Decision Notice and Finding of No Significant Impact

Nevada Stateline-to-Stateline Bikeway, South Demonstration Project

Lake Tahoe Basin Management Unit
Douglas County, Nevada

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South Demonstration Project

U.S. Forest Service
Lake Tahoe Basin Management Unit
Douglas County, Nevada

BACKGROUND

Douglas County, Nevada has proposed 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 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.

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 small part 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 create a shared-use path and to showcase the potential for creating a 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. While 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.

The USFS and TRPA directed the preparation of a joint 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 Draft EA, published January 13, 2011 analyzed three alternatives for the South Demonstration Project, identified as Alternative A (Proposed Action), Alternative B, and Alternative C (No Project/No Action Alternative). After receipt of public comments, preparation of responses to comments, and minor edits to the EA, the Final EA was published in March 2011.

DECISION AND RATIONALE

It is my decision to select Alternative B of the South Demonstration Project, as described in detail in Chapter 2, "Alternatives," of the Final Joint Environmental Assessment (EA) ,as shown in blue on Exhibits 2-2 through 2-5 of the EA (see Attachment A), and as summarized in this Decision Notice (see "Alternatives Considered" discussion, below). My decision to authorize construction only applies to NFS lands as analyzed within the EA (Segments 2 and 3 of Alternative B). An LTBMU special use permit (SUP) will be issued for the approximately 2.2 miles of the Alternative B alignment for the shared-use path that will be located on NFS lands. Segment 1 of the shared-use path is not located on NFS land; rather, it would be constructed on private parcels owned by Edgewood Companies, or within existing public rights-of-way belonging to Douglas County, Oliver Park GID, or NDOT. However, Segments 2 and 3 of Alternative B are located on NFS lands:

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) – approximately 5,450 linear feet (Exhibit 2-4 of the EA, see Attachment A). The affected parcels include APNs 1318-22-002-017 and 1318-22-001-009.

Segment 3 - South side of Elks Point Road (Elks Point Bike Path) to Round Hill Pines Beach – approximately 6,100 linear feet (Exhibit 2-5 of the EA, see Attachment A). Two alignments were considered for this segment of trail. The affected parcels include APNs 1318-22-001-001, 1318-22-001-002, and 1318-15-401-001.

The lower elevation alignment is selected along with Alternative B: From the north side of Elks Point Road, the shared-use path will follow a lower alignment that contours around the west side of Round Mound. The lower alignment will be located within approximately 128 feet of the closest residential structure on the west side of Elks Avenue within the Elks Point Neighborhood, a gated private community.

This lower elevation alignment is selected because it has less trail exceeding 5% grade (AASHTO standard), it traverses less boulders, has approximately 450 feet less of steeper side slopes,

would require about 100 feet less wall, and would be less costly to construct than the upper elevation trail alignment (see Table 2-2 of the EA).

My decision is based on the analysis and determinations presented in the EA as well as the supporting documentation contained in the Project Record. The EA fulfills the requirements of the National Environmental Policy Act (NEPA) at the site-specific level. Alternative B is consistent with the LTBMU's 1988 Forest Plan (as amended).

The key considerations I used in making my decision include:

This alternative meets the purpose and need (EA, Section 1.4), project goals and objectives (EA, Section 1.5), incorporates Project Design Features (See Attachment B), and I believe this project will provide the greatest long term benefit to the community. The project design features will apply to Alternative B (including those segments located on NFS land), except where noted. Many of the design features incorporate context sensitive design elements, monitoring effectiveness, and adaptive management elements to address unanticipated adverse resource effects or effects to sensitive sites.

Throughout public scoping and during the formal comment period, I heard support for this project from the public, key stakeholders, and local partners. Additionally, I heard support expressed for both alternatives. I considered several additional factors which led to my selection of Alternative B.

I recognize that the Stateline-to-Stateline Bikeway Working Group, with representatives from Douglas County, TRPA, Tahoe Transportation District, Nevada Department of Transportation, the Washoe Tribe of Nevada and California, Washoe County, Carson City, the Incline Village General Improvement District, the Nevada Division of State Parks, the Nevada Division of State Lands, and the Federal Highway Administration, has given its support of Alternative B because the alignment is farther from U.S. 50 (the noise and traffic); it would be more scenic through Rabe Meadow; and it would connect users to the Lam Watah trail. In addition, alternative A may be constrained to an approximate 8' total width within the Nevada Department of Transportation right-of-way due to private property constraints, creating a bottle neck effect upon the trail.

I have considered the effects to the Lam Watah trail from both alternatives. I understand that there is concern about use conflicts on that trail. I have tried to minimize the impacts to that trail by providing information to set user expectations, focus bicycle traffic onto the paved bike path and away from the aggregate surfaced Lam Watah trail, and by monitoring the use to determine if additional measures are necessary.

I also recognize the potential impacts to the recreation area at Nevada Beach. In consideration of the increased use of the trail leading to the Nevada Beach Campground (and disturbance of campers), I have incorporated monitoring and adaptive management of that trail. Results of monitoring could lead to additional restrictions on bicycle use of that trail.

The linear nature of the trail requires that it cross riparian areas to connect destinations. Design features have been developed to cross the riparian areas and maintain natural hydrologic function and meadow ecosystem integrity. In addition, Alternative B minimizes riparian zone disturbance over A.. Alternative B would share a portion of the Lam Watah trail and Alternative A would create a new and separate trail while keeping the existing Lam Watah trail.

Alternative B would also has less risk of noxious weeds infestation and mitigation needs which would reduce the risk of spread over alternative A.

The South Demonstration Project is an important component of the overall project which I support. This project is beneficial to the community for economic vitality, alternative transportation, and quality of life. This Project will provide a separated, shared-use path that links recreation areas, community centers, transportation facilities, and neighborhoods from the California/Nevada border at Lake Parkway West in Stateline, Nevada to Round Hill Pines Beach in Round Hill, Nevada. Existing bikeways in the Tahoe Basin are extremely popular and public surveys show that expansion of the bikeway system around the entire Lake is desired (TRPA/Tahoe Metropolitan Planning Organization 2010). The proposed South Demonstration Project of the Nevada Stateline-to-Stateline Bikeway will provide a spectacular recreation opportunity to link the Stateline community and its casino core to public beaches and coves along the east shore to Round Hill Pines Beach. These popular recreation areas are generally accessed by automobile only. Providing bicycle links to recreation areas and the casino core will be an important step toward reducing vehicle impacts, improving the multi-modal options available to residents and visitors, and providing a highly desirable recreation experience in the shared-use path itself. For these reasons, the South Demonstration Project provides high value as an independent facility, but is also a critical first step to completing the planned Nevada Stateline-to-Stateline Bikeway.

While this project is part of the larger Nevada Stateline-to-Stateline Bikeway project, my decision only authorizes permitting and construction on the South Demonstration Project. Additional projects identified through the Nevada Stateline-to-Stateline Bikeway project will need site-specific NEPA analysis prior to their implementation. This decision is a stand-alone decision which is independent of any other proposed bikeway segments.

ALTERNATIVES CONSIDERED

The following is a summary of the three alternatives considered in detail for the South Demonstration Project, identified as Alternative A (Proposed Action), Alternative B, and Alternative C (No Project/No Action Alternative). For a complete description of alternatives, see the EA, Chapter 2, "Alternatives," Section 2.2, "Alternatives Considered in Detail." Five other alternatives were considered, but not in detail. A description of these alternatives and the reasons for not considering them in detail can be found in the EA, Section 2.5, "Alternatives Considered But Not Studied In Detail."

Action Alternatives: Alternatives A and B

Under both action alternatives (A and B), the project would be constructed in three phases. Each phase would consist of one segment of the shared-use path, approximately 1 mile in length. The primary difference between the alternatives is in segment 2, through Rabe Meadow. Alternative A is generally located adjacent to Highway 50 while Alternative B would be located within the meadow and share a portion of the Lam Watah trail. These segments and the affected parcels include:

Segment 1: The California/Nevada state line on Lake Parkway to the north side of Kahle Drive – approximately 5,350 linear feet (Exhibit 2-3 of the EA). This segment includes an option to narrow the width of Lake Parkway

west of U.S. 50 by 7 feet. The affected parcels include Assessor Parcel Numbers (APN) 1318-27-001-001 and 1318-27-001-004. (Note: Segment 1 is not located on NFS lands. Therefore, it will not be addressed in this USFS decision. It is included in this summary to provide a complete description of the South Demonstration Project.)

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) – approximately 5,450 linear feet (Exhibit 2-4 of the EA). The affected parcels include APNs 1318-22-002-017 and 1318-22-001-009.

Segment 3: South side of Elks Point Road (Elks Point Bike Path) to Round Hill Pines Beach – approximately 6,100 linear feet. This segment includes upper and lower optional alignments around the west side of Round Mound (Exhibit 2-5 of the EA). The affected parcels include APNs 1318-22-001-001, 1318-22-001-002, and 1318-15-401-001. (Note: The lower alignment is selected along with Alternative B. The upper alignment is not being chosen because it has issues related to rock outcrops, greater area of exceeding the 5% grade, and greater costs to construct with no measurable environmental benefits.)

Segments 1 and 3, including the optional alignments that were considered, 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 difference between Alternatives A and B is the alignment of the shared-use path in Segment 2 through Rabe Meadow, between Kahle Drive and Elks Point Road. The Alternative A and B alignment options in Segment 2 under consideration in the EA are those that would best meet the purpose and need and project goals and objectives (see Sections 1.4 and 1.5 in Chapter 1, "Introduction," of the EA). Generally, the location of these alignments in Segment 2 was intended to minimize effects to cultural and biological resources, stream environment zone (SEZ) areas, and tree removal effects, maximize use of existing disturbed areas, and enhance user experience.

Exhibits 2-3, 2-4, and 2-5 of the EA show the location of major elements of Alternatives A and B and proposed contractor staging areas. (Note: a complete set of 30% preliminary engineering plans for both alignments are available in the Project Record, L-10). Exhibit 2-6 of the EA shows in detail the proposed parking lot expansion and enhancement features. Exhibits 2-7, 2-8, and 2-9 of the EA show path cross-sections and typical details for the various cross slopes, and the boardwalk and bridge crossings discussed below. See Attachment A for copies of EA Exhibits 2-1 through 2-9.

Design Standards

The shared-use path designed for Alternatives A and B would be consistent with ADA standards having a firm and stable surface with resting intervals (landings) between changes in grade over 5%. The majority of both shared-use path alternatives would also meet AASHTO standards by having a 10-foot-wide paved path with graded/cleared 2-foot-wide shoulders on either side. (The specific sections of Alternative A and B that deviate from this standard are discussed below in more detail.) The shoulders would have a maximum slope of 1:6 unless lateral obstructions, such as trees, poles, and fences require that narrower shoulders be constructed in

order to minimize effects (e.g., tree removal). The path would primarily be an asphalt surface, except in specific areas where other materials are necessary, such as on bridges and boardwalks (see detail below).

The final design would require some variances from the AASHTO standards at isolated locations. For example, a small section of Alternative A would include a substandard shared-use path width, grades would exceed the recommended 5% criterion for short distances at locations on and around Round Mound (Exhibits 2-4 and 2-5 of the EA), and shared-use path curves at isolated locations would not meet the recommended standards for minimum design radius for curvature for the purpose of avoiding the removal of trees with a diameter at breast height (dbh) of 24 inches or greater.

Access/Parking and Connectivity

Formal access to the shared-use path would be provided from the casino core, with primary access off Lake Parkway, near the corner of U.S. 50 and Lake Parkway, and the corner of Kahle Drive and U.S. 50. Access to the shared-use path from the casino core would be from one of the existing parking facilities available in that area. The existing parking area at the northwest corner of the Kahle Drive/U.S. 50 intersection on NFS lands would also be expanded to accommodate additional use of the Rabe Meadow area associated with the shared-use path. The existing parking area includes a paved surface with a one-way travel lane and nine parking spaces (includes one handicapped space). An informational kiosk is located next to the parking spaces. This parking lot would be expanded to approximately 12,000 square feet (Exhibit 2-6 of the EA), with 14 additional parking spaces (includes one additional handicapped space). An additional kiosk, two picnic tables, bicycle racks, a bear-proof garbage can, and an up to six-stall restroom building with connections to the Douglas County Sewer Improvement District (DCSID) sanitary sewer lines and Kingsbury General Improvement District (KGID) water lines in Kahle Drive would also be added to the parking lot. Parking for Alternatives A and B would also be available at the Douglas County Transit Center parking structure and at the Kahle Community Center and Park on the east side of U.S. 50.

The southern terminus of the shared-use path would serve as an access point for the casino core. Access to the California Tahoe Conservancy's proposed South Tahoe Greenway shared-use path at Van Sickle CA/NV Bi-State Park on the east side of Lake Parkway at Heavenly Village Way in the near term would be provided by traveling on existing wide shoulders on Lake Parkway/Pine Boulevard and use of the existing signalized crossing at Park Avenue and U.S. 50. The South Tahoe Greenway shared-use path is a proposal to connect Van Sickle CA/NV Bi-State Park with the Sierra Tract residential area west of Al Tahoe Boulevard and continuing to Meyers, California.

At approximately the center point of the alignment, the proposed shared-use path would merge with and use a portion of the existing Elks Point Bike Path in Segment 2. The Elks Point Bike Path is an approximately 0.5 mile path that parallels Elks Point Road from Dorla Court to Nevada Beach. The Elks Point Bike Path is an extension of the Round Hill Bike Path, which extends from the end of Pine Ridge Drive in the Kingsbury Meadows neighborhood on the east side of U.S. 50 (east of Kahle Park) to Elks Point Road east of U.S. 50. Path users wishing to continue onto the Elks Point Bike Path from the Round Hill Bike Path must cross U.S. 50 using existing bicycle lanes or crosswalks.

There are four other future projects that would improve connectivity in the immediate area that include: bicycle lanes and sidewalks on the east side of Lake Parkway; bicycle lanes on U.S. 50 through the casino core; the

Kingsbury Connector that would connect the South Tahoe Greenway shared-use path with Market Street off of State Route (SR) 207 with bicycle route connections to the Round Hill Bike Path; and the Round Hill Bike Path Connector that would connect Kahle Park to the Round Hill Bike Path. These and other potential future bicycle system improvements that would enhance connectivity in the casino core area are mapped and discussed in TRPA's 2010 Lake Tahoe Bicycle and Pedestrian Plan approved by the TRPA Governing Board at its August 25, 2010 meeting. Use of Pine Boulevard, extending south from the Lake Parkway/Stateline Avenue intersection and an approximately 1,000-foot-long section of U.S. 50 would connect the South Demonstration Project to the existing connector trail along the north side of U.S. 50 that heads west in front of the Tahoe Meadows into South Lake Tahoe.

Although no other formal, intermediate access paths are proposed as part of this project, it is recognized that residents of the surrounding neighborhoods (e.g., Kingsbury Grade area and Elks Point neighborhoods) and visitors to nearby recreation areas (e.g., Nevada Beach and Round Hill Pines Beach) could also gain access to the bike path using existing roads or informal paths. In addition, the existing informal access to Nevada Beach would be modified as part of this project to provide signage and more formal access to the beach. Future projects in relation to the broader Nevada Stateline-to-Stateline Bikeway may create additional connections and extend the shared-use path further north; however, these components would be part of separate projects and would be subject to their own independent environmental review and permitting. For the purpose of the EA, future Nevada Stateline-to-Stateline Bikeway elements are considered in the cumulative context in the resource sections of Chapter 3.

Signage

Signage would also be developed and installed at trailheads, connection points, and in other areas where necessary to alert users of possible obstacles or changes in the shared-use path. Other informational and interpretive/educational/way finding signs may also be installed along the shared-use path to provide background information regarding points of interest, such as those related to biological or cultural significance. A detailed signage plan would be prepared as part of the final design consistent with the FHWA's MUTCD. For the purpose of the EA, the analysis of signage would be limited to that which is necessary for path safety based on engineering judgment and associated standards. All proposed signage would be subject to LTBMU and TRPA rules and regulations.

Lighting

For both Alternatives A and B in Segment 1, six existing streetlights along U.S. 50 would be set back from the edge of curb approximately 21 feet and would be located on the west side of the proposed shared-use path. These lights would be placed at 40-foot intervals. The proposed lighting would use LED bulbs and their design would be modeled after more modern light fixtures providing for a more aesthetically pleasing light fixture. A final lighting plan (detailing proposed height, style, and type) would be developed in consultation with and subject to TRPA and NDOT lighting design standards. Aside from exterior lighting for the proposed restroom structure in the expanded parking lot near the northwest corner of U.S. 50 and Kahle Drive, no other new lighting would be added along the length of the shared-use path.

Utilities

Utility modifications would be required in Segments 1 and 2 under both action alternatives (Alternatives A and B). No utility modifications would be required in Segment 3.

In Segment 1, a traffic signal control box would need to be relocated near the corner of Lake Parkway and U.S. 50, in addition to the relocation of the six existing streetlights along U.S. 50 noted above. The option to reduce the width of Lake Parkway by 7 feet would create additional utility modification obligations. For example, the reduced width would require access modifications to existing utility lines (e.g., relocated storm drain inlets and natural gas line access points) located on Lake Parkway.

In Segment 2, with both action alternatives (Alternatives A and B), the proposed restroom facility at Kahle Drive would require connections to existing DCSID and KGID sanitary sewer and water lines in Kahle Drive as described above.

Construction Schedule and Activities

Construction of the South Demonstration Project is expected to occur in three distinct phases (or segments), beginning as early as summer 2011. Construction of the three phases could, however, occur simultaneously if adequate funding were available. If construction funding becomes available, and the required permitting, final design, and construction bid documents can be completed in a timely manner, then project construction could be completed by the end of the 2011 construction season. Because of the potential timing of funding, it is more likely that construction of some portions of the project would extend into the 2012 and possibly the 2013 construction seasons.

Construction activities would include demolition of small areas of existing fence, pavement, curb, gutter, and sidewalk, tree removal, clearing and grubbing, grading, retaining wall construction, placement of aggregate base, asphalt concrete, and culverts, and construction of bridges, a boardwalk, a restroom (including utility connections), benches, picnic tables, and signage. Construction would occur 8 hours per day, 5 days per week within the range of hours permitted by TRPA, with approximately 20 workers on-site for each phase or segment.

Construction equipment that would be used during one or more of the construction phases would include, but not be limited to, the following: Haul trucks, backhoes or small excavators, front loaders, small grader, roller compactor, whacker, concrete truck, pumper truck, small crane, pavement grinder, and a large crane.

Low ground pressure equipment would be used for construction at locations between Kahle Drive and Elks Point Road. A maximum of 10 one-way haul truck trips per day is expected in addition to commute trips for construction workers. The maximum acreage that would be disturbed would be less than 10 acres in total, with a maximum of 0.5 acre disturbed per day.

Long-term Operation and Maintenance

Long-term operation and maintenance of the shared-use path would be the responsibility of Douglas County. For the section of the shared-use path that would cross the Edgewood Tahoe Golf Course property, Edgewood Companies has expressed an interest in negotiating the terms and responsibilities of the long-term maintenance plans particularly as it relates to landscaping along Lake Parkway and U.S. 50. The terms of the long-term maintenance agreement with the LTBMU for use of NFS lands would be articulated in the LTBMU SUP.

Generally, the County would be responsible for the following ongoing operation and maintenance tasks:

- monitor security/safety of the path through routine inspections;
- coordinate with other agencies, such as LTBMU and Douglas County Sheriff's Department, to provide regular law enforcement presence along the path;
- provide spokespersons to interact with the public;
- manage contracts and provide oversight for maintenance and improvements, such as
  - sign replacement/repair;
  - pavement marking replacement;
  - vegetation clearing to maintain clearance and visibility;
  - restroom maintenance;
  - pavement sweeping;
  - crack seal and sealing;
  - trash and illegal dumping disposal;
  - fallen trees removal; and
  - graffiti removal.

Vehicles used for maintenance would typically be light trucks with occasional use of heavy dump trucks and tractors as well as emergency vehicles in the event of an emergency. The shared-use path would be designed to accommodate the loads expected with these vehicle types.

The proposed shared-use path would be maintained for non-winter use at all times, and for winter use as Douglas County's maintenance priorities and funding allow. The portion of Segment 1 that extends along U.S. 50 between Lake Parkway and 4-H Camp Road would be cleared of snow consistent with current practices along this stretch, where snow is removed following snow events. Snow is cleared to the west side of the path using a diesel-powered Bobcat. As funding and priorities permit, Douglas County would clear snow along the remainder of the shared-use path in a similar manner.

No Action Alternative: Alternative C

The No Action Alternative provides a baseline for comparing the effects of the action alternatives. Under Alternative C, the shared-use path as proposed under Alternatives A and B would not be constructed. Under the no project alternative, no bridges, parking areas, or restrooms would be constructed or expanded within the project area. The existing Lam Watah Trail would remain as it is today. Current management plans would continue to guide management of the project area.

PUBLIC INVOLVEMENT

Scoping

Council on Environmental Quality (CEQ) regulations require scoping for all USFS proposed actions (§220.6) (36 CFR 220.4(e)(1)). TRPA requires scoping only for EIS preparation, but completed scoping for the South Demonstration Project as an opportunity to receive early input from interested stakeholders. The public scoping (request for comments) period began on August 21, 2009, and ended on September 21, 2009 (Project Record C-1). Public scoping included a public meeting (with approximately 20 attendees) held from 6:00 to 8:00 p.m. on September 10, 2009 at TRPA's offices in Stateline, Nevada. Scoping notices were mailed to interested parties requesting comments and issues for consideration in the South Demonstration Project joint EA be submitted by September 21, 2009. Parties contacted in the scoping process included outdoor retailers on the southeast shore of Lake Tahoe, property owners within 300 feet of the proposed bicycle path alternatives, individuals requesting to be included on the distribution list for all things project related, and an extensive list of government, public, and community organizations.

Additionally, public notices were placed in both the Tahoe Daily Tribune and the Nevada Appeal on August 21, 2009 and September 4, 2009, respectively. Copies of these notices are available in the project record on file at the LTBMU's offices at 35 College Drive in South Lake Tahoe, California.

Information on the Nevada Stateline-to-Stateline Bikeway could also be obtained at http://www.nvtahoebike way.com. This website was a key public outreach tool for the Nevada Stateline-to-Stateline Bikeway Project, providing information on public involvement, schedule of meetings and presentations, availability of documents, and answers to frequently asked questions.

Most comments received during scoping were supportive or seeking clarification of the project proposal. One comment was received from a nearby homeowner who had concerns about the potential for increased illegal activity and parking. A scoping summary report was prepared for the initial scoping process (Project Record E-1), which summarizes comments received during the public scoping process and includes responses to those comments. The report identifies issues associated with the alternatives and was used by the LTBMU and TRPA to determine areas in the EA where additional assessment, information, or clarification were necessary.

Alternative Development

Throughout the planning process, the LTBMU, Tahoe Transportation District, Douglas County, other agencies and stakeholders have worked closely to develop alternatives and plans that best meet the public and environmental needs. Agency staff and leaders have been involved throughout to address concerns as they arose. Partnership and collaboration have enabled this project to move forward efficiently and effectively and the final plan has become more robust as a result of this planning process. In addition to effective planning, partnerships have resulted in numerous potential funding sources for planning and implementation.

Draft EA Public Comment Period

The legal notice for the 30 day comment period was published on January 12, 2011 in the Tahoe Daily Tribune and the Notice of Availability (NOA) notifying interested parties of the opportunity to comment was mailed to scoping respondents, agencies, and interested public (Project Record Documents A5 through A7). The Draft EA was 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 was available 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 were held to solicit comments on the Draft EA: the Douglas County Board of County Commissioners meeting on Thursday January 20, 2011, the Tahoe Transportation District Board meeting on January 21, 2011, and the TRPA Public Hearings Officer on February 3, 2011.

I have read all of the 16 written comment letters that were received on the Draft EA. I am also familiar with comments received during scoping. These letters are included in the Project Record (Project Record Documents G1-D16). The LTBMU and TRPA responses to those comments are found in Attachment C. After receipt of public comments, preparation of responses to comments, and minor edits to the EA, the Final EA was published in March 2011.

FINDING OF NO SIGNIFICANT IMPACT

After reviewing the EA, I have determined that implementation of Alternative B of the South Demonstration Project will not, individually or cumulatively, significantly affect the quality of the human environment. The provisions of 40 CFR 1508.27 indicate that project significance must be judged in terms of both context and intensity. Based on a review of these provisions, I have determined that an Environmental Impact Statement (EIS) is not required. I base my findings on the following definitions of *context* and *intensity* as provided in 40 CFR 1508.27.

Context

Context means that the significance of an action must be analyzed in several ways such as society as a whole (human, national), in the affected region, the affected interests, and the locality. The effects of implementing Alternative B are localized, with implications for the immediate vicinity of the project area and the Lake Tahoe Basin. Cumulative effects of past projects, combined with the current proposal and reasonably foreseeable future actions, are described and analyzed in the EA for each resource.

Intensity

Intensity refers to the severity of the anticipated impact. The following ten intensity factors are used to evaluate intensity:

1. *Impacts may be both beneficial and adverse.*

   I have considered both the beneficial and adverse impacts associated with Alternative B (specifically Segment 2 and Segment 3, with the lower alignment around Round Mound, located on NFS land) as

presented in the EA and this Decision Notice. Alternative B will provide recreational benefits for residents and visitors in the Stateline area (EA pp. 3.7-7 and 3.7-11) with no significant adverse effects to the human or biological environment. Chapter 3 of the EA discloses the anticipated level of effects to all resources of concern and Section 2.3 of the EA describes the Project Design Features that were developed to reduce or avoid negative environmental effects of the project.

2. The degree to which the proposed action affects public health or safety.

As explained throughout Chapter 2, "Alternatives," of the EA, it is a goal of the project to construct a separated, shared-use path designed to meet AASHTO and ADA standards to serve a broad spectrum of users. Signage will be developed and installed at trailheads, connection points, and in other areas where necessary to alert users of possible obstacles or changes in the shared-use path. Final design of the project will include all safety elements determined necessary by the involved agencies. Long-term operation and maintenance of the shared-use path by Douglas County will include monitoring security/safety of the path through routine inspections and coordinating with other agencies (such as LTBMU and Douglas County Sheriff's Department) to provide regular law enforcement presence along the path.

Per Project Design Feature PS&U-1, to minimize effects on emergency vehicle and existing public vehicular access, the project proponent will prepare a traffic control plan (TCP) that will address locations that will involve construction in existing roadway rights-of-way (i.e., Lake Parkway, U.S. 50, 4-H Camp Road, Laura Drive, Kahle Drive, and Elks Point Road). The TCP will be prepared in accordance with professional traffic engineering standards and in compliance with the requirements of the affected agency's encroachment permit requirements (i.e., Douglas County, Oliver Park GID, and NDOT) and will include measures that provide notification to emergency service providers and adequate circulation around construction sites for emergency vehicle and existing public vehicular access.

As explained in Section 3.13, "Human Health and Risk of Upset," (page 3.13-3) of the EA, construction of the South Demonstration Project will involve the short-term use and storage of hazardous materials typical of a roadway or path construction project (e.g., asphalt, fuel, and paint for striping). All materials will be used, stored, and disposed of in accordance with applicable federal, state, and local laws including Nev-OSHA, and Nevada's Hazardous Waste Management Program regulations, as well as manufacturer's instructions. Transportation of hazardous materials on area roadways is regulated by the Nevada Highway Patrol. As noted in Section 2.3 of the EA, Design Feature BMP-12 has been incorporated into the project requires preparation of a site-specific spill prevention plan that addresses hazardous materials use, storage, transport, and disposal and management and containment of hazardous materials in the event of a spill. These protective regulations and measures incorporated into the project are sufficient to minimize risks associated with hazardous materials use.

Also explained in Section 3.13, "Human Health and Risk of Upset," (page 3.13-4) of the EA, the study area contains lands classified as high and moderate fire hazard areas. The Elk Point/Zephyr Heights/Round Hill area was rated as a high hazard area due to inadequate defensible space, close residential structure spacing, a high number of combustible roofs and unenclosed architectural features,

some inadequate address signage, and fire behavior factors. However, LTBMU completed the Round Hill Fuels Reduction Project in 2010, which treated forested areas on NFS land within the Round Hill and Rabe Meadow areas and reduced the risk of fire in the Elk Point/Zephyr Heights/Round Hill area. Creation of the new shared-use path will bring more people to the project area, which could increase sources of ignition (e.g., improperly extinguished cigarettes). However, implementation of Alternative B will include removal/relocation of vegetation including pines, firs, willow stands, and aspens for construction of the shared-use path. (Trees that will be removed are limited to those that are less than 24 inches dbh.) In addition, once construction is complete, Douglas County will oversee maintenance of the shared-use path, such as vegetation clearing, pavement sweeping, and fallen trees removal. Vegetation removal for construction as well as maintenance of the shared-used path will minimize the extent of fire fuels in the immediate shared-use path corridor. Furthermore, areas where the proposed shared-use path will create new disturbance, will widen an existing trail, or otherwise improve an existing trail, could act as a fire break, which will reduce opportunities for fire to spread. The study area is also sufficiently served with fire protection and emergency services by the Tahoe Douglas Fire Protection District (TDFPD) and LTBMU (a cooperating agency within the TDFPD). Thus, the proposed project will not result in an adverse change in the risk of exposure to wildfires in the project vicinity.

3. *Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.*

Alternative B is located within the Lake Tahoe Basin on NFS lands in the Rabe Meadow area and Round Mound area. The project area includes a mix of forest, meadow, riparian-wetland, and aquatic habitat types. A formal wetland delineation of the South Demonstration Project alternative alignments was conducted in July 2010. Potentially jurisdictional waters of the United States were identified, including montane wet meadow and montane riparian scrub wetland in Rabe Meadow, Burke Creek, Edgewood Creek, and the Folsom Spring tributary. A map of wetland locations is provided in Exhibits 3.4-1 and 3.4-2 of the EA.

The final shared-use path will be designed to avoid waters of the United States, including wetlands, to the maximum extent practicable (Design Features BIO-20 and BIO-21). If unavoidable effects on waters of the United States would result, an application for a Clean Water Act (CWA) Section 404 permit would be submitted and a mitigation plan would be developed to ensure no net loss of wetland acreage and function. The project proponent will comply with all conditions of a Section 404 permit. Any disturbed areas within wetland habitats or other waters of the United States will be restored to pre-project conditions following construction, except where permanent structures (e.g., boardwalk and bridge footings) preclude such restoration (Design Feature BIO-21). With implementation of the design features outlined in Chapter 2, "Alternatives," project implementation will not substantially affect stream environment (SEZ) ones or potential waters of the United States. Additionally, effects to SEZ and potential waters of the United States will be mitigated through the CWA permitting process and enhancing or restoring SEZ habitat as needed.

Best Management Practices (BMPs) will be used to treat runoff and to minimize erosion and the transport of sediment and other pollutants of concern to Lake Tahoe. Pursuant to Section 25.5.A of the TRPA Code of Ordinances, all infiltration facilities will be designed to capture and treat the volume of runoff from a 6-hour storm with a 2-year recurrence probability (or a 20-year/1-hour storm, which is approximately 1 inch of precipitation in an hour). Temporary BMPs will be used to keep sediment on-site when an area is disturbed by construction and during the vegetation establishment period (typically a minimum of 2 years following construction.). Permanent BMPs are used to minimize erosion on residential, commercial, and public service properties when they are not disturbed by active construction. A Temporary and Permanent BMP Plan (including maintenance) will be prepared for the proposed project that identifies who will be responsible for ensuring implementation of BMPs and making the necessary updates/modifications. Temporary and permanent BMPs will be implemented, equal or superior to BMP-1 through BMP-20, as listed in Section 2.3 of the EA.

There are 27 prehistoric and historic-era cultural resources documented within and in the vicinity (0.5 mile) of the project site, five of which are located either directly within or immediately adjacent to at least one of the shared-use path alignments. In addition, Alternative B passes through a portion of the NRHP-eligible Round Hill Pines Resort. Fourteen of the existing buildings have been recommended eligible to the NRHP as contributing elements to a historic district. The LTBMU has determined that there would not be adverse affects to the cultural resources in the area and both the Washoe Tribe and the Nevada State Historic Preservation Officer concur. Design Features CUL-1, CUL-2, CUL-3, and CUL-4, which require monitoring of ground disturbing activities, training of construction personnel, signage at Round Hill Pines Resort, and procedures for the discovery of previously undocumented cultural resources or human remains, will be implemented with Alternative B and will minimize the potential for adverse effects to occur in relation to prehistoric/ethnographic sites as well as the NRHP-eligible Round Hill Pines Resort.

By project design, and by my Decision to require the Best Management Practices and Project Design Features identified in Section 2.3 of the EA (and Attachment B), Alternative B will not significantly impact any of the aforementioned unique characteristics.

4. *The degree to which the effects on the quality of the human environment are likely to be highly controversial.*

As described above, a public scoping period began on August 21, 2009, and ended on September 21, 2009 (Project Record C-1). Public scoping included a public meeting (with approximately 20 attendees) held from 6:00 to 8:00 p.m. on September 10, 2009 at TRPA's offices in Stateline, Nevada. A scoping summary report was prepared, which summarizes comments received during the public scoping process and includes responses to those comments (Project Record E-1). The report identifies issues associated with the alternatives and was used by the LTBMU and TRPA to determine areas in the EA where additional assessment, information, or clarification would be necessary. LTBMU identified the following significant topics during scoping. These issues were included among the analyzed topics in the EA.

- Unwillingness of a private property owner to grant an easement for the proposed action, resulting in a substandard shared-use path section along U.S. 50;
- Concern about impacts to private property, and
- Concern over security in the Elks Point neighborhood.

Scoping comments assisted USFS and TRPA in refining the proposed project alternatives, identifying affected persons, refining issues, and fully analyzing the possible environmental effects. The EA presented a full analysis of potential environmental effects of the proposed alternatives, and determined that there will be no adverse environmental effects and that the project will be consistent with applicable planning documents.

Also described above, a public comment period for the South Demonstration Project Draft EA commenced on Thursday, January 13, 2011 and concluded on Monday, February 14, 2011. Three public hearings were held to solicit comments on the Draft EA: the Douglas County Board of County Commissioners meeting on Thursday January 20, 2011, the Tahoe Transportation District Board meeting on January 21, 2011, and the TRPA Public Hearings Officer on February 3, 2011. A total of 16 written comment letters and verbal comments (given at the three public hearings) were received on the Draft EA. All comments are included in the Project Record (Project Record Documents G1-G20). The LTBMU and TRPA prepared formal responses to those comments, which are provided in Attachment C. In addition, minor text edits were made in the Final EA providing clarifying information for SR-2, Scenic Quality Ratings within Roadway Travel Unit 32, are provided in Section 3.6, "Scenic Resources"; edits providing additional information on existing conditions and the potential effects of usage by path users at Nevada Beach and Round Hill Pines Resort are provided in Section 3.7, "Recreation"; and minor edits in response to comments from the Nevada State Historic Preservation Officer (SHPO) are provided in Section 3.8, "Archaeological and Historical Resources." The comments on the Draft EA did not raise any issues that substantively changed the environmental effects discussion nor the conclusions of the EA such that additional environmental review would be warranted.

I considered all comments received in relation to the analysis presented in the EA, the purpose and need for the Proposed Action, and Forest Plan direction. I find that the project is not highly controversial and issues are adequately addressed in the EA.

5. *The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.*

The actions for construction and operation of Alternative B are similar to other previously approved actions on NFS lands (Bike trail near Camp Richardson) within the Lake Tahoe Basin and the environmental effects of implementing Alternative B are clearly presented throughout Chapter 3, "Affected Environment and Environmental Consequences," of the EA. Therefore, the environmental effects of implementing Alternative B of the South Demonstration Project are well known. Based on my consideration of the analysis presented in the EA, the comments received on the EA, and the Project Record, I have determined that there will not be significant effects on the human environment which

are highly uncertain or that would involve unique/unknown risks as a result of implementing this decision.

6. *The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.*

My decision does not establish a precedent for future actions. The South Demonstration Project is a near-term component of the Nevada Stateline-to-Stateline Bikeway that would parallel the east shore of Lake Tahoe and connect the California/Nevada border in the south shore casino core area to the California/Nevada border in Crystal Bay, Nevada. However, all proposed segments (components) of the Stateline-to-Stateline Bikeway would be proposed, analyzed, approved, and implemented as stand-alone projects. I have considered all connected actions (i.e., utilities, construction staging) associated with Alternative B and no additional actions, other than those identified in the EA, are required.

7. *Whether the action is related to other actions with individually insignificant but cumulatively significant impacts.*

Alternative B, when considered with any past, present, or foreseeable future actions, does not result in cumulatively significant impacts. Cumulative effects are disclosed, by resource, throughout Chapter 3 of the EA.

8. *The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.*

There are 27 prehistoric and historic-era cultural resources documented within and in the vicinity (0.5 mile) of the project site, five of which are located either directly within or immediately adjacent to at least one of the shared-use path alignments. In addition, Alternative B passes through a portion of the NRHP-eligible Round Hill Pines Resort; fourteen of the existing buildings have been recommended eligible to the NRHP as contributing elements to a historic district. The LTBMU has determined that there would not be adverse affects to the cultural resources in the area and both the Washoe Tribe and the Nevada State Historic Preservation Officer concur. Design Features CUL-1, CUL-2, CUL-3, and CUL-4, which require monitoring of ground disturbing activities, training of construction personnel, signage at Round Hill Pines Resort, and procedures for the discovery of previously undocumented cultural resources or human remains, will be implemented with Alternative B and will minimize the potential for adverse effects to occur in relation to prehistoric/ethnographic sites as well as the NRHP-eligible Round Hill Pines Resort (Section 3.8 of the EA).

9. *The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.*

No federally listed wildlife or plant species occur within the project area. A federal candidate species, Tahoe yellow cress (*Rorippa subumbellata*), is known to occur in the project area on Nevada Beach and Edgewood Beach but not in the project footprint nor within 100 feet of the project footprint (i.e., area that will be disturbed by the project).

As presented in Section 3.4 of the EA, Alternative B will not adversely affect threatened or endangered species or their habitats (also the BA/BE, Project Record K-1). Alternative B includes implementation of Best Management Practices (BMPs) to treat runoff and minimize erosion and the transport of sediment and other pollutants of concern to Lake Tahoe, and Project Design Features to provide for the viability of native plant and animals that are associated with the existing ecosystems (see Section 2.3 of the EA). Design Features BIO-1 through BIO-21 are specific features to protect fisheries and wildlife and protect and restore native plant ecosystems. Therefore, the Alternative B of the South Demonstration Project will not result in an adverse effect to endangered or threatened species or their habitat.

10. *Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.*

I have reviewed the Final EA and the Project Record, and have determined that no Federal, State, or local laws, regulations, or requirements for protection of the environment will be violated with implementation of Alternative B of the South Demonstration Project.

Findings Required by Other Laws and Regulations

As Forest Supervisor for the Lake Tahoe Basin Management Unit, I am required to manage the forest in accordance with applicable laws and regulations. In reviewing the EA, I have concluded that my decision is consistent with the following keys laws, regulations, and requirements (Section 1.11, "Other Laws, Regulations, or Policies," of the EA):

- National Forest Management Act
- Federal Endangered Species Act
- Section 4(f) of the U.S. Department of Transportation Act
- Section 106 of the National Historic Preservation Act – On June 9, 2011 the LTBMU received a concurrence letter from the NV SHPO (see project record) for this undertaking.
- Clean Water Act
- Section 10 of the Rivers and Harbors Act of 1989
- Clean Air Act
- Indian Trust Assets and Native American Consultation
- Environmental Justice (Executive Order 12898)
- Migratory Bird Treaty Act of 1918 as amended (16 U.S.C. 703-712)
- Invasive Species (Executive Order 13112)
- Recreational Fisheries (Executive Order 12962)

- Floodplain Management (Executive Order 11988) and Protection of Wetlands (Executive Order 11990)
- Federal Antidegradation Policy
- Special Area Designations
- Tahoe Regional Planning Agency
    - Regional Plan for the Lake Tahoe Basin
    - Goals and Policies
    - Environmental Threshold Carrying Capacities
    - Lake Tahoe Region Environmental Improvement Program
    - Mobility 2030: Lake Tahoe Regional Transportation Plan
    - Lake Tahoe Regional Bicycle and Pedestrian Master Plan
    - Water Quality Management Plan (208 Plan)
    - Scenic Quality Improvement Program
    - Plan Area Statements
    - Code of Ordinances
- Nevada Division of Environmental Protection
- Nevada Division of Wildlife
- Nevada Division of Forestry
- Douglas County Rules and Regulations

PERMITTING

This decision will also include an LTBMU Special Use Permit (SUP)(for the 2.2 miles that cross NFS lands) and TRPA Project Permit for a Linear Public Facility. The TRPA will take action on the project by the TRPA Executive Director approving or denying the project as presented. The resource sections in Chapter 3, "Affected Environment and Environmental Consequences," of the EA were prepared in accordance with the TRPA Tahoe Regional Planning Compact, Goals and Policies, Code or Ordinances, and Rules of Procedure, and NEPA and CEQ Regulations implementing NEPA contained in 40 CFR Section 1500.

Other potential permit and/or approvals that may be required for development of the project could include, but are not limited to, the following:

- Douglas County Site Improvement Permit.
- Douglas County Building Permit for the Proposed Restroom at Kahle Drive.
- Encroachment Permits (Oliver Park General Improvement District [Laura Drive/4-H Camp Road], Douglas County [Lake Parkway], and NDOT [U.S. 50 and Elks Point Road]).
- Douglas County Sewer Improvement District (DCSID) Sewer Permit for the proposed restroom at Kahle Drive.
- Federal Emergency Management Agency (FEMA) Letter of Map Amendment (LOMA) for Edgewood Creek.
- Kingsbury General Improvement District (KGID) water connection for the proposed restroom at Kahle Drive.
- NDEP Construction General Storm Water Permit.

- NDEP Section 401 Water Quality Certification.
- NDEP National Pollutant Discharge Elimination System (NPDES) Permit.
- USACE Section 404 Regional General Permit No. 16.
- USFWS Section 7 – Endangered Species Act (ESA) consultation.

ADMINISTRATIVE REVIEW OR APPEAL OPPORTUNITY

This decision is subject to administrative review (appeal) pursuant to 36 CFR Part 215. Individuals or organizations who provided comments or otherwise expressed interest in the proposal by the close of the comment period are eligible to appeal this decision pursuant to 36 CFR Part 215 regulations. The notice of appeal must meet the appeal content requirements of 36 CFR 215.14.

The appeal must be filed (regular mail, fax, email, hand-delivery, or express delivery) with the Appeal Deciding Officer at:

Randy Moore, Regional Forester
USDA Forest Service
Pacific Southwest Region
1323 Club Drive
Vallejo, CA 94592
Email: appeals-pacificsouthwest-regional-office@fs.fed.us
Phone: (707) 562-8737
Fax: (707) 562-9091

The office business hours for those submitting hand-delivered appeals are: 7:30 a.m. to 4:00 p.m., Monday through Friday, excluding holidays. Electronic appeals must be submitted in a format such as an email message plain text (.txt), rich text format (.rtf), portable document format (.pdf), or Word (.doc) to the email address listed above. In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification.

Appeals, including attachments, must be filed within 45 days from the publication date of this notice in the Tahoe Daily Tribune, the newspaper of record. Attachments received after the 45 day appeal period will not be considered. The publication date in the Tahoe Daily Tribune, newspaper of record, is the exclusive means for calculating the time to file an appeal. Those wishing to appeal this decision should not rely upon dates or timeframe information provided by any other source.

IMPLEMENTATION DATE

If no appeals are filed within the 45-day time period, implementation of the decision may occur on, but not before, five (5) business days from the close of the appeal filing period. When appeals are filed, implementation may occur on, but not before, the 15th business day following the date of the last appeal disposition.

I am not anticipating further site-specific NEPA to implement this project. Construction of the South Demonstration Project is expected to occur in three distinct phases (or segments), beginning as early as summer 2011. Construction of the three phases could, however, occur simultaneously if adequate funding were available. If construction funding becomes available, and the required permitting, final design, and construction bid documents can be completed in a timely manner, then project construction could be completed by the end of the 2011 construction season. Because of the potential timing of funding, it is more likely that construction of some portions of the project would extend into the 2012 and possibly the 2013 construction seasons.

CONTACT

For additional information concerning this decision or the Forest Service appeal process, contact:

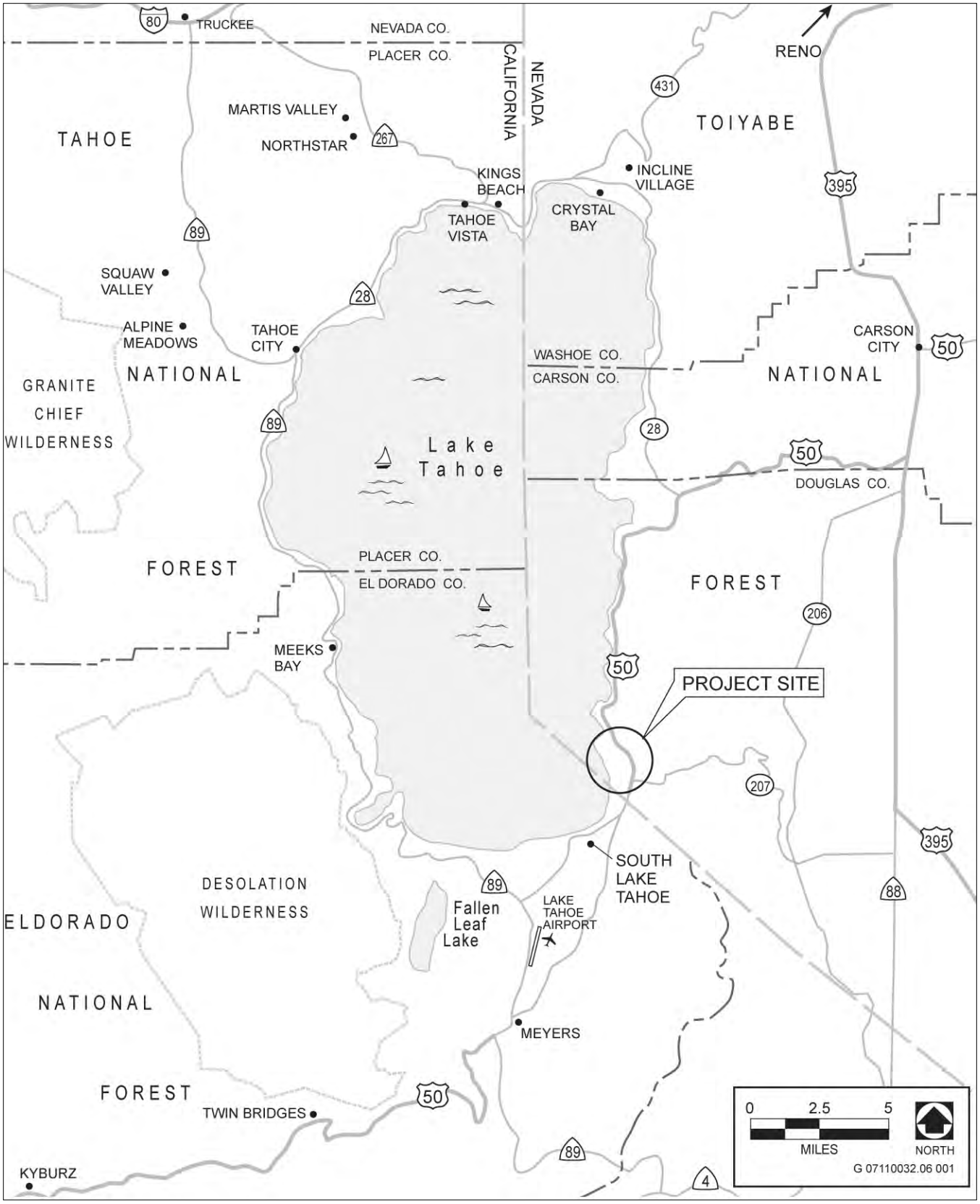
Garrett Villanueva
Lake Tahoe Basin Management Unit
35 College Drive
South Lake Tahoe, CA 96150
Phone (530) 543-2600
Fax (530) 543-2693

Jeff Marlen for

Nancy Gibson
Forest Supervisor
Lake Tahoe Basin Management Unit

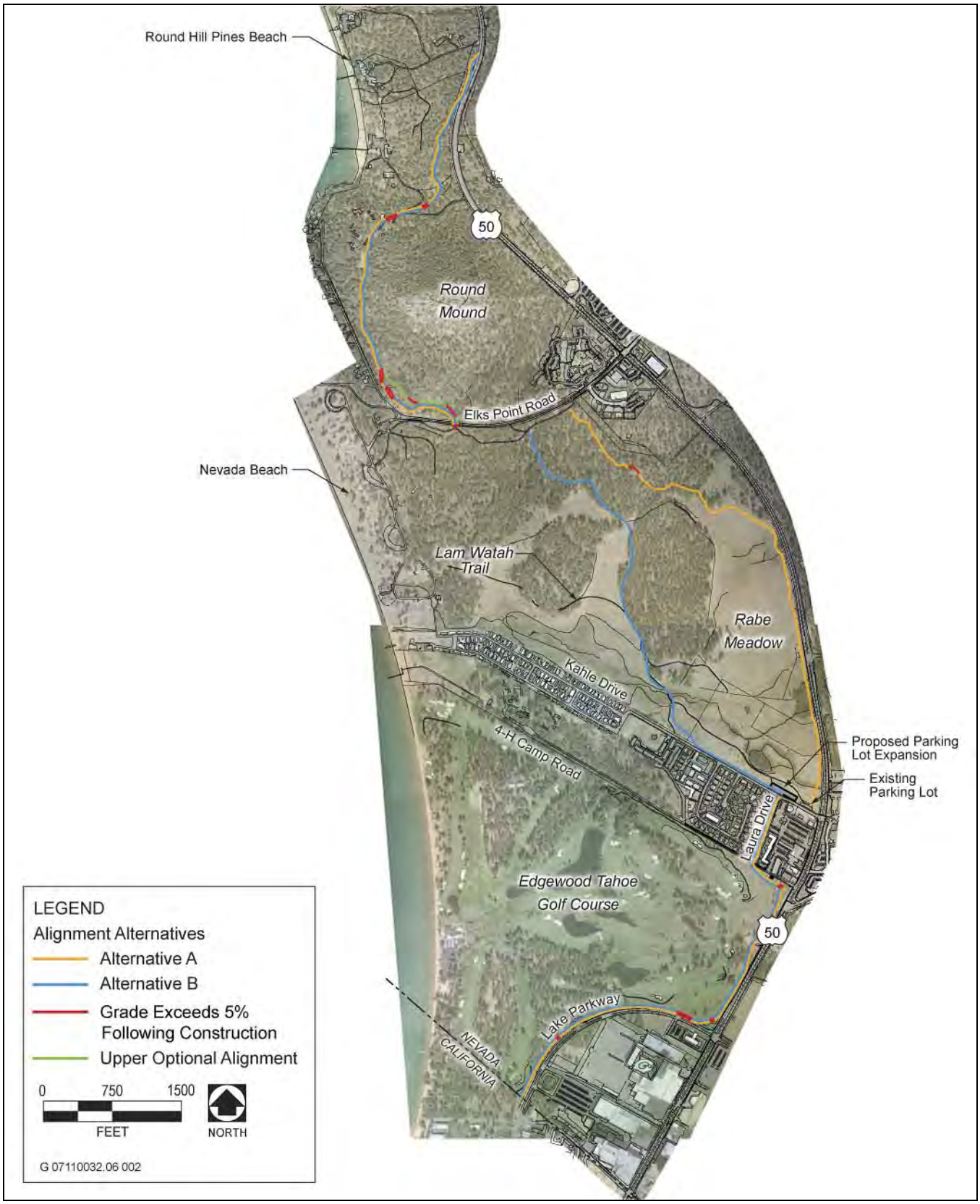
6/20/2011
Date

Attachment A – Final Joint Environmental Assessment, Nevada Stateline-to-Stateline Bikeway, South Demonstration Project: Exhibits 2-1 through 2-9

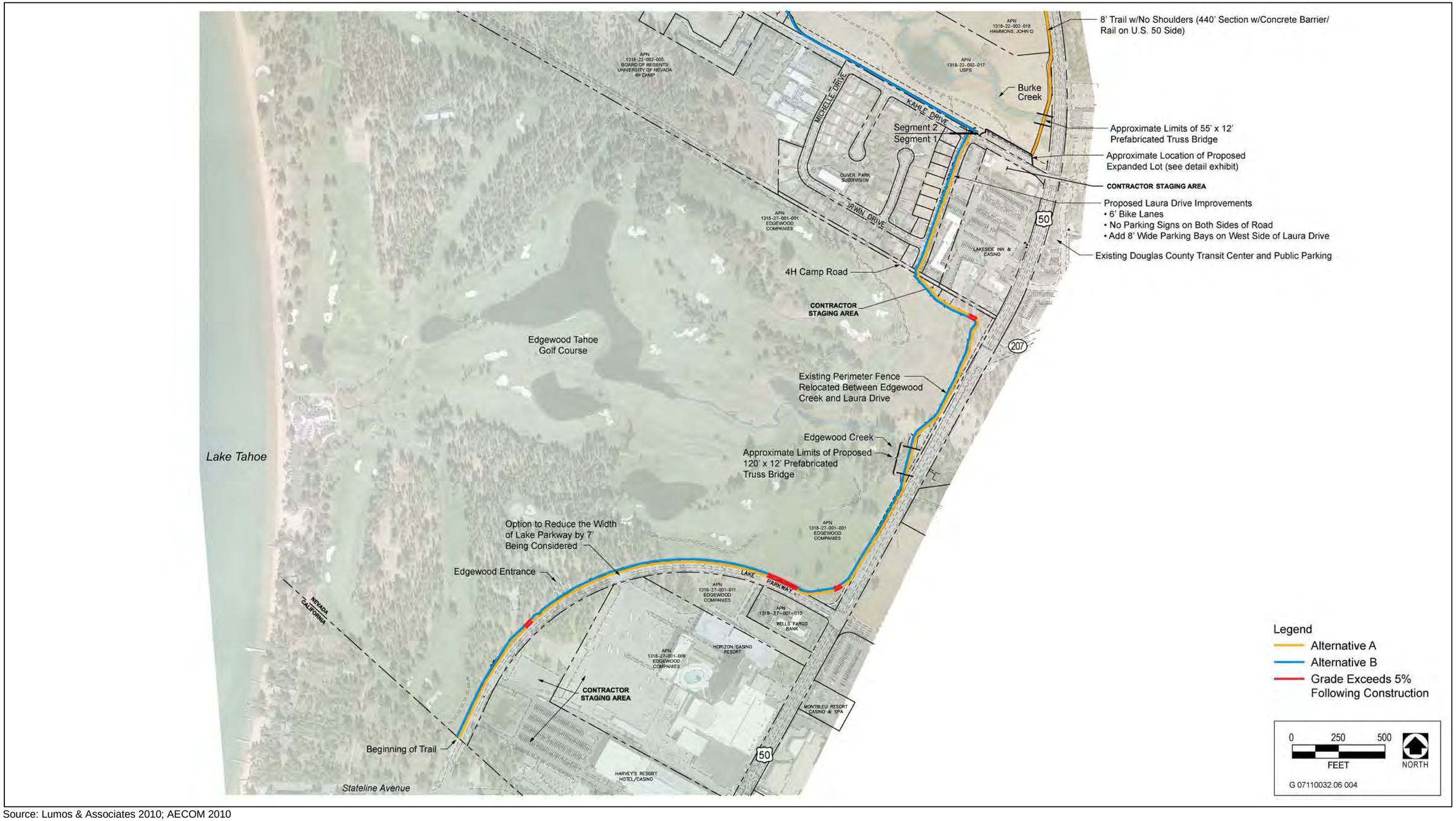


Source: Adapted by AECOM in 2010

South Demonstration Project Regional Location **Exhibit 2-1**



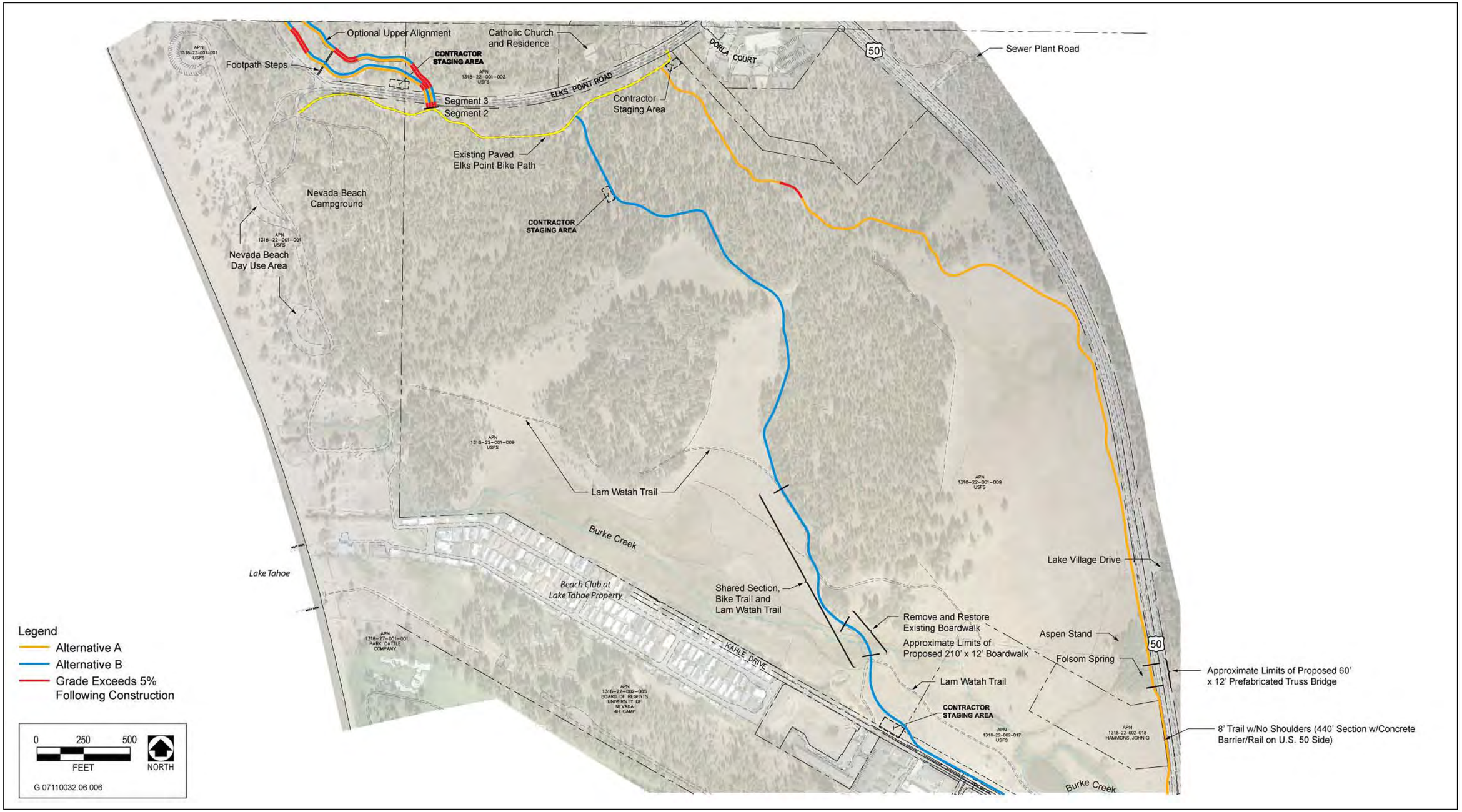
Source: Adapted by AECOM in 2010



Source: Lumos & Associates 2010; AECOM 2010

South Demonstration Project – Segment 1

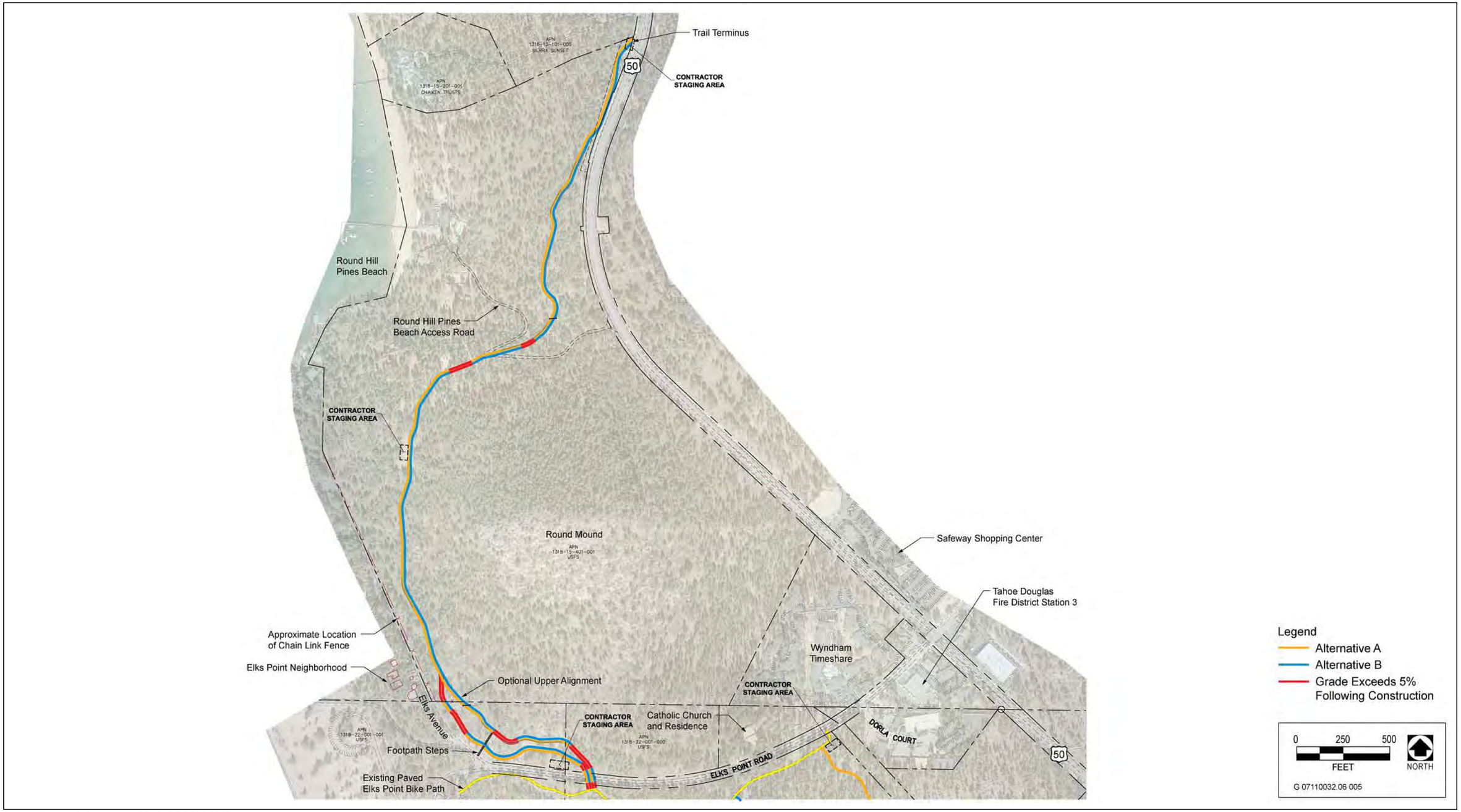
Exhibit 2-3



Source: Lumos & Associates 2010; AECOM 2010

South Demonstration Project – Segment 2

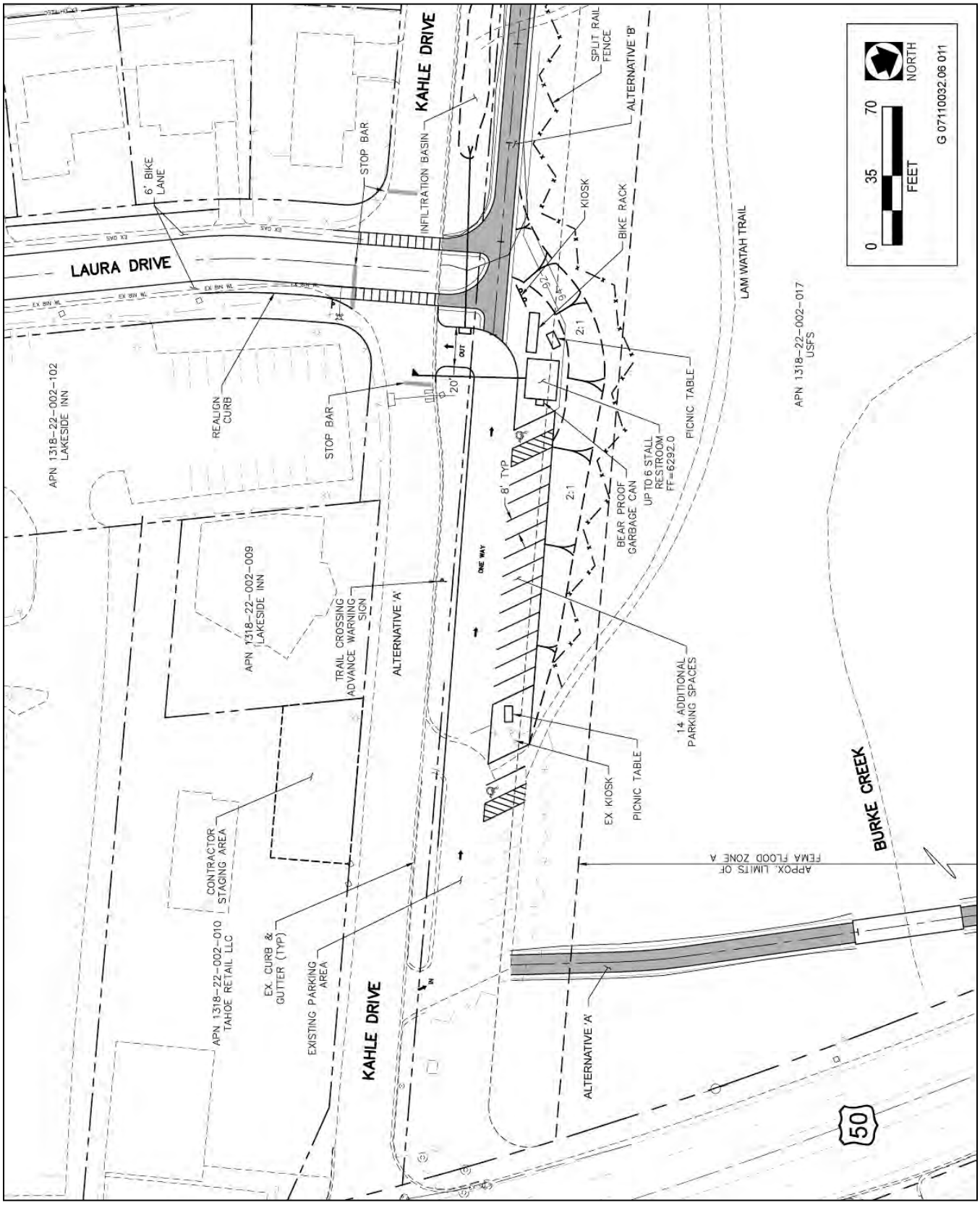
Exhibit 2-4



Source: Lumos & Associates 2010; AECOM 2010

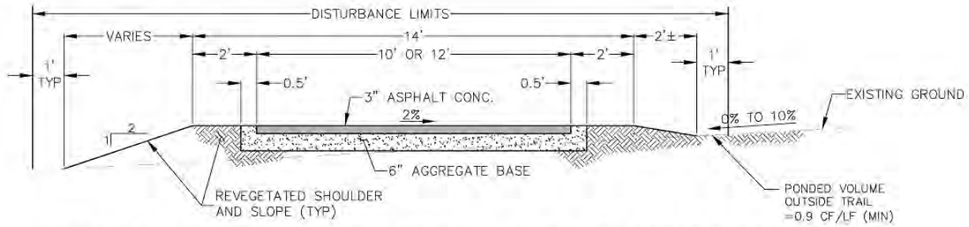
South Demonstration Project – Segment 3

Exhibit 2-5



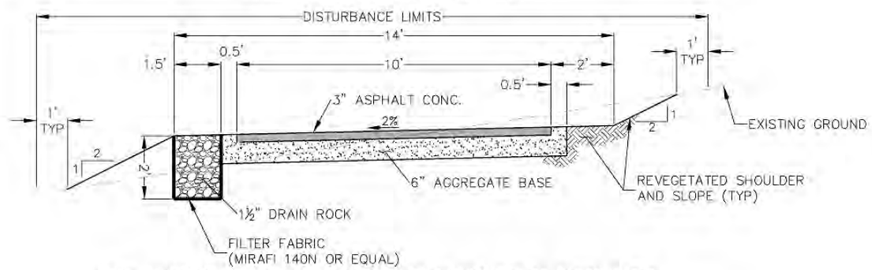
Source: Lumos & Associates 2010; AECOM 2010

Proposed Parking Lot Expansion at U.S. 50/Kahle Drive Intersection **Exhibit 2-6**



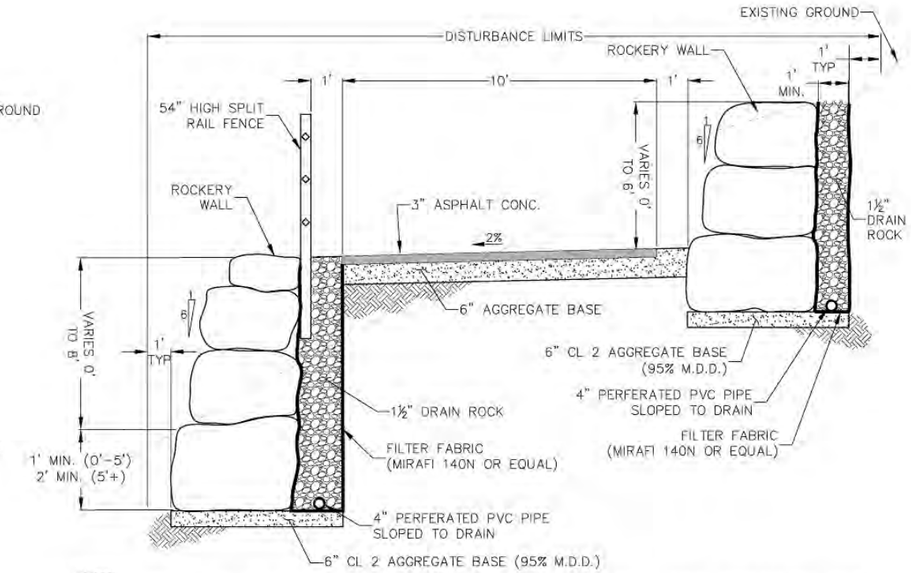
1/D1 TYPICAL TRAIL SECTION A (14 FT TRAIL, 0% TO 10% CROSS SLOPE)
SCALE: N.T.S.

NOTE: ELEVATION OF TRAIL IN RELATION TO EX GROUND MAY BE VARIED IN THE FIELD



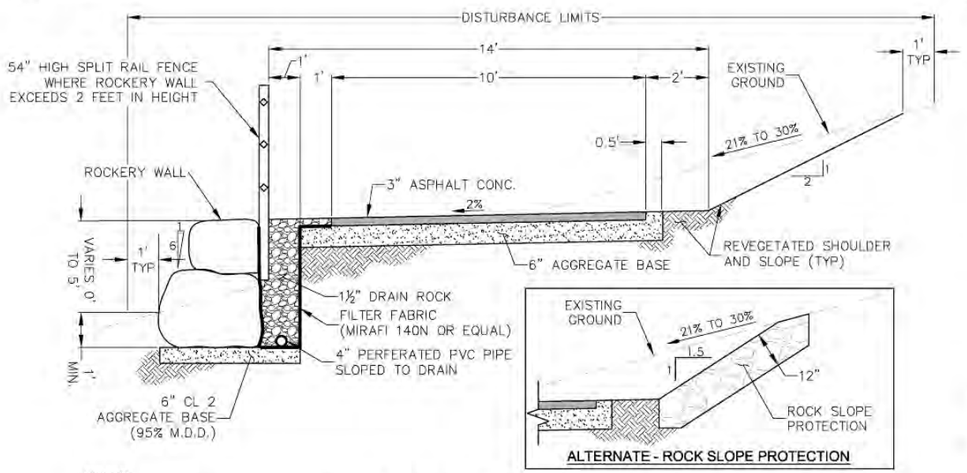
NOTE: ELEVATION OF TRAIL IN RELATION TO EX GROUND MAY BE VARIED IN THE FIELD

2/D1 TYPICAL TRAIL SECTION B (14 FT TRAIL, 11% TO 20% CROSS SLOPE)
SCALE: N.T.S.



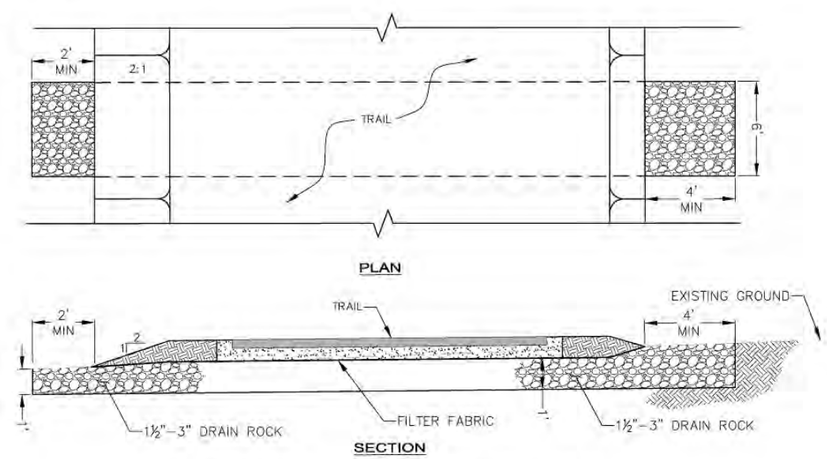
NOTES:
1. ELEVATION OF TRAIL IN RELATION TO EX GROUND MAY BE VARIED IN THE FIELD. SOME LOCATIONS MAY HAVE A WALL ON THE UPHILL OR DOWNHILL SIDE ONLY.
2. A DARKENED TEXTURED CONCRETE OR MECHANICALLY STABILIZED EARTH (MSE) WALL WITH A WEATHERED APPEARANCE MAY BE USED IN LIEU OF A ROCK WALL. FINAL WALL TYPE TO BE DETERMINED DURING FINAL DESIGN.

4/D1 TYPICAL TRAIL SECTION D (12FT TRAIL, 31% TO 50% CROSS SLOPE)
SCALE: N.T.S.



NOTES:
ELEVATION OF TRAIL IN RELATION TO EX GROUND MAY BE VARIED IN THE FIELD.
WALL MAY BE ON UPHILL SIDE OR BOTH SIDES OF TRAIL IN SOME LOCATIONS.

3/D1 TYPICAL TRAIL SECTION C (14 FT. TRAIL, 21% TO 30% CROSS SLOPE)
SCALE: N.T.S.



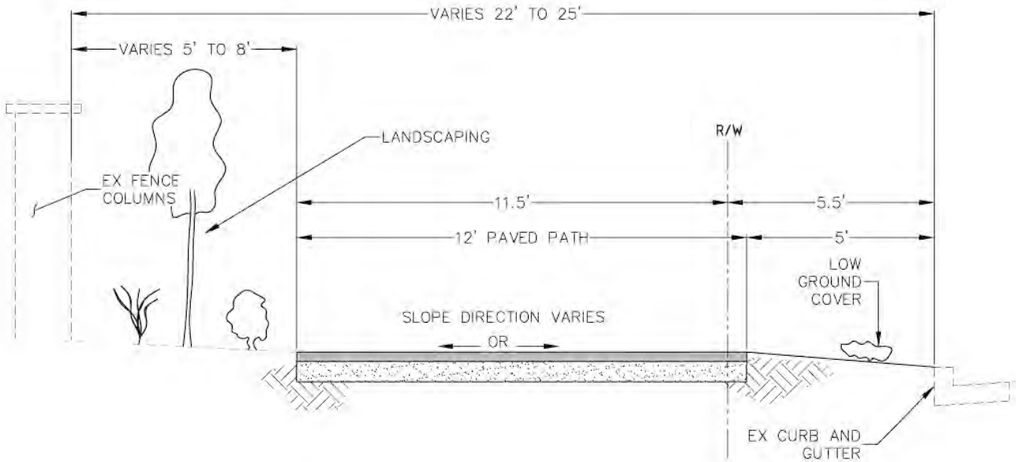
5/D1 DRAIN ROCK CROSS DRAIN DETAIL
SCALE: N.T.S.

G 07110032.06 007

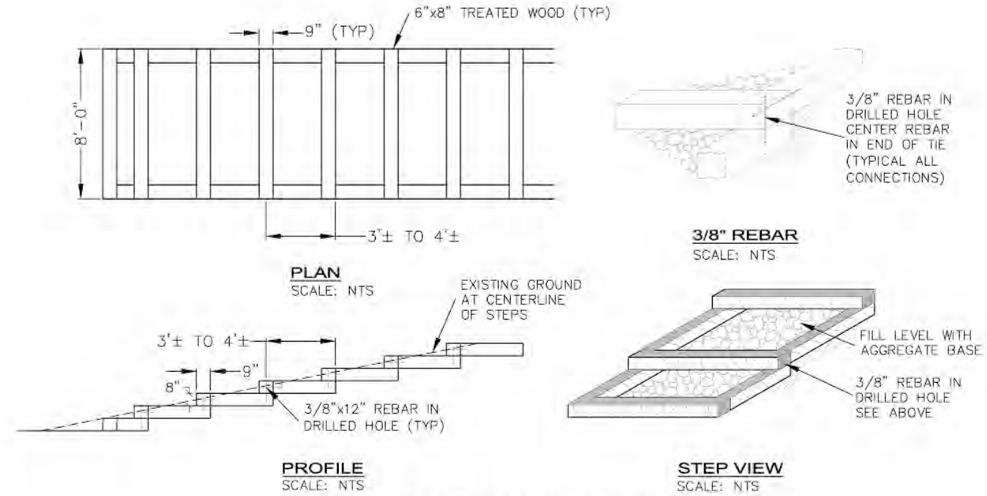
Source: Lumos & Associates 2010; AECOM 2010

South Demonstration Project – Typical Details

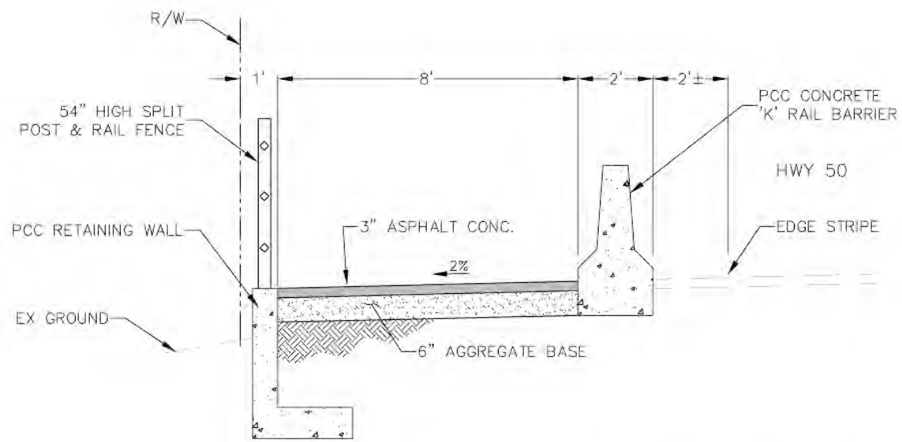
Exhibit 2-7a



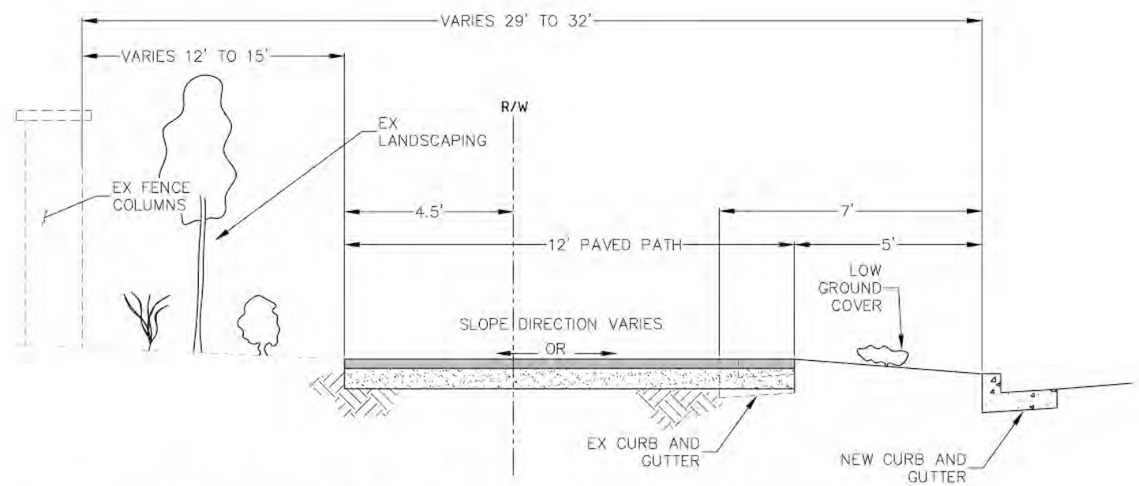
1 D2 TYPICAL SECTION ON LAKE PARKWAY AT EDGEWOOD GOLF COURSE
SCALE: NTS
CURRENT LAKE PARKWAY CONFIGURATION



3 D2 TREATED WOOD STEPS
SCALE: AS SHOWN



2 D2 TYPICAL SECTION ALTERNATE A STA 70+35 TO STA 74+05
SCALE: NTS
PRIVATE PARCEL ON U.S. 50



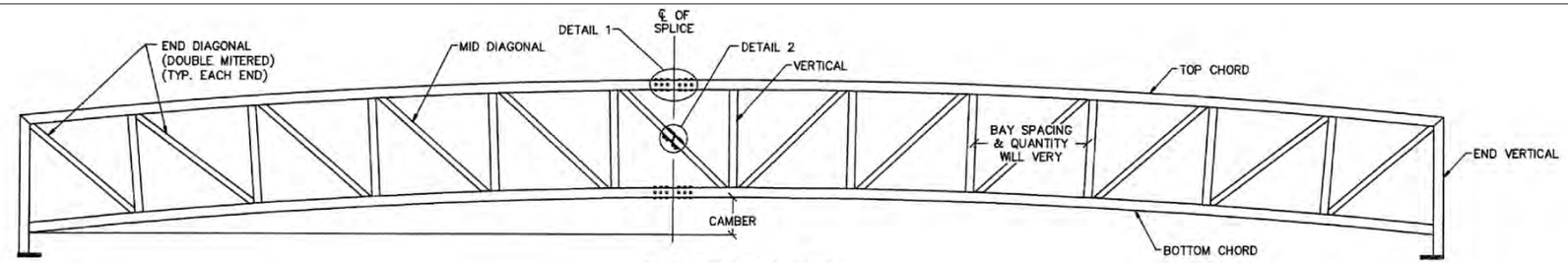
4 D2 TYPICAL SECTION ON LAKE PARKWAY AT EDGEWOOD GOLF COURSE
SCALE: NTS
LAKE PARKWAY WIDTH REDUCTION OPTION

G 07110032.06 008

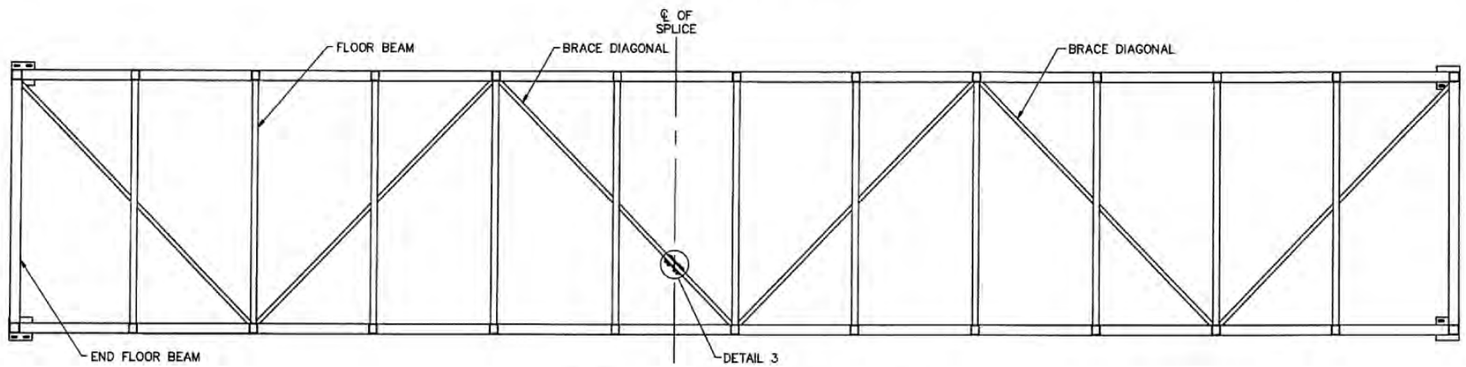
Source: Lumos & Associates 2010; AECOM 2010

South Demonstration Project – Typical Details

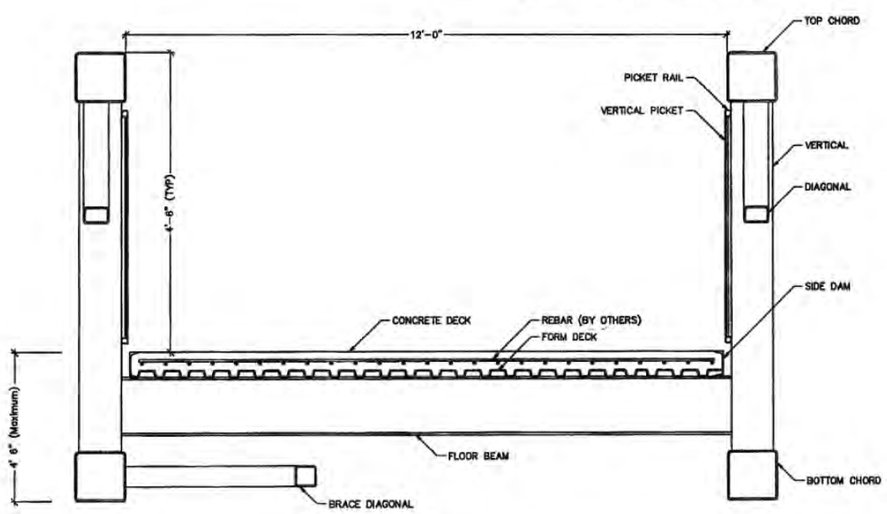
Exhibit 2-7b



OUTSIDE ELEVATION



PLAN VIEW AT BOTTOM CHORDS



CROSS SECTION

PREFABRICATED TRUSS BRIDGE CONCEPT DETAILS

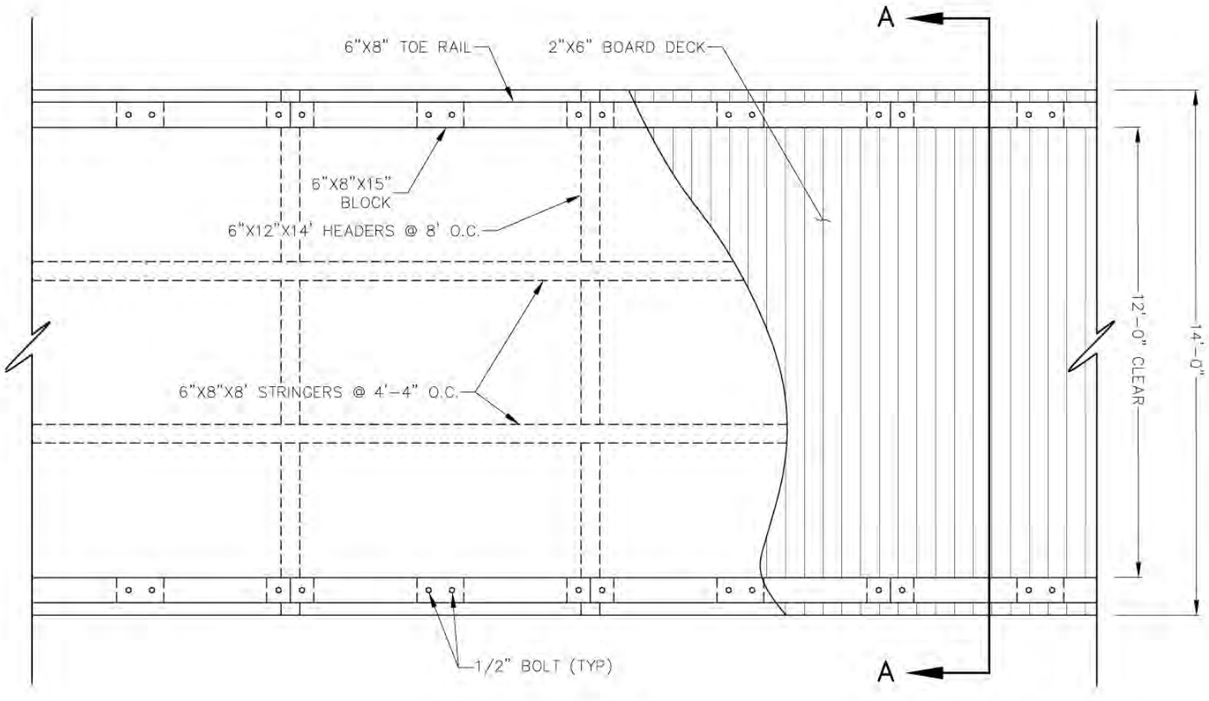
EDGEWOOD CREEK AND BURKE CREEK (ALTERNATIVE A)

G 07110032.06 009

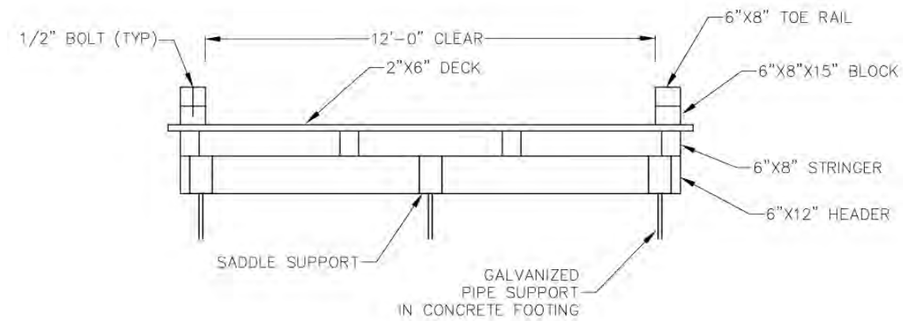
Source: Lumos & Associates 2010; AECOM 2010

South Demonstration Project – Prefabricated Bridge Schematic

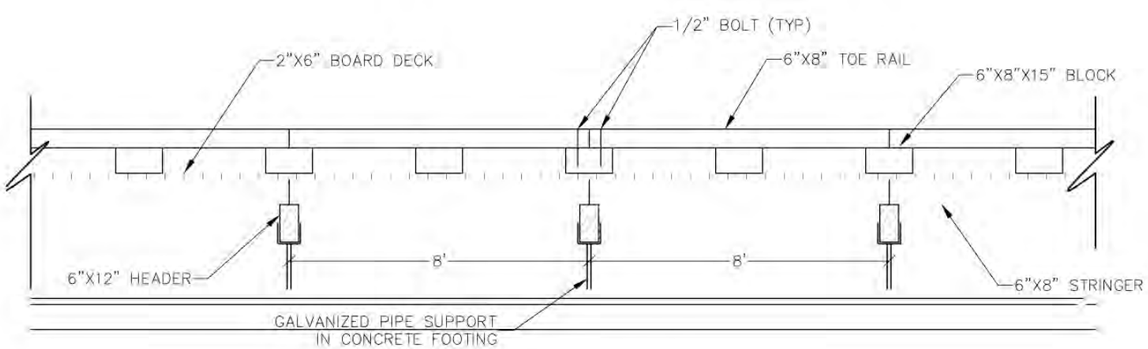
Exhibit 2-8



PLAN



SECTION A-A



ELEVATION

1/D4 BOARDWALK CONCEPT DETAILS
BURKE CREEK (ALTERNATIVE B) SCALE: N.T.S.

G 07110032.06 010

Source: Lumos & Associates 2010; AECOM 2010

South Demonstration Project – Boardwalk Concept Details **Exhibit 2-9**

Attachment B - Nevada Stateline-to-Stateline Bikeway, South Demonstration Project, Project Design Features

Project Design Features

Project design features are elements of the project design that were developed to reduce or avoid negative environmental effects of the South Demonstration Project. Many of the design features incorporate context sensitive design elements, monitoring effectiveness, and adaptive management elements to address unanticipated adverse resource effects or effects to sensitive sites. Project design features are listed by resource area.

Soils, Hydrology, and Water Quality

Best Management Practices (BMPs) would be used to treat runoff and to minimize erosion and the transport of sediment and other pollutants of concern to Lake Tahoe. At Lake Tahoe, BMPs are defined as "alternative structural and nonstructural practices proven effective in soil erosion control and management of surface runoff in the Lake Tahoe Region" (TRPA Code of Ordinances Chapter 2.2). Pursuant to Section 25.5.A of the TRPA Code of Ordinances, all property owners in the Tahoe Basin are required to install infiltration facilities designed to accommodate the volume of runoff from a 6-hour storm with a 2-year recurrence probability (or a 20-year/1-hour storm, which is approximately 1 inch of precipitation in an hour). All facilities would be designed to capture and treat this storm event.

BMPs would vary from site-to-site, and include temporary and permanent facilities. Temporary BMPs would be used to keep sediment on-site when an area is disturbed by construction and during the vegetation establishment period (typically a minimum of 2 years following construction.). Permanent BMPs are used to minimize erosion on residential, commercial, and public service properties when they are not disturbed by active construction. A Temporary and Permanent BMP Plan (including maintenance) would be prepared for the proposed project that identifies who would be responsible for ensuring implementation of BMPs and making the necessary updates/modifications.

Temporary BMPs would be implemented during construction of the South Demonstration Project to eliminate or reduce sediment and pollutants in stormwater runoff to a level that meets waste discharge requirements. Generally, earthmoving activities would be limited to May 1 through October 15, unless a grading ordinance exemption is granted by TRPA. Grading activities would be prohibited during winter months, unless approved by TRPA, and exposed graded areas would be protected during winter months using approved methods detailed in a winterization plan. Temporary construction BMPs would include measures equal or superior to the following:

- **BMP-1: Install temporary erosion control facilities.** Temporary erosion control facilities would be installed to prevent the mobilization and transport of earthen materials and other waste off of the property during construction.

- **BMP-2: Install silt fencing and/or sediment rolls along the shared-use path corridor.** Silt fencing or fiber rolls would be installed on contour on the downhill side of the shared-use path and construction access routes. Orange construction limit fencing would be installed on the uphill side of the shared-use path to limit the disturbed corridor.

- **BMP-3: Install sediment rolls or filter fence in ephemeral drainage courses.** Fiber rolls or filter fence would be installed in ephemeral drainage courses downhill of the shared-use path to prevent discharge of earthen materials from the site during periods of precipitation or runoff.

- **BMP-4: Create fueling and concrete washout area.** A fueling and concrete washout area lined with polyethylene sheeting and protected by a silt fence would be installed to minimize contaminants and

dust leaving the site. A spill prevention and containment plan would be developed prior to construction and be kept on site by the contractor during the entire construction phase of the project (see Design Feature BMP-12).

- **BMP-5: Use designated contractor staging areas.** Contractor staging areas (Exhibits 2-3, 2-4, and 2-5) for materials and equipment storage would generally be limited to existing disturbed areas outside of SEZ areas (where soils are already compacted and vegetation has been cleared). Designated staging and storage areas would be protected by construction fencing and/or silt barriers, as appropriate. Following project completion, any areas used for staging and not intended for continued vehicular use would be tilled, seeded, and mulched and/or stabilized with a tackifier.

- **BMP-6: Place protection fencing around trees.** Protective fencing would be placed around trees to be retained that could be affected by project construction.

- **BMP-7: Conduct pre-grading inspection of temporary erosion control measures.** A minimum of 48-hours notice would be provided to the appropriate agencies so that a pre-grading inspection could be conducted at the site to ensure proper and adequate installation of the temporary erosion control measures.

- **BMP-8: Minimize ground compaction and disturbance.** Ground compaction and disturbance activities in unpaved areas not subject to construction would be minimized using fencing or other barriers to limit access.

- **BMP-9: Stabilize disturbed areas, eroding areas, and slopes. A**ll disturbed or eroding areas would be stabilized before October 15 of each year. During construction all slopes subject to erosion and flow paths that could receive runoff would be stabilized. At the end of the grading season or before completion of the construction project, all surplus or waste earthen materials from the project site would be removed and disposed of at a TRPA approved disposal site or stabilized on-site in accordance with TRPA regulations.

- **BMP-10: Protect material storage piles.** Rock, soil, and other earthen material, removed during grading operations, may be stockpiled and used for shared-use path construction activities. Measures would be employed that prevent stockpiled material from entering stream channels or otherwise adversely affecting ground water, such as use of coir logs, or covering with tarps.

- **BMP-11: Implement dust control measures.** Transport of fugitive dust off the project site, into any surface water, or into any drainage course would be prevented with dust control measures such as watering exposed soil twice daily, or as needed, to control wind borne dust. All haul/dump truckloads would be covered securely. At a minimum of three times per week, all dirt and mud that has been generated from or deposited by construction equipment going to and from the construction site would be removed from all adjacent streets. On-site vehicle speeds would be limited to 15 miles per hour on unpaved surfaces.

- **BMP-12: Prepare and implement a spill prevention and containment plan.** A spill prevention and containment plan would be prepared and implemented by project contractors for each segment of construction. Project contractors would also be responsible for regularly training on-site construction personnel in spill prevention practices. In contractor staging areas, provide pallets or secondary containment areas for chemicals, drums, or bagged materials and use drip pans or secondary containment measures beneath vehicles during storage. Immediately clean up and transport to an appropriate disposal site any spilled petroleum products or petroleum-contaminated soils, to the

maximum extent possible and to the satisfaction of TRPA and NDEP. Place hazardous waste materials (e.g., grease, oil, transmission fluids, cleaning solutions, batteries, etc.) in proper containers, store the containers in designated areas, and ultimately recycle or properly dispose of the materials in accordance with applicable state and federal laws.

- **BMP-13: Restore areas disturbed during construction.** All areas compacted by construction activities that are not intended to become permanent land coverage would be scarified, ripped, and revegetated with native vegetation. This includes providing protective groundcover or vegetative cover to minimize soil erosion, where necessary.

- **BMP-14: Prepare and implement a Dewatering Plan.** The Dewatering Plan would outline the steps that would be required if groundwater is intercepted during construction. Groundwater could be encountered during construction, if groundwater is encountered and the excavated area requires dewatering to complete the work, TRPA would be notified immediately and a Dewatering Plan would be prepared and submitted for approval by Douglas County and TRPA prior to its implementation. Based on the results of the forthcoming Soils/Hydrology Analysis, TRPA may require that a full Dewatering Plan be prepared and submitted as part of the Storm Water Pollution Prevention Plan (SWPPP) prior to permit acknowledgement. The Project Engineer or an approved representative would take samples at the point(s) of disposal of the dewatering effluent to determine whether the effluent limitations of the NPDES permit and Chapter 81 of TRPA's Code of Ordinances are being met. The construction contractor would provide the Project Engineer with suitable sampling location(s) at the point(s) of disposal of the dewatering effluent.

Permanent site improvements and BMPs would include the following:

- **BMP-15: Design for 20-year, 1-hour storm event.** Improvements would be designed to exceed treatment and infiltration of runoff generated by the 20-year, 1-hour storm event, as required by TRPA Code of Ordinances Section 25.5.A. Where drainage conveyances would be through SEZ areas, the TRPA Code of Ordinances design requirement for a minimum design of the 50-year, 1-hour storm event would be used. This would typically be accomplished by a bioswale on the uphill side of the path in areas of flat topography, or by a linear infiltration trench in areas with pronounced cross slope.

- **BMP-16: Maintain existing drainage pattern.** The existing drainage pattern would be maintained to the greatest extent practicable.

- **BMP-17: Design culverts for the 25-year, 24-hour storm event.** Drainage culverts would be designed for at least the 25-year, 24-hour storm event to be conveyed under the path as required by Douglas County.

- **BMP-18: Design bridges and boardwalks over stream crossings for the 100-year, 24-hour storm event.** Bridges and boardwalks over stream crossings (e.g., Edgewood Creek and Burke Creek) would be designed to pass the 100-year, 24-hour event as required by Douglas County.

- **BMP-19: Revegetate and protect cut and fill slopes.** Permanent cut and fill slopes would be revegetated or protected with a combination of rock-rip rap and revegetation depending on the steepness of the slope.

- **BMP-20: Construct detention basin and pre-treat discharge water from the expanded parking lot at Kahle Drive.** Surface water discharge from the expanded parking lot at Kahle Drive would have pre-treatment before release into a detention basin.

Biological Resources: Wildlife, Fisheries and Aquatic Resources, and Vegetation

The following design features would minimize potential effects on wildlife, aquatic, and vegetation resources:

- **BIO-1: Retain down woody debris levels.** The shared-use path design would consider opportunities for meeting desired down woody material retention levels (guidance provided in Forest Plan practice standards and guidelines for snags and downed woody material and TRPA Code of Ordinances Section78.2D) for the protection of wildlife habitat. For example, where trees are to be felled as part of construction (e.g., hazard trees or those within the footprint), they would be retained on-site as necessary to meet desired down woody debris levels. The average maximum level for the forested portions of the proposed shared-use path is 5 tons of coarse woody debris per acre larger than 20 inches diameter (at the large end) and of variable decay classes.

- **BIO-2: Retain snags.** The shared-use path alignments would consider desired snag retention needs for wildlife (guidance provided in Forest Plan practice standards and guidelines for snags and downed woody material and TRPA Code of Ordinances Section 78.2D). Snags would be retained unless deemed a "hazard tree."

- **BIO-3: Retain trees that are 24 inches dbh or greater.** The shared-use path alignments would be routed to minimize the removal of live trees. No live trees 24 inches dbh or greater would be felled during the construction of the project. However, there is one 30-inch pine tree on the fringe of Edgewood Creek that is located immediately adjacent to the east side of the proposed bridge structure. Every means feasible would be made to retain the integrity of this tree during project planning and construction. If it is determined that this tree would require removal either during latter design phases or as a result of indirect effects of project improvements to the root structure or integrity of the tree such that the tree would not survive in the long term, removal of this tree would occur, as allowable, under circumstances specified in the TRPA Code of Ordinances (Section 71.2.A [6]).[1]

- **BIO-4: Provide notification of seasonal closures, if required.** The project would be designed to avoid or minimize the potential need for seasonal closures to recreational use for protected and/or sensitive wildlife. However, if necessary, seasonal closures, via Forest Order, would be announced with adequate advance posting and be as short as feasible. No seasonal closures are anticipated at this time; however, if protected and/or sensitive wildlife are detected in proximity to the shared-use path

[1] TRPA Code of Ordinances Section 71.2.A (6) states that "For activities that are consistent with a TRPA-approved master plan, trees larger than 30 inches dbh in the westside forest types and 24 inches dbh in eastside forest types may be removed when it is demonstrated that the removal is necessary for the activity". Activities associated with the South Demonstration Project are consistent with the bicycle trail network proposed in the 2010 Lake Tahoe Bicycle and Pedestrian Plan (approved by the TRPA Governing Board at its August 25, 2010 meeting).

in the future, the need for seasonal closures to recreational use would be evaluated in consultation with appropriate resource management agencies (e.g., USFS, TRPA, etc.).

- **BIO-5: Minimize ground and vegetation disturbance, and limit construction and staging footprints.** Ground and vegetation disturbance would be minimized during construction to avoid or minimize loss of native vegetation and disturbance to terrestrial wildlife habitat. Shared-use path construction activities, vehicle use and parking, and placement of equipment and materials generally would be restricted to a 30-foot-wide construction zone along the path (i.e., 15 feet in width from centerline to outer edge of construction zone). The outer boundary of this zone would be flagged or fenced.

- **BIO-6: Report and protect sensitive wildlife species in accordance with applicable regulations.** A construction awareness training session regarding federally threatened or endangered, USFS R5 sensitive, or TRPA special interest wildlife species would be provided by a qualified biologist to the construction contractor prior to ground-disturbing activities. Any detection of federally threatened or endangered, LTBMU sensitive, or TRPA special interest wildlife species or of nests, dens, roost sites, or other areas of concentrated use by these species, before or during construction and facilities maintenance activities would be reported to LTBMU and TRPA wildlife biologists and protected as directed in the Forest Plan and TRPA regulations. No construction limited operating periods (LOPs) to protect the breeding or other activities of special-status species from construction-related disturbances are anticipated at this time. However, if active breeding sites or other active core-use areas of these species are located in the future near project construction areas, incidentally or based on future survey data, the need for construction LOPs or other measures would be evaluated in consultation with LTBMU and TRPA.

- **BIO-7: Avoid mature or overmature conifer stands where feasible.** The shared-use path would avoid, where feasible, mature or overmature conifer stands (where the dominant size class is $\geq$ 24 inches dbh) within 0.5-mile of large bodies of water (Lake Tahoe), and with relatively low levels of human disturbance that occur within the project area. No mature or overmature conifer stands occur within the area of ground disturbance associated with the proposed project (i.e., project disturbance area) and very little habitat of this type with relatively low levels of human disturbance exists in the vicinity of the project.

- **BIO-8: Maintain and enhance fish passage.** All stream crossings would be designed to convey the 100-year, 24-hour storm event as required by Douglas County. All perennial stream crossings that are part of the project would be designed to maintain upstream fish passage.

- **BIO-9: Maintain passage for aquatic-dependent species.** Culverts or other stream crossings would not create barriers to upstream or downstream passage for aquatic-dependent species (e.g., bottomless culverts with natural bed material).

- **BIO-10: Minimize effects of water drafting, if required.** If water drafting becomes a necessary component of the proposed project, drafting sites would be planned to avoid adverse effects to in-stream flows and depletion of pool habitat. Screening devices would be used for water drafting pumps, and pumps with low entry velocity would be used to minimize removal of aquatic species, including juvenile fish, amphibian egg masses, and tadpoles, from aquatic habitats.

- **BIO-11: Minimize new and relocated coverage that could result in disturbance to SEZ and other low capability lands, and compensate for disturbances to these lands.** The shared-use path alignments would be developed to minimize riparian effects and effects to low capability lands,

including TRPA Habitats of Special Significance (habitats consisting of deciduous trees, wetlands, and meadows). Disturbance to SEZ areas and habitat for aquatic- or riparian-dependent species would be minimized by aligning the shared-use path crossings perpendicular to and in narrow SEZ areas to the extent feasible, and incorporating elevated crossing features such as boardwalks and bridge crossings in sensitive meadows and riparian areas. The amount of new and relocated coverage in SEZ areas and low capability lands would be minimized. Disturbance to LCDs 1a, 1b (SEZ areas), 1c, 2, and 3 would be fully mitigated either through enhancement or restoration to 150% or 1:1.5 ratio of the amount disturbed in accordance with Forest Plan practice standards and guidelines and TRPA Code of Ordinances Sections 20.4.A (3) and 20.4.B (3). The appropriate restoration or enhancement actions, methods, locations, and amount would be developed based on the magnitude of new and relocated coverage in these sensitive lands, as well as site-specific and watershed-level opportunities and constraints for SEZ enhancement. Restoration and enhancement activities could include the following:

- restoring roads and trails inside or adjacent to SEZ areas and low capability lands;
- re-routing project features to less sensitive area to provide a net benefit to SEZs;
- implementing or upgrading long-term BMPs and re-vegetating disturbed areas within riparian zones;
- controlling conifer encroachment into SEZ areas; and
- restoring stream bed and banks to promote additional riparian habitat establishment and increased hydrologic function.

- **BIO-12: Avoid tree removal that could affect water temperatures.** Avoid tree removal that could reduce shaded areas and increase stream temperatures.

- **BIO-13: Use path design elements to minimize meadow disturbance.** Use signage, fencing, planting, etc, in order to discourage users from leaving the path and entering the meadow; any fencing would be designed to avoid interference with hydrology and wildlife movement. This measure would contribute to minimizing potential impacts to meadows and associated sensitive plant species/communities that occur adjacent to the shared-use path.

- **BIO-14: Install signage that informs the public about protecting sensitive vegetation, and identifies noxious weed and invasive plant species and issues in the project area.** Signage containing information about sensitive plant species in the project area and how to avoid disturbing them while using the path and related facilities, and noxious weed and invasive plant species and how they are spread, would be installed at key trailheads and other locations, as applicable and relevant.

- **BIO-15: Prevent the contamination of construction-related materials by noxious weeds and invasive plant species.** The following actions would ensure that construction-related materials entering or leaving the project area are not potential sources of noxious weed infestations.

  - The construction contractor would ensure that any clothing, footwear, and equipment used during construction is free of soil, seeds, vegetative matter or other debris or seed-bearing material before entering the construction area.
  - Where it is not possible to keep equipment out of sites infested with noxious weeds, the equipment would be cleaned so that it is free of soil, seeds, vegetative matter or other debris

before being moved from infested sites to un-infested sites and before being transported out of the project area.

- The project proponent would ensure that any fill soil, mulch, seeds, and straw materials used during construction and implementation of BMPs are weed-free. Certified weed-free material would be used.

- All earth-moving equipment, gravel, fill, or other materials would be required to be weed free. Sand, gravel, rock, or organic matter from an approved onsite source would be used when possible. Otherwise, weed-free materials would be obtained from gravel pits and fill sources that have been surveyed and approved by a botanist or ecologist at the LTBMU for NFS lands or a qualified botanist on non-NFS lands.

- The project proponent would ensure that equipment and vehicles are washed when exiting the perimeters of infested areas before proceeding outside the infested perimeters to un-infested areas.

- **BIO-16: Treat cheatgrass populations in Rabe Meadow before construction.** Beginning one year before path construction through Rabe Meadow, or as soon thereafter as feasible, treatment measures intended to eradicate and control cheatgrass would be implemented in the meadow. For one year before construction, or as much time as feasible within the year before construction, a 50-foot-wide area, extending 25 feet on either side of the path's centerline, or a 25-foot buffer surrounding all other areas of proposed temporary or permanent ground disturbance associated with the project within Rabe Meadow, would be treated to reduce cheatgrass abundance and to improve conditions for establishment of native perennial plants. Treatments to reduce cheatgrass abundance would include cutting cheatgrass, hand pulling, and if authorized by the LTBMU, applying herbicide. Hand pulling would be restricted to small infestations (i.e., < 10 square feet in area); cutting would occur before seed set; and herbicides would be applied according to the prescriptions in the Terrestrial Invasive Plant Species Treatment Project. Prior to construction, a pre-construction cheatgrass control plan would be developed for Rabe Meadow; the control plan would describe the types of cheatgrass control treatments that would be implemented (as mentioned above), and identify the specific locations, extent, and approximate timing of each cheatgrass control treatment along the share-use path within Rabe Meadow. The control plan would be developed in collaboration with LTBMU and TRPA.

- **BIO-17: Revegetate/landscape using appropriate native planting mixes.** Appropriate plant species native to the area that do not require long-term irrigation, or species approved by a qualified botanist for local use, would be used when revegetating disturbed areas and for landscaping improvements. This measure would contribute to minimizing impacts to TRPA Habitats of Special Significance (habitats consisting of deciduous trees, wetlands, and meadows) that are temporarily disturbed during project construction.

  Following path construction, vegetation dominated by native perennial herbaceous and shrub species would be established within a 20-foot-wide buffer area (20 feet on each side of the path as measured from the outer edge of the path footprint). Seed of montane meadow grasses, forbs, and shrubs that are native to the Lake Tahoe Basin, would be applied to the 20-foot-wide buffer along the path. All seed would be collected from or near the project site, if practicable, or if local collection is not practicable, seed would originate from east of the Sierra Nevada crest within 50 miles of the Tahoe Basin, and from an elevation within 1,000 feet of the study area (to the extent feasible). Persistent nonnatives such as cultivated timothy (*Phleum pratense*), orchard grass (*Dactylis glomerata*), or ryegrass (*Lolium* spp.) would not be used. The seed mix would be approved by a qualified botanist

and be certified weed free. For seed materials, the seed analysis report would be provided before seed application, and seed materials containing invasive plant seed would not be approved for use. A restoration ecologist or qualified botanist would be retained by the project proponent to develop a revegetation plan according to Chapter 77 of the TRPA Code of Ordinances (Section 77.4) and to assist with native plant seed mixture selection and application, and native plant establishment methods, including appropriate, limited use of irrigation, if necessary. Nutrient inputs in the form of fertilizer and organic matter would be minimized or avoided. During revegetation, care would be taken to avoid damaging existing natural vegetation.

A qualified biologist, botanist, or restoration ecologist or botanist would develop a monitoring plan, success criteria, and adaptive management measures to ensure successful establishment of native plant cover in the 20-foot-wide buffer area along the path in Rabe Meadow. Following path construction, monitoring would be conducted for a minimum of 5 years to determine the site's progress toward attaining the established success criteria. The monitoring would include both quantitative surveys of percent cover of native montane meadow vegetation, and qualitative assessments of overall condition and success of restoration efforts.

- **BIO-18: Develop and implement a monitoring and adaptive management plan for invasive plants and noxious weeds.** An invasive plant/noxious weed species monitoring and adaptive management plan would be developed by a qualified biologist, botanist, or restoration ecologist for control of noxious weeds in the path area. Monitoring would include surveys for cheatgrass and other noxious and invasive weed species three times per year (spring, early-midsummer, and late summer) during and after project construction. Any noxious or invasive weed species found within the 20-foot-wide path buffer would be hand pulled before seed set or treated by other approved means, such as the application of herbicides consistent with the Terrestrial Invasive Plant Species Treatment Project. Invasive plant/noxious weed monitoring and control measures would continue throughout path construction and for a minimum of 5 consecutive years following completion of the path through Rabe Meadow. This measure would contribute to minimizing impacts of invasive plants and noxious weeds to TRPA Habitats of Special Significance (habitats consisting of deciduous trees, wetlands, and meadows) that occur within and adjacent to the project area.

  As part of the adaptive management plan, success criteria for noxious and invasive weed control would be established by a qualified biologist or restoration ecologist in collaboration with the LTBMU botanist. If these success criteria have not been met by the fifth year of monitoring, monitoring and control efforts would continue and remedial actions would be identified and implemented until success criteria are met. For example, based on monitoring results, additional or revised measures may be needed to ensure the introduction and spread of noxious weeds is not promoted by the construction and use of the shared-use path.

  Invasive plant/noxious weed species management would include ongoing collaboration with LTBMU botanists and other local experts from agencies and nonprofits, such as the Nevada Land Conservancy, Great Basin Institute, and University of Nevada, Reno, to adapt the invasive plant/noxious weed management plan to the latest methods, seek funding opportunities, share knowledge, and acquire labor resources.

- **BIO-19: Restore rerouted portions of existing dirt trail that could facilitate cheatgrass spread.** Portions of the existing dirt trail that would be abandoned and rerouted as part of the proposed shared-use path alignment would be decommissioned and restored to natural vegetation. This would include a portion of the Alternative B alignment north of the Burke Creek boardwalk that would be rerouted to avoid SEZ and another portion of the trail leading to the existing piece of the Elks Point Bike Path.

Revegetation and restoration of these segments of dirt path would occur consistent with measure BIO-17, above.

- **BIO-20: Delineate wetlands that could be affected by project implementation.** Wetlands and other waters of the United States potentially affected by the project would be delineated according to USACE methodology before completion of final project design. The wetland delineation would be submitted to USACE for verification and the final path alignment would be designed to avoid waters of the United States, including wetlands, to the maximum extent feasible.

- **BIO-21: Obtain appropriate permits for and mitigate potential impacts to wetlands.** Where fill of wetlands and other waters of the United States would be unavoidable (e.g., boardwalk and bridge footings), a Clean Water Act (CWA) Section 404 permit would be obtained from USACE and a Section 401 permit from NDEP and all permit conditions would be implemented. A wetland mitigation and monitoring plan would be developed by a qualified wetland ecologist to ensure no net loss of wetlands and other waters of the United States and associated aquatic functions. The mitigation plan would include performance standards and success criteria developed based on the best available science, and corrective measures to be implemented if performance standards are not met. Mitigation would include restoring wetland and other waters of the United States disturbed during project construction to pre-project conditions, including restoration of pre-project topography, vegetation, and soil characteristics in accordance with USACE regulations, except where restoration would not be possible because of permanent structures (e.g., boardwalk and bridge footings). Where it is not possible to restore to pre-project conditions, compensatory mitigation would be provided as part of the wetland mitigation plan. Mitigation for impacts to wetlands would be designed to meet the requirements of design feature BIO-11, which requires that disturbances to SEZs and other low capability lands be fully mitigated either through enhancement or restoration to 150% of the amount disturbed in accordance with TRPA Code of Ordinances Sections 20.4.A (3) and 20.4.B (3).

Scenic Resources

The following design features would minimize scenic resource effects:

- **SCE-1: Restoration enhancements.** Irregularly spaced tree branches and slash would be distributed over the surface of restored trail sections, and areas adjacent to these travel routes to promote the appearance of the natural forest floor.

- **SCE-2: Design applicable structures to be consistent with the USFS Built Environment Image Guide, NDOT, and TRPA design standards.** The proposed restroom in the expanded parking lot at Kahle Drive would be designed to comply with the USFS Built Environment Image Guide and TRPA design standards. The Edgewood Creek bridge would be designed to meet TRPA design standards. If Alternative A is selected and approved, the two Burke Creek bridges, concrete safety barrier, and retaining wall would also be designed to meet the USFS Built Environment Image Guide and TRPA design standards. Because the concrete safety barrier and retaining wall under Alternative A would be within NDOT's right-of-way, these structures would also need to meet NDOT design standards. To comply with the USFS Built Environment Image Guide, structures would be designed to reflect the visual characteristics of line, color, form and texture found in the characteristic landscape.

Recreation

The following design features are elements that would minimize recreation effects:

- **REC-1: Use signage to minimize use conflicts and enhance the recreation experience.** Use conflicts would be reduced or minimized on the shared-use path through use of informational signage installed at trailheads, connection points, and in other areas where necessary to alert users of possible obstacles or changes in the shared-use path. Signage would also be provided that designates the allowed uses. Other informational and interpretive/way finding signs may also be installed along the shared-use path to provide background information regarding points of interest. Trailheads and access points would include interpretive and directional signing as appropriate. A detailed signage plan would be prepared as part of the final design consistent with the FHWA's MUTCD. All proposed signage would be developed in accordance with LTBMU and TRPA design standards and subject to subsequent LTBMU and TRPA review and approval.

- **REC-2: Prepare monitoring plan and monitor bicycle use on Lam Watah Trail.** A monitoring plan subject to Douglas County and LTBMU review would be developed to monitor bicycle use on the Lam Watah Trail if Alternative B is selected and approved. The monitoring plan would specify monitoring locations, periods, survey methods and protocols, and would include a results report submitted to Douglas County and LTBMU. The results report would summarize monitoring results and recommendations for modifications (e.g., signage, restrictions on bicycle use), if warranted. At a minimum, the monitoring plan would include pre-construction monitoring to establish baseline data for comparing pre- and post-project conditions, and monitoring for at least 2 years following shared-use path construction through Rabe Meadow. The monitoring plan would include monitoring during peak and non-peak periods of use, the use of automated trail counters at a minimum of two locations on the Lam Watah Trail (one of which would be used to monitor trail use leading through Nevada Beach Campground), and intercept surveys. The monitoring plan would measure overall user volumes and use types (i.e., bicycles and pedestrians). The monitoring plan and results report would address use conflicts, resource conflicts, and litter. In response to the monitoring results report, adaptive management techniques would be developed as necessary to minimize use conflicts. Adaptive management techniques could include fee for bicycle and pedestrian day users at existing recreational facilities (i.e., Nevada Beach), signage and separation by design, or Forest Orders to restrict bicycle use to paved surfaces in the project area. In addition to this monitoring plan, Douglas County, as part of its maintenance obligation, and LTBMU, as the land manager, would perform regular inspections of the Lam Watah Trail on an on-going basis as part of their routine inspection cycles.

- **REC-3: Locate signage appropriately to minimize visual effects.** Signs would be placed in compliance with adopted Visual Quality Objectives and designed to prevent distraction of views.

- **REC-4: Remove trees that could create hazardous conditions along the shared-use path.** Trees with sufficient height and/or width to reach the shared-use path would be identified and removed as necessary to avoid hazardous conditions.

- **REC-5: Prepare and implement a facilities operations and maintenance plan.** An operations and maintenance plan would be prepared to address regular maintenance and upkeep of the path, trash collection, and servicing of restrooms. The plan would include specifications for signage, maps, and kiosks to inform users of the locations of trash receptacles and restrooms, and to encourage users to pack out their trash.

- **REC-6: Prepare monitoring plan and monitor ancillary facilities (i.e., restroom facilities) at Nevada Beach and Round Hill Pines Beach Day-Use Areas.** A monitoring plan subject to Douglas County and LTBMU review would be developed to monitor restroom use and upkeep in day-use areas at Nevada Beach and Round Hill Pines Beach. The monitoring plan would specify monitoring

locations, periods, survey methods and protocols, and would include a results report submitted to Douglas County and LTBMU. The results report would summarize monitoring results and recommendations for modifications, if warranted. At a minimum, the monitoring plan would include pre-construction monitoring to establish baseline data for comparing pre- and post-project conditions, and monitoring for at least 2 years following shared-use path construction. The monitoring plan would include monitoring during peak and non-peak periods of use, measurement of number of facility users, and facility upkeep (e.g., litter and cleanliness of facilities) at a minimum of one restroom facility at both Nevada Beach and Round Hill Pines Beach. The monitoring plan and results report would address potential restroom maintenance and capacity issues. In response to the monitoring results report, adaptive management techniques would be developed as necessary to minimize restroom maintenance and capacity issues. Adaptive management techniques could include modifications to LTBMU maintenance operations or existing facilities. If modifications are recommended, the results report would identify potential funding mechanisms to support the increased costs of maintaining or expanding existing facilities as a result of project implementation. Any expansion of existing facilities would be subject to subsequent NEPA and TRPA environmental review. In addition to this monitoring plan, LTBMU, as the land manager, would perform regular inspections of the facilities on an on-going basis as part of their routine inspection cycles.

Archaeological and Historical Resources

The following design features would minimize potential effects to cultural resources:

- **CUL-1: Flag and avoid known cultural resources.** For any construction activities that would occur within 400 feet of potentially NRHP-eligible Native American sites FS-05-19-143 and FS-05-19-486, these resources would be flagged or fenced-off and all potentially ground-disturbing activities would avoid these areas. An archaeologist would be required to monitor ground disturbing activities within 400 feet of these documented site boundaries.

- **CUL-2: Pre-construction awareness training.** Before breaking ground on construction of the shared-use path, the project proponent and construction contractor(s) would be made aware of the historical significance of the Round Hill Pines Resort and other documented cultural resources in the area, as well as the general sensitivity of the area for containing presently undocumented prehistoric and historic-era sites, features, artifacts, and human remains. A construction awareness training session would be provided by a qualified cultural resources specialist prior to ground-disturbing activities.

- **CUL-3: Use signage at Round Hill Pines Resort to deter access to buildings.** Interpretive signage would be placed at Round Hill Pines Resort to provide information on the historic aspects of the site and to inform the public to stay clear of buildings as they exist in their current condition. Future uses of the resort would be evaluated for potential opportunities and conflicts. Interpretive signage would include information regarding the penalties for the intentional disturbance or destruction of cultural resources on federal property.

- **CUL-4: Cease work and implement notification procedures for previously undiscovered cultural resources.** In the event that previously undocumented cultural resources or human remains are discovered during any project-related ground-disturbing activities, the construction crew would immediately cease ground-disturbing activities in the vicinity of the find and the procedures of 36 CFR Part 800 would be implemented. A qualified archaeologist approved by LTBMU, TRPA, and Douglas County would be consulted to evaluate the resource in accordance with LTBMU and TRPA guidelines. If the discovered resource is determined to be significant per NRHP and TRPA criteria,

mitigation measures consistent with the TRPA Code of Ordinances would be devised and a mitigation plan submitted for approval by the LTBMU and TRPA. Any necessary archaeological excavation and monitoring activities would be conducted in accordance with prevailing professional standards and the Federal Secretary of the Interior's Standards and Guidelines for Identification of Cultural Resources and Professional Qualifications (National Park Service 1983). Mitigation, in accordance with a plan approved by LTBMU, TRPA and Douglas County would be implemented before ground-disturbing work in the area of the resource find can continue.

The State of Nevada Revised Statutes Section 383.170 requires a person to report to the Office of Historic Preservation immediately upon discovery of a previously unreported Native American interment inadvertently disturbed by ground-disturbing activities such as construction, logging, or farming. The Office of Historic Preservation must consult immediately with the Nevada Indian Commission and notify the appropriate Indian tribe. The authorized tribe or their representative, with the permission of the landowner, must inspect the burial site and recommend an appropriate means for the treatment and disposition of the site and all associated artifacts and human remains. If the burial site is located on private land, Section 383.170 allows, at the owner's expense, the reinterment of all human remains and associated artifacts in a location not subject to further disturbance if the Indian tribe fails to make a recommendation within 48 hours after it receives notification of the find.

Transportation, Parking, and Circulation

The following design feature would minimize traffic-related safety effects:

- **TRA-1: Incorporate traffic safety measures into project design.** The project would evaluate potential hazards (e.g., roadway crossings) and determine appropriate mitigation (e.g., signage, improved or adequate sight lines, guard rails) during the planning process. Final design of the project would include all safety elements determined necessary by the involved agencies.

- **TRA-2: Prepare and implement a Special Event Traffic Management Plan during special events – applies to reduced width option for Lake Parkway only.** To provide adequate roadway level of service (LOS) on Lake Parkway while accommodating roadside parking during special events (e.g., the Edgewood Tahoe Golf Course – Celebrity Golf Tournament, Tour de Tahoe – Bike Big Blue, and America's Most Beautiful Bike Ride – Lake Tahoe) under an optional configuration where the width of Lake Parkway would be narrowed by 7 feet, traffic control officers would be required at each driveway location on Lake Parkway during event hours that extend between 7:00 a.m. and 1:00 a.m. Prior to allowing parking on Lake Parkway during special events, the event host would be responsible for preparing an event-specific Special Event Traffic Management Plan subject to review and approval by Douglas County. The Special Event Traffic Management Plan would need to include event hours, location and hours of use of traffic control officers, and site layout details (e.g., location of cones, signage, and other traffic control methods).

Noise

The project proponent and its contractor(s) would implement the following measures during project construction to reduce short-term construction noise levels:

- **NOI-1: Noise controls on construction equipment.** Construction equipment would be properly maintained and equipped with noise control, such as mufflers, in accordance with manufacturers' specifications.

- **NOI-2: Construction hour limits.** Construction activities would be limited to the hours between 8:00 a.m. and 6:30 p.m., Monday through Saturday, during which such activities are exempt from noise levels identified in applicable standards. Emergency work to protect life or property is exempt from these hourly limits and applicable noise standards. If construction activities must run past exempted hours, any nearby sensitive receptors (less than 200 feet from those activities) would be given at least one week notice of such activities. Before initiating construction activities during exempted hours, the project proponent would prepare a plan demonstrating how appropriate noise-reducing measures (such as erecting temporary sound barriers) would be implemented to maintain the applicable PAS's maximum Community Noise Equivalent Level (CNEL) standards (TRPA has established CNELs ranging from 50 to 65 dBA for PASs 068, 070A, 070B, 077, and 076). The plan would be submitted to TRPA for review and approval, and would be implemented during all construction activities occurring outside of TRPA's exempted hours.

- **NOI-3: Equipment placement and operation.** Construction equipment would be arranged to minimize travel adjacent to noise-sensitive receptors and turned off during prolonged periods of nonuse. Construction equipment would be staged and construction employee parking would be located in designated areas only. All construction equipment and vehicles used for project construction would be fitted with the factory installed muffling devices and would be maintained in good working order. Should noise complaints be received, Douglas County staff and/or contractor would attempt to respond within one working day and to resolve noise complaints as soon as possible.

- **NOI-4**: **Construction equipment operation distance limits.** Heavy-duty construction equipment would operate at least 25 feet from historical buildings, which would be marked with construction fencing, to prevent structural damage due to heavy equipment vibration levels.

- **NOI-5**: **Heavy-duty construction equipment operational limits.** When construction of the shared-use path segments are conducted within 25 feet of historical buildings, heavy-duty equipment would be replaced with smaller equipment that generate minimal vibration levels, such as a small bulldozer that may be operated within 3 feet of historical structures without exceeding recommended vibration standards.

Public Services and Utilities

The following design feature would minimize potential effects on emergency access during construction:

- **PS&U-1: Prepare a Traffic Control Plan (TCP) for locations that would involve construction in existing roadway rights-of-way.** To minimize effects on emergency vehicle and existing public vehicular access, the project proponent would prepare a traffic control plan (TCP) that would address locations that would involve construction in existing roadway rights-of-way (i.e., Lake Parkway, U.S. 50, 4-H Camp Road, Laura Drive, Kahle Drive, and Elks Point Road). The TCP would be prepared in accordance with professional traffic engineering standards and in compliance with the requirements of the affected agency's encroachment permit requirements (i.e., Douglas County, Oliver Park GID, and NDOT) and would include measures that would provide notification to emergency service providers and adequate circulation around construction sites for emergency vehicle and existing public vehicular access. The TCP may include, but not be limited to, the following elements:

  - Identify specific construction methods to maintain traffic flows on affected streets.

- Maintain the maximum amount of travel lane capacity during non-construction periods and provide flagger control at sensitive sites to manage traffic control and flows.
- Limit the construction work zones to widths that, at a minimum, maintain alternate one-way traffic flow past the construction zones. Access would not be prohibited, at any time, for local residents, school buses, or emergency vehicles.
- Coordinate construction activities (time of year and duration) to minimize traffic disturbances.
- Post advanced warning of construction activities to allow motorists to select alternative routes in advance.
- Prepare appropriate warning signage and lighting for construction zones.
- Identify appropriate and safe detour routes if closure of a roadway is required, and install signage that warns of road closures and detour routes.
- The TCP would be submitted to the Douglas County Sheriff's Department and Tahoe Douglas Fire Protection District (TDFPD) for review and comment

Attachment C – Response to Comments on the Draft Joint Environmental Assessment, Nevada Stateline-to-Stateline Bikeway, South Demonstration Project

Responses to Comments on the
Draft Joint Environmental Assessment

Nevada Stateline-to-Stateline Bikeway, South Demonstration Project

Lake Tahoe Basin Management Unit
Douglas County, Nevada

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TAHOE REGIONAL PLANNING AGENCY
Tahoe Regional Planning Agency

Forest Service

USDA
United States Department of Agriculture

March 2011

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Responses to Comments on the January 2011 Draft Joint Environmental Assessment

List of Commenters on the Draft Joint Environmental Assessment

Table 1 provides a list of all agencies, organizations, and persons who submitted written comments during the 30-day public review period (January 13, 2011 through February 14, 2011) for the Draft Joint Environmental Assessment (EA) on the Nevada Stateline-to-Stateline Bikeway, South Demonstration Project. The table also identifies the three public hearings that were held on the Draft EA: the Douglas County Board of Commissioners Meeting on January 20, 2011, the Tahoe Transportation District Board Meeting on January 21, 2011, and the Tahoe Regional Planning Agency Hearings Officer Meeting on February 3, 2011.

Table 1
List of Commenters on the Draft Joint EA
Nevada Stateline-to-Stateline Bikeway, South Demonstration Project

Commenter	Letter ID	Date
Section A: Regional Agencies		
Tahoe Transportation District Board (Tahoe Transportation District Board Meeting)	A-1	January 21, 2011
Tahoe Regional Planning Agency (TRPA Hearings Officer Meeting) Jim Baetge, TRPA Hearings Officer	A-2	February 3, 2011
Section B: State Agencies		
Nevada Bicycle Advisory Board Sigurd Jaunarajs, Chairman	B-1	January 21, 2011
Nevada Department of Transportation Thor A. Dyson, P.E., CPM, District II Engineer	B-2	February 4, 2011
Nevada State Historic Preservation Office Rebecca Lynn Palmer (On June 9, 2011 the LTBMU received a concurrence letter from the NV SHPO (see project record) for this undertaking)	B-3	February 7, 2011
Section C: Local Agencies		
Douglas County Community Services/ Parks and Recreation (January 2011 Parks & Recreation Commission Meeting) Scott Morgan, Director	C-1	January 5, 2011
Douglas County Board of Commissioners (Douglas County Board of Commissioners Meeting)	C-2	January 20, 2011
Washoe County, NV (Park Commission and Board of County Commissioners) Cheryl Surface	C-3	February 9, 2011
Carson City, NV (Parks and Recreation; Board of Supervisors) Roger Moellendorf, Parks and Recreation Director	C-4	February 14, 2011
Section D: Local Organizations and Groups		
Lake Tahoe Bicycle Coalition Ty Polastri, President	D-1	January 20, 2011
South Shore Transportation Management Association Steve Teshara, Chair	D-2	February 13, 2011
Section E: Individuals/Businesses		
Karen Nelson, Homeowner	E-1	January 15, 2011
TGFT Productions, LLC / Bike the West Curtis Fong, President / CEO / Event Director	E-2	January 20, 2011
Clay Grubb	E-3	January 21, 2011
sierracanon@gmail.com	E-4	January 21, 2011

Table 1 List of Commenters on the Draft Joint EA Nevada Stateline-to-Stateline Bikeway, South Demonstration Project		
Commenter	Letter ID	Date
Bonnie Turnbull	E-5	January 25, 2011
rx@surewest.net	E-6	January 28, 2011
Beverly Winneker	E-7	January 29, 2011
Edgewood Companies (TRPA Hearings Officer Meeting) Patrick Rhamey	E-8	February 3, 2011
Edgewood Companies Chuck Scharer, President and CEO	E-9	February 14, 2011

Responses to Comments

In response to the legal notice for the 30-day public comment period (January 13, 2011 through February 14, 2011) for the Draft Joint Environmental Assessment (Draft EA) on the Nevada Stateline-to-Stateline Bikeway, South Demonstration Project, sixteen (16) comment letters were received. In addition, comments were received at three public hearings: the Douglas County Board of Commissioners Meeting on January 20, 2011, the Tahoe Transportation District Board Meeting on January 21, 2011, and the Tahoe Regional Planning Agency Hearings Officer Meeting on February 3, 2011.

Summarized comments and the U.S. Forest Service Lake Tahoe Basin Management Unit (USFS LTBMU) and Tahoe Regional Planning Agency (TRPA) responses to each comment are provided below. However, only comments on the adequacy of the environmental analysis are responded to in detail. Nonetheless, the lead agencies (USFS LTBMU and TRPA) will take into consideration the other project-related comments provided during project approval.

Regional Agencies

A-1 Tahoe Transportation District (TTD) Board Meeting (1/21/11)
Board of Directors and Members of the Public

Comment #1: Nancy McDermid – Will there be a universal permit for the project addressing multiple agencies' permits or separate permits?

Response: As listed in Section 1.12, "Permitting and/or Approvals," in the Draft EA, in addition to the primary project approvals (which include a USFS LTBMU Special Use Permit [SUP] and TRPA Project Permit) separate permits and/or approvals from a variety of public agencies will be required for development of the South Demonstration Project. There will not be a universal permit covering multiple agencies. The key permitting agencies have been involved throughout the process, including the siting and design of the trail, to help streamline the permitting process. The separate permits include, but are not limited to various encroachment permits, site improvement and building permits from Douglas County, permits from Douglas County Sewer Improvement District and Kingsbury General Improvement District for the restroom facilities, water quality-related permits from Nevada Department of Environmental Protection, as well as natural and cultural resource agency coordination/permits.

Comment #2: Norma Santiago – Please clarify if Segment 2 is the only difference between the alternative alignments.

Response: The alignment of Segment 2, through Rabe Meadow between Kahle Drive and Elks Point Road, is the primary difference between Alternatives A and B. However, there are also two options proposed and analyzed in the Draft EA: an option to narrow the width of Lake Parkway west of U.S. 50

by 7 feet (in Segment 1) and optional upper and lower alignments around the west side of Round Mound (in Segment 3). The options apply to both alternatives. The proposed alternative alignments and options are shown in Exhibits 2-3 through 2-5 of the Draft EA.

Comment #3: Norma Santiago – What is the status of the NEPA Process? How prepared are we for the permitting process to go smoothly? Any engineering estimates and cost estimates?

Response: As described in Section 1.8, "Regulatory and Decision Framework," of the Draft EA, the EA satisfies the National Environmental Policy Act (NEPA) and the TRPA environmental review requirements, with the USFS LTBMU and TRPA acting as lead agencies. The Draft EA was released for public review on January 13, 2011 and the comment period closed on February 14, 2011. Three public hearings were held on January 20, January 21, and February 3, 2011. The lead agencies are now responding to comments and finalizing the EA. Once the Final Joint EA is complete, the LTBMU Forest Supervisor (the Responsible Official under NEPA) will review the proposed alternatives, including the proposed action, to make the following decisions with respect to the part of the project located on National Forest System (NFS) lands: 1) whether to implement the proposed action or an alternative to the proposed action; and 2) whether 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. In addition, after reviewing the 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.

The Nevada Stateline-to-Stateline Bikeway Project "Working Group" was formed to oversee the Bikeway project. The Working Group is comprised of staff from sponsoring and partnering agencies that are helping to direct the project planning, environmental review, and bikeway design. Because many of the permitting agencies are involved in the Working Group, they are well informed about the project and have had numerous opportunities to have input on the project. After the EA process is complete, an alignment is approved, and final project design details can be determined, the required permitting processes can be completed.

Although there are some initial engineering cost estimates, there are no final estimates available until project approval of an alignment and final detailed design and engineering.

Comment #4: Steve Teshara – A connection to Stateline Avenue in California should be considered.

Response: USFS LTBMU and TRPA take note of the commenter's support of a shared-use path connection into California (to Stateline Avenue). The Lake Tahoe Region Bicycle and Pedestrian Plan includes a connection to a proposed bike lane and bike route at Stateline Avenue and Pine Boulevard. As a project within California, such a connection would require environmental review under the California Environmental Quality Act (CEQA).

Comment #5: Patrick Rhamey, Edgewood Companies – Edgewood Companies is generally supportive of the project and is coordinating with the Working Group. The Edgewood Companies Board would have to approve an easement for the project.

Response: USFS LTBMU and TRPA appreciate Edgewood Companies' support of the project and will take it into consideration during project approval. USFS LTBMU and TRPA also understand that an easement would need to be executed with Edgewood Companies for the portions of the project on the Edgewood property.

A-2 Tahoe Regional Planning Agency Hearings Officer Meeting (2/3/11)
Jim Baetge, TRPA Hearings Officer

Comment #1: How will this trail connect to the Meyers Bike Trail at Van Sickle on the mountainside of U.S. 50, and is this discussed in the EA? Was an alternative on the mountainside considered?

Response: Section 2.2.1, "Segment Overview and Common Project Elements, Access/Parking and Connectivity" of the Draft EA states that access to the California Tahoe Conservancy's proposed South Tahoe Greenway shared-use path at Van Sickle CA/NV Bi-State Park on the east side of Lake Parkway at Heavenly Village Way in the near term would be provided by traveling on existing wide shoulders on Lake Parkway/Pine Boulevard and using the existing signalized crossing at Park Avenue and U.S. 50. The South Tahoe Greenway shared-use path is a proposal to connect Van Sickle CA/NV Bi-State Park with the Sierra Tract residential area west of Al Tahoe Boulevard and continuing to Meyers, California.

Two alternatives on the east side of U.S. 50 that would connect Van Sickle to the Round Hill Bike Path east of U.S. 50 and north of SR 207 were considered early in the planning process but were later rejected for reasons described in Sections 2.5.4, "Alignment Parallel to the East Side of U.S. 50," and 2.5.5, "Uphill Alignment East of U.S. 50," of the Draft EA. A connection is still shown in the Lake Tahoe Bicycle and Pedestrian Plan and the South Demonstration Project would not preclude a future connection. Furthermore, Edgewood Companies owns the property east of U.S. 50 and has indicated that it is amenable to the concept of assisting in making this future connection.

Comment #2: Is there parking for visitors from Carson City at the Round Hill Pines Beach end?

Response: Parking demand at points along the South Demonstration Project was estimated based on the calculated demand for drive-to-path users as described in Section 3.9.4, "Traffic, Parking, and Transit, Environmental Consequences, Parking" in the Draft EA. The application of the Lake Tahoe Region Bicycle and Pedestrian Use Model for the South Demonstration Project indicates that the daily drive-to-path demand is 42 for bicycles and 14 for pedestrians. As shown in Table 3.9-4, "South Demonstration Project – Shared-Use Path Parking Demand," the peak-hour parking demand at the north end of the proposed shared-use path would be 1 parking space. There is paid parking at Round Hill Pines Beach; there is adequate shoulder parking available on the Round Hill Pines Beach access road; and the existing Kahle Drive parking lot would be expanded to add an additional 14 parking spaces. Therefore, there would be sufficient parking for visitors from Carson City at Round Hill Pines Beach as well as the Kahle Drive parking lot.

Comment #3: Is the TMDL mentioned in the EA? How will the project address fine sediment loading and meet TMDL standards? Why is the TMDL process such a big thing for NDOT and Caltrans roads, but not an issue here for the bike trail – a bike path is similar to a road? Does PLRM need to be run?

Response: The final Total Maximum Daily Load (TMDL) has not yet been adopted and is therefore not discussed in the Draft EA. Similarly, the Pollutant Load Reduction Model (PLRM) would not be calculated until the TMDL is established. However, as described in Section 3.3, "Hydrology and Water Quality," the South Demonstration Project is being designed to address all current regulatory water quality standards. Water quality controls must be consistent with TRPA and Nevada Division of Environmental Protection (NDEP) guidelines, and would be required to ensure that runoff quality meets or surpasses TRPA waste discharge effluent limits and maintains beneficial uses of Lake Tahoe, as defined by NAC 445A.191. Furthermore, the TRPA permit process will condition the project to meet all current and applicable water quality standards.

State Agencies

Comment Letter B-1 Nevada Bicycle Advisory Board (1/21/11)
Sigurd Jaunarajs, Chairman

Comment #1: After review of the South Demonstration Project Environmental Assessment, the Nevada Bicycle Advisory Board (NBAB) voted unanimously during its January 20, 2011 meeting to support the proposed action of construction of the South Demonstration Project portion of the Nevada Stateline-to-Stateline Bikeway.

Response: USFS LTBMU and TRPA appreciate the Nevada Bicycle Advisory Board's support of the project and will take it into consideration during project approval.

Comment Letter B-2 Nevada Department of Transportation (NDOT) (2/4/11)
Thor A. Dyson, P.E., CPM, District II Engineer

Comment #1: For impacting the state right-of-way, a temporary and/or permanent encroachment will be required from the District II Permit office.

Response: Douglas County, as the project proponent, will seek a temporary and/or permanent encroachment permit from NDOT's District II Permit office for any project impacts to the Nevada state right-of-way. The need for encroachment permits is acknowledged in Section 1.12, "Permitting and/or Project Approvals," of the Draft EA.

Comment Letter B-3 Nevada State Historic Preservation Office (SHPO) (2/7/11)
Rebecca Lynn Palmer

Comment #1: SHPO notes that the description for the affected environment in 3.8.3, "Existing Cultural Resources," does not state that the consultant reviewed the online statewide archaeological inventory (NVCRIS), but that source is cited in Table 3.8-1 and Table 3.8-2. SHPO's brief review of the database indicates that additional inventories are present in the project area that are not mentioned in Table 3.8-1. Please correct this citation to more accurately read Nevada State Museum.

Response: Following conversations with Jessica Axsom at Nevada SHPO, Section 3.8.3 of the EA, "Affected Environment, Existing Cultural Resources," (page 3.8-2) has been revised to read as follows:

> Prior to commencing cultural resource field investigations, AECOM conducted a records search and historic map review at the Nevada State Museum in Carson City <u>and through the Nevada Cultural Resources Information System (NVCRIS)</u>. The research indicated that 12 previous cultural resources surveys had been conducted in, and within, 0.5 mile of the project site (Table 3.8-1). <u>Since the date of the original record search (2008), additional studies, as noted by the SHPO, have been conducted in the vicinity of the South Demonstration Project. Reports and other documents related to these subsequent studies are curated at the Nevada State Museum, but did not reveal any new sites within the project area.</u> These studies resulted in the identification of 27 prehistoric and historic-era cultural resources (Table 3.8-2).

Comment #2: SHPO notes that site 05-19-486 was identified in this document as possessing great cultural importance to the Washoe Tribe of Nevada and California. The SHPO recommends that the additional consultation requested by the Washoe Tribe of Nevada and California focus on the potential National Register eligibility of this unevaluated site as a property of religious and cultural significance. The SHPO looks forward to receiving additional consultation with the U.S. Forest Service on this undertaking.

Response: The Washoe Tribe requested further consultation only regarding any future cultural resources surveys that may be required, the results of such investigations, and potential impacts to Native American sites. The tribe has not, at this time, requested any further consultation relative to the South Demonstration Project. However, in a conversation with Jessica Axsom from Nevada SHPO, it was recommended that the USFS pursue further consultation with the Washoe Tribe relative to the NRHP evaluation of archaeological site 05-19-486. This recommendation was also provided in the 2/7/11 letter from Nevada SHPO to the Nevada State Clearinghouse. In addition, AECOM informed Mr. John Mayer, archaeologist with the U.S. Forest Service, Lake Tahoe Basin Management Unit of the SHPO consultation recommendations in relation to archaeological site 05-19-486 on March 23, 2011. In response to this recommendation from Nevada SHPO, USFS will pursue further consultation with the Washoe Tribe.

Local Agencies

Comment Letter C-1 Douglas County Community Services / Parks & Recreation (1/5/11)
(January 2011 Parks & Recreation Commission Meeting)
Scott Morgan, Director

Comment #1: Elaine Flynn – Alternative B is the most consistent with the goals and needs of the Stateline-to-Stateline Bikeway Project. Alternative B through the Rabe Meadow provides a better premier separated bike path compared to Alternative A.

Response: The commenter's support for Alternative B is noted by USFS LTBMU and TRPA and it will be taken into consideration during project approval.

Comment #2: Thomas Moore – Alignment B appears to be safer, more enjoyable and is the preferred best route for the South Demonstration Project.

Response: The commenter's support for Alternative B is noted by USFS LTBMU and TRPA and it will be taken into consideration during project approval.

Comment #3: Debra Lang – The Stateline South Demonstration Project is an excellent project and will do a lot to stimulate the economy of Lake Tahoe. I prefer Alternative B, which provides an enhanced quality for residents using this future facility.

Response: USFS LTBMU and TRPA appreciate the commenter's support of the project, specifically Alternative B, and will take it into consideration during project approval.

Comment #4: Kelly Gardner – Alternative B is the least intrusive on private property and it reduces existing conflicts on the Lam Watah Trail by providing a desirable alternative for bikers and joggers. Alternative B reduces environmental impacts by coordinating a single creek SEZ crossing, further reducing the spread of non-native invasive weeds. Alternative B is the most consistent with the US Forest Service plan and provides a premier separated bikeway.

Response: The commenter's support for Alternative B is noted by USFS LTBMU and TRPA and it will be taken into consideration during project approval.

C-2 Douglas County Board of Commissioners Meeting (1/20/11)
Board of Commissioners

Comment #1: Nancy McDermid – Supports Alternative B because it is separated from US 50; it is a beautiful, highly used area; and it is a key visitor use area.

Response: The commenter's support for Alternative B is noted by USFS LTBMU and TRPA and it will be taken into consideration during project approval.

Comment #2: Nancy McDermid –Potentially provide a fence for the lower alignment at Elks Point that is closer to the residences.

Response: A fence between the shared-use path and the residences within the Elks Point neighborhood may be considered as a condition of project approval and included in the final design. However, the analysis in the Draft EA did not identify any environmental effects that would necessitate construction of a fence and a fence in this location is not a part of the County's proposal.

Comment #3: Greg Lynn - Supports Alternative B, stating that it is not the first time that Rabe Meadow has been disturbed.

Response: The commenter's support for Alternative B is noted by USFS LTBMU and TRPA and it will be taken into consideration during project approval.

Comment Letter C-3 Washoe County, NV (Park Commission; Board of County Commissioners) (2/9/11)
Cheryl Surface

Comment #1: Park Commissioners favored the alignment through the meadow (Alternative B) rather than the alignment next to the highway for the South Demonstration Project.

Response: The commenter's support for Alternative B is noted by USFS LTBMU and TRPA and it will be taken into consideration during project approval.

Comment Letter C-4 Carson City, NV (Parks and Recreation; Board of Supervisors) (2/14/11)
Roger Moellendorf, Parks and Recreation Director
(Comments received at public meetings held on January 4, 2011 and February 3, 2011.)

Comment #1: Clarification regarding the term "bikeway" compared to a "multi-use path."

Response: The South Demonstration Project proposes a "shared-use path." The U.S. Department of Transportation Federal Highway Administration (FHWA) states that, "Shared-use paths are paved, off-road facilities designed for travel by a variety of nonmotorized users, including bicyclists, pedestrians, skaters, runners, and others." (FHWA Publication Number: FHWA-HRT-05-138 Date: July 2006). Further, the 1999 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities defines a shared-use path as being physically separated from motor vehicular traffic with an open space or barrier.

The term "bikeway," as utilized throughout the Nevada Stateline-to-Stateline Bikeway Project Feasibility Study Report, refers to the full proposed bikeway between the Nevada state line in Crystal Bay in the north and Stateline, Nevada in the south. The goal of the Nevada Stateline-to-Stateline Bikeway Project is to construct a shared-use path as defined by FHWA and AASHTO. However, the complete extent of the bikeway may not be able to be constructed to meet the definition of a shared-use path. For example, the portion of the South Demonstration Project located on Laura Drive would be an on-road segment striped to provide 6-foot bicycle lanes, signage designating Laura Drive as a bicycle route, and no parking signs on both sides of the road (outside of established parking bays). This brief section is an on-road "bike lane" rather than a "shared-use path" (i.e., a physically separated off-road facility). Therefore, the complete Nevada Stateline-to-Stateline "Bikeway" would include some sections of bike lanes or other such connections where an official "shared-use path" is not feasible.

Comment #2: Clarification regarding the length of new pavement and existing pavement.

Response: As described in Section 3.5.4, "Earth Resources, Environmental Consequences," of the Draft EA, both of the shared-use path action alternatives (Alternatives A and B) would involve removing, relocating, and adding coverage to the affected parcels in accordance with TRPA's land coverage regulations and land capability system. For both action alternatives, additional coverage would be located in TRPA Land Capability Districts (LCD) 1a, 1b, 1c, 2, 4, 5, and 7; Alternative A would also add coverage in LCD 3. Table 3.5-2 of the Draft EA provides a preliminary summary of coverage increases by LCD and segment, including optional alignments under consideration, for Alternatives A and B. Table 3.5-3 expands on the information provided in Table 3.5-2 by providing the preliminary coverage increases by affected parcel and right-of-way. Table 3.5-3 shows the net increase or decrease in coverage in each LCD. Existing compacted dirt roads, road shoulders, and trails are counted as existing coverage, although these areas have not yet been officially verified by TRPA as legally existing coverage. The proposed shared-use path shoulders would be constructed of a material that would be revegetated and/or allow infiltration of water in accordance with TRPA specifications as a constructed BMP, and as such are not counted as coverage. The preliminary coverage numbers presented in Tables 3.5-2 and 3.5-3 would be refined through the final design process. While the alignments are designed to maximize the use of existing coverage as described in Chapter 2, "Alternatives," implementation of either action alternative would result in increased coverage. Table 2-1, "Summary of South Demonstration Project Alternatives," of the Draft EA documents that the approximate increase in coverage for Alternative A would be 134,790 square feet and for Alternative B would be 111,400 square feet.

Comment #3: In reference to Rabe Meadow, the Rabe family is a local historic family. This could provide a good interpretive opportunity.

Response: Section 2.2.1, "Segment Overview and Common Project Elements, Signage" of the Draft EA states that informational and interpretive/educational/way finding signs may be installed along the shared-use path to provide background information regarding points of interest, such as those related to biological or cultural significance. A detailed signage plan will be prepared as part of the final design consistent with the Federal Highway Administration's Manual on Uniform Traffic Control Devices (FHWA MUTCD), and the historical significance of the Rabe family will be taken into consideration as an interpretive opportunity. However, for the purpose of the EA, the analysis of signage is limited to that which is necessary for path safety based on engineering judgment and associated standards. All proposed signage would be subject to LTBMU and TRPA rules and regulations.

Comment #4: Van Sickle Bi-State Park provides an excellent opportunity for parking and should be linked to the bikeway.

Response: Section 2.2.1, "Segment Overview and Common Project Elements, Access/ Parking and Connectivity" of the Draft EA states that access to the Van Sickle CA/NV Bi-State Park on the east side of Lake Parkway at Heavenly Village Way in the near term would be provided by traveling on existing wide shoulders on Lake Parkway/Pine Boulevard and use of the existing signalized crossing at Park Avenue and U.S. 50. Although not included in the South Demonstration Project, a trail connection to Van Sickle is identified in the Lake Tahoe Bicycle and Pedestrian Plan and this project would not preclude a future connection.

Comment #5: How will the path be maintained; by who; and what is the cost?

Response: As explained in Section 2.2.6, "Long-term Operation and Maintenance," of the Draft EA, long-term operation and maintenance of the shared-use path would be the responsibility of Douglas County. For the section of the shared-use path that would cross the Edgewood Tahoe Golf Course property, Edgewood Companies has expressed an interest in negotiating the terms and responsibilities of the long-term maintenance plans particularly as it relates to landscaping along Lake Parkway and U.S. 50.

The terms of the long-term maintenance agreement with the USFS LTBMU for use of NFS lands would be articulated in the LTBMU SUP and a long-term maintenance agreement would be established with NDOT.

The proposed shared-use path would be maintained for non-winter use at all times, and for winter use as Douglas County's maintenance priorities and funding allow. The portion of Segment 1 that extends along U.S. 50 between Lake Parkway and 4-H Camp Road would be cleared of snow consistent with current practices along this stretch, where snow is removed following snow events. Snow is cleared to the west side of the path using a diesel-powered Bobcat. As funding and priorities permit, Douglas County would clear snow along the remainder of the shared-use path in a similar manner.

Douglas County would be responsible for the costs associated with the long-term operation and maintenance of the South Demonstration Project. The costs of the long-term maintenance of the shared-use path are unknown at this time and such cost estimates are not an environmental issue that needs to be addressed in the EA. However, Section 1.7, "Project Funding," of the Draft EA does describes the public funding for the South Demonstration Project, which is provided by local, state, and federal grants some of which require matches provided by the project proponent (Douglas County) and partnering agencies for the Nevada Stateline-to-Stateline Bikeway.

Comment #6: Preference for the western alignment, Alignment B, through Rabe Meadow, particularly: 1) when there is an option, the bikeway should be located farther away from the noise and fast traffic of Highway 50, and 2) if the grade is similar in both alternatives.

Response: The commenter's support for Alternative B is noted by USFS LTBMU and TRPA and it will be taken into consideration during project approval.

Comment #7: The project has received incredible support and admiration from Carson City Parks and Recreation Commission and Board of Supervisors.

Response: USFS LTBMU and TRPA appreciate the Carson City Parks and Recreation Commission's and Board of Supervisors' support of the project and will take it into consideration during project approval.

Local Organizations/Groups

Comment Letter D-1 Lake Tahoe Bicycle Coalition, Inc. (1/20/11)
Ty Polastri, President

Comment #1: The Lake Tahoe Bicycle Coalition fully supports the Nevada Stateline-to-Stateline Bikeway, and the South Demonstration Project as Phase One. The Coalition is eager to do its part in helping move this and other bicycle/pedestrian projects forward.

Response: USFS LTBMU and TRPA appreciate the Lake Tahoe Bicycle Coalition's support of the project and will take it into consideration during project approval.

Comment Letter D-2 South Shore Transportation Management Association (2/13/11)
Steve Teshara, Chair

Comment #1: The commenter expresses support for expanding Lake Tahoe's trail and shared-use path network; urges timely certification of the EA; recommends the Alternative B alignment in Segment 2; and recommends the "lower west" alignment in Segment 3.

Response: USFS LTBMU and TRPA appreciate the South Shore Transportation Management Association's support of the project, specifically Alternative B and the "lower west" alignment in Segment 3, and will take it into consideration during project approval.

Comment #2: The commenter urges TTD to include in its FY-2011-2012 Work Plan the cross jurisdictional collaboration and planning necessary to complete the short stretch of this project needed to connect the western terminus of this "Nevada" project with a California "destination." Specifically, this is the connection between the Nevada/California state line on Lake Parkway and Stateline Avenue in South Lake Tahoe, California.

Response: USFS LTBMU, TRPA, and TTD take note of the South Shore Transportation Management Association's support of a connection between the western terminus of the South Demonstration Project and a California destination. The Lake Tahoe Region Bicycle and Pedestrian Plan includes a connection to a proposed bike lane and bike route at Stateline Avenue and Pine Boulevard. As a project within California, such a connection would require environmental review pursuant to CEQA.

Comment #3: The commenter recognizes that the South Demonstration Project identified a shared-use path on the east side of U.S. 50 between Kahle Drive and Elks Point Road as considered but not studied in detail, as it was not consistent with the stated goals of the project. However, the commenter urges that such a path should remain a high priority for future consideration due to its value as a non-motorized transportation corridor connecting Round Hill commercial and residential areas with those of Lower Kingsbury and Stateline.

Response: USFS LTBMU and TRPA take note of the South Shore Transportation Management Association's support of a shared-use path on the east side of U.S. 50 between Kahle Drive and Elks Point Road for future consideration and note that the South Demonstration Project would not preclude construction of a path on the east side of U.S. 50.

Individuals/Businesses

Comment Letter E-1 Karen Nelson, Homeowner (1/15/11)

Comment #1: Parking and Traffic on Elks Point Road. On weekends and in high season/holidays, the traffic on this road is a major issue. There is no real place to turn around. Large vehicles get stuck trying. People are always parking illegally, sometimes on both sides of the road, making it necessary to drive a car over the road's center line. People drive strollers on the road, let their dogs out without a leash, talk on their cell phone with the car door open, etc. I do not think putting a larger parking lot away from the beach on the opposite side of the park will solve these problems. There is a nice parking lot a short distance away from the beach, but one has to pay to park there. All this means that a bike path crossing Elk Point Road will add to the traffic and confusion, and further decrease the safety of drivers and people using the bike path.

Response: The parking distribution and peak-hour parking demand for the South Demonstration Project are provided in Table 3.9-4 of the Draft EA. As shown, at peak times approximately one vehicle would be parked in the casino area and at the north terminus, two vehicles on Elks Point Road, and six at Kahle Drive.

The Draft EA states, "On Elks Point Road near the proposed at-grade crossing of the shared-use path, Nevada Beach users already generate substantial parking demand along the roadway shoulder." While the analysis summarized in Table 3.9-4 identifies two additional vehicles associated with drivers parking to use the proposed shared-use path (and three additional vehicles estimated in the cumulative condition), it does not reflect that some existing beach goers currently driving to the site would instead use the proposed shared-use path to bicycle or walk to the beach. Given that the shared-use path would increase

the attractiveness of these non-auto modes to a significant number of residences and visitors in the area, it is expected that this diversion would be equivalent to at least two travel parties currently parking in the area at peak times. Overall, current parking demand at this location is expected to remain unchanged or to be reduced by the proposed shared-use path.

Table 3.9-3, "Evaluation of Peak Hour At-Grade Roadway Crossing Auto LOS," of the Draft EA presents a summary of traffic conditions including level of service (LOS) at all proposed shared-use path crossing locations (including Elks Point Road). The roadway LOS at all path crossing locations (including Elks Point Road) would be LOS A for both action alternatives. Because the proposed South Demonstration Project would not cause roadway LOS to degrade to levels below LOS standards established by TRPA and Douglas County for the area, there would not be an adverse effect on roadway LOS.

The specific details of crossings treatments would be developed further in the subsequent design phases, and would be designed to conform to applicable AASHTO, NDOT, TRPA, FHWA, and Douglas County design standards. Because at-grade crossing locations are consistent with the current guiding documents intended to maintain safety at at-grade roadways crossings, the proposed at-grade crossings would not create adverse conditions regarding traffic safety between motor vehicles, bicyclists, and pedestrians. Furthermore, signage would be installed to alert users of crossings. A detailed signage plan would be prepared as part of the final design consistent with the FHWA MUTCD.

Comment #2: Non-permitted camping/use of camp. I believe that putting in a bike path may create further opportunity for non-permitted camping at Round Mound. When I lived at the Keys, using the paths, more than one person was discovered sleeping near a small fire. The cabins at Round Mound need to be inaccessible to people using the path. My community at Elk Point is concerned about people accessing our properties and the beach and the liability that is created by casual use of the properties without permission.

Response: USFS LTBMU, TRPA, Douglas County, and the other partnering agencies respect the concerns of the residents of the Elk Point neighborhood about security. The Douglas County Sheriff's Department (DCSD) would be responsible for law enforcement along the entire South Demonstration Project. The Draft EA addressed the potential for increased demand for law enforcement services in Section 3.12, "Public Services and Utilities." As stated in that section, resident concern about visitors who may not comply with existing laws is an important consideration in project design, although the topic of crime is not included among those covered as an environmental effect under NEPA or TRPA regulations. The potential for trespass and vandalism is addressed as part of the project design where design measures are included to discourage users from leaving the path in sensitive locations. Relevant design measures, as described in Chapter 2 of the EA, include vegetative screening, the placement of boulders adjacent to the shared-use path, increased signage, and the asphalt surface of the shared-use path, itself. Also, the paved surface allows for emergency vehicle access, if needed in response to complaints. Furthermore, DCSD has not experienced security conflicts on existing trail and shared-use paths (e.g., Elks Point Bike Path) and their level of service would not be adversely affected by the project. Also addressed in Section 3.12, given the proximity of the proposed alignments to Fire Station #3, the Tahoe Douglas Fire Protection District (TDFPD) level-of-service for a response time of 5 minutes from the alarm to the arrival of the first unit would not be adversely affected by the project.

Comment #3: Cost to Elk Point homeowners. The present fence dividing Round Mound from the private property is in question. We may need to move or fortify it to comply with your wishes, resulting in additional cost to Elk Point homeowners.

Response: A fence between the shared-use path and the residences within the Elks Point neighborhood may be considered as a condition of project approval and included in the final design. However, the analysis in the Draft EA did not identify any environmental effects that would necessitate construction of a fence and a fence in this location is not a part of the County's proposal.

Comment Letter E-2 TGFT Productions, LLC/Bike the West (1/20/11)
Curtis Fong, President/CEO/Event Director

Comment #1: I am very supportive of any and all proposals in regards to bicycling opportunities for on-road and Class 1 bike trails in and around Lake Tahoe and particularly in support of the Stateline-to-Stateline project. I urge you to continue to support the execution of the Stateline to Round Hill section of this bicycling corridor.

Response: USFS LTBMU and TRPA appreciate your support of the project and will take it into consideration during project approval.

Comment Letter E-3 Clay Grubb (1/21/11)

Comment #1: This project is needed for recreational, fitness, and commuter transportation purposes. It will make all these uses safer and more pleasant if done properly.

Response: USFS LTBMU and TRPA appreciate your support of the project and will take it into consideration during project approval.

Comment #2: Alternative A satisfies the needs of all three bicycle user groups (recreational, fitness, and commuter). It provides an attractive route and it separates most bike traffic from both the automobile traffic on U.S. 50 as well as the casual congestion of the Lam Watah trail. Those desiring to go only to Nevada Beach would have the option to take the casual route or the more bicycle-focused new trail and Elks Point Road. Build Alternative A of Segment 2 and maximize our benefit.

Response: The commenter's support for Alternative A is noted by USFS LTBMU and TRPA and it will be taken into consideration during project approval.

Comment #3: Alternative B will not meet the project objectives. The Lam Watah trail is congested in the summer with users who are not "bike aware." I run there regularly and expect to have to dodge dogs, small children, strollers, and clueless adults. Alternative B will keep most fitness and commuter bikers on U.S. 50, while adding recreational bikers not going to Nevada Beach onto an already congested situation on Lam Watah trail.

Response: The commenter's support for Alternative A rather than Alternative B is noted by USFS LTBMU and TRPA and it will be taken into consideration during project approval.

The potential for the South Demonstration Project to conflict with existing or proposed recreation uses is addressed in Section 3.7, "Recreation." Use conflicts would be reduced or minimized on trails through a combination of routing and the use of informational signage that designates allowed uses (see Chapter 2 for Design Features REC-1 through REC-3) to meet existing recreation facility objectives. Signage would be developed and installed at trailheads, connection points, and in other areas where necessary to alert users of possible obstacles or changes in the shared-use path in order to provide clear direction for all users. Also, Design Feature REC-2 would ensure the monitoring of bicycle use on the Lam Watah Trail, and adaptive management measures would be implemented, if necessary, to regulate use of the Lam Watah Trail between the shared-use path and Nevada Beach Campground and Day-Use area. As explained in detail under Section 3.7.4, "Environmental Consequences, Conflicts with Existing or Proposed Recreation Uses," based on measures being incorporated in the project design to minimize and monitor potential use conflicts and the adherence to design standards that account for a mix of uses, both Alternatives A and B would not be expected to conflict with existing or proposed recreation uses.

Comment Letter E-4 sierracanon@gmail.com (1/21/11)

Comment #1: A great idea. We favor Option B, as a larger portion of the trail does not run right next to Highway 50. We spend a week in the area each summer, and would love to have this path available.

Response: USFS LTBMU and TRPA appreciate your support of the project, specifically Alternative B, and will take it into consideration during project approval.

Comment Letter E-5 Bonnie Turnbull (1/25/11)

Comment #1: I would like to express my support for your efforts to improve accessibility for bicyclists along the eastern shore of the basin. Bikes are an important aspect of our future here whether used by a teen to gain mobility, by an adult to run an errand, or by a family here on vacation. Because we live in a geotourism destination with an ugly traffic problem, Tahoe planners are wise to foster improvements to our bike infrastructure as part of plans for our future.

Response: USFS LTBMU and TRPA appreciate your support of the project and will take it into consideration during project approval.

Comment Letter E-6 rx@surewest.net (1/28/11)

Comment #1: I think the proposed bike path from Stateline to Round Hill is a wonderful idea. The whole idea of a bike trail around the Lake is fantastic. Many people are not able to hike the Rim Trail and driving so much is missed. The B route looks the best. Separating cars and bikers/walkers as much as possible is preferred and safer. I am looking forward to its completion.

Response: USFS LTBMU and TRPA appreciate the commenter's support of the project, specifically Alternative B, and will take it into consideration during project approval.

Comment Letter E-7 Beverly Winneker (1/29/11)

Comment #1: I urge you to develop the 3.2 mile long bike path from Lake Parkway to north of Round Hill Pines Beach. I would be very pleased to see either Alternative A or B developed, but much prefer Alternative B to distance path users from Highway 50 through beautiful Rabe Meadow.

Response: USFS LTBMU and TRPA appreciate the commenter's support of the project, specifically Alternative B, and will take it into consideration during project approval.

E-8 Tahoe Regional Planning Agency Hearings Officer Meeting (2/3/11)
Comments from Patrick Rhamey, Edgewood Companies

Comment #1: The bike trail project is environmentally a good thing. Edgewood Companies supports the concept as it will serve visitors to Edgewood Companies properties at Montbleu, Harvey's, and the Horizon – and the possible future hotel lodge at Edgewood Golf Course.

Response: USFS LTBMU and TRPA appreciate Edgewood Companies' support of the project and will take it into consideration during project approval.

Comment #2: Edgewood Companies would like to see refinements to the alignment across their property as noted below. Edgewood Companies also wants to be certain the bike trail is being designed with the planned Highway 50 improvements in mind. For example, would Lake Parkway be 3 or 4 lanes – how would the bike trail work with this future project?

Specific alignment concerns include:

a. The alignment in the northeastern corner of their property near Dart Liquor and north of Edgewood Creek – Edgewood Companies would like to see the alignment moved closer to the highway. The alignment will need to address utility conflicts, including avoiding the KGID intertie building off of 4-H Camp Road and a future emergency generator that will be located next to this building.

b. The alignment along Lake Parkway is at a pinch point near Hole #6. Edgewood Companies has concerns about the closeness of the trail to their fence on Lake Parkway and potential conflicts with golf play related to Hole #6.

Response: These comments address final design and easement issues, rather than substantive issues on the environmental analysis in the Draft EA. TTD has had several meetings with Edgewood Companies' representatives regarding final designs and concept landscape plans. Refinements to the proposed South Demonstration Project alignment have already been made in response to that coordination. There are locations north of Edgewood Creek where the alignment can be moved closer to U.S. 50 during latter phases of design. TTD will continue to work with Edgewood Companies staff to refine the shared-use path alignment in locations where it would affect their property, to establish a landscape plan for Lake Parkway and the U.S. 50 frontage that is palatable to Edgewood Companies and compliments the golf course property, and to negotiate a right-of-way/easement. All alignment and landscape refinements would be designed to ensure that engineering requirements are maintained, that all safety requirements are met, and that all environmental design features identified in the EA are implemented. Any further refinements in the alignment across Edgewood Companies' property are not expected to substantively change the environmental effects discussion nor the conclusions of the EA such that additional environmental review would be warranted.

For additional response to specific alignment concerns and alternatives proposed by Edgewood Companies, please refer to response to Comment #8: "Section Comments" in the responses to the Edgewood Companies letter signed by Chuck Scharer, President and CEO, dated February 14, 2011 (below).

The South Demonstration Project would not have an adverse effect on nor be in conflict with the U.S. 50 Loop Road Project. TTD is managing both the Nevada Stateline-to-Stateline Bikeway Project, including the South Demonstration Project, and the U.S. 50 Loop Road Project. Therefore, potential elements of the U.S. 50 Loop Road Project, such as the roundabout at the U.S. 50/Lake Parkway intersection, have been considered by TTD and its design consultants in planning for the South Demonstration Project to avoid conflicts between these projects. Preliminary roadway geometrics for the roundabout were provided to Edgewood Companies and used during discussions among TTD shared-use path design consultants and Edgewood Companies' representatives to demonstrate that the proposed shared-use path would not conflict with the roundabout. Please be assured that TTD is striving to ensure that the goals and objectives of both projects are accomplished and result in the implementation of a holistic and diverse transportation system that adequately serves the existing and projected future conditions in the Lake Tahoe Basin in addition to enhancing the economic vitality of the region.

Segment 1 of the South Demonstration Project and the optional reduction in width of Lake Parkway would not reduce the existing number of lanes, result in adverse LOS, or result in adverse safety impacts on Lake Parkway. TTD is in the process of conducting a final review of alternatives for the U.S. 50 Loop Road Project, including the Lake Parkway West option (the section near Edgewood). TTD has identified concerns about the Lake Parkway West alternative related to cost and economic impacts on hotels and businesses along Pine Boulevard and may consider dropping this alternative from further consideration. If the Lake Parkway West alternative is dropped from further consideration for the U.S. 50 Loop Road Project, any conflict with the South Demonstration Project would be entirely eliminated with or without the lane width reduction option.

Section 3.7.4, "Environmental Consequences, Conflicts with Existing or Proposed Recreation Uses," of the Draft EA addresses the potential for conflicts between shared-use path users (within Segment 1) and golf play at the Edgewood Golf Course. The Alternative A and B alignment is adjacent to the golf course along Lake Parkway, U.S. 50, and 4-H Camp Road. There is an existing sidewalk on Lake Parkway that would be replaced by the shared-use path. The path would be slightly closer to the golf course, unless the option to narrow Lake Parkway was chosen. Moving the shared-use path closer to golf play and increasing the number of users on the path over existing conditions would create a slightly higher risk of a path user being struck by an errant golf ball; however, the increase in risk would be small because the path would be only a few feet closer to play than the existing sidewalk. Design Features REC-1 and REC-3 would provide signage to warn path users of the presence of the golf course in this area, further minimizing the risk of injury.

Comment #3: Edgewood Companies has real concerns about long-term maintenance of the trail, indicating that existing maintenance practices on sidewalks/paths along U.S. 50 and Lake Parkway are inadequate. Edgewood Companies wants to maintain landscaping, but does not want the responsibility or liability for trail and related facility maintenance and upkeep (e.g., snow removal, repair, etc.). Edgewood Companies wants maintenance standards to be established and implemented – how can this be accomplished?

Response: As explained in Section 2.2.6, "Long-term Operation and Maintenance," of the South Demonstration Project Draft EA, long-term operation and maintenance of the shared-use path would be the responsibility of Douglas County. The proposed shared-use path would be maintained for non-winter use at all times, and for winter use as Douglas County's maintenance priorities and funding allow. The portion of Segment 1 that extends along U.S. 50 between Lake Parkway and 4-H Camp Road would be cleared of snow consistent with current practices along this stretch, where snow is removed following snow events. Snow is cleared to the west side of the path using a diesel-powered Bobcat. As funding and priorities permit, Douglas County would clear snow along the remainder of the shared-use path in a similar manner.

The lead agencies understand that for the section of the shared-use path that would cross the Edgewood Tahoe Golf Course property, Edgewood Companies has expressed an interest in negotiating the terms and responsibilities of the long-term maintenance plans particularly as it relates to landscaping along Lake Parkway and U.S. 50. The right-of-way/easement agreement that would need to be established with Edgewood Companies could identify specific maintenance standards for this section of the path. As stated above, TTD will continue to work with Edgewood Companies to refine the shared-use path alignment through the Edgewood property, to establish a landscape plan for Lake Parkway and the U.S. 50 frontage that is palatable to Edgewood Companies and complements the golf course property, and to negotiate a right-of-way/easement.

Comment Letter E-9 Edgewood Companies (2/14/11)
Chuck Scharer, President and CEO

Comment #1: Edgewood staff generally supports the concept of a Stateline-to-Stateline Bikeway, which would provide a unique amenity for tourists and area residents.

Response: USFS LTBMU and TRPA appreciate Edgewood Companies' support of the project and will take it into consideration during project approval.

Comment #2: Summary of Comments. In some cases, the proposed shared-use path alignment appears to be acceptable and work reasonably well with the golf course, but in some cases it poses a threat to safety or operations.

Response: TTD has had several meetings with Edgewood Companies' representatives regarding preliminary designs and concept landscape plans. Refinements to the proposed South Demonstration Project alignment have already been made in response to that coordination. TTD will continue to work with Edgewood Companies to refine the shared-use path alignment through the Edgewood property, to establish a landscape plan for Lake Parkway the U.S. 50 frontage that is palatable to Edgewood Companies and compliments the golf course property, and to negotiate a right-of-way/easement. All alignment and landscape refinements would be designed to ensure that engineering requirements are maintained, that all safety requirements are met, and that all environmental design features identified in the EA are implemented. Any further refinements in the alignment across Edgewood Companies property are not be expected to substantively change the environmental effects discussion nor the conclusions of the EA such that additional environmental review would be warranted.

Although the comments in this letter address final design issues rather than the adequacy of the environmental analysis in the Draft EA, responses are provided below to the "Detailed Comments" in the comment letter.

Comment #3: Landscape Maintenance and Snow Removal. Landscape maintenance and snow removal methods and procedures need to be resolved. Edgewood prefers to maintain the landscape and be reimbursed by the appropriate entity, but prefers that the appropriate entity provide snow removal in a manner acceptable to Edgewood that minimizes damage to landscape and provides timely access for people who walk these routes on their way to work or engage in leisure activities. The snow removal must have enforcement provisions because it is not currently being done in a timely manner.

Response: As explained in Section 2.2.6, "Long-term Operation and Maintenance," of the South Demonstration Project Draft EA, long-term operation and maintenance of the shared-use path would be the responsibility of Douglas County. The proposed shared-use path would be maintained for non-winter use at all times, and for winter use as Douglas County's maintenance priorities and funding allow. The portion of Segment 1 that extends along U.S. 50 between Lake Parkway and 4-H Camp Road would be cleared of snow consistent with current practices along this stretch, where snow is removed following snow events. Snow is cleared to the west side of the path using a diesel-powered Bobcat. As funding and priorities permit, Douglas County would clear snow along the remainder of the shared-use path in a similar manner.

The lead agencies understand that for the section of the shared-use path that would cross the Edgewood Tahoe Golf Course property, Edgewood Companies has expressed an interest in negotiating the terms and responsibilities of the long-term maintenance plans particularly as it relates to landscaping along Lake Parkway and U.S. 50. The right-of-way/easement agreement that would need to be established with Edgewood Companies could identify specific maintenance standards for this section of the path. As stated above, TTD will continue to work with Edgewood Companies to refine the shared-use path alignment through the Edgewood property, to establish a landscape plan for Lake Parkway the U.S. 50 frontage that is palatable to Edgewood Companies and compliments the golf course property, and to negotiate a right-of-way/easement.

Comment #4: Street Trees. Edgewood Companies would like to work with your landscape architect regarding the type and spacing (actual locations) of street trees along Lake Parkway and the type and spacing of ground cover in the five foot landscaped area adjacent to the curb. Our consultant, Design Workshop, recommends a six foot buffer adjacent to the curb to give the street trees a better chance of survival. We would also like to work with your landscape architect on all other landscape plans on Edgewood's properties.

Response: TTD staff will continue to work with Edgewood Companies on detailed landscape design features during the latter phases of design and as the negotiations for a right-of-way/easement from Edgewood Companies proceed. To date, the bikeway design team, at the direction of TTD, has provided

concept design plans for landscape improvements at three cross-section locations along Lake Parkway and U.S. 50. The design and concept landscape plans prepared to date have used the AASHTO's recommended minimum 5-foot setback to minimize the effect on existing landscaping and the width of easement needed. A wider setback is welcomed, but may require further encroachment onto Edgewood Companies property, potentially at a cost to project proponents. It is the intent of TTD, and will likely be a condition of easement acquisition, to provide a landscape plan for the Lake Parkway and U.S. 50 frontage that is palatable to Edgewood Companies and compliments the golf course property. It is envisioned that TTD and its design consultants will continue to work collaboratively with Edgewood Companies moving forward on the setback width and type and spacing of landscape through the design and easement acquisition process.

Comment #5: Proposed narrowing of Lake Parkway. The proposed U.S. 50 bypass, the corresponding narrowing of current U.S. 50 through the South Shore, and additional projected development at Edgewood would bring additional traffic to this section of Lake Parkway. The commenter cannot endorse the narrowing of Lake Parkway without a thorough review of the impact on traffic.

Response: Lake Parkway is a three-lane roadway, with two travel lanes and a dedicated left turn (center) lane (see Section 3.9.3, "Traffic, Parking, and Transit, Affected Environment" of the Draft EA). As described in Section 2.2.2 "Alternative A – Proposed Action", "Option: Reduce the Width of Lake Parkway by 7 Feet," in Chapter 2, "Alternatives," of the Draft EA, Douglas County is considering, and has presented to Edgewood Companies, an option to reduce the width of Lake Parkway by 7 feet, leaving a remaining pavement width of 37 feet: three 11-foot lanes, one of which would be a remain a dedicated left turn lane, and two 2-foot paved shoulders. The reconfigured Lake Parkway would be signed for no parking. It is important to note that this optional reduction in width would result in a reduction in lane widths on Lake Parkway, not a reduction in lane configuration or roadway capacity.

This optional configuration for Lake Parkway is considered in the Draft EA to reduce: (1) the required easement width and associated cost, and the extent of encroachment into Edgewood Companies' landscaped area on Lake Parkway; and (2) the potential for golfer/path user conflicts. The analysis in Section 3.9, "Traffic, Parking, and Transit," of the Draft EA determined that the reduction in width would not result in any adverse effects on traffic operations (LOS) or safety impacts. The narrowing would affect parking during special events, making shoulder parking on Lake Parkway not feasible, except if a through travel lane were to be coned off for parking. Douglas County has expressed the willingness to consider allowing parking during the occasional special event (e.g., Celebrity Golf Championship Tournament) if it could be demonstrated that the parking was necessary and that the parking could be managed safely. Such event traffic and parking management details would need to be specified in a Special Event Traffic Management Plan subject to review and approval by Douglas County prior to allowing parking on Lake Parkway during any such events.

The South Demonstration Project would not have an adverse impact on nor be in conflict with the U.S. 50 Loop Road Project. TTD is managing both the Nevada Stateline-to-Stateline Bikeway Project, including the South Demonstration Project, and the U.S. 50 Loop Road Project. Therefore, potential elements of the U.S. 50 Loop Road Project, such as the roundabout at the U.S. 50/Lake Parkway intersection, have been considered by TTD and its design consultants in planning for the South Demonstration Project to avoid conflicts between these projects. Preliminary roadway geometrics for the roundabout were provided to Edgewood Companies and used during discussions among TTD shared-use path design consultants and Edgewood Companies' representatives to demonstrate that the proposed shared-use path would not conflict with the roundabout. Please be assured that TTD is striving to ensure that the goals and objectives of both projects are accomplished and result in the implementation of a holistic and diverse transportation system that adequately serves the existing and projected future conditions in the Lake Tahoe Basin in addition to enhancing the economic vitality of the region.

TTD is in the process of conducting a final review of alternatives for the U.S. 50 Loop Road Project, including the Lake Parkway West option (the section near Edgewood). TTD has identified concerns about the Lake Parkway West alternative related to cost and economic impacts to hotels and businesses along Pine Boulevard and may consider dropping this alternative from further consideration. If the Lake Parkway West alternative is dropped from further consideration for the U.S. 50 Loop Road Project, any conflict with the South Demonstration Project would be entirely eliminated with or without the lane width reduction option.

Comment #6: Select Revocable Easements. Future construction or conditions may require relocating portions of the Bikeway. To facilitate these changes, Edgewood will require revocable easements or acceptable alternatives in select locations such as the roundabout, among others.

Response: Please see responses to Comments #3, #4, and #5, above, regarding the relationship of the U.S. 50 Loop Road Project to the South Demonstration Project. The intent to establish a revocable easement is noted.

Comment #7: Pavement Width Standards. Edgewood questions why the 12-foot width was chosen over a standard 10-foot width. Given their preference for a slightly wider street edge buffer and the very narrow strip of landscaping left adjacent to the fence, the additional two feet of landscaping would be helpful.

Response: As proposed, the shared-use path section along Lake Parkway would deviate from the AASHTO standard for a typical shared-use path of a 10-foot wide paved path with 2-foot shoulders. This section of the path would be a 12-foot-wide paved path with 1-foot-wide shoulders on either side. The shared-use path corridor width (14 feet) would be the same as the rest of the South Demonstration Project, but the paved portion is proposed to be wider along this section to accommodate anticipated higher travel volumes and to reduce conflicts among users. This is based upon AASHTO recommendations for 12 feet of pavement in high volume areas. The width of the shared-use path along Lake Parkway is an element that can be discussed further with Edgewood Companies' during the negotiations for an easement.

Comment #8: Section Comments. The comment letter provides detailed design comments (including mark-ups on plan and profile sheets) for the sections of Segment 1 that affect the Edgewood Golf Course. The commenter proposes specific alignment alternatives throughout the "Section Comments."

Response: The "Section Comments" are specific/detailed comments related to final shared-use path and landscape designs rather than the adequacy of the environmental analysis in the Draft EA. As stated previously, TTD has had several meetings with Edgewood Companies' representatives regarding final designs and concept landscape plans. Refinements to the proposed South Demonstration Project alignment have been made in response to that coordination. TTD will continue to work with Edgewood Companies staff to refine the shared-use path alignment in locations where it would affect their property, to establish a landscape plan for Lake Parkway and the U.S. 50 frontage that is palatable to Edgewood Companies and complements the golf course property, and to negotiate a right-of-way/easement. All alignment and landscape refinements would be designed to ensure that engineering requirements are maintained, that all safety requirements are met, and that all environmental design features identified in the EA are implemented. Any further refinements in the alignment across Edgewood Companies property are not expected to substantively change the environmental effects discussion nor the conclusions of the EA such that additional environmental review would be warranted.

USFS LTBMU and TRPA offer the following responses to Edgewood Companies regarding the set of alternatives proposed throughout this section of the comment letter.

Alternative to align the bikeway on the property on the other side of Lake Parkway. This alternative was considered early in South Demonstration Project planning but was eliminated from further consideration for the following reasons:

- There are four driveway crossings on that side of Lake Parkway. Four crossings for the shared-use path at these driveways would result in an increased potential for conflicts/hazards/safety issues than the single crossing at the Edgewood Tahoe Golf Course entrance with the proposed alignment.

- To avoid the landscape area of concern along Lake Parkway at Edgewood Tahoe Golf Course, the Lake Parkway crossing would need to be made close to the easternmost driveway location near the Wells Fargo driveway. The potential for conflict between drivers turning onto Lake Parkway from U.S. 50 or from Lake Parkway East under the existing or possible future configuration of the Lake Parkway/U.S. 50 intersection is greater than at the proposed crossing location at the state line.

- An alignment on the opposite side of Lake Parkway would require more trees to be removed, including some that are potentially over 24 inches in diameter at breast height (dbh).

- There is a water quality treatment vault surrounded by a chain link fence at the north side of the second driveway (from the state line). The vault is about 1.5 feet above existing grade. If the shared-use path were moved to that side of Lake Parkway, the vault would have to be reconstructed to lower it to the correct grade for the path.

- There is dense landscaping that screens the water quality basin between the first and second driveways (from the state line). If the shared-use path were moved to that side of Lake Parkway, this landscaping would have to be removed to accommodate the path.

Placing the shared-use path alignment on the opposite side of Lake Parkway does not offer any environmental or safety benefits relative to the proposed alignment. Therefore, this alternative was eliminated from further consideration.

Alternative to stripe the bikeway in the existing street until some point well beyond the entrance to the golf course. As stated in Section 1.5, "Project Goals and Objectives," of the South Demonstration Project Draft EA, "The primary goal of the project is to design and construct a demonstration project for a shared-use path to showcase the potential for creating the Nevada portion of a premier separated bikeway circling Lake Tahoe." Furthermore, both the project objectives and design principles established for the project (also listed in Section 1.5 of the Draft EA) call for a separated shared-use path alignment wherever feasible. The AASHTO Guide for the Development of Bicycle Facilities defines a shared-use path as being physically separated from motor vehicular traffic with an open space or barrier. Therefore, an on-road striped bicycle lane on Lake Parkway does meet the goals and objectives of the South Demonstration Project. (Note: The project does include bicycle lanes on Laura Drive, a location where a separated shared-use path was not feasible. Laura Drive is a low volume roadway that abuts a residential neighborhood and the backside of Lakeside Inn. Vehicle volumes and speeds are lower than on Lake Parkway.)

Alternative to narrow Lake Parkway on the golf course side to provide additional landscaping if the 3-lane street is deemed acceptable. Please see response to Comment #5, above. Per Edgewood Companies' request, an optional narrowing of Lake Parkway (by 7 feet) was proposed and analyzed in the Draft EA to reduce: (1) the required easement width and associated cost, and the extent of encroachment into Edgewood Companies landscaped area on Lake Parkway; and (2) the potential for golfer/path user conflicts. This optional reduction in

width would result in a reduction in lane widths on Lake Parkway only, not a reduction in lane configuration or roadway capacity. The analysis in Section 3.9, "Traffic, Parking, and Transit," of the Draft EA determined that the reduction in width would not result in any adverse effects on traffic operations (LOS) or safety impacts. However, the narrowing would affect parking during special events, making shoulder parking on Lake Parkway not feasible, except if a through travel lane were to be coned off for parking. As proposed and analyzed in the Draft EA, USFS LTBMU and TRPA will take this option into consideration during project approval.

Alternative to have a tunnel at the Edgewood Golf Course entrance. The commenter is correct that a tunnel alternative at the Edgewood Tahoe Golf Course entrance has been eliminated from further consideration because the Draft EA found that the proposed crossing with appropriate signage and refinements in the geometrics of the entryway would minimize the potential for conflicts at this location, and because of the increase in extent of below grade disturbance and increased design and construction costs this alternative would create.

Alternative to provide a bollard maze at the crossing of the entrance drive to the golf course. The analysis of environmental effects in the Draft EA found no environmental effect that necessitated a bollard maze (requiring cyclists to dismount and walk across the intersection) at the entrance to Edgewood Golf Course. This is a final design feature that does not affect the environmental analysis in the Draft EA. As stated previously, TTD and its design consultants will continue to work collaboratively with Edgewood Companies moving forward on final designs of the alignment along Lake Parkway.

Alternative to move the shared-use path alignment through the existing landscape area outside the Edgewood fence (near the Lake Parkway / U.S. 50 intersection). TTD and its design consultants have considered this alignment. However such an alignment would depend on the final designs of the U.S. 50 Loop Road Project. TTD is managing both the Stateline to Stateline Bikeway Project, including the South Demonstration Project, and the U.S. 50 Loop Road Project. Therefore, U.S. 50 Loop Project design features, such as the roundabout, have been considered by TTD and its design consultants in the planning work for the South Demonstration Project to avoid conflicts between these projects. The South Demonstration Project alignment behind the fence in the vicinity of the Lake Parkway/U.S. 50 intersection would avoid any potential conflict between the projects and would provide additional separation from traffic on U.S. 50, which is a desired condition for the shared-use path. However, TTD and its design consultants will continue to work collaboratively with Edgewood Companies moving forward on final designs of the alignment along Lake Parkway.

Alternative alignment for Edgewood Creek Crossing. There are a set of environmental constraints that dictated the proposed alignment for the Edgewood Creek crossing, including large trees (a 30-inch dbh tree and 34-inch dbh tree) and existing utilities (gas substation) immediately north of Edgewood Creek and in close proximity to U.S. 50. It is well beyond the scope of this project to relocate the existing utility mains. If the alignment were to be moved toward U.S. 50, there would be a greater loss of trees, including a 34-inch dbh tree, which would result in less visual screening, and may not be feasible given TRPA's prohibition on removal of trees greater than 24 inches dbh, except under circumstances that do not appear to apply to the project. Maintaining vegetative screening in this location is important to TRPA because the stream zone of Edgewood Creek is an identified Scenic Resource in Roadway Unit 32 (Resource 32-4), which is currently out of attainment and further degradation is not allowed. The proposed bridge over Edgewood Creek could affect this scenic resource if the new bridge were to be visually obtrusive. The current plans for placement of the bridge propose a setback of approximately 30 feet or more from U.S. 50. This would allow existing trees and willow shrubs in the setback zone to be retained as a visual screen. It is important that screening vegetation be retained or enhanced once the project is built in order to avoid impacts to Scenic Resource 34-2.

The existing sidewalks between Lake Parkway and 4-H Camp Road have aged asphalt that is in disrepair. It is the intent of TTD and Douglas County to make improvements to the whole of the U.S. 50 frontage, including existing sidewalks. TTD and Douglas County intend to retain and upgrade the existing sidewalk at locations where connections are needed for a complete system and to avoid the creation of social trails (e.g., in the northeastern corner of the Edgewood Companies property from the point where the path deviates to the west, the proposal includes retaining and improving the sidewalk to 4-H Camp Road and the SR 207 intersection). TTD and its design consultants will work collaboratively with Edgewood Companies on the landscape, lighting, and potential sidewalk improvements in this area as part of the final alignment designs as well as potential funding sources for non-project-related sidewalk improvements.

The existing bridge (culvert) and the berm on the golf course shielding the Hole 5 tees are not within, or proposed to be modified as part of, the South Demonstration Project. There have been no identified South Demonstration Project conflicts with the culvert or berm that would require the requested repairs or extension of the berm.

Alternative to realign the shared-use path closer to U.S. 50 near the high pressure gas substation and the U.S. 50 and 4-H Drive intersection. The proposed alignment at this location was established based on environmental constraints including grade, rocks, and trees. Realigning the shared-use path closer to U.S. 50 in this location would result in additional tree removal and less visual screening of Dart Liquor, as well as less separation between the shared-use path and U.S. 50. However, TTD and its design consultants will continue to work collaboratively with Edgewood Companies moving forward on final designs and landscape plans for the alignment along Lake Parkway.