

OFF-ROAD VEHICLE RULE, E-BIKE REGULATION + ADAPTIVE MANAGEMENT PILOT PROGRAM

BOARD OF DIRECTORS MEETING, MAY 28, 2021



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PURPOSE

- Review and receive feedback on draft proposed changes to the Off-Road Vehicle rule
- Review and seek board feedback on proposed Adaptive Management Pilot Program in a phased approach for summer 2021



ACTION

No Action.



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GOALS

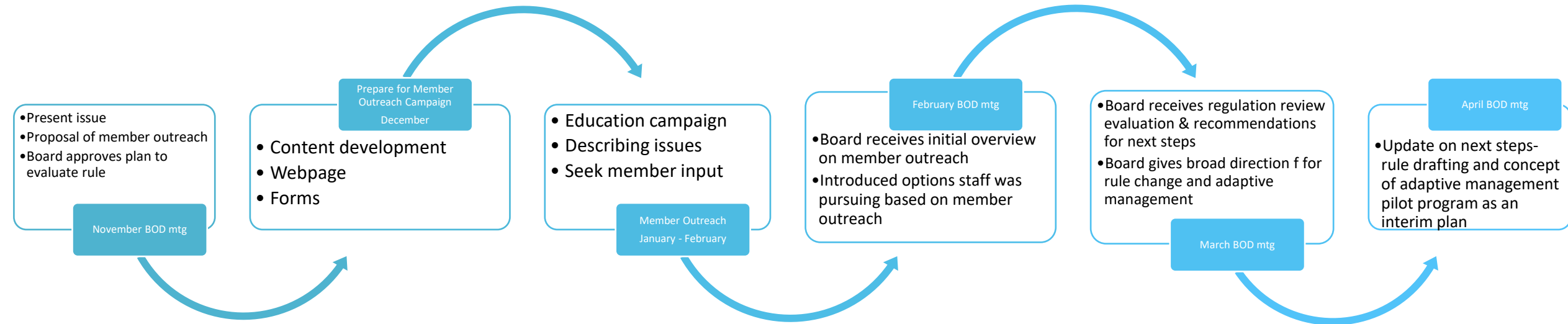
Project Goal

- Develop a rule change recommendation through a transparent process that includes regular member outreach. Any recommendation will be expected to be widely accepted, sensible and sustainable rule change built on an informed foundation.
 - **Widely Accepted** = Wide acceptance by all major user groups (i.e. hikers, bikers, equestrian)
 - **Sensible** = A rule change and policies that effectively address the issues
 - **Sustainable** = Includes both sustainable environmentally and as a long-term rule/policy
 - **Informed** = Based on facts and expert advice



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TIMELINE





BOARD MEETING MARCH 12, 2021

BOARD OF DIRECTORS DIRECTION HIGHLIGHTS

- Supports staff drafting rule change to allow for e-bike adaptive management approach
- Rule change to consider adaptive management of Class 1 e-bikes only
- Supports giving staff flexibility to manage trail system through adaptive approach taking small steps, monitoring and reporting along the way
- In tandem with rule change process, development of adaptive management plan which includes
 - Criteria for decision making
 - Detail on access/prohibition detailed by trail classification, i.e.. fire roads, single-track
 - Communication and messaging

DRAFT PROPOSED RULE CHANGE

2.2 Off-Road Vehicles. Snowmobiles, motorized bicycles (aka mopeds), Class 2 and 3 electric bicycles - powered bikes, all-terrain vehicles (ATV's), off-road motorcycles and off-road use of any motorized vehicle is prohibited on Common Areas, and other Association-owned properties, except that the Association may use such vehicles in the furtherance of its operations. Class 1 electric bicycles may be used off road on those trails or common areas designated by the Association for their use. The Association, from time to time, may adopt an active adaptive management process that may include pilot programs, and in so doing may adopt additional rules, such as designating certain trails for certain uses and not other uses. The California Vehicle Code definitions of any terms used herein shall apply to any interpretation of this rule.



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ADAPTIVE MANAGEMENT PILOT PROGRAM PURPOSE

- A sensible approach to engage community, measure acceptance of any proposed rule and policy changes
- Introduction of adaptive management as a systematic process to address issues inclusive of all user types (hiker, equestrian biker, e-biker)
- Gives members opportunity to participate in changes through experience and outreach input tools like field surveys and in person observations



PILOT PROGRAM OUTCOMES

- Extensive member outreach and trail experiences to further inform decision making on any rule, policy, and management changes
- Improved understanding and experience relating to management of trail system
- Support of adaptive management approach to managing the trail system – this is not a unique concept to managing TD amenities. Example: Dog trails at Cross Country



VALUE OF PILOT PROGRAM FOR THE MEMBER

- Explores different ways to address issues members have expressed during the initial member outreach
- Improves understanding of member perspective and ideas for solutions
- Concepts introduced begins to test ways to enhance user experience
- Improves safety and trail flow
- Improves recreational options for more members



PILOT PROGRAM HIGHLIGHTS

When: Implementation in phases

- **Phase 1: June through October 2021**
 - Hiker, biker, equestrian trail changes
 - Directional only trail change
- **Phase 2: August through October 2021**
 - E-bike access in parallel with August Tahoe Donner News publication for member 45-day notice of proposed Off-Road Vehicle rule change



PILOT PROGRAM HIGHLIGHTS

What:

- Designated Hiker only trail(s)
- Some designated Equestrian/Hiker only trails: Equestrian specific trails already exist. Designated No biking trails
- Some E-bike Access: Class 1 e-bikes allowed temporary access on all double track (fire road) and designated single track trails
- Directional only trail(s): Trail designated for one-way only
- Maintain much of the trail system as multi-use trails



PILOT PROGRAM HIGHLIGHTS

How:

Operational

- On the ground implementation: signage and wayfinding, staff briefings, talking points

Monitoring

- Trails department: Trail conditions evaluations
- Onsite volunteer stewards/ambassadors: observation reports, assistance with trail user surveys, docent
- Interdepartmental collaboration: Bikeworks, Alder Creek Cafe, Day Camps, Equestrian Center observation reports

Communication and Education

- Stewards/ambassadors and kiosks
- Webpage
- Feedback form
- Tahoe Donner News
- Dedicated Eblasts
- Trails Community Event(s)
- Field Survey(s)



MOVING FORWARD

- **MANAGEMENT LEVEL**

- Education and communication campaign
 - Trail branding and culture development
 - Trail etiquette
 - Signage – Approved 2021 Replacement Reserves Budget
 - Ambassador program
- Continued efforts to disperse trail users across the trail system
- Implement Adaptive Management Pilot Program **Phase 1**

- **POLICY/RULE LEVEL**

- May 28 Board Meeting
 - Draft proposed rule review
 - Adaptive Management Pilot Program review, Phases 1 & 2
- June 25 Board Meeting
 - Approval for publication of 45-day notice to members for rule change
 - Approval of Phase 2 of Pilot Program to implement in August
- August
 - Implement **Phase 2** of Pilot Program: designated e-bike access
- Fall 2021
 - Pilot program reporting
 - Board considers adopting Off-Road Vehicle rule change
- 2021 Work Plan Goal – Open Space and Trails Master Plan





QUESTIONS & DISCUSSION

