

**City of Carson City  
Agenda Report**

**Date Submitted:** January 25, 2011

**Agenda Date Requested:** February 3, 2011

**Time Requested:** 30 minutes

**To:** Mayor and Supervisors

**From:** Parks and Recreation Department

**Subject Title:** Move to authorize staff to submit comments to the respective agencies for the Nevada Stateline-to-Stateline Bikeway South Demonstration Project and Feasibility Study Report. (Ann Bollinger, Natural Resource Specialist)

**Staff Summary:** The Nevada Stateline-to-Stateline Bikeway Project is a joint project involving local, state, and federal agencies with responsibility in the Lake Tahoe Basin. The proposed 30+ mile Bikeway will extend from the Nevada Stateline in Crystal Bay to the Nevada Stateline in South Lake Tahoe. Staff, accompanied by Consultant and Project Manager, Karen Mullen, will present an overview of two planning documents – the South Demonstration Project Draft Joint Environmental Assessment (EA) and the Draft Feasibility Study Report.

**Type of Action Requested:** (check one)

- Resolution                       Ordinance  
 Formal Action/Motion    Other (Specify)

**Does This Action Require A Business Impact Statement:**    Yes    No

**Recommended Board Action:** I move to authorize staff to submit comments to the respective agencies for the Nevada Stateline-to-Stateline Bikeway South Demonstration Project and Feasibility Study.

**Explanation for Recommended Board Action:** The Nevada Stateline-to-Stateline Bikeway Project includes the preparation of a feasibility study that considers the entire 30+ miles on the Nevada side of Lake Tahoe from Crystal Bay in the north to Stateline in the south. The project also includes two demonstration projects that will be subject to more detailed design and project-level environmental review. Each demonstration project is about three miles – the North Demonstration project extends from Incline Village to Sand Harbor and the South Demonstration project extends from Lake Parkway in Stateline, Nevada to Round Hill Pines Beach.

The South Demonstration Project Draft Environmental Assessment (EA) includes a three-mile shared-use path that would extend from the casino core in Stateline, Nevada, to Round Hill Pines Beach. Among the requirements of the Tahoe Regional Planning Agency (TRPA), U.S. Forest Service, and National Environmental Policy Act (NEPA) are that in the environmental review process a reasonable range of alternatives must be analyzed. The Draft EA for the South Demonstration Project meets this requirement by analyzing in detail two alternative alignments and a no project alternative. This presentation is to inform Commissioners that the public comment period for the South Demonstration Project Draft EA will commence on Thursday, January 13, 2011, and conclude on Monday, February 14, 2011. Comments will be solicited during this timeframe and will be incorporated into the final document. Written responses should be sent to Mr.

Garrett Villanueva at USFS, included in the attached Notice of Availability, Comment and Public Hearings.

The Draft EA is available for review at the City Manager's Office, City Hall in Carson City; the USFS, Lake Tahoe Basin Management Unit in South Lake Tahoe; the TRPA in Stateline; and the Douglas County Library in Zephyr Cove. In addition, the document can be found on the USFS LTMBU website (under Land & Resources Management, Projects), the TRPA website (under Major Projects and Environmental Documents), and the project website at [www.nvtahoebikeway.com](http://www.nvtahoebikeway.com). Three public hearings are scheduled to solicit comments on the Draft EA.

The Feasibility Study Report provides an analysis of alternative alignments for the broader Nevada Stateline-to-Stateline Bikeway Project particularly focusing on the area between the North Demonstration Project and the north end of the South Demonstration Project. Written responses should be sent to Mr. Alfred Knotts at the TRPA. The Feasibility Study Report is available for review at the City Manager's Office, City Hall in Carson City, and found on the website [www.nvtahoebikeway.com](http://www.nvtahoebikeway.com).

**Applicable Statue, Code, Policy, Rule or Regulation:**

- National Environmental Policy Act
- Lake Tahoe Environmental Improvement Program (EIP)
- Lake Tahoe Bicycle and Pedestrian Master Plan
- Tahoe Regional Planning Agency Regional Transportation Plan
- State of Nevada, Question 1 State Ballot Initiative, Tahoe Path System
- Carson City Unified Pathways Master Plan
- NRS 277.080 – NRS 277.180 Interlocal Cooperation Act

**Fiscal Impact:** No impact directly to Carson City

**Explanation of Impact:** The State of Nevada Question 1 conservation initiative allocated \$5 million to Douglas County, Washoe County, and Carson City for the Tahoe Bike Path project. Additional grant sources are also funding the study and design.

**Funding Source:** Not applicable

**Alternatives:**

- Not to authorize staff to submit comments.
- Suggest comments to be submitted individually.

**Supporting Material:**

- Concept Document, Nevada Stateline-to-Stateline Bikeway Project
- Notice of Availability, Comment, and Public Hearings for the Joint TRPA and NEPA Draft EA for the Nevada Stateline-to-Stateline Bikeway, South Demonstration Project in Stateline, Nevada
- Nevada Stateline-to-Stateline Bikeway, South Demonstration Project, Draft Joint Environmental Assessment, cover page and summary (Full document available at the City Manager's Office and online)
- Nevada Stateline-to-Stateline Bikeway, Feasibility Study Report, Draft, cover page and introduction (Full document available at the City Manager's Office and online)

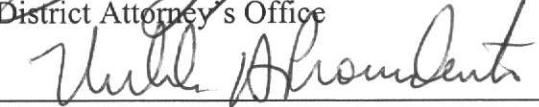
- Minutes of the Parks and Recreation Commission, January 4, 2011
- Copy of the powerpoint to be presented at the Board of Supervisors meeting
- Letter, dated September 17, 2009, regarding Carson City's comments on the Notice of Preparation of a joint TRPA EA and NEPA EA for the Nevada Stateline-to-Stateline Bikeway, South Demonstration Project

**Prepared By:**  Date: 1/25/11  
Ann Bollinger, Natural Resource Specialist

**Reviewed By:**  Date: 1/25/11  
Roger Moellendorf, Parks & Recreation Director

 Date: 1/25/11  
Lawrence A. Werner, City Manager

 Date: 1/25/11  
District Attorney's Office

 Date: 1/25/11  
Finance Department

**Board Action Taken:**

Motion: \_\_\_\_\_ 1: \_\_\_\_\_ Aye/Nay  
2: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)

# **CONCEPT DOCUMENT**

## **NEVADA STATELINE-TO-STATELINE BIKEWAY PROJECT**

The Nevada Stateline-to-Stateline Bikeway Project is a joint proposal of local, state, and Federal agencies with responsibilities on the Nevada side of the Lake Tahoe Basin. The sponsoring agencies are Douglas County, Washoe County, Carson City, Incline Village General Improvement District, Tahoe Transportation District, Nevada Division of State Parks, Nevada Division of State Lands, Tahoe Regional Planning Agency, and USDA Forest Service. The Nevada Department of Transportation and the Washoe Tribe are partnering entities.

Public input is vital to the planning process for the Nevada Stateline-to-Stateline Bikeway Project. This concept document was prepared to provide a framework for beginning public discussion about the project. Drawing from other similar bikeway planning documents, this paper describes the vision, purpose and need, guiding design principles, and objectives of the bikeway planning process. It is recognized and expected that this document will evolve and be enhanced through public comment.

### **VISION FOR THE BIKEWAY**

To complete the Nevada portion of a premier separated bikeway circling Lake Tahoe that connects communities, enhances recreational opportunities, expands transportation choices, and promotes the enjoyment of the Tahoe Basin.

### **STATEMENT OF PURPOSE & NEED**

The purpose of the Nevada Stateline-to-Stateline Bikeway is to provide non-auto transportation opportunities that link recreation areas, community centers, transportation facilities, and neighborhoods in the bikeway corridor to expand recreational access and transportation choices for residents and visitors to the Tahoe Basin. Separated bicycle facilities are not available along most of the Nevada side of Lake Tahoe. 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 bicycle links 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.

The current bikeways in the basin are extremely popular and public surveys show that expansion of the system around the entire lake is desired. A well-planned bikeway is needed on the Nevada side of the lake to alleviate negative environmental impacts created by current use along the East Shore and to provide improved access to recreational facilities.

### **GUIDING PRINCIPLES FOR BIKEWAY DESIGN**

1. Identify and provide convenient buildable connections to communities, public facilities, public lands, the lakeshore, and open space.
2. Establish separated bikeway alignments wherever feasible.
3. Serve both recreation and commuter needs, with recreation needs receiving first priority where choices must be made.
4. Support the protection, restoration, and sustainability of natural and cultural resources.

5. Anticipate future growth in the surrounding communities in Nevada and California.
6. Provide for a variety of bicycle and pedestrian uses on the bikeway, while recognizing and managing potential conflicts.
7. Provide adequate public and private support facilities.
8. Remain sensitive to the cultural resources and traditions of the Washoe Tribe.
9. Design the bikeway to create social and economic benefits.
10. Provide interpretive opportunities along the bikeway for natural, cultural, and historic resources.
11. Minimize the number of at-grade crossings on State Route 28 and U. S. Highway 50.
12. Provide connections to existing or new trails to recreation areas, transportation facilities, and community centers along the bikeway.
13. Where appropriate, enhance and use existing disturbed area, such as old logging and fire access roads, and take advantage of joint parking opportunities, such as at school sites.
14. Include opportunities for ADA accessibility.
15. Provide visitor amenities, such as rest areas and vistas, to make the bikeway an enjoyable experience.

## **OBJECTIVES OF THE PLANNING AND DESIGN PROCESS**

1. Identify feasible bikeway alignments on the Nevada side of Lake Tahoe from the south Stateline to the north Stateline that will connect to adjacent California bikeways.
2. Complete two demonstration bikeway projects, one at the south end of the Lake (connecting the casino core to Nevada Beach and Round Hill Pines Beach) and one at the north end of the Lake (connecting Incline Village to Sand Harbor, with connections to Hidden Beach and Memorial Point).
3. Complete long-term maintenance, resource management, and operations plans for bikeway segments prior to construction.
4. Establish partnerships for operations and maintenance for each segment prior to approval of construction.
5. Encourage the shift in travel demand for East Shore recreation areas from driving to bicycling, walking, and transit.
6. Respect the Washoe community by involving them in determining ways to protect and interpret Washoe cultural, historic, and natural resources values.
7. Maximize funding source opportunities for timely project implementation and for long-term operation.
8. Provide opportunities for existing local businesses to participate in the process so they can help enhance the visitor experience on and access to the bikeway.
9. Coordinate bikeway decisions with the recommendations in the East Shore Access Plan and consider other alternative transportation choices.
10. Coordinate with appropriate agencies to incorporate the bikeway in new development plans and avoid conflicts with road and highway projects.

## **PUBLIC COMMUNICATIONS APPROACH**

Regular public communication will occur through a variety of approaches to create multiple opportunities for public input and to provide helpful information about the progress of bikeway project planning, design, and construction. This will include a project web site for public information and input during bikeway planning and design. Community meetings will be held at several key milestones of the planning process, including early identification of issues, consideration of corridor opportunities and constraints, input on potential alternatives, and review of the draft feasibility report.

By involving the Washoe tribal community; local, state, and federal agencies; advocacy and interest groups; and the community-at-large in the planning process, greater stewardship and support of the implementation, maintenance/ management, and funding of the bikeway can be encouraged.

A draft of the Nevada Stateline-to-Stateline Bikeway Project Feasibility Study will be released for public review and comment. After making revisions to the study in consideration of public comment, it will be presented to the appropriate sponsoring agencies for approval.

**TAHOE REGIONAL PLANNING AGENCY**  
P.O. Box 5310  
128 Market Street  
Stateline, Nevada 89449-5310  
Phone: (775) 588-4547  
Fax: (775) 588-4527

**U.S. DEPARTMENT OF AGRICULTURE  
FOREST SERVICE  
LAKE TAHOE BASIN MANAGEMENT UNIT**  
35 College Drive  
South Lake Tahoe, CA 96150  
(530) 543-2600  
Fax: (530) 543-2693

## **NOTICE OF AVAILABILITY, COMMENT, AND PUBLIC HEARINGS**

**To:** Nevada State Clearinghouse  
California State Clearinghouse  
Cooperating Agencies  
Other Interested Public Agencies  
Interested Parties and Organizations  
Affected Property Owners (within 300 feet)

**Subject:** Joint TRPA and NEPA Draft EA for the Nevada Stateline-to-Stateline Bikeway, South Demonstration Project in Stateline, Nevada

### **From the Lead Agencies:**

Tahoe Regional Planning Agency (TRPA)  
P.O. Box 5310  
Stateline, NV 89449  
Contact: Jeanne McNamara  
Acting Branch Chief, Environmental  
Improvement Branch  
Phone: (775) 589-5252  
Fax: (775) 588-4527  
Email: [jmcnamara@trpa.org](mailto:jmcnamara@trpa.org)

U.S. Forest Service (USFS)  
Lake Tahoe Basin Management Unit  
35 College Drive  
South Lake Tahoe, CA 96150-4500  
Contact: Garrett Villanueva  
Assistant Forest Engineer  
Phone: (530) 543-2762  
Fax: (530) 543-2693  
Email: [gvillanueva@fs.fed.us](mailto:gvillanueva@fs.fed.us)

The USFS and TRPA have directed the preparation of a joint Draft Environmental Assessment (EA) pursuant to National Environmental Policy Act (NEPA) regulations, TRPA's Compact, Chapter 5 of the TRPA Code of Ordinances, and Article 6 of the TRPA Rules of Procedure for the Nevada Stateline-to-Stateline Bikeway, South Demonstration Project.

The South Demonstration Project is a component of the larger Nevada Stateline-to-Stateline Bikeway Project, which encompasses an approximately 30-mile-long corridor between Stateline, Nevada and Crystal Bay, Nevada. The South Demonstration Project shared-use path is located in Douglas County, Nevada on the east shore of Lake Tahoe, beginning on Lake Parkway at the Nevada/California border in the south shore casino core and ending approximately 0.3 mile north of the entrance to Round Hill Pines Beach. The proposed shared-use path would be entirely on the west side of U.S. 50 and is approximately 3.2 miles in length, of which approximately 2.2 miles is proposed to be located on NFS lands. Approximately 0.9 mile of the proposed shared-use path would extend along private parcels owned by Edgewood Companies along Lake Parkway and U.S. 50, requiring a deed-restricted easement from Edgewood Companies and encroachment permits from Douglas County and Nevada Department of Transportation (NDOT). The remainder of the path would be an on-road segment on Laura Drive, which would require an encroachment permit and/or right-of-way dedication from the Olive Park General Improvement District (GID). The shared-use path would cross two streams in the project area: Edgewood Creek and Burke Creek. The proposed shared-use path would generally include a 10-foot wide paved path with 2-foot shoulders on both sides. The segment along Lake Parkway and U.S. 50, between Lake Parkway and 4-H Camp Road, (approximately one quarter of the total path length) would include a 12-foot-wide paved path with 1-foot

shoulders on both sides. The shared-use path would be limited to non-motorized vehicle use, except by maintenance vehicles.

The approximately 3.2-mile shared-use path would be within the LTBMU Round Hill and Urban Lots management areas defined in the Forest Plan. It would cross portions of the following TRPA Plan Area Statements: 068 (Round Mound), 070A (Edgewood), 070B (Rabe), and 077 (Oliver Park), and would be contiguous to the Stateline and Kingsbury Community Plan areas. The shared-use path meets the definition of a linear public facility (LPF) in Chapter 2, "Definitions," of the TRPA Code of Ordinances, and as such, would be subject to the applicable TRPA Code provisions that apply to LPFs.

The Draft EA analyzes three alternatives for the South Demonstration Project, identified as Alternative A, Alternative B, and Alternative C (No Project/No Action Alternative). Under both action alternatives (A and B), the project would be constructed in three phases. Each phase would consist of one segment of shared-use path, approximately 1 mile in length. These segments and the affected parcels include:

- ▶ Segment 1: The California/Nevada state line on Lake Parkway to the north side of Kahle Drive. This segment includes an option to narrow the width of Lake Parkway west of U.S. 50 by 7 feet.
- ▶ Segment 2: North side of Kahle Drive to the existing shared-use path on the south side of Elks Point Road (Elks Point Bike Path).
- ▶ Segment 3: South side of Elks Point Road (Elks Point Bike Path) to Round Hill Pines Beach. This segment includes upper and lower optional alignments around the west side of Round Mound.

Segments 1 and 3, including the optional alignments, would be the same with both Alternatives A and B. Similarly, the proposed expansion and enhancement of the existing parking lot with a restroom facility at the northwest corner of the intersection of U.S. 50 and Kahle Drive and use of a portion of the Elks Point Bike Path in Segment 2 would be the same with both Alternatives A and B.

The primary difference between Alternatives A and B is the alignment of the shared-use path through Rabe Meadow, between Kahle Drive and Elks Point Road (Segment 2). The Alternative A and B alignment options in Segment 2 were determined to best meet the purpose and need and project goals and objectives and are intended to minimize effects on cultural and biological resources and stream environment zone (SEZ) areas; minimize tree removal; maximize use of existing disturbed areas; and enhance user experience.

This notice is to inform you that a public comment period for the South Demonstration Project Draft EA will commence on Thursday, **January 13, 2011** and will conclude on Monday, **February 14, 2011**. Comments will be solicited during this timeframe and will be incorporated into the final document. Written responses should be sent at the earliest possible date, as comments received after 11:59 p.m. on February 14, 2011 are not required to be considered and may not be included in the final document. Please send your written responses to Garrett Villanueva at USFS at the address shown above. Responses should include the name of a contact person at your agency or organization.

The Draft EA is available for the public to review at the USFS LTBMU, 35 College Drive, South Lake Tahoe, CA; the TRPA, 128 Market Street, Stateline, NV; and the Douglas County Library, 233 Warrior Way, Zephyr Cove, NV. In addition, the document can be found on the USFS LTBMU website (under Land & Resources Management, Projects), the TRPA website (under Major Projects and Environmental Documents), and the project website at <http://www.nvtahoebikeway.com> (under Document Library, South Demonstration Project).

Three public hearings are scheduled to solicit comments on the Draft EA. The first will be at the Douglas County Board of County Commissioners meeting on Thursday **January 20, 2011**, beginning at 1:30 p.m. at the Tahoe Transportation Center, 169 U.S. 50, Stateline, Nevada 89449. The second will be at the Tahoe Transportation District Board meeting on **January 21, 2011**, beginning at 9:30 a.m. at the Tahoe Regional Planning Agency, 128



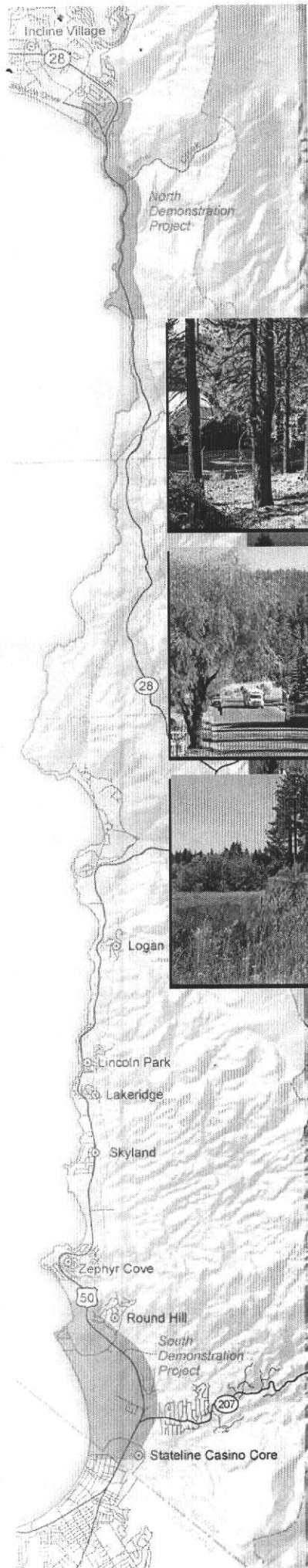
Market Street, Stateline, NV 89449. The third will be before the TRPA Public Hearings Officer on **February 3, 2011**, beginning at 2:00 p.m. at the Tahoe Regional Planning Agency, 128 Market Street, Stateline, NV 89449. Please note that no specific agenda time has been set for this item at these meetings. Please refer to the agenda posted at <http://cltr.co.douglas.nv.us/agendas.asp>, <http://www.tahoetransportation.org/board.html>, and <http://www.trpa.org/default.aspx?tabindex=1&tabid=239> one week prior to each of the meetings for updated information.

If you have any questions, please contact Garrett Villanueva at USFS or Jeanne McNamara at TRPA (contact information is provided above).

Full document available at  
City Manager's Office, Carson City  
and [www.nvtahoebikeway.com](http://www.nvtahoebikeway.com)

Draft  
Joint Environmental Assessment  
Nevada Stateline-to-Stateline Bikeway,  
South Demonstration Project

Lake Tahoe Basin Management Unit  
Douglas County, Nevada



For Information Contact:

Garret Villanueva  
USDA Forest Service  
LTBMU  
35 College Drive  
South Lake Tahoe, CA 96150  
530/543-2600  
<http://www.fs.fed.us/r5/ltbmu/projects>

Jeanne McNamara  
Tahoe Regional Planning Agency  
P.O. Box 5310, Stateline NV 89449-5310  
775/588-4547  
<http://www.trpa.org>



Tahoe Regional  
Planning Agency



Forest  
Service



United States  
Department of  
Agriculture

January 2011

## Summary

Douglas County, Nevada proposes to construct the South Demonstration Project, a separated shared-use path located on the west side of U.S. 50 between the Stateline casino core on the south and Round Hill Pines Beach on the north. The shared-use path would be approximately 3.2 miles in length, of which approximately 2.2 miles is proposed on National Forest System (NFS) lands managed by the U.S. Department of Agriculture (USDA) Forest Service, Lake Tahoe Basin Management Unit (LTBMU). The remainder of the shared-use path would be constructed on private parcels owned by Edgewood Companies, or within an existing public rights-of-way belonging to Douglas County, the Oliver Park General Improvement District (Oliver Park GID), or the Nevada Department of Transportation (NDOT). It is a goal of the project to construct a separated, shared-use path designed to meet American Association of State Highway and Transportation Officials (AASHTO) and Americans with Disabilities Act (ADA) standards to serve a broad spectrum of users. With a few exceptions, the proposed shared-use path would generally consist of a 10-foot-wide, paved path with 2-foot-wide shoulders on both sides. Given the constraints of existing development west of U.S. 50 in the area between 4-H Camp Road and Kahle Drive, the project would include an approximately 0.15 mile (800 foot) on-road section that includes bicycle lanes on Laura Drive. The final trail design would meet ADA design standards, but would require some variances from the AASHTO standards at isolated locations due to topographic and environmental constraints.

The existing parking area at the northwest corner of the Kahle Drive/U.S. 50 intersection on NFS lands would be expanded to accommodate additional use of the Rabe Meadow area associated with the shared-use path. This parking lot would be expanded to approximately 12,000 square feet and would accommodate 14 additional parking spaces. An additional kiosk, two picnic tables, bicycle racks, a bear-proof garbage can, and an up to six-stall restroom building would also be added to the expanded lot.

Douglas County would be responsible for project construction and for the costs associated with the long-term management, operation, and maintenance of the proposed South Demonstration Project.

The South Demonstration Project is a near-term component of the larger 30+-mile-long Nevada Stateline-to-Stateline Bikeway Project that would parallel the east shore of Lake Tahoe and connect the California/Nevada border in the south shore casino core to the California/Nevada border in Crystal Bay, Nevada. The Nevada Stateline-to-Stateline Bikeway Project is a joint proposal of local, state, and Federal agencies with responsibilities of implementing the Lake Tahoe Environmental Improvement Program, Regional Transportation Plan, and Lake Tahoe Bicycle and Pedestrian Plan on the Nevada side of the Lake Tahoe Basin. The intent of the South Demonstration Project is to design and construct a working demonstration project for a shared-use path that serves users in this area, and to showcase the potential for creating the Nevada portion of a separated bikeway circling Lake Tahoe. Bicycle trail expansion has been identified as an important element of the Environmental Improvement Program (EIP) for air quality and recreation purposes and to encourage use of alternative modes of transportation. Although high quality trails exist in the Tahoe Basin, necessary connections for an integrated network of bicycle trails have been identified as a future need (TRPA 2007). Although the South Demonstration Project is not identified specifically as an EIP project, the project is consistent with the overall goals of the EIP, particularly the following EIP Air Quality and Transportation goal:

- 43 miles of bicycle and pedestrian trails to be constructed to help reduce dependency on the private automobile as directed by the Bi-State Compact.

This joint Environmental Assessment (EA) has been prepared to satisfy the applicable National Environmental Policy Act (NEPA) and Tahoe Regional Planning Agency (TRPA) environmental review requirements as described herein. The LTBMU is the lead agency under NEPA. LTBMU and TRPA maintain discretionary authority over the primary project approvals, which would include a LTBMU Special Use Permit (SUP) and a

TRPA Project Permit for a Linear Public Facility (LPF). This project is also identified in the Lake Tahoe Environmental Improvement Program as a means to achieve and maintain environmental threshold carrying capacities for Air Quality.

This EA evaluates three alternatives at an equal level of detail, two action alternatives (Alternatives A and B) and a no action/no project alternative (Alternative C). Alternative A was the alternative identified as the Proposed Action during public scoping, and is identified as such in this EA. The project proponent, Douglas County, has expressed a preference to construct Alternative B as have several other members of the Working Group. It is the purpose of this EA to disclose and provide an unbiased evaluation of the environmental effects of each of these action alternatives, as well as a no project/no action alternative. This EA addresses the direct, indirect, and cumulative effects of the three alternatives being considered. For applicable resource sections, consequences for the relevant TRPA environmental threshold carrying capacities for water quality, soil conservation, air quality, vegetation, wildlife, fisheries, noise, recreation, and scenic resources are also discussed.

The action alternatives (Alternatives A and B) are similar in character. Both alternatives include common optional alignments that are considered in this EA for the portions of the shared-use path south of Kahle Drive and north of Elks Point Road. The primary difference between Alternatives A and B is the alignment of the shared-use path through Rabe Meadow, between Kahle Drive and Elks Point Road. The location of these alignments through Rabe Meadow was intended to minimize potential effects to cultural and biological resources, stream environment zone (SEZ) areas, and tree removal, while maximizing use of existing disturbed areas. Alternative A generally would extend parallel to and west of U.S. 50 for the majority of this segment. Alternative B would distance path users from U.S. 50 and cross Rabe Meadow at a mid-meadow location. Alternative B would merge with the Lam Watah Trail for a distance of approximately 1,200 linear feet.

Based on the analysis contained in this EA, LTBMU and TRPA will consider approval of the project. The Responsible Official under NEPA is the LTBMU Forest Supervisor. Given the purpose and need defined herein, the Forest Supervisor will review the proposed action and other alternatives to make the following decisions:

- 1) whether or not to implement the proposed action or an alternative to the proposed action; and
- 2) whether or not a Finding of No Significant Impact (FONSI) can be supported by the environmental analysis contained in this EA.

If a FONSI can be supported, then a Decision Notice will be issued by the Forest Supervisor.

After reviewing this EA and other information regarding the project proposal, the TRPA Governing Board will consider the adequacy of the EA and its compliance with the TRPA Regional Plan, Code of Ordinances, Rules of Procedure, and Goals and Policies. This will be followed by an action on the project by the TRPA Governing Board to approve or deny the project as presented.

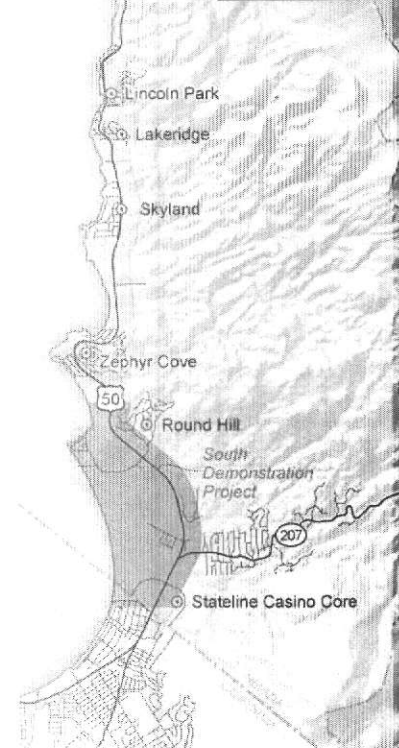
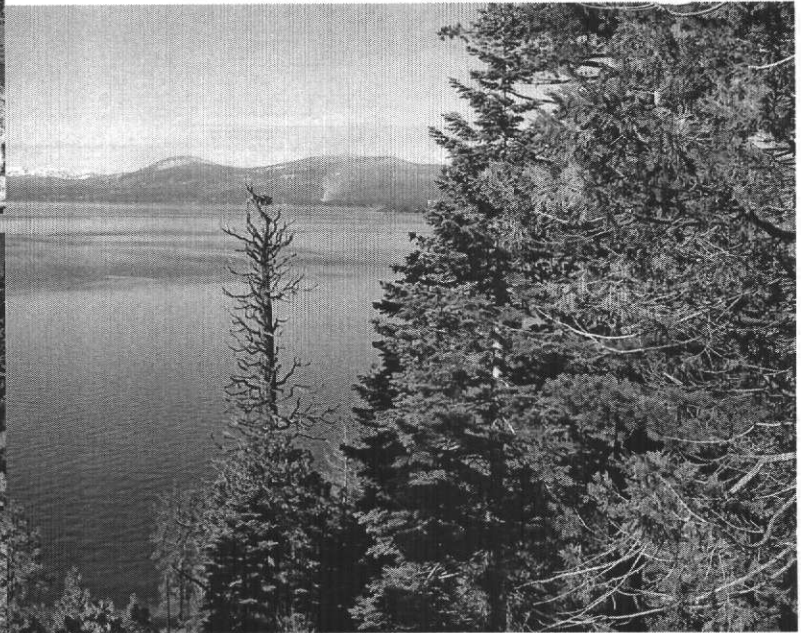
This EA is also intended to be used by other agencies that may have authority over one or more elements of the South Demonstration Project as it relates to permitting and/or project approvals.

Full document available at  
City Manager's Office, Carson City  
and [www.nvtahoebikeway.com](http://www.nvtahoebikeway.com)

Public Draft

# Nevada Stateline-to-Stateline Bikeway Project Feasibility Study Report

Tahoe Regional Planning Agency  
Tahoe Transportation District



For Information Contact:

Alfred Knotts  
Tahoe Transportation District  
P.O. Box 499  
Zephyr Cove, NV 89448  
775/589-5503



Tahoe Regional  
Planning Agency



Tahoe Transportation  
District

December 2010

# 1 INTRODUCTION

The east shore of Lake Tahoe contains some of the most scenic landscapes in the Lake Tahoe Basin and hosts many popular recreation destinations. Bicycle and transit facilities are absent or limited in much of this area; however, with the only access widely available to the public being by automobile. Paved off-highway parking is also limited, which leads to parking, safety, and environmental problems associated with casual parking on the highway margins. The absence of a bicycle facility on the east shore is considered a key missing piece of the Basin's bicycle network.

The Nevada Stateline-to-Stateline Bikeway is a joint proposal of local, state, and federal agencies with responsibilities on the Nevada side of the Lake Tahoe Basin. The sponsoring agencies are Douglas County, Washoe County, Carson City, Incline Village General Improvement District (IVGID), Tahoe Transportation District (TTD), Nevada Division of State Parks (State Parks), Nevada Division of State Lands, Tahoe Regional Planning Agency (TRPA), and U.S. Forest Service (USFS). The Nevada Department of Transportation (NDOT) and the Washoe Tribe are partnering entities. A "Working Group" has been formed to oversee the Bikeway project; it consists of the staff from the sponsoring and partnering agencies/organizations that are helping to direct the project planning, environmental review, and design.

The overall vision for the Nevada Stateline-to-Stateline Bikeway Project (Bikeway) established by the Working Group is to complete the Nevada portion of a premier separated bikeway circling Lake Tahoe that connects communities, enhances recreational opportunities, expands transportation choices, and promotes the enjoyment of the Tahoe Basin.

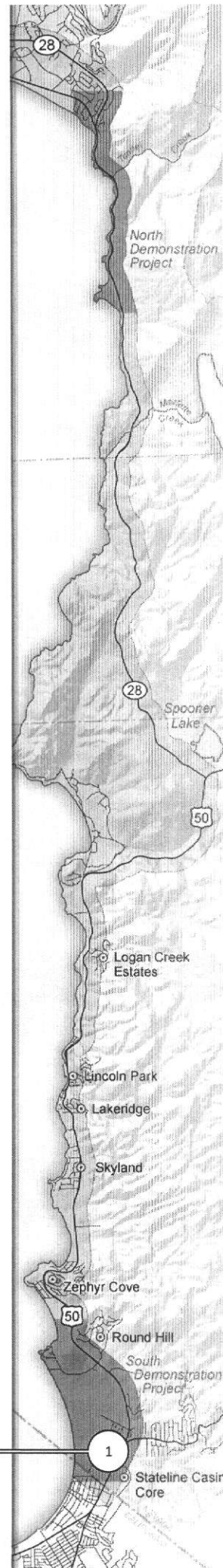
The Bikeway study area contains many siting challenges, many of which are related to the stunning natural setting of the lake margin. These challenges include several areas of rugged topography and stream crossings, narrow highway cross-sections at certain locations, potential need for new highway crossings, and urban traffic issues in areas such as Stateline on the south shore. Connection to existing or planned bicycle facilities will also be important in Kingsbury, Round Hill, Incline Village, Crystal Bay, and elsewhere, which can create other routing and highway crossing challenges to ensure good linkages.

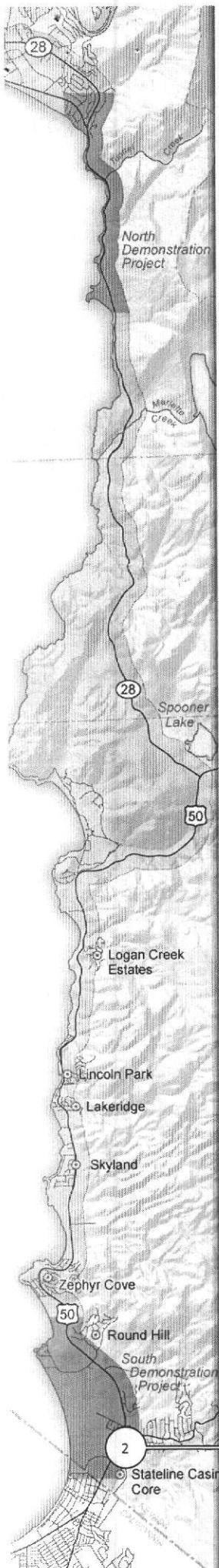
## 1.1 PURPOSE AND INTENT OF THIS DOCUMENT

This report serves as the final planning-level document for the Bikeway, and incorporates the information developed in previous evaluations and reports. Project-level design activities, environmental review and documentation, and permitting processes for individual segments of the Bikeway are related but future efforts that are needed for the eventual construction of the project.

Portions of the Bikeway corridor between Crystal Bay and Incline Village either have usable facilities in place (e.g., within Incline Village), have been addressed by another agency (e.g., the Crystal Bay area by NDOT), or are subject to site-specific planning that will include bicycle facilities (e.g., redevelopment planning of the casino area at the northern state line). This phase of the project development also includes alignment analysis, project designs, and project-level environmental review documents for a north and a south demonstration project (each demonstration project is about 3 miles in length—the North Demonstration Project area extends from Incline Village to Sand Harbor and the South Demonstration Project extends from Round Hill Pines Beach to the south shore casino area.) The study area for this Feasibility Study includes the entire project corridor; however, detailed analysis of alternative alignments is focused on the area between Sand Harbor and Round Hill Pines Beach.

The organization of this document closely parallels the process followed in developing and evaluating alternative alignments for the Bikeway. The first step in the process, following reconnaissance of the project





corridor, was to develop a vision for the Bikeway and define the objectives and guiding principles for design of the Bikeway. The next step was to divide the project corridor into segments and describe the existing conditions for each segment. The final steps were to develop alignment alternatives for each of the segments and to evaluate the alternatives to determine the most feasible alignment for the Bikeway. The development of alternatives was guided by a set of desired design parameters, a Geographic Information System (GIS)-based suitability model, and an analysis of opportunities and constraints for Bikeway development.

### 1.1.1 PURPOSE AND NEED FOR THE BIKEWAY

The purpose of the Bikeway is to provide non-auto transportation opportunities that link recreation areas, community centers, transportation facilities, and neighborhoods in the Bikeway corridor to enhance recreational access and broaden transportation choices for residents and visitors to the Tahoe Basin. Separated bicycle facilities are not available along most of the Nevada side of Lake Tahoe. The Bikeway would provide a spectacular recreation opportunity to link public beaches and coves along the picturesque east shore. These popular recreation areas along the east shore are generally accessed by automobile. Paved parking is limited and the high parking demand in these areas leads to shoulder parking and related erosion problems. Providing bicycle links to east shore beaches and recreation areas is an important step toward reducing vehicle and parking impacts, improving the multi-modal options available to residents and visitors, improving safety, and providing an unparalleled bicycle recreation experience.

The current bikeways in the Basin are extremely popular and public surveys show that expansion of the system around the entire lake is desired. A well-planned bikeway is needed on the Nevada side of the Lake to alleviate negative environmental impacts created by current use along the east shore and to provide improved access to recreational facilities.

### 1.1.2 GUIDING PRINCIPLES AND OBJECTIVES

The working group developed the following 15 principles for guiding Bikeway design:

1. Identify and provide convenient buildable connections to communities, public facilities, public lands, the lakeshore, and open space.
2. Establish separated Bikeway alignments wherever feasible.
3. Serve both recreation and commuter needs, with recreation needs receiving first priority where choices must be made.
4. Support the protection, restoration, and sustainability of natural and cultural resources.
5. Anticipate future growth in the surrounding communities in Nevada and California.
6. Provide for a variety of bicycle and pedestrian uses on the Bikeway, while recognizing and managing potential conflicts.
7. Provide adequate public and private support facilities.
8. Remain sensitive to the cultural resources and traditions of the Washoe Tribe.
9. Design the Bikeway to create social and economic benefits.
10. Provide interpretive opportunities along the Bikeway for natural, cultural, and historic resources.
11. Minimize the number of at-grade crossings on State Route (SR) 28 and U. S. Highway 50 (U.S. 50).
12. Provide connections to existing or new trails to recreation areas, transportation facilities, and community centers along the Bikeway.

13. Where appropriate, enhance and use existing disturbed areas, such as old logging and fire access roads, and take advantage of joint parking opportunities, such as at school sites.
14. Include opportunities for ADA [Americans with Disability Act] accessibility.
15. Provide visitor amenities, such as rest areas and vistas, to make the Bikeway an enjoyable experience.

In addition to the guiding principles, the working group identified 10 objectives for the Bikeway:

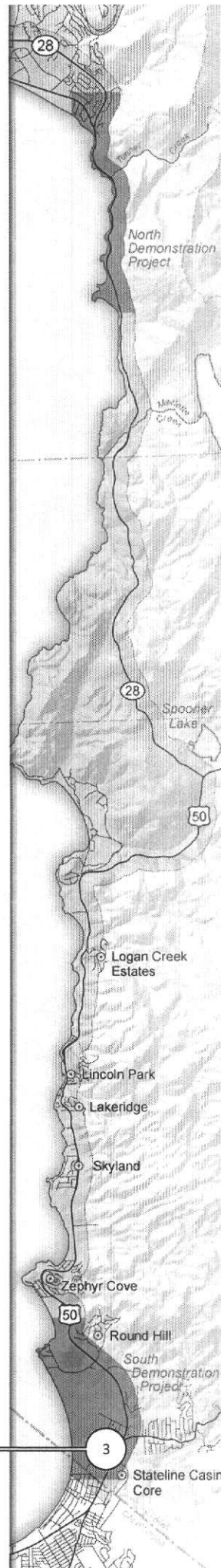
1. Identify feasible bikeway alignments on the Nevada side of Lake Tahoe from the north Stateline to the south Stateline that will connect to adjacent California bikeways.
2. Complete two demonstration bikeway projects, one at the south end of the Lake (connecting the casino core to Nevada Beach and Round Hill Pines Beach) and one at the north end of the Lake (connecting Incline Village to Sand Harbor, with connections to Hidden Beach and Memorial Point).
3. Complete long-term maintenance, resource management, and operations plans for Bikeway segments prior to construction.
4. Establish partnerships for operations and maintenance for each segment prior to approval of construction.
5. Encourage the shift in travel demand for East Shore recreation areas from driving to bicycling, walking, and transit.
6. Respect the Washoe community by involving them in determining ways to protect and interpret Washoe cultural, historic, and natural resources values.
7. Maximize funding source opportunities for timely project implementation and for long-term operation.
8. Provide opportunities for existing local businesses to participate in the process so they can help enhance the visitor experience on, and access to, the Bikeway.
9. Coordinate Bikeway decisions with the recommendations in the East Shore Access Plan and consider other alternative transportation choices.
10. Coordinate with appropriate agencies to incorporate the Bikeway in new development plans and avoid conflicts with road and highway projects.

## 1.2 PROJECT SCOPE

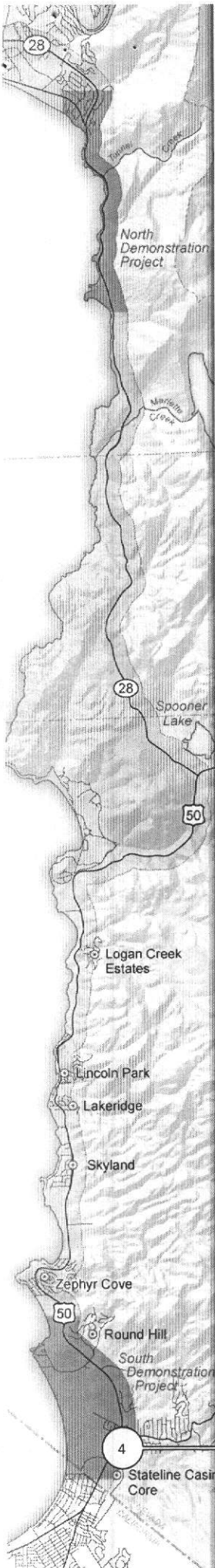
### 1.2.1 GEOGRAPHIC AREA (ENTIRE STUDY CORRIDOR)

The project is located along the east shore of Lake Tahoe in Nevada. Lake Tahoe is situated on the border between California and Nevada in the Sierra Nevada at an altitude of about 6,225 feet above sea level. The project area extends from the Nevada state line in Crystal Bay in the north to Stateline, Nevada in the south. The project area can be characterized by four primary sections (presented north to south), with the central corridor further divided into six segments. These sections/segments include:

- Crystal Bay to Incline Village, the location of several existing and planned bicycle facilities;
- Incline Village to Sand Harbor, site of the proposed North Demonstration Project;
- Central Corridor from Sand Harbor to Round Hill Pines Beach, divided into the following six segments:
  - Segment A: Sand Harbor to USFS Parking Lot at Secret Harbor Trailhead
  - Segment B: USFS Parking Lot at Secret Harbor Trailhead to Skunk Harbor Access Road
  - Segment C: Skunk Harbor Access Road to Glenbrook Entrance
  - Segment D: Glenbrook Entrance to Cave Rock Drive







- Segment E: Cave Rock Drive to Zephyr Cove
- Segment F: Zephyr Cove to Round Hill Pines Beach Entrance; and
- Round Hill Pines to Stateline, site of the proposed South Demonstration Project.

Because the area from Crystal Bay to Incline Village already supports numerous existing or planned bicycle facilities, and the north and south demonstration projects will undergo independent detailed design and environmental review, this report focuses on the central area between Sand Harbor and Round Hill Pines Beach in the south, a distance of approximately 17 miles, where bicycle facilities are lacking. Much of the project area is undeveloped and characterized by steep rugged terrain that rises dramatically from isolated beaches. Major highways include SR 28 from Incline Village to Spooner Lake, U.S. 50 from Spooner Lake to Stateline, and SR 207 heading east from U.S. 50. The mountains on the east side of SR 28 and U.S. 50 drain to the Lake through steep canyons at several locations. The following section provides a description of the geographical setting of the project area in more detail by segment.

### **Crystal Bay to Incline Village (Planned and existing facilities)**

Length: 2.7 miles

Jurisdictions: Washoe County, USFS, and NDOT

Portions of the corridor between Crystal Bay and Incline Village either have usable facilities in place (i.e., within Incline Village), have been addressed by another agency (i.e., the Crystal Bay area by NDOT), or are subject to site-specific planning that will include bicycle facilities (i.e., redevelopment planning of the casino area at the northern Stateline).

The beginning of the Bikeway in Crystal Bay would pass through the proposed development of Boulder Bay. Plans for this development show the easement for the Bikeway passing through the development on Boulder Way (Exhibit 1) then paralleling SR 28 on the north side of the highway (TRPA 2009a). Between Boulder Bay and Mt. Rose Highway (SR 431), NDOT plans show the Bikeway closely following SR 28 on the north side of the highway (Exhibits 2 and 3). There is an existing separated bike path on the south side of Lakeshore Boulevard between the intersection with SR 28 west of SR 431 in the west and the intersection with SR 28 near Ponderosa Ranch in the east.

### **Incline Village to Sand Harbor (North Demonstration Project)**

Length: 2.7 miles

Jurisdictions: Washoe County, State Parks, USFS, and NDOT

This segment of the Bikeway represents the North Demonstration Project area. The terrain rises rapidly on the east of SR 28, beginning immediately south of Incline Village, and drops sharply toward the Lake on the west side of the highway. Significant geographic features along this segment include Tunnel Creek and Bonpland Creek, both of which extend through steep-walled canyons into Lake Tahoe. Existing facilities along this segment include the former Ponderosa Ranch; Hidden Beach, a popular east shore destination; Memorial Point, a vista point with a parking lot and restrooms; and Lake Tahoe-Nevada State Park at Sand Harbor, which has beaches, boat launch facilities, several parking lots, restrooms, and a concessionaire facility.

CARSON CITY PARKS AND RECREATION COMMISSION

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C. DISCUSSION ONLY AND PRESENTATION REGARDING TWO DOCUMENTS FOR THE NEVADA STATELINE-TO-STATELINE BIKEWAY PROJECT – THE SOUTH DEMONSTRATION PROJECT DRAFT ENVIRONMENTAL ASSESSMENT AND THE DRAFT FEASIBILITY STUDY REPORT. COMMENTS WILL BE SUBMITTED TO THE TAHOE REGIONAL PLANNING AGENCY AND TAHOE TRANSPORTATION DISTRICT RESPECTIVELY () – Chairperson Lasco introduced the item and invited Ms. Bollinger and Karen Mullen to elaborate. He also notified the Commission that he would be leaving mid-way, and that Vice Chairperson Walt would be chairing the rest of the meeting. Ms. Mullen, Consultant and Project Manager, gave background and an overview of the Nevada Stateline-to-Stateline Bikeway Project, and two planning documents: the South Demonstration Project Draft Environmental Assessment and the Draft Feasibility Study Report. The project map and Staff Report are incorporated into the record. Ms. Mullen suggested visiting the project web site at [www.nvtahoebikeway.com](http://www.nvtahoebikeway.com) ( <http://www.nvtahoebikeway.com/> ) for further information. She stated that the public hearing dates were set, however, she suggested confirming the other dates on the web site.

(132) – The project working group, according to Ms. Mullen, is comprised of a working group of 10 agencies. The work would entail the construction of “the Nevada side of a bikeway circling Lake Tahoe and connecting to the California side”. Ms. Mullen stated that the project would be funded from State Question 1, for \$5 Million, and several grants. She mentioned that they were considering separated bike paths from travel lanes, when possible, and were aiming for a 5% maximum grade to accommodate ADA standards. Ms. Mullen pointed out that the overall objective was to identify feasible alignments to link the areas, and stated that O&M (Operations and Maintenance) could not be considered until the specific alignments were identified. She then gave an overview of the proposed alignments for both the North and South Demonstration Projects. The South Demonstration project, a shared-use bikeway, led by the TRPA and U.S. Forest Service, is currently undergoing a NEPA (National Environmental Policy Act) analysis, according to Ms. Mullen, and all questions would be addressed by U.S. Forest Service writing. Chairperson Curtis requested clarification on the terms bikeway versus a multiuse path. Ms. Mullen explained that this particular bikeway was a shared-use, non-motorized path, accommodating pedestrians, bicyclists, and possibly cross-country skiers in the winter time. She stated that the key was to separate the path from vehicle traffic.

(428) – Ms. Mullen talked about the Stateline to Stateline feasibility study, which she said covered over 30 miles. She explained that they had received requests from the Carson City area to use existing dirt roads if possible. She also stated that they were considering many environmental issues and had encountered many challenges in the form of steep grades. Ms. Mullen described the Cave Rock area as a major challenge, and said

CARSON CITY PARKS AND RECREATION COMMISSION


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that they were proposing a bike path inside the tunnel by dedicating one of the vehicle lanes in the tunnel as a bike lane. Ms. Mullen thanked the Commission for their time, and reminded them of the February 15, 2011 deadline for comments. Commissioner Brod expressed her excitement about the project, and called it a much needed resource. She also inquired about the project's funding source, since funds would need to be matched 50/50. Ms. Mullen explained that they had \$2.6 Million "in match" and were pursuing grants for the balance. She also reminded the Commission of the voter-approved bond for the specific project. Ms. Mullen shared that Douglas County had offered to operate and maintain the facilities from the casino core to the beaches. In response to a question from Commissioner Lehmann about private property, Ms. Mullen clarified that the current approach was to ensure no condemnation proceedings under the current funding sources. Commissioner Curtis relayed Chairperson's Lasco's preference to the alignments in the South Demonstration Project, stating that he preferred the western alignment, alignment B, and said that she did as well. Commissioner Brod asked whether access points would be near highways and Ms. Mullen replied that they would be, especially in remote areas. She stated that they had had discussions with Sherriff's Departments and Forestry Divisions about access points and getting injured people out. Commissioner Westergard wanted to know if Carson City was responsible for any maintenance. Ms. Mullen explained that as each segment would undergo an environmental review, and as they would come up with a final alignment, Douglas, Carson and Washoe Counties "agreed that they would look at how it would be operated and maintained". She also stated that in a number of areas, a nationally recognized bikeway system could be operated and maintained by a funding source as a whole. She added that currently there would not be any construction in the Carson City segment, which would go through Forest Service and State Park lands anyway. Commissioner Adams suggested using existing trails, if the grade requirements allowed.

(940) – Vice chairperson Walt called for public comments, however, there were none. She thanked Ms. Mullen, who said she would present the environmental analysis next time.

## NEVADA Stateline-to-Stateline Bikeway Project



**AECOM**  
 -Lumos & Associates  
 -LSC Transportation  
 -Tom Packard  
 -Alta Planning + Design  
 -Accent Environmental

Presented by Karen Mullen, Project Manager


## Project Team Partnering Agencies

<p><b>INTRODUCTION</b></p> <p><b>PROJECT OVERVIEW</b></p> <p><b>SCOPES DEMONSTRATION</b></p> <p><b>FEASIBILITY STUDY</b></p> <p><b>PUBLIC COMMENT</b></p> <p><b>WRAP UP</b></p>	<p><b>Alfred Knotts</b> (775) 559-5503 aknotts@tahoe transportation.org</p> <p><b>Scott Morgan</b> (775) 762-0828 smorgan@scs.dostalnv.us</p> <p><b>Hal Paris</b> (775) 832-1344 hal_paris@vald.org</p> <p><b>Bill Story</b> (775) 888-7267 wstory@dot.state.nv.us</p> <p><b>Kevin Hill</b> (775) 687-6306 khill@parks.nv.gov</p> <p><b>Peter Maholland</b> (775) 684-2740 pmaholland@parks.nv.gov</p>	<p><b>THINK REGIONAL PLANNING AGENCY</b></p> <p><b>Karen Fink</b> (775) 596-5204 kfink@trpa.org</p> <p><b>Steve Teshara</b> (530) 681-5739 steshara@ourstatepartners.com</p> <p><b>Garrett Villanueva</b> (530) 643-2762 gvillanueva@stn.tn.us</p> <p><b>Cheryl Surface</b> (775) 623-0512 csurface@washocounty.us</p> <p><b>Darrel Cruz</b> (775) 295-8662 darrel.cruz@washostn.us</p> <p><b>Ann Bollinger</b> (775) 867-2262 Abollinger@carson.com</p>
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## Project Description/Purpose

<p><b>INTRODUCTION</b></p> <p><b>PROJECT OVERVIEW</b></p> <p><b>SCOPES DEMONSTRATION</b></p> <p><b>FEASIBILITY STUDY</b></p> <p><b>PUBLIC COMMENT</b></p> <p><b>WRAP UP</b></p>	<p><i>Design and construct the Nevada portion of a premier separated bikeway circling Lake Tahoe that provides non-auto opportunities that link recreation areas, community centers, transportation facilities, and neighborhoods in the bikeway corridor to enhance recreational access and transportation choices for residents and visitors to the Tahoe Basin.</i></p> 
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## Project Overview

<p><b>INTRODUCTION</b></p> <p><b>PROJECT OVERVIEW</b></p> <p><b>SCOPES DEMONSTRATION</b></p> <p><b>FEASIBILITY STUDY</b></p> <p><b>PUBLIC COMMENT</b></p> <p><b>WRAP UP</b></p>	<ul style="list-style-type: none"> <li>• 30± mile shared-use separated bikeway</li> <li>• Objectives             <ul style="list-style-type: none"> <li>- Identify feasible alignments</li> <li>- Complete demonstration projects</li> <li>- Maximize funding opportunities for timely implementation</li> <li>- Encourage shift to non-auto travel</li> <li>- Coordinate to avoid conflicts with public projects</li> </ul> </li> </ul>	
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## Project Segments

INTRODUCTION
PROJECT OVERVIEW
SCOPING
CONSTRUCTION
FEASIBILITY STUDY
PUBLIC COMMENT
WIP UP


- Crystal Bay through Incline Village
- Incline Village to Sand Harbor (North Demonstration)
- Central Corridor
  - Six segments
  - Sand Harbor to Round Hill Pines Beach
- Round Hill Pines Beach to Casino Core (South Demonstration)



## South Demonstration Project Environmental Assessment (EA)

INTRODUCTION
PROJECT OVERVIEW
SCOPING
CONSTRUCTION
FEASIBILITY STUDY
PUBLIC COMMENT
WIP UP

- Douglas County
  - Project Proponent
- Joint EA
  - USFS, LTBMU - NEPA
  - TRPA
  - Fed Highways Admin - Cooperating Agency



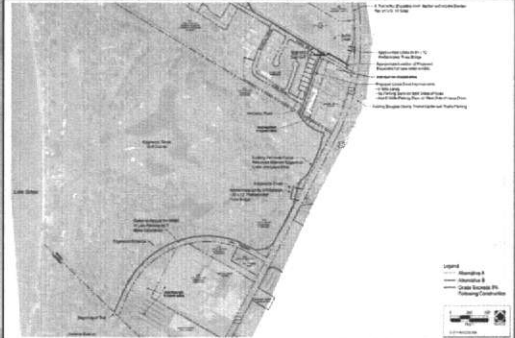
## Project Elements

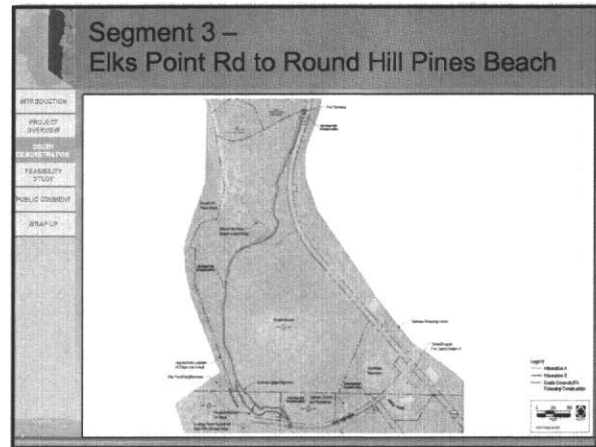
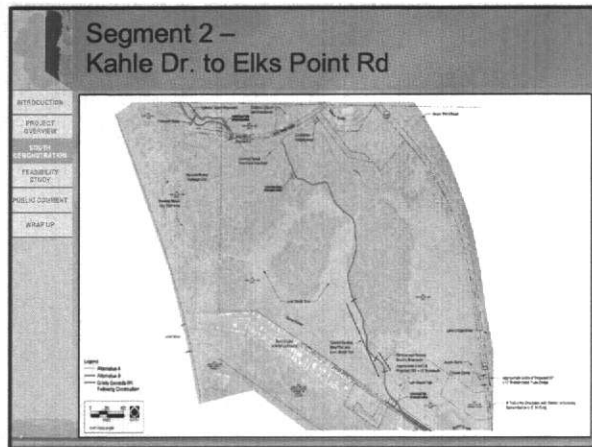
INTRODUCTION
PROJECT OVERVIEW
SCOPING
CONSTRUCTION
FEASIBILITY STUDY
PUBLIC COMMENT
WIP UP

- 3.2 mile shared-use path
  - 10-foot paved path, 2-foot shoulders, except Segment 1
- Designed to meet AASHTO and ADA standards
- 3 Alternatives
  - 2 Alignments and No Project/Action
- 3 Segments (earliest construction 2011)

## Segment 1 – Casino Core to Kahle Dr.

INTRODUCTION
PROJECT OVERVIEW
SCOPING
CONSTRUCTION
FEASIBILITY STUDY
PUBLIC COMMENT
WIP UP






### Environmental Analysis

- Land Use
- Hydrology and Water Quality
- Biological Resources
- Earth Resources
- Scenic Resources
- Recreation
- Archaeological and Historical Resources
- Traffic, Parking, and Transit
- Air Quality
- Noise
- Public Services and Utilities
- Human Health and Risk of Upset

### Public Review and Next Steps

- Public Review & Comment: Jan 13 - Feb 14, 2011
- Public Hearings
  - Jan 20, 2011 - Douglas County Board of Commissioners
  - Jan 21, 2011 - Tahoe Transportation District Board
  - Feb 3, 2011 - TRPA Public Hearings Officer
- Written Comments
  - Garrett Villanueva, USFS  
35 College Drive, South Lake Tahoe, CA 96150
  - Email to: [comments-pacificsouthwest-ltbrmu@fs.fed.us](mailto:comments-pacificsouthwest-ltbrmu@fs.fed.us)
- Response to comments in Final Joint EA
- Project approval, permitting, detailed design, construction


## Feasibility Study Area



**INTRODUCTION**  
**PROJECT OVERVIEW**  
**SOUTH DESIGNATION**  
**FEASIBILITY STUDY**  
**PUBLIC COMMENT**  
**WRAP UP**

- Crystal Bay through Incline Village
- Incline Village to Sand Harbor (North Demonstration)
- Central Corridor
  - A) Sand Harbor to Secret Harbor
  - B) Secret Harbor to Skunk Harbor
  - C) Skunk Harbor to Glenbrook
  - D) Glenbrook to Cave Rock
  - E) Cave Rock to Zephyr Cove
  - F) Zephyr Cove to Round Hill Pines Beach
- Round Hill Pines Beach to Casino Core (South Demonstration)

## Alternative Alignment Development Process



**INTRODUCTION**  
**PROJECT OVERVIEW**  
**SOUTH DESIGNATION**  
**FEASIBILITY STUDY**  
**PUBLIC COMMENT**  
**WRAP UP**

- Field surveys
- Develop logical segments
- Preliminary alignments
- Working Group input
- Public input
- Alternatives evaluation
- **Proposed preferred alignment will be determined after public and agency input**

## Key Opportunities

**INTRODUCTION**  
**PROJECT OVERVIEW**  
**SOUTH DESIGNATION**  
**FEASIBILITY STUDY**  
**PUBLIC COMMENT**  
**WRAP UP**

- Access to recreation, community facilities, transportation links
- Existing Coverage
- Public Lands (NSP & USFS)
- Parking/transit at Spooner Junction
- Scenic vistas
- Wildlife viewing
- Aspen stands
- Cultural resources (interpretive opportunities)

## Key Constraints


**INTRODUCTION**  
**PROJECT OVERVIEW**  
**SOUTH DESIGNATION**  
**FEASIBILITY STUDY**  
**PUBLIC COMMENT**  
**WRAP UP**

- Osprey and goshawk disturbance buffers
- Scenic impacts from lake and from highway
- Steep terrain
- Private property (especially southern half)
- Limited parking
- Cultural resources (i.e. Cave Rock)

## Crystal Bay to Incline Village

INTRODUCTION
PROJECT OVERVIEW
SOUTH DEMONSTRATION
FEASIBILITY STUDY
PUBLIC COMMENT
WRAP UP

- **Planned Facilities**
  - Boulder Bay
  - NDOT (Wood-Rogers) adjacent to SR 28
- **Existing Facility**
  - Shared-use path on Lakeshore Blvd
  - Bike lanes on SR 28
- **Revisited Alternative Alignments**




## Incline Village to Sand Harbor

### North Demonstration Project

INTRODUCTION
PROJECT OVERVIEW
SOUTH DEMONSTRATION
FEASIBILITY STUDY
PUBLIC COMMENT
WRAP UP


- **Key Opportunities**
  - Alternative access to Sand Harbor, Memorial Pt, and Hidden Beach
  - Parking in Ponderosa Ranch Vicinity
- **Key Constraints**
  - Beach Capacity at Sand Harbor



## Incline Village to Sand Harbor, con't

INTRODUCTION
PROJECT OVERVIEW
SOUTH DEMONSTRATION
FEASIBILITY STUDY
PUBLIC COMMENT
WRAP UP

- **Two alignments under consideration**
  - East side only
  - East side to Tunnel Creek then west side to Sand Harbor
- **Environmental analysis starting in February**




## Central Corridor

### Sand Harbor to Round Hill Pines Beach

INTRODUCTION
PROJECT OVERVIEW
SOUTH DEMONSTRATION
FEASIBILITY STUDY
PUBLIC COMMENT
WRAP UP

- **Six Segments**
- **Three or four alignments in each segment**
  - Close to the lake
  - Close to the highway
  - Between highway and lake
  - Hybrid - combination of two alignments





## Washoe County

- Segment A
  - Hybrid alignment scored the highest
  - Thunderbird Lodge

*Lake Tahoe*

## Carson City

- Segments B & C
  - Highway alignments scored highest
- Concerns
  - Private property at Secret Harbor

*Lake Tahoe*

## Carson City

- Concerns
  - Access to beaches
  - Parking on SR 28

*Lake Tahoe*

## Douglas County

- Segments C through F
  - Middle alignments scored highest
- Concerns
  - Access to schools
  - Parking
    - Bikeway provides alternative access
    - Parking/transit center at Spooner Lake

*Lake Tahoe*

## Douglas County

INTRODUCTION  
PROJECT PURPOSE  
COUNTY DEMONSTRATION  
FEASIBILITY STUDY  
PUBLIC COMMENT  
WRAP UP

- Concerns
  - Private property and residential neighborhoods
  - Cave Rock

## Douglas County

INTRODUCTION  
PROJECT PURPOSE  
COUNTY DEMONSTRATION  
FEASIBILITY STUDY  
PUBLIC COMMENT  
WRAP UP

- Concerns
  - Zephyr Cove Beach facilities

## Douglas County

INTRODUCTION  
PROJECT PURPOSE  
COUNTY DEMONSTRATION  
FEASIBILITY STUDY  
PUBLIC COMMENT  
WRAP UP

- Round Hill Pines Beach to Casino Core
  - South Demonstration Project
- Key Opportunities
  - Alternative access to Nevada Beach and Round Hill Pines Beach
  - Existing coverage
  - Captures large user population
- Key Constraints
  - Private Property
  - Boulder Outcroppings
  - Cheatgrass
  - Steep Grades
  - Goshawk PAC

## Feasibility Study Results

INTRODUCTION  
PROJECT PURPOSE  
COUNTY DEMONSTRATION  
FEASIBILITY STUDY  
PUBLIC COMMENT  
WRAP UP

- Constraints dictate trail location
  - Osprey and goshawk north of Spooner Junction
  - Steep terrain east of SR 28 and U.S. 50
  - Gated community at Glenbrook
  - Cave Rock
  - Private property south of Cave Rock
- Most highly rated alignments generally close to the roadway

## Next Steps

INTRODUCTION

PROJECT OVERVIEW

TAHOE TRANSPORTATION DISTRICT

FEASIBILITY STUDY

PUBLIC COMMENT

WRAP UP

### Next Steps

- Revise feasibility study

### Future:

- Identify funding
- Develop detailed alignments
- Environmental analysis
- Permitting
- Construction
  - South to north to Spooner Junction
  - North to south from Sand Harbor



## Questions, Answers, & Comments

INTRODUCTION

PROJECT OVERVIEW

TAHOE TRANSPORTATION DISTRICT

FEASIBILITY STUDY

PUBLIC COMMENT

WRAP UP

- Written comments on the Feasibility Study

Alfred Knotts

Tahoe Transportation District

P.O. Box 499

Zephyr Cove, NV 89448

- Email:

[aknotts@tahoetransportation.org](mailto:aknotts@tahoetransportation.org)

- Website

[www.nvtahoebikeway.com](http://www.nvtahoebikeway.com)



# CARSON CITY, NEVADA

CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

Ms. Melissa Shaw  
Recreation Program Manager  
Tahoe Regional Planning Agency  
P.O. Box 5310  
Stateline, NV 89449

September 17, 2009

Re: Notice of Preparation of a joint TRPA EA and NEPA EA for the Nevada Stateline-to-Stateline Bikeway, South Demonstration Project in Stateline, Nevada.

Dear Ms. Shaw,

The Carson City Parks and Recreation Commission and the Carson City Board of Supervisors have reviewed the Notice of Preparation and would like to cautiously recommend Alignment B as the preferred route and proposed action. We state "cautiously" due to the understanding that the both alignments are conceptual and on-the-ground site surveys will help determine the actual route. In addition, we understand that the Environmental Assessment may include additional alignments as identified during the scoping process and there will be another comment period.

Along with the recommendation, the following comments and suggestions are submitted for your consideration.

- Alignment B would be a more enjoyable ride – away from the noise, fast traffic, and potentially dangerous drivers looking at scenic Lake Tahoe.
- Alignment B provides a direct route to the beaches. If Alignment A is constructed, bikes may continue use of the Lam Watah anyway.
- Alignment B would not require acquisition of property or easements.
- If Alignment B is selected and constructed, perhaps the Lam Watah can be relocated to take advantage of the topographic and natural features such as rock outcrops and stream zones for interpretive opportunities.

If you have any questions, please contact Ann Bollinger, Natural Resource Specialist, at (775) 887-2262 extension 30337 or [abollinger@ci.carson-city.nv.us](mailto:abollinger@ci.carson-city.nv.us).

Sincerely,

Roger Moellendorf  
Parks and Recreation Director

cc: Garrett Villanueva, USFS, Lake Tahoe Basin Management Unit  
Karen Mullen  
Bob Crowell, Carson City Mayor  
Lee Plemel, Planning Director