

**Proposed Action Description
for
Kingsbury Stinger Trail Reconstruction Project**

USDA Forest Service Pacific Southwest Region
Lake Tahoe Basin Management Unit
Douglas County, NV

LOCATION:

The project is located on the Lake Tahoe Basin Management Unit (LTBMU), in Douglas County, Nevada, in the southeast portion of the Lake Tahoe Basin. The Kingsbury Stinger Trail is located north of Highway 207, Kingsbury Grade.

BACKGROUND:

The LTBMU manages all authorized trails on National Forest System (NFS) lands or rights-of-way (ROW) within its jurisdiction. There are currently over 350 miles of these authorized trails managed by the LTBMU. There is a continuing challenge with unauthorized trails (normally user-created and non-sustainable). Management of the trail system requires an effective program of construction and maintenance of authorized trails, adoption and standardization of key unauthorized trails, and closure and mitigation of non-sustainable unauthorized trails.

The Kingsbury Stinger Trail (known locally as the “Stinger trail”) is an LTBMU managed and authorized recreational trail running 2.75 miles from Genoa Peak road (14N32) to Terrace View Drive (see **Attachments B, C**). This trail has a designed use of motorized, 50” or less, and is managed for ATV, motorcycle and mountain bike use. The trail is considered highly used by those use types as well as local area hikers/pedestrians, and provides an important connection and loop option, particularly for motorized users.

The lower connection point of the trail crosses private land for a distance of approximately 280 feet. This segment is documented on the LTBMU Motor Vehicle Use Map (MVUM), which is the official published document of record for Travel Management. This segment crossing private land is shown as authorized on the MVUM, though there is no legal public access easement on record. Trail users have generally stopped using this segment due to “No Trespassing” signage installed by the landowner, and have informally adopted adjacent road segments located on LTBMU managed lands in order to reach a legal public access point nearby. These existing road segments are authorized by the LTBMU, and managed as Level 1, closed roads.

A portion of the trail is located within the Lincoln Inventoried Roadless Area (IRA), in an area where road construction or reconstruction is allowed (LTBMU IRA Map, September 15, 2000). Projects within an IRA are subject to specific regulation and policy direction. This project does not propose construction or significant modification to the existing road

and trail system that would be inconsistent with the IRA designation, or that would trigger a Regional or higher level review.

EXISTING CONDITION:

While the Kingsbury Stinger Trail is a managed trail, it no longer meets US Forest Service (USFS) National Quality Standards for safety and sustainability, and fails to meet the Trail Management Objectives (TMO's) for the designed and managed uses. Fundamental design flaws currently exist on this trail specifically related to excessive grades and lack of effective drainage, and which are beyond the scope of repair through a program of regular and routine maintenance.

DESIRED CONDITION:

The desired condition for the project area is to remedy the existing condition of a managed trail that does not meet USFS Trail Management standards, and crosses private land with no easement. Additionally, the desired condition for the project area is to provide a sustainable recreation opportunity for the designed and managed uses of the trail, and to provide adequate signage for the trail and overall area.

PURPOSE AND NEED:

There is a need to address trail trespass onto private land where no easement exists by:

- Formally adopting road and trail segments that connect to a legal public access point.

There is a need to protect the environment of the Lake Tahoe Basin through sustainable management of area recreational trails by:

- Rerouting excessively steep trail segments.
- Installing trail BMP's.
- Upgrading the overall trail to current USFS site specific trail management standards.

There is a need to address potential trail use conflict by:

- Improving sightlines along the full length of the trail.
- Reducing excessive grades.
- Installing speed control features.
- Relocating the trail crossing point of the Tahoe Rim Trail (TRT) to prevent motorized trespass.

PROPOSED ACTION:

The following actions are proposed to meet the purpose and need and achieve the desired condition.

1. Trail trespass onto private lands would be addressed by upgrading existing Level 1 (closed) roads to Level 2. Appropriate BMP's would be installed and these sections would be improved to meet USFS Level 2 road standards. Specific segments and actions include:
 - 13N82A.3 (R2) – reconstruct to meet standards; narrow and install drainage features
 - 13N82A (R2) – reconstruct to meet standards; narrow, install drainage features and potentially reroute 150' of the section to better align the crossing of a small dry wash

- 13N82.1(D3, N3) – reroute to eliminate excessive grades, decommission and restore existing segment
2. Potential use conflict and protection of the environment would be addressed by trail reroute, upgrade and installation of BMP’s along the entire length of the trail. Specific actions include:
 - Reroute the trail to higher capability land to protect resources, meet use needs, and establish a trail that can be efficiently maintained. Rerouted portions of the trail would be decommissioned and restored to natural conditions after the re-route is completed.
 - Eliminating excessive grades not meeting standard such that the new segments meet Trail Management Objectives for target grade and short pitch maximum grade.
 - Improving sightlines through trail design to address potential use conflict.
 - Upgrade and install BMP’s to improve the trail to meet the TMO and principles and direction found in FSH 209.18 “Trails Management Handbook”, and EM 7720-103 “Standard Specifications for Construction and Maintenance of Trails”.
 - Where needed, use trail design and/or install choke points to reduce trail user potential speeds (e.g. prior to turns, prior to grade changes in constricted areas, in straight sections).
 3. Improve the Kingsbury Stinger trail junction with the Tahoe Rim Trail to prevent motorized trespass by:
 - Relocating the junction point approximately 400’ west, where sightlines are improved on both trails, and natural choke points and barriers can be used to discourage motorized incursion onto the Tahoe Rim Trail.
 4. Update the LTBMU MVUM to document the proposed actions and serve as the legal record for Travel Management.

Mileages for Proposed Actions

Action	Miles within IRA	Miles outside IRA	Total Miles
Decommission and Restore Existing Trail	1	1.5	2.5
New Trail Construction	1.5	2	3.5
Upgrade Level 1 Road to Level 2	.3	.7	1

Description of proposals shown in Attachment B, Attachment C:

Adopt/Upgrade – this action would formally adopt an existing user-created trail as a National Forest System Trail (NFST), upgrades would be implemented to bring the trail to Trail Management Standards.

Decommission – this action is a component of rerouting existing NFSTs, and would involve decompaction of trail surface to 8” depth, incorporating native duff and slash into disturbed soils, blocking and camouflage using native materials to discourage use and improve infiltration.

New construction – this action is a component of rerouting existing NFSTs, and would involve constructing new trail segments that meet Trail Management Standards.

Reconstruct – this action would implement corrective maintenance on existing National Forest System Trails and Roads to bring those features up to management standard.

Detail of Proposed Action

Segment Id	Existing Condition	Proposed Action	Miles
D1	Existing 50” wide motorized trail; does not meet standard for target grade, drainage frequency, clearing limits	Decommission and reroute as described in N1	2
N1	Not Applicable	New construction (reroute) of 50” wide motorized trail meeting standard	3
R1	Existing 50” wide motorized trail; does not meet standard for drainage frequency, clearing limits	Reconstruct to meet standard	.25
D2	Existing 50” wide motorized trail; does not meet standard for drainage frequency, clearing limits	Decommission and reroute as described in N2, R2	.3
N2	Not applicable	New construction (reroute) of 50” wide motorized trail meeting standard; connects R1 with R2	.1
R2	Existing level 1 road; 14’ wide, does not meet standard for drainage frequency	Upgrade to level 2, reconstruct existing drainage features and add drainage to meet standard	.6
D3	Existing 50” wide motorized trail; does not meet standard for target grade, drainage frequency, clearing limits	Decommission and reroute as N2, N3	.25
N3	Not applicable	New construction (reroute) of 50” wide motorized trail meeting standard	.5
R3	Existing 50” wide motorized trail; does not meet standard for drainage frequency, clearing limits	Reconstruct to meet standard	.07
A1	Existing user-created trail, 24” tread; does not meet standard for drainage frequency, clearing limits	Adopt as NFST, reconstruct to meet standard for 24” wide bicycle trail with allowed use hiker/pedestrian and equestrian	.76

ANTICIPATED LEVEL OF NEPA:

At this time, the Analysis is expected to be documented in a Categorical Exclusion. Scoping will be used to make the final determination of NEPA analysis. The proposed action fits under the following categories:

- 36 CFR 220.6 (d)(4), “Repair and maintenance of roads, trails, and landline boundaries.”
- 36 CFR 220.6 (e)(1), “Construction and reconstruction of trails.”

The project fits within these categories because it only involves road maintenance and reconstruction of trails activities.

DECISION TO BE MADE:

The LTBMU Forest Supervisor would decide:

1. If there are any extraordinary circumstances which would preclude the use of a categorical exclusion.
2. Whether or not to implement the project activities as described in the Proposed Action.

IMPLEMENTATION DATE:

Implementation of this project is proposed for Summer 2015.

HOW TO COMMENT AND TIMEFRAME:

Comments would be most helpful if received by **March 20th, 2015**. Provide comments by mail, fax, email, or in-person to the responsible official, Jeff Marsolais, Forest Supervisor, c/o Kingsbury Stinger Trail Reconstruction Project at the contact information below. Acceptable formats for electronic submissions include email message, plain text (.txt), rich text format (.rtf), Word (.doc or .docx) or portable document file (.pdf). Submit hand-delivered comments during business hours Office Business Hours from 8:00 a.m. to 4:30 p.m. Monday through Friday, excluding holidays.

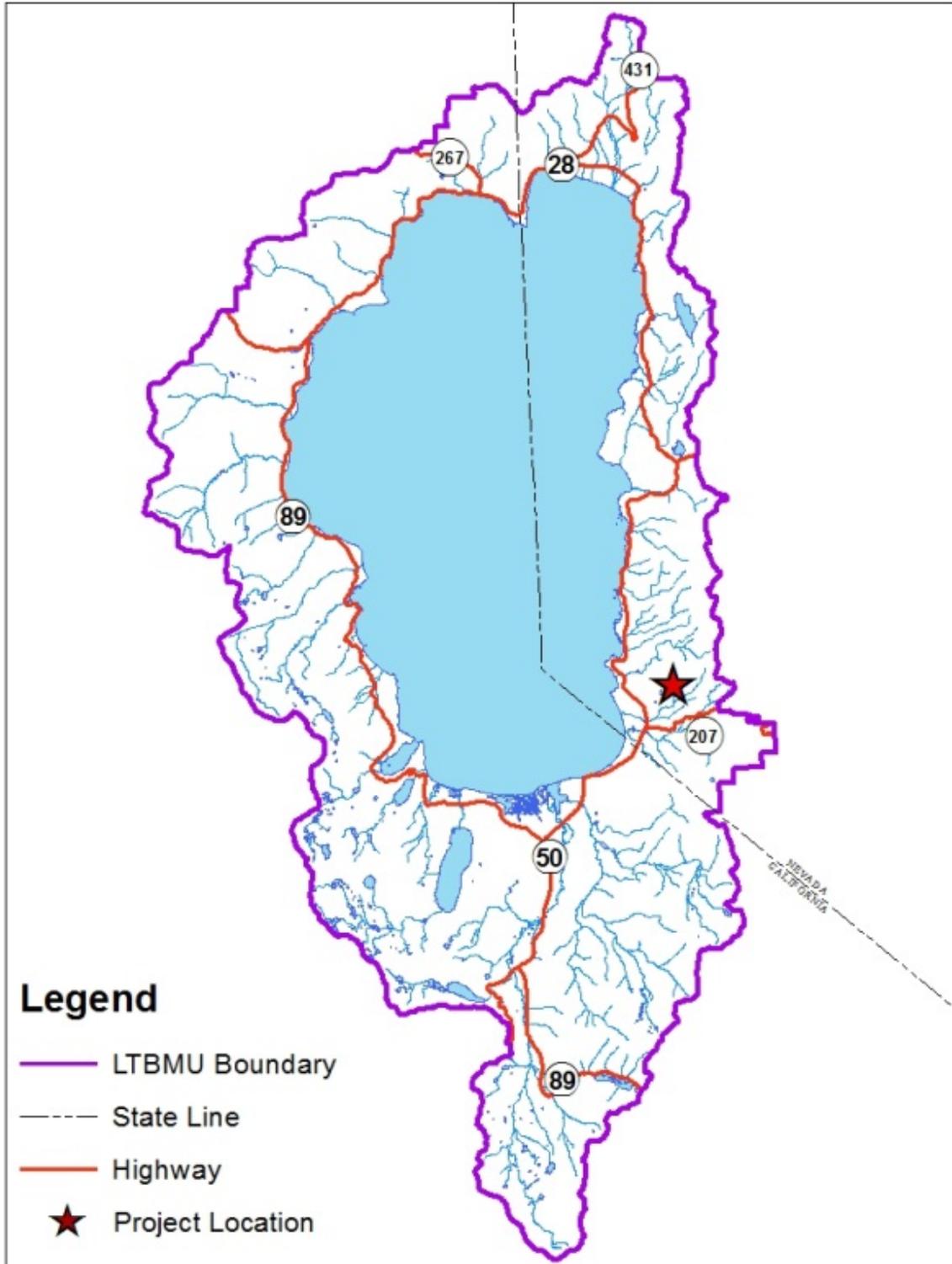
CONTACT PERSON:

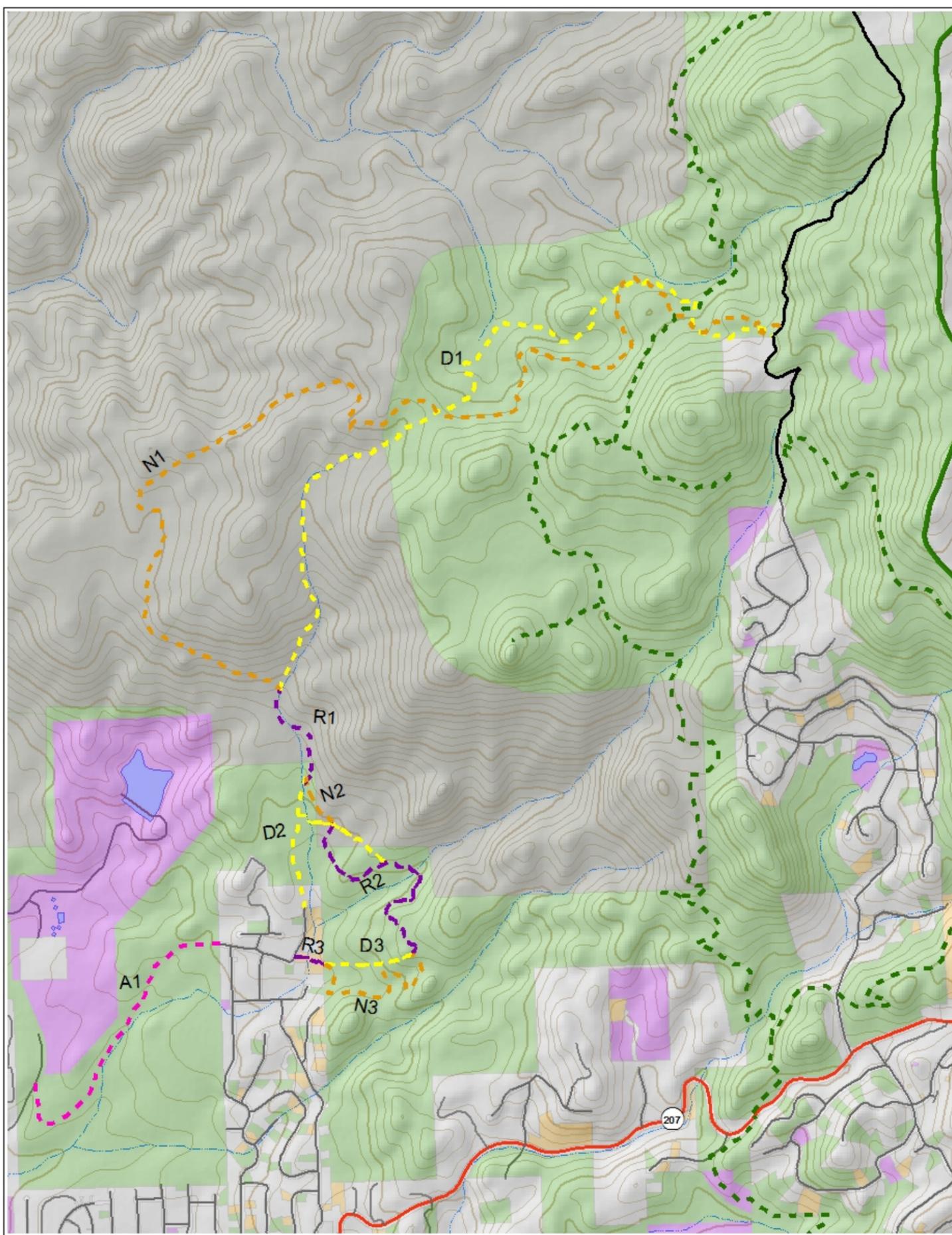
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Attachments:

- A – Project Area Map
- B – Proposed Action Map
- C – Proposed Action Map – Road Detail

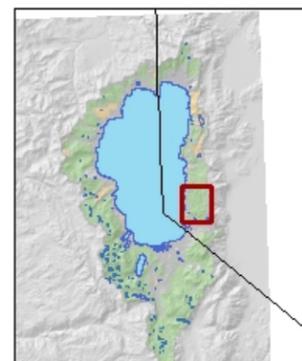
Attachment A – Project Area Map



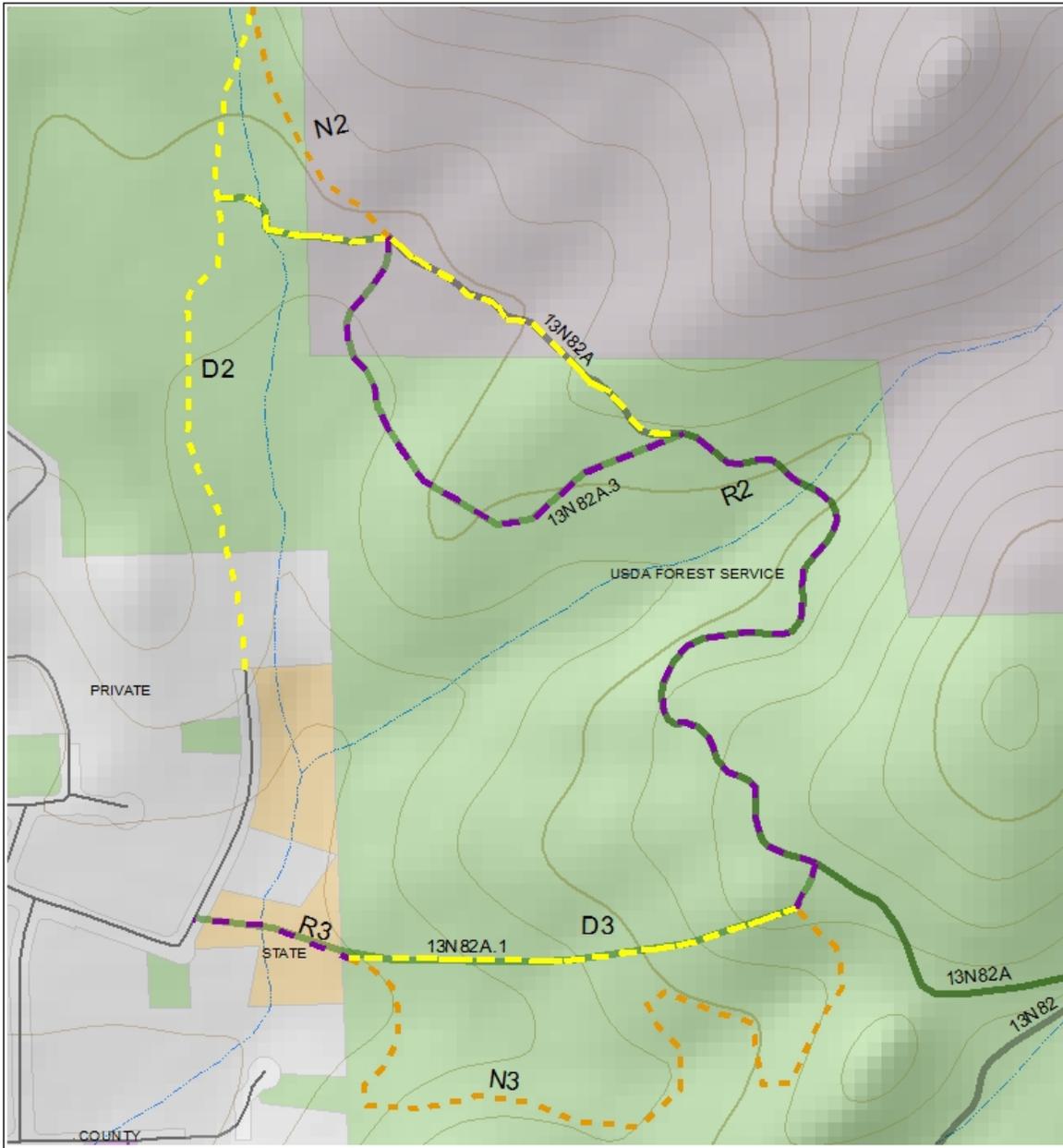


Kingsbury Stinger Trail Reconstruction and BMP Upgrades Project

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|------------------------|------------------|----------------------------|
| Basic Ownership | PROPOSAL | Tahoe Rim Trail |
| COUNTY | adopt/upgrade | Inventoried Roadless Areas |
| PRIVATE | decommission | Genoa Peak Rd |
| STATE | new construction | |
| USDA FOREST SERVICE | reconstruct | |



Attachment C – Proposed Action Map – Road Detail



**Kingsbury Stinger Trail
Reconstruction and BMP Upgrades Project**

