150 million project slated for 2045. The concept picture is a Class 1 shared use trail like the Tahoe East Shore Trail. **I support this idea but it should not take 20 years to complete.**
4. Pages 95-96 of the PDF show a proposed Class 1 bike path from Sand Harbor to Spooner, implemented by Tahoe Transportation District with a \$ 31,285,000 estimated cost and a 2027 estimated completion **I support this idea AND this is what we should do from Spooner to Stateline in a reasonable timeframe**
5. Page 77 of the PDF Policies - Section 3.2.1.1 – Continue public/private collaboration in developing, funding, and implementing a complete Class 1 / shared-use path network around Lake Tahoe.

NOTE: Items 1) and 2) above **conflict** with our vision. Item 3) **supports** our vision but **2045 completion indicates it is not a priority**. Item 4) Slated for 2027 completion **gets us about half-way to our goal** of Sand Harbor to Stateline and Item 5) indicates TRPA’s support for Class 1 all the way around the lake. The area from Spooner to Stateline needs to be a Class 1 path to achieve that goal.

**I would greatly appreciate these comments being included in the public comments, but more importantly request that the PLAN be amended to the degree possible to reflect OUR VISION prior to adoption of the PLAN.**

Great report. I know a lot of work went into it.

All the best,

**Dennis Devenport**  
PO Box 1036  
195 US-50, Suite 401  
Zephyr Cove, NV 89448

214.850.3578

*“Keep it Simple . . . Keep it Focused . . . Keep it Happening!”*

**From:** Jenna Langer <jennalanger@gmail.com>  
**Sent:** 3/21/2024 3:11:27 PM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** Public Comment on TRPA 2024 Active Transportation Plan

---

Hi there,

Thank you for this comprehensive plan for the Lake Tahoe Region. I am supportive of all of the improvements, especially adding protected bike paths and lanes wherever possible to provide more connected routes. I commute via mountain bike and would love to stay on trails from my house in Heavenly Valley to The Y and to Zephyr Cove and beyond, and not need to spend much time on Highway 50.

As a full-time resident of Regina Rd in Heavenly Valley, I would like to recommend the addition of a bike lane/path to the California Lodge of Heavenly, along Needle Peak and Wildwood. Pedestrians often walk to and from Ski Run parking - Cal Lodge and it is unsafe to do so. If this is added, more people may opt for parking on Ski Run, or even riding or walking from their house when conditions allow. I believe it would be heavily utilized by the neighborhood and those visiting Heavenly Resort.

Thank you and please reach out if you have any additional questions.

--  
Jenna Langer

**From:** Gavin Feiger <gavin@keptahoebblue.org>  
**Sent:** 3/6/2024 6:43:11 PM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** RE: 2024 Active Transportation Plan Draft Released  
**Attachments:** [image003.png](#), [image004.jpg](#), [image005.jpg](#)

---

Hi Ryan,

I don't have time to put together an official comment letter on this, but the League very much supports the ATP. We are especially supportive of the shift to class 2-4 paths on or along existing roads to create more community connectivity. We also support any and all safety improvements to Highway between Spooner Summit and Satellite, including narrowing or removing lanes and increasing bike and pedestrian safety and accessibility. We recommend concentrating those efforts on the section from Round Hill to Zephyr Cove, at least to begin with.

**Gavin Feiger**

Policy Director, League to Save Lake Tahoe

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2608 Lake Tahoe Boulevard, South Lake Tahoe, CA 96150 | 530.541.5388 | [keptahoebblue.org](#)



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FINAL  
October, 2020  
REPORT

A large, stylized graphic of a mountain peak in shades of blue and green. Inside the peak is a green shield-shaped area containing the event details.

Tahoe  
MOBILITY  
eighty/nine.twosixtyseven  
Sept.  
9  
2020  
FORUM  
A Virtual Event Exploring Options  
to Reduce VMT  
*Sponsored by  
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Supporting Sponsor

The logo for the Tahoe Regional Arts Foundation, featuring a stylized evergreen tree in the background. The text is written in a mix of cursive and serif fonts.

Tahoe Regional Arts<sup>TM</sup>  
Foundation  
[www.tahoearts.net](http://www.tahoearts.net)

# Improving Mobility



*Tahoe*  
**MOBILITY**  
eighty/nine.twosixtyseven  
**FORUM**  
Sept.  
9  
2020  
A Virtual Event Exploring Options  
to Reduce VMT  
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## To ◀ From Lake Tahoe



October 2020



## Tahoe Regional Arts Foundation...

held an invitation-only, small-group *Tahoe Mobility Forum* on Wednesday, September 9th, 2020 focusing on options to reduce vehicle miles traveled to the Lake Tahoe area during periods of peak visitation. The facilitated video forum included transportation experts, local business leaders, government agencies, and other select stakeholders to discuss long-term strategies and potential near-term opportunities for reducing driving miles during peak times of year. Lake Tahoe's many destinations attract heavy visitation from throughout Northern California and beyond.

Solutions are needed both to meet state goals related to reduced vehicle miles traveled and to address the needs related to traffic relief and air quality, such as at projects like *The Stages at Northstar*. The forum's goal was to develop a vision for reduced driving miles to the region, identify key challenges preventing the realization of this vision, and offer a suite of both near- and long-term measures for state and local leaders, as well as for project developers such as *The Stages at Northstar*, to overcome these challenges. The discussions resulted in this report summarizing the key findings and actionable items.

As a follow-up to this Tahoe Mobility Forum, we will be convening Tahoe Mobility Forum II, in 2021.

*Our thanks to Erik Swan for a grant to hold this Forum.*





## Introduction...

Lake Tahoe is a world-class destination but suffers from a serious seasonal mobility challenge. The Tahoe Basin hosts 55,000 permanent residents and attracts more than 25 million annual visitors, most of whom arrive almost exclusively through the use of private automobiles from cities such as San Francisco, Sacramento and Reno, among others. As a result, more than 50 million vehicle trips are made into, out of, and within the Basin annually, leading to extreme traffic congestion during peak times of the day, weekend, year, and for special events. In addition, many of the region's top destinations lack sufficient parking, leading to spillover parking in unsafe locations.

The consequences of this congestion are severe. Economically, the delays can discourage visitors to local businesses and decrease quality-of-life for residents and visitors alike. It also jeopardizes public safety by increasing the risk of automobile collisions, especially with people on bicycles or on foot. Environmentally, pollution from these vehicles contributes to poor air quality, greenhouse gases, and algal blooms in the lake from particulate matter that washes off roadways and parking lots.

To address these mobility challenges, the Tahoe Regional Arts Foundation convened a "Tahoe Mobility Forum" in September 2020 with state, regional and local public officials, business leaders, transportation experts, and advocates. The group was surveyed in advance and discussed in the forum their vision for ideal mobility to and from Lake Tahoe, key barriers preventing progress, and preferred solutions. Based on the group's input, this policy brief summarizes priority solutions, challenges, and next steps.







## Vision for Lake Tahoe Mobility



Participants at the September mobility forum described a vision for the ideal mobility scenario to and from Lake Tahoe, featuring:

**Multiple modes of convenient, efficient transit** to bring passengers from the Bay Area, Sacramento, Reno and other population centers to the Tahoe Basin and back, featuring frequent trains and buses that are easy and affordable to use

**Abundant modes of transportation within the Tahoe Basin**, such as micro transit, pedestrian and bicycle lanes, electric buses and shuttles, zero-emission ride-share vehicles, and waterborne transit, among others

**Seamless, reliable and consistent access** for users of all modes of travel

**Consolidated real-time software and smartphone apps** to make transit options easy to access

**User fees or pricing on vehicles entering the Tahoe Basin or parking in popular areas** during periods of peak visitation, with exemptions and focused spending to address equity impacts

**Compact development for all new growth**, which would be built around mobility options, not single-occupant vehicles

**Known and accessible vehicle miles traveled (VMT) data**, which could then be tracked and managed for accountability

Tracked progress on mobility that includes qualitative metrics for users, as well as **housing availability and affordability, and reduced driving miles**

Abundant options for **autonomous and ride-share vehicles** to, from and within the Basin

**Equity in mobility for low-income workers**, travelers, and residents that mesh with solutions for recreational visitors

**Shared and unified messaging** around a common vision for mobility to, from, and within the Basin

Achieving this vision requires identifying and overcoming the obstacles that make it unlikely to be realized on its own. The following section describes those obstacles and offers solutions for local and industry leaders.





## Barriers and Solutions for Improved Mobility To&From the Tahoe Basin

A specific set of challenges may prevent this vision from coming to fruition. For the September 2020 forum, the Tahoe Regional Arts Foundation surveyed participants in advance and discussed the most common barriers to mobility to and from Lake Tahoe. Participants identified the following four priority barriers and offered solutions to overcome each of them:

- **No concerted regional strategies to reduce travel demand** at peak periods and times
- **Fractured and decentralized governance** across the Tahoe Basin and larger visitor mega-region (defined as the San Francisco Bay Area to Reno)
- **Lack of adequate and modern transit supply and service** to, from, and within the Tahoe Basin
- Land use policies that could do more **to foster compact growth** that promotes access and affordability

While additional barriers exist, participants agreed that these four represent the most pressing barriers to improved Tahoe mobility.

To help overcome these barriers, participants helped identify **10 near-term solutions** to improve mobility primarily for recreational travelers, with co-benefits for residents and the larger Tahoe workforce as well:





**Bolster funding for Amtrak Capitol Corridor train service** to extend to Truckee/Reno, as part of improved, high-quality line-haul transit service to Tahoe destinations

Develop a **regionally shared vision and alignment on improved local transit service and funding** by convening a governance team through the existing bi-state transportation consultation process

Mitigate regional peak travel demand and fund transit usage and carpooling through **congestion pricing pilot projects** with the Sacramento Area Council of Governments and other regional entities, with federal and state legislative support

Develop **priority bus-only lanes in conjunction with congestion pricing**, by working with federal and state agencies to allow highway shoulder or reversible center-running lane access

Implement a **user fee on recreational vehicles entering the Tahoe Basin at peak times** to encourage off-peak demand and fund and encourage transit alternatives

**Use existing corridor planning processes to integrate demand-side planning solutions** for recreational travelers, based on comprehensive, integrated data on travel patterns and demographics

**Mitigate recreational travel transportation impacts on federal lands** by ensuring that reauthorization of the federal transportation bill provides commensurate funding and assigns local roles and responsibilities

Coordinate **“first/last mile” solutions from major regional transit hubs** with ride-hailing, public-private partnerships, micro-transit, and on-demand shuttle services, among others, based on travel data

**Align regional policies on dynamically priced parking** that incorporates equity concerns to reduce parking demand at key times

**Bolster existing resort microtransit shuttle programs** with federal and state grants to fund free buses with priority lane access to serve shuttle passengers

These and other solutions are discussed in more detail below.





## Barrier One

### **No concerted strategies to reduce travel demand at peak periods and times**

Travel to and from Lake Tahoe, particularly by recreational visitors, is often concentrated during holidays, key seasons, weekends, and special events, leading to undesirable traffic congestion and negative environmental and economic impacts. Yet the various state, local and regional entities that govern the mega-region (defined as stretching from the San Francisco Bay Area to Reno) lack any concerted, consistent and coordinated strategies to reduce this demand and encourage alternative or off-peak travel. Instead, policy makers have generally relied on the provision of travel alternatives ("supply"), which will not be successful without additional investment and coordinated demand-side strategies. Ultimately, without programs to discourage private vehicle use based on comprehensive travel and lodging data and visitor demographics, this congestion will only worsen in the coming decades as visitation is projected to increase.

### **Solutions for Demand-Side Strategies: Launch regional congestion pricing pilot projects with federal and state support**

To help encourage off-peak travel and alternatives like carpooling and shuttles, regional and local leaders could collaborate on congestion pricing pilot projects with federal and state support that would place a charge on peak visitation by automobile, tailored to address equity impacts on low-income travelers and the local workforce, with revenues funding alternative transportation modes.





## Specific Solutions

### Regional and local leaders could:

#### **Collaborate to develop pricing pilot projects to and from Lake Tahoe to encourage off-peak travel and fund alternatives to automobile traffic.**

Local leaders, along with regional entities like the Sacramento Area Council of Governments (SACOG) and other metropolitan planning organizations (MPO) in the mega-region, could together identify prime candidates for a pilot project, such as along the Interstate 80 or Highway 50 corridors. They could include pricing rates that vary by time of day to mitigate peak travel demand. Prices could decrease or disappear for Basin and/or low-income residents and workers to address equity concerns. Revenue from the pricing projects could in turn help fund transit and carpool options, among other mobility options.

#### **Collaborate to develop coordinated pricing policies for parking during peak times around Lake Tahoe, with revenue to fund alternatives to automobile travel.**

Dynamic pricing on parking at popular visitation spots (including ski resorts, trailheads, and other recreational destinations), which generally involves charging more for parking during peak periods of visitation to minimize congestion and associated emissions, could encourage off-peak visitation and alternative travel modes, like carpooling and shuttles. However, these parking policies need to be coordinated among the various federal, state and local governments, as well as industry actors, with jurisdiction around the Basin. Regional entities and local governments could convene to align their policies and incorporate equity concerns, such as through exemptions or discounts for local and low-income residents.

#### **Use existing corridor planning processes to integrate demand-side planning solutions for recreational travelers.**

Local and regional leaders are already engaged in planning processes to address travel demand and alternatives in key corridors to, from and within the Tahoe Basin. They could use these processes to develop demand-side strategies for recreational travelers, based on comprehensive, integrated data on travel patterns and demographics of visitors.





**Consider a pilot project to develop a user-fee to enter the Tahoe Basin at key points, with revenues to fund transit solutions.** Along with congestion pricing pilot project, regional and local leaders could collaborate on a potential user fee to enter the Tahoe Basin, which could apply primarily to recreational travelers with exemptions for local and low-income residents. The key to success would be a strong enforcement mechanism to ensure compliance. Revenues could then fund transit solutions and alternatives in the Basin.

**Seek federal and state legislation and funding to implement congestion and parking pricing projects.** State legislation to authorize, plan and fund the congestion and parking pricing projects would provide critical resources and directions to regional and local leaders. In some instances, federal legislation and/or funding will be necessary when the projects involve federal lands.

**Leverage existing Tahoe Regional Planning Agency (TRPA) funding to promote demand-side strategies in the region.** TRPA already funds various transportation projects around the Basin. These dollars could support and encourage local implementation of demand-side strategies, such as pricing on automobile congestion and parking, based on user data to optimize outcomes in terms of reduced congestion, revenue, and equity.

**Develop a region-wide communication tool to help the public access alternative travel information.** The Tahoe region currently does not make all of the various travel options and updated pricing and congestion information available in one, easy-to-use website or phone app, like the 511 number in many urban areas. Regional leaders could develop such a system in partnership with private entities, to help give travelers more information about alternatives to automobile travel.





## **California and Nevada state leaders could:**

**Authorize and support congestion and parking pricing pilot projects throughout the mega-region that includes Lake Tahoe.** Legislative direction could be critical to authorizing such pilots, by assigning responsibilities, removing bureaucratic hurdles, and funding the projects.

**Develop a statewide or Tahoe-specific vehicle miles traveled (VMT) fee to improve demand management.** As gas tax revenues decline due to zero-emission and more fuel efficient vehicles, state policy makers will likely need to transition the gas tax to miles-based (VMT) fee in order to fund existing infrastructure upkeep. Such a VMT fee could be tailored to the Tahoe Basin to encourage alternative optimal travel modes and discourage peak visitation through dynamic pricing.

**Ensure more local land use policies allow new compact development near transit.** Too often local land use policies restrict development near transit nodes, although the Tahoe Regional Planning Agency and some local governments have made efforts in recent years to relax restrictions in town centers around the Basin. State legislation requiring more compact development near these transit hubs in the Tahoe Basin could reduce congestion and travel demand by allowing more residents, particularly among the workforce, to live closer to their jobs in the Basin (see discussion on barrier #4 below for more details).

**Help align federal, state, regional and local policies to ensure efficient deployment of Basin mobility hubs, as well as priced parking management and enforcement.** Alternative travel to and from the Tahoe Basin will require mobility hubs for shuttles, transit vehicles, and other alternatives at key locations. Due to multiple overlapping jurisdictions in some of the prime locations for these hubs, such as ski resorts in the summer or Sand Harbor in the winter, policy at all levels of government and potentially in the private sector may need to be aligned to permit and deploy them. Governmental leaders can in tandem promote dynamic pricing on parking in these locations to ensure greater access for transit options like buses and their customers' vehicles, which may need to park at these hubs.





## Barrier Two

### Fractured and decentralized governance across the Tahoe Basin and larger visitor mega-region

The Lake Tahoe Basin has a fractured and a multi-level governance structure. Most obviously, the Basin straddles two states, California and Nevada, and contains five local jurisdictions within it, while much of its land is under federal ownership. Consensus and shared vision are difficult to achieve in such a multi-jurisdictional environment. Furthermore, much of the visitation to the Basin originates outside of it in the mega-region of the San Francisco Bay Area through Sacramento and Reno. With elected officials in this mega-region located mostly outside of the Basin, in-Basin local leaders face obstacles to securing widespread buy-in for solutions that involve support from outside. In addition, and perhaps as a result, mobility planning and project implementation typically take a long time, often requiring cross-jurisdictional dialogue that slows the process. Finally, the impacts of congestion, as well as the potential benefits of specific solutions, are often disproportionately felt across jurisdictions, leading to a lack of consensus and agreement on the scale of both the problem and needed solutions.

### **Solutions for Fractured Governance:** *Develop and harness existing collaborative processes to deploy specific mobility solutions*

Federal, state and local leaders can leverage existing processes, such as the Tahoe Regional Planning Agency (TRPA) bi-state transportation planning process, or convene new ones to further specific mobility solutions, such as congestion pricing pilot projects, improved line-haul train service, and bus/shuttle-only lanes.





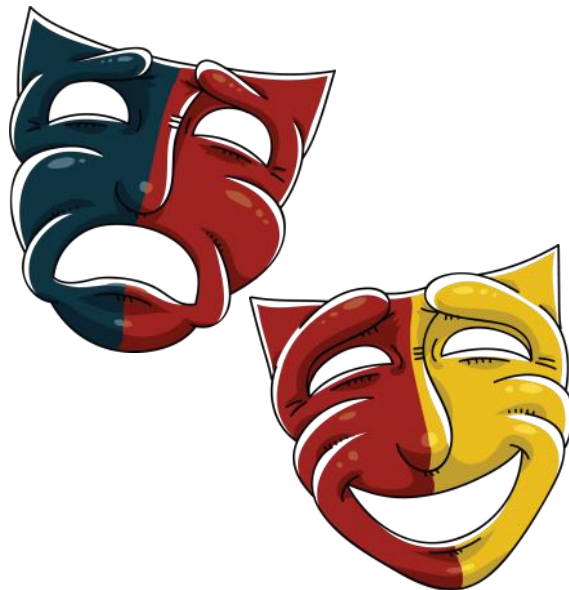


## Specific Solutions

### Federal leaders could:

**Ensure that reauthorization of the federal transportation bill provides commensurate funding and roles and responsibilities to mitigate recreational travel transportation impacts on federal land in the Tahoe Basin.** Congress is in need of reauthorizing the federal surface transportation law for its scheduled expiration after five years in late 2020. The process presents an opportunity to recognize the transportation impacts on federal lands in the Basin and provide funding and clear responsibility for solutions, which could include support for transit options, mobility hubs, and congestion and parking pricing pilot programs for recreational travel.

**Support and fund pilot projects that develop demand management programs for recreational travel.** Regardless of the reauthorization discussed above, federal leaders could independently support demand management solutions in the Tahoe mega-region, such as congestion pricing, Basin user fees for recreational travelers, and dynamic pricing parking solutions.





### **California and Nevada state leaders could:**

**Support and participate in the governance team through the Tahoe Regional Planning Agency's bi-state transportation consultation process to develop a shared vision and alignment, based on local implementation with sustainable funding to implement.**

**Support and participate in the governance team through the Tahoe Regional Planning Agency's bi-state transportation consultation process to develop a shared vision and alignment, based on local implementation with sustainable funding to implement.** This ongoing bi-state process presents an opportunity for California and Nevada leaders to discuss a larger vision for solving mega-region congestion to and from Lake Tahoe. Pursuant to this shared vision, state leaders can assist with implementation by dedicating funding to the local solutions, such as expanded transit, shuttles, bus-only lanes, and congestion and parking pricing projects.

### **Fund regional collaboration across the megaregion on ways to reduce cross-boundary recreation travel through pricing pilot programs.**

Metropolitan planning organizations (MPOs) in the San Francisco Bay Area, Sacramento, and Lake Tahoe, as well as Reno, are traditionally focused on travel within their regions. Recreational travel originating in this megaregion to Lake Tahoe, however, crosses these jurisdictional boundaries and essentially leaves responsibility for this congestion orphaned. State leaders could solve the jurisdictional issue by authorizing, supporting and funding formal collaboration across these MPOS to implement specific solutions, such as congestion pricing or bus-only lanes projects.

### **Ensure state leadership at key agencies like Caltrans support congestion pricing and other mobility solutions.**

Many of the megaregion solutions to mobility to and from Tahoe will require state agency support. State leaders could ensure that key agencies like Caltrans collaborate with regional and local leaders to implement these projects.





### **Regional and local leaders could:**

**Convene leaders in the bi-state transportation consultation process to develop a shared vision and alignment, based on local implementation with sustainable funding to implement.** As discussed above, this bi-state process offers an opportunity for California, Nevada, and local leaders to develop a larger vision for solving mega-region congestion to and from Lake Tahoe. Local leaders can put this vision on the agenda for discussion and encourage plans for implementation with dedicated funding.

**Leverage existing corridor management planning processes to align long-term objectives and advance immediate solutions.** As discussed above, local and regional leaders are already engaged in planning processes to address travel demand and alternatives in key corridors to, from and within the Tahoe Basin. They could leverage these processes to develop consensus on long-term mobility objectives and prioritize near-term solutions, with funding and responsibility for implementation.

**Assist local agencies within the Basin to achieve a common “win” among these organizations toward long-term mobility improvements.** The multi-level governance structure affects local agencies that implement solutions. These agencies often have difficulty acting in a coordinated fashion or with a shared vision for solutions with equitable responsibility for implementation. Continued dialogue with elected leaders' support could help focus on common areas of need and associated mobility solutions. Near-term “wins” could provide a basis for future long-term collaboration.

**Ensure local leaders adopt common messaging on the need for mobility solutions like congestion pricing to address the fundamental causes of excess demand and congestion.** Due to the multi-level governance structure, agencies and local leaders do not always have consistent and coordinated messaging on key mobility solutions. Local leaders could convene dialogues and share resources to ensure the public receives consistent and coordinated information on priority mobility solutions like congestion pricing.





## Barrier Three

### **Lack of adequate and modern transit supply and service to, from and within the Tahoe Basin**

Basic and convenient mobility options besides the private passenger vehicle are in short supply for recreational travelers to, from and within the Lake Tahoe Basin. To and from Lake Tahoe, these travelers lack reliable and affordable options such as train or bus and shuttle services. Once they arrive in the Basin, they lack sufficient in-Basin transit options, such as frequent, affordable, reliable and comprehensive transit around the Lake and to popular destinations. Some participants cited the lack of funding for these options and need for comprehensive planning. Others felt that transit agencies fail to view travelers as "customers" who need multiple options, while some cited the need for improved communications about the existing options. Finally, participants noted that the region lacks a policy framework for innovative and emerging mobility solutions, such as on zero-emission, shared and autonomous vehicles, and how they can address congestion, parking and equity needs.

**Solutions for a Lack of Adequate Transit Supply:** *Fund train and bus-only lane connections to Lake Tahoe and improve in-Basin transit options.*

Overall mobility to, from and within the Basin will require enhanced funding and support for long-haul train service and bus-only lane access, with improved in-Basin mobility options for recreational travelers once they arrive in Lake Tahoe.





## Specific Solutions



### **Federal and state leaders could:**

**Support and develop high-quality transit connections to Tahoe destinations through improved line-haul train service.** Recreational travelers will be more likely to travel by train from distant locations to Tahoe if the service is affordable, convenient and reliable. If rail is cheaper and/or faster than driving, ridership will increase, especially if local leaders develop more robust last-mile options. Federal and state leaders can dedicate more funding to existing train services to attract more passengers and also ensure that freight trains do not impede passenger trains on these same rights-of-way.

**Bolster Caltrans and BART funding for Amtrak Capitol Corridor train service to extend it to Truckee and Reno from Sacramento.** Current commuter-type service for this Amtrak line from San Jose and the East Bay of San Francisco ends in Sacramento. With more funding, the train could continue to Truckee and Reno to serve recreational travelers during peak periods.

**Develop priority bus-only lanes in conjunction with demand pricing, including having Caltrans allow buses on highway shoulder or reversible center-running lanes.** Bus-only lanes for recreational travelers to Tahoe provide a relatively cheap and fast mass transit option. Buses or shuttles in these lanes will be able to avoid congestion and attract more riders, particularly if congestion pricing makes passenger vehicle travel more expensive and helps provide a revenue source to fund these options. Federal and state leaders should support these programs through funding and by directing transportation agencies to allow bus-only lanes on highway shoulders during periods of peak visitation, as well as reversible center-running bus lanes, as contemplated in Placer County's draft Resort Triangle Transportation Plan.

**Coordinate mobility solutions with delivery vehicles and freight, with initial solutions prioritizing mobility for recreational travelers.** Many of the mobility solutions for recreational travelers can also benefit delivery vans and freight, among others, which would provide important co-benefits for the workforce, commerce, and the economy more broadly. However, participants noted that the greatest gains for congestion relief would come from solutions for recreational travelers first and recommended those be prioritized by federal, state, and local leaders.





## **Regional and local leaders could:**

**Improve the service and frequency of in-Basin transit through faster headways and more comprehensive routes.** In-Basin transit will be essential to encourage recreational travelers to leave their cars for alternatives. Basin transit agencies could bolster existing service by increasing the headways (frequency) and comprehensiveness of the service, particularly to provide more direct access to and from key destinations, such as Sand Harbor or Emerald Bay in the summer months. This improved service will require additional funding, which could come from federal and state sources as well as regional and local congestion pricing programs or user fees. It will also require coordination among multiple agencies.

**Implement “One Tahoe” user fee to raise revenue to fund Basin transit needs that incorporate equity.** One Tahoe is a plan from the Tahoe Transportation District that identifies a diverse array of transit and mobility needs in the Basin and the dollars required to address them. As one potential option to raise these funds, regional leaders could institute a user fee for private recreational vehicles entering the Basin at key points. The cost of entry could be dynamic, based on peak visitation periods, and adjusted to avoid equity impacts (such as exempting low-income residents and adjusting the fee for local residents).

**Bolster existing successes with private resort on-demand shuttles and vans through more federal and state grant funding to pay for complementary mainline buses with priority lanes.** Resorts such as Alpine Meadows and Squaw Valley have developed “microtransit” on-demand vans for guests traveling within and between them. Their success could be bolstered with improved transit access so guests can also conveniently travel to other Tahoe destinations and mobility hubs. Local leaders could seek funding for complementary mainline bus service that would have priority lane access for users of these services. One option could be a pilot project to run autonomous electric circulator vans with the ability to access dedicated passing lanes at key congestion points, where topography allows.





**Price trains and buses based on peak times to encourage use at peak times to reduce automobile congestion.**

In addition to bolstered and improved transit and mobility services to, from and within the Basin, the pricing for these services can help alleviate peak periods of congestion. For example, transit agencies could lower fares during these periods to encourage ridership instead of driving, particularly for trains or buses traveling from the megaregion to Lake Tahoe on holidays, weekends, and other peak times.

**Coordinate a wide range of convenient and affordable first/last mile solutions from line-haul hubs.**

Once travelers arrive at Tahoe destinations on line-haul services like train and buses/shuttles, they will need easy and convenient access to their final destinations. Those first/last mile solutions could include ride-hailing services, public-private partnerships like shuttles, and micro-transit like vans or e-bikes. Transit planners should ensure these options are available, funded and coordinated with line-haul travel, based on accurate and comprehensive travel data.



**Encourage and coordinate Greyhound bus service to Lake Tahoe with local transit operators.** Low-cost bus service like Greyhound already serves Tahoe and could provide a mobility option for more recreational travelers if service was better coordinated with local transit operations so travelers would have more in-Basin options once they arrive.

**Ensure all local jurisdictions help support Basin-wide transit solutions.**

Given the multiple jurisdictions involved, as well as the need to offer comprehensive, Basin-wide transit solutions, all transit agencies around the Basin will need to contribute to the solutions. As one participant described, they will need to have "skin in the game" to ensure success. This level of coordination may require multi-jurisdictional dialogue and convenings to assess the barriers to greater cooperation and devise solutions.





## Barrier Four

### Land use policies that fail to foster compact growth to promote affordability.

If more workers and travelers to Lake Tahoe could afford to live within it in transit-friendly locations, their travel would not impact regional congestion. While the Tahoe Regional Planning Agency's Regional Plan, as implemented by local Area Plans, encourages more compact development in town centers throughout the Basin, significant entitlement and construction costs remain a barrier to compact, transit-oriented land use and housing development. The lack of supply then increases the cost of housing in the Tahoe Basin and encourages off-site living with resulting long commutes. Coupled with a lack of living wages, the Basin workforce often adds to congestion through long commutes to their jobs.

### Solutions for Lack of Compact, Transit-Friendly Housing: Reduce legal and permitting barriers to building transit-friendly housing.

State and local leaders could do more to remove any zoning, entitlement and permitting barriers to encourage more multi-family, compact housing development near Tahoe mobility hubs. Coupled with bolstered transit service described above, residents in these areas will not need to add to regional congestion to access their jobs and destinations.







## Specific Solutions

### State and local leaders could:

**Reduce parking requirements for new housing.** High minimum parking requirements can add to the costs and therefore the price of new housing while reserving precious land for automobile storage. If housing is built near transit, residents will not need to own a vehicle for mobility and can save costs in the process. Local officials can revise development codes to eliminate or lower minimum parking requirements where robust mobility options are in place.

**Deploy more urban-area shared and ride-hailed vehicles.** In-Basin residents can save money and have improved mobility if they do not need to own their own vehicles and can access shared and ride-hailed vehicles more easily. These can include Zip cars and access to transportation network companies (TNC) like Uber and Lyft. Developers can offer residents of transit-friendly, urbanized Tahoe areas free or subsidized passes for these services as a more affordable and convenient alternative to providing parking.

**Focus incentives to ensure new housing is built near transit and other new mobility options.** State, regional and local leaders can plan for and facilitate all new housing growth to occur in existing urbanized areas around the Basin that have transit access. More residents in these areas will be likely to utilize transit if they live close to it and the service is convenient, reliable and affordable.

**Ensure coalition advocacy and support from stakeholders for compact land use near transit.** Land use changes can be controversial and engender significant opposition from nearby property owners. To accomplish more compact housing growth near transit, advocacy and stakeholder groups will need to mobilize and form coalitions to ensure successful changes in state and local laws and development codes.





## Conclusions & Next Steps

The ideas presented in this report from expert participants and stakeholders present some potential solutions that could relieve congestion, improve quality-of-life, bolster affordability and economic gains, and help preserve the world-class Lake Tahoe environment that attracts visitors. Yet these solutions to improved mobility and reduced congestion to, from, and within Lake Tahoe are not necessarily new or novel. Many regions similar to Lake Tahoe have already successfully addressed congestion and have programs that Lake Tahoe and mega-region leaders could emulate. Critical next steps will therefore involve achieving consensus among diverse leaders on the priority solutions and mobilizing coalitions at all levels to support implementation and follow-up assessment of impact. Tahoe Regional Arts Foundation remains committed to a follow-up mobility forum with a focus on implementation. Only then will these priority ideas turn into action and help Lake Tahoe and the surrounding megaregion achieve a more mobile and prosperous future.





## End Notes

<sup>1</sup>Derek W. Morse, P.E., *One Tahoe: A transportation funding initiative*, Prepared for the Tahoe Transportation District, Morse Associates Consulting, LLC, August 2020, at p. ES-1.

<sup>2</sup>Id.

<sup>3</sup>For more information on the TRPA bi-state transportation process, see "Bi-State Consultation on Transportation Summary Report," December 2018, available at: <http://www.trpa.org/wp-content/uploads/00-BiStateConsultationOnTransportationFinal-Report-3.26.19.pdf> (accessed September 24, 2020).

<sup>4</sup>For more information on One Tahoe, please visit: <https://www.onetahoe.org/> (accessed September 24, 2020).

<sup>5</sup>For more information on the Mountaineer microtransit program, please visit: <https://squawalpine.com/mountaineer> (accessed September 24, 2020).





## About the Tahoe Regional Arts Foundation

The Tahoe Regional Arts Foundation is an independent, 501(c)3 non-profit organization incorporated in California and registered in Nevada to serve the entire Lake Tahoe region. The project is in the Environmental Review process and anticipates beginning construction in 2022.

## Acknowledgments

The Tahoe Regional Arts Foundation gratefully acknowledges Amy Berry, James Corless, Heidi Drum, Chris Ganson, Cindy Gustafson, Jeffrey Hentz, Tony Karwowski, Jim Lawrence, Robert Liberty, Mark Luster, Christine Maley-Grubl, Whit Manley, Joanne Marchetta, Jack Paddon, David Robinson, Laura Schewel, Dan Sperling, Heidi Volkhardt Allstead, Deirdra Walsh, and Patrick Wright for their insights at the September 9, 2020 Tahoe Mobility Forum that informed this policy brief. Affiliations for all persons are listed in Appendix A.

In addition, Ethan Elkind and Terry Watt provided facilitation and Judy Friedman note-taking assistance at the forum.

*This report and its recommendations are solely a product of the Tahoe Regional Arts Foundation and do not necessarily reflect the views of all individual convening participants, reviewers, or observers.*

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## Convening Attendees

Amy Berry, Tahoe Fund  
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Heidi Drum-Hill, Tahoe Prosperity Center  
Chris Ganson, Governor's Office of Planning and Research  
Cindy Gustafson, Placer County Supervisor  
Jeffrey Hentz, Resort Association  
Jim Lawrence, Nevada Department of Conservation & Natural Resources  
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Patrick Wright, Tahoe Conservancy

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Ethan Elkind, UC Berkeley Law  
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Keith D. Vogt, Chairman, Tahoe Regional Arts Foundation  
Roger Rempfer, Vice Chair, Tahoe Regional Arts Foundation  
Erik & Julie Swan, Grantor  
Judy Friedman, Recorder





## Participant Biographies

### Amy Berry Tahoe Fund

Amy Berry is currently the CEO of the Tahoe Fund based in Lake Tahoe. She is responsible for working with the Tahoe Fund's board of directors to operate the

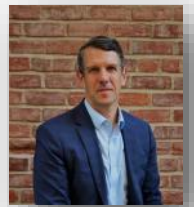


organization and raise private and public funds for environmental improvement projects that will restore and

enhance the Lake Tahoe region. Prior to joining the Tahoe Fund, Amy was director of marketing and communications for renewable energy giant ACCIONA's North American holdings. Prior to joining ACCIONA, Amy was director of marketing for Windspire Energy (formerly Mariah Power) where she was responsible for all marketing and communications for the venture capital backed wind start-up. Prior to her work in the renewable energy industry, Amy was director of strategic planning at boutique marketing agency, Bauserman Group, Partner at Ogilvy & Mather working on IBM's global marketing campaigns, and an account executive at Saatchi & Saatchi working with clients Johnson & Johnson, General Mills, Rodale Press and the National Crime Prevention Council. She holds a Bachelor of Arts degree from Brown University where she was an All-American sailor.

### James Corless Sacramento Area Council of Governments (SACOG)

James Corless is the executive director of the Sacramento Area Council of Governments (SACOG). In his less than two years leading the organization, he has seen the launch of the Connect Card, JUMP bikes, and lead the initiation of the Civic Lab, the region's first government solutions accelerator. In Civic Lab's inaugural year the SACOG invested \$1



million to pilot various transportation solutions which then leveraged an additional \$1 million in external investment. Civic Lab projects include the recently launch Olli Autonomous Shuttle at Sac State. Other milestones include the launch of the regional prosperity partnership together with Greater Sacramento Economic Council, Sacramento Metro Chamber, and Valley Vision. This group is working collectively to position the region higher in the global marketplace by creating implementable strategies that reduce income inequality, preserve natural resources, and increase quality of life for all.





**Chris Ganson**  
**Governor's Office of Planning and Research**

Chris Ganson is the Senior Advisor for Transportation at the Governor's Office of Planning and Research, where he led California's transition from LOS to VMT. He previously held positions at the Lawrence Berkeley National Laboratory, the World Resources Institute, and US EPA Region 9. Chris holds master's degrees in City Planning and Transportation Engineering and a bachelor's degree in Environmental Sciences from UC Berkeley.



**Heidi Hill Drum**  
**Tahoe Prosperity Center**

Heidi Hill Drum has more than 25 years' experience in public policy, communications and collaboration with government agencies, non-profit organizations, academia and business associations. Her background includes facilitating consensus-based solutions with government agencies and the public on issues ranging from California water disputes, public lands grazing, natural resources, transportation and economic planning. She has expertise



implementing collaborative solutions, which make her especially suited to the role of CEO and the Tahoe Prosperity Center's mission of uniting Tahoe's communities to strengthen regional prosperity. She helped start the Spanish two-way bi-lingual program at Lake Tahoe Unified School District and both her sons are fluent in Spanish and English. She and her husband John volunteer with numerous organizations in the community.



**Cindy Gustafson**  
**Placer County**

Supervisor Cindy Gustafson is a thirty-five year resident of Placer County. Prior to being

appointed to the Board of Supervisors on April 11, 2019, Cindy had careers in the public and private sectors. She joined the Tahoe City Public Utility District in 1991 where she worked for 26 years, including serving her final eight years as the General Manager, overseeing the full operations of the District. In 2017, she retired from local government and took over as the Chief Executive Officer of the North Lake Tahoe Resort Association and North Tahoe Chamber, a position she held until she was appointed as the District 5





Supervisor for Placer County. She has served on the California Fish and Game Commission, chaired the Marine Life Protection Act Blue Ribbon Task Force, and volunteered on multiple boards and commissions for public agencies and nonprofit organizations that serve a broad range of issues.

**Jeffrey Hentz**  
**North Lake Tahoe Resort Association**

Mr. Hentz is the CEO of the The North Lake Tahoe Resort Association. Prior to this position, he served as President/CEO of Mustang Island/ Port Aransas CVB, Chamber of Commerce and Chamber Foundation since 2016. Prior to that, Hentz held positions at FINN Partners/ Catalyst Destinations International and the Volusia County Florida/Daytona Beach Convention & Visitors Bureau. He also worked with the Park Service and Yosemite Gateway Leaders to help establish the Yosemite Area Regional Transportation System. Hentz brings 30 years of experience as a



destination marketing and tourism industry executive.

**Jim Lawrence**  
**Nevada Department of Conservation and Natural Resources**

Jim Lawrence became Deputy Director of the Nevada Department of Conservation and Natural Resources in 2015, previously serving as Special Advisor to the Director and before that as the Administrator of the Nevada Division of State Lands. Jim currently represents the Department on the Tahoe Regional Planning Agency Governing Board. Jim has more than twenty years of resource protection and land use planning experience in Nevada. He has been responsible for coordination of Nevada's environmental improvement efforts at Lake Tahoe, implementation of a multi-agency statewide conservation and natural resource protection grant program, efforts for the protection of Nevada's sagebrush ecosystem, administration of the Conservation Districts program, and served as Executive Officer for the Nevada State Land Use Planning Agency.







**Mark Luster**  
**Sierra Pacific Industries**  
Mark is the Community Relations Manager for Sierra Pacific Industries.



He represents the company to the community with key community groups, external agencies, and/or other interested parties. Sierra Pacific Industries is a third-generation family-owned forest products company based in Anderson, California. The firm owns and manages nearly 1.9 million acres of timberland in California and Washington, and is the second largest lumber producer in the United States.

**Christine Maley-Grubl**  
**Truckee North Tahoe Transportation Management Association**

Christine Maley-Grubl is Executive Director of the Truckee North Tahoe Transportation Management Association. She has a Master's degree in Marketing and is a Certified Association Executive (CAE).



Christine's career has included operating a San Francisco Bay Area public agency, Commute.org, whose mission is to reduce traffic congestion and improve air quality, by connecting commuters with resources to alleviate solo driving. Through the

Metropolitan Transportation Commission in San Francisco, Christine also oversaw the marketing aspects of a regional pilot program, the Bay Area Commuter Benefits Program, based on a Bay Area Air Quality Management District regulation requiring employers to provide commuter benefits to their employees. The program was signed into law by Governor Brown in 2016 as a permanent program, Bay-Area wide.

**Whitman F. Manley**  
**Remy, Moose & Manley**

Mr. Manley is a partner at Remy, Moose & Manley, where he focuses on advising and representing public agencies, project applicants and citizen's groups both during administrative proceedings and in trial and appellate litigation. Upon graduation from law school in 1987, Mr.



Manley spent a year clerking for the late Chief Judge Robert F. Peckham of the Northern District of California. He then joined the environmental section of McCutchen Doyle (now Bingham McCutchen) in San Francisco. In 1991 he moved to Sacramento and joined Remy and Thomas as an associate. He joined the partnership in 1996, became a





named partner in 2003, and served as managing partner from 2007 through 2011. Along with Tina Thomas and Jim Moose, he is co-author of *Guide to the California Environmental Quality Act* (11th ed. 2007, Solano Press Books). He received his J.D. from Cornell University (Order of the Coif, Magna Cum Laude) and A.B. in Philosophy from the University of California, Berkeley.

**Joanne Marchetta**  
**Tahoe Regional Planning Agency**

Joanne Marchetta is the Executive Director of the Tahoe Regional Planning Agency, a bi-state Compact agency whose mission is to cooperatively lead the work to preserve, restore, and enhance the



natural and human environment of the Lake Tahoe Region. She came to Tahoe in 2009 to serve as TRPA's General Counsel before taking on the leadership role as Director.

Following graduation from the University of Michigan with a forestry degree and Catholic University with a law degree, she started her professional career in Washington DC as a litigator for the Department of Justice. She worked for US EPA during the Bush and Clinton

administrations where she negotiated some of the largest hazardous waste cleanup agreements in the state of California. Later at the Presidio Trust in San Francisco, she helped to transform the Presidio from an Army base to a financially self-sustaining national park. Joanne serves on the Board and Executive Committee of the Tahoe Prosperity Center.

**David Robinson**  
**Fehr & Peers**

David B. Robinson, PE, is a Principal with over 24 years of transportation planning experience and is a registered traffic engineer. Dave has an extensive background in travel demand model development and application, and has applied his knowledge in travel forecasting to numerous project types including transportation impact analysis for CEQA and NEPA, land use transportation planning, traffic operations analysis for project development studies, and transportation, land use, and policy development planning studies. He provides his clients with expert advice on changing policies and environmental regulations, such as the shifting focus from Level of Service to Vehicle Miles Traveled,





and to help quantify and mitigate impacts related to land use decisions. He received his B.S. in Civil Engineering from California State University, Sacramento.

**Jack Paddon AIA LEED AP  
Williams + Paddon Architects +  
Planners**

Jack Paddon is a founding principal of Williams + Paddon Architects + Planners which provides sustainably focused architectural, community planning and interior design services. His experience includes the design of community housing, educational, workplace and lifestyle projects. Under his direction the firm has become recognized as a leader for innovative design, with an emphasis on regionally influenced



sustainable projects for public and private clients. Consistent with the firm's core values, Jack continues to volunteer his time for a variety of community and professional activities to create local and global benefit. His desire to improve communities has extended to Karatu, Tanzania where he has provided pro bono services to secure land and design a medical campus for FAME (Foundation for African Medicine & Education) over the last 15 years. He has B. Arch with Honors from California Poly San Luis Obispo.

**Robert Liberty  
Cascadia Partners LLC**

Robert Liberty has been working on the development, implementation and evaluation of transportation and land use plans since 1981. He has pursued this work as a public interest attorney, the director of a nonprofit organization, a policy advisor to a member of Congress, a county hearings officer, a consultant, a university program administrator and an elected member of the Portland metropolitan regional government. He conceived the idea of a land use alternative to a proposed bypass freeway (an alternative that was adopted) and helped develop new regulations requiring the integration of land use and transportation planning in Oregon. Since 2013 he has been assisting local governments in the Sacramento region including helping to organize a workshop on responses to congestion in the Tahoe Region. Between 2016 and 2019 he managed a project for California state agencies and metropolitan planning organizations to test the application of the new CEQA transportation impacts analysis under California Senate Bill 743.





**Laura Schewel  
StreetLight Data**

Laura Schewel is co-founder and CEO of StreetLight Data, the leader in Big Data analytics for mobility. As CEO of StreetLight she has helped hundreds of transportation agencies,



engineering firms, and private transportation companies put big data to work. Prior to

founding StreetLight, Laura worked at the Federal Energy Regulatory Commission and Rocky Mountain Institute on vehicle electrification and other transportation sustainability topics.

**Dan Sperling  
UC Davis**

Dr. Daniel Sperling is Distinguished Professor of Civil Engineering and Environmental Science and Policy, and founding Director of the Institute of Transportation Studies at the University of California, Davis (ITS-Davis). He holds the transportation seat on the California Air Resources Board and served as Chair of the Transportation Research Board (TRB)



of the National Academies in 2015-16. He served twice as lead author for the IPCC (sharing the 2007 Nobel Peace Prize), testified 8 times to the US Congress, and

provided 20 keynote presentations in the past year. He has authored or co-authored over 250 technical papers and 13 books, including Three Revolutions: Steering Automated, Shared, and Electric Vehicles to a Better Future (Island Press, 2018), is a regular contributor to Forbes and Energy Expert contributor for Wall Street Journal, is widely cited in leading newspapers, and in 2009 was featured on The Daily Show with Jon Stewart.

**Heidi Volkhardt Allstead  
Martis Fund**

Heidi is the Executive Director of the Martis Fund. She has over 20 years of non-profit experience across a variety of sectors. During her tenure in the non-profit community, she has assisted organizations with developing grants management processes, financial best practices, increased donor & community relationships, lead organizations through strategic planning,



succession planning, audited organizational processes, and created board development strategies. She is also the owner of HVA Consulting – a non-profit consulting & coaching business. Heidi earned a Bachelor of Science degree in Environmental Conservation with a minor in Biology from Northern Michigan University.





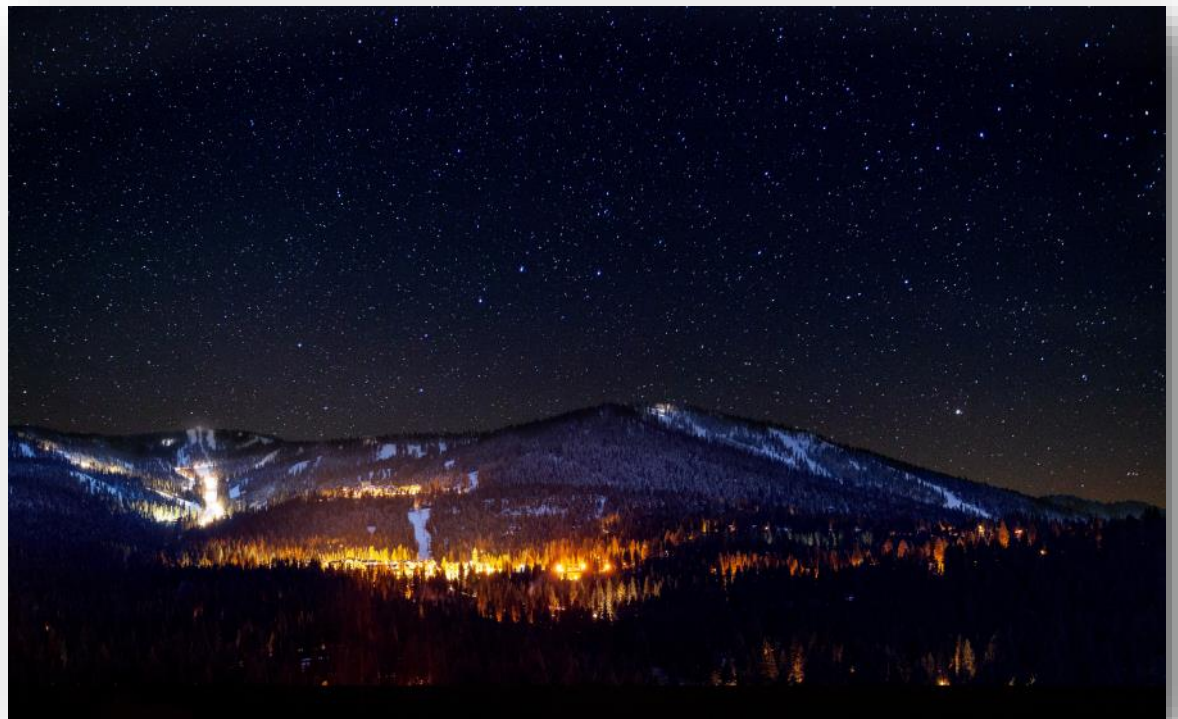
**Deirdra Walsh**  
**Northstar California Resort**

Deirdra Walsh is vice president and general manager of Northstar California Resort. Deirdra oversees all ski area operations at Northstar. She was formerly senior director of



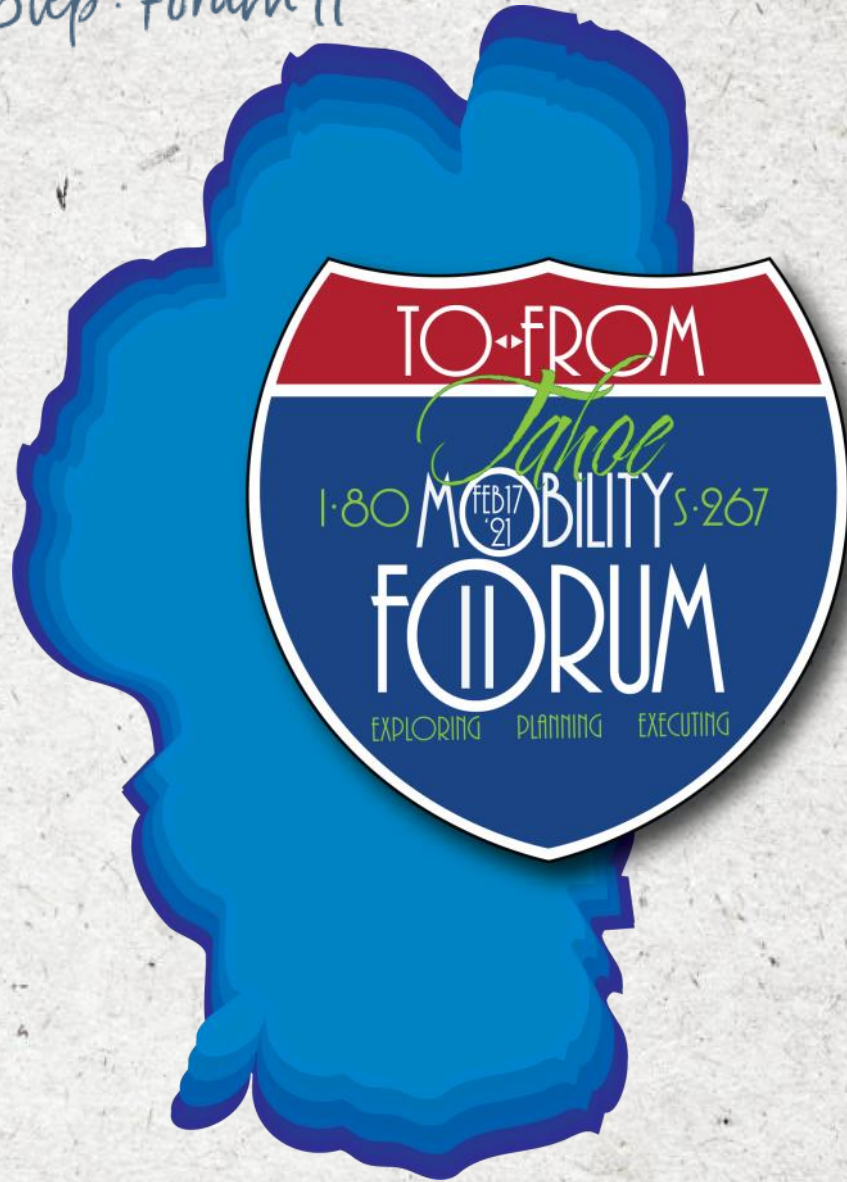
mountain dining at Park City Mountain in Utah. She has had a 17-year career in the travel and tourism industry with a decade of resort operational experience prior to her role in Tahoe. She joined the resort team at Park

City Mountain in 2007 as banquets sales manager and was later promoted to director of mountain dining in 2010 followed by senior director of mountain dining in 2016. During that time, she was responsible for overseeing multiple major capital improvement projects at the resort including Miners Camp, Cloud Dine and Mid Mountain Lodge –projects that shaped the resort as an industry leader in the restaurant and culinary experience.





Next Step: Forum II



We are already planning for our next forum, To-From Tahoe Mobility Forum II, when we'll develop action plans to move forward with specific goals, strategies and implementation plans recommended in this report.

FINAL  
March 2021  
REPORT

Steering Team  
Agencies





# Solving Mega-Region Mobility For Lake Tahoe:



## Three Promising Solutions to Improve Travel To & From the Basin March 2021





## Introduction & Summary

The Lake Tahoe Basin attracts more than 25 million annual visitors, most of whom arrive almost exclusively through the use of private automobiles. These 50 million vehicle trips into, out of, and within the Basin annually lead to extreme traffic congestion at peak times.<sup>1</sup> They have economic consequences by discouraging visitors and decreasing quality-of-life for all who reside or visit the Basin. Environmentally, vehicle pollution results in poor air quality, greenhouse gases, and algal blooms in the lake from particulate matter that washes off roadways and parking lots.<sup>2</sup>

Solving these mobility challenges to and from Lake Tahoe will require coordinated action by the entire bi-state mega-region that straddles it. This *mega-region* includes the San Francisco Bay Area, the Sacramento metropolitan area in the Central Valley, the Tahoe Basin, and the Reno metropolitan area of Northern Nevada.<sup>3</sup> Trips to and from Tahoe begin and end throughout this mega-region, with no single jurisdiction able to solve the problem alone.





## “...three critical promising solutions...”

Based on existing transportation plans from agencies throughout the bi-state mega-region, a September Tahoe Mobility Forum convened in September 2020 by the Tahoe Regional Arts Foundation and subsequent report, and consultation with mega-region stakeholders, transit leaders, and other experts, this report offers three critical promising solutions to address the mobility challenges, along with a detailed implementation plan to enact them. They include:

**appdev group** **Near-term software solutions to fill empty seats to/from Lake Tahoe**

**1st mile Last** **Medium-term first/last mile “micro-transit” deployment within the Tahoe Basin**

**The Rail Coalition** **Long-term expanded mega-region passenger rail to/from the Tahoe Basin**

To develop this implementation plan for the three solutions, the Tahoe Regional Arts Foundation convened a second “Tahoe Mobility Forum II” in February 2021 with state, regional and local public officials, business leaders, national transportation experts, and advocates. The group was surveyed in advance and discussed in the Forum the key opportunities, challenges, and implementation steps needed for each of the three mobility solutions to and from Lake Tahoe. Based on the group’s input, this policy brief summarizes their findings.





## Key next steps:

### Mega-region transportation leaders and rideshare companies should:

- \*Form an app development working group and partner with Lake Tahoe resorts, employers, and recreational and lodging destinations to develop and market incentives for customers who use rideshare
- \*Track participation and make access to the software easy and obvious
- \*Improve broadband access throughout the Tahoe Basin
- \*Ensure new growth will be walkable and transit-friendly and retrofit existing destinations for walkability





## Tahoe Basin transit leaders should:

- \*Launch micro-transit pilot projects, with shuttles to key destinations that can scale to cover the Basin
- \*Work with private sector partners to develop incentives and funding streams for the service
- \*Secure long-term funding to operate micro-transit





## Bi-state and mega-regional rail leaders should:

- \*Form a working group of leading stakeholders and seek funding to conduct a market study infrastructure and service costs, likely ridership and potential models of feasible, expanded rail service on the existing freight corridor from Emeryville to Reno
- \*Explore complementary policies that would boost rail ridership, including land use and tax incentives
- \*Study and launch interim mass transit bus and shuttle services to and from the Tahoe Basin, building on the Tahoe Convoy model

**These and other solutions are detailed in this policy brief.**





## Software Solutions to Fill Empty Seats To/From Lake Tahoe

**Are there enough empty seats?**

Existing (2019) seat utilization on I-80 through Sacramento

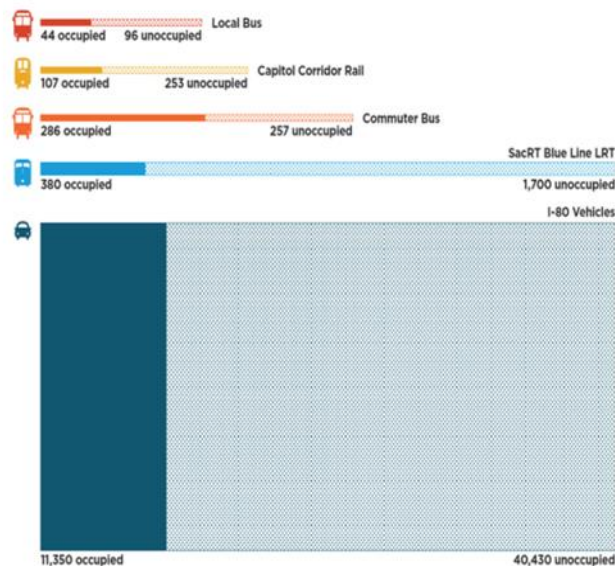


Figure 1: Seat utilization on Interstate-80, courtesy of Fehr & Peers

The vast majority of the vehicle trips to and from the Lake Tahoe basin feature empty seats (see Figure 1). Individual and group riders could instead carpool to and from the Basin, reducing their costs and congestion. Destinations, including lodging and ski resorts, could provide incentives for people who use the service, such as reduced rates or priority parking. App-based software currently exists outside the Basin to match riders with available seats, providing convenience and potentially extra revenue for hosts, plus reduced emissions, and traffic.



## But significant barriers exist...

to this otherwise low-cost, near-term mobility solution (see Figure 2). As Forum participants described, key challenges include:

- \*Competition with the ease and convenience of traveling by private automobile
- \*Difficulty finding appropriate vehicles for ride sharing, such as passengers hauling ski gear or families with children
- \*Dispersed land uses at the destination, given the large geographic range of recreational locations within the Tahoe Basin, creating challenges for people seeking rides directly to their ultimate destination

\*Lack of broadband/wireless access in the Basin and surrounding mountains to access rideshare apps

\*Lack of transit and mobility options once they arrive at the Basin to access other destinations beyond their primary one

\*Concerns around the safety and security for drivers and passengers

Other barriers may exist as well, though participants generally agreed these represented the primary obstacles that need to be addressed through smart policy and coordinated stakeholder responses.

## Why are more people not sharing seats today?

Sharing rides involves eliminating barriers or constraints

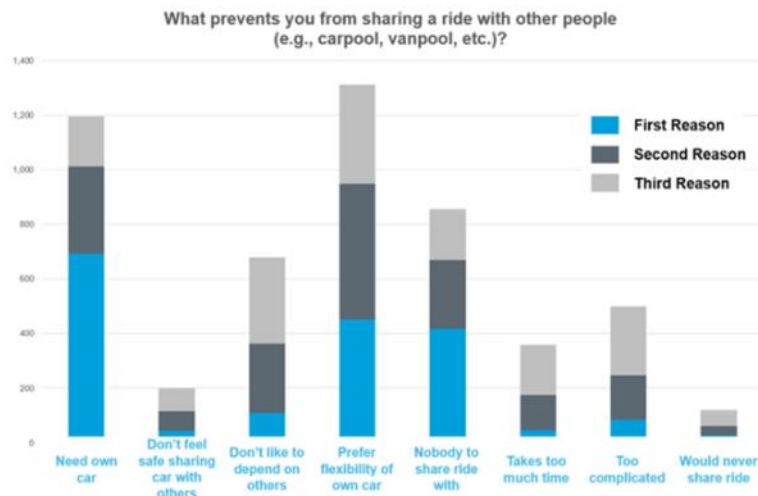


Figure 2: Consumer preference survey results on ridesharing along Interstate-80, courtesy of Fehr & Peers



## Solutions:

**Transportation agencies throughout the mega-region and rideshare companies should partner with Lake Tahoe resorts, mega-region employers, and recreational and lodging destinations to identify and conduct outreach to the most likely customers to use rideshare.**

**Form an app development working group for ridership to and from the Tahoe Basin:** Key leaders in the Tahoe Basin and throughout the mega-region could form a development group to build and market a rideshare app specifically designed for the Tahoe Basin, such as for the North Shore resort area. An entity like the North Lake Tahoe Resort Association (NLTRA) could spearhead or partner on its development. The goal would be to develop an app tied to a website with links to numerous local activities, lodging, and other transportation options. The group could then form partnerships to ensure incentives and policy support are tied to its usage.

**Identify the most likely customers/ travelers:** Transit agency leaders from the San Francisco Bay Area, Sacramento and Reno mega-region will need to develop a long-term vision for implementing rideshare solutions, either through a Tahoe-specific app or an existing

program or model, working with private sector software companies, employers, and Tahoe destination entities. As a first step, they should examine travel data to identify the travelers most likely to use the rideshare option, which could involve second homeowners, day users, and other single or small group travelers. They should then direct all incentives and outreach to this demographic. Grants for such work may be available from state and federal sources, such as a recent \$5.3 million grant to the California Association for Coordinated Transportation (CALACT) from the Federal Highway Administration (FHWA) to enable access to online transit trip planning for disadvantaged riders in California, Oregon, and Washington, including riders with disabilities, rural and demand-responsive riders, and riders of eligibility-restricted service.<sup>4</sup>





**Identify and consult with destination companies, employers, and other entities to coordinate and implement a plan:** Once they identify the target demographic of customers, agencies and companies should identify the key employers, resorts and other recreational destinations to coordinate outreach, partnership and incentives. The more clustered these destinations are geographically, the easier it will be to match with concentrations of riders in major urban areas and scale the usage. Proponents can also focus specifically on key peak visitation seasons and times in Lake Tahoe, working with Bay Area, Sacramento and Reno employers to provide information on specific events that might be conducive to rideshare.

**Plan and implement rideshare pick-up locations throughout the mega-region:** Rideshare will depend on convenient pick-up locations for

participants throughout the Bay Area, Sacramento, and Reno. Agencies and private sector partners should map out the most appropriate spots and encourage areas dedicated for this purpose. Examples could include El Dorado Transit and Placer County Transit park-and-ride lots along Highway 50 and Interstate 80 as carpool match-up locations on weekends and holidays, particularly in winter when many travelers avoid driving over the mountain passes due to poor





### **Parking access and lodging and ticket discounts for participants:**

Ridesharing at a large scale will only happen if coupled with incentives. Mega-region transit agency leaders from the San Francisco Bay Area, Sacramento and Reno will need to work with private software companies to develop an incentive plan. As travelers with upcoming trips book lodging, buy tickets for recreational destinations, and plot out vehicle parking, they should immediately see available discounts for those who arrive via rideshare, along with links to direct them to available services. Given the scarcity of parking and lodging at peak visitation times, as well as the cost of items like ski tickets, these incentives (including discounts or priority parking access) could provide a significant boost to participation.

**Employer incentives for participating employees in rideshare:** Transit agencies can also work with employers in the Basin and throughout the mega-region to encourage their employees to participate. For example, employers

of a certain size can dedicate their existing commuter benefits incentives to reward employees who participate in rideshare.

### **Implement disincentives for solo travelers, such as transit occupancy tax:**

On the flip side, recreational destinations could require higher prices for parking or lodging if individually

booked, such as a higher room tax.

The tax could be justified based on the greater local

impact of visitors not traveling by carpool or transit, to create a transit occupancy tax.

**Transportation agencies, local partners, and rideshare companies should develop incentives for travelers who arrive via rideshare.**

**Track participation:** To qualify for the discounts, and to assess data on program successes, challenges, and uptake, participating companies and software entities will need to track rideshare usage. Participants will need to document their use to gain access to discounts and incentives, and policy makers and businesses will need to know what lessons to learn from various incentives.



**Develop tour packages for visitors that include rideshare:** Once visitors decide to travel to Lake Tahoe and receive information on the rideshare benefits, they will need easy ways to participate. Travel companies and various destination entities could develop "Tour Packaging" that highlights the excitement and ease of this option, as well as cost savings for participants. They could organize and coordinate the visitor flow, such as already occurs with trips between the Bay Area and Yosemite via San Joaquin trains and Yosemite Area Regional Transportation System (YARTS) buses from hubs like Merced and Fresno as a potential model.<sup>5</sup> Another example of tour packages could be something similar to the land-based cruise tours that companies like Princess operate in Alaska.<sup>6</sup> These packages include the travel, lodging, meals, and excursions. Planning the excursions would be important to better manage access to popular destinations in Tahoe.

This approach requires a willingness to manage access and parking supply at these popular destinations.

**Work with destinations to integrate apps into recreation options, including via "511" type interfaces for a Tahoe-specific app:**

As visitors plan skiing trips, bike trail access, hiking, and other recreational activities, they should find that rideshare options and apps are incorporated into information on the destinations. For example, as they examine maps or apps on specific destinations, the rideshare option should be visible and easily accessible to encourage uptake. The 511.org website and app in the San Francisco Bay Area could be a model for providing trip and travel planning for Tahoe visitors, potentially through a Tahoe-based app developed by mega-regional and Basin stakeholders.

**Rideshare companies and recreational travel entities should make participation easy from the outset of trip planning.**



**Provide information on first/last mile options:** Travelers who arrive by rideshare will need to know they can access destinations around the Basin during their trip. They will also need to know they can do so in advance in order to feel encouraged traveling to Tahoe without a private vehicle. As a result, destination and software companies, partnering with transit agencies, should provide travelers with abundant rideshare options for first/last mile options, potentially all visible and accessible via a Tahoe-based rideshare app. Examples include Scoop, which helps co-workers and neighbors coordinate their travel.<sup>7</sup> See below for solution #2 on first/last mile options.





**Diverse public and private sector interests should fund and implement an outreach and marketing campaign for a Tahoe-based rideshare program:**

Employers and other lodging and recreational destinations can partner with transit agencies and rideshare software companies to launch an outreach and education campaign to encourage usage of this option, including employers based in places of common trip origin like the San Francisco Bay Area. For example, they can alert employees about the potential tax benefits of participating. They can also alert seasonal travelers about discounts and preferential and discounted parking if they choose to carpool, perhaps focused around key seasonal events in the Tahoe Basin. The public relations effort will need to overcome visitors' "vacation amnesia" where they forget the planning process leading up to the

trip. This outreach campaign can be integrated and coordinated with existing marketing from the Tahoe Basin, such as the North Lake Tahoe Resort Association's ongoing promotional efforts. As another potential option for public-private partnerships on marketing, the California

**Transportation agencies, resorts, software companies and others should develop a targeted marketing and outreach campaign to promote the benefits of ridesharing.**

Integrated Travel Project is a state-led effort that uses travel and demographic data and software and hardware tools to encourage the private sector to coordinate with public transit, including for trip planning, payment, and eligibility<sup>8</sup>. In addition, the State Smart Transportation Initiative (SSTI) has additional resources on best practices and examples for improving multi-modal access, which could apply to mega-region rideshare solutions.<sup>9</sup>



**Target visitors during trip planning phase:** The marketing campaign will be most successful if it is targeted at visitors during their planning phase. Transit agencies, private companies, and software entities should partner with hotels, restaurants, employers, lodging, and resorts to promote the discounts and privileges available to participants.

**Promote and implement a rideshare rating system to reassure users on safety and security:** Because one of the challenges to consumer uptake is concerns around safety in the vehicles and with unknown drivers or passengers (see Figure 2), the marketing campaign can directly address these fears by developing and advertising a rating system that can give users confidence that the rider or driver has a positive track record of usage. Participants can monitor and report behavior, which could weed out bad actors and give users more confidence in their fellow travelers.





**Identify key areas for wi-fi and broadband infrastructure deployment, including satellite options via companies like Starlink,<sup>10</sup> and critical partners to support:** As policy makers boost broadband for rideshare accessibility and other purposes, they will need to identify the critical areas where current service is insufficient. They will also need to enlist allies to make a public policy case for investment and permitting, such as among the emergency response community that would greatly benefit from expanded wi-fi. Other business and resident groups may also help form a supportive coalition, particularly to address any concerns about local siting impacts.

**Local governments, stakeholders and telecommunications companies should deploy infrastructure for reliable wi-fi in the mountains.**

**Secure funding for the infrastructure deployment:** The coalition in support of expanded broadband access will need funding to deploy this infrastructure. A coalition potentially based on the emergency response application opportunity could provide a sufficient rationale to justify the expenses, working with those emergency agencies and other business stakeholders.





Once travelers arrive in the Lake Tahoe Basin by carpool, shuttle, bus, or rail (see solution #3 below), they will need reliable transportation options to get from their lodging to their recreational or other destinations. Multiple shuttle or bus services, available for free to users, including via possibly autonomous electric shuttles, could fill this need. As one Forum participant described to envision such a service, imagine “if Uber and a bus got married.” Participants described an ideal scenario of having one network to coordinate these services, rather than siloed private shuttles. A successful example in the Tahoe Basin includes the on-demand Mountaineer service in Squaw Valley with Tahoe Area Regional Transit (TART),<sup>11</sup> while other mountain communities such as in Aspen, Colorado; Park City, Utah; and Lake Louise in Canada offer similar services that could be emulated. However, a key barrier preventing

this service from happening is the lack of dedicated funding for either public or private shuttles. The funding will need to cover ongoing operating costs with a stable revenue source, ideally with long term funding.

The multi-jurisdictional nature of the Basin complicates this funding need, as services will need to straddle multiple cities, counties, and even states. Inclement weather, terrain, snow, narrow roads can also present a challenge by making reliable service difficult or impossible. In addition, without other policies favoring these services, they risk being potentially inconvenient to use for riders. Policies such as carpool lanes and managed parking that give priority for micro-transit access will need to be implemented. Finally, participants noted that the Tahoe Basin suffers from a labor shortage that could make it difficult to hire the needed drivers.



### 1st/Last Mile “Micro-transit” Deployment in the Lake Tahoe Basin





### Identify locales and routes and potential business partners:

A successful pilot that serves a key destination in the Tahoe Basin and provides mobility to other key areas such as transit nodes or lodging centers could provide a model to expand to other regions of the Basin. Such a pilot will require local transit leaders and/or leaders at major destinations like ski resorts to identify key candidate locales and then right-size service options for projected ridership. They will also need to identify a revenue source, such as local taxes or fees. Transit agencies with jurisdiction in the Basin already have proposed plans for such pilot service, so advocates could provide input with agencies like Placer County and the Tahoe Transportation District (TTD). An example could include a TTD pilot at the State Route 28 parking facilities at Incline/Sand Harbor, as well as potentially South Shore on

US 50, with engagement from private sector interests. TTD could also partner with Truckee North Tahoe Transportation Management Association to launch a shuttle that would further the services envisioned in the Placer County Resort Triangle transportation plan.<sup>12</sup> Other

### Solutions

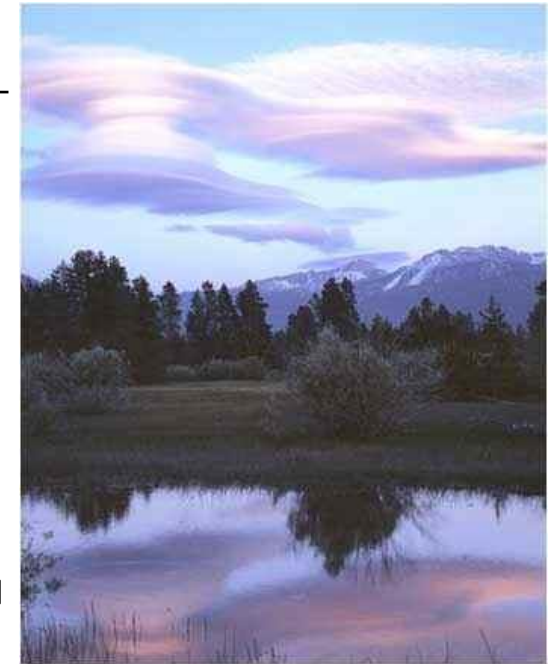
**Basin transit leaders should develop pilot projects for micro-transit in select region(s)**

examples could include the North Star shuttle, where residents of the ski village use a phone to call for service, and up to a quarter of residents use the option due to its convenience. In addition, the Event Center project at Stateline and other proposed projects and plans have implemented or contemplated paid parking as traffic mitigation, which could help incentivize micro-transit services.



**Design pilot with incentives and expanded service options:** Such a pilot should be beyond the “one-mile” distance to include preferential parking access, convenient places for drop off/pick up, and access to electric vehicle car sharing near lodging destinations for enhanced mobility beyond fixed shuttles. For example, they can develop mobility hubs to locate micro-transit options within the Basin and also in Reno, Carson City, and other nearby housing and visitor locations. The pilots should expand the conception of transit to include access to grocery, retail, and other trips, with downtown or local circulators and utilizing new sources of data on where ridership demand might be. Furthermore, local transit leaders can look to examples from other resort towns,

such as the aforementioned Aspen, Park City and Lake Louise, with Aspen also offering door-to-door service for \$1 per ride beyond resorts. Local leaders could also explore a pilot project to address housing for workers in Nevada by partnering with the U.S. Department of Housing and Urban Development to build housing coupled with micro-transit access to the Lake Tahoe Basin for commuters. Finally, another potential model is the Cavnue pilot project in Michigan to connect Detroit to Ann Arbor via a 40-mile corridor with driverless shuttles, featuring a public-private partnership that includes technology companies and car manufacturers.<sup>13</sup>





**Seek business involvement to fund local services:** Long-term funding sources will be key to any successful micro-transit service. Transit leaders and advocates will need to canvas communities and businesses on their priority needs for such service, identifying the most promising and feasible funding sources. Business fees and hotel/lodging taxes may provide potential revenue options, if business interests find that such services are in their economic interest to encourage patronage or to offset fees or other permitting obligations to reduce traffic. Business license fees could be one source. Basin leaders could also participate and support the aforementioned California Integrated Travel Project, which is a state-led effort that uses standards, scale, and eligibility to encourage the private sector to work with public transit.

**State legislation to access development impact fee revenue for micro-transit:** Development impact fees on new real estate projects could help fund micro-transit that would offset and reduce any impacts to traffic congestion. However, the state legislature may need to amend the mitigation fee act under Assembly Bill 1600 (1987) to allow these fees to be applied to transit operations. Specifically, the legislature could explicitly allow mitigation dollars if “[t]he improvement is necessary to support public transit operations and maintenance” in section 65913.8 (c) of the Public Resources Code.

**Transit agency leaders and local elected officials should explore and develop potential long-term funding pathways**





### Support local efforts to raise regional fees to fund micro-transit:

The Tahoe Regional Planning Agency (TRPA) could launch an air quality mitigation fee program to fund micro-transit in the basin. In addition, the collective effort of TTD and TRPA could raise funding for such services, provided they can overcome the challenge of launching such a service and revenue program over multiple jurisdictions. Local advocates and transit officials could engage with leaders from other areas with transit that straddles multiple states, such as Washington DC (which features two states and the district); Portland (crossing into Washington State); Charlotte, North Carolina; and

Philadelphia, so locals can benefit from those processes and not reinvent the wheel. Finally, Basin leaders could price and regulate car parking like they currently do with boat parking to fund rideshare and micro-transit services and incentives.





**Develop priority parking and lane access for services:** Successful micro-transit will require additional policies and incentives to encourage people to ride based on convenience over the private automobile. Priority or discounted parking access could be a major selling point. Ultimately, visitors who use the service should have preferential parking access with multiple occupant vehicles, like BART parking lot carpool access. TRPA leaders could assess existing parking inventory around the Basin and ownership in order to identify opportunities to grant incentives to micro-transit services. Access to ski resorts and other destinations could also be prioritized for riders, such as “queue jumping” for shared rides (with families not counting). Other “value adds” could be explored

based on outreach and research to determine what amenities would be viewed by non-participants as a benefit and enforced to ensure only micro-transit users get access. Ultimately, destinations will need to be paired with mobility and micro-transit access, and local land use policies will need to ensure existing neighborhoods are retrofitted to cluster for improved pedestrian, bike and micro-transit access.

**Identify and implement complementary policies to boost usage**





The current rail transit service to Truckee, which serves the Lake Tahoe Basin, is intermittent and expensive. Participants instead envisioned expanded passenger rail service to Truckee and Reno from Emeryville and Sacramento in the mega-region. While that endeavor will require significant funding and potentially time to plan and implement, backup options like bus service with priority lane access could fill the void, along with private sector services like the Tahoe Convoy weekend shuttle developing ridership that can boost the case for implementation.

However, this vision will require careful study of the appropriate investment in expanded rail or other options like bus service, along with significant funding and political support. The current right of way is owned by Union Pacific, which will need to be encouraged to share tracks, while the state owns the

rolling stock with Amtrak. The service will need investment to meet track standards. Other barriers include high cost, seasonality of the likely ridership, the need for first/last mile solutions (see Solution #2 above), the need to purchase additional rolling stock infrastructure (including as capital costs). Rail boosters will also need to overcome the political challenge of getting Union Pacific to negotiate. In addition, buy-in for the plan will be required from leaders in both states, including Washoe and Placer Counties and the various regional entities. Finally, passenger rail advocates will need to accommodate freight service between Nevada and Oakland, which has been increasing rapidly.

*The Rail  
Coalition*

## **Expanded Passenger Rail To/From the Tahoe Basin from Emeryville to Reno**



**Advocates should form a working group to support passenger rail expansion and trouble-shoot key implementation issues, like railroad rights-of-way access and need for federal funding:** A similar working group in 2005 drafted a passenger rail plan and addressed challenges, but that document did not materialize into action.<sup>14</sup> It contemplated a goal of 10 roundtrips to Roseville, with half-hour service to Sacramento. A new effort will be needed to marshal a similar group of stakeholders, including key local governments like Truckee and Nevada and Placer Counties and federal and state agencies and elected officials from California and Nevada. They will need to assess Union Pacific interests in negotiating to share the existing right of way, in order to determine what needs exist and help achieve a political consensus for moving forward, particularly as freight service has recently been increasing between Oakland and Nevada. The working group should extend to Reno, which may have an advantage in not competing

currently for high speed rail potentially slated for Las Vegas. The working group can seek to leverage heightened investment in the mega-region, such as the Winter Olympics and proposed Innovation Park in Nevada, as an opportunity to bolster passenger rail service. Coalition members can look to successful templates with the Southern Railroad Commission (SRC) work on CSX-owned rail in the Southeast U.S., as well as other examples of multi-state jurisdictions and how they have addressed challenges expanding passenger rail.<sup>15</sup> The working group should examine federal funding program opportunities like Consolidated Rail Infrastructure Safety and Improvement program (CRISI) to determine if the mega-region rail could be competitive. Finally, the working group should feature early involvement of Amtrak and the Federal Railroad Administration (FRA).

## **Solutions**

**Mega-regional and bi-state rail leaders should form a working group to launch a formal study of options for expanded passenger rail service on the existing freight corridor**



**Develop plans to conduct an initial rail service and infrastructure cost study with specific questions to address:** The current freight rail route from Emeryville to Reno through Truckee features infrequent Amtrak service. Boosting this service will likely require specific infrastructure upgrades along the rail tracks, negotiating to purchase the right to use them from Union Pacific, and buying rolling stock, among other expenses. As a result, mega-regional transit leaders through the working group should design a study to assess current service options between passenger and rail in the corridor as well as potential scenarios for expansion, given a range of factors including targeted capital track infrastructure improvements. Computer operations modeling of passenger and freight rail operations in both existing and future passenger rail service and freight expansion scenarios could indicate the precise capital track infrastructure capacity improvements needed to request of Union Pacific. These identified improvements would reveal the range of capital project cost.

**Conduct a study on market feasibility and likely ridership with various rail service scenarios:** As a second part of

the “costs” study described above, the working group should seek to determine likely train ridership across a range of scenarios. Transportation network modeling could estimate this market demand across various modes (such as road, air, and rail), based on the range of potential rail service scenarios. The study authors will need to incorporate mega-regional travel characteristics, which may be lacking in current regional models, as well as including the mountain counties and Washoe County in Nevada and the nuances of holiday and weekend travel patterns. As one option, modelers could apply transportation network modeling techniques currently used for the Capitol Corridor Joint Powers Authority (CCJPA) and San Francisco Bay Area Rapid Transit District (BART)-Link21, a project to connect BART and regional rail throughout the 21-county Northern California mega-region (formerly known as the New Transbay Rail Crossing)<sup>16</sup>. The market analysis could also include demonstration projects to bolster support, such as a seasonal train tied to an event or high-visitation weekend (i.e. ski “party train,” per some of the plans developed in 2005). This second modeling effort would therefore estimate the anticipated “benefits” portion of the rail study.





**Seek Caltrans or other Nevada or federal funding:** An existing state source like Caltrans or available state and federal sources may be able to support this study. Working group members should assess available options.

**Bi-state leaders should include enhanced passenger rail to the Tahoe Basin in California and Nevada state planning documents:** The current Nevada Department of Transportation Draft State Rail Plan along I-80 from the Bay Area to Reno does not contemplate the inclusion of expanded passenger rail. Advocates and mega-region transit leaders should request inclusion in both Nevada and California's state rail plans so the service can be contemplated, studied and supported, if viable. Ultimately, advocates will need support from both states' leaders through inclusion in these plans, as well as support from local and regional leaders throughout the mega-region.





**Mega-region transit leaders will need to align land use, fiscal and complementary rail policies with a Tahoe-oriented rail improvement plan:** Improved passenger rail service will only be successful with complementary state, regional and local policies across the mega-region. To spur ridership, local governments will need land use policies that encourage walkable, bikeable development around rail stations. State and federal leaders will need to align tax incentives with development that boosts the rail plan and ensure implementation. The Nevada Department of Transportation could similarly increase rail service for passengers on the north-south rail corridors, to ensure they feed in conveniently to the mega-region rail line. In addition, completion of the California high speed rail line to Sacramento could also spur more passenger rail ridership to the Tahoe Basin from that transfer point.<sup>17</sup>

**Mega-regional transit leaders should assess complementary policies needed to ensure functional rail service.**





**Mega-region leaders should study, launch and fund mass transit pilot projects like the Tahoe Convoy that can scale:** Even if mega-region leaders can justify and launch improved passenger rail service, it will likely take years to accomplish even in the best-case scenario. As a result, and in case bolstered passenger rail is infeasible, they can explore the feasibility of improving mass transit, whether public or private, to offer visitors the immediate convenience of not needing private automobiles to get to the Tahoe Basin. The Tahoe Convoy model, a private weekend shuttle from the San Francisco Bay Area to the Tahoe Basin, could be expanded with public sector incentives to boost ridership, such as parking access and discounted recreational tickets and lodging (see Figure 3).<sup>18</sup> Other similar programs and transit types could exist that could be similarly scaled.

These interim steps, particularly when coupled with the first/last mile solutions described above, could provide near-term benefits to reduce congestion and improve visitor experiences.

**Mega-regional transit leaders should assess complementary policies needed to ensure functional rail service.**



Source: <https://www.tahoekonvoy.com/>

Figure 3: Tahoe Convoy map and service, courtesy of Fehr & Peers



Advancement of the three solutions identified in this report – **enhanced rideshare, first/last mile solutions, and expanded passenger rail transit** – could greatly relieve congestion and vehicle miles traveled to, from and within the Tahoe Basin, relieving the string of idle cars on the main highways and their attendant pollution and decrease in quality of life. The solutions could facilitate more affordable access to the region by reducing transportation costs and time. Furthermore, they could help address the current labor shortage and lack of affordable housing by encouraging sustainable ways to accommodate new growth in the Basin and to shuttle employees from outside the region to the Basin.

**Next steps** could involve stakeholder mobilization to implement the near-term steps on each solution, including through developing a shared mobility vision for the mega-region and opportunity for federal and state

transportation policy and funding to align with this local and mega-regional planning. The Lake Tahoe Bi-State Working Group on Transportation, chaired by the secretaries of natural resources for Nevada and California, and the annual summer Lake Tahoe Summit could provide near-term mechanisms for further outreach and implementation. The Tahoe Regional Arts Foundation can help spearhead this coalition building, harnessing the expertise and passion of public and private sector stakeholders to make real the vision outlined in this report. Given the world-class nature of the Lake Tahoe Basin and its importance to California and Nevada's environment and economy, the region's residents and visitors deserve a commensurate world-class mobility system to sustain Lake Tahoe for future generations.

## **Conclusion & Next Steps: The Future of Mobility To and From Lake Tahoe**



**Jim Allison** has been with the Capitol Corridor Joint Powers Authority (CCJPA) management entity for the Intercity Passenger Rail service operating in Northern California since 2000. Mr. Allison is the Manager of Planning for new capital/service projects, grant submissions, and phases of project development in the context of the Capitol Corridor route, but also at the Northern California Mega-regional rail network level. In addition to traditional railway project planning and some work in moving towards more sustainable fuels and improved bicycle access for passenger rail, Mr. Allison has been involved in technology forward implementation projects in passenger rail including on-train Wi-Fi, on and off-board information systems, and most recently travel integration (trip planning and payments) working with the State of California. Prior to joining the CCJPA, for ten years Mr. Allison worked for the Bi-State Tahoe Regional Planning Agency in current planning, and later in transportation and air quality. Mr. Allison graduated from the University of California Davis with B.S. Degree in Environmental Planning and Management.



**Jeff Bellisario** is the Executive Director of the Bay Area Council Economic Institute. Since 1990, the Bay Area Council Economic Institute has been the leading think tank focused on the economic and policy issues facing the San Francisco/Silicon Valley Bay Area. The Institute's work focuses on data collection, trend tracking, innovative research designs, and policy analysis across a number of different topic areas that are

relevant to the Bay Area's and state's future prosperity. Jeff's research interests lie at the intersection of community development and finance, and his past projects include analyses of Bay Area housing programs, public-private partnerships for infrastructure, and the economic impacts of transportation and other civic investments. Prior to joining the Bay Area Council Economic Institute, Jeff worked in Chicago in various portfolio management and investment analysis positions for John Hancock Financial Services and State Farm Insurance. Jeff holds an MPP degree from the UC-Berkeley Goldman School of Public Policy and a BS in Finance from the University of Illinois at Urbana-Champaign.

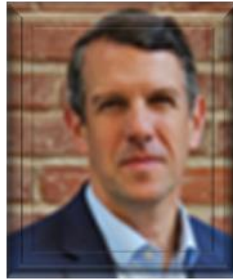


**Barry Broome** serves as the first President and CEO of the Greater Sacramento Economic Council. The organization is the catalyst for innovative growth strategies in the Capital Region of California. Barry is responsible for leading community-driven efforts to attract, grow, and scale new businesses; develop advanced industries; and guide new job-creation strategies throughout a six-county region. In his role, he has established the first public/private partnership economic development organization led by Chief Executive Officers in the State of California. The organization is led by 43 CEOs and 20 communities in the Greater Sacramento region. Previously, Barry was the President and CEO of the Greater Phoenix Economic Council (GPEC) where he delivered more than 50,000 jobs and 250 company locates into the Phoenix region. Barry's been featured and interviewed for his work in global and national media outlets including the L.A. Times, Bloomberg, Forbes, and CNBC among other publications.

## Participant Biographies



**James Corless** is the executive director of the Sacramento Area Council of Governments (SACOG). In his less than two years leading the organization, he has seen the launch of the Connect Card, JUMP bikes, and lead the initiation of the Civic Lab, the region's first government solutions accelerator. In Civic Lab's inaugural year the SACOG invested \$1 million to pilot various transportation solutions which then leveraged an additional \$1 million in external investment. Civic Lab projects include the recently launch Olli Autonomous Shuttle at Sac State. Other milestones include the launch of the regional prosperity partnership together with Greater Sacramento Economic Council, Sacramento Metro Chamber, and Valley Vision. This group is working collectively to position the region higher in the global marketplace by creating implementable strategies that reduce income inequality, preserve natural resources, and increase quality of life for all.



**Steve Frisch** is President of Sierra Business Council and one of its founding members. Over the last 20 years, Sierra Business Council has leveraged more than \$100 million of investment in the Sierra Nevada and its communities through community and public-private partnerships. Sierra Business Council also manages the Sierra Small



Business Development Center focusing on advancing sustainable business practices and linking new and expanding businesses to climate mitigation and adaptation funding. Steve manages SBC's staff and programmatic development. Prior to joining the Sierra Business Council, Steve owned and operated a small business in Truckee. He serves on the board of the California Stewardship Network, the Large Landscape Practitioners Network, the National Geographic Geo-tourism Council, Capital Public Radio, and Leadership For Jobs and a New Economy. Steve is also a former Fulbright Exchange Program Fellow, sharing information and knowledge gained in the Sierra Nevada in China and Mongolia. He is a graduate of San Francisco State University with a B.A. in Political Science. Steve lives in Truckee with his wife Lisa. He is an avid reader of history, politics, community planning and Sierra issues. Steve enjoys traveling the back roads, connecting to local history, camping, and cooking.

**Chris Ganson** is the Senior Advisor for Transportation at the Governor's Office of Planning and Research, where he led California's transition from LOS to VMT. He previously held positions at the Lawrence Berkeley National Laboratory, the World Resources Institute, and US EPA Region 9. Chris holds master's degrees in City Planning and Transportation Engineering and a bachelor's degree in Environmental Sciences from UC Berkeley.



## Participant Biographies



Supervisor **Cindy Gustafson** is a thirty-five year resident of Placer County. Prior to being appointed to the Board of Supervisors on April 11, 2019, Cindy had careers in the public and private sectors. She joined the Tahoe City Public Utility District in 1991 where she worked for 26 years, including serving her final eight years as the General Manager, overseeing the full operations of the District. In 2017, she retired from local government and took over as the Chief Executive Officer of the North Lake Tahoe Resort Association and North Tahoe Chamber, a position she held until she was appointed as the District 5 Supervisor for Placer County. She has served on the California Fish and Game Commission, chaired the Marine Life Protection Act Blue Ribbon Task Force, and volunteered on multiple boards and commissions for public agencies and nonprofit organizations that serve a broad range of issues.

**Kathryn Hagerman**

believes in empowering people and organizations with insights from data. She contributes her extensive experience in public policy, GIS, human resource management, and SaaS strategy to the RideAmigos team. Kathryn is committed to helping organizations discover innovative approaches to meeting their goals for wellness, efficiency, and sustainability.



**Carl Hasty** has worked in the Tahoe Basin since 1990. In 2009, he became the District Manager for the Tahoe Transportation District (TTD), a bi-state



compact agency, created by state and federal law in 1980, focused on delivering transportation and transit system improvements for the Tahoe region. Projects have included the SR 89/Fanny Bridge

Community Revitalization Project at Tahoe City, the US 50 South Shore Community Revitalization Project, a Class 1 bike trail system along the Nevada side of the Lake with demonstration projects constructed known as the East Shore Trail on SR 28 and the south end East Shore Trail segments in the US 50 corridor, and a cross lake passenger ferry project. The District operates public transit in the south shore area and is a partner in supporting transit at the north shore. The District's goal is to create an inter-regional transit system connecting Tahoe's communities with the greater Bay Area and northwestern Nevada. That includes addressing supporting transportation system components and sustainable revenue sources. Carl has a BS degree from the University of Nevada -Reno and a Masters of Landscape Architecture from the California State Polytechnic University-Pomona.

# Participant Biographies



**Jeffrey Hentz** is the CEO of the The North Lake Tahoe Resort Association. Prior to this position, he served as President/CEO of Mustang Island/Port Aransas CVB, Chamber of Commerce and Chamber Foundation since 2016. Prior to that, Hentz held

positions at FINN Partners/Catalyst Destinations International and the Volusia County Florida/Daytona Beach Convention & Visitors Bureau. He also worked with the Park Service and Yosemite Gateway Leaders to help establish the Yosemite Area Regional Transportation System. Hentz brings 30 years of experience as a destination marketing and tourism industry executive.

**Rob Hooper** is the President & CEO of Northern Nevada Development Authority (NNDA). The firm he leads has been entrusted by the Nevada Governor's Office of Economic Development with the economic future of the five counties comprising the Sierra Region of Nevada. Rob has developed and implemented a broad and impactful program that has brought over \$2B of economic impact to the region he serves. The scope of his work has received accolades from research foundations and "think tanks" including the Brookings Institute which labeled the NNDA initiative as the model of "best practices in regional economic development programs. Around the state of Nevada, Rob is known as a business leader, entrepreneur, and a seasoned executive. He brings over four decades of business experience in completing successful projects with winning results. Through his studies in science, education and business, along with an eclectic industry background, Rob provides deep insight into complex relationships within



a global marketplace. He has had the privilege to serve at the executive level in multiple industries including health care, financial services, manufacturing, retail, and resort development and tourism. As a consultant, he has assisted major global brands and governments.



**Mike Luken** is the Executive Director of PCTPA and has more than 30 years of experience in local government. Prior to being appointed in 2018, Mike served as the Deputy Director of the Yolo County Transportation District. Mike

has also worked in transportation planning and economic development for the Cities of West Sacramento and Sacramento, Yolo County, and was the Director of the Port of West Sacramento. Mike and his family have lived in South Placer County for the last 25 years. Placer County Transportation Planning Agency (PCTPA) is the forum for making decisions about the regional transportation system in Placer County. The decisions made are reflected in PCTPA's planning and programming of the area's state and federal transportation funds. In developing and adopting plans and strategies, we not only make the best use of these funds, but also fulfill the requirements of our state designation as the Regional Transportation Planning Agency (RTPA) for Placer County. PCTPA was created as the transportation planning agency for Placer County excluding the Lake Tahoe basin. PCTPA represents Placer County and six incorporated cities located within the political boundary of Placer County. In total, Placer County contains 1,506 square miles ranging in elevation from 160 feet to nearly 9,500 feet.

*Participant Biographies*





**Christine Maley-Grubl** is Executive Director of the Truckee North Tahoe Transportation Management Association. She has a Master's degree in Marketing and is a Certified Association Executive (CAE). Christine's career has included operating a San Francisco Bay Area public agency, Commute.org, whose mission is to reduce traffic congestion and improve air quality, by connecting commuters with resources to alleviate solo driving. Through the Metropolitan Transportation Commission in San Francisco, Christine also oversaw the marketing aspects of a regional pilot program, the Bay Area Commuter Benefits Program, based on a Bay Area Air Quality Management District regulation requiring employers to provide commuter benefits to their employees. The program was signed into law by Governor Brown in 2016 as a permanent program, Bay-Area wide.



**Joanne Marchetta** is the Executive Director of the Tahoe Regional Planning Agency, a Bi-State Compact agency whose mission is to preserve and restore the environment of the Lake Tahoe Region while supporting local communities. Since 2009, she has led the Agency through transformational changes to strengthen the triple bottom line where the environment, economy, and community all benefit. Joanne joined TRPA in 2005 as General Counsel before serving as Executive Director. Ms. Marchetta graduated from the University of Michigan with a forestry degree and Catholic



University with a law degree. She started her professional career in Washington DC as a litigator for the US Department of Justice. She's also worked for the US Environmental Protection Agency (EPA) and the Presidio Trust in San Francisco, where she helped to transform the Presidio from an Army base to a financially self-sustaining national park.



**Ronald T. Milam**, AICP, PTP is the director of evolving the status quo at Fehr & Peers and co-leads the company's research and development. He is actively involved in a variety of project work and spends time teaching

transportation planning courses for UC Berkeley Tech Transfer and UC Davis Extension. A unique part of Ron's experience is thinking long-term and helping clients understand the future outcomes of their decisions. His recent work has focused on disruptive trends and new metrics to help inform challenging transportation policy and technical questions.

**Beth Osborne** is the Director of Transportation for America. She was previously at the U.S. Department of Transportation, where she served as the Acting Assistant Secretary for Transportation Policy, where she managed the TIGER Discretionary Grant program, the Secretary's livability initiative, and the development and implementation of surface transportation bills. Before joining DOT, Beth worked for Sen. Tom Carper (DE)



## Participant Biographies



as an advisor for transportation, trade and labor policy, as the policy director for Smart Growth America and as legislative director for environmental policy at the Southern Governors' Association. She began her career in Washington, DC, in the House of Representatives working as a legislative assistant for Rep. Ron Klink (PA-04) and as legislative director for Rep. Brian Baird (WA-03).

**David Rosnow** is the founder and product lead of Carzac. David worked as a product manager for several Silicon Valley start-ups, most notably Skype. He's had a longtime interest in mobility, the environment and land-use issues. That led him to an interest in carpooling as a way to reduce congestion and provide an affordable mobility option. Carzac is an authentic carpooling platform modeled after casual carpool, an organically arising form of carpooling found in the Bay Area and other regions. Carzac provides a convenient, ultra-low burden, carpooling experience paired with the ability for stakeholder agencies and employers to provide incentives to promote and fund the carpools.



Carzac, along with the San Juan School District, the SacMetro Air Quality Management District and Walk Sacramento received a SACOG TDM

Innovation Grant to extend the platform to parent and kid logistics. Carzac also participated in the SACOG Civic Lab program to investigate carpooling as way to encourage access to transit.

**Gordon R. Shaw**, PE, AICP is the President of LSC Transportation Consultants, Inc. and a Principal in the Tahoe City office. Mr. Shaw has 38 years of experience conducting transportation studies throughout the Western U.S. He holds a BS



degree in Civil Engineering from Purdue University as well as M.S. and Engineers degrees in Infrastructure Planning from Stanford University. His professional work has included a wide range of studies including comprehensive transportation plans, transit, traffic/roadway, modeling and parking studies. Transit studies have included over 100 projects encompassing service plans, comprehensive operational assessments, demand analyses, passenger facility plans, operations facility plans, financial plans and performance assessments. A focus of Mr. Shaw's work has been developing appropriate transportation plans for resort/recreational areas, including Aspen and Vail, Colorado; Park City, Utah; Jackson Hole, Wyoming; Yosemite and Mammoth Lakes, California, as well as extensive experience in the Tahoe Region.

## Participant Biographies



**Toshi Shepard-Ohta**, is a Principal Engineer at the Metropolitan Transportation Commission (MTC) where he works on shared mobility and managed lanes. He was the MTC project manager for the Managed Lanes Implementation Plan, which identified strategies and policies to better manage the growing Bay Area HOV and express lane network to increase passenger throughput by prioritizing higher occupant modes of travel including carpools and express buses. Prior to joining MTC he managed investment grade demand forecasting studies of express lanes and high speed rail and advised public and private sector parties on public-private partnerships. Toshi received an M.Eng. in Civil Engineering from MIT, a B.S. in Civil Engineering from UC Berkeley, and a B.A. in Economics from UC Santa Cruz.



**Kristina Svensk**, WSP's business practice lead for Planning and Environmental Planning in Northern California, is an experienced planner with a passion for improving communities through a comprehensive planning approach that incorporates transportation, the built environment, and sustainable design. Over the last 17 years, Kristina has worked with public agencies and private clients in urban, suburban, and rural environments, with a focus on developing strategic transit and



transportation solutions that address diverse (and often times conflicting) priorities, needs, and goals. Her broad project experience includes short- and long-range transit operations plans, station area planning/transit-oriented development, multimodal mobility planning, mobility hub and first/last mile strategy development, and market analysis studies, among others. Prior to joining WSP, Kristina led the long-range and strategic planning division within the Office of the Executive Director at North County Transit District. In this role, she served as a key agency liaison for regional planning efforts, managed the state and federal grant strategy, and championed special multimodal planning projects for the District. As a North Lake Tahoe community homeowner and former full-time resident, Kristina is acutely aware of transportation and transit opportunities and challenges in the Lake Tahoe region and has a vested interest in its success.

**Bill Thomas** was appointed executive director and began service in April 2020. He brings an extensive background in planning and development that he's garnered through years of working in high level positions in both the public and private sector. Before joining the RTC, Bill was the Assistant City Manager at the City of Reno. During his tenure at the City of Reno, he was responsible for oversight of the Community Development, Parks Recreation and Community Services, Public Works, Economic Development and Redevelopment functions. both the public and private sectors.



## Participant Biographies



## Facilitators

**Ethan Elkind**, UC Berkeley Law

**Keith D. Vogt**, Chair, Tahoe Regional Arts Foundation

**Terry Watt**, Terrell Watt Planning Associates

**Roger Rempfer**, Vice Chair, Tahoe Regional Arts Foundation

## Observers:

Corey Tucker, Ride Amigos

Teal Brown Zimring

## Grantor:

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# Acknowledgments



## About the Tahoe Regional Arts Foundation

The Tahoe Regional Arts Foundation is an independent, 501(c)3 non-profit organization incorporated in California and registered in Nevada to serve the entire Lake Tahoe region.

The Tahoe Regional Arts Foundation gratefully acknowledges Jim Allison, Jeff Bellisario, Barry Broome, James Corless, Steve Frisch, Chris Ganson, Cindy Gustafson, Kathryn Hagerman, Carl Hasty, Nick Haven, Rob Hooper, Mike Luken, Christine Maley-Grubl, Ron Milam, Beth Osborne, David Rosnow, Gordon Shaw, Toshi Shepard-Ohta, Kristina Svensk, and Bill Thomas for their insights at the February 17, 2021 Tahoe Mobility Forum II that informed this policy brief. Affiliations for all persons are listed in the Appendix.

In addition, Ethan Elkind and Terry Watt provided facilitation at the Forum.

This report and its recommendations are solely a product of the Tahoe Regional Arts Foundation and do not necessarily reflect the views of all individual convening participants, reviewers, or observers.

### **For more information:**

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<sup>1</sup>Derek W. Morse, P.E., One Tahoe: A transportation funding initiative, Prepared for the Tahoe Transportation District, Morse Associates Consulting, LLC, August 2020, at p. ES-1.

<sup>2</sup>Derek W. Morse, P.E., One Tahoe: A transportation funding initiative, Prepared for the Tahoe Transportation District, Morse Associates Consulting, LLC, August 2020, at p. ES-1.

<sup>3</sup>For information and demographic data on the mega-region, as defined by the Bay Area Council, please see: <http://www.bayareaeconomy.org/report/the-northern-california-mega-region/> (accessed March 3, 2021).

<sup>4</sup>For more information on the Federal Highway Administration (FHWA) grant through the ITS4US program, please see: <https://www.calact.org/news/280> (accessed March 3, 2021).

<sup>5</sup>For more information on YARTS buses, please see: <https://yarts.com/> (accessed March 3, 2021).

<sup>6</sup>For more information on Princess Cruise land-based tours, please see: <https://www.princess.com/learn/cruise-destinations/alaska-cruises/cruisetour-options/> (accessed March 3, 2021).

<sup>7</sup>For more information on Scoop, see: <https://www.takescoop.com/> (accessed March 3, 2021).

<sup>8</sup>For more information on the California Integrated Travel Project (Cal-ITP), please see: <https://dot.ca.gov/cal-itp>; <https://www.calitp.org/>; and <https://www.camobilitymarketplace.org/> (accessed March 3, 2021).

<sup>9</sup>For more information on the State Smart Transportation Initiative, please see: <https://ssti.us/multimodal-access/> (accessed March 3, 2021).

<sup>10</sup>More information on Starlink is available at: <https://www.starlink.com/> (March 5, 2021).

<sup>11</sup>For more information on Mountaineer, see: <https://www.squawalpinetransit.org/mountaineer-services> (accessed March 3, 2021).

<sup>12</sup>To view the Resort Triangle Transportation Plan, see <http://www.triangle-transportation.com/about-the-plan/> (accessed March 5, 2021).

<sup>13</sup>For more information on the Cavnue project, see: <https://www.michiganbusiness.org/press-releases/2020/08/michigan-cavnue-creating-road-of-future-between-ann-arbor-and-detroit/> (accessed March 3, 2021).

<sup>14</sup>The working group report, "Expanded Tahoe-Reno/Sparks Service: Linking Northern California and Northern California" (DRAFT), is available at: <https://www.dropbox.com/s/nlxrjnr0cbtj8a/Auburn-Reno%2BSparks%20Rail%20Draft%20Report%20dec04.pdf?dl=0> (accessed March 3, 2021).

<sup>15</sup>The Gulf Coast rail program has been launched by a similar style of public-private working group. See: <https://railroads.dot.gov/elibrary/gulf-coast-working-group-report-congress> (accessed March 3, 2021).

<sup>16</sup>For more information on the Link21 program, please visit: <https://www.bart.gov/news/articles/2021/news20210127> (accessed March 15, 2021).

<sup>17</sup>For a map of the planned California High Speed Rail system, please see: [https://hsr.ca.gov/docs/newsroom/maps/Business\\_Plan\\_Map.pdf](https://hsr.ca.gov/docs/newsroom/maps/Business_Plan_Map.pdf) (accessed March 3, 2021).

<sup>18</sup>For more information on the Tahoe Convoy, see <https://www.tahoekonvoy.com/> (accessed March 3, 2021).

## Endnotes

**From:** Mertens, Chris@Tahoe <Chris.Mertens@tahoe.ca.gov>  
**Sent:** 3/21/2024 8:53:24 AM  
**To:** Ryan Murray <rmurray@trpa.gov>; Kira Richardson <krichardson@trpa.gov>  
**Cc:** Cecchi, Scott@Tahoe <Scott.Cecchi@tahoe.ca.gov>; Prior, Kevin@Tahoe <Kevin.Prior@tahoe.ca.gov>;  
**Subject:** Tahoe Conservancy ATP Comments  
**Attachments:** [VS CA Trail PPs.pdf](#) , [VS Vision Plan\\_Trails Plan.pdf](#) , [VS\\_Class1Trail.zip](#) , [Greenway\\_Phase\\_3.zip](#) , [LinkRoad.zip](#) , [Link Road Trail.pdf](#)

Hi Ryan and Kira,

Nice job preparing the Draft Active Transportation Plan. We look forward to supporting the Plan's goals of creating a more walkable, rideable, and pedestrian friendly environment at Lake Tahoe.

We are pleased to offer the following suggestions to the Draft Plan. Please contact me anytime if you wish to discuss further.

Tahoe Conservancy Comments:

1. Comment 1: Table 1-1: Agencies and Responsibilities:
  - a. The Conservancy should be identified in both the Design and Construction responsibility areas (in addition to the other responsibility areas). The Conservancy designed and constructed Phase 1a of the Dennis T. Machida Memorial Greenway and will continue planning and constructing future phases of the Greenway going forward, alongside our partners.
2. Comment 2: Table 4-4: U.S. 50 South Shore Corridor Project List:
  - a. The South Tahoe Greenway Phase 1c project will be implemented by the City of South Lake Tahoe, not the Conservancy. The City has agreed to plan and construct this project.
  - b. The Alta Mira Public Access Improvements project will be implemented by the City of South Lake Tahoe, not the Conservancy. The City and Conservancy are executing a land exchange that will result in the City owning the former Alta Mira property. The exchange has already been authorized by the Conservancy's Board.
3. Comment 3: Table 4-5 Meyers Y Corridor Project List:
  - a. The project name for the "Johnson Meadow Bridge" project should be "Greenway – Upper Truckee River Bridge at Johnson Meadow".
4. Comment 4: Recommend adding the following projects to both Figure 4-4 and Table 4-4:
  - a. **Van Sickle Phase III Shared Use Trails** (EIP 03.01.02.0030 (CA side) and 03.01.02.0123 (NV side)). An important component of the Van Sickle Phase III project is constructing a Class 1 shared use trail from the park entrance to the CA Day Use Area and continuing near the road to the Nevada Day Use Area. This trail is identified in the 2019 Van Sickle Bi-State Park Vision Plan and is actively in planning by both the Conservancy and Nevada State Parks. NOTE: I have PPs for the CA portion of the trail (attached) but I do not have the PPs for the NV portion. Kevin Fromherz or Marc Lepire at NV Division of State Lands has those.
    - i. Expected completion year: 2025
    - ii. Length: 0.4 miles
    - iii. Cost: \$6 million (engineering and construction)
    - iv. Attached: Trails Plan in 2019 Van Sickle Vision Plan (NOTE: this does not show the planned Class 1 from the park entrance to the CA Day Use Area but gives a sense for the planned trail network within the park), GIS Shapefile showing approximate location of trail, preliminary plans for CA portion of the trail.
  - b. **Greenway – Phase 3, Ski Run Blvd. to Van Sickle Bi-State Park** (EIP 03.02.02.0076). Greenway Phase 3 will extend from the terminus of the future Greenway Phase 1c at Ski Run Boulevard to Van Sickle Bi-State Park and connect with the Van Sickle shared-use trail described above. This section of trail is included in the 2011 certified EIR for the Greenway and while it is not currently in planning, the Conservancy may begin planning this section within the life of the Active Transportation Plan.
    - i. Expected completion year: 2032
    - ii. Length: 1.5 miles
    - iii. Cost: \$25.5 million
    - iv. Attached: GIS Shapefile showing alignment as approved in 2011 Greenway EIR
    - v. Map: the map on the EIP tracker shows the entire planned Greenway, including Phase 3 from Ski Run to Van Sickle.
  - c. **Link Road to Sussex Avenue**. This is a long-sought class 1 trail which would create a more direct connection between Meeks Lumber and Sussex Avenue in South Lake Tahoe. It would replace the existing trail behind Meeks Lumber which is often flooded and unusable for parts of the year. The existing trail was originally supposed to be a temporary trail until the Link Road-Sussex connection was built. It is unclear who would lead this project but the Conservancy, STPUD, and USFS all own land in the area and the project area is within the City of SLT. It is okay to list the Conservancy as the project lead in the ATP. It is not currently in planning but could begin during the life of this Active Transportation Plan.
    - i. Expected Completion Year: 2032
    - ii. Length: 0.25 miles (or longer if it continues west on Sussex Ave.)
    - iii. Cost: \$6 million
    - iv. Attached: Map of existing and proposed trail, GIS shapefile showing approximate location.

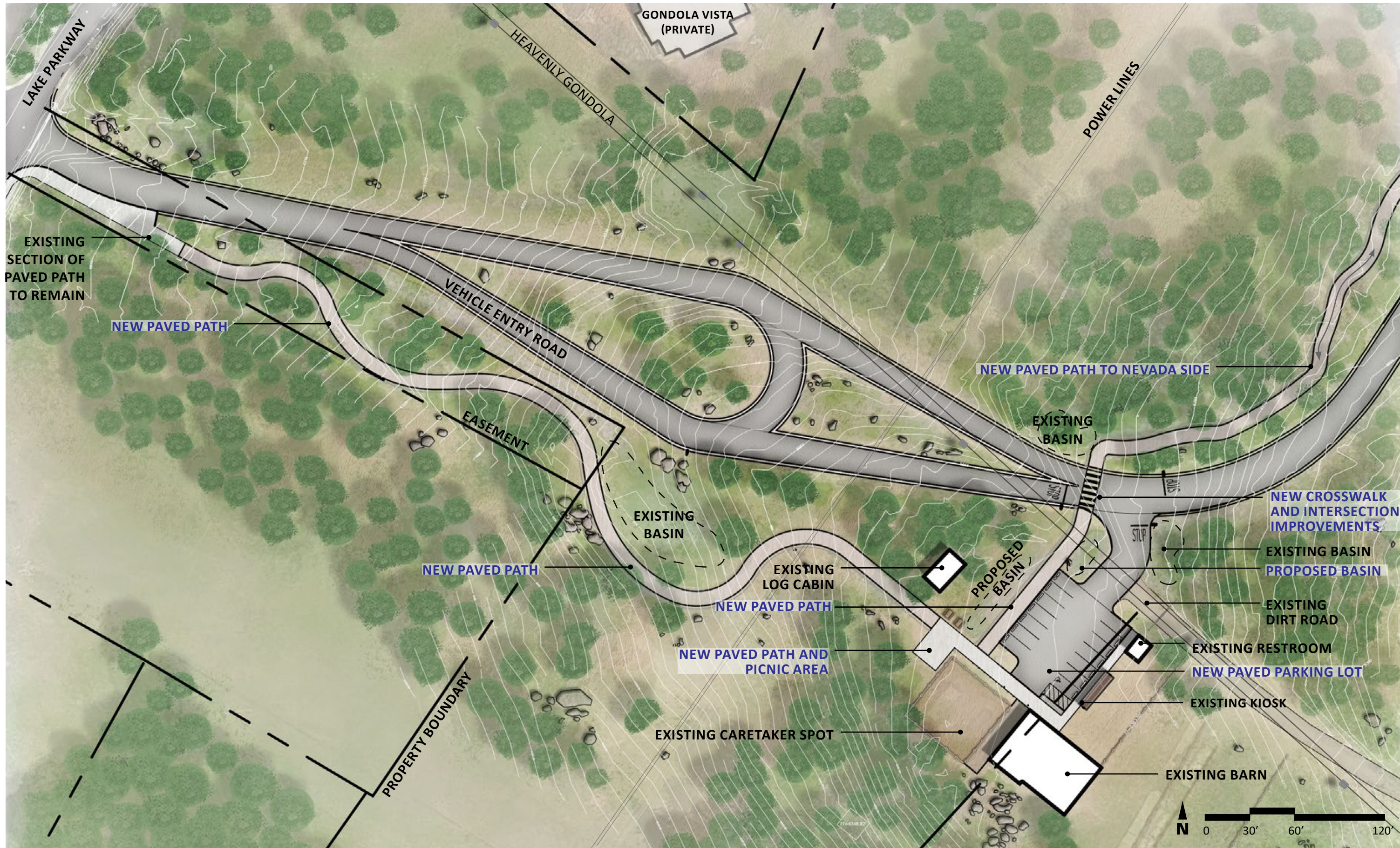
Thanks for considering our comments and happy to discuss anytime.

Chris  
Chris Mertens (he/him/his)  
Recreation and Public Access Program Supervisor  
California Tahoe Conservancy  
1061 Third Street  
South Lake Tahoe, CA 96150  
c: (530) 307-9235



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





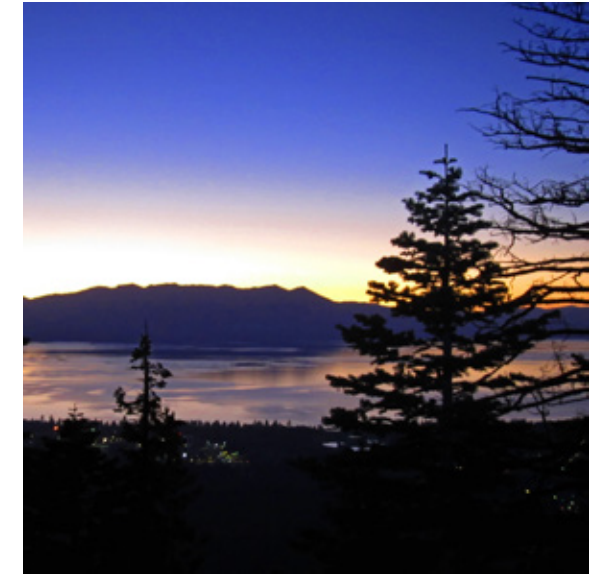
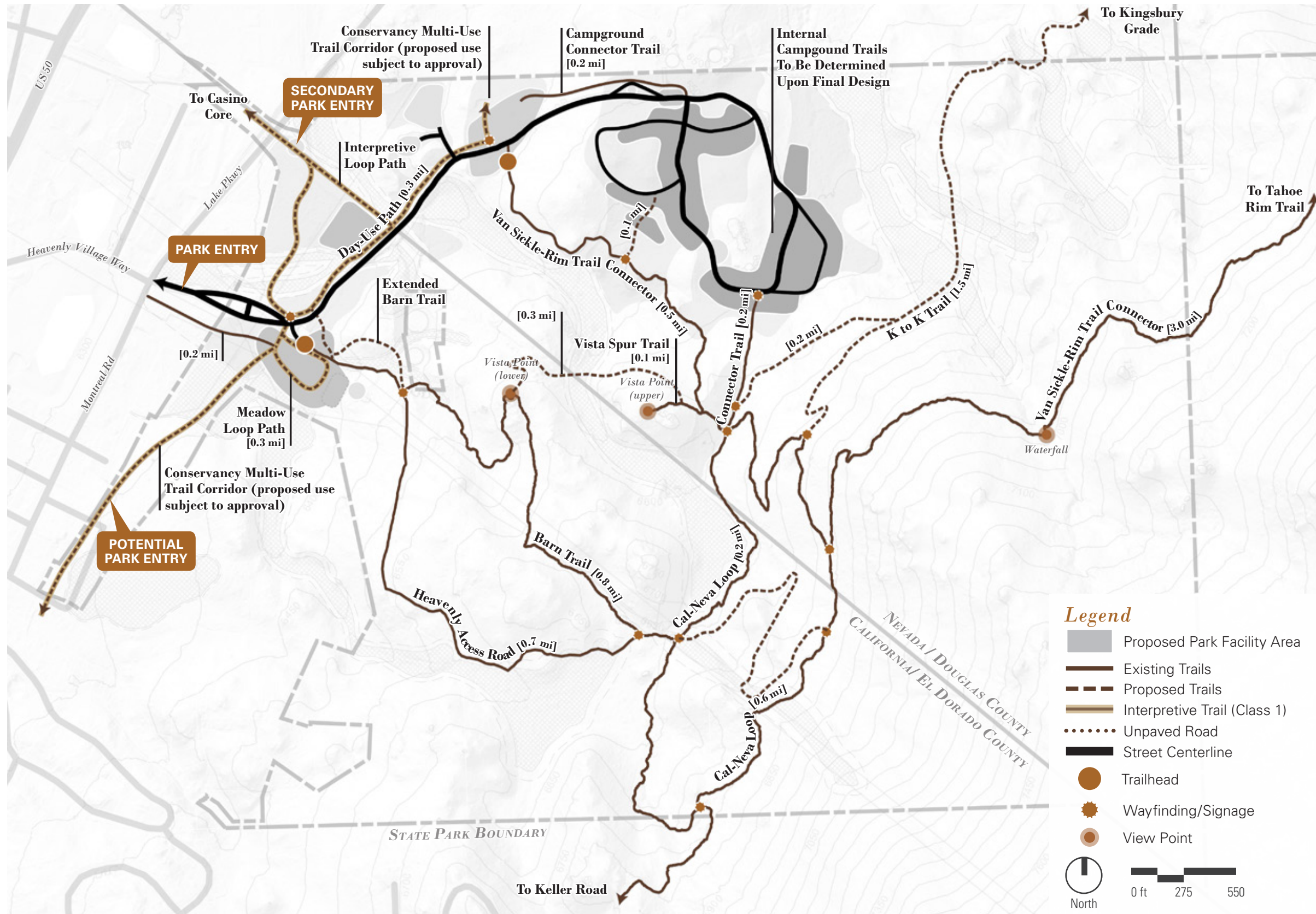
VAN SICKLE BI-STATE PARK, PHASE 3 (CA Day Use)

CA DAY USE SITE PLAN: LAKE PARKWAY ENTRANCE

South Lake Tahoe, CA  
December, 2022



# Trails Plan



Vista Point (Upper)



Waterfall



Vista Point (Lower)

## Legend

- Proposed Park Facility Area
  - Existing Trails
  - Proposed Trails
  - Interpretive Trail (Class 1)
  - Unpaved Road
  - Street Centerline
  - Trailhead
  - Wayfinding/Signage
  - View Point
- North  0 ft 275 550

Note: All trails shown are approximate and may vary in their final locations.

Upper Truckee Marsh

026-200-11

031-030-18

031-030-13  
031-030-14

031-030-20

031-030-39

Springwood Dr

Reaves St

Potential Housing Project  
948 Link Road

~50%  
Reduced  
Easement

Meeks  
Lumber

Blue Lake Ave

Free Bird  
Red Hut

031-030-19  
Presbyterian  
Church

031-030-17

031-030-21

Advanced  
Garden  
Supply

031-253-02  
031-030-36

Miller St

031-030-29  
031-030-24

Lake Tahoe  
Boat Company

Alpine  
Computers

031-254-20

031-253-01

031-030-35

Lake Tahoe  
Boat Company

Tahoe Fly  
Fishing Outfitters

~215'  
Easement

Sierra  
Car  
Wash

Taco  
Bell

Brockway Ave

50

Young St

Rubicon Tr

Tanglewood Dr

Sussex Ave

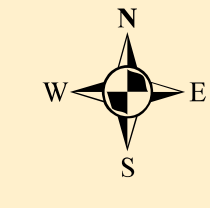
031-258-20

William Dr

Marjorie St

O'Malley Dr

█ Existing Route (~ 0.48 miles)  
█ Proposed Route (~ 0.16 miles)  
█ Proposed Easements  
 Private  
█ CSLT  
█ CTC  
█ USFS-BS  
█ STPUD



0 60 120 240  
Feet

Source: Esri, DigitalGlobe, GeoEye, Earthstar\* Imagery, CNES/Airbus DS, USDA, USDA, AeroGRID, IGN, and the GIS User Community

**From:** Treva ir Snowdin <wheelchairsupercross@gmail.com>  
**Sent:** 3/24/2024 8:06:01 AM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** Treva ir Snowdin ADA advocate

---

Hello

I just got a note yesterday

Regarding your city ADA access

Routes for pathway/trails

Was hoping you can share with me what steps and process happen to assure rolling/and walker freedom to move about markers...how much time can I get to go thru with my wheelchair and give an official wheelchair user perspective.

Thx for speedy reply

Treva ir

**From:** somis5@cs.com <somis5@cs.com>  
**Sent:** 3/19/2024 10:12:59 AM  
**To:** Ryan Murray <rmurray@trpa.gov>  
**Subject:** TRPA 'Active' Transportation Plan

---

I am completely opposed to TRPA's constant efforts to impose lane reductions on Hwy 50.

I am opposed to TRPA's stating that the lane reductions will solve traffic accidents.

Lane reductions will prove a complete disaster during any wildfire evacuation - Tahoe is a sitting duck to become the next Lahaina or Paradise CA.

Lane reductions will also cause more people to die because of reduced emergency vehicle response times. Heart attack victims need a 4 minutes response time and this becomes impossible with lane reductions.

The speed on Hwy 50 should be dropped from Kahle to Cave Rock to 35 mph and then enforced. Traffic lights should also be added. This will solve the problem, not TRPA's pathetic, unscientific and wasteful attempts at social engineering.

STOP the TRPA!

Brett Tibbitts  
Glenbrook