

Figure 11: Existing and Proposed Bicycle and Pedestrian Network

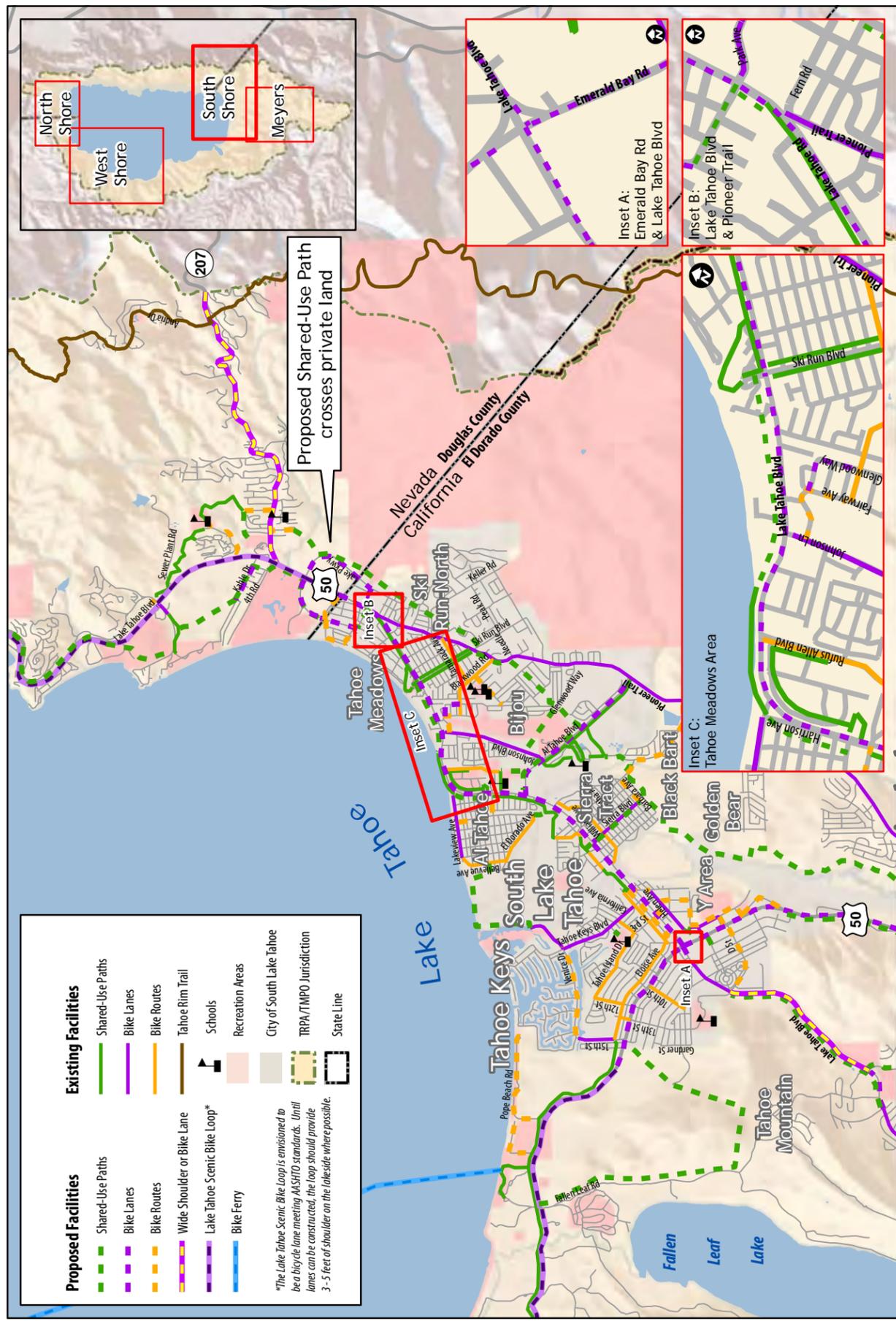


Figure 11: Existing and Proposed Bicycle and Pedestrian Network, South Shore Bikeways

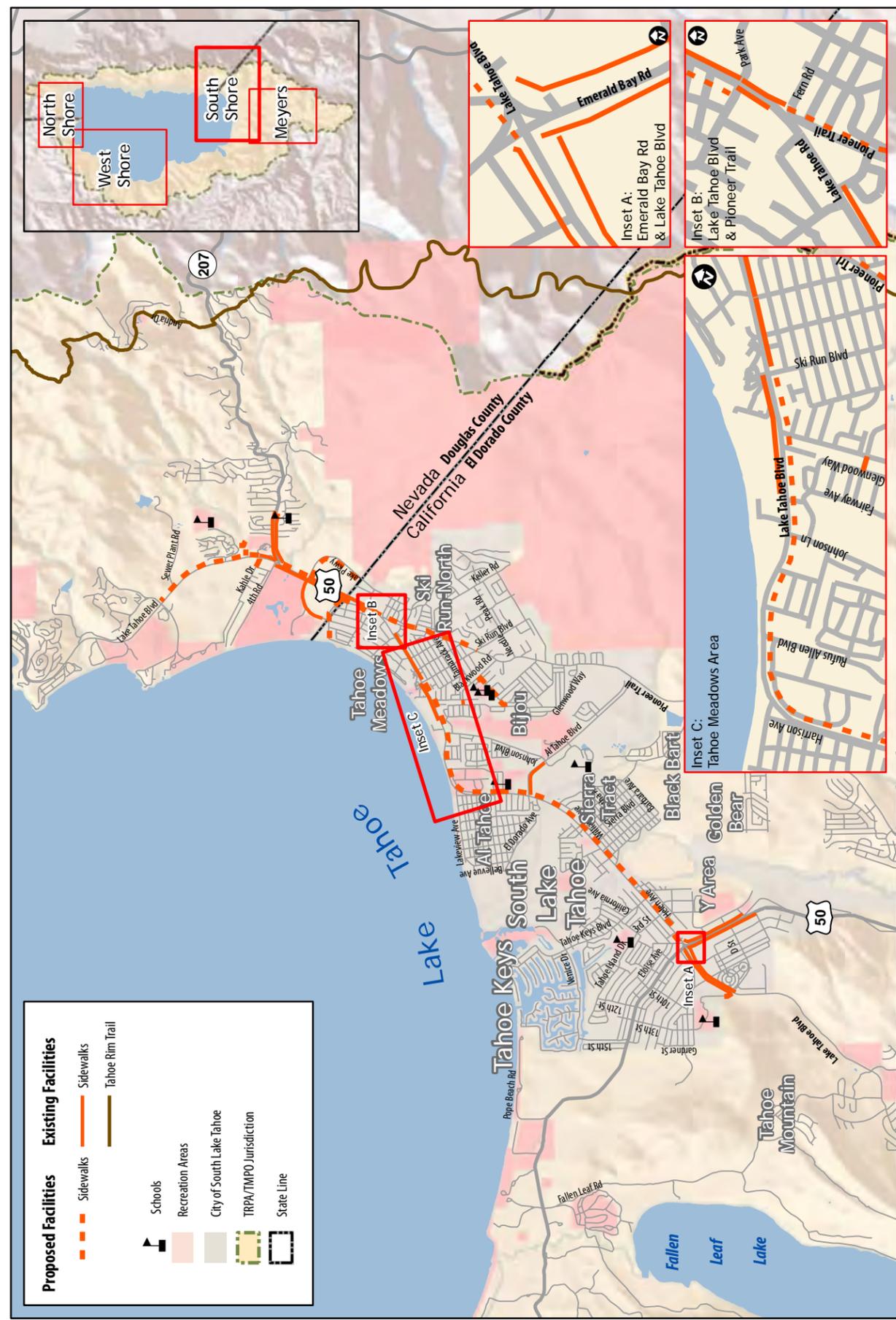


Figure 11: Existing and Proposed Bicycle and Pedestrian Network, South Shore Sidewalks

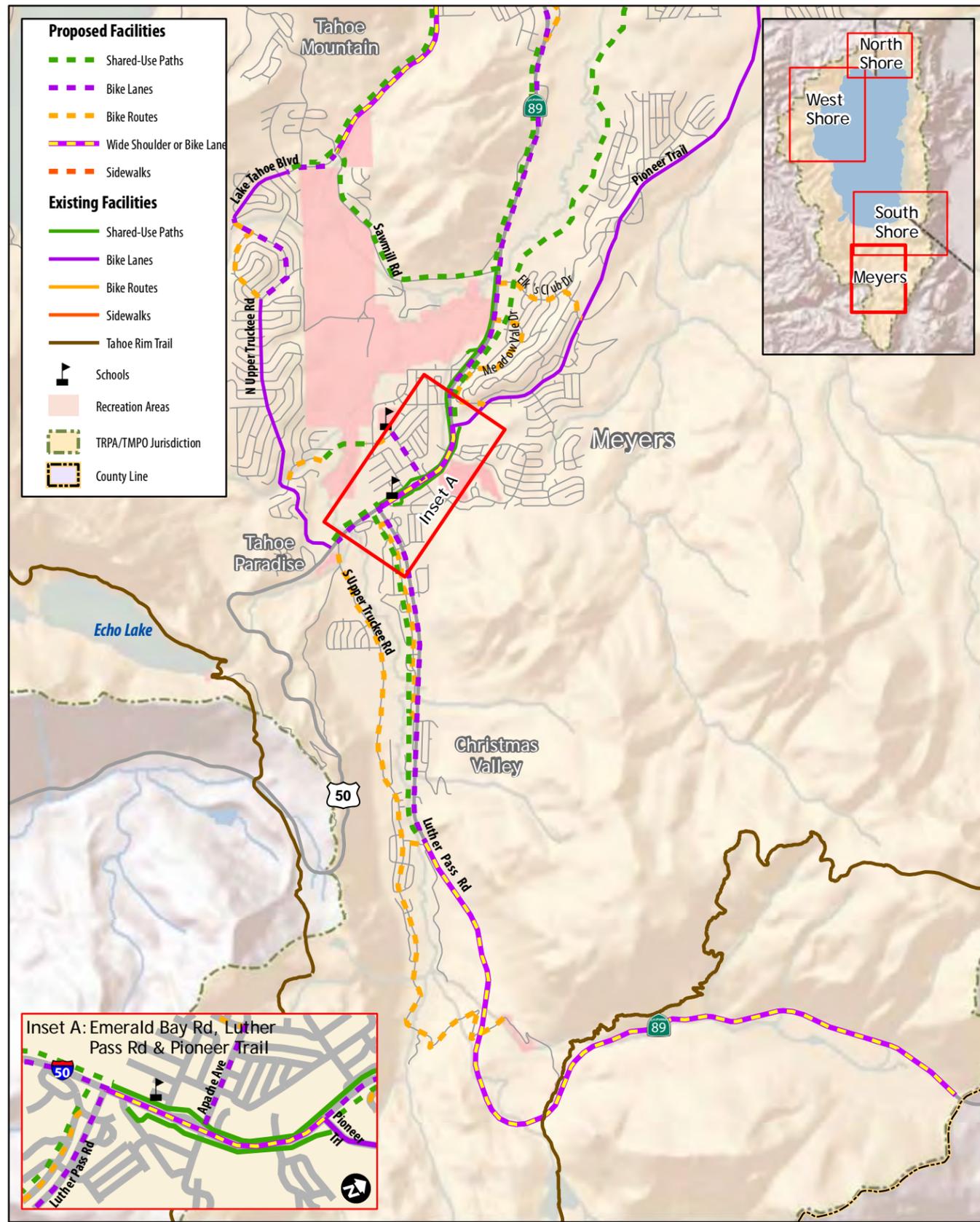


Figure 11: Existing and Proposed Bicycle and Pedestrian Network, Meyers

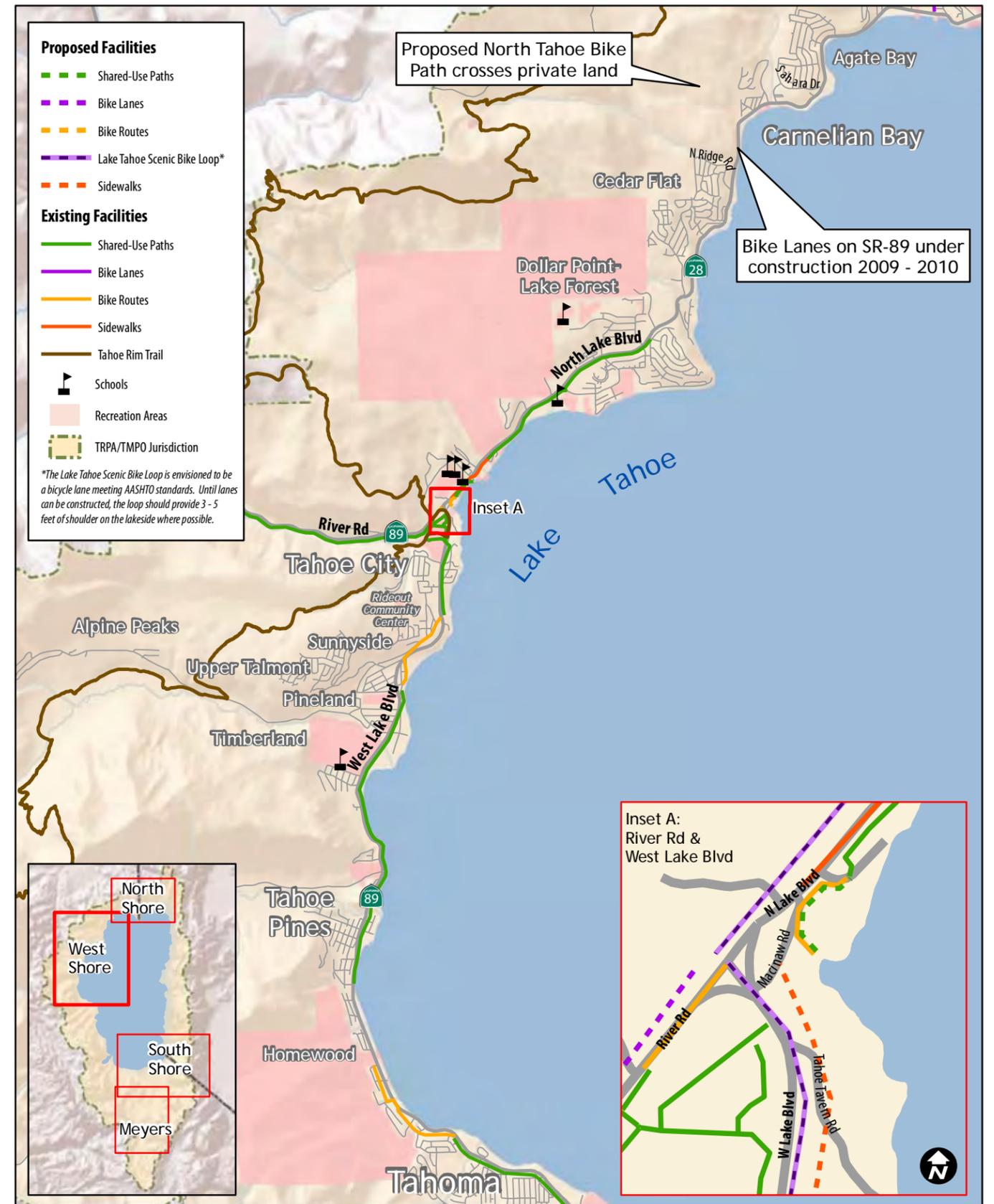


Figure 11: Existing and Proposed Bicycle and Pedestrian Network, West Shore

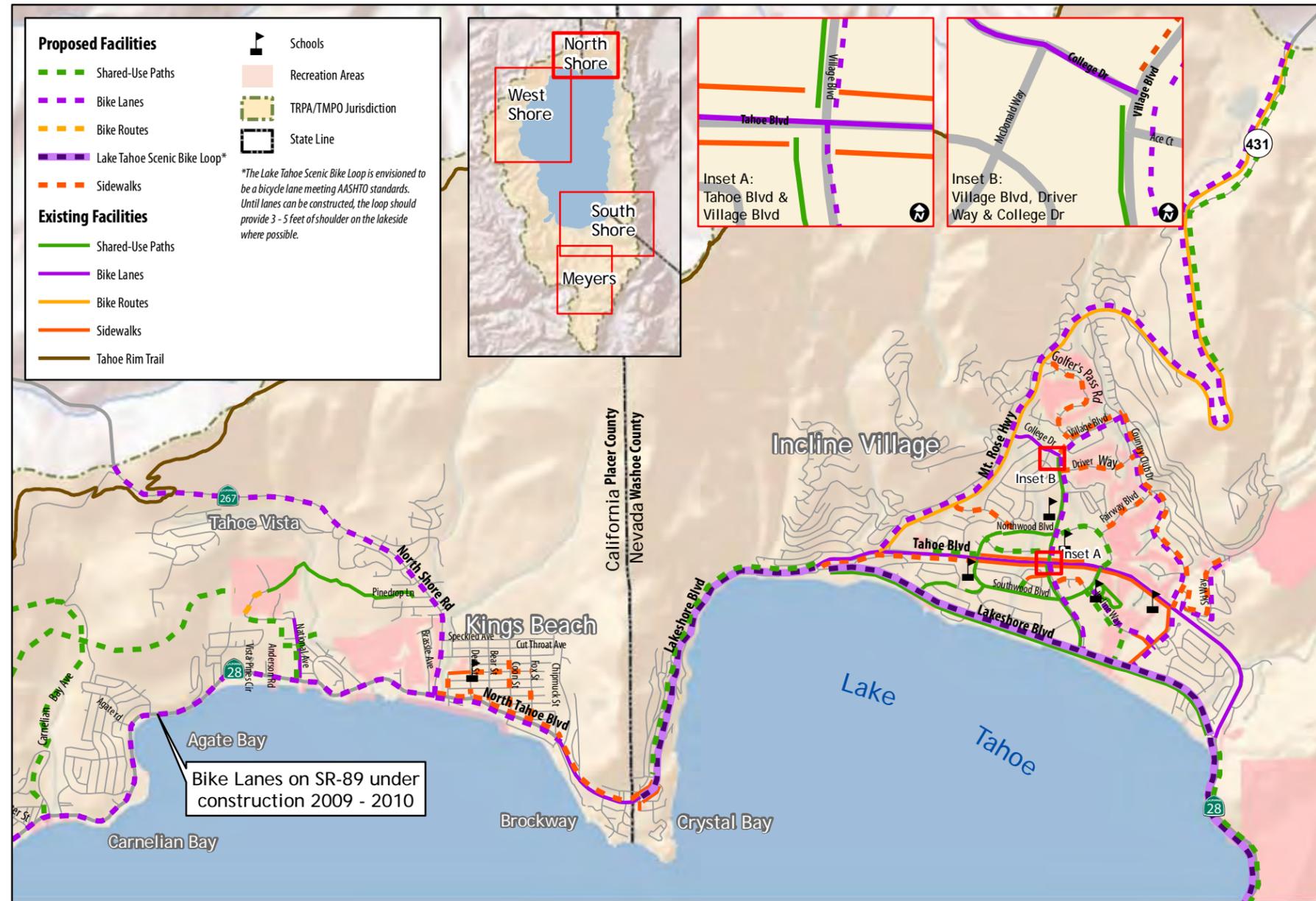


Figure 11: Existing and Proposed Bicycle and Pedestrian Network, North Shore

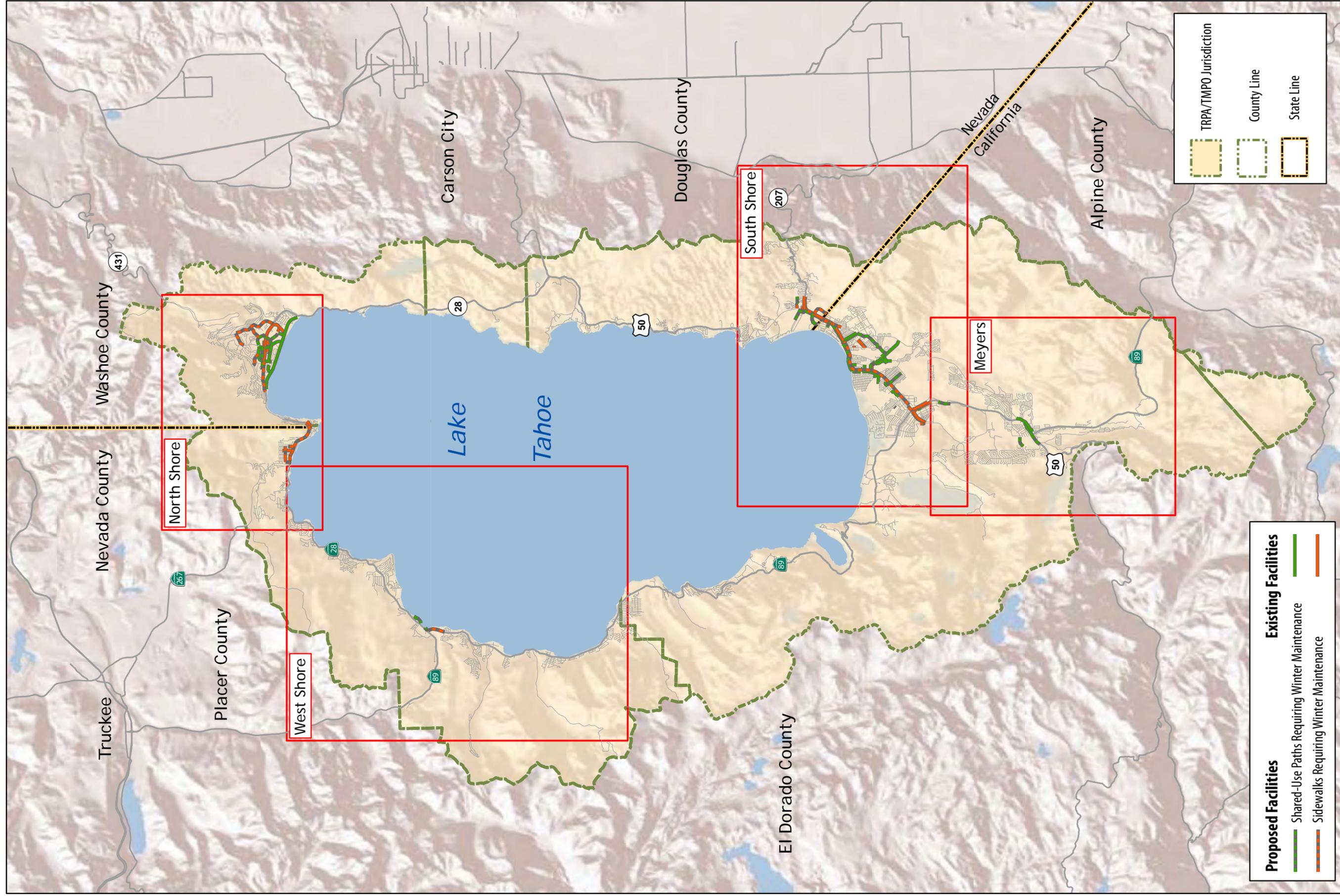


Figure 12: Shared-Use Path Sidewalk Maintenance

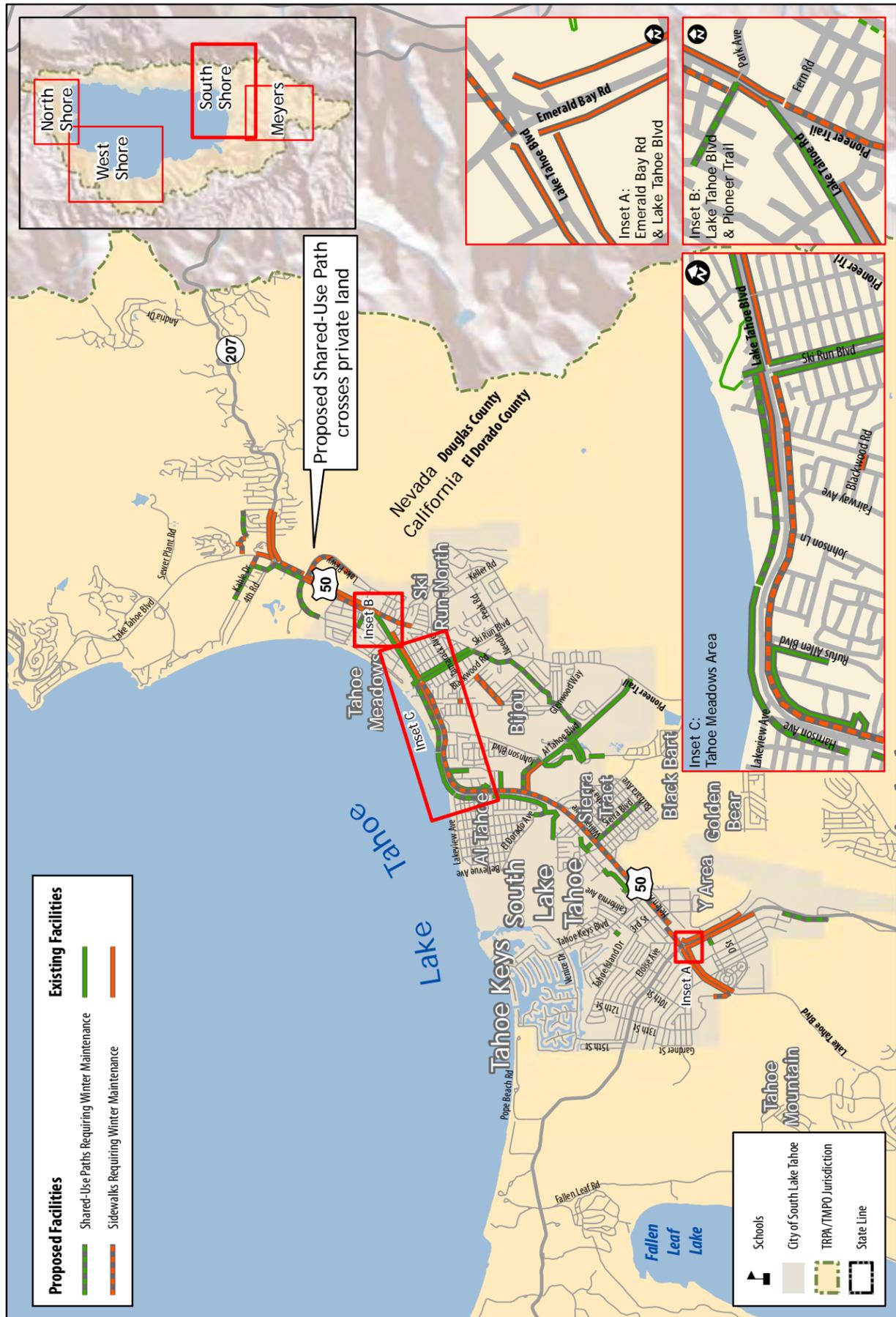


Figure 12: Shared-Use Path Sidewalk Maintenance, South Shore

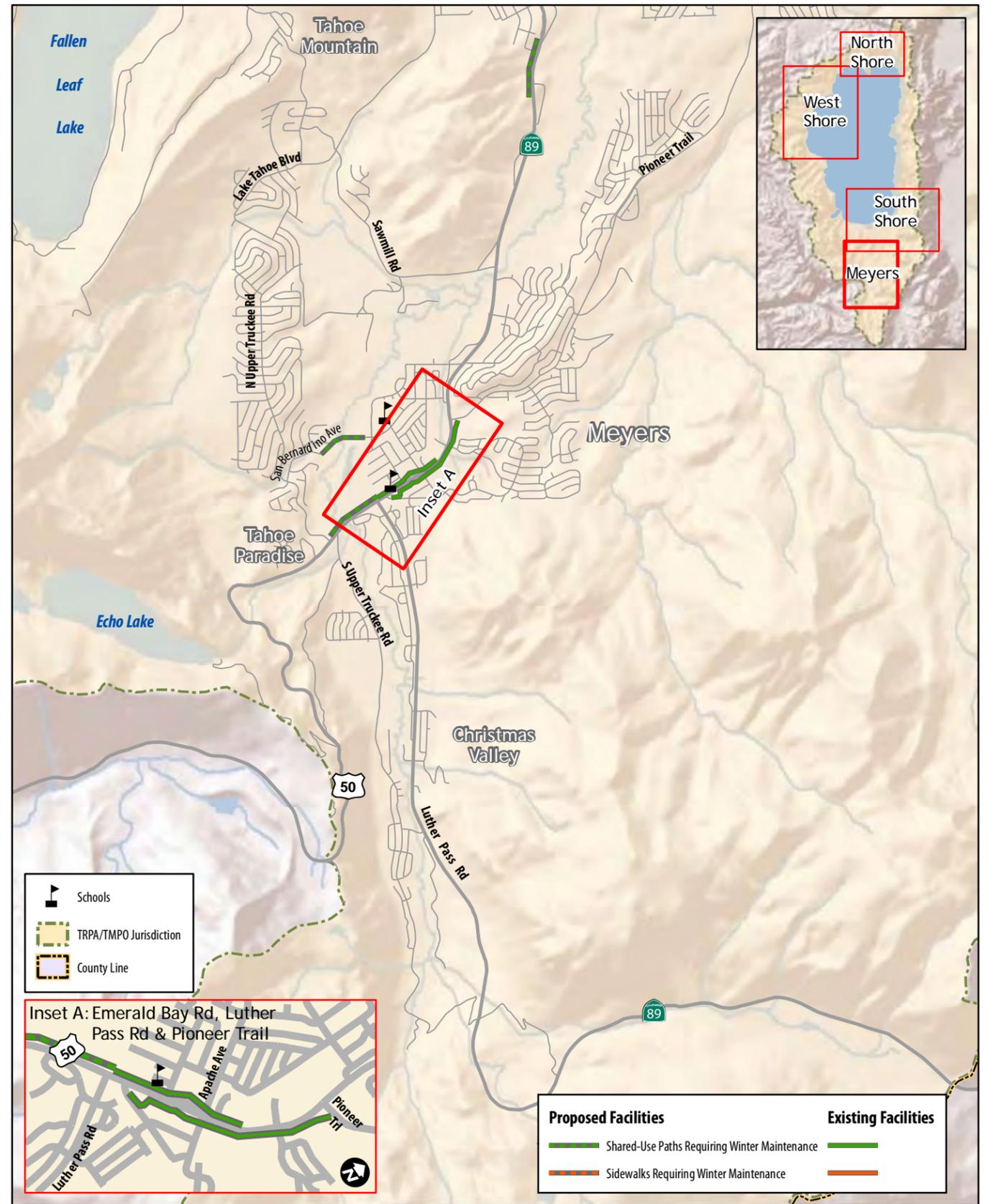


Figure 12: Shared-Use Path Sidewalk Maintenance, Meyers

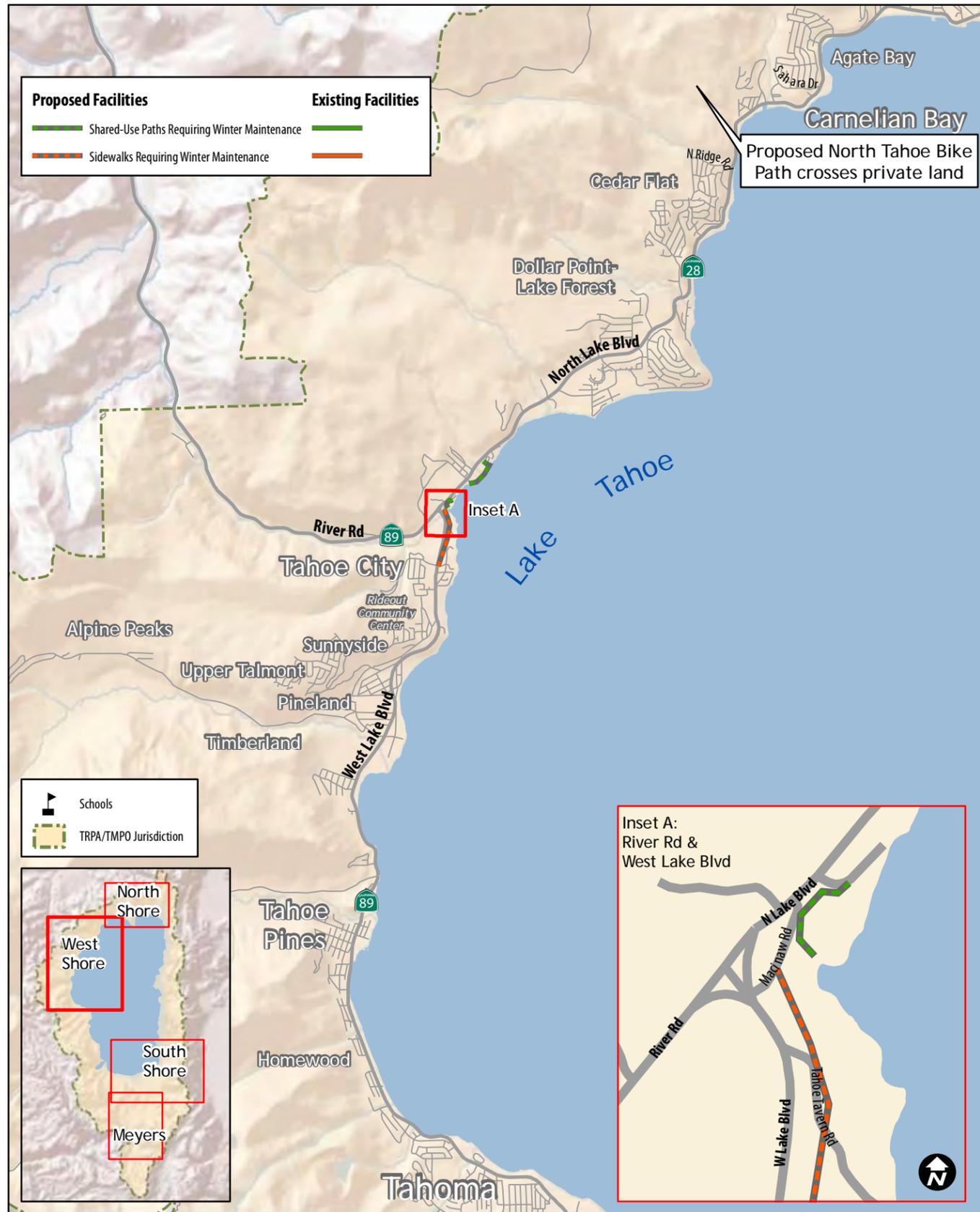


Figure 12: Shared-Use Path Sidewalk Maintenance, West Shore

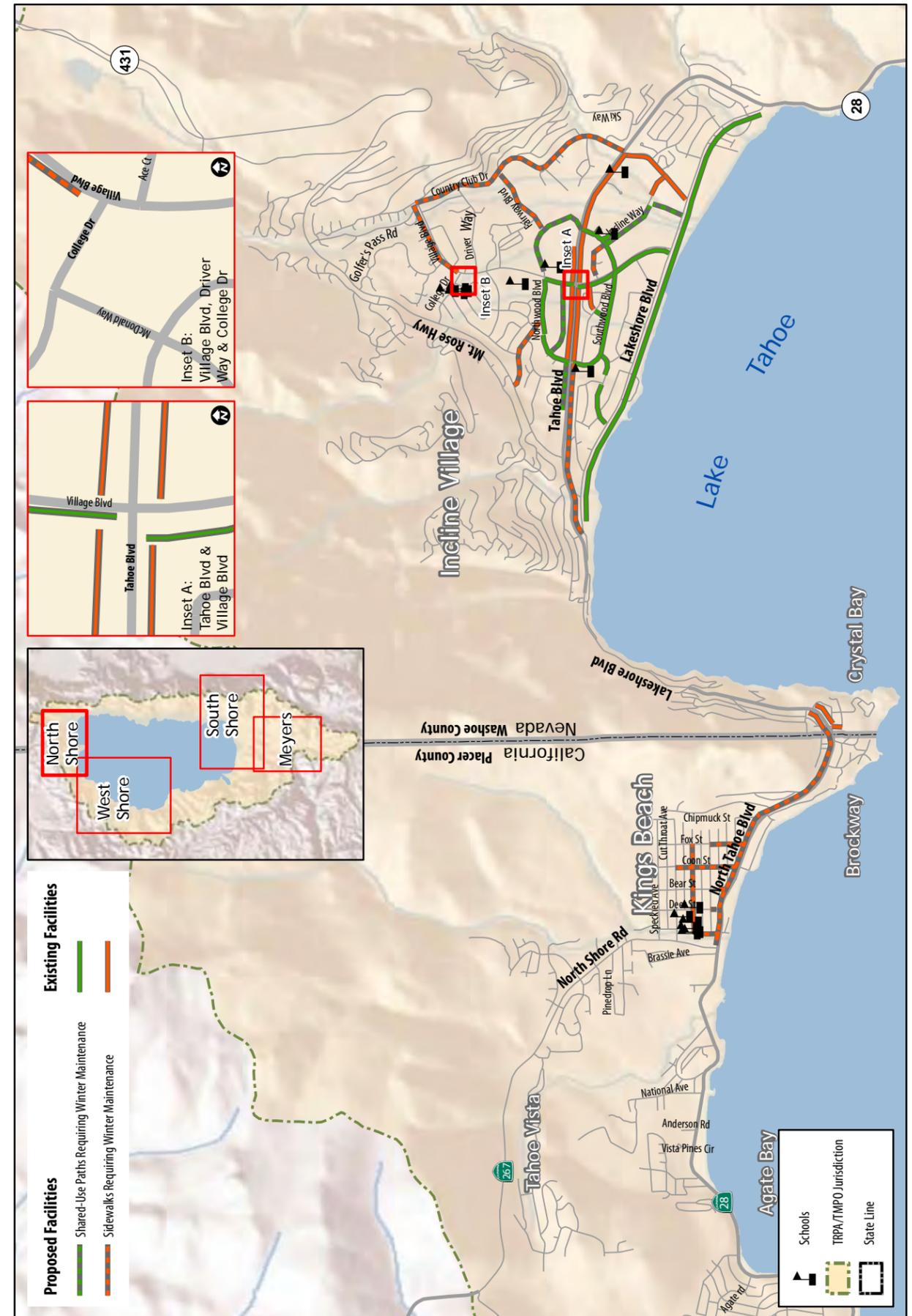


Figure 12: Shared-Use Path Sidewalk Maintenance, North Shore

Classification	Location	Segment Name	From	To	Distance in Miles
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	AL TAHOE BLVD	COLLEGE AVE	PIONEER TRAIL	1.12
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	COMMUNITY PLAYFIELDS	AL TAHOE BLVD	LAKE TAHOE COMMUNITY COLLEGE	0.33
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	EL DORADO BEACH	FREMONT AVE	LAKEVIEW AVE	0.43
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE COMMUNITY COLLEGE (WEST)	AL TAHOE BLVD	LAKE TAHOE COMMUNITY COLLEGE	0.33
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE COMMUNITY COLLEGE (EAST)	AL TAHOE BLVD	LAKE TAHOE COMMUNITY COLLEGE	0.50
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE COMMUNITY COLLEGE	SOUTH TAHOE PUBLIC UTILITY DISTRICT	LAKE TAHOE COMMUNITY COLLEGE	0.15
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	LINEAR PARK	SKI RUN BLVD	PIONEER TRAIL	0.82
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	LINEAR PARK SPUR	BEHIND MCDONALDS	SKI RUN MARINA	0.32
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	LYONS AVE	RUFUS ALLEN BLVD	US HWY 50	0.18
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	N.SIDE OFB.ST	PARKING LOT	HELEN AVE	0.07
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	N.SIDE OFB.ST	PARKING LOT	SOUTH AVE	0.08
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SKI RUN BLVD (SOUTH SIDE)	US HWY 50	PIONEER TRAIL	0.55
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SKI RUN BLVD (NORTH SIDE)	US HWY 50	PIONEER TRAIL	0.54
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SOUTH AVE	WINNEMUCA AVE	THIRD STREET	0.08
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SO. LAKE TAHOE BIKE ROUTE	LOS ANGELES AVE	MACKINAW RD	0.94
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SO. LAKE TAHOE BIKE PATH	RUBICON TRAIL	SILVER DOLLAR	0.18
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SO. LAKE TAHOE BIKE PATH	PONDEROSA	ELOISE AVE	0.34
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SO. LAKE TAHOE REC CENTER	R.ALLEN TOSEN CNTR	RUFUS ALLEN	0.59
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SO. LAKE TAHOE REC CENTER	R.ALLEN TOSEN CNTR	SOUTH LAKE TAHOE REC CENTER	0.16
C-1/SHARED USE PATH	DOUGLAS COUNTY	ELKS POINT ROAD	NEVADA BEACH	ELKS POINT ROAD	0.41
C-1/SHARED USE PATH	DOUGLAS COUNTY	ROUND HILL BIKE PATH	ROUND HILL	KINGSBURY MIDDLE SCHOOL	1.04
C-1/SHARED USE PATH	DOUGLAS COUNTY	ROUND HILL BIKE PATH	KINGSBURY MIDDLE SCHOOL	PINERIDGE DRIVE	0.64
C-1/SHARED USE PATH	EL DORADO COUNTY	15TH STREET BIKE TRAIL	15TH STREET	USFS TRL	0.32
C-1/SHARED USE PATH	EL DORADO COUNTY	PAT LOWE (NORTH)	APACHE	STATE ROUTE 89/US HWY 50 JUNCTION	0.52
C-1/SHARED USE PATH	EL DORADO COUNTY	PAT LOWE (SOUTH)	PIONEER TRAIL	VISITOR CENTER	0.81
C-1/SHARED USE PATH	EL DORADO COUNTY	SAWMILL BIKE PATH	SAWMILL ROAD	PAT LOWE BIKE PATH	1.55
C-1/SHARED USE PATH	EL DORADO COUNTY	USFS TRL	15TH STREET BIKE TRAIL	VALHALLA	1.31
C-1/SHARED USE PATH	EL DORADO COUNTY	USFS TRL	VALHALLA	HERITAGE WAY (VISITOR CENTER)	0.48
C-1/SHARED USE PATH	EL DORADO COUNTY	USFS TRL-VALHALLA FORK	STATE ROUTE 89	VALHALLA	0.59
C-1/SHARED USE PATH	EL DORADO COUNTY	USFS TRL	HERITAGE WAY (VISITOR CENTER)	SPRING CREEK ROAD	1.52
C-1/SHARED USE PATH	EL DORADO COUNTY	WEST SHORE BIKE TRAIL	EL DORADO COUNTY LINE	GENERAL CREEK (SUGAR PINE STATE PARK)	1.26
C-1/SHARED USE PATH	EL DORADO COUNTY	WEST SHORE BIKE TRAIL	GENERAL CREEK	SUGAR PINE STATE PARK	0.46
C-1/SHARED USE PATH	PLACER COUNTY	64-ACRES	TRUCKEE RIVER BRIDGE	FANNY BRIDGE	0.13
C-1/SHARED USE PATH	PLACER COUNTY	64-ACRES	64-ACRES ENTRANCE	FANNY BRIDGE	0.15
C-1/SHARED USE PATH	PLACER COUNTY	64-ACRES	64-ACRE ENTRANCE	TRUCKEE RIVER BRIDGE	0.63
C-1/SHARED USE PATH	PLACER COUNTY	PINEDROP TRAIL	NORTH TAHOE REGIONAL PARK	PINEDROP LANE	1.19
C-1/SHARED USE PATH	PLACER COUNTY	SACRAMENTO AVE (HOMEWOOD)	HOMEWOOD PARKING LOT	TAHOE SKI BOWL WAY	0.42
C-1/SHARED USE PATH	PLACER COUNTY	STATE ROUTE 28	BURTON CREEK STATE PARK	LAKEFOREST ROAD	1.68
C-1/SHARED USE PATH	PLACER COUNTY	STATE ROUTE 28	LAKEFOREST ROAD	DOLLAR DRIVE	0.52
C-1/SHARED USE PATH	PLACER COUNTY	TRUCKEE RIVER TRAIL	TRUCKEE RIVER BRIDGE	BASIN BOUNDARY	3.36
C-1/SHARED USE PATH	PLACER COUNTY	TRUCKEE RIVER TRL	TRUCKEE RIVER BRIDGE	FAIRWAY DRIVE	0.06
C-1/SHARED USE PATH	PLACER COUNTY	TRUCKEE RIVER TRL	64-ACRES	STATE ROUTE 89	0.03
C-1/SHARED USE PATH	PLACER COUNTY	WEST SHORE BIKE TRAIL	64-ACRE ENTRANCE	SEQUOIA XING	1.23
C-1/SHARED USE PATH	PLACER COUNTY	WEST SHORE BIKE TRAIL	SEQUOIA XING	WILLIAM KENT CAMPGROUND	0.63
C-1/SHARED USE PATH	PLACER COUNTY	WEST SHORE BIKE TRAIL	WILLIAM KENT CAMPGROUND	CHINQUAPIN XING	0.34
C-1/SHARED USE PATH	PLACER COUNTY	WEST SHORE BIKE TRAIL	CHINQUAPIN XING	TIMBERLAND LANE	0.66
C-1/SHARED USE PATH	PLACER COUNTY	WEST SHORE BIKE TRAIL	TIMBERLAND LANE	RUBICON AVE	1.92
C-1/SHARED USE PATH	PLACER COUNTY	WEST SHORE BIKE TRAIL	RUBICON AVE	CHERRY STREET	0.39
C-1/SHARED USE PATH	PLACER COUNTY	WEST SHORE BIKE TRAIL	FREMONT WAY	EL DORADO COUNTY LINE	1.06
C-1/SHARED USE PATH	WASHOE COUNTY	LAKESHORE BLVD	WEST TERMINUS PARK	EAST TERMINUS PARK	2.93
C-1/SHARED USE PATH	WASHOE COUNTY	MAYS BLVD	LAKESHORE BLVD	ALLEN WAY	0.27
C-1/SHARED USE PATH	WASHOE COUNTY	MAYS BLVD	BURNT CEDAR CREEK	SOUTHWOOD BLVD	0.15
C-1/SHARED USE PATH	WASHOE COUNTY	NORTHWOOD BLVD	VILLAGE BLVD (NORTH)	MIDBLOCK CROSSING	0.35
C-1/SHARED USE PATH	WASHOE COUNTY	NORTHWOOD BLVD	MIDBLOCK CROSSING	STATE ROUTE 28	0.26
C-1/SHARED USE PATH	WASHOE COUNTY	OLD MT ROSE HWY	DIRT PARKING AREA	BASIN BOUNDARY	2.57
C-1/SHARED USE PATH	WASHOE COUNTY	SOUTHWOOD BLVD	STATE ROUTE 28-SKATE PARK	INCLINE WAY	0.05
C-1/SHARED USE PATH	WASHOE COUNTY	SOUTHWOOD BLVD	STATE ROUTE 28	VILLAGE BLVD	0.48
C-1/SHARED USE PATH	WASHOE COUNTY	SOUTHWOOD BLVD	STATE ROUTE 28	VILLAGE BLVD (SOUTH)	0.75
C-1/SHARED USE PATH	WASHOE COUNTY	SOUTHWOOD BLVD	SOUTHWOOD BLVD	SKATE PARK	0.53
C-1/SHARED USE PATH	WASHOE COUNTY	VILLAGE BLVD (SOUTH)	SOUTHWOOD BLVD	LAKESHORE BLVD	0.38
C-1/SHARED USE PATH	WASHOE COUNTY	VILLAGE BLVD (NORTH)	ACE COURT	NORTHWOOD BLVD	0.54
C-1/SHARED USE PATH	WASHOE COUNTY	VILLAGE BLVD (NORTH)	NORTHWOOD BLVD	STATE ROUTE 28	0.19
C-1/SHARED USE PATH	WASHOE COUNTY	VILLAGE BLVD (SOUTH)	STATE ROUTE 28	SOUTHWOOD BLVD	0.26

Table 17. Existing Bicycle and Pedestrian Network, Class I/ Shared Use Path

Classification	Location	Segment Name	From	To	Distance in Miles	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	15TH STREET	VENICE DRIVE	ELOISE AVE	0.32	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	B STREET	US HWY 50	MELBA	0.10	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	C ST/MELBA	US HWY 50	SOUTH AVE	0.39	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	HELEN AVE	SOUTH AVE	WINNEMUCCA AVE	0.47	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	JOHNSON LN	FAIRWAY AVE	AL TAHOE BLVD	0.97	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE BLVD	GLORENE AVE	D STREET	0.47	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	LAKEVIEW AVE	US HWY 50	BERKELEY AVE	0.59	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	PARK AVE	US HWY 50	VAN SICKLE ROAD	0.12	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	PIONEER TRAIL	US HWY 50 (SOUTH LAKE TAHOE)	GLEN ROAD	0.23	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	PIONEER TRAIL	GLEN ROAD	BLACK BART	3.07	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	SIERRA BLVD	PALMIRA AVE	FOUNTAIN AVE	0.54	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	TAHOE KEYS BLVD	ELOISE AVE	VENICE DRIVE	0.80	
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	VENICE DRIVE	MARINA	TAHOE KEYS BLVD	0.41	
C-2/BIKE LANES	DOUGLAS COUNTY	ELKS POINT ROAD	ELKS POINT CLASS I SHARED USE TRAIL	US HWY 50	0.14	
C-2/BIKE LANES	EL DORADO COUNTY	LAKE TAHOE BLVD	BOULDER MOUNTAIN DRIVE	ANGORA CREEK COURT	0.53	
C-2/BIKE LANES	EL DORADO COUNTY	NORTH UPPER TRUCKEE	LAKE TAHOE BLVD	US HWY 50	2.05	
C-2/BIKE LANES	EL DORADO COUNTY	PIONEER TRAIL	BLACK BART	GLEN EAGLES ROAD	2.76	
C-2/BIKE LANES	EL DORADO COUNTY	PIONEER TRAIL	GLEN EAGLES ROAD	US HWY 50 (MEYERS)	1.92	
C-2/BIKE LANES	PLACER COUNTY	NATIONAL AVE	STATE ROUTE 28	TOYON-KB	0.41	
C-2/BIKE LANES	PLACER COUNTY	STATE ROUTE 267	SUMMIT	0.6 MILES SOUTH OF SUMMIT	0.63	
C-2/BIKE LANES	PLACER COUNTY	STATE ROUTE 89	CHIPMUNK ST	STATELINE AVE	0.81	
C-2/BIKE LANES	WASHOE COUNTY	STATE ROUTE 28	LAKESHORE BLVD (WEST)	SOUTHWOOD BLVD	1.97	
C-2/BIKE LANES	WASHOE COUNTY	STATE ROUTE 28	SOUTHWOOD BLVD	LAKESHORE BLVD (EAST)	1.72	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	PONDEROSA	SILVER DOLLAR	CLASS I BIKE PATH	0.21	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	10TH STREET (WEST)	STATE ROUTE 89	TAYLOR WAY	0.40	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	13TH STREET	ELOISE AVE	STATE ROUTE 89	0.10	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	BELLEVUE AVE/EL DORADO AVE	LAKEVIEW AVE	OAKLAND AVE	0.96	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	BLACKWOOD ROAD	PIONEER TRAIL	FAIRWAY AVE	0.67	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	ELOISE AVE	SOUTH LAKE TAHOE BIKE PATH NEAR TAH	15TH STREET	1.70	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	RIVER DRIVE/WILLIAM STREET	US HWY 50	SIERRA BLVD	0.33	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	RUBICON TRAIL	MACKINAW	SUSSEX AVE	0.22	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	RUFUS ALLEN BLVD	US HWY 50	LYONS AVE	0.52	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	STATE ROUTE 89 (EMERALD BAY ROAD)	SOUTH TAHOE "Y"	CITY OF SOUTH LAKE TAHOE CITY LIMITS	1.35	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	SUSSEX AVE	RUBICON TRAIL	CLASS 1 BIKE PATH	0.05	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	TAHOE ISLAND DRIVE/12 STREET	TAHOE KEYS BLVD	ELOISE AVE	1.20	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	TAMARACK AVE	PIONEER TRAIL	BLACKWOOD ROAD	0.48	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	WILLIAM ST/RIVER DRIVE	RIVER DRIVE/US HWY 50	BLUE LAKE AVE	0.57	
C-3/BIKE ROUTE	EL DORADO COUNTY	STATE ROUTE 89	CASCADE ROAD	EMERALD BAY	3.57	
C-3/BIKE ROUTE	PLACER COUNTY	MCKINNEY DRIVE	STATE ROUTE 89	STATE ROUTE 89 (NEAR FREMONT WAY)	0.74	
C-3/BIKE ROUTE	PLACER COUNTY	STATE ROUTE 89	FAIRWAY DRIVE	TAHOE CITY "Y"	0.16	
C-3/BIKE ROUTE	PLACER COUNTY	STATE ROUTE 89	CHERRY STREET	TAHOE SKI BOWL WAY	1.26	
C-3/BIKE ROUTE	PLACER COUNTY	STATE ROUTE 89	TAHOE SKI BOWL WAY	MCKINNEY DRIVE	0.11	
C-3/BIKE ROUTE	WASHOE COUNTY	MOUNT ROSE HWY	BASIN BOUNDARY	STATE ROUTE 28	6.60	
PED	CITY OF SOUTH LAKE TAHOE	AL TAHOE BLVD	US HWY 50	JOHNSON BLVD	0.36	
PED	CITY OF SOUTH LAKE TAHOE	BLACKWOOD ROAD	GLENWOOD WAY	LAKE TAHOE CHRISTIAN FELLOWSHIP	0.05	
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (EAST SIDE)	SKI RUN BLVD	WILDWOOD AVE	0.23	
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (EAST SIDE)	WILDWOOD AVE	MIDWAY ROAD	0.28	
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (EAST SIDE)	PIONEER TRAIL	PARK AVE	0.08	
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (EAST SIDE)	PARK AVE	STATELINE AVE	0.29	
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (WEST SIDE)	PARK AVE	PIONEER TRAIL	0.08	
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (WEST SIDE)	SKI RUN BLVD	BIJOU CREEK	0.39	
PED	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE BLVD (EAST SIDE)	D STREET	SOUTH TAHOE "Y"	0.61	
PED	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE BLVD (WEST SIDE)	SOUTH TAHOE "Y"	D STREET	0.62	
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 ("Y" TOWARDS MEYERS)	SOUTH TAHOE "Y"	F STREET	0.72	
PED	DOUGLAS COUNTY	US HWY 50	KAHLE DRIVE	KINGSBURY GRADE	0.16	
PED	DOUGLAS COUNTY	HWY 50 (EAST SIDE)	STATELINE AVE	LAKE PARKWAY	0.37	
PED	DOUGLAS COUNTY	HWY 50 (WEST SIDE)	LAKE PARKWAY	STATELINE AVE	0.36	
PED	DOUGLAS COUNTY	KINGSBURY GRADE	US HWY 50	DAGGETT WAY	0.49	
PED	PLACER COUNTY	STATE ROUTE 89	TAHOE STATE RECREATION AREA--	TRUCKEE RIVER OUTLET	BURTON CREEK STATE PARK	0.67
PED	WASHOE COUNTY	COUNTRY CLUB DRIVE (WEST SIDE)	STATE ROUTE 28	INCLINE WAY	0.30	
PED	WASHOE COUNTY	COUNTRY CLUB DRIVE (WEST SIDE)	INCLINE WAY	LAKESHORE BLVD	0.21	
PED	WASHOE COUNTY	INCLINE WAY (NORTH SIDE)	INCLINE CREEK	COUNTRY CLUB DRIVE	0.16	
PED	WASHOE COUNTY	STATE ROUTE 28 (NORTH SIDE)	STATELINE ROAD	CALANEVA DRIVE	0.12	
PED	WASHOE COUNTY	STATE ROUTE 28 (NORTH SIDE)	NORTHWOOD BLVD	VILLAGE BLVD	0.47	
PED	WASHOE COUNTY	STATE ROUTE 28 (NORTH SIDE)	VILLAGE BLVD	3RD CREEK TOWNHOMES	0.23	
PED	WASHOE COUNTY	STATE ROUTE 28 (SOUTH SIDE)	STONE CIRCLE	VILLAGE BLVD	0.18	
PED	WASHOE COUNTY	STATE ROUTE 28 (SOUTH SIDE)	VILLAGE BLVD	SOUTHWOOD BLVD	0.32	
PED	WASHOE COUNTY	STATE ROUTE 28 (SOUTH SIDE)	SOUTHWOOD BLVD	COUNTRY CLUB DRIVE	0.55	
PED	WASHOE COUNTY	TANAGER ST	ORIOLE WAY	EAST ENTERPRISE	0.17	
TOTAL					94	

Table 17. Existing Bicycle and Pedestrian Network

- Class II/Bike Lane
- Class III/Bike Route
- Pedestrian Facilities

EIP#/Caltrans EA#	Class	Location	Ownership	Name	From	To	Cost per mile		Total Cost	Status
							Miles (1)	(2)		
845 10032/10040	C-1/SHARED USE PATH	CARSON CITY CITY OF SOUTH LAKE TAHOE	CARSON CITY	NV STATELINE TO STATELINE BIKEWAY-NSR 28	WASHOE COUNTY LINE	DOUGLAS COUNTY LINE	4.00	\$4,000,000	\$16,014,259	FEASIBILITY STUDY
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	AL TAHOE ELEMENTARY SCHOOL	US HWY 50	JOHNSON BLVD	0.40	\$2,000,000	\$798,239	
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	B STREET CONNECTOR	B STREET	US HWY 50	0.08	\$1,000,000	\$78,426	
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	BARTON MEADOW CONNECTOR	SAN FRANCISCO AVE	VENICE DRIVE	1.28	\$4,000,000	\$5,126,710	
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	CEMETERY CONNECTOR	BIJOU NEIGHBORHOOD	JOHNSON BLVD	0.51	\$2,000,000	\$1,012,056	
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	HARRISON AVE	LAKEVIEW AVE	LOS ANGELES AVE	0.28	\$2,000,000	\$566,312	PRELIMINARY PLANNING
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	JAMES CONNECTOR	JAMES AVE	EXISTING BIKE PATH	0.03	\$2,000,000	\$67,916	
778	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	MOUNTAIN TO LAKE PEDESTRIAN FACILITY	US HWY 50	LAKE TAHOE SOUTH LAKE TAHOE BIKE PATH	0.50	\$2,000,000	\$1,000,000	
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	OAKLAND AVE BIKE PATH CONNECTOR	OAKLAND AVE	BEHIND MEEKS US HWY 50/END OF LINEAR PARK TRAIL	0.10	\$2,000,000	\$209,646	
10037	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PARK AVE (WEST)	PINE BLVD		0.21	\$500,000	\$103,034	
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PONDEROSA/SUSSEX CONNECTOR TO SIERRA TRACT	US HWY 50	SOUTH LAKE TAHOE BIKE PATH - PONDEROSA SECTION	0.07	\$2,000,000	\$132,849	
10032/10040	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	RUFUS ALLEN BLVD	US HWY 50	AL TAHOE BLVD	0.23	\$2,000,000	\$460,000	ENVIRONMENTAL
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SIERRA BLVD	US HWY 50	BARBARA AVE	0.50	1000000	\$500,000	REVIEW
752	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY	SKI RUN BLVD	SIERRA TRACT	1.50	\$2,500,000	\$3,751,598	ENVIRONMENTAL REVIEW
752	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY	VAN SICKLE STATE PARK	SKI RUN BLVD	1.33	\$2,500,000	\$3,327,520	ENVIRONMENTAL REVIEW
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	TAHOE VALLEY ELEMENTARY CONNECTOR	WYOMING AVE	TAHOE VALLEY ELEMENTARY SCHOOL	0.06	\$2,000,000	\$118,416	
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	H STREET	CITY OF SOUTH LAKE TAHOE CITY LIMITS	0.44	\$2,000,000	\$884,390	
	C-1/SHARED USE PATH	TAHOE CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	EXISTING LINEAR PARK PATH	PARK AVE	0.07	\$2,000,000	\$140,000	
10033	C-1/SHARED USE PATH	TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50-EL DORADO BEACH TRAIL	SKI RUN BLVD	EL DORADO BEACH	0.69	\$2,000,000	\$1,387,449	FINAL DESIGN
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	KINGSBURY CONNECTOR	VAN SICKLE STATE PARK	MARKET STREET	0.77	\$2,000,000	\$1,545,217	
777	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	LAKE PARKWAY WEST (LOOP ROAD, NV SS)	US HWY 50	STATELINE AVE	0.44	\$2,000,000	\$881,223	ENVIRONMENTAL REVIEW
	C-1/SHARED USE PATH	DOUGLAS COUNTY	USFS	LPF 2 - ROUND HILL BIKE PATH CONNECTOR	KAHLE PARK	ROUND HILL BIKE PATH	0.26	\$2,000,000	\$520,952	IN LITIGATION ENVIRONMENTAL
777	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY	KAHLE DRIVE	LAKE PARKWAY	0.89	\$2,000,000	\$1,772,420	ENVIRONMENTAL REVIEW
770/771	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY	LOGAN SHOALS VISTA	ROUND HILL PINES BEACH	5.22	\$4,000,000	\$20,888,241	FEASIBILITY STUDY
771	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY	SPOONER SUMMIT	LOGAN SHOALS VISTA	5.43	\$4,000,000	\$21,708,000	FEASIBILITY STUDY
769	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY	ROUND HILL PINES BEACH	ELK'S POINT ROAD	0.75	\$2,000,000	\$1,490,575	ENVIRONMENTAL REVIEW
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	SOUTH DEMO NV STATELINE TO STATELINE BIKEWAY	ELK'S POINT ROAD	KAHLE DRIVE	0.62	\$2,000,000	\$1,231,911	ENVIRONMENTAL REVIEW
	C-1/SHARED USE PATH	EL DORADO COUNTY	USFS	FALLEN LEAF BIKE LOOP	CAMP RICHARDSON	15TH STREET	3.76	\$1,000,000	\$3,757,450	PRELIMINARY PLANNING
10036	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	LAKE TAHOE BLVD	D STREET	BOULDER MOUNTAIN DRIVE	1.92	\$2,000,000	\$3,846,369	PRELIMINARY PLANNING
	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	MEYERS ELEMENTARY SCHOOL CONNECTOR	SAN BERNADINO W. (N. UPPER TRUCKEE NEIGHBORHOOD)	TAHOE PARADISE PARK	0.37	\$4,000,000	\$1,476,899	
736/10034	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	SAWMILL 2 PATH	US HWY 50	LAKE TAHOE BLVD	1.86	\$2,000,000	\$3,710,012	FINAL DESIGN

Table 18: Proposed Bicycle and Pedestrian Project List, Class I/Shared Use Path

Notes:

1) Mileage is calculated from GIS, not mileposts.

2) Costs for Caltrans projects use the "Conceptual Unit Cost Estimates". Since these projects are constructed concurrently with water quality work, actual costs of the bicycle or pedestrian component are difficult to extract.

EIP#/Caltrans EA#	Class	Location	Ownership	Name	From	To	Cost per mile			Status
							Miles (1)	(2)	Total Cost	
766	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	STATE ROUTE 89	SPRING CREEK ROAD	CASCADE ROAD	0.51	\$4,000,000	\$2,048,329	
738	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	STATE ROUTE 89 THROUGH CHRISTMAS VALLEY	US HWY 50	SANTA CLAUS DR	1.48	\$3,157,687	\$4,665,000	
738	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	STATE ROUTE 89 THROUGH CHRISTMAS VALLEY	SANTA CLAUS DR	PORTAL	0.95	\$4,000,000	\$3,810,534	
	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	US HWY 50	CITY OF SOUTH LAKE TAHOE CITY LIMITS	SAWMILL BLVD	1.31	\$2,000,000	\$2,628,184	
	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	US HWY 50 - MEYERS PATH EXTENSION	EXISTING CLASS I	NORTH UPPER TRUCKEE ROAD	0.46	\$2,000,000	\$918,604	
764C	C-1/SHARED USE PATH	EL DORADO COUNTY	TCPUD	WEST SHORE BIKE TRAIL EXTENSION	MEEKS BAY	SUGAR PINE POINT STATE PARK	0.70	\$3,000,000	\$2,099,844	PRELIMINARY PLANNING
764A	C-1/SHARED USE PATH	EL DORADO COUNTY	CA STATE PARKS	WEST SHORE TRAIL	EMERALD BAY SERVICE ROAD	DL BLISS STATE PARK	0.73	\$4,000,000	\$2,914,307	
764B	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	WEST SHORE TRAIL	DL BLISS NORTH ENTRANCE	RUBICON DRIVE	1.56	\$2,000,000	\$3,112,939	
	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	WEST SHORE TRAIL	MEEKS BAY AVE	NORTH END OF MEEKS BAY	0.51	\$2,000,000	\$1,020,326	
752	C-1/SHARED USE PATH	EL DORADO COUNTY/CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY	SIERRA TRACT	MEYERS	5.67	\$2,500,000	\$14,187,302	ENVIRONMENTAL REVIEW PRELIMINARY PLANNING
775	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD	HOMEWOOD MULTI-USE TRAIL	FAWN STREET	CHERRY STREET LAKE FOREST CAMPGROUND ENTRANCE	0.85	\$2,474,462	\$2,103,293	FINAL DESIGN
	C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	LAKE FOREST RD	EXISTING BIKE PATH	STATE ROUTE 28	0.11	\$1,000,000	\$106,900	IN CONSTRUCTION ENVIRONMENTAL REVIEW PERMIT
	C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	LAKE FOREST ROAD	SKYLANDIA PARK	COMMONS BEACH	0.18	\$1,000,000	\$184,199	ENVIRONMENTAL REVIEW PERMIT
763	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD	LAKESIDE TRAIL PHASE 2C	MACKINAW RD	STATE ROUTE 28	0.30	\$10,000,000	\$3,000,000	APPROVED
763	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD	LAKESIDE TRAIL PHASES V, VI, VII	GROVE STREET	NORTH TAHOE REGIONAL PARK ENTRANCE	1.10	\$4,462,209	\$4,908,430	
10038	C-1/SHARED USE PATH	PLACER COUNTY	NTPUD	NATIONAL AVENUE	STATE ROUTE 28 TOYON RD/CONNECTION WITH NTPUD PROPOSED PATH	EXISTING FOREST SERVICE TRAIL SYSTEM	0.75	\$1,000,000	\$746,373	
	C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	NATIONAL AVENUE EAST SIDE			0.24	\$2,000,000	\$480,000	ENVIRONMENTAL REVIEW
761	C-1/SHARED USE PATH	PLACER COUNTY	NTPUD	NORTH TAHOE BIKE PATH	DOLLAR HILL	NORTH TAHOE REGIONAL PARK	8.00	\$2,000,000	\$16,000,000	
	C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	NORTHSTAR TRAIL	BASIN BOUNDARY	STATE ROUTE 28	1.78	\$2,000,000	\$3,568,113	
	C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	NORTHSTAR TRAIL	BASIN BOUNDARY	NORTH TAHOE REGIONAL PARK	1.82	\$2,000,000	\$3,634,733	
	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD/CALTRANS	SUNNYSIDE TO SEQUOIA TRAIL	SUNNYSIDE RESORT	LOWER SEQUOIA/SR 89	0.65	\$1,500,000	\$975,000	
	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	ALDER AVE	NORTHWOOD BLVD	VILLAGE BLVD	0.47	\$1,000,000	\$467,187	
757	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	INCLINE WAY	SOUTHWOOD BLVD	INCLINE CREEK	0.37	\$1,000,000	\$374,636	PRELIMINARY PLANNING
	C-1/SHARED USE PATH	WASHOE COUNTY	NDOT WASHOE COUNTY/NDOT/NV STATE PARKS	NV STATELINE TO STATELINE BIKEWAY	STATELINE ROAD	LAKESHORE DRIVE (WEST)	2.15	\$4,000,000	\$8,583,035	PRELIMINARY PLANNING
847	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY/NDOT/NV STATE PARKS	NV STATELINE TO STATELINE BIKEWAY	INCLINE VILLAGE	SAND HARBOR	2.49	\$8,000,000	\$19,941,899	PRELIMINARY PLANNING FEASIBILITY STUDY
846	C-1/SHARED USE PATH	WASHOE COUNTY	DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY	SAND HARBOR	CARSON CITY COUNTY LINE	2.41	\$4,000,000	\$9,643,279	
758	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	NORTHWOOD BLVD	VILLAGE BLVD-EAST	STATE ROUTE 28	0.58	\$2,000,000	\$1,166,985	
	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	OLD MT ROSE HWY	DIRT PARKING LOT	BASIN BOUNDARY	2.54	\$1,000,000	\$2,542,848	
	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	STATE ROUTE 28 (NORTH SIDE)	PRESTON FIELD	NORTHWOOD BLVD	0.30	\$2,000,000	\$591,559	
	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	TANAGER STREET	ORIOLE WAY	SOUTHWOOD BLVD	0.09	\$1,000,000	\$89,624	
	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	VILLAGE GREEN	RECREATION CENTER PATH	LAKESHORE BLVD	0.20	\$1,000,000	\$199,842	

Table 18: Proposed Bicycle and Pedestrian Project List, Class I/Shared Use Path Continued

EIP#/Caltrans EA#	Class	Location	Ownership	Name	From	To	Cost per mile		Total Cost	Status
							Miles (1)	(2)		
	WIDE SHOULDER	CARSON CITY CITY OF SOUTH LAKE	NDOT	LAKE TAHOE SCENIC BIKE LOOP-NSR 28	CARSON CITY COUNTY LINE	SPOONER SUMMIT	5.14	\$5,000	\$25,702	
	C-2/BIKE LANE	TAHOE CITY OF SOUTH LAKE	CITY OF SOUTH LAKE TAHOE	AL TAHOE BLVD	US HWY 50	PIONEER BLVD	1.55	\$500,000	\$775,061	
	C-2/BIKE LANE	TAHOE CITY OF SOUTH LAKE	CITY OF SOUTH LAKE TAHOE	GLENWOOD AVE	BLACKWOOD RD	FAIRWAY DR	0.25	\$500,000	\$125,818	
	C-2/BIKE LANE	TAHOE CITY OF SOUTH LAKE	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE BLVD	SOUTH TAHOE "Y"	GLORENE INTERSECTION CONNECTOR	0.17	\$500,000	\$82,511	
	C-2/BIKE LANE	TAHOE CITY OF SOUTH LAKE	CITY OF SOUTH LAKE TAHOE	PARK AVE (EAST)	EXISTING BIKE LANE	MONTREAL ROAD	0.06	\$500,000	\$28,026	
10037	C-2/BIKE LANE	TAHOE CITY OF SOUTH LAKE	CITY OF SOUTH LAKE TAHOE	PINE BLVD	STATELINE AVE	PARK AVE	0.37	\$5,000	\$1,827	
	C-2/BIKE LANE	TAHOE CITY OF SOUTH LAKE	CITY OF SOUTH LAKE TAHOE	SIERRA BLVD	US HWY 50	PALMIRA INTERSECTION CONNECTOR	0.50	\$500,000	\$250,000	
	C-2/BIKE LANE	TAHOE CITY OF SOUTH LAKE	CITY OF SOUTH LAKE TAHOE	SKI RUN BLVD	US HWY 50	PIONEER BLVD	0.56	\$500,000	\$278,513	
NA/03- 1A842	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	STATE ROUTE 89-EMERALD BAY ROAD	SOUTH TAHOE "Y"	CITY OF SOUTH LAKE TAHOE CITY LIMITS	1.36	\$5,000	\$6,791	95% DESIGN--CII NEEDS TO BE REINSTATED HERE
NA/03- BC380	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	US HWY 50 (PM 75.4/77.3)	TROUT CREEK	SOUTH TAHOE "Y"	1.89	\$4,000,000	\$7,573,067	60% DESIGN
NA/03- 1A733	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	US HWY 50 (PM 77.3/79.3)	SKI RUN BLVD	TROUT CREEK	1.95	\$9,000,000	\$17,591,210	95% DESIGN
NA/03- 1A734	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	US HWY 50 (PM 79.3/80.4)	STATELINE RD	SKI RUN BLVD	1.15	\$8,000,000	\$9,185,518	
	C-2/BIKE LANE	DOUGLAS COUNTY	DOUGLAS COUNTY	KAHLE DRIVE	US HWY 50	ARTHUR DRIVE	0.36	\$500,000	\$180,000	
	C-2/BIKE LANE	DOUGLAS COUNTY	DOUGLAS COUNTY	LAKE PARKWAY (WEST)	US HWY 50	STATELINE AVE	0.45	\$500,000	\$226,469	
777	C-2/BIKE LANE	DOUGLAS COUNTY	DOUGLAS COUNTY	LAKE PARKWAY EAST (LOOP ROAD)	PARK AVE	US HWY 50	0.83	\$500,000	\$415,453	
	WIDE SHOULDER	DOUGLAS COUNTY	DOUGLAS COUNTY	KINGSBURY GRADE	US HWY 50	SUMMIT	3.11	\$5,000,000	\$15,542,663	
753	WIDE SHOULDER	DOUGLAS COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP	ELKS POINT ROAD	LAKE PARKWAY (LOOP ROAD)	1.58	\$5,000	\$7,885	
	WIDE SHOULDER	DOUGLAS COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP-- CASINO CORE	LAKE PARKWAY (LOOP ROAD)	STATELINE AVE	0.36	\$5,000	\$1,793	
753	WIDE SHOULDER	DOUGLAS COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP- SKYLAND	GLENBROOK	ELKS POINT ROAD	7.88	\$5,000	\$39,382	
753	WIDE SHOULDER	DOUGLAS COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP- SKYLAND	SPOONER SUMMIT	GLENBROOK	2.48	\$5,000	\$12,401	
	C-2/BIKE LANE	EL DORADO COUNTY	EL DORADO COUNTY	APACHE AVENUE (WEST)	US HWY 50	MEYERS ELEMENTARY	0.42	\$5,000	\$2,099	
	C-2/BIKE LANE	EL DORADO COUNTY	EL DORADO COUNTY	LAKE TAHOE BLVD	SAWMILL BLVD	BOULDER MOUNTAIN COURT	0.39	\$500,000	\$195,361	
	C-2/BIKE LANE	EL DORADO COUNTY	EL DORADO COUNTY	NORTH UPPER TRUCKEE/LAKE TAHOE BLVD	EXISTING BIKE LANE ON LAKE TAHOE BLVD	EXISTING BIKE LANE ON NORTH UPPER TRUCKEE	0.88	\$50,000	\$44,182	
749/03- 1A841	C-2/BIKE LANE	EL DORADO COUNTY	CALTRANS	STATE ROUTE 89-MEYERS	US HWY 50 AND SR 89 INTERSECTION	PORTAL DRIVE	2.50	\$500,000	\$1,249,675	IN CONSTRUCTION
NA/03- 1A731	C-2/BIKE LANE	EL DORADO COUNTY	CALTRANS	US HWY 50	STATE ROUTE 89 IN MEYERS	SOUTH UPPER TRUCKEE	0.44	\$500,000	\$218,229	60% DESIGN
NA/03- 1A731	WIDE SHOULDER	EL DORADO COUNTY	CALTRANS	US HWY 50	PIONEER TRL IN MEYERS	STATE ROUTE 89 IN MEYERS	0.87	\$500,000	\$433,465	60% DESIGN
NA/03- 1A732	C-2/BIKE LANE	EL DORADO COUNTY	CALTRANS	US HWY 50	SOUTH LAKE TAHOE "Y"	PIONEER TRL IN MEYERS	3.96	\$1,000,000	\$3,955,098	60% DESIGN
	WIDE SHOULDER	EL DORADO COUNTY	EL DORADO COUNTY	LAKE TAHOE BLVD	D STREET	SAWMILL ROAD	1.59	\$500,000	\$795,191	
NA/03- 1A842	WIDE SHOULDER	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP	CITY OF SOUTH LAKE TAHOE CITY LIMITS	CAMP RICHARDSON	1.70	\$1,000,000	\$1,702,159	95% DESIGN
NA/03- 1A842	WIDE SHOULDER	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP	CAMP RICHARDSON	SPRING CREEK ROAD	1.53	\$1,000,000	\$1,534,218	95% DESIGN

Table 18: Proposed Bicycle and Pedestrian Project List, Class II/Bike Lane or Wide Shoulder

EIP#/Caltrans EA#	Class	Location	Ownership	Name	From	To	Cost per mile			Status
							Miles (1)	(2)	Total Cost	
NA/03-1A845	WIDE SHOULDER	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP - SR 89	MEEKS BAY	PINE STREET	2.56	\$500,000	\$1,280,000	PA&ED 12/15/10
NA/03-1A843	WIDE SHOULDER	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP - SR 89 (PM 13.8/18.0)	SPRING CREEK ROAD	EMERALD BAY	3.78	\$4,000,000	\$15,112,974	PA&ED 12/15/10
NA/03-1A844	WIDE SHOULDER	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP (PM 18.0/24.9)	EMERALD BAY	MEEKS BAY	7.35	\$500,000	\$3,673,878	95% DESIGN
749/03-1A841	WIDE SHOULDER	EL DORADO COUNTY	CALTRANS	STATE ROUTE 89-MEYERS LAKE TAHOE SCENIC BIKE LOOP - SR 28	PORTAL DRIVE	LUTHER PASS/BASIN BOUNDARY	6.00	\$100	\$600	IN CONSTRUCTION 2010 ENVIRONMENTAL REVIEW
748/03-1C971	787 C-2/BIKE LANE	PLACER COUNTY	CALTRANS/PLACER COUNTY	STATE ROUTE 267	CSR 267	CHIPMUNK STREET	0.93	\$5,000	\$4,632	FINAL DESIGN
762/03-2A940	C-2/BIKE LANE	PLACER COUNTY	CALTRANS	STATE ROUTE 28-DOLLAR HILL	STATE ROUTE 28 IN KINGS BEACH	BROCKWAY SUMMIT STATE ROUTE 267/NORTH SHORE BLVD	3.20	\$500,000	\$1,599,121	IN CONSTRUCTION 10_11
NA/03-2A920	C-2/BIKE LANE	PLACER COUNTY	CALTRANS	STATE ROUTE 89-HOMEWOOD	FAWN STREET	CHERRY STREET	0.82	\$50,000	\$41,141	95% DESIGN
NA/03-2A921	C-2/BIKE LANE	PLACER COUNTY	CALTRANS	STATE ROUTE 89-TAHOE CITY	TAHOE CITY "Y"	BASIN BOUNDARY	3.46	\$500,000	\$1,730,427	IN CONSTRUCTION
NA/03-2A940	WIDE SHOULDER	PLACER COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP - SR 28	TAHOE CITY "Y"	DOLLAR DRIVE	2.85	\$100	\$285	IN CONSTRUCTION 10_11
NA/03-2A920	WIDE SHOULDER	PLACER COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP - SR 89	CHERRY STREET	TAHOE CITY "Y"	5.52	\$5,000	\$27,601	95% DESIGN
NA/03-1A845	WIDE SHOULDER	PLACER COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP - SR 89	PINE STREET	FAWN STREET	2.20	\$500,000	\$1,100,000	PA&ED 12/15/10
NA/03-2A940	WIDE SHOULDER	PLACER COUNTY	CALTRANS	STATE ROUTE 28-TAHOE CITY	TAHOE CITY "Y"	TAHOE STATE PARK	5.46	\$500,000	\$2,731,791	IN CONSTRUCTION 2010
	C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	COUNTRY CLUB DRIVE	STATE ROUTE 28	INCLINE WAY	0.32	\$2,000,000	\$638,594	
	C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	COUNTRY CLUB DRIVE	VILLAGE BLVD (NORTH)	STATE ROUTE 28	1.45	\$500,000	\$726,050	
	C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	COUNTRY CLUB DRIVE	INCLINE WAY	LAKESHORE BLVD	0.18	\$2,000,000	\$350,741	
	C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	INCLINE WAY	SOUTHWOOD BLVD	COUNTRY CLUB DRIVE	0.58	\$500,000	\$288,660	
	C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	SKI WAY	COUNTRY CLUB DRIVE	FAIRVIEW BLVD	0.81	\$2,000,000	\$1,618,913	
	C-2/BIKE LANE	WASHOE COUNTY	NDOT	STATE ROUTE 431	STATE ROUTE 28	BASIN BOUNDARY	6.57	\$500,000	\$3,286,737	
	C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	VILLAGE BLVD	COLLEGE DRIVE	STATE ROUTE 28	0.73	\$500,000	\$365,481	
	C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	VILLAGE BLVD	EAGLE DRIVE	COLLEGE DRIVE	0.48	\$500,000	\$242,188	
	C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	VILLAGE BLVD	STATE ROUTE 28	LAKESHORE BLVD	0.67	\$2,000,000	\$1,333,959	
846	WIDE SHOULDER	WASHOE COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP - LAKESHORE BLVD	SAND HARBOR	CHIMNEY BEACH	2.63	\$5,000	\$13,132	
	WIDE SHOULDER	WASHOE COUNTY	WASHOE COUNTY	LAKE TAHOE SCENIC BIKE LOOP - LAKESHORE BLVD	STATE ROUTE 28 (WEST)	STATE ROUTE 28 (EAST)	2.97	\$2,000,000	\$5,930,108	
760	WIDE SHOULDER	WASHOE COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP - SR 28	STATELINE ROAD	LAKESHORE BLVD (WEST)	2.30	\$5,000	\$11,508	
847	WIDE SHOULDER	WASHOE COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP - SR 28	LAKESHORE BLVD	SAND HARBOR	2.36	\$5,000	\$11,777	

Table 18: Proposed Bicycle and Pedestrian Project List, Class II/Bike Lane or Wide Shoulder

EIP#/Caltrans EA#	Class	Location	Ownership	Name	From	To	Cost per mile		Total Cost	Status	
							Miles (1)	(2)			
751	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	C STREET	US HWY 50	MELBA DRIVE	0.08	\$5,000	\$393		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	D STREET	LAKE TAHOE BLVD	US HWY 50	0.69	\$5,000	\$3,437		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	E STREET	KYBURZ AVE	MELBA DR	0.12	\$5,000	\$584		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	FAIRWAY AVE	GLENWOOD WAY	BLACKWOOD RD	0.14	\$5,000	\$700		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	FAIRWAY DRIVE	JOHNSON BLVD	BLACKWOOD RD	0.17	\$5,000	\$858		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	FOUNTAIN AVENUE	SIERRA BLVD	MARTIN AVE	0.27	\$5,000	\$1,365		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	THIRD STREET	US HWY 50	BARTON HOSPITAL	0.29	\$5,000	\$1,457		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	JAMES AVE	ELOISE	PROPOSED BIKE PATH	0.60	\$5,000	\$3,022		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	KYBURZ AVE	US HWY 50	E STREET	0.48	\$5,000	\$2,391		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	LOS ANGELES AVE	OAKLAND AVE	US HWY 50 BIKE PATH	0.19	\$5,000	\$964		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	MARTIN/BLACK BART	FOUNTAIN AVE	PIONEER TRAIL	1.05	\$5,000	\$5,247		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	MELBA DRIVE	E STREET	SOUTH AVE	0.48	\$5,000	\$2,379		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	OAKLAND AVE	LAKEVIEW AVE	LOS ANGELES AVE	0.34	\$5,000	\$1,715		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SOUTH AVE	MELBA DRIVE	THIRD STREET	0.25	\$5,000	\$1,268		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SPRUCE AVE	GLENWOOD AVE	BLACKWOOD RD	0.37	\$5,000	\$1,847		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	STATELINE AVE/LAKESHORE BLVD/PARK AVE	PINE BLVD	PINE BLVD/PARK AVE	0.52	\$5,000	\$2,594		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	STATELINE RD	US HWY 50	PINE BLVD	0.25	\$5,000	\$1,271		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	VENICE DRIVE	TAHOE KEYS BLVD	15TH STREET	0.88	\$500,000	\$440,471		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	VENICE DRIVE EAST	15TH STREET	FUTURE CONNECTION TO POPE BEACH	0.78	\$5,000	\$3,895		
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	WINNAMUCCA AVE	HELEN AVE	US HWY 50 STATE ROUTE	0.13	\$5,000	\$659		
	C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	DOUGLAS COUNTY	MARKET STREET	PROPOSED SHARED USE PATH	207/KINGSBURY GRADE	0.19	\$5,000	\$951	
	C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	DOUGLAS COUNTY	PINE RIDGE DRIVE	STATE ROUTE 207	ROUND HILL BIKE PATH	0.27	\$5,000	\$1,356	
	C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	DOUGLAS COUNTY	ROUND HILL BIKE PATH CONNECTOR	KINGSBURY MIDDLE SCHOOL	ECHO DRIVE	0.12	\$5,000	\$585	
	C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	DOUGLAS COUNTY	ROUND HILL BIKE PATH CONNECTOR 2	ROUND HILL BIKE PATH	MCAUL WAY	0.07	\$5,000	\$348	
	C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	EL DORADO COUNTY	BLITZEN RD	STATE ROUTE 89 NEAR MEYERS	SANTA CLAUSE DR	1.53	\$5,000	\$7,661	
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	EL DORADO COUNTY	ELKS CLUB ROAD	US HWY 50	PIONEER TRAIL	0.80	\$5,000	\$4,002		
C-3/BIKE ROUTE	EL DORADO COUNTY	USFS	USFS	JAMESON BEACH ROAD	CAMP RICHARDSON BIKE TRAIL	POPE BEACH	0.42	\$5,000	\$2,113		
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	EL DORADO COUNTY	LAKE TAHOE BLVD	ANGORA CREEK DRIVE	NORTH UPPER TRUCKEE	0.76	\$5,000	\$3,781		
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	EL DORADO COUNTY	MEADOW VALE/SOUTHERN PINES	US HWY 50	PIONEER TRAIL	1.23	\$5,000	\$6,130		
C-3/BIKE ROUTE	EL DORADO COUNTY	USFS	USFS	POPE BEACH DRIVE	END OF POPE BEACH PARKING LOT	PATH ON SR 89	1.01	\$5,000	\$5,058		
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	EL DORADO COUNTY	PORTAL DRIVE	STATE ROUTE 89	SOUTH UPPER TRUCKEE	0.16	\$5,000	\$791		
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	EL DORADO COUNTY	SAN BERNADINO (WEST)	NORTH UPPER TRUCKEE RD	PATH IN STATE PARK	0.39	\$5,000	\$1,928		
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	EL DORADO COUNTY	SAN BERNADINO AVE	MEYERS ELEMENTARY SCHOOL	TAHOE PARADISE PARK	0.21	\$5,000	\$1,064		
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	EL DORADO COUNTY	SOUTH UPPER TRUCKEE ROAD	US HWY 50	CAMPGROUND	4.87	\$5,000	\$24,332		
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	EL DORADO COUNTY	WEST SHORE TRAIL CONNECTION	RUBICON DRIVE	MEEKS BAY AVE	2.57	\$5,000	\$12,833		
C-3/BIKE ROUTE	PLACER COUNTY	NTPUD	NTPUD	DONNER RD	NORTH TAHOE REGIONAL PARK ENTRANCE	PINEDROP TRAIL	0.22	\$5,000	\$1,123		
C-3/BIKE ROUTE	PLACER COUNTY	PLACER COUNTY	PLACER COUNTY	LAKE FOREST ROAD	POMIN PARK	SKYLANDIA PARK	0.62	\$5,000	\$3,078	IN CONSTRUCTION 09 11	

Table 18: Proposed Bicycle and Pedestrian Project List, Class III/ Bike Route

EIP#/Caltrans EA#	Class	Location	Ownership	Name	From	To	Cost per mile		Total Cost	Status
							Miles (1)	(2)		
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	GLENWOOD WAY	FAIRWAY AVE	BLACKWOOD RD	0.25	\$1,000,000	\$251,636	
786	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PIONEER TRAIL	SHEPHERDS DRIVE	US HWY 50	0.37	\$4,000,000	\$1,487,399	PRELIMINARY PLANNING
786	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PIONEER TRAIL	SKI RUN BLVD	SHEPHERDS DRIVE	0.62	\$4,000,000	\$2,480,000	
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SOUTH TAHOE HIGH ACCESS ROAD	LAKE TAHOE BLVD	SOUTH TAHOE HIGH	0.17	\$1,000,000	\$166,244	
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SPRUCE AVE	GLENWOOD DR	BLACKWOOD RD	0.37	\$1,000,000	\$373,841	
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SPRUCE AVENUE (NORTH SIDE)	GLENWOOD WAY	BLACKWOOD DRIVE	0.37	\$1,000,000	\$368,679	
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SPRUCE AVENUE (SOUTH SIDE)	GLENWOOD WAY	BLACKWOOD DRIVE	0.38	\$1,000,000	\$380,164	
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	STATELINE AVE	US HWY 50	LAKESHORE BLVD	0.42	\$1,000,000	\$420,000	
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	STATELINE RD	PARK AVE	0.28	\$8,000,000	\$2,266,406	IN CONSTRUCTION--HELD UP FINAL
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50 PHASE I	TROUT CREEK	SKI RUN BLVD	1.44	\$8,000,000	\$11,519,241	DESIGN FINAL
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50 PHASE II	FOURTH STREET	TROUT CREEK	2.14	\$8,000,000	\$17,107,326	DESIGN FINAL
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50 PHASE II	SOUTH TAHOE "Y"	FOURTH STREET	0.24	\$8,000,000	\$1,943,245	DESIGN FINAL
	PED	DOUGLAS COUNTY	DOUGLAS COUNTY	KAHLE DRIVE	US HWY 50	LAURA DRIVE	0.10	\$1,000,000	\$95,350	FINAL
777	PED	DOUGLAS COUNTY	DOUGLAS COUNTY	LAKE PARKWAY EAST (LOOP ROAD)	STATELINE RD	US HWY 50	0.60	\$4,500,000	\$2,695,956	DESIGN
778	PED	DOUGLAS COUNTY	DOUGLAS COUNTY	STATELINE BLVD/CASINO CORE	US HWY 50	LAKESHORE BLVD	0.41	\$1,000,000	\$410,000	
781	PED	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	KINGSBURY GRADE (STATE ROUTE 207)	LAKE PARKWAY (LOOP ROAD)	0.25	\$400,000	\$100,860	
	PED	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	ELK'S POINT ROAD	KAHLE DRIVE	1.07	\$8,000,000	\$8,543,554	
	PED	PLACER COUNTY	PLACER COUNTY	BEAR STREET	STATE ROUTE 28	TROUT AVE	0.06	\$317,000	\$18,489	ENVIRONMENTAL REVIEW
	PED	PLACER COUNTY	PLACER COUNTY	COON STREET	STATE ROUTE 28	DOLLY VARDEN AVE	0.39	\$317,000	\$122,595	ENVIRONMENTAL REVIEW
	PED	PLACER COUNTY	PLACER COUNTY	DEER STREET	STATE ROUTE 28	PAST TROUT AVE	0.04	\$317,000	\$12,083	ENVIRONMENTAL REVIEW
854	PED	PLACER COUNTY	TCPUD	FANNY BRIDGE PEDESTRIAN/BICYCLE IMPROVEMENTS	TAHOE TAVERN ROAD	MACKINAW RD	0.61	\$1,200,000	\$735,488	ENVIRONMENTAL REVIEW
	PED	PLACER COUNTY	PLACER COUNTY	FOX STREET	STATE ROUTE 28	RAINBOW AVE	0.21	\$317,000	\$66,131	ENVIRONMENTAL REVIEW
	PED	PLACER COUNTY	PLACER COUNTY	SECLINE STREET	STATE ROUTE 28	STEELHEAD AVE	0.16	\$317,000	\$51,017	ENVIRONMENTAL REVIEW

Table 18: Proposed Bicycle and Pedestrian Project List, Pedestrian Facilities

EIP#/Caltrans EA#	Class	Location	Ownership	Name	From	To	Cost per mile		Total Cost	Status
							Miles (1)	(2)		
787	PED	PLACER COUNTY	PLACER COUNTY	STATE ROUTE 28	STATE ROUTE 267	CHIPMUNK STREET	0.89	\$2,500,000	\$2,217,179	ENVIRONMENTAL REVIEW
	PED	PLACER COUNTY	PLACER COUNTY	STATE ROUTE 28	STATELINE RD	CHIPMUNK STREET	0.79	\$8,000,000	\$6,336,719	
775	PED	PLACER COUNTY	TCPUD	STATE ROUTE 89-HOMEWOOD	SILVER STREET	FAWN STREET	0.55	\$1,000,000	\$550,000	
	PED	PLACER COUNTY	PLACER COUNTY	STEELHEAD AVE	DEER STREET	FOX STREET	0.41	\$317,000	\$130,811	ENVIRONMENTAL REVIEW
	PED	WASHOE COUNTY	WASHOE COUNTY	COUNTRY CLUB DRIVE	VILLAGE BLVD	STATE ROUTE 28	1.56	\$2,000,000	\$3,113,866	
	PED	WASHOE COUNTY	WASHOE COUNTY	DRIVER WAY	VILLAGE BLVD	COUNTRY CLUB DRIVE	0.58	\$1,000,000	\$579,115	
	PED	WASHOE COUNTY	WASHOE COUNTY	FAIRWAY BLVD	NORTHWOOD BLVD	COUNTRY CLUB DRIVE	0.44	\$2,000,000	\$875,332	
	PED	WASHOE COUNTY	WASHOE COUNTY	GOLFERS PASS ROAD	STATE ROUTE 431	VILLAGE BLVD	0.85	\$1,000,000	\$847,320	
	PED	WASHOE COUNTY	WASHOE COUNTY	INCLINE WAY	VILLAGE BLVD	SOUTHWOOD BLVD	0.23	\$1,000,000	\$233,843	
	PED	WASHOE COUNTY	WASHOE COUNTY	MCCOURRY BLVD	STATE ROUTE 431	NORTHWOOD BLVD	0.46	\$1,000,000	\$456,688	
	PED	WASHOE COUNTY	WASHOE COUNTY	SKI WAY	COUNTRY CLUB DRIVE	FIRST GREEN DRIVE	0.73	\$2,000,000	\$1,455,290	
	PED	WASHOE COUNTY	WASHOE COUNTY	STATE ROUTE 28	LAKESHORE BLVD (WEST END)	NORTHWOOD BLVD	1.10	\$2,000,000	\$2,193,875	
	PED	WASHOE COUNTY	WASHOE COUNTY	VILLAGE BLVD	COUNTRY CLUB DRIVE	COLLEGE DRIVE	0.52	\$2,000,000	\$1,042,160	
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	TROUT CREEK BRIDGE REPAIR	TULARE	MACKINAW	0.05	\$2,000,000	\$100,000	
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	UPPER TRUCKEE BRIDGE REPAIR	PONDEROSA STREET	ELOISE AVE	0.05	\$2,000,000	\$100,000	
	C-1/SHARED USE PATH	EL DORADO COUNTY	USFS	POPE/BALDWIN PATH--UPGRADE	15TH STREET	SPRING CREEK	3.30	\$750,000	\$2,475,000	
	4/BIKE FERRY	EL DORADO COUNTY		BIKE FERRY	CAMP RICHARDSON	MEEK'S BAY	8.80	\$1,670,000	\$14,702,676	
	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD/CALTRANS	TRUCKEE RIVER TRAIL WIDENING	TAHOE CITY	SQUAW VALLEY	2.50	\$750,000	\$1,875,000	
10042/NA	C-1/SHARED USE PATH	PLACER COUNTY/EL DORADO COUNTY	TCPUD	WEST SHORE TRAIL IMPROVEMENTS	SR 28/89	EMERALD BAY	12.10	\$1,000,000	\$12,100,000	

Table 18: Proposed Bicycle and Pedestrian Project List

■ Pedestrian Facilities

■ Other

PLANNING-LEVEL PROJECTS		
Ranking Criteria	Weight	Evaluators should use professional judgement when ranking. Not all situations conform to the criteria below.
Fixes gap in existing network	15	Project that connects two high use facilities that were not linked before, or that links a facility with a high-density residential or commercial area = 1 pt Project that connects medium or low use facilities that were not linked before = 0.75 pt Project fixes a section that deterred use, or adds length to an existing facility = 0.5 pt Project upgrades a section not built to current standards = 0.25 pt
Estimated use	40	Based on the Lake Tahoe Bicycle and Pedestrian User Models. Over 1,500 estimated users per day = 1 pt 1,000 to 1,500 = 0.75 pt 500 to 1,000 = 0.5 pt 100 to 500 = 0.25 pt Less than 100 = 0.1 pt Note: Destination connectivity is incorporated into this criterion through the model calculations.
Improves network	10	Provides unduplicated, direct link between residences and recreational or commercial area. Facility where no parallel facility exists within 1300 feet (exception: sidewalk or shared-use path next to a bike lane receives 1 pt) = 1 pt Facility that serves different users (such as a bike lane where there is an existing parallel shared-use path), or a sidewalk across the street from an existing sidewalk = 0.5 The focus of this criterion is on avoiding duplication, not on gap closure or connecting destinations.
Multi-modal connectivity	5	Provides additional support to existing transit stops and routes. Sidewalk or shared use path directly connecting to a transit stop = 1 pt Bike lane or bike route connecting to a transt stop = 0.5 pt
Safety	10	Project can address a problem location where there have been reported accidents = 1 pt Addresses a location that the public or planners have identified as a safety hazard = 1 pt
Cost benefit	20	Cost per annual user served. Less than \$5 per person = 1 pt \$5-\$20 per person = 0.75 pt \$20-\$100 per person = 0.5 pt \$100-\$500 per person = 0.25 pt Over \$500 per person = 0 pt.
Environmental Impact	-20	Greater than 50% of project might result in new SEZ disturbance = 1 pt 25-50% new SEZ disturbance = 0.5 pt 5 - 25% new SEZ disturbance = 0.25 pt Additional strong potential for scenic or wildlife disturbance = 0.5 pts with total points not to surpass 1. Other environmental impacts that don't fit into above categories = up to 1 pt
DESIGN-LEVEL PROJECTS		
Criteria are the same as for Planning-level projects, with addition of one criterion below.		
Timeline	20	Permitted or Permit Requested = 1 pt Final Design = 0.75 pt Environmental Review = 0.5 pt Preliminary Design or Feasibility Study = 0 Feasibility Study = 0

Table 19. Prioritization Criteria

EIP#/Caltrans EA#	CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	PROJECT_TYPE	MILES (1)	COST_PER_MILE (5)	TOTAL_COST	STATUS	PRIORITIZATION_SCORE
HIGHEST PRIORITY "DESIGN-LEVEL" PROJECTS (6)												
10033	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50-EL DORADO BEACH TRAIL	SKI RUN BLVD	EL DORADO BEACH	Design-Level	0.69	\$2,000,000	\$1,387,449	FINAL DESIGN	100
763	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD	LAKESIDE TRAIL PHASES V, VI, VII	GROVE STREET	STATE ROUTE 28	Design-Level	1.10	\$4,462,209	\$4,908,430	PERMIT APPROVED	100
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	HARRISON AVE	LAKEVIEW AVE	LOS ANGELES AVE	Design-Level	0.28	\$2,000,000	\$566,312	PRELIMINARY PLANNING	90
777	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY	KAHLE DRIVE	LAKE PARKWAY	Design-Level	0.89	\$2,000,000	\$1,772,420	ENVIRONMENTAL REVIEW	88
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY SOUTH DEMO	ELK'S POINT ROAD	KAHLE DRIVE	Design-Level	0.62	\$2,000,000	\$1,231,911	ENVIRONMENTAL REVIEW	83
769	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NV STATELINE TO STATELINE BIKEWAY SOUTH DEMO	ROUND HILL PINES BEACH	ELK'S POINT ROAD	Design-Level	0.75	\$2,000,000	\$1,490,575	ENVIRONMENTAL REVIEW	83
NA/03-2A920	C-2/BIKE LANE	PLACER COUNTY	CALTRANS	STATE ROUTE 89-HOMEWOOD	FAWN STREET	CHERRY STREET	Design-Level	0.82	\$50,000	\$41,141	95% DESIGN--CII NEEDS TO BE REINSTATED HERE	83
NA/03-1A842	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	STATE ROUTE 89-EMERALD BAY ROAD	SOUTH TAHOE "Y"	SO. LAKE TAHOE CITY LIMITS	Design-Level	1.36	\$5,000	\$6,791	BE REINSTATED HERE	80
761	C-1/SHARED USE PATH	PLACER COUNTY	NTPUD	NORTH TAHOE BIKE PATH	DOLLAR HILL	NORTH TAHOE REGIONAL PARK	Design-Level	8.00	\$2,000,000	\$16,000,000	ENVIRONMENTAL REVIEW	80
	PED	PLACER COUNTY	PLACER COUNTY	BEAR STREET	STATE ROUTE 28	TROUT AVE	Design-Level	0.06	\$317,000	\$18,489	ENVIRONMENTAL REVIEW	79
	PED	PLACER COUNTY	PLACER COUNTY	DEER STREET	STATE ROUTE 28	PAST TROUT AVE	Design-Level	0.04	\$317,000	\$12,083	ENVIRONMENTAL REVIEW	79
787	C-2/BIKE LANE	PLACER COUNTY	CALTRANS/PLACER COUNTY	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 28	CSR 267	CHIPMUNK STREET	Design-Level	0.93	\$5,000	\$4,632	ENVIRONMENTAL REVIEW	77
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	STATELINE RD	PARK AVE	Design-Level	0.28	\$8,000,000	\$2,266,406	IN CONSTRUCTION--HELD UP	75
777	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	LAKE PARKWAY WEST (LOOP ROAD, NV SS)	US HWY 50	STATELINE AVE	Design-Level	0.44	\$2,000,000	\$881,223	ENVIRONMENTAL REVIEW	75
	PED	PLACER COUNTY	PLACER COUNTY	COON STREET	STATE ROUTE 28	DOLLY VARDEN AVE	Design-Level	0.39	\$317,000	\$122,595	ENVIRONMENTAL REVIEW	74
	PED	PLACER COUNTY	PLACER COUNTY	FOX STREET	STATE ROUTE 28	RAINBOW AVE	Design-Level	0.21	\$317,000	\$66,131	ENVIRONMENTAL REVIEW	74
	C-3/BIKE ROUTE	PLACER COUNTY	PLACER COUNTY	LAKE FOREST ROAD	POMIN PARK	SKYLANDIA PARK	Design-Level	0.62	\$5,000	\$3,078	IN CONSTRUCTION 09_11	74
	PED	PLACER COUNTY	PLACER COUNTY	SECLINE STREET	STATE ROUTE 28	STEELHEAD AVE	Design-Level	0.16	\$317,000	\$51,017	ENVIRONMENTAL REVIEW	74
	PED	PLACER COUNTY	PLACER COUNTY	STEELHEAD AVE	DEER STREET	FOX STREET	Design-Level	0.41	\$317,000	\$130,811	ENVIRONMENTAL REVIEW	74
NA/03-3C380	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	US HWY 50 (PM 75.4/77.3)	TROUT CREEK	SOUTH TAHOE "Y"	Design-Level	1.89	\$4,000,000	\$7,573,067	60% DESIGN	70
787	PED	PLACER COUNTY	PLACER COUNTY	STATE ROUTE 28	STATE ROUTE 267	CHIPMUNK STREET	Design-Level	0.89	\$2,500,000	\$2,217,179	ENVIRONMENTAL REVIEW	70
775	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD	HOMEWOOD MULTI-USE TRAIL	FAWN STREET	CHERRY STREET	Design-Level	0.85	\$2,474,462	\$2,103,293	PRELIMINARY PLANNING	70
752	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY	SKI RUN BLVD	SIERRA TRACT	Design-Level	1.50	\$2,500,000	\$3,751,599	ENVIRONMENTAL REVIEW	69
	C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	LAKE FOREST ROAD	SKYLANDIA PARK	STATE ROUTE 28	Design-Level	0.18	\$1,000,000	\$184,199	IN CONSTRUCTION	69
752	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY	VAN SICKLE STATE PARK	SKI RUN BLVD	Design-Level	1.33	\$2,500,000	\$3,327,520	ENVIRONMENTAL REVIEW	68
763	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD	LAKESIDE TRAIL PHASE 2C	MACKINAW RD	COMMONS BEACH	Design-Level	0.30	\$10,000,000	\$3,000,000	ENVIRONMENTAL REVIEW	65
786	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PIONEER TRAIL	SHEPHARDS ROAD	US HWY 50	Design-Level	0.37	\$4,000,000	\$1,487,399	PRELIMINARY PLANNING	65
854	PED	PLACER COUNTY	TCPUD	FANNY BRIDGE PEDESTRIAN/BICYCLE IMPROVEMENTS	TAHOE TAVERN ROAD	MACKINAW RD	Design-Level	0.61	\$1,200,000	\$735,488	ENVIRONMENTAL REVIEW	65
NA/03-1A733	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	US HWY 50 (PM 77.3/79.3)	SKI RUN BLVD	TROUT CREEK	Design-Level	1.95	\$9,000,000	\$17,591,210	95% DESIGN	63
736/10034	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	SAWMILL 2 PATH	US HWY 50	LAKE TAHOE BLVD	Design-Level	1.86	\$2,000,000	\$3,710,012	FINAL DESIGN	63
	C-1/SHARED USE PATH	WASHOE COUNTY	NDOT	NV STATELINE TO STATELINE BIKEWAY	STATELINE ROAD	LAKESHORE DRIVE (WEST)	Design-Level	2.15	\$4,000,000	\$8,583,035	PRELIMINARY PLANNING	63
749/03-1A841	C-2/BIKE LANE	EL DORADO COUNTY	CALTRANS	STATE ROUTE 89-MEYERS	INTERSECTION	PORTAL DRIVE	Design-Level	2.50	\$500,000	\$1,249,675	IN CONSTRUCTION	60
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50 PHASE I	TROUT CREEK	SKI RUN BLVD	Design-Level	1.44	\$8,000,000	\$11,519,241	FINAL DESIGN	60
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50 PHASE II	FOURTH STREET	TROUT CREEK	Design-Level	2.14	\$8,000,000	\$17,107,326	FINAL DESIGN	60
	C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	LAKE FOREST RD	EXISTING BIKE PATH	ENTRANCE	Design-Level	0.11	\$1,000,000	\$106,900	FINAL DESIGN	59
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SIERRA BLVD	US HWY 50	BARBARA AVE	Design-Level	0.50	1000000	\$500,000	ENVIRONMENTAL REVIEW	58
	PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50 PHASE II	SOUTH TAHOE "Y"	FOURTH STREET	Design-Level	0.24	\$8,000,000	\$1,943,245	FINAL DESIGN	58
752	C-1/SHARED USE PATH	LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY	SIERRA TRACT	MEYERS	Design-Level	5.67	\$2,500,000	\$14,187,302	ENVIRONMENTAL REVIEW	55
847	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	NV STATELINE TO STATELINE BIKEWAY	INCLINE VILLAGE	SAND HARBOR	Design-Level	2.49	\$8,000,000	\$19,941,899	PRELIMINARY PLANNING	55
NA/03-1A844	5/SCENIC BIKE LOOP	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP (PM 18.0/24.9)	EMERALD BAY	MEEKS BAY	Design-Level	7.35	\$500,000	\$3,673,878	95% DESIGN	47
NA/03-2A921	C-2/BIKE LANE	PLACER COUNTY	CALTRANS	STATE ROUTE 89-TAHOE CITY	TAHOE CITY "Y"	BASIN BOUNDARY	Design-Level	3.46	\$500,000	\$1,730,427	IN CONSTRUCTION	45
NA/03-1A842	5/SCENIC BIKE LOOP	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP	LIMITS	CAMP RICHARDSON	Design-Level	1.70	\$1,000,000	\$1,702,159	95% DESIGN	43
764C	C-1/SHARED USE PATH	EL DORADO COUNTY	TCPUD	WEST SHORE BIKE TRAIL EXTENSION	MEEKS BAY	SUGAR PINE POINT STATE PARK	Design-Level	0.70	\$3,000,000	\$2,099,844	PRELIMINARY PLANNING	43
10036	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	LAKE TAHOE BLVD	D STREET	BOULDER MOUNTAIN DRIVE	Design-Level	1.92	\$2,000,000	\$3,846,369	PRELIMINARY PLANNING	40
TOTAL								62.2		\$164,833,758		

Table 20: Prioritized Project List, Design-Level Projects.

Notes:

- 1) Mileage is calculated from GIS, not mileposts.
- 2) From Caltrans SWITRS and Nevada Highway Patrol Databases.
- 3) Based on the Bike Trail User Model
- 4) Based on a survey of other regions with snow (172.8 for cleared facilities; 146.5 for non-cleared)
- 5) Costs for Caltrans projects use the "Conceptual Unit Cost Estimates". Since these projects are constructed concurrently with water quality work, actual costs may differ.
- 6) Any prioritization is dependent on funding, right-of-way availability, and other issues, and the order in which projects are actually completed is based on a variety of factors.
- 7) For full list of project scoring, see web version at www.tahoempo.org.

EIP#/Caltrans EA#	CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	PROJECT_TYPE	MILES (1)	COST_PER_MILE (5)	TOTAL_COST	STATUS	PRIORITIZATION_SCORE
HIGHEST PRIORITY "PLANNING-LEVEL" PROJECTS (6)												
10042/NA	C-1/SHARED USE PATH	PLACER COUNTY/EL DORADO COUNTY	TCPUD	WEST SHORE TRAIL IMPROVEMENTS	SR 28/89	EMERALD BAY	Planning-level	12.10	\$1,000,000	\$12,100,000		90
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	EXISTING LINEAR PARK TRAIL	PARK AVE	Planning-level	0.08	\$4,000,000	\$320,000		83
	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD/CALTRANS	TRUCKEE RIVER TRAIL WIDENING	TAHOE CITY	SQUAW VALLEY	Planning-level	2.50	\$750,000	\$1,875,000		70
	C-1/SHARED USE PATH	PLACER COUNTY	TCPUD/CALTRANS	SUNNYSIDE TO SEQUOIA TRAIL	SUNNYSIDE RESORT	LOWER SEQUOIA/SR 89	Planning-level	0.65	\$1,500,000	\$975,000		65
NA/03-1A734	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	US HWY 50 (PM 79.3/80.4)	STATELINE RD	SKI RUN BLVD	Planning-level	1.15	\$8,000,000	\$9,185,518		65
	C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	NATIONAL AVENUE EAST SIDE	PROPOSED NTPUD PATH	PATHS	Planning-level	0.24	\$2,000,000	\$480,000		65
	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	STATE ROUTE 28 (NORTH SIDE)	PRESTON FIELD	NORTHWOOD BLVD	Planning-level	0.30	\$2,000,000	\$591,559		63
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PONDEROSA/SUSSEX CONNECTOR TO SIERRA TRACT	US HWY 50	PONDEROSA SECTION	Planning-level	0.07	\$2,000,000	\$132,849		60
	C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	GLENWOOD AVE	BLACKWOOD RD	FAIRWAY DR	Planning-level	0.25	\$500,000	\$125,818		58
	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	KINGSBURY CONNECTOR	VAN SICKLE STATE PARK	MARKET STREET	Planning-level	0.77	\$2,000,000	\$1,545,217		58
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	FAIRWAY AVE	GLENWOOD WAY	BLACKWOOD RD	Planning-level	0.14	\$5,000	\$700		55
778:PED	C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	STATELINE BLVD/CASINO CORE	US HWY 50	LAKESHORE BLVD	Planning-level	0.41	\$1,000,000	\$410,000		55
	C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	OLD MT ROSE HWY	DIRT PARKING LOT	BASIN BOUNDARY	Planning-level	2.54	\$1,000,000	\$2,542,848		55
	C-1/MULTI-USE PATH	EL DORADO COUNTY	USFS	POPE/BALDWIN PATH--UPGRADE	15TH STREET	SPRING CREEK	Planning-level	3.30	\$750,000	\$2,475,000		54
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	TROUT CREEK BRIDGE REPAIR	TULARE	MACKINAW	Planning-level	0.05	\$2,000,000	\$100,000		53
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	UPPER TRUCKEE BRIDGE REPAIR	PONDEROSA STREET	ELOISE AVE	Planning-level	0.05	\$2,000,000	\$100,000		53
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	JAMES CONNECTOR	JAMES AVE	EXISTING BIKE PATH	Planning-level	0.03	\$2,000,000	\$67,916		53
10037	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PARK AVE (WEST)	PINE BLVD	US HWY 50/END OF LINEAR PARK TRAIL	Planning-level	0.21	\$500,000	\$103,034		53
	C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50	H STREET	CITY OF SOUTH LAKE TAHOE CITY LIMITS	Planning-level	0.44	\$2,000,000	\$884,390		53
	C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	MARKET STREET	PROPOSED SHARED USE PATH	STATE ROUTE 207/KINGSBURY GRADE	Planning-level	0.19	\$5,000	\$951		53
	C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	US HWY 50	LIMITS	SAWMILL BLVD	Planning-level	1.31	\$2,000,000	\$2,628,184		53
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SOUTH AVE	MELBA DRIVE	THIRD STREET	Planning-level	0.25	\$5,000	\$1,268		52
	C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	ROUND HILL BIKE PATH CONNECTOR 2	ROUND HILL BIKE PATH	MCAUL WAY	Planning-level	0.07	\$5,000	\$348		52
	C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	MEADOW VALE/SOUTHERN PINES	US HWY 50	PIONEER TRAIL	Planning-level	1.23	\$5,000	\$6,130		52
760:5/SCENIC BIKE LOOP	C-3/BIKE ROUTE	WASHOE COUNTY	NDOT	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 28	STATELINE ROAD	LAKESHORE BLVD (WEST)	Planning-level	2.30	\$5,000	\$11,508		52
	C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	VENICE DRIVE	TAHOE KEYS BLVD	15TH STREET	Planning-level	0.88	\$500,000	\$440,471		50
781:PED	C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50	KINGSBURY GRADE (STATE ROUTE 207)	LAKE PARKWAY (LOOP ROAD)	Planning-level	0.25	\$400,000	\$100,860		50
	C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	BLITZEN RD	STATE ROUTE 89 NEAR MEYERS	SANTA CLAUSE DR	Planning-level	1.53	\$5,000	\$7,661		50
TOTAL								33.30		\$37,212,232		

Table 20: Prioritized Project List, Planning-Level Projects

Location	Segment Name	From	To	Classification	Comments
CITY OF SOUTH LAKE TAHOE	UPPER TRUCKEE MEADOW	ELK'S CLUB ROAD	CARROW'S ON US HWY 50	C-1/SHARED USE PATH	Screened out at this time based on screening criteria #1: duplicative of Greenway and bike routes through Barton neighborhood. Proposed at CSLT Parks and Rec Commission meeting 6-29-09. Follows river from Elk's Club to highway, cross under highway, end near Carrow's. Very difficult with SEZ, property acquisition.
CITY OF SOUTH LAKE TAHOE	56-ACRE CONNECTOR	56-ACRES	BIJOU PARK		Design Workshop suggested this, however I can't figure out where it would go.
CITY OF SOUTH LAKE TAHOE	GREENWAY TO Y CONNECTOR	SOUTH TAHOE GREENWAY	SOUTH AVE	C-1/SHARED USE PATH	Screened out based on criteria #6, ROW acquisition. This trail would have to cross private property which at the time of plan development was not available for acquisition. This link has been suggested from multiple public sources.
CITY OF SOUTH LAKE TAHOE	BARTON MEADOW	SAN FRANCISCO AVE	VENICE AVE	C-1/SHARED USE PATH	Screened out based on criteria #6, ROW acquisition. This path was suggested at the October open-houses, and has been suggested by other members of the public in the past. CTC asked us to remove it from the bike plan because it is not the preferred alternative for work they are proposing in the Cove East area.
EL DORADO COUNTY	EMERALD BAY--RAISE WHOLE ROAD AROUND EMERALD BAY TO ADD SPACE FOR BIKE LANE, AND ALLOW ANIMALS AND SNOW TO CROSS UNDER ROAD				Screened out based on criteria #8, meeting design standards. Proposed at Lake Tahoe Bicycle Coalition planning meeting. Slopes of path would be beyond AASHTO standards for much of the route, also low predicted use (approx 150 users per day) would not justify expense.
EL DORADO COUNTY	POPE BEACH CONNECTOR	VENICE DRIVE	END OF POPE BEACH	C-1/SHARED USE PATH	Screened out on criteria #1, duplicate route, and #7, environmental impacts. This direct connection would have to go through waterfowl habitat that was recently restored by the Forest Service. Impact mitigation would be very difficult if not impossible. Also, although it would be direct for people in the Keys who wanted to access the western-most portion of Pope Beach, most other people would not experience significant time savings, particularly as they could visit the more eastern portions of Pope or Jameson Beach. There is a walking trail connecting Venice Drive to Pope Beach during dry periods.
EL DORADO COUNTY	SAWMILL ROAD	US HWY 50	LAKE TAHOE BLVD	C-3/BIKE ROUTE	Screened out on criteria #8--meeting design standards. At a Sawmill TAC meeting, it was suggested to sign this CIII until the C-1 is constructed, but this road seems too dangerous to sign as C-III right now.
EL DORADO COUNTY	WEST SHORE DL BLISS SERVICE ROAD	DL BLISS SOUTH ENTRANCE	DL BLISS NORTH ENTRANCE	C-3/BIKE ROUTE	Screened out on criteria #8--meeting design standards. This alternative was recommended in the SR-89 Cascade to Rubicon Bay Bikeway Study, 2003. However, it seems too steep to be useful as an alternative route to the highway.
DOUGLAS COUNTY	PONY EXPRESS TRAIL	VAN SICKLE STATE PARK	TAHOE RIM TRAIL	C-1/SHARED USE PATH	Screened out on criteria #6 (right-of-way) and #8 (meeting design standards). This is currently a mountain bike path and is planned to remain as a mountain bike path. Crosses multiple private properties, is very steep. The Pony Express on the other side of Kingsbury, the Carson Valley side, is planned as a paved path, however.

Table 21: Proposed Projects, Screened Out

APPENDIX C

UTILITY PROVIDERS

Utility Providers

Tahoe Water Suppliers Association (TWSA) Contacts

Tahoe Water Suppliers Association
<http://www.tahoeh2o.org/>

Nevada Division of Environmental Protection
Contact: Andrea Seifert
E-mail: aseifert@ndep.nv.gov
Phone: 775-687-4670

Lakeside Park Water Supplier (HOA)
Contact: Bob Loding
E-mail: Docwtr@aol.com
Phone: 530-542-2314

Kingsbury General Improvement District
Contact: Cameron McKay
E-mail: cam@kgid.org
Phone: 775-588-3548

Douglas County - Engineering Dept
Contact: Carl Ruschmeyer
E-mail: cruschmeyer@co.douglas.nv.us
Phone: 775-782-9063

South Tahoe Public Utility District
Contact: Dennis Cocking
dcocking@stpud.dst.ca.us
Phone: 530-544-4964

California State Parks
Contact: Graham Payne
E-mail: gpayne@parks.ca.gov
Phone: 916-653-6995

Round Hill General Improvement District
Contact: Greg Reed
E-mail: agreed@rhgid.org
Phone: 775-588-2571

Incline Village General Improvement District
Contact: Harvey Johnson, Joe Pomroy, or Madona Dunbar
E-mail: harvey_johnson@ivgid.org; Joe_Pomroy@ivgid.org; mod@ivgid.org
Or: Joe Pomroy
Phone: 775-832-1100

United States Forest Service
Contact: Jim Harris
E-mail: jsharris@fs.fed.us

Phone: (530) 543-2600

North Tahoe Public Utility district

Contact: Lee Schegg

E-mail: lschegg@ntpud.org

Phone: (530) 546-4212

Sand Harbor

E-mail: tahoe@parks.nv.gov

Phone: 775-831-0494

Edgewood

Contact: Scott Schunter

E-mail: scott@edgewoodtahoe.com

Phone: 775-588-2787

Tahoe City Public Utility District

E-mail: tlaliotis@tcpud.org

Phone: (530) 583-3796

APPENDIX D
ROADWAY INFORMATION FOR
NEVADA FACILITIES

Roadway Information for Nevada Facilities

Jurisdiction	Segment Name	From	To	Class	Distance in Miles	Width in Feet	Posted Speed	ADT
Carson City	NSR 28	Chimney Beach	US Hwy 50/NSR 28	P-I	3.53	24	45	6,000
Douglas County	Loop Rd	US Hwy 50	El Dorado County	P-I	0.52	36	35	3,200
Douglas County	Skyland	US Hwy 50/Nsr 28	Cave Rock	P-I	0.56	48	45	126,000
Douglas County	Us Hwy 50	Zephyr Cove	Round Hill/Elks Point Trl	P-I	1.48	48	45	18,000
Douglas County	Us Hwy 50	Cave Rock	Zephyr Cove	P-I	4.75	48	45	16,000
Douglas County	Stateline	NSR 207	El Dorado County	P-I	1.15	36	35	2,600
Douglas County	Us Hwy 50	Elks Point Trl	Lake Pky	P-I	1.58	48	45	25,000
Douglas County	Us Hwy 50	NSR 28/Us Hwy 50	Glenbrook	P-I	2.23	48	45	126,000

* This information is only required for the State of Nevada

**APPENDIX E
FUNDING
MEMORANDUM**

Lake Tahoe Region Bicycle and Pedestrian Plan

Funding Memorandum

Table of Contents

1. Introduction.....	3
2. Organization of Memo	3
3. Federal Transportation Funding.....	4
4. Federally Administered Funds	5
Federal Lands Highway Funds	5
Transportation, Community and System Preservation (TCSP) Program	5
National Scenic Byways Program.....	5
Rivers, Trails and Conservation Assistance Program.....	6
The Paul S. Sarbanes Transit in Parks Program.....	6
Highway Bridge Program	6
5. State-Administered Sources.....	7
California Bicycle Transportation Account	7
California Tahoe Conservancy (CTC)	8
State Transportation Improvement Program.....	8
Highway Safety Improvement Program.....	9
Recreational Trails Program.....	10
Land and Water Conservation Fund	10
Wildlife Conservation Board Public Access Program.....	11
California Conservation Corps	11
Environmental Enhancement and Mitigation Funds.....	12
Safe Routes to School	12
Office of Traffic Safety (OTS) Grants	13
Transportation Planning Grant Program.....	13
State Highway Operations & Protection Program	14
Nevada State Question 1 Bond Act.....	14
Interstate Maintenance.....	15
Community Development Block Grants	15
6. Locally-Administered Sources.....	15
Congestion Mitigation and Air Quality Program.....	15
Regional Surface Transportation Program	16
Transportation Development Act Article 3.....	16
Mello-Roos Community Facilities Act	17

Transient Occupancy Tax	17
TRPA Rental Car Mitigation Fund	17
TRPA Air Quality Mitigation Fund	18
New Construction	18
General Funds.....	18
Special Improvement Districts	19
Parks and Recreation Funds	19
Integration into Larger Projects	19
7. Other Sources	19
Community Action for a Renewed Environment	19
American Greenways Program.....	20
Bikes Belong Grant	20

1. Introduction

This memorandum outlines potential federal, state, local, and non-governmental funding opportunities available for Lake Tahoe Basin bicycle and pedestrian facilities. Funding sources can be used for a variety of activities, including planning, design, implementation and maintenance. It should be noted that this memorandum reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice. This memorandum and attached spreadsheet were developed with the dynamics of our times and economy in mind. Both are formatted so that they may be updated and made current as funding changes.

There are a variety of potential funding sources including local, state, regional and federal funding programs as well as private sector funding that can be used to construct and maintain bicycle and pedestrian facilities. Most of the federal, state and regional programs are competitive and involve the completion of extensive applications with clear documentation of the project need, costs and benefits. The following should be noted:

- Funding sources are highly competitive, with many agencies competing for the same “pots” of money.
- Funding is limited; capital funding needs far outstrip available funding every year.
- Applying for funding is a time-consuming and staff-intensive process.
- Grant funds may have time-consuming reporting and administration requirements, and staff time required for grant administration should be considered before an agency pursues a grant.

2. Organization of Memo

Funding for bicycle and pedestrian projects can come from federal, state, regional, local or private sources. Particularly with Federal sources, funding may be administered by a different agency or entity. This memo organizes funding sources based on the agency or entity that administers the funding.

Funding source descriptions include, as available:

- administering agency,
- eligible projects,
- eligible agencies,
- match requirements,
- amount of funding typically available for each project, and
- whether the program is applicable in California, Nevada or both states.

3. Federal Transportation Funding

Bicycle and pedestrian projects are broadly eligible for funding from almost all of the major Federal-aid highway, transit, safety and other programs. For the most part bicycle projects must be “principally for transportation, rather than recreation purposes” and must be designed and located pursuant to the transportation plans required of States and Metropolitan Planning Organizations.

The primary federal source of surface transportation funding—including bicycle and pedestrian facilities—is SAFETEA-LU, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Also known as the federal transportation bill, the \$286.5 billion SAFETEA-LU bill passed in 2005 and authorizes Federal surface transportation programs for the five-year period between 2005 and 2009. Congress is drafting a new federal transportation bill for reauthorization in 2010, and that bill may significantly change funding available for bicycle and pedestrian facilities.

Administration of federal transportation funding is through the State and regional planning agencies. Most, but not all, of these funding programs are oriented toward transportation (as opposed to strictly recreation purposes), with an emphasis on reducing auto trips and providing inter-modal connections. SAFETEA-LU programs require a local match of between 0% and 20%, based on the funding program. SAFETEA-LU funding is intended for capital improvements and safety and education programs and projects must relate to the surface transportation system.

Specific funding programs under SAFETEA-LU include, but are not limited to:

Congestion Mitigation and Air Quality (CMAQ) – funds projects that contribute to the attainment of maintenance of air quality, specifically ozone, carbon dioxide, and particulate matter. States administer CMAQ funding.

Surface Transportation Program (STP) (23 USC 119) funds may be used for either construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects, such as transit research and development, surface transportation planning programs, and operational costs for traffic monitoring, management and control. Ten percent of each State’s annual STP funds are set -aside for Transportation Enhancement Activities (TEAs), which are programs and infrastructure projects that expand transportation choices and enhance the transportation experience.. SAFETEA-LU describes twelve eligible categories of TEAs, including provision of facilities or safety and educational activities for bicyclists and pedestrians and preservation of abandoned railway corridors for shared use trails. In California, STP funds are allocated to regions through the Regional Surface Transportation Program, and administered by Regional Transportation Planning Agencies.

Highway Bridge Program (HBP) (23USC 144) funds may be used for the replacement and rehabilitation of deficient highway bridges and to seismically retrofit bridges located on any public road. Funds are allocated to States.

Interstate Maintenance (IM) (23 23 119) funds may be used to resurface, restore, rehabilitate, and reconstruct interstate routes, including pedestrian and bicycle facilities over, under, or along interstate routes. Funds are administered by States.

4. Federally Administered Funds

The following funding programs are administered by federal agencies.

Federal Lands Highway Funds

(California and Nevada)

Federal Lands Highway Funds may be used to plan and construct bicycle and pedestrian facilities in conjunction with roads and parkways at the discretion of the department charged with administration of the funds. The projects must be transportation-related and tied to a plan adopted by the State. Federal Lands Highway funds are 100% federally funded. California's apportionment for FY 1998 through FY 2007 was \$461 million and Nevada's apportionment during the same time frame was \$172 million.

Federal Website: <http://flh.fhwa.dot.gov/>

Central Federal Lands Website: <http://www.cflhd.gov>

Transportation, Community and System Preservation (TCSP) Program

(California and Nevada)

The Transportation, Community and System Preservation (TCSP) Program provides federal funding for transit oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers. The program is intended to provide communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. The program is administered by the Federal Highway Administration. States, MPOs, local governments and tribal agencies are eligible for discretionary grants. TCSP Program funds require a 20% match. Project awards range from about \$100,000 to \$2 million.

Website: <http://www.fhwa.dot.gov/tcsp/index.html>

National Scenic Byways Program

(California and Nevada)

The National Scenic Byways Program identifies roads with outstanding scenic, historic, and cultural, natural, recreational, and archaeological qualities as National Scenic Byways. The program provides funding for scenic byway projects and for planning, designing, and developing scenic byway programs. There is a 20% match requirement. National Scenic Byways Program can be used to fund on-street and off-street bicycle facilities, pedestrian facilities, intersection improvements, user maps and other publications.

Nationally, \$3 million were available each fiscal year between 2006 and 2009.

Grant applications for National Scenic Byways Programs are forwarded to the FHWA division office by the state or tribal scenic byways coordinator.

Federal Fact Sheet: <http://www.fhwa.dot.gov/safetealu/factsheets/scenic.htm>

National Scenic Byways Program: <http://www.bywaysonline.org/grants/>

Rivers, Trails and Conservation Assistance Program

(California and Nevada)

The Rivers, Trails and Conservation Assistance Program (RTCA) is a National Parks Service program which provides technical assistance via direct staff involvement, to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based upon criteria which include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation and focusing on lasting accomplishments. Eligible applicants include non-profit organizations, community groups, tribes or tribal governments, and local, State, or federal government agencies. Federal agencies may be the lead partner only in collaboration with a nonfederal partner.

This program has provided technical assistance funding for the Silver Saddle Ranch and Carson River Community Vision, Carson City, Nevada planning effort.

National Park Service's Rivers, Trails and Conservation Assistance Program Website:
<http://www.nps.gov/ncrc/programs/rtca/>

The Paul S. Sarbanes Transit in Parks Program

(California and Nevada)

Paul S. Sarbanes Transit in Parks and Public Lands Program, formerly the Alternative Transportation in Parks and Public Lands (ATPPL) Program, funds transportation modes that reduce congestion in parks and public lands. The program funds planning and capital expenses for alternative modes in state and national lands, including bicycle and pedestrian paths. Any local, state, federal agency or tribal group that manages federal lands may apply for funds. Project awards range from \$40,000 to \$3 million.

Website: http://www.fta.dot.gov/funding/grants/grants_financing_6106.html

Highway Bridge Program

(California and Nevada)

The Highway Bridge Program funds the replacement and rehabilitation of deficient highway bridges and to seismically retrofit bridges located on any public road. If a highway bridge deck is replaced or

rehabilitated and bicycles are permitted at each end of the bridge, the bridge project must include safe bicycle accommodations (within reasonable costs). Funds are allocated to the States by the Federal government. The Discretionary Bridge Program, a part of the HBP, is administered by the Federal government, and is eligible for the replacement and rehabilitation of high cost highway bridges or seismic retrofit of highway bridges.

Federal website: <http://www.fhwa.dot.gov/bridge/bripro.htm>

5. State-Administered Sources

The States of California and Nevada use both federal sources and state budgets to fund bicycle and pedestrian projects. The following program descriptions specify whether it is a program specific to one or both states.

California Bicycle Transportation Account

As California's Department of Transportation, Caltrans is the agency responsible for implementing bicycle and pedestrian facilities. Caltrans funds local facilities through its Bicycle Transportation Account (BTA). The BTA requires applicants to have adopted or updated a bicycle plan within the past five years. The adopted bicycle plan must comply with CA Streets and Highways Code Section 891.2, and include eleven elements, below. California cities and counties, with adoption of this Plan, will be eligible to receive BTA funding.

Eleven elements for BTA eligibility:

1. Estimated number of existing and future bicycle commuters;
2. Land use and settlement patterns;
3. Existing and proposed bikeways;
4. Existing and proposed bicycle parking facilities;
5. Existing and proposed multi-modal connections;
6. Existing and proposed facilities for changing and storing clothes and equipment;
7. Bicycle safety and education programs;
8. Citizen and community participation;
9. Consistency with transportation, air quality, and energy plans;
10. Project descriptions and priority listings; and
11. Past expenditures and future financial needs.

Grants range between \$10,000 to \$1 million.

California Bicycle Transportation Account website:
<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

California Tahoe Conservancy (CTC)

(California)

The California Tahoe Conservancy (Conservancy) is a California state agency with a mission to preserve, protect, restore, enhance, and sustain the unique and significant natural resources and recreational opportunities of the Lake Tahoe Basin. Established in 1984, the Conservancy's jurisdiction extends throughout the California side of the Lake Tahoe Region, as defined in California Government Code Section 66905.5. The Conservancy develops and implements projects to improve water quality, preserve Lake Tahoe's scenic beauty, provide recreational opportunities and public access, preserve wildlife habitat areas, and manage and restore lands to protect the natural environment.

The Conservancy's Public Access and Recreation Program implements projects that are consistent with the Tahoe Region's Environmental Improvement Program (EIP) and has four primary objectives:

- To increase and enhance significant regional public access and public recreational opportunities consistent with natural resource preservation.
- To provide a range of public access opportunities to locations with regionally significant lakefront, riverfront, cultural/historical and natural characteristics.
- To increase regional waterborne and non-motorized transportation and recreation opportunities.
- To support environmental education, interpretation, and wayfinding efforts that promote stewardship, provide information, and lessen confusion for recreationists.

To support the program, the Conservancy allocates funds for projects undertaken by the Conservancy itself as lead agency and for grants to eligible project sponsors. The Conservancy provides grants for three types of public access and recreation projects: site improvement, planning, and acquisition.

The following entities are eligible to apply for grants under the Public Access and Recreation Program:

- Local public agencies, State agencies, and federal agencies;
- Federally recognized Indian tribes, including the Washoe Tribe of Nevada and
- California;
- The Tahoe Transportation District (established under California Government
- Code Section 66801); and
- Eligible nonprofit organizations.

Website: <http://www.tahoecons.ca.gov>

State Transportation Improvement Program

(California and Nevada)

To be eligible for Federal transportation funds, States are required to develop a State Transportation Improvement Program (STIP) and update it at least every four years. A STIP is a multi-year capital

improvement program of transportation projects, and serves to coordinate transportation-related capital improvements of the metropolitan planning organizations and the state.

In California, the STIP includes projects on and off the State Highway System and is funded with revenues from the Transportation Investment Fund and other funding sources. The California STIP is typically updated every two years. To be included in the STIP, projects must be included in the Interregional Transportation Improvement Plan (ITIP), prepared by Caltrans or the Regional Transportation Improvement Plans (RTIPs), prepared by regional agencies. Bicycle and pedestrian projects are eligible for inclusion.

In Nevada, the STIP is updated annually by the Nevada Department of Transportation. The STIP is the instrument used to implement the plans resulting from the statewide transportation planning process

Caltrans STIP website: <http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm>

Nevada STIP website: http://www.nevadadot.com/traveler/construction_projects/stip/

Highway Safety Improvement Program

(California and Nevada)

The Highway Safety Improvement Program funds are allocated to States as part of SAFETEA-LU. The goal of HSIP funds is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. As required under the Highway Safety Improvement Program (HSIP) California and Nevada Departments of Transportation have developed and are in the process of implementing a Strategic Highway Safety Plan (SHSP). A portion of the HSIP funds allocated to each state are set aside for construction and operational improvements on high-risk rural roads. If the state has a Strategic Highway Safety Plan, the remainder of the funds may be allocated to other programs, including projects on bicycle and pedestrian pathways or trails and education and enforcement. The local match varies between 0% and 10%. Maximum grant award is \$900,000.

Caltrans issues an annual call for projects for HSIP funding. Projects must meet the goals of the Strategic Highway Safety Plan.

NDOT sets aside \$400,000 of HSIP funding annually for quick action response funding. This funding can be used towards matching local contributions or to augment a district's budget. Safety improvements of \$150,000 or less, such as pedestrian flashers, lighting, or increased signage is made available at the request of a local entity or in response to an event. This funding is available on a first-come, first served basis.

Federal HSIP Website: <http://www.fhwa.dot.gov/safetealu/factsheets/hsip.htm>

Caltrans HSIP Website: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Nevada SHSP Website: http://www.nevadadot.com/reports_pubs/Safety_Plan/

Recreational Trails Program

(California and Nevada)

The Recreational Trails Program of SAFETEA-LU provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Annually, the Federal Highway Administration distributes funds to each state based on gasoline tax revenue from registered off-road vehicles in the state. Each state administers its Recreational Trails Program, and has different guidelines. Eligible applicants include cities, counties, districts, state and federal agencies, and non-profit organizations responsible for managing public lanes.

Nevada State Parks administers the RTP in Nevada. In FY 2008, Nevada received \$1.3 million in RTP funds in 2009. Nevada's share for 2010 will be announced in fall of 2009. Grant request amounts must be between \$4,000 and \$100,000. A minimum 20% local match is required. In Nevada, funds can be used for:

- Maintenance and restoration of existing trails;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails; including unpaved trails;
- Acquisition of easements or property for trails;
- State administrative costs related to this program (limited to seven percent of a State's funds); and
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

In California, the funds are administered by the California Department of Parks and Recreation. California's apportionment was \$1.7 million in 2009 and proposals are due October 1, 2009 for 2010 apportionment funds. A minimum 12% local match is required. Recreational Trails Program funds may be used for acquisition of easements and fee simple title to property for recreational trail corridors, development and rehabilitation of trails, trailside or trailheads and construction of new trails. RTP funding cannot be used for paths and sidewalks along a roadway, trail planning, non-ADA accessible trails, upgrading or facilitating motorized access to non-motorized trails. There is no maximum or minimum limit on grant request amounts.

Federal Website: <http://www.fhwa.dot.gov/environment/rectrails/>

Nevada Recreational Trails Program Website: <http://parks.nv.gov/trail/about.htm>

California Recreational Trails Program Website: http://www.parks.ca.gov/?Page_id=24324

Land and Water Conservation Fund

(California and Nevada)

Land and Water Conservation Fund (LWCF) is a federally funded program, run through the National Park Service that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The fund is administered by the California Department of Parks and Recreation in California, and the Nevada Division of State Parks in Nevada. The fund has been reauthorized until 2015.

Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply. Applicants must fund the entire project, and will be reimbursed for 50 percent of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use.

On June 3, 2009 Secretary of the Interior Ken Salazar signed the LWCF 2009 Certificate of Apportionment which distributes over \$27 million to the States, Territories, and the District of Columbia. Approximately \$2.3 million is available for projects in California and \$334,000 is available in Nevada. The Nevada Division of State Parks is not holding a funding round in 2009. Funding for 2009 has still not been received and is anticipated to be lower than last year. There will be a combined 2009-2010 announcement for the availability of federal funds the summer of 2010.

National Park Service website: <http://www.nps.gov/lwcf/>

California LWCF website: http://www.parks.ca.gov/default.asp?page_id=21360

Nevada LWCF website: <http://parks.nv.gov/lwcf.htm>

Wildlife Conservation Board Public Access Program

(California)

The Wildlife Conservation Board (WCB) is a California State board which provides grants to public agencies and non-profit groups and organizations. The focus of the Board's grant funding program is the acquisition of lands or improvements that preserve wildlife habitat or provide recreational access for hunting, fishing or other wildlife-oriented activities. Up to \$250,000 dollars are available per project. Applications are accepted quarterly. Projects eligible for funding include interpretive trails, river access, and trailhead parking areas. The State of California must have a proprietary interest in the project. Local agencies are generally responsible for the planning and engineering phases of each project.

Wildlife Conservation Board Website: <http://www.wcb.ca.gov/>

California Conservation Corps

(California)

The California Conservation Corps (CCC) is a public service program which occasionally provides assistance on construction projects. The CCC may be written into grant applications as a project partner. In order to utilize CCC labor, project sites must be public land or be publicly accessible. CCC

labor cannot be used to perform regular maintenance; however, it can perform annual maintenance, such as the opening of trails in the spring.

California Conservation Corps Website: <http://www.ccc.ca.gov/>

Environmental Enhancement and Mitigation Funds

(California)

The Environmental Enhancement Mitigation Program (EEMP) provides grant opportunities for projects that indirectly mitigate environmental impacts of new transportation facilities. Projects should fall into one of the following three categories: highway landscaping and urban forestry, resource lands projects or roadside recreation facilities. Funds are available for land acquisition and construction. The local Caltrans District must support the project.

Average award amount is \$250,000.

Website: <http://resources.ca.gov/eem/>

Safe Routes to School

(California and Nevada)

Federal Safe Routes to School

Safe Routes to School programs are intended to increase the number of children walking and bicycling to school by making it safer for them to do so. Federal Safe Routes to School (SRTS) funds are allocated to each state to be administered by their transportation departments. Cities, counties, metropolitan planning organizations or regional transportation planning agencies are eligible for federal SRTS funding. No local match is required. Bicycle and pedestrian infrastructure projects within two miles of a grade school or middle school are eligible, as are education, encouragement and enforcement programs (non-infrastructure programs). Both California and Nevada receive these funds.

California was appropriated \$46 million in federal SRTS funds for Cycle 2 (FY 08/09 and 09/10) Maximum grant awarded for infrastructure is \$1 million, and for non-infrastructure is \$500,000.

http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts_guide.htm

Nevada's Safe Routes to School Program was appropriated \$1 million per year through 2009.

<http://www.walknevada.com/>

California Safe Routes to School

In addition to the federal Safe Routes to School funding source, California has a state-legislated source. This source is eligible to cities and counties only, and can be used for infrastructure projects within the vicinity of a school that serves kindergarten through 12th grade. Applicants must provide a 10% match. The fund is primarily for construction, but up to 10% of the program funds can be used for education, encouragement, enforcement and evaluation activities.

California's State Safe Routes to School program awarded 48.5 million dollars in Cycle 8 (FY 09/10 and 10/11). Maximum grant awarded is \$450,000.

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

Office of Traffic Safety (OTS) Grants

(California and Nevada)

Office of Traffic Safety Grants are supported by Federal funding under the National Highway Safety Act and SAFETEA-LU. In California, the grants are administered by the Office of Traffic Safety and in Nevada the grants are administered by the Nevada Department of Public Safety.

Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Pedestrian safety is included in the list of traffic safety priority areas. Eligible grantees are: governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include: potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants. The California application deadline is January of each year and the Nevada application deadline is April of each year.

There is no maximum cap to the amount requested, but all items in the proposal must be justified to meet the objectives of the proposal.

California OTS Website: <http://www.ots.ca.gov/Grants/default.asp>

Nevada OTS Website: http://ots.state.nv.us/OTS_FormsPubs.shtml#grant

Transportation Planning Grant Program

(California)

The Transportation Planning Grant Program, administered by Caltrans, provides two grants that can be used to construct and plan bicycle and pedestrian facilities.

The **Community-Based Transportation Planning Grant** provides funding for projects that exemplify livable community concepts including pedestrian improvement projects. Eligible applicants include local governments, MPO's and RPTA's. A 20% local match is required and projects must demonstrate a transportation component or objective. There is \$3 million available annually statewide.

The **Environmental Justice: Context Sensitive Planning Grants** promote context sensitive planning in diverse communities and funds planning activities that assist low-income, minority and Native American communities to become active participants in transportation planning and project development. Grants are available to transit districts, cities, counties and tribal governments. This grant is funded by the State Highway Account at \$1.5 million annually state-wide. Grants are capped at \$250,000.

<http://www.dot.ca.gov/hq/tpp/grants.html>

State Highway Operations & Protection Program

(California)

The State Highway Operations and Protection Program (SHOPP) is a Caltrans funding source with the purpose of purpose of maintaining and preserving the investment in the State Highway System and supporting infrastructure. Projects typically fall into the following categories: collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement and preservation of other transportation facilities related to the state highway system. In the past, SHOPP funds have been used to construct bicycle and pedestrian projects, including curb ramps, overcrossings, bike paths, sidewalks, signal upgrades to meet ADA requirements. Jurisdictions work with Caltrans' districts to have projects placed on the SHOPP list.

The total amount available for the four-year SHOPP period between 2010/11 and 2013/14 fiscal years is \$6.75 billion, which is a reduction in funding from prior SHOPP programs. Past project awards have ranged from approximately \$140,000 to \$4.68 million.

The American Recovery and Reinvestment Act (ARRA) granted funding to this program in California.

<http://www.dot.ca.gov/hq/transprog/shopp.htm>

Nevada State Question 1 Bond Act

(Nevada)

The Nevada Department of Conservation and State Lands administers this funding source. Four counties within the Carson River Watershed have been allocated \$10 million in funding (Douglas, Lyon, Carson City and Churchill). Funds must be used in one of four categories: acquire and develop land and water rights, provide recreational facilities, provide parking for and access to and along the river, and to restore the Carson River Corridor. Most bicycle and pedestrian projects funded under this program would fall under the recreation category. Example projects include constructing a footbridge or a trail along the river. A fifty-percent match is required.

Annual allocation is \$2.5 million per county.

Interstate Maintenance

(California and Nevada)

The Interstate Maintenance (IM) program funds resurfacing, restoration, rehabilitation, and reconstruction of interstate routes, including pedestrian and bicycle facilities over, under, or along interstate routes. A State may transfer up to 50% of its IM apportionment to its National Highway System, Surface Transportation, Congestion Mitigation and Air Quality Improvement, Highway Bridge Replacement and Rehabilitation, or Recreational Trails apportionment. Funds are administered by States.

Federal website: <http://www.fhwa.dot.gov/safetealu/factsheets/im.htm>

Community Development Block Grants

(California and Nevada)

The Community Development Block Grant (CDBG) program funds projects and programs that develop viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low and moderate income. Federal Community Development Block Grant Grantees may use CDBG funds for activities that include (but are not limited to) acquiring real property; building public facilities and improvements, such as streets, sidewalks, and recreational facilities; and planning and administrative expenses, such as costs related to developing a consolidated plan and managing CDBG funds. The state makes funds available to eligible agencies (cities and counties) through a variety of different grant types. Grantees enter into a contract with the state. Eligible agencies are determined based on a formula, and are listed on the HUD website:

Eligible CDBG Agencies in California: <http://www.hud.gov/local/ca/community/cdbg/#state>

Eligible CDBG Agencies in Nevada: <http://www.hud.gov/local/nv/community/cdbg/#state>

<http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm>

6. Locally-Administered Sources

Local funding sources are generally administered by Metropolitan Planning Organizations, Congestion Management Agencies, Transportation Improvement Authorities or other regional agencies. Counties or cities may administer some funding sources. These funding sources are supported by federal, state or local revenue streams.

Congestion Mitigation and Air Quality Program

(California and Nevada)

Congestion Mitigation and Air Quality (CMAQ) program funds projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards for ozone, carbon monoxide and particulate matter standards. CMAQ projects must be located within an air basin that does not meet National Ambient Air Quality Standards, and as such at Lake Tahoe only jurisdictions located in El Dorado County are eligible for CMAQ funding. Eligible projects must also be included in the RTIP or the Federal Transportation Improvement Plan. Funds may be used for, among other things, construction of bicycle and pedestrian facilities and non-construction projects related to safe bicycle use. Examples of these include brochures and other public education materials. As of October 1, 2009, all CMAQ projects must have a local match of 11.47%.

<http://www.tahoempo.org/cmaq.aspx?SelectedIndex=1>

http://www.caltrans.ca.gov/hq/transprog/federal/cmaq/Official_CMAQ_Web_Page.htm

Regional Surface Transportation Program

(California)

The Regional Surface Transportation Program (RSTP) was established in California using Surface Transportation Program Funds from the Federal government. RSTP is a block grant program which provides funding for bicycle and pedestrian projects, among many other transportation projects. Under the RSTP, the local MPO or COG prioritizes and approves projects that receive RSTP funds. Agencies can transfer funding from other federal transportation sources to the RSTP program in order to gain more flexibility in the way the monies are allocated. In California, 62.5% of RSTP funds are allocated according to population. The remaining 37.5% is available statewide.

In Lake Tahoe, approximately \$400,000 is available each year through RSTP, and approximately 60% of this is allocated to bicycle and pedestrian projects.

TRPA's explanation of the RSTP: <http://www.tahoempo.org/rstp.aspx>

Caltrans website: http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm

Transportation Development Act Article 3

(California)

Transportation Development Act (TDA) Article 3 Local Transportation Funds are administered by TRPA as the Regional Transportation Planning Agency (RTPA). Funds are available for transit, bicycle and pedestrian projects in California. According to the Act, pedestrian and bicycle projects are allocated two percent of the revenue from a ¼ cent of the general state sales tax, unless the transportation planning agency finds that the money could be used to better advantage for elderly and handicapped services and community transit. LTF funds are collected by the State, returned to each county based on sales tax revenues, and typically apportioned to areas within the county based on population. Eligible pedestrian and bicycle projects include construction and engineering for capital projects and

development of comprehensive facilities plans. These funds may be used to meet local match requirements for federal funding sources.

Annually, approximately \$830,000 is available in El Dorado County and \$600,000 in Placer County.

Tahoe Metropolitan Planning Agency website: <http://www.tahoempo.org/tda.aspx?SelectedIndex=3>

Caltrans website: <http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>

Mello-Roos Community Facilities Act

(California)

The Mello-Roos Community Facilities Act was passed by the California Legislature in 1982 in response to reduced funding opportunities brought about by the passage of Proposition 13. The Mello-Roos Act allows any county, city, special district, school district, or joint powers of authority to establish a Community Facility District (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. CFDs must be approved by a two-thirds margin of qualified voters in the district. Property owners within the district are responsible for paying back the bonds. Pedestrian facilities are eligible for funding under CFD bonds.

Overview of Mello-Roos: <http://mello-roos.com/pdf/mrpdf.pdf>

Transient Occupancy Tax

(Placer County, CA and Douglas County, NV)

Transient Occupancy Tax funds are collected by several jurisdictions with the Basin. In Placer County the North Lake Tahoe Resort Association is responsible for their collection and use. A large share has been programmed for transportation purposes, including construction of shared use paths. Local groups or agencies can apply for these funds using the application that is in the back of the NLTRA *Infrastructure and Transportation Development Integrated Work Plan and Long-Range Funding Plan*. In Douglas County, the Tahoe-Douglas Transportation District is responsible for programming TOT revenues and has developed a county-wide five year transportation improvement program.

NLTRA *Infrastructure and Transportation Development Integrated Work Plan and Long-Range Funding Plan*:
<http://www.nltra.org/documents/>

TRPA Rental Car Mitigation Fund

(California and Nevada)

Each a time a rental car is rented in the Basin, the customer pays a \$4.75 per day fee. The collected funds are placed in an interest-bearing trust account and funds are allocated by the Tahoe Transportation

District for local transportation improvements. There is no formal application process but interested parties may discuss potential projects with the Tahoe Transportation District Staff.

Tahoe Transportation District: <http://www.tahoetransportation.org/>

Description in Code of Ordinances:

<http://www.trpa.org/documents/docdwnlds/ordinances/COCh95.pdf>

TRPA Air Quality Mitigation Fund

(California and Nevada)

This program is designed to collect fees to offset impacts caused by indirect sources of air pollution in the Basin. These funds are administered by TRPA for distribution to local jurisdictions.

Some facility construction may be paid for by developers.

New Construction

(California and Nevada)

Future construction projects are a means of providing sidewalks and other pedestrian facilities. To ensure that roadway construction projects provide facilities where needed and feasible, it is important that an effective review process be in place so that new roads meet the counties' and cities' standards and guidelines for the development of sidewalks and pedestrian facilities. A developer may also attempt to reduce the number of trips (and hence impacts and cost) by paying for on- and off-site bicycle and pedestrian improvements designed to encourage residents, employees and visitors to the new development to walk rather than drive.

General Funds

(California and Nevada)

One of the local revenue sources of cities, towns, and counties available for use on bicycle and pedestrian improvements are general funds resulting from sales taxes, property taxes, and other miscellaneous taxes and fees. There are generally few restrictions on the use of these funds, which are utilized for a large variety of local budget needs. As such, there is typically high demand for these funds for numerous government services. Design and construction of sidewalks and pathways through use of this funding source usually receives limited support from local governments unless their constituents lobby effectively for such use.

In some cases, a component of local general funds can be dedicated to transportation improvements including the construction and repair of sidewalks.

Special Improvement Districts

(California and Nevada)

Counties and cities may establish special improvement districts to provide funding for specified public improvement projects within the designated district. Property owners in the district are assessed for the improvements and can pay the amount immediately or over a span of 10 to 20 years. Street pavement, curb and gutter, sidewalks, and streetlights are some of the common improvements funded by special improvement districts. Business Improvement Districts and Special Assessment Districts are example of special improvement districts.

Parks and Recreation Funds

(California and Nevada)

Local parks and recreation funds are generally derived from property and sales taxes and some fee revenues, and they are sometimes used directly for pathway or pathway related facilities, including bathrooms, pocket parks, lighting, parking, and landscaping. Parks and recreation funds are also utilized to cover pathway maintenance costs incurred by these departments.

Integration into Larger Projects

(California and Nevada)

The State of California's "Complete Streets" policy requires Caltrans to address the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects. Local jurisdictions can begin to expect that some portion of pedestrian and bicycle project costs, when they are built as part of larger transportation projects, will be covered in project construction budgets.

The Nevada Department of Transportation also has a "Bicycle Facilities Checklist" that it compares against roadway project designs. Roadway projects must incorporate facilities in approved local bicycle and pedestrian plans where feasible.

Bicycle and pedestrian facilities may also be constructed as part of private developments or local projects.

7. Other Sources

Community Action for a Renewed Environment

(Administrator: U.S. EPA)

Community Action for a Renewed Environment (CARE) is a competitive grant program that offers an innovative way for a community to organize and take action to reduce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible. Grants range between \$75,000 and \$300,000. In 2010, applications were due in March.

<http://www.epa.gov/care/>

American Greenways Program

Administered by The Conservation Fund, the American Greenways Program (AMG) provides funding for the planning and design of greenways. AMG awards may be used to fund unpaved trail development. Eligible applicants include local, regional or statewide non-profit organizations and public agencies. The maximum award is \$2,500, but awards typically range from \$500 to \$1,500.

Website: <http://www.conservationfund.org/?article=2471>

Bikes Belong Grant

Bikes Belong is an organization sponsored by bicycle manufacturers with the intent to increase bicycle riding in the United States. Bikes Belong provides grant opportunities up to \$10,000 with a minimum 50% match to organizations and agencies seeking to support facility and advocacy efforts. Eligible projects include bike paths, trails, and bridges, mountain bike facilities, bike parks, and BMX facilities.

Website: <http://www.bikesbelong.org/grants>

APPENDIX F
TAHOE BIKE TRAIL USER MODEL



**TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS**

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Tahoe Region Bicycle and Pedestrian Use Models

User Instructions

September 30, 2009

As part of the Tahoe Basin Bicycle / Pedestrian Master Plan, LSC Transportation Consultants, Inc. with assistance from Alta Planning has developed linked bicycle and pedestrian use level estimation models for travel corridors in the Tahoe Region. This model is based upon observed facility use levels in the Tahoe Region, data regarding the characteristics of individual facility users, as well as demographic and travel data for the Tahoe region. Note that this model is for relatively urban or inter-community travel corridors, and is not applicable to mountain bike trails.

Use models for both bicycle and pedestrian modes have been developed (other users, such as rollerbladers, are included as pedestrians). Due to the lack of data, bicycle use levels is only estimated for Class I/shared use path and Class II/bike lane facilities, and pedestrian use levels for Class I facilities. Overall, this model identifies the maximum feasible use level along a specific travel corridor assuming a "perfect" condition, and then applies a series of reductions that reflect factors (grade, continuity, congestion, etc.) that would reduce the actual use level from the maximum feasible level.

This memo presents straightforward instructions regarding how to use the model. It is intended to be used with a spreadsheet ("TRPA Region Bike Ped Simplified Model.xls"). If the analyst desires additional understanding as to the model methodology, please refer to a separate memo entitled "Tahoe Region Bicycle and Pedestrian Use Models" (LSC Transportation Consultants, Inc. September 28, 2009) available from either LSC or the TRPA.

Using the Models

The single page to be used by the analyst summarizing the models is shown in Table A. The boxes indicate data that the analyst will need to enter. The analysis should be conducted in the following steps:

1. Using the attached Figure A, identify the corridor in which your facility is located. (If you want to consider either a longer facility comprising two or more of these corridors or a specific sub-section of a corridor, please refer to the "Tahoe Region Bicycle and Pedestrian Use Models" memo.)
2. From Table B, identify the values for visitor and resident bike-to-trail maximum feasible demand for the specific corridor, and enter them in Table A.

3. The potential demand for persons driving to the trail depends on whether you are evaluating an existing facility, or a potential new facility. If your corridor is already served by a Class I/shared use path facility, enter 480 in Cell F19 and 135 in Cell F29. If a potential new facility, enter 240 in Cell F19 and 41 in Cell F29.
4. From Table C, identify the values for visitor and resident walk-to-trail maximum feasible demand for the specific corridor, and enter them in Table A.
5. Starting from the trail usage generated by a “perfect” trail, identify the reduction in usage expected to occur based on the various factors, for each user type, as presented in Table D. (A “perfect” trail is Class I/shared use path, continual, no street crossings, flat, great maintenance, through an area with high recreational value (woods, meadows, shoreline), and no trail congestion.) If a specific characteristic of a particular facility lies between (or beyond) the categories shown in Table D, the analyst is encouraged to use these values as a guide in estimating more appropriate values. Enter these volumes in the “Use Factor” boxes in Table A.¹
6. After entering these values, the spreadsheet will calculate the daily use estimates for both bicyclists and pedestrians. (If a use estimate for only one mode is desired, zeros should be entered in the “Maximum Feasible Demand” column for the other mode).
7. Peak-hour use volumes can then be estimated by applying a peak-hour-to-daily factor. An evaluation of existing Tahoe facility peak hour and daily use levels indicates that this factor averages 0.153 for Class I/shared use path facilities (indicating that 15.3 percent of total daily use occurs during the peak hour) and 0.096 for Class II/bike lane facilities. The appropriate value should be entered into the “Peak Hour Factor” column of Table A.
8. Total annual use estimates can also be generated by applying an annual-to-daily factor. For existing Tahoe facilities, these factors were calculated to equal 172.8 for facilities maintained year-round (i.e., cleared of snow and ice) and 146.5 for facilities without snow/ice removal (which are the large majority of Tahoe facilities). The appropriate value should be entered into the “Annual / Daily Factor” column of Table A.
9. The resulting figures shown in the bottom line of Table A should be considered to be reasonable planning-level use estimates for total users at the location of highest use, barring special conditions. One such condition that may occur is reduction in use due to an effective restriction on parking availability. If an effective, enforced parking capacity is put in place at a specific location, the degree to which this caps the drive-to-facility use numbers can be calculated as follows:

$$\begin{aligned} \text{Maximum Daily Drive-to-Facility Use} = & \\ & \text{Parking Capacity (\# of vehicles)} \times \\ & \text{Average Vehicle Occupancy (persons per vehicle)} \times \\ & \text{Turnover Rate (\# vehicles per space per day)} \end{aligned}$$

¹ You may need to make an initial estimate of the hourly number of trail users as a basis for the “congestion” factor, and then revise this estimate based upon the results of the analysis.

Average vehicle occupancy, per TCORP surveys, averages 2.1 persons per car for bicyclists and 2.5 for pedestrians. Turnover rates for more remote areas (such as the East Shore where visitors tend to stay for the day) have been observed to be roughly 1.33, while more “urban” recreational areas have a turnover rate of approximately 2.5. If the resulting value is less than the total daily bicyclist and pedestrian drive-to-trail use estimate, the daily use estimate should be reduced in the spreadsheet to reflect this cap (total of bicyclists plus pedestrians).

10. Finally, it is important to note that the model estimates total use at a single peak location along each segment. Particularly over the course of a long segment with multiple trip generators along its length, the total number of individual users over the entire corridor can be substantially higher. A simple equation to estimate total corridor use is as follows:

$$\begin{aligned} \text{Total Corridor Use} = & \\ & \text{Use at Peak Location X} \\ & \quad (\text{Total Corridor Length (miles) / Average Trip Length (miles)}) \text{ X} \\ & \quad (1 + \text{Ratio of Use at Lowest Location to Use at Peak Location}) / 2 \end{aligned}$$

Regionwide TCORP one-way trip length was found to average 2.4 miles for bicycling and 1.5 miles for walking, with detailed values for individual facilities presented in Table C of the Impacts Memo.

As an example, consider a corridor 7.2 miles in length with an average trip length of 2.4 miles, a peak location use estimate of 1,000 bicyclists per day and an estimated use level at the location of lowest use that is 50 percent of that at the peak location. Total bicycle use throughout this facility would be calculated as follows:

$$\begin{aligned} \text{Total Corridor Daily Bicycle Use} &= 1,000 \text{ X } (7.2 / 2.4) \text{ X } (1 + 0.50) / 2 \\ &= 1,000 \text{ X } 3.0 \text{ X } 1.5 / 2 \\ &= 2,250 \text{ bicyclists per day} \end{aligned}$$

Discussion of Error

Considering both the variation in day-to-day observed trail use and the accuracy of the models when compared to counts, a reasonable error range for any one corridor is considered to be ±25 percent for the bicycle model and ±35 percent for the pedestrian model. These ranges are reflected in Table A.

Modifications to the Model

The model can be modified to consider longer segments (combining two or more corridors) or to consider shorter segments. The user is encouraged to refer to the “Tahoe Region Bicycle and Pedestrian Use Models” memo for discussion regarding these modifications (available on the TIIMS website: www.tiims.org).

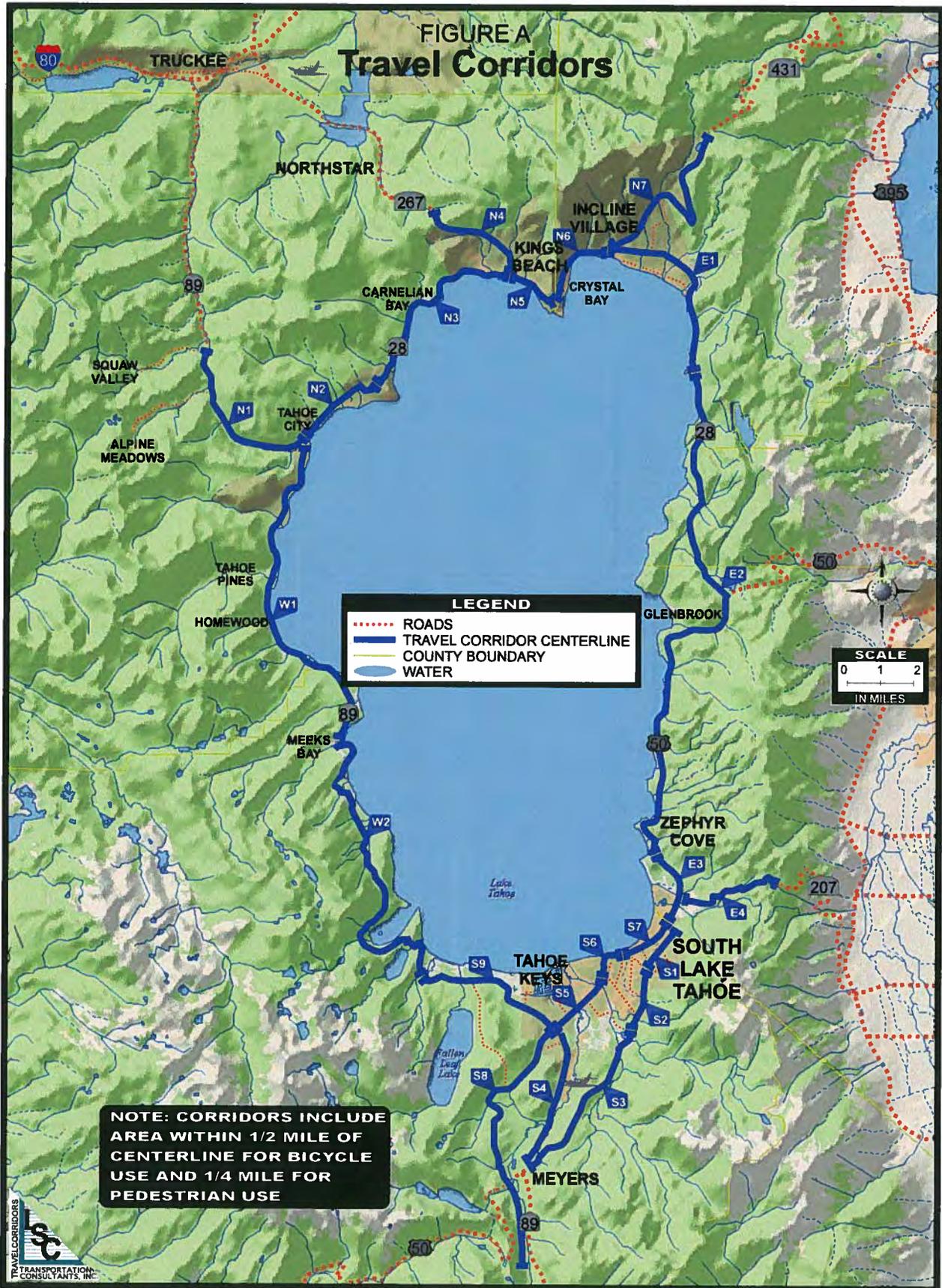


TABLE A: Tahoe Region Bicycle and Pedestrian Corridor Use Model

At Location of Peak Demand in Corridor

Location	Dollar Hill to Kings Beach
Scenario	
Analyst	

Use Factor -- Reduction from Maximum (5)

Corridor	Maximum Feasible Demand	Class	Grade	Continuity	Maintenance	Recreational Value	Congestion	Multiplicative Total	Daily Use Estimate	Peak Hour Factor (6)	Peak Hour Use Estimate	Annual / Daily Factor (7)	Annual Use Estimate
BICYCLISTS													
Resident Bike to Facility	0	Note 1	0%	0%	0%	0%	0%	10%	0		0		0
Visitor Bike to Facility	0	Note 1	0%	0%	0%	0%	0%	30%	0		0		0
Bicyclists Drive to Facility	0	Note 2	0%	0%	0%	0%	0%	30%	0	0.000	0	0.0	0
Total -- Best Estimate									0		0		0
High End of Estimate Range									0		0		0
Low End of Estimate Range									0		0		0
PEDESTRIANS													
Resident Walk to Facility	0	Note 3	0%	0%	0%	0%	0%	0%	0		0		0
Visitor Walk to Facility	0	Note 3	0%	0%	0%	0%	0%	0%	0		0		0
Pedestrians Drive to Facility	0	Note 4	0%	0%	0%	0%	0%	0%	0	0.000	0	0.0	0
Total -- Best Estimate									0		0		0
High End of Estimate Range									0		0		0
Low End of Estimate Range									0		0		0
TOTAL -- Best Estimate									0		0		0
High End of Estimate Range									0		0		0
Low End of Estimate Range									0		0		0

Notes

- From Table B
- 480 for corridors with an existing Class I facility, 240 for corridors without an existing Class I facility.
- From Table C
- 135 for corridors with an existing Class I facility, 41 for corridors without an existing Class I facility.
- From Table D
- 0.153 for Class I facility, 0.096 for Class II facility
- 172.8 for facilities maintained year-round, 146.5 for facilities without snow removal.

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TABLE B: Potential Bicycling Demand*At Location of Peak Demand in Corridor, Excluding Bicyclists Driving to Trail*

Corridor	1-Way Cyclist Trips -- Peak Summer Day		
	Resident	Visitor	
	Bike to Facility	Bike to Facility	
E1	Incline to Sand Harbor	1,370	1,260
E2	Sand Harbor to Round Hill	250	300
E3	Round Hill to Stateline	390	2,130
E4	Kingsbury Grade	840	2,650
N1	Truckee River Corridor	172	258
N2	Tahoe City to Dollar Hill	570	390
N3	Dollar Hill to Kings Beach	650	330
N4	Kings Beach to Brockway Summit	280	150
N5	Kings Beach to Crystal Bay	410	210
N6	Crystal Bay to Incline	1,140	620
N7	Incline to Mt. Rose	1,220	960
S1	Pioneer Trail Corridor - Stateline to Ski Run	950	4,510
S2	Pioneer Trail Corridor - Ski Run to Trout Creek	360	140
S3	Pioneer Trail Corridor - Trout Creek to Meyers	380	40
S4	Meyers to South Y	600	180
S5	South Y to Al Tahoe	1,390	470
S6	Al Tahoe to Ski Run	480	420
S7	US 50 Corridor - Ski Run to Stateline	1,370	3,550
S8	South Y to Meyers via Tahoe Paradise	730	150
S9	South Y to Spring Creek	710	470
W1	Tahoe City to Meeks Bay	600	420
W2	Meeks Bay to Spring Creek	0	60
TOTAL REGIONWIDE		14,862	19,668

TABLE C: Potential Walking Demand*At Location of Peak Demand in Corridor, Excluding Pedestrians Driving to Trail*

Corridor	1-Way Pedestrian Trips - - Peak Summer Day	
	Non-Driver Resident	Non Driver Visitor
E1 Incline to Sand Harbor	750	160
E2 Sand Harbor to Round Hill	110	90
E3 Round Hill to Stateline	140	370
E4 Kingsbury Grade	120	240
N1 Truckee River Corridor	20	30
N2 Tahoe City to Dollar Hill	80	100
N3 Dollar Hill to Kings Beach	170	130
N4 Kings Beach to Brockway Summit	100	50
N5 Kings Beach to Crystal Bay	110	80
N6 Crystal Bay to Incline	180	180
N7 Incline to Mt. Rose	210	170
S1 Pioneer Trail Corridor - Stateline to Ski Run	130	580
S2 Pioneer Trail Corridor - Ski Run to Trout Creek	220	100
S3 Pioneer Trail Corridor - Trout Creek to Meyers	270	90
S4 Meyers to South Y	260	100
S5 South Y to Al Tahoe	350	140
S6 Al Tahoe to Ski Run	220	240
S7 US 50 Corridor - Ski Run to Stateline	190	710
S8 South Y to Meyers via Tahoe Paradise	290	100
S9 South Y to Spring Creek	260	140
W1 Tahoe City to Meeks Bay	120	180
W2 Meeks Bay to Spring Creek	0	50
TOTAL REGIONWIDE	4,300	4,030

TABLE D: Bicycle/Pedestrian Facility Use Factors

For use in Tahoe Basin Bicycle Pedestrian Master Plan

Starting from the trail usage that would occur from a "perfect" non-motorized facility (Class I, continual, no street crossings, flat, great maintenance, through an area with high recreational value (woods, shoreline), no trail congestion), the following reductions in usage would be eliminated based upon the following factors, for each user type.

		Bicyclists			Pedestrians		
		Residents Biking from Home	Visitors Biking from Lodging	Bicyclists Driving to Facility	Residents Walking from Home	Visitors Walking from Lodging	Walkers Driving to Facility
Facility Class	Class 1, attaining AASHTO standards	0%	0%	0%	0%	0%	0%
	Class 2, attaining standards for lane width	35%	55%	85%	Note 1	Note 1	Note 1
	Class 3, on street with acceptable width and traffic volumes	Note 2	Note 2	Note 2	Note 1	Note 1	Note 1
Grade	Flat or only short sections of gentle grade <4%	0%	0%	0%	0%	0%	0%
	Grades of 4%-8%, extending for no more than a few hundred yards	10%	30%	30%	10%	30%	30%
	Long sections of sustained maximum AASHTO grade, with total elevation change exceeding 300 feet	40%	60%	65%	20%	36%	37%
Facility Continuity	No breaks in trail or cross streets	0%	0%	0%	0%	0%	0%
	Infrequent crossings of low volume residential streets and driveways (<4 per mile)	0%	0%	0%	0%	0%	0%
	Frequent crossing of low volume residential streets and driveways (>4 per mile)	10%	15%	15%	4%	7%	16%
	Unprotected crossing of busy (ADT > 10,000) street (including crossings with striped crosswalk only)	22%	29%	40%	17%	35%	35%
	Protected crossing of busy (ADT >10,000) street (signal or roundabout)	14%	16%	18%	5%	10%	10%
	Breaks in facility continuity requiring travel along state highway or other busy street.	35%	44%	49%	36%	48%	54%
Maintenance	High -- No sand on trail or pavement deformities	0%	0%	0%	0%	0%	0%
	Medium -- Condition is an inconvenience, but not a safety hazard	11%	10%	10%	5%	5%	5%
	Poor -- Trail condition reduces safe travel speed	43%	41%	52%	8%	7%	7%
Recreational Value	High -- Shoreline, river corridor, dense woods	0%	0%	0%	0%	0%	0%
	Medium -- Scenery mixed with urban uses	9%	18%	30%	9%	24%	28%
	Low -- Urban corridor	21%	33%	75%	15%	36%	51%
Trail Congestion (Note 2)	None -- LOS A (< 40 passing events per hour)	0%	0%	0%	0%	0%	0%
	Low -- LOS B or C (40 to 100 passing events per hour)	13%	6%	4%	10%	5%	5%
	Moderate -- LOS D or E (100 to 195 passing events per hour)	26%	10%	8%	23%	8%	13%
	High -- LOS F (>195 passing events per hour)	40%	19%	15%	30%	8%	8%

Note 1: Pedestrian demand only evaluated for Class I facilities.

Note 2: Bicyclist demand only evaluated for Class I and II facilities.

Note 3: See Highway Capacity Manual 2000 Chapter 19: Bicycle Methodology. For example, 40 passenger events per hour reflects that an individual user would overtake, be overtaken, or be passed in the opposing direction by 40 other individuals over the course of an hour (or 1 every 1.5 minutes).

**APPENDIX G
TAHOE REGION ENVIRONMENTAL
FINDINGS**



Print Form

**INITIAL ENVIRONMENTAL CHECKLIST
FOR DETERMINATION OF ENVIRONMENTAL IMPACT**

I. Assessor's Parcel Number (APN)/Project Location

N/A

Project Name

Lake Tahoe Bicycle and Pedestrian Plan (BPP)

County/City

N/A

Brief Description of Project:

The project is a Bicycle and Pedestrian Plan which lists potential projects and policies necessary to complete a comprehensive bicycle and pedestrian network and encourage bicycling and walking region-wide.

The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments. Use the blank boxes to add any additional information. If more space is required for additional information, please attach separate sheets and reference the question number and letter.

II. ENVIRONMENTAL IMPACTS:

1. Land

Will the proposal result in:

- a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

- Yes No
 No, With Mitigation Data Insufficient

- b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

- Yes No
 No, With Mitigation Data Insufficient

- c. Unstable soil conditions during or after completion of the proposal?

- Yes No
 No, With Mitigation Data Insufficient

- d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

Individual projects could result in grading in excess of 5 feet, but must make the findings in Code section 64.7. B

- Yes No
 No, With Mitigation Data Insufficient

- e. The continuation of or increase in wind or water erosion of soils, either on or off the site?

The construction impacts of the projects listed in the Plan have the potential create soil erosion, however those impacts will be mitigated with the use of BMPs.

- Yes No
 No, With Mitigation Data Insufficient

- f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

Individual projects have the potential to modify a stream channel. Necessary mitigation measures will be identified as part of individual environmental analyses.

- Yes No
 No, With Mitigation Data Insufficient

- g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

- Yes No
 No, With Mitigation Data Insufficient

2. Air Quality

Will the proposal result in:

- a. Substantial air pollutant emissions?

- Yes No
 No, With Mitigation Data Insufficient

- b. Deterioration of ambient (existing) air quality?

- Yes No
 No, With Mitigation Data Insufficient

- c. The creation of objectionable odors?

- Yes No
 No, With Mitigation Data Insufficient

- d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

- Yes No
 No, With Mitigation Data Insufficient

e. Increased use of diesel fuel?

There may be temporary increased use of diesel fuel during construction activities.

- Yes No
 No, With Mitigation Data Insufficient

3. Water Quality

Will the proposal result in:

a. Changes in currents, or the course or direction of water movements?

- Yes No
 No, With Mitigation Data Insufficient

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?

Individual projects have the potential to change runoff rates. Necessary mitigation measures will be identified as part of individual environmental analyses.

- Yes No
 No, With Mitigation Data Insufficient

c. Alterations to the course or flow of 100-yearflood waters?

- Yes No
 No, With Mitigation Data Insufficient

d. Change in the amount of surface water in any water body?

- Yes No
 No, With Mitigation Data Insufficient

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

Temporary construction activities could result in discharges. Necessary mitigation measures will be identified as part of individual environmental analyses.

- Yes No
 No, With Mitigation Data Insufficient

f. Alteration of the direction or rate of flow of ground water?

- Yes No
 No, With Mitigation Data Insufficient

g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

- Yes No
 No, With Mitigation Data Insufficient

h. Substantial reduction in the amount of water otherwise available for public water supplies?

- Yes No
 No, With Mitigation Data Insufficient

i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

- Yes No
 No, With Mitigation Data Insufficient

j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

- Yes No
 No, With Mitigation Data Insufficient

k. Is the project located within 600 feet of a drinking water source?

- Yes No
 No, With Mitigation Data Insufficient

4. Vegetation

Will the proposal result in:

- a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
	<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient

- b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

Individual projects have the potential to remove vegetation. Necessary mitigation measures will be identified as part of individual environmental analyses.	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	<input checked="" type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient

- c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
	<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient

- d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?

Individual projects have potential to change the number of plants. Mitigation measures will be identified as part of individual environmental analyses.	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	<input checked="" type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient

- e. Reduction of the numbers of any unique, rare or endangered species of plants?

Individual projects have potential to reduce endangered plants. Mitigation measures will be identified as part of individual environmental analyses.	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	<input checked="" type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient

- f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?

Individual projects have the potential to remove vegetation. Necessary mitigation measures will be identified as part of individual environmental analyses.	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	<input checked="" type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient

- g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?

Individual projects may determine the need to remove trees 30 inches or greater, but would do so in accordance with TRPA Code section 71.2.A.	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	<input checked="" type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient

- h. A change in the natural functioning of an old growth ecosystem?

Individual projects have the potential to affect old growth. Necessary mitigation measures will be identified as part of individual environmental analyses.	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	<input checked="" type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient

5. Wildlife

Will the proposal result in:

- a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?

	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
	<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient

- b. Reduction of the number of any unique, rare or endangered species of animals?

Individual projects have potential to affect endangered species. Necessary mitigation measures will be identified as part of individual environmental analyses.	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	<input checked="" type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient

c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

- Yes No
 No, With Mitigation Data Insufficient

d. Deterioration of existing fish or wildlife habitat quantity or quality?

Individual projects have the potential to affect wildlife habitat. Necessary mitigation measures will be identified as part of individual environmental analyses.

- Yes No
 No, With Mitigation Data Insufficient

6. Noise

Will the proposal result in:

a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan?

- Yes No
 No, With Mitigation Data Insufficient

b. Exposure of people to severe noise levels?

- Yes No
 No, With Mitigation Data Insufficient

c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

- Yes No
 No, With Mitigation Data Insufficient

7. Light and Glare

Will the proposal:

- a. Include new or modified sources of exterior lighting?

Bicycle paths may include lighting in accordance with Community Plan standards.

- Yes No
 No, With Mitigation Data Insufficient

- b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?

- Yes No
 No, With Mitigation Data Insufficient

- c. Cause light from exterior sources to be cast off -site or onto public lands?

- Yes No
 No, With Mitigation Data Insufficient

- d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?

- Yes No
 No, With Mitigation Data Insufficient

8. Land Use

Will the proposal:

- a. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

- Yes No
 No, With Mitigation Data Insufficient

b. Expand or intensify an existing non-conforming use?

Individual projects will conduct individual analyses to determine whether an existing non-conforming use could be intensified, and employ mitigation measures.

- Yes No
 No, With Mitigation Data Insufficient

9. Natural Resources

Will the proposal result in:

a. A substantial increase in the rate of use of any natural resources?

- Yes No
 No, With Mitigation Data Insufficient

b. Substantial depletion of any non-renewable natural resource?

- Yes No
 No, With Mitigation Data Insufficient

10. Risk of Upset

Will the proposal:

a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

- Yes No
 No, With Mitigation Data Insufficient

b. Involve possible interference with an emergency evacuation plan?

Individual projects will conduct individual analyses for possible interference with emergency evacuation plans.

- Yes No
 No, With Mitigation Data Insufficient

11. Population

Will the proposal:

a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?

- Yes No
 No, With Mitigation Data Insufficient

b. Include or result in the temporary or permanent displacement of residents?

- Yes No
 No, With Mitigation Data Insufficient

12. Housing

Will the proposal:

a. Affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

(1) Will the proposal decrease the amount of housing in the Tahoe Region?

- Yes No
 No, With Mitigation Data Insufficient

(2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?

- Yes No
 No, With Mitigation Data Insufficient

Number of Existing Dwelling Units: _____

Number of Proposed Dwelling Units: _____

b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

- Yes No
 No, With Mitigation Data Insufficient

13. Transportation/Circulation

Will the proposal result in:

a. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

Individual projects could result in the generation of new DVTE. Necessary mitigation measures will be identified as part of individual environmental analyses.

- Yes No
 No, With Mitigation Data Insufficient

b. Changes to existing parking facilities, or demand for new parking?

Individual projects could result in demand for new parking, however the plan as a whole is expected to result in a decreased demand for parking overall.

- Yes No
 No, With Mitigation Data Insufficient

c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

The plan goals include construction of a comprehensive bicycle and pedestrian network.

- Yes No
 No, With Mitigation Data Insufficient

d. Alterations to present patterns of circulation or movement of people and/or goods?

An expected outcome of the plan is the reduction in vehicle trips and an overall shift in mode share from private vehicle to bicycling, transit, and walking.

- Yes No
 No, With Mitigation Data Insufficient

e. Alterations to waterborne, rail or air traffic?

- Yes No
 No, With Mitigation Data Insufficient

f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

- Yes No
 No, With Mitigation Data Insufficient

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

a. Fire protection?

- Yes No
 No, With Mitigation Data Insufficient

b. Police protection?

- Yes No
 No, With Mitigation Data Insufficient

c. Schools?

- Yes No
 No, With Mitigation Data Insufficient

d. Parks or other recreational facilities?

Individual projects have the potential to increase use of recreation areas. Mitigation measures will be identified as part of individual environmental analysis.

- Yes No
 No, With Mitigation Data Insufficient

e. Maintenance of public facilities, including roads?

There will be an increased need for maintenance of new bicycle and pedestrian facilities.

- Yes No
 No, With Mitigation Data Insufficient

f. Other governmental services?

- Yes No
 No, With Mitigation Data Insufficient

15. Energy

Will the proposal result in:

a. Use of substantial amounts of fuel or energy?

- Yes No
 No, With Mitigation Data Insufficient

b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

- Yes No
 No, With Mitigation Data Insufficient

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

- Yes No
 No, With Mitigation Data Insufficient

b. Communication systems?

- Yes No
 No, With Mitigation Data Insufficient

c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

- Yes No
 No, With Mitigation Data Insufficient

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

- Yes No
 No, With Mitigation Data Insufficient

e. Storm water drainage?

Individual projects treat stormwater runoff through the use of Best Management Practices.

- Yes No
 No, With Mitigation Data Insufficient

f. Solid waste and disposal?

Individual projects may require the installation of outhouses or toilets. Project implementers will be responsible for identifying appropriate disposal means.

- Yes No
 No, With Mitigation Data Insufficient

17. Human Health

Will the proposal result in:

a. Creation of any health hazard or potential health hazard (excluding mental health)?

- Yes No
 No, With Mitigation Data Insufficient

b. Exposure of people to potential health hazards?

- Yes No
 No, With Mitigation Data Insufficient

18. Scenic Resources/Community Design

Will the proposal:

- a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

Individual projects have the potential to be visible. Necessary mitigation measures will be identified as part of individual environmental analysis.

- Yes
- No, With Mitigation
- No
- Data Insufficient

- b. Be visible from any public recreation area or TRPA designated bicycle trail?

Individual projects have the potential to be visible. Necessary mitigation measures will be identified as part of individual environmental analysis.

- Yes
- No, With Mitigation
- No
- Data Insufficient

- c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

Individual projects have the potential to block views. Necessary mitigation measures will be identified as part of individual environmental analysis.

- Yes
- No, With Mitigation
- No
- Data Insufficient

- d. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

- Yes
- No
- No, With Mitigation
- Data Insufficient

- e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

- Yes
- No
- No, With Mitigation
- Data Insufficient

19. Recreation

Does the proposal:

a. Create additional demand for recreation facilities?

Individual projects have potential to create additional demand. Necessary mitigation measures will be identified as part of individual environmental analysis.

- Yes No
 No, With Mitigation Data Insufficient

b. Create additional recreation capacity?

Bicycle paths provide recreation capacity.

- Yes No
 No, With Mitigation Data Insufficient

c. Have the potential to create conflicts between recreation uses, either existing or proposed?

Conflicts between different types of path users can occur. Path widths will be designed for the anticipated use and signage techniques will be employed.

- Yes No
 No, With Mitigation Data Insufficient

d. Result in a decrease or loss of public access to any lake, waterway, or public lands?

- Yes No
 No, With Mitigation Data Insufficient

20. Archaeological/Historical

a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?

Individual projects could have the potential to impact a historical or archaeological site. Each project will complete its own cultural resources inventory.

- Yes No
 No, With Mitigation Data Insufficient

b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?

Individual projects could be located on known cultural sites. Each project will complete its own cultural resources inventory.

- Yes No
 No, With Mitigation Data Insufficient

c. Is the property associated with any historically significant events and/or sites or persons?

Individual projects could be located on such properties. Each project will complete its own research and take appropriate measures to respect these events.

- Yes No
 No, With Mitigation Data Insufficient

d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

One project in the plan has the potential to conflict with Washoe values associated with Cave Rock. The Washoe Tribe is closely involved in project planning.

- Yes No
 No, With Mitigation Data Insufficient

e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

- Yes No
 No, With Mitigation Data Insufficient

21. Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?

- Yes No
 No, With Mitigation Data Insufficient

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)

- Yes
- No
- No, With Mitigation
- Data Insufficient

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)

- Yes
- No
- No, With Mitigation
- Data Insufficient

d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

- Yes
- No
- No, With Mitigation
- Data Insufficient

DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature: (Original signature required.)

Vaon Antik

Person Preparing Application

At Douglas County Date: June 1, 2010
County

Applicant Written Comments: (Attach additional sheets if necessary)

Print Form

FOR OFFICE USE ONLY

Date Received: _____ By: _____

Determination:

On the basis of this evaluation:

- a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.

_____ Yes No

- b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.

_____ Yes No

- c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedure

_____ Yes No

Nick Ham

Signature of Evaluator

Date: 6/1/10

TRANSPORTATION TEAM LEADER

Title of Evaluator

CEQA NOTICE OF EXEMPTION

To:
Office of Planning and Research
1400 -10th Street, Room 121
Sacramento, CA 95814

From:
Tahoe Regional Planning Agency (RTPA for
CA)
P.O. Box 5310
Stateline, NV 89449

PROJECT INFORMATION:

Project Title: Lake Tahoe Region Bicycle and Pedestrian Plan

Project Location – Specific: The entire region of the Lake Tahoe Basin, encompassing parts of two states and five counties. The boundaries are the jurisdictional boundaries of the Tahoe Regional Planning Agency as set forth in the Tahoe Regional Planning Agency Compact

Project Location – City: N/A

Description of Nature, Purpose and Beneficiaries of Project: The project is a Bicycle and Pedestrian Plan (BPP) which lists goals and policies which will facilitate completion of a comprehensive bicycle and pedestrian network and encourage bicycling and walking region-wide. The BPP identifies potential bicycle and pedestrian projects, which are conceptual only, and which will undergo individual environmental analysis prior to construction. Beneficiaries of the BPP are the general public who would benefit from improved bicycling and walking conditions in Lake Tahoe.

Name of Public Agency Approving Project: Tahoe Regional Planning Agency as the Regional Transportation Planning Agency (RTPA) for the State of California

Name of Person or Agency Carrying Out Project: Tahoe Metropolitan Planning Agency, Tahoe Regional Planning Agency

Exempt Status:

Ministerial (Sec. 15073)
 Declared Emergency (Sec. 15071 (a))
 Emergency Project (Sec. 15071 (b) and (c))
 Categorical Exemption
 Statutory Exemption, section 15262 (planning and feasibility studies)

Reasons Why Project is Exempt: The project involves adoption of a plan which identifies potential projects, programs and policies for possible future actions. The plan is exempt because the RTPA has not approved, adopted, or funded these possible future actions. The plan is for planning purposes only and does not involve a commitment to any specific project.

Contact Person: Karen Fink
Telephone: (775) 589-5204

Date Received for Filing at OPR:

Signed: Karen Fink
Karen Fink, Transportation Planner, Tahoe Regional Planning Agency

8/25/10
Date



May 12, 2010

Documentation of Categorical Exclusion for the Tahoe Metropolitan Planning Organization Lake Tahoe Region Bicycle and Pedestrian Plan under the National Environmental Policy Act

The Council on Environmental Quality (CEQ) National Environmental Policy Act (NEPA) Regulations give federal agencies the authority and discretion to determine which of their own activities should be categorically excluded from NEPA depending on circumstances and valid justification. Furthermore, if a proposed activity falls under this section of the CFR, no further NEPA approvals are required by the Federal Highway Administration.

Under 23 Code of Federal Regulations (CFR) Section 771.117(c) "the following actions meet the criteria for Categorical Exclusions (CE's) in the Council on Environmental Quality (CEQ) regulation (section 1508.4) and 771.117 (a) of this regulation and normally do not require any further NEPA approvals by the Administration:

- (1) Activities which do not involve or lead directly to construction, such as planning and technical studies.

The Tahoe Metropolitan Planning Organization (TMPO) Bicycle and Pedestrian Plan identifies numerous goals and policies as they relate to the creation of a region-wide bicycle and pedestrian system. Within the plan are identified projects such as: shared use paths, bicycle lanes, sidewalks and support facilities. While these projects and objectives are included in the plan, it is the understanding of the TMPO that each individual project will undergo environmental review and documentation as the project proceeds from the planning phase to the design and construction phases. For this reason, the Tahoe Metropolitan Planning Organization has declared the Lake Tahoe Region Bicycle and Pedestrian Plan as categorically excluded from the National Environmental Policy Act.

Nick Haven
Principal Transportation Planner

Karen Fink
Senior Transportation Planner

**APPENDICES H-L
AVAILABLE ONLINE AT
<http://www.tahoempo.org>**