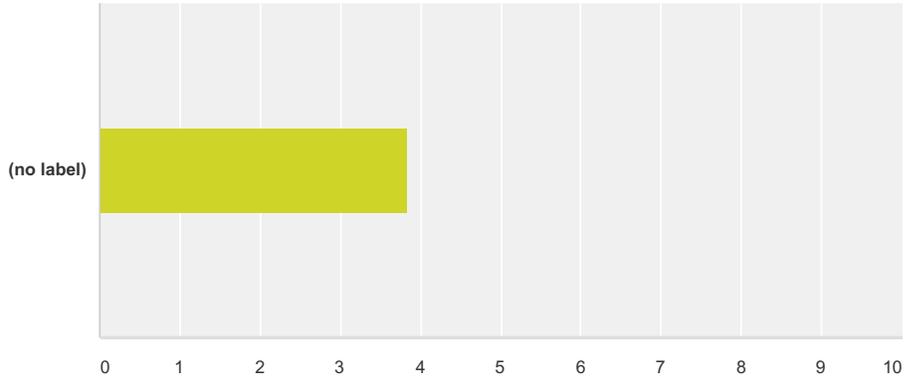


Q1 On a scale of 1-5, how do you rate your support of the concept of shared parking within the commercial core? (1 do not support: 5 strongly support)

Answered: 185 Skipped: 5



	Do Not Support (1)	2	3	4	Strongly Support (5)	Total	Weighted Average
Level of Support	11.35% 21	4.86% 9	15.68% 29	24.86% 46	43.24% 80	185	3.84

#	Comment	Date
1	The limited number of parking spots within this corridor makes it difficult to frequent businesses within this district. Improving flow and availability of parking would improve access and use of businesses.	3/16/2016 12:41 PM
2	It looks like this is missing a number option	2/19/2016 9:19 PM
3	The one labeled "5" that is one down from "Strongly Support" should be relabeled "4"	2/19/2016 8:22 PM
4	I do support the addition of more parking. I do not support existing parking lots being taken away.	2/19/2016 2:09 PM
5	These changes would eliminate much of the traffic congesting caused by vehicles trying to enter or exit the driveways on N. Lake Blvd. With the on street parking many of these driveways are very difficult to exit onto the street because of the poor visibility.	2/19/2016 1:40 PM
6	The sketch doesn't look accurate at the northern boundary	2/19/2016 1:39 PM
7	Plaza at Grove SR28 is a great idea as well.	2/18/2016 9:54 AM
8	Soo many things wrong here. Not even sure how some of these ideas honestly make sense. Plazas on the dark north side of buildings? Who gets to pay to maintain all of the new areas? Are property owners compensated for land takeover? Why do some get the benefit of increased commercial space and some excluded? Will there be a pedestrian signal at grove to handle all of the new traffic coming and going through there. What prompted this to begin with?	2/17/2016 6:57 PM
9	This looks like a well thought out plan. The addition of 68 (net) parking spaces and the proposed pathway may begin to move activity away from busy SR 28. Businesses in the area may even begin to move their shop entrances to the parking lot side or have entrances on both sides.	2/17/2016 1:38 PM
10	This approach appears to help focus "activity" - cars, parking, pedestrians - away from the busy highway (relieving congestion caused buy that "activity" and serves to better integrate the golf course, town shops, parking, and eventually Tahoe City Lodge if it is built.	2/17/2016 11:37 AM
11	your numbers are not in order, Two # 5's	2/16/2016 9:10 PM
12	Encourage visitors to leave cars & get on buses....MORE stops & timng needed	2/16/2016 12:37 PM

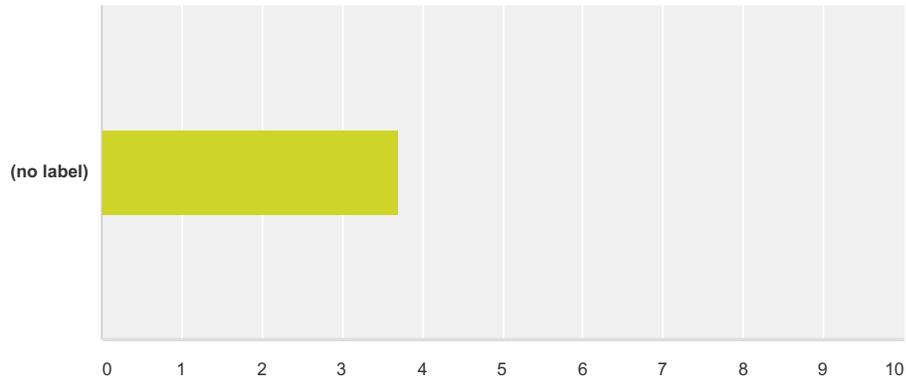
APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

13	more buses & stops please!	2/16/2016 7:51 AM
14	a step in the right direction. obviously some hurdles with private property	2/14/2016 5:52 PM
15	We do not need another bike trail that is not likely to be utilized. Please remove	2/13/2016 2:16 PM
16	design shows too many parking spaces and too much commercial.	2/12/2016 8:24 PM
17	The golf course is giving Mr. Kahn parking, why don't they all just connect their lots now ? Just because they all can't get along doesn't mean the public's money should help them out.	2/12/2016 6:30 PM
18	It is impossible to support this plan without more information. What impact would this plan have on the golf course, dog park, merchants, traffic, crosswalk at Grove Street, intersection at Grove Street, pedestrian safety at Grove Street?	2/12/2016 10:29 AM
19	Great idea to include an extension of the Class I trail along the golf course. Big plus to put parking behind buildings and enhance the streetscape with new plaza areas. This has been extremely successful in Downtown Truckee. It's not clear on this drawing, but if the link to the Truckee River trail could be shown, that would be an excellent way to get people to park over by Squaw and bike all the way to the main commercial core of Tahoe City instead of just Bridgetender.	2/12/2016 9:24 AM
20	Concerned about more traffic onto Grove Street and ability make a left hand turn during high volume days	2/12/2016 9:13 AM
21	It will make Tahoe City more of a "town" and less of a bunch of disconnected commercial properties	2/11/2016 1:18 PM
22	Where feasible	2/11/2016 8:05 AM
23	This plan appears to increase parking efficiency and remove barriers to finding an available parking space.	2/10/2016 4:52 PM
24	People are not going to want to walk behind the buildings	2/10/2016 4:23 PM
25	Not sure what "shared parking" means, but do not support more parking.	2/10/2016 11:56 AM
26	keep eliminating as many driveways as possible. Do whatever is necessary to get delivery trucks out of the middle lane.	2/10/2016 9:22 AM
27	I strongly support, except for additional plazas...not needed	2/9/2016 3:43 PM

APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

Q2 On a scale of 1-5, how do you rate your support of a trail between the commercial core and the golf course? (1 do not support: 5 strongly support)

Answered: 187 Skipped: 3



	Do Not Support (1)	2	3	4	Strongly Support (5)	Total	Weighted Average
Level of Support	11.76% 22	8.02% 15	19.79% 37	20.32% 38	40.11% 75	187	3.69

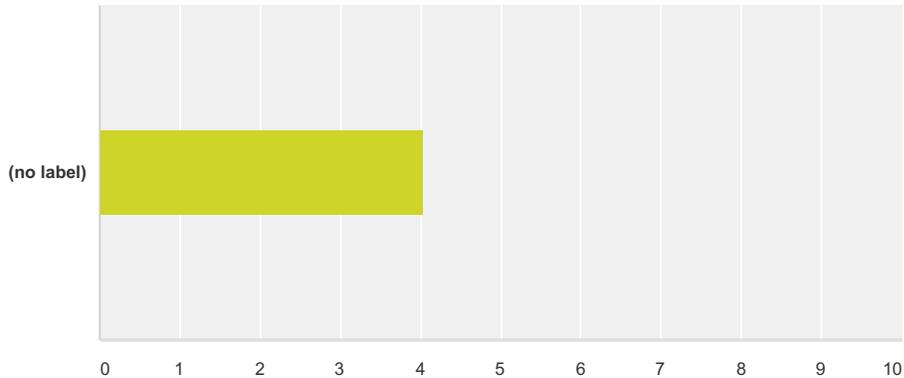
#	Comment	Date
1	Money could be better spent elsewhere.	3/16/2016 12:50 PM
2	The public really wants to be along the lake side. This would also remove one more road crossing at Fairway.	3/16/2016 12:47 PM
3	Yes! This(local's highway) is a great path that could be better utilized.	2/19/2016 2:10 PM
4	This is a great idea and would facility a safe and convenient way to access differnt areas from the parking lots.	2/19/2016 1:41 PM
5	Efforts should be focused on the waterfront trail	2/19/2016 1:41 PM
6	Not sure that I see/hear of a great need for access to the golf course. Plus this would be out of sight therefore less likely to be used.	2/19/2016 1:20 PM
7	Great idea!	2/19/2016 1:05 PM
8	Priority should be given to a lakeside trail over this. if there is going to be both, there needs to be proper lighting and possible CCTV along this trail, for pedestrian safety at night.	2/19/2016 9:11 AM
9	Money could be better spent elsewhere.	2/18/2016 2:48 PM
10	Is this addition to the lakeside bike path?	2/18/2016 12:25 PM
11	Generally favor it but would like to know how it integrates with other options for bike path, etc.	2/18/2016 10:17 AM
12	Like to idea of looped shopping around downtown. Watch out for golf balls!	2/18/2016 9:56 AM
13	We want to walk along the water , not the golf course.	2/17/2016 9:37 PM
14	This is where the Tahoe City bypass should go. Topud should sacrifice some of their open space for these "needs" of mobility and parking.	2/17/2016 7:01 PM
15	Believe the trail should be on the North side of SR 28	2/17/2016 6:50 PM
16	This is a great alternative for cyclists and pedestrians to do their shopping or just explore Tahoe City. Visitors having lunch or dinner may find it pleasant to use this pathway.	2/17/2016 1:38 PM

APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

17	This helps serve as a means to help migrate pedestrian traffic away from the highway. Over time it is likely to help refocus the core of the town and relieve congestion on the highway.	2/17/2016 11:39 AM
18	Biking is an important part of Tahoe but the trail should not go through the middle of a residential development due to the traffic and unknown users. Should keep to the area marked on the map.	2/17/2016 11:26 AM
19	nice	2/16/2016 9:11 PM
20	We could support it strongly if it does not infringe on the current golf course layout.	2/16/2016 7:24 PM
21	More walking the better - needs signs so bikes & peds stay separate. WALK LEFT/RIDE RIGHT	2/16/2016 12:38 PM
22	a back side street would be of far more benefit. not sure how you would incentivise people to use trail	2/14/2016 5:53 PM
23	See comments on question #1	2/13/2016 2:16 PM
24	must allow bikes	2/12/2016 8:26 PM
25	More, more, more. There are new sidewalks, there is a hugely expensive bikepath, new bike lanes, but more is needed ? No.	2/12/2016 6:31 PM
26	I don't know, but it seems like a waste, considering there's the great path along the lake.	2/12/2016 4:43 PM
27	I am generally supportive of trails, but what impact does this have on the golf course?	2/12/2016 10:32 AM
28	Are there improvements proposed to get people across SR 28? The Truckee River Trail is wildly popular because it is safe/easy to use. This same philosophy should be used to get people to connect to the gold course trail.	2/12/2016 9:27 AM
29	not needed	2/12/2016 9:15 AM
30	Multi use paths are better served if closer to the lake	2/12/2016 9:14 AM
31	I dont think it would get much use. We will already have a Class I trail along the lake, sidewalks and Class II bikelanes along the highway -- we dont need more, and it would add to maintenance costs.	2/11/2016 1:19 PM
32	It seems a bit redundant to the Lakeside Trail and we should be pushing people towards the lake. Maybe a reduced trail along the distance of the parking improvements, then a connection across to the Lakeside would be a better design.	2/10/2016 4:53 PM
33	It's hard for bikes and peds to share a path. I never ride the bike path on my commute to work. Too many strollers and dogs	2/10/2016 4:24 PM
34	I support *A* trail, but think it should go in front of the commercial area in order to give cyclists and pedestrians access to businesses and intersections. Recommend evaluating current high-use bike/ped routes to see where people are going. By putting the trail farther from business, users may just continue to use the highway or adjacent sidewalk.	2/10/2016 11:59 AM
35	make sure this is planned for good, safe connections to connecting trails at both ends. Also will need adequate support facilities along the multi-purpose trail.	2/10/2016 9:25 AM
36	assuming this is a Class 1 trail (or ??), this is not the right alignment...people want to see and be on LAKE TAHOE	2/9/2016 3:44 PM

Q3 On a scale of 1-5, how do you rate your support of a pedestrian hybrid beacon or high-intensity Activated Crosswalk (HAWK) signal at Grove Street? (1 do not support: 5 strongly support)

Answered: 186 Skipped: 4



	Do Not Support (1)	2	3	4	Strongly Support (5)	Total	Weighted Average
(no label)	9.68% 18	4.30% 8	11.29% 21	22.58% 42	52.15% 97	186	4.03

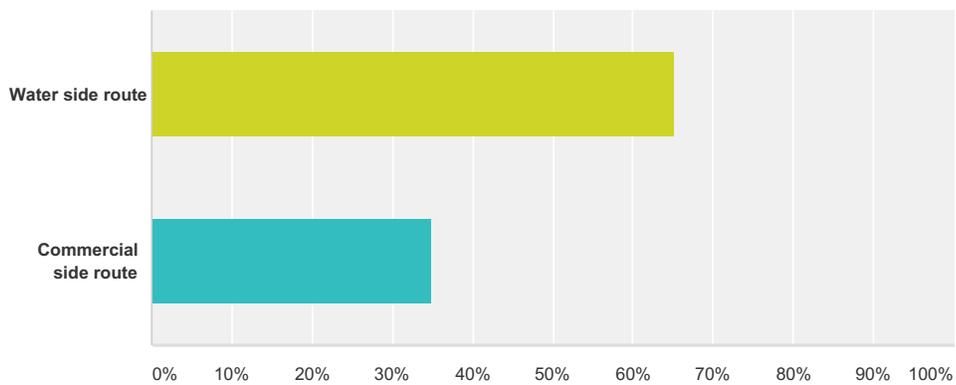
#	Comment	Date
1	Yes! Great idea.	3/16/2016 12:47 PM
2	or an overpass (or underpass?)	3/16/2016 12:45 PM
3	Seems this would vastly improve movement/flow in this area.	3/16/2016 12:41 PM
4	It is very difficult to see pedestrians at night and so lights would be much safer	2/19/2016 8:25 PM
5	Only if it makes the pedestrians wait, so traffic can flow	2/19/2016 6:08 PM
6	This is a major source of traffic backups in the summer	2/19/2016 2:35 PM
7	A few street lights would work too!	2/19/2016 2:22 PM
8	Yes, I think we need something there. I hope the light can be very short as to keep traffic moving.	2/19/2016 2:12 PM
9	Very much needed but a traffic light would be more effective in reducing congestion.	2/19/2016 1:42 PM
10	Design looks dangerous as it cuts off any possible bike lane	2/19/2016 1:42 PM
11	not sure - don't know enough	2/19/2016 12:11 PM
12	As long as it doesn't hold up vehicular traffic in a major way. Perhaps priority can be given to cars during certain periods.	2/19/2016 9:11 AM
13	Not needed existing walkway is sufficient	2/18/2016 8:18 PM
14	Good idea. Use push button activation, not auto sensing.	2/18/2016 9:58 AM
15	I support a pedestrian crosswalk with real traffic signal like fanny bridge. I don't know what these fancy hybrid beacons or hawks are.	2/17/2016 7:04 PM
16	What is there is sufficient	2/17/2016 3:43 PM

APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

17	This is badly needed. Unfortunately, it will also slow down traffic through town, especially if pedestrians push the 'walk' button every 10 seconds!	2/17/2016 2:01 PM
18	Anything is likely better than what exists there now. The question is why not have a proper stop light that is pedestrian activated when needed and pressure pad sensitive for incoming traffic on Grove Street (with minimum green light times) for the highway to ensure a minimum traffic flow?	2/17/2016 11:41 AM
19	I would support this if the other crossings at Cobblestone Mall and Big Tree Center are removed.	2/17/2016 10:26 AM
20	I think this would cause a lot of traffic delays - like the light on Fanny bridge	2/15/2016 10:47 AM
21	Placer county - Why was this not done in Kings Beach instead of the stupid roundabouts	2/15/2016 7:23 AM
22	timing of the activated light is everything	2/14/2016 5:54 PM
23	allowing for pedestrian crossing ONLY when the light turns is excellent!	2/14/2016 3:24 PM
24	We absolutely need this to keep our pedestrians safe!	2/13/2016 5:20 PM
25	Ugly. Pedestrians will still jaywalk across from Rosies. WE see that multiple times a day.	2/12/2016 6:33 PM
26	Streetlights:YES!, signal: frightening	2/12/2016 4:45 PM
27	like the left turn lane but not a red light	2/12/2016 2:36 PM
28	The bulbouts are great--narrowing the road width will queue's drivers to pay attention. I would have rated this higher, except that the light fixtures themselves read as visual clutter because they are too busy.	2/12/2016 10:46 AM
29	I would be very supportive of this proposal EXCEPT that the narrowing of hwy 28 at the point of the pedestrian crosswalk forces bicycle traffic into the automobile lanes. This poses a clear danger for cyclists.	2/12/2016 10:42 AM
30	What are the impacts? Do either of these options hold back pedestrians for a bit of time to let traffic clear?	2/12/2016 10:32 AM
31	it needs to have a built in timer so auto traffic is allowed to flow too	2/12/2016 10:10 AM
32	I don't think it's needed	2/12/2016 9:54 AM
33	It's about time! Dangerous crossing after 33 years of close calls with constant pedestrian close calls!!!	2/12/2016 9:32 AM
34	Concerned as previously stated about left hand turns on high volume visitor days	2/12/2016 9:16 AM
35	Will help with the backups, and is nowhere near as ugly as a traffic signal	2/11/2016 1:19 PM
36	All the Xwalks in TC need to be better lit up	2/10/2016 4:24 PM
37	YES!!!	2/10/2016 4:11 PM

Q4 Given the potential benefits and challenges for each, which general alternative for completing the Lakeside Trail do you support moving forward?(go to <http://www.placer.ca.gov/departments/works/projects/tcmobilityproject> and scroll to the selected project documents to see the maps or any of the alternatives in greater detail)

Answered: 178 Skipped: 12



Answer Choices	Responses
Lake side route	65.17% 116
Commercial side route	34.83% 62
Total	178

#	Comment	Date
1	I know that the Lake side route would be a fabulous facility, but believe it nearly impossible (due to Tahoe Marina Lodge).	3/16/2016 12:53 PM
2	Keep people off the road.	3/16/2016 12:51 PM
3	Keep people off the road.	3/16/2016 12:49 PM
4	Striping & signage; easy	3/16/2016 12:43 PM
5	With the Fanny Bridge improvement project, this seems to be the best and most viable alternative for better connection and improved use of lakeside trail already in place.	3/16/2016 12:42 PM
6	Just get it done already! And get us a trolley.	2/19/2016 2:23 PM
7	It seems logical to complete what we have already. esthetically the lake view is preferable to a commerical one.	2/19/2016 1:47 PM
8	Keeps people of SR28 - very dangerous in the summer months	2/19/2016 1:28 PM
9	Tear down Tahoe Marina Lodge. They've reneged on promises.	2/19/2016 12:51 PM
10	It is the Lakeside Trail after all.AND public land by the TML	2/19/2016 12:12 PM
11	Although I like the Lakeside route, I would go with the option that could be completed sooner.	2/19/2016 11:44 AM

APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

12	We are a Lake Tahoe town. People want to travel along the side of the lake. Give the visitors what they want, or they'll go to a town that will.	2/19/2016 9:14 AM
13	The Commercial side option is the only viable option The impact on property owners are minimal and the thought of the City taking private property does not mak sense. The Fire House needs to go as it is an unutilized parcel which can create a beautiful new park and community center for the arts it appears to be ready to go rather than lengthy permitting process and sensible access for the public and private property owners.	2/18/2016 8:29 PM
14	Neither is necessary. Too much construction to a pre-existing rout down mackinaw.	2/18/2016 3:28 PM
15	no brainer	2/18/2016 3:07 PM
16	commercial route goes by businesses and increases flow for those businesses This is big pro. Also the alternative through private property is less attractive	2/18/2016 11:55 AM
17	If go via Lakeside, it could take years to get approvals and would get strong opposition from Tahoe Marina Lodge Owners' Association.	2/18/2016 11:45 AM
18	"I strongly object to the lake side path as it requires extensive invasion of lake tahoe and clearly will have stong opposition from the Tahoe Marina homeowners.	2/18/2016 11:40 AM
19	Image above doesn't truly show proposed lakeside routing(s) jutting out into lake as the detailed maps show. I think the problems associated with the permitting for this option and the additional time that might be req'd. outweigh any benefits and strongly favor the commercial option.	2/18/2016 10:33 AM
20	Lakeside would be better if you could get the owner on board but I doubt it.	2/18/2016 10:14 AM
21	Very strongly oppose lake side trail	2/17/2016 11:40 PM
22	Actually I do not like either alternative. I want things to remain as presently constituted. Either plan will hurt the serenity of the Lake and create a great invariance to current property owners'	2/17/2016 9:50 PM
23	I like mackinaw street going to "one way". But let's wait and see how the roundabout works out. It's been a nice way to get around the gridlock at the wye.	2/17/2016 7:10 PM
24	Commercial side route provides easier access and a shorter route to the already established bicycle/hike route and to highway 89. Scenic lake views are a short distance at Commons Beach, where the public has room to stop, rest and enjoy the view. One side of proposed lakeside route is very narrow which could be a safety issue.	2/17/2016 4:35 PM
25	The lakeside route infringes on private property and yup will be sued	2/17/2016 3:45 PM
26	First of all, the "commercial" route nomenclature seems negatively biased. It should be called "town side" or something similar. In general, the lake side route infringes too severely on private residences. Roughly half of the condominiums at Tahoe Marina Lodge are not rental units, but are private homes. It might create a potentially alarming precedent for nearby properties like Tavern Shores and Tahoe Tavern. Good options appear viable among the described alternatives which do not so dramatically affect the residents.	2/17/2016 2:02 PM
27	The Lake side alternatives appear to create substantial environmental and private property issues. This is not necessary as the commercial (town) side alternatives are attractive and much more logical. Development of this type so near / on the Lake should be avoided at all costs.	2/17/2016 11:45 AM
28	This amount of traffic should not be put in a residential area or along the lakeside.	2/17/2016 11:28 AM
29	The lakeside path is consfication of private property. Gentle grade of commercial side is more family friendly for bikers.	2/17/2016 11:26 AM
30	The cost to condemn the land on the lakeside would be millions	2/17/2016 11:01 AM
31	Private property owner agreement to alignment should be obtained prior to spending any more taxpayer money on this project. If agreement cannot be achieved, commercial alignment should then be pursued.	2/17/2016 10:58 AM
32	Strongly oppose any alternative that would involve shoreline disturbance; I would actively lobby TRPA to oppose any such alternative. Also, I strongly oppose any alternative that would involve anything like an eminent domain proceeding or the cost of an easement through private property. One of the commercial side alternatives is the only thing that makes sense to me. It's hard for me to believe that something like Alt L1-B is even being considered - this alternative should never have seen the light of day	2/16/2016 5:01 PM
33	I only support the lakeside route. The other route should not be an option. The County should have completed the process years ago to protect the lake access for the public and not the lodge homeowners.	2/16/2016 2:22 PM
34	the lake is for all.....	2/16/2016 12:40 PM
35	there are more options for the commercial side vs. the lakeside	2/16/2016 8:30 AM

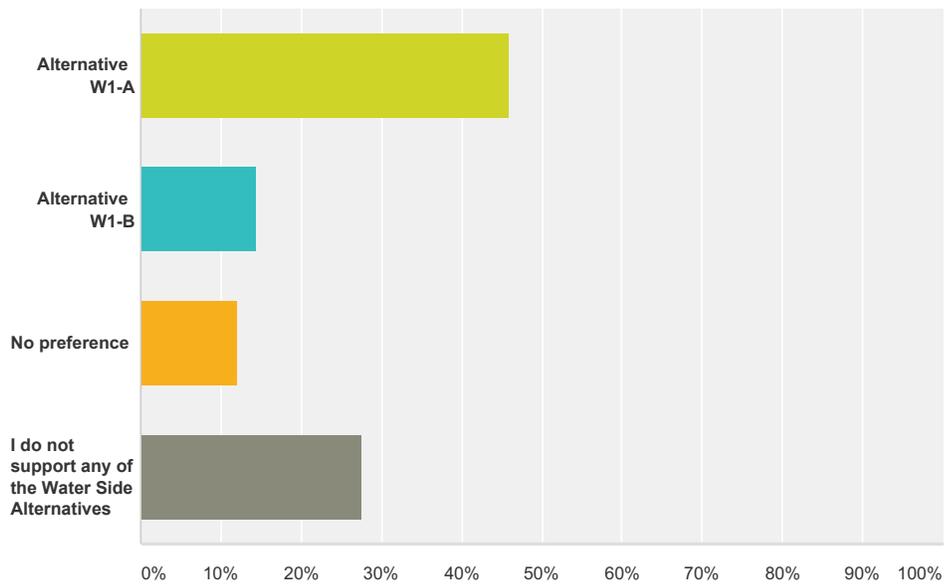
APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

36	I support and really like the commercial trail but the cost and project size doesn't offset the positives of having the trail closer to commercial row.	2/16/2016 4:22 AM
37	alot went into lake side, and it is very nice	2/15/2016 3:36 PM
38	If I were a owner at Tahoe Marina I would be outraged at this idea- bikers and walkers would soon be parking on the Marina land and having picnics ands a swim- ridiculous plan - it would be the same as having a path in front of beautiful homes on the lake - what group of people came up with this -	2/15/2016 10:54 AM
39	Although it will be costly, put the trail over the water. It will a real attraction and it will be less obtrusive to the Tahoe Marina homeowners (not directly adjacent to their property on land).	2/13/2016 2:19 PM
40	This is the best and most logical choice. Just because the Tahoe marina lodge opposes it doesn't mean it's not the one to choose.	2/13/2016 6:14 AM
41	neither	2/12/2016 11:27 PM
42	both are poor choices due to removal of firestation/arts and need for easements over private land and loss of parking	2/12/2016 8:29 PM
43	Do not 'potentially remove' the historic Arts building. Can we please keep our charming buildings and not end up looking like Park City boring	2/12/2016 6:38 PM
44	Get rid of that old fire station!n What an eyesore.	2/12/2016 5:49 PM
45	Either one would be great. Lakeside would be nice, but realize it's unlikely	2/12/2016 4:49 PM
46	The Lake view and experience is unique to Tahoe. We need to maximize this resource as much as possible for residents and visitors. Perhaps my own experience on the ocean front is pertinent here. I have a vacation home along the northern Sonoma coast with a public trail between my home and the ocean. The trail not only provides better ocean access to me, but I find it endlessly interesting and not at all disturbing to watch such a variety of people and (leashed) dogs enjoying walking along the coast.	2/12/2016 10:51 AM
47	Neeeed to walk each before deciding. Concerned about Lakeside Trail's impact on homeowners in Tahoe Marina	2/12/2016 10:50 AM
48	Due to car traffic	2/12/2016 10:29 AM
49	I dont think the lake side trail is fair to Marina lodge owners	2/12/2016 10:11 AM
50	Will be more visible to begin. Old firehouse to be removed anyway at some point.	2/12/2016 9:35 AM
51	Lake side trail better use of funds if available. Reducing much needed parking not a good idea. Can alignment be accomplished without Marina Lodge conflict? Steeper grade/switchback for other proposal limits access to folks with limitations	2/12/2016 9:21 AM
52	Dont let 1 property greatly compromise a key community asset!	2/11/2016 1:20 PM
53	I support the Commercial Side route because it can ACTUALLY HAPPEN with the added benefit of removing the old fire station (an eyesore). I don't see resurrecting the losing battle for a Lake Side trail with the Tahoe Marina Lodge and getting mired down for another untold number of years for a dubious outcome. Also, the Lodge is now willing to cooperate by cutting their reception building back to facilitate the trail being back from the highway.	2/11/2016 9:34 AM
54	Improvements to Mackinaw seem more natural than a trail in front of private property.	2/10/2016 4:54 PM
55	Sorry but it needs to be along the lake if it's a "lakeside trail"	2/10/2016 4:25 PM
56	maybe a hybrid to avoid steep hill/switchbacks, but commercial seems the better way to go	2/10/2016 12:00 PM
57	need to consider how golf course trail connect and those proposed in the new roundabout.	2/10/2016 9:28 AM
58	This is a difficult question because of what is presented in question #5	2/8/2016 11:27 AM

APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

Q5 Of the Lake Side Alternatives which is your preferred alternative? (go to <http://www.placer.ca.gov/departments/work/s/projects/tcmobilityproject> and scroll to the selected project documents to see the maps or any of the alternatives in greater detail)

Answered: 181 Skipped: 9



Answer Choices	Responses
Alternative L1-A	45.86% 83
Alternative L1-B	14.36% 26
No preference	12.15% 22
I do not support any lake side alternatives	27.62% 50
Total	181

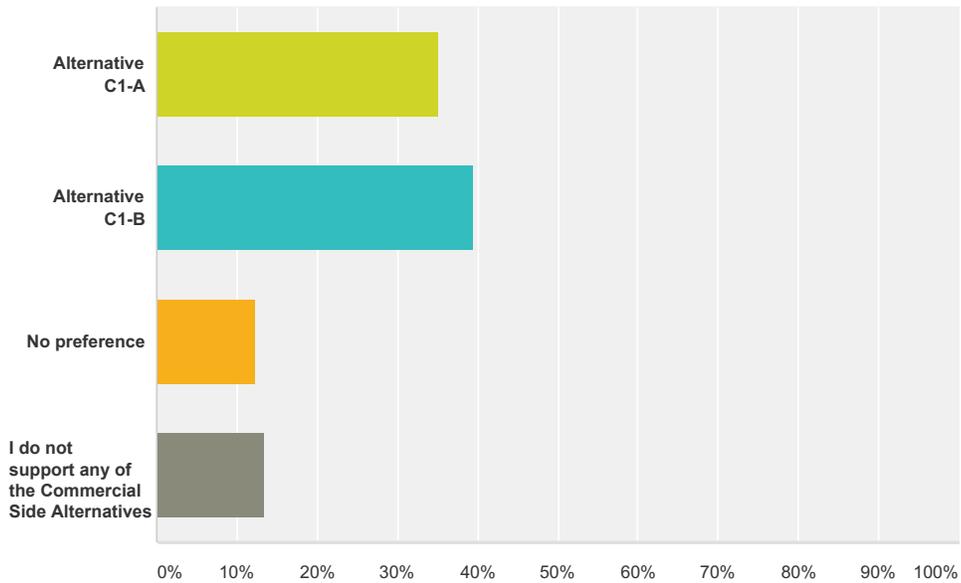
#	Comment	Date
1	Compromise between homeowners and lakeside access between high/low water line.	3/16/2016 12:51 PM
2	No firehouse removal	3/16/2016 12:43 PM
3	ONE GOES THROUGH THE LAKE	2/19/2016 2:24 PM
4	I find alternative L1-B to be confusing. How do you plan to extend a trail into the lake? Is a bridge or pier type of structure to be built?	2/19/2016 2:18 PM
5	Visually I find L-1B disturbing.	2/19/2016 1:51 PM
6	L1-B seems to go into the lake... are you serious?	2/19/2016 12:52 PM
7	L-1B is a great idea, depending on cost.	2/19/2016 9:18 AM

APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

8	A curse to Lakeside Property Owners.	2/18/2016 5:15 PM
9	L1 b seems invasive into the lake... wtf	2/18/2016 3:29 PM
10	As L1-B seems to go into the lake, L1-A is preferred.	2/18/2016 3:08 PM
11	It will be extremely difficult to get approvals with such a visible pathway along the edge of the lake and there will be strong opposition from the Tahoe Marina Lodge Owners' Association.	2/18/2016 11:47 AM
12	See previous comments.	2/18/2016 10:34 AM
13	Very strongly oppose lake side alternatives	2/17/2016 11:40 PM
14	Please stop trying to take away property rights of land owners for the benefit of a few bicycles.	2/17/2016 7:12 PM
15	L1-B would have environmental concerns. L1-A is narrow in some sections (a concern for public safety), and is too close to private property.	2/17/2016 4:42 PM
16	You will be sued for infringing on my privacy and obstructing my undisturbed lake view.	2/17/2016 3:46 PM
17	See previous comment. The environmental impacts to the lake and the shoreline property caused by Alternative L1-A would be significant. L1-A would create a barrier between the small private grassy area and the private beach and the water, something which the County has not even done on the Commons Beach. The noise and privacy impacts analyzed against existing residential conditions would also be significant. Alternative L1-B would seem to have enormous environmental impacts on the lake.	2/17/2016 2:02 PM
18	With all the effort to preserve the environmental and visual aspects of the Lake, it makes no sense to develop any structures at or on the Lake when reasonable alternatives exist (e.g. Commercial side routing of the path)	2/17/2016 11:47 AM
19	A busy bike trail should not go through a residential private property.	2/17/2016 11:29 AM
20	this is crazy you can't have people biking on the lake	2/17/2016 11:01 AM
21	See my comment on Q 4. The additional legal cost and delays likely with obtaining an easement with L-1A make this an impractical alternative, particularly relative to some of the Commercial side alternatives. In the very unlikely event TRPA were to approve something like L1-B, I would financially support legal recourse against that decision	2/16/2016 5:07 PM
22	i do SUPPORT LAKESIDE TRAILS	2/16/2016 12:41 PM
23	space is too tight for a comfortable lakeside trail with potential for blind corners	2/16/2016 8:32 AM
24	All very bad ideas- keep bike traffic on the main road -	2/15/2016 10:55 AM
25	See comments to the previous question	2/13/2016 2:19 PM
26	objections of tahoe marina lodge	2/12/2016 8:30 PM
27	How often do people use these paths? They are more often than not empty, the bike riders still go on the highway.	2/12/2016 6:40 PM
28	either route provides a Lake experience. Giving the pros and cons of each would better help in my preference (e.g. cost; degree of intrusion on private property; better explanation of how one could be walking in the Lake L-1B).	2/12/2016 10:55 AM
29	L 1-B will have a negative visual impact during low lake levels	2/11/2016 1:20 PM
30	prefer 1-b but would accept 1-a. Also same comment as in #4	2/10/2016 9:29 AM

Q6 Of the Segment 1 Commercial Side Alternatives which is your preferred alternative?(go to <http://www.placer.ca.gov/departments/work/s/projects/tcmobilityproject> and scroll to the selected project documents to see the maps or any of the alternatives in greater detail)

Answered: 180 Skipped: 10



Answer Choices	Responses
Alternative C1-A	35.00% 63
Alternative C1-B	39.44% 71
No preference	12.22% 22
I do not support any commercial side alternatives	13.33% 24
Total	180

#	Comment	Date
1	Makes Mackinaw one-way and creates a bike trail that connects through check-in building at TML to trail along parking lot.	3/16/2016 12:52 PM
2	Keep ped's along the lakeside. The lake is what they are here for.	3/16/2016 12:48 PM
3	Leave Makinaw as is, or wait aren;t they supposed to have sidewalks. . .	2/19/2016 2:27 PM
4	I think the trail should have as little to do with vehicle traffic as possible.	2/19/2016 2:00 PM
5	Close to the lake	2/19/2016 12:54 PM
6	It appears to be an excellent plan with many upside benefits including the removal of the fire station.	2/18/2016 8:35 PM

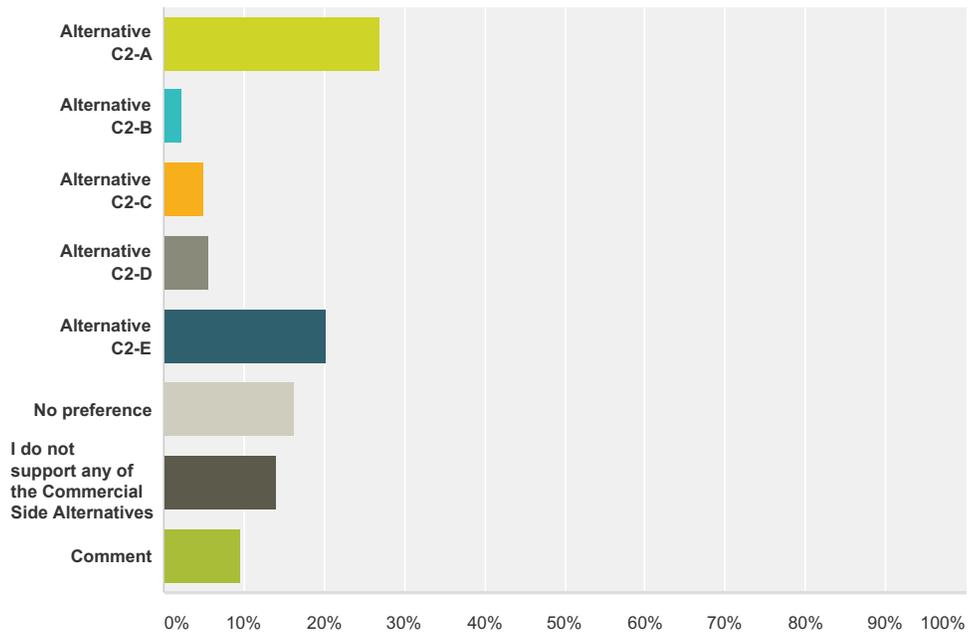
APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

7	C1 a already exists	2/18/2016 3:31 PM
8	Please review the preliminary design completed by The Gary Davis Group for the Tahoe Marina Lodge Owners' Association which has the path going down the western side of their western parking lot.	2/18/2016 11:52 AM
9	C1-A utilizes existing infrastructure and causes the least disturbance to private property	2/17/2016 11:43 PM
10	C1-A is a straighter route, easier to get to the highway 89 bike trail,	2/17/2016 4:46 PM
11	C1a is the only acceptable alternative.	2/17/2016 3:49 PM
12	I ride my bike on Mackinaw Road all summer long and have had no issues with other cyclists and cars. In fact, I find it very peaceful after traveling on SR 89. C1-B seems to unnecessarily require a taking of private property and would cause negative impacts on the privacy of the abutting residences.	2/17/2016 2:03 PM
13	It would be unfortunate and set a bad precedent for the County or any other agency to get involved in taking of private property if existing easement are not in place. Alternative C1-B is the most logical and appropriate of the two options.	2/17/2016 11:55 AM
14	This is the most direct route.	2/17/2016 11:30 AM
15	c-1b is too expensive. and it hurts residential property	2/17/2016 11:01 AM
16	I see no point in trying to take the trail through private property while a public property alternative is available	2/16/2016 5:10 PM
17	ONLY AS A NEEDED ALTERNATIVE!	2/16/2016 12:43 PM
18	easier to ride and navigate	2/16/2016 8:36 AM
19	We need to reduce the potential for accidents between automobiles and bicyclists by taking the off the highway whenever possible	2/13/2016 2:21 PM
20	Walking paths are only effective when their route is more-or-less direct.	2/12/2016 10:52 AM
21	this reduces car conflict on Mackinaw	2/12/2016 10:14 AM
22	More scenic.I	2/12/2016 9:39 AM
23	I believe this will be a limited use path	2/12/2016 9:24 AM
24	Mackinaw is ugly sorry but it's industrial and gross	2/10/2016 4:27 PM
25	seems like the best of both worlds	2/10/2016 12:01 PM
26	both alternatives really depend on which can better avoid conflicting, unsafe uses	2/10/2016 9:33 AM
27	If this were used my vision is make Makinaw bike ped only with the allowance from the highway 89 side only(no pass through to 28) for Makinaw residents only	2/8/2016 11:31 AM

APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

Q7 Of the Segment 2 Commercial Side Alternatives which is your preferred alternative?(go to <http://www.placer.ca.gov/departments/work/s/projects/tcmobilityproject> and scroll to the selected project documents to see the maps or any of the alternatives in greater detail)

Answered: 178 Skipped: 12



Answer Choices	Responses
Alternative C2-A	26.97% 48
Alternative C2-B	2.25% 4
Alternative C2-C	5.06% 9
Alternative C2-D	5.62% 10
Alternative C2-E	20.22% 36
No preference	16.29% 29
I do not support any commercial side alternatives	14.04% 25
Comment	9.55% 17
Total	178

#	Comment	Date
1	C2-A for the trail along the parking lot, removal of the fire station to move trail across to C2-A trail. Stay off Highway!	3/16/2016 12:52 PM

APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

2	I would like to see this area as an open space. The view serves as an introduction to the beauty of the lake and a spectacular greeting to visitors.	2/19/2016 2:00 PM
3	Seems like you guys are trying to do toooo much at once.	2/17/2016 7:15 PM
4	If funding were no issue C2-E would be a great alternative. There are no curvy switchbacks and the area freed up by the removal of the fire station and moving the art building would be good for many potential uses. The transition to the existing lakeside trail near the Commons Beach seems easy and straightforward. But if moving the art building (which is in a nice location) is not viable, then C2-B is also a good alternative.	2/17/2016 2:03 PM
5	All of these have pros and cons so it is a matter of cost, timing and so forth. Option C2E appears the most attractive from a visual aspect because it would remove the old fire house and provide an attractive more open area as people drive into town. As long as ADA requirements are met, the grade is not important. And one option (C2A) does not require the removal of the fire house (even though the document says "at a minimum, requires the removal of the fire house". All of the C2 options are viable and can be done with minimal environmental (Lake) impact with existing public rights of way.	2/17/2016 11:55 AM
6	Any of these is acceptable and preferable to lakeside routes.	2/17/2016 11:31 AM
7	This one makes the most sense.	2/17/2016 11:01 AM
8	I could support either C-2B or C-2C	2/16/2016 5:10 PM
9	See comment on previous question	2/13/2016 2:21 PM
10	Keep bikes and cars separate	2/13/2016 6:17 AM
11	It is too difficult to see the actual alternatives, need a blow up	2/12/2016 6:43 PM
12	not sure	2/12/2016 2:39 PM
13	Creates visibility for the trail from the highway	2/12/2016 10:52 AM
14	this is the most level alt and off 28	2/12/2016 10:14 AM
15	All other paths will be limited use. C2-E most accessible	2/12/2016 9:24 AM
16	The alternatives where a user can easily see a shorter route (like C-2B) will result in user conflicts	2/11/2016 1:22 PM
17	Through the fire station site, and parking lot (separated)	2/11/2016 9:52 AM

APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

Q8 Please share any additional thoughts or comments you may have.

Answered: 46 Skipped: 144

#	Responses	Date
1	Please work with the community to get the old fire station removed. There is currently no ADA access from the street level to Commons Beach. Removing the fire station and constructing a small park with an ADA ramp is needed.	3/16/2016 12:48 PM
2	Connection with all proposed projects will benefit the community as a whole. Choosing alternatives within each project that compliment one another will improve flow and overall mobility through and within Tahoe City tremendously.	3/16/2016 12:42 PM
3	We need more frequent trolleys or buss, not another eight "plaza's". Thank you	2/19/2016 2:27 PM
4	These concepts are well thought out. Thank you for the opportunity to have input.	2/19/2016 2:01 PM
5	Happy to see that many alternatives are being considered for safe bicycle travel through Tahoe City.	2/19/2016 1:13 PM
6	You should investigate Tahoe Marina Lodge. When it was built, promises were made which have been broken. Public access to the lake should be restored.	2/19/2016 12:55 PM
7	We need this trail!!!! It is long overdue for our community. The County really needs to make TML accountable and not make it look prohibitive to access/use the public land. Thank you for pursuing.	2/19/2016 12:15 PM
8	Re: Bike Path...I am in support of whatever option can be completed in a timely matter. The latest links have been great for locals and tourists alike and this next section would be a great link. I see tourists struggling to understand where to go once they hit the parking lot. A safer route is needed. Thanks.	2/19/2016 11:51 AM
9	I do not support any of the lakefront options for environmental reasons	2/19/2016 10:22 AM
10	a pedestrian crosswalk at the west end of town at the base of Fairway instead of the bike crossing now there	2/18/2016 9:37 PM
11	All city projects should focus on use of public property and not impact private property owners.	2/18/2016 8:40 PM
12	Please review the preliminary plan prepared by The Gary Davis Group for the Tahoe Marina Lodge Owners' Association (TML). TMI is willing to dramatically alter their office building to accommodate the alignment of the path.	2/18/2016 11:55 AM
13	Good work!	2/18/2016 10:17 AM
14	I very strongly oppose the lakeside trail alternatives.	2/17/2016 11:43 PM
15	No plan going through the Tahoe Marin PROPERTY is acceptable as they would destroy the beauty, property value, views, and would be dangerous playing on th property and beach.	2/17/2016 9:56 PM
16	Slow down. Do the wye project, put in a pedestrian/traffic signal at Grove then chill for a while and see what is Truly Needed.	2/17/2016 7:19 PM
17	Hire local to complete projects.	2/17/2016 4:00 PM
18	You should be looking at a link that has the least cost and impact on everyone.	2/17/2016 3:50 PM
19	I am in Italy at the moment, and I need to study most of these proposals more closely. But there appears to be a survey deadline. The most important issue for me is the Tahoe Marina Lodge being so impacted, such a fragile little property! Please refer to my one "vote" which is C-1A referencing same...thank you and good luck. Judy Topol	2/17/2016 2:34 PM
20	As you may know, question 7 does not allow you to both choose an alternative and comment. So I kept my comments and noted my preference in the comments. Thank you so much for an opportunity to comment at this early stage of design review.	2/17/2016 2:11 PM
21	Any trail that cuts right in right front of Tahoe Marina Lodge units are an infringement on the units safety and creates tremendous damage to the investment that was paid for these units.	2/17/2016 2:01 PM
22	The trail does not cut through private property on most other locations. Owners of the Tahoe Marina Lodge do not need to be severely inconvenienced when other options are available.	2/17/2016 1:10 PM

APPENDIX – MERGED SURVEY AND QUESTIONNAIRE RESULTS

23	Overall the plan is good. It results in a net increase in parking spots (and the view should be the net increase and not the impact of any of the individual initiatives) and movement of traffic/parking and pedestrians away from the highway and Lake, thereby relieving congestion on the highway. In terms of the Lake, everything should be done to protect its visual impact and protect it from environmental damage. Therefore, the bike path should not be routed on or at the Lake edge. Even the Commons Beach plan does not place the bike path on or at the Lake edge. Options C2 all provide logical alternatives that are consistent with responsible planning and protection of the Lake. From the documents it is not apparent that any easements exist if needed for a Lake side alternative. This in turn would likely lead to serious private property issues, which would be unfortunate, not prudent, and would set a bad precedent.	2/17/2016 12:14 PM
24	Please do not incur extra expense and ill will by confiscating and intruding upon private property, putting bicyclists within inches of our bedrooms. That doesn't sound like Tahoe family values! Sharing is one thing...being intruded upon is quite another. Commons Beach has the same views for the public to see, so not one is served by taking private property in order to offer the same, exact views.	2/17/2016 11:42 AM
25	A busy trail should not be placed across private property which not only destroys the lakefront but creates a safety issue with residents living along it.	2/17/2016 11:33 AM
26	Keep up the good work.... Try to get implementation.	2/16/2016 9:16 PM
27	I can support one of the Commercial Side alternatives, but would strongly oppose any Lakeside alternative	2/16/2016 5:12 PM
28	The more walkable the more visitor time spent!	2/16/2016 12:44 PM
29	added parking throughout TC would be a big help for the retailers. paths on both side of the highway through town would be great	2/16/2016 8:38 AM
30	I think the Commercial route alternatives are our best choice. It could be completed in next several years at reasonable cost, and without the severe environmental review challenges and expenses and delays that attempting the Lakeside option would require.	2/15/2016 3:43 PM
31	We have already had a Tahoe City redo with the Commons Beach project and the sidewalk project - leave TC alone!	2/13/2016 12:44 PM
32	seems as though it is too much of a challenge to pursue.	2/12/2016 8:32 PM
33	I We feel the planning of all these changes will be the demise of Tahoe City. Leave it alone. People come here to enjoy the charm and history, not just another ugly , modern project..	2/12/2016 6:47 PM
34	Getting people to see the scenic beauty is worth the effort, even if the path is circuitous	2/12/2016 6:46 PM
35	I like the idea of finishing the lakeside trail, but the trail by the golf course seems like way too much. The parking changes seem surprisingly okay, but MAN it's going to be absolute HELL in Tahoe City during construction, and I don't know if I can take another several years of my life being completely disrupted by construction (I live on the west shore and work at the Cobblestone).	2/12/2016 4:59 PM
36	Want to enhance views & walking for visitors and will increase business for local retail & business storefronts.	2/12/2016 2:41 PM
37	Make the old fire house open space	2/12/2016 10:15 AM
38	After 33 years living & working in TC, it is time to complete and enhance pedestrian use begun with sidewalks especially on golf course/commercial core.	2/12/2016 9:52 AM
39	We welcome any improvements to ease congestion coming into and thru Tahoe City.	2/11/2016 4:25 PM
40	The city should look to repurpose the old fire station site & should not consider moving and/or displacing the current arts center building.	2/11/2016 1:16 PM
41	Good luck with those homeowners!!	2/10/2016 4:28 PM
42	Lights at the crosswalks!	2/10/2016 4:15 PM
43	It would be helpful to be able to see how these various trail options connect or could potentially connect with other or proposed trails in the area.	2/10/2016 12:07 PM
44	Thank you!	2/10/2016 12:01 PM
45	good selection of possible alternatives. Need to really show how these would connect or not with existing and other proposed shared- use trails.	2/10/2016 9:35 AM
46	Thank you for helping improve the mobility issues in Tahoe City!	2/8/2016 1:34 PM

APPENDIX – ENLARGED INTEGRATED PARKING ALTERNATIVE

