

Lake Tahoe Sustainability Collaborative Community Mobility Working Group
Monthly meeting: December 19, 2013, Noon-1:30pm
Notes

1. Presentation from Dan Cressey and Garrett Villanueva on the **3 USFS projects** in the Camp Rich Area and discussion of how this might tie in with other projects. (45 min)
 - a. Camp Richardson "Campground and Vehicle Circulation BMP Retrofit Project"
 - i. The Camp Rich area is the oldest, busiest, and most biodiverse USFS area on the South Shore.
 - ii. The project documents can be found on the [LTBMU website](#), alternative 4 was selected and the environmental analysis under NEPA is done.
 - iii. One major focus of this project is to make it possible for visitors to park once and walk/bike instead of driving a couple of miles between sites
 - iv. They plan to widen the entire path to 10 feet with 2 foot shoulders, prioritizing 13th to the Visitors Center
 - v. They plan to realign portions of the bike lane that are really close to the highway, including moving the path next to the Camp Rich campgrounds away from the highway, just inside of the existing split rail fence.
 - vi. In Fall of 2014 and into 2015, they will rehabilitate the North campground and the SE group site and the main roads through the SE campground area. This is being funded with Southern Nevada Public Land Management Act (SNPLMA) funds (about \$3.5 million)
 - vii. They also want to realign the bike path, adding a spur that goes away from the highway and congestion right around the general store. This would use an existing service road and is not funded, but estimated to cost about \$150,000.
 - viii. The rest of the campsites with utilities (for RVs) is very expensive (\$6-10 million) and no funding has been identified for it.
 - ix. Generally, they are reducing the number of campsites by 15-20%, taking out the sites closest to the highway.
 - b. Tallac Travel Management Strategy (ATM) and Historic Facilities BMP Retrofit
 - i. Get rid of a number of roads (including "y" that splits to Tallac and Kiva and replace with a single loop road providing access to current established areas, with adjacent bike path
 - ii. They want to add a restroom near the lake and consolidate the many roads that service Tallac Historic Site and Kiva Beach and add more parking for Kiva Beach
 - iii. This is still in the planning phase and there will be more opportunity for comments
 - c. Fallen Leaf Lake area
 - i. There are a ton of trails (paved, aggregate, and single-track) planned, but little to no funding has been identified yet:
 1. Next Summer (2014) a 10 foot wide paved multi-use trail will be built parallel to Fallen Leaf Lake Road, from the Fallen Leaf Campground to the road that has a "y" junction accessing Kiva and Tallac.
 2. They plan on removing the last spur of the Camp Rich paved path that ends at Highway 89. The path would end at the point that it is closes to highway 89 before that last spur and cross

Highway 89 here and they plan to build an aggregate surface trail up to Fallen Leaf dam.

- d. Angora Lakes and Tahoe Mountain
 - i. Plans to build a path on the North side of Angora Lakes Road road.
 - ii. Plans for a number of connections between Angora Lakes Road, Fallen Leaf Lake, and Tahoe Mountain.
- e. Total funding identified so far:
 - i. \$420K identified for work next summer, and another \$180K for the Tallac road reroutes in FY15 for the Fallen Leaf Lake ATM
- f. What we can help with
 - i. Finding funding to actually build these shovel-ready projects
 - ii. Meet with Caltrans and try to get them to build wide shoulders on Highway 89 from the 4-lane area to the end of the paved bike path.
 - 1. Caltrans currently has agreed to put in 4 foot striped shoulders. We should push for 5 foot shoulders and get rid of the shoulder parking (if removing shoulder parking is not in Caltrans' environmental review of the project, we can push for a Neg Dec on this)
 - iii. Ask Caltrans to put signs pointing people to the beaches and recreation opportunities from the Y.
- g. Water Trail
 - i. The Water Trail has waypoints around Camp Rich and Tallac – CTC/Sue Rae can work with Daniel at USFS to get signage in those areas.
 - 1. Might have to be special signs in Tallac area to conform with historic site requirements.

2. Update on meeting with Angela Swanson/Dr. Tarwater on **Safe Routes to School** (now part of the Active Transportation Program). (Rebecca/Pete) (10 min)

- First focus may be on sidewalks for pedestrians at Bijou/Tahoe Valley as the application favors projects that focus on disadvantaged groups
- Money would likely be used for planning/engineering part
- Middle School area bike trail could be a 2nd round application
- Next Steps

No time for update – will address at next meeting

3. Update from Karen on name for the bike trail around the lake (**Lake Tahoe Bikeway**); Discuss any implications for signage (Ty) (15 min)

- a. Bike trail has a name! Lake Tahoe Bikeway

4. Discussion of **On Our Way** Grant and Possible Projects to Consider (Pete) (15 min)

- The grant should be out by mid-Jan; Due end Feb or March
- Money can be used for planning and design
- Would this be good to fund planning for the Middle School area, sth in Meyers, other? Discussion coordination.
- Next Steps

No time for update – will address at next meeting, but thought: maybe apply for this for planning to go along with SRTS and then SRTS grant can be used for implementation. If we don't get the On Our Way grant for planning, we can use much of the application to apply for planning funding through SRTS.

5. Brief report on **SSTMA meeting** (NDOT actions/suggestions) (Gavin/Rebecca) (5 min)
 - a. Douglas Count was not in attendance so we didn't talk about sidewalks between Lake Parkway and Kingsbury or Roundhill bike path connections and connecting better to Lam Watah (Kahle) trail.
 - b. There is a new NDOT District 2 Assistant Engineer who is apparently big on bikes. Janelle Thompson.
 - c. They are working to move the Edgewood fence back to make room for the bike path connecting to Laura Drive.
 - d. NDOT was surprised that their superiors had agreed to narrow lanes from 12 feet to 11 feet through the casino zone to Kingsbury. NDOT staff was concerned about safety in the winter, but they are going to do it anyway. We decided it was not a good time to ask them to narrow lanes all the way to Roundhill or Zephyr Cove. NDOT staff (Thor) liked the idea of reducing the number of lanes through the casino area: one lane each direction, center turn lane, and bike lanes.
 - i. We were encouraged to get involved with the TTD process to advocate for narrowing lanes through casino zone.
 - e. We asked NDOT about "share the road" or "bicycles have use of full lane" signs, they did not like the idea of more signs and said TRPA can be hard to get signage approval from.
 - i. We can work on this if we choose.

6. Below is the response from Sue Rae about the situation at Al Tahoe.

NOTE FROM SUE RAE TO CM GROUP regarding the situation at the intersection of US 50 and Al Tahoe Blvd. ... Sue Rae misunderstood a little about the Class 2 lanes in this area. The Conservancy did NOT fund the Class 2 lanes on Al Tahoe at the intersection. However, when the City applied for a grant from the Conservancy to build the Class 1 sections along Al Tahoe in 1988 (from Johnson to Pioneer), they presented the need to connect to the Class 2 lanes that existed at the time as a main supporting argument. At that time, the Conservancy wanted all new bike trail investments to demonstrate connectivity and this connection was important in making the case. Also at that time, a single left turn vehicle lane on Al Tahoe existed. When the City decided the traffic required a double turn lane and they restriped, Ray Lacey at our office called to discuss this with them. However, as we had not actually funded the Class 2 lanes there, our influence was limited."