

Item # 115

**City of Carson City
Agenda Report**

Date Submitted: November 6, 2007

Agenda Date Requested: November 15, 2007

Time Requested: 10 minutes

To: Mayor and Supervisors

From: Parks and Recreation Department

Subject Title: Update and discussion regarding the Tahoe Bike Path project and draft concept document.

Staff Summary: The State of Nevada Resource and Conservation Grant Program (Question 1), approved by the voters in 2002, allocated \$5 million to Carson City, Washoe County, and Douglas County towards the Lake Tahoe Bike Path System. The Working Group, comprised of several jurisdictional agencies, hired EDAW as the consultant to work on a feasibility study and two demonstration projects. One phase of the project is to define the vision, guiding principles, and goals.

Type of Action Requested: (check one)

☐ Resolution

☐ Ordinance

☐ Formal Action/Motion

☒ No action required

Does This Action Require A Business Impact Statement: ☐ Yes ☒ No

Recommended Board Action: No action is necessary. This item is an update and discussion regarding the Tahoe Bike Path project and draft concept document.

Explanation for Recommended Board Action: Vision, guiding principles, and goals for the Tahoe Bike Path project are beginning to be conceptually developed. The Nevada Stateline to Stateline Bikeway Project Concept Document is attached and the Board of Supervisors is encouraged to provide comments. This will give the Working Group and EDAW insight and direction regarding the project and help provide a framework for public discussion. It is anticipated that the public workshops will begin in the late Fall and Winter 2007, and it is recognized that through the public process this document will change and be enhanced.

Applicable Statute, Code, Policy, Rule or Regulation: N/A

Fiscal Impact: N/A

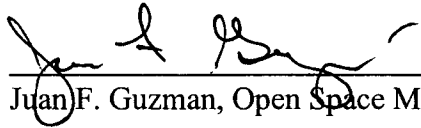
Explanation of Impact: N/A

Funding Source: N/A

Alternatives: N/A

Supporting Material:

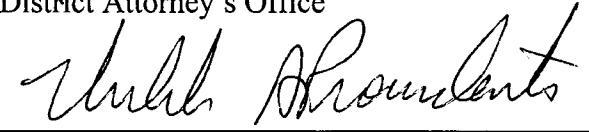
Concept Document – Nevada Stateline to Stateline Bikeway Project (5 pages)

Prepared By:  Date: 11/06/07
Juan F. Guzman, Open Space Manager

Reviewed By:  Date: 11/06/07
Roger Moellendorf, Parks & Recreation Director

 Date: 11/6/07
Linda Ritter, City Manager

 Date: 11/6/07
District Attorney's Office

 Date: 11/6/07
Finance Department

Board Action Taken:

Motion: _____ 1: _____ Aye/Nay
2: _____

(Vote Recorded By)

Concept Document

Nevada Stateline to Stateline Bikeway Project

Public Input is vital to the planning process. This document was prepared to provide a framework for early public discussion on the Nevada Stateline to Stateline Bikeway planning process. It is recognized and expected that through Public comment this document will change and be enhanced.

For the purposes of this document a Bikeway is defined as a facility which is designated for bicycle travel which may be shared with other transportation modes.

Vision:

To complete the Nevada portion of a premier bike way circling Lake Tahoe that connects communities, enhances recreational opportunities, expands transportation choices and promotes the enjoyment of Lake Tahoe. Where possible this will be an off-highway path that serves both bicyclists and pedestrians.

Guiding Principles:

1. Identify and provide convenient connections to communities, public facilities, public lands, and open space.
2. The path will serve recreation and commuter needs.
3. To the extent possible, support the protection, restoration and sustainability of natural and cultural resources as the bikeway alignment is planned, designed and constructed.
4. Anticipate future growth in visitor use of the facility in the project scope & design for a 20 year planning horizon.
5. Provide a balance of access and choices for a variety of uses on the bikeway while recognizing and managing the potential conflicts that occur with multiple user groups.
6. Identify adequate facilities to support the bikeway.
7. Remain sensitive to the cultural resources and traditions of the Washoe Tribe and coordinate with them to interpret their heritage.

8. Share the responsibility for the stewardship of the bikeway by engaging tribal; local state and federal agencies; advocacy and interest groups; and the community-at-large in the planning process, implementation, maintenance/ management activities and funding of the bikeway.
9. Manage the bikeway and the surrounding natural resources for the ecological and social benefits, including economic opportunities for the bikeway.
10. Identify alignment opportunities that ensure that the bikeway alternative segments are implementable.

Statement of Need:

The East Shore of Lake Tahoe is an important missing link in the bicycle network around the Lake. The bikeway would provide a spectacular recreation opportunity to link public beaches and coves along the picturesque east shore. These popular recreation areas are generally accessed by automobile. Paved parking is limited and the high demand for these areas leads to shoulder parking and erosion problems. Providing a bicycle link to East Shore beaches and recreation areas is an important step to reducing vehicle and parking impacts, improving the multi-modal options available to residents and visitors, improving safety, and providing an unparalleled recreation experience in the bike path itself.

Goals & Objectives:

1. Complete a Feasibility Study on bikeway alignments on the Nevada side of Lake Tahoe from the south Stateline to the north Stateline that will connect to the California bikeway.
 - A. Interface with existing planning documents within the various jurisdictions and agencies.
 - B. Identify a "preferred" alignment that minimizes impacts to natural, scenic, and cultural resources.
 - C. Determine priority segments of the bikeway for construction.
 - D. Estimate costs for construction.

E. Ensure that bikeway segments are implementable.

2. Complete the design & construction of two demonstration bikeway projects--one at the south end of the Lake and one at the north end of the Lake.

A. Design and construct a bikeway from the casino core to Round Hill Pines Beach that provides access to Nevada Beach.

B. Design and construct a bikeway from Incline Village to Sand Harbor that provides access to Hidden Beach and Memorial Point.

C. Ensure that bikeway segments are implementable.

D. Determine priority segments of the bikeway for construction.

3. To complete long term maintenance, resource management and operations plans for the various segments of the bikeway.

A. Ensure that these plans are completed prior to construction of individual segments.

B. Ensure that practices, principles and standards of care are established prior to construction of individual segments.

C. Establish partnerships for operations and maintenance for the individual segments during the planning and design of the individual segments.

4. Encourage a shift in travel demand for East Shore recreation areas from driving to bicycling, walking and transit.

A. Encourage links with existing or new transit systems.

B. Publicize bikeway to residents and visitors.

C. Encourage increased limitations on road-side parking as bicycling, walking and transit use to beaches increases (becomes available).

D. Consider paid parking options at recreation areas along the corridor that would simultaneously reduce driving and create a revenue stream for the path maintenance and for transit.

E. Encourage existing transit system (busses & boats) to include bike racks for bicycle riding passengers.

5. Provide interpretive opportunities along the bikeway.

A. Provide education (through interpretive signage) about the natural, cultural and historic resources in the area.

B. Honor the Washoe culture and history by naming path sections and rest areas with Washoe names and providing interpretive kiosks on Washoe culture, history, and natural resources.

8. Improve safety for bicyclists, pedestrians, and wheelchair users and reduce traffic conflicts.

A. Minimize the number of at grade crossings on Highway 28 and 50.

B. Consider opportunities for ADA accessibility as appropriate.

9. Provide connections to existing or new recreation areas, transportation facilities, and community centers along the bikeway.

A. Assure a seamless integration and connectivity between the bikeway, existing transportation systems and other recreational path systems.

B. Complete the "missing links" between the bikeway and other path systems.

10. Provide opportunities for existing local businesses or promote new business opportunities that will enhance the visitor experience on the bikeway as appropriate to the segment.

A. Work with the local Chamber of Commerce and Convention and Visitor Bureaus to promote the bikeway and make connections with business opportunities.

11. Where appropriate find efficiencies by exploring and leveraging the use of existing disturbed area such as old logging roads, historic routes, old railroad beds, fire access roads or having joint parking at schools.

A. Consider utilizing the old Lincoln Highway corridor.

12. Maximize funding source opportunities and actively pursue funding sources to complete the projects in a timely manner.

14. Coordinate with the recommendations in the East Shore Access Plan and consider other alternative transportation choices.

A. Explore opportunities for a "Blue" bike system for visitor access ("drop and go" bikes).

B. Explore establishment of central transit centers near major highway junctions for bikeway access to encourage visitors to park and ride or walk.

15. Provide visitor amenities to make the bikeway an enjoyable experience.

A. Encourage rest areas or way-side stops at reasonable intervals.

B. Provide opportunities for visitors to enjoy vista points and historical and natural resource points of interest.

16. Provide a communication and public relations plan to gain input from the public and to provide information to the public on the bikeway planning, design, and construction.

A. Establish a web site for public information and public input on the planning and design of the bikeway.

B. Educate users with respect to safety, etiquette, and enjoyment of the bikeway.

17. Integrate the bikeway into planning documents.

A. Incorporate the proposed bikeway segments into the Regional Transportation Plan, the Lake Tahoe Region Bicycle and Pedestrian Master Plan, and the TRPA Plan Area Statements or new land use planning system.

B. Assure that the bikeway and associated connectors are incorporated into new development plans along and near the corridor.

C. Assure that road and highway projects do not preclude future bikeway construction or future access.

D. Incorporate the bikeway into the planning of new recreational areas and transit stops.

E. Update existing plans with new information developed through the bikeway feasibility study.