G. IMPROVE WATER QUALITY WITHIN TRAIL PROJECTS

This project would only be implemented in coordination with creation of a Class I bikeway paralleling the highway (Type A and Type B bikeways described later in this chapter). With the creation of a Class I bikeway parallel to the existing Class II bike lane there is a need for a safety separation and opportunity for additional water quality benefits that do not currently exist. A water quality swale could be created between the existing bike lane and the proposed bikeway; this swale could catch road runoff and provide a safety separation at the same time. The swale would be vegetated with native grasses and shrubs suitable to the harsh conditions along the highway. Boulders, logs, or bollards could also be introduced to prevent cars from pulling into the area. Roadside barriers would need to be compatible with highway operation, including snow removal. (see Exhibits 4-9, 4-11, and 4-13)

KEY ISSUES

- Coordination with multiple jurisdictions
- Poor or degraded soils
- Maintenance
- Compatibility with highway operation, including snow removal

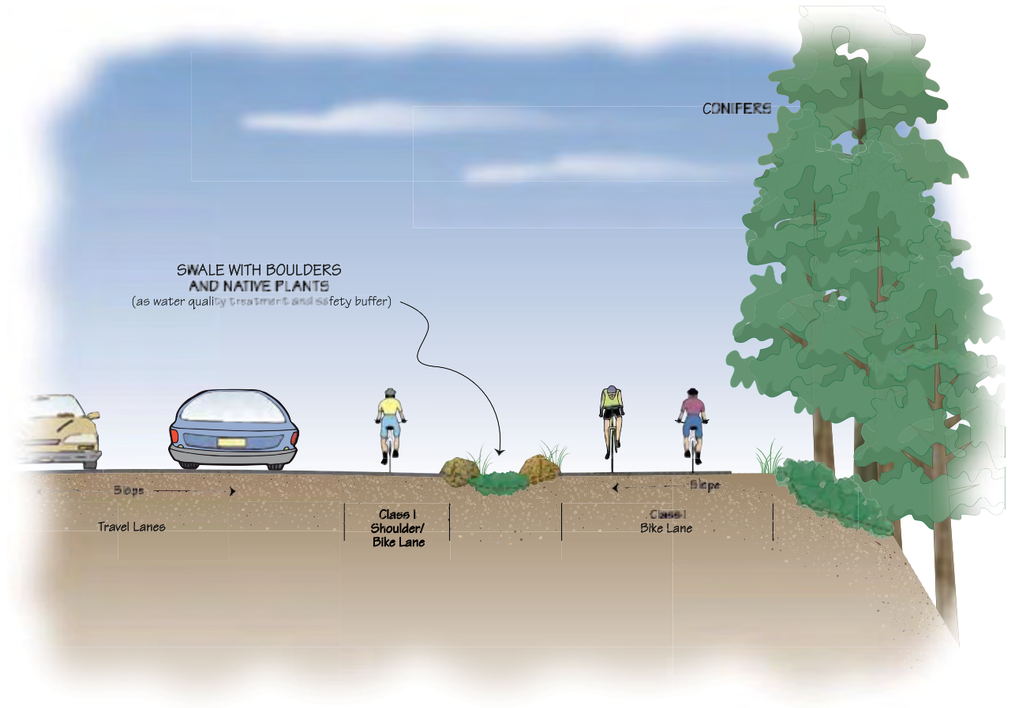
POTENTIAL BENEFITS

- Reduction of sediment source into Truckee River
- Improved water quality
- Improved safety along future bikeway
- Improved scenic quality along highway

ADDITIONAL STUDIES

- Right-of-way or property boundary survey
- Detailed design and construction documents

EXHIBIT 4-8 Improve Water Quality Within Trail Projects - Typical Cross-Section



PARTNER AGENCIES

Caltrans, Placer County, Lahontan RWQCB, Placer County RCD, Truckee River Watershed Council

COST ESTIMATE

Total estimated cost: $ to $$ for water quality swale (for trail costs see section 4.7)

EXHIBIT 4-9 Restoration Project Location Map 1, Reach 1

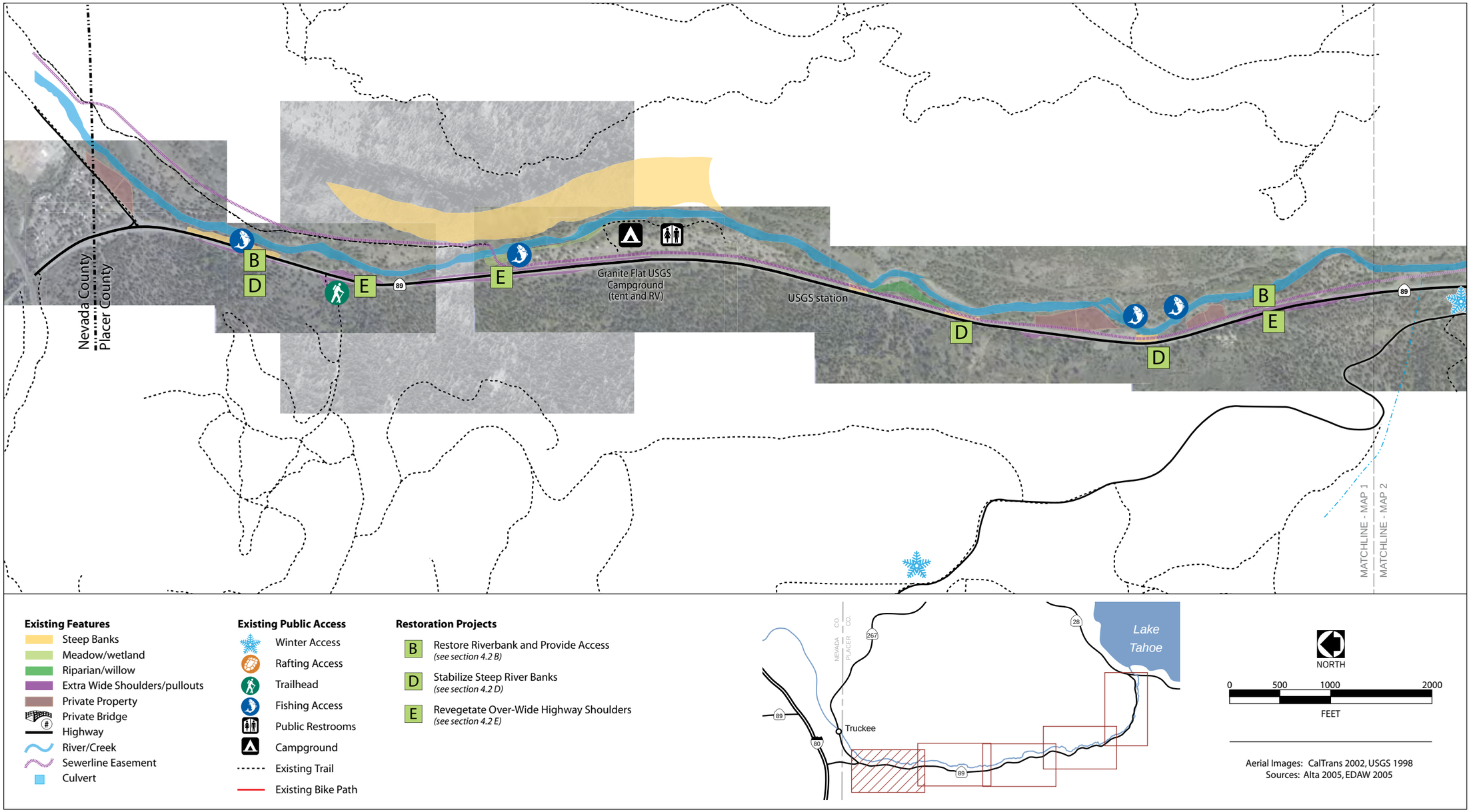


EXHIBIT 4-10 Restoration Project Location Map 2, Reach 1

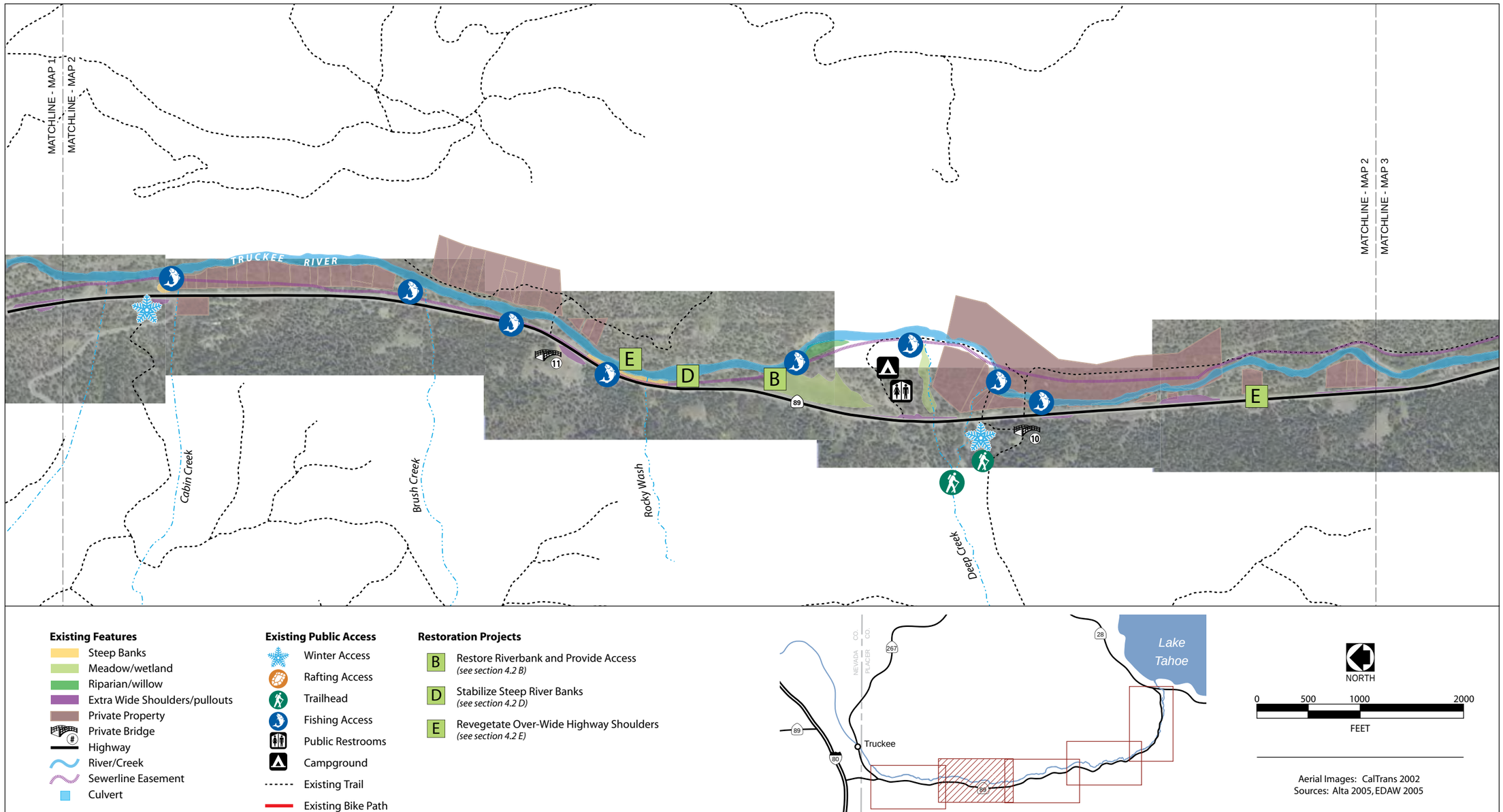


EXHIBIT 4-11 Restoration Project Location Map 3, Reach 1

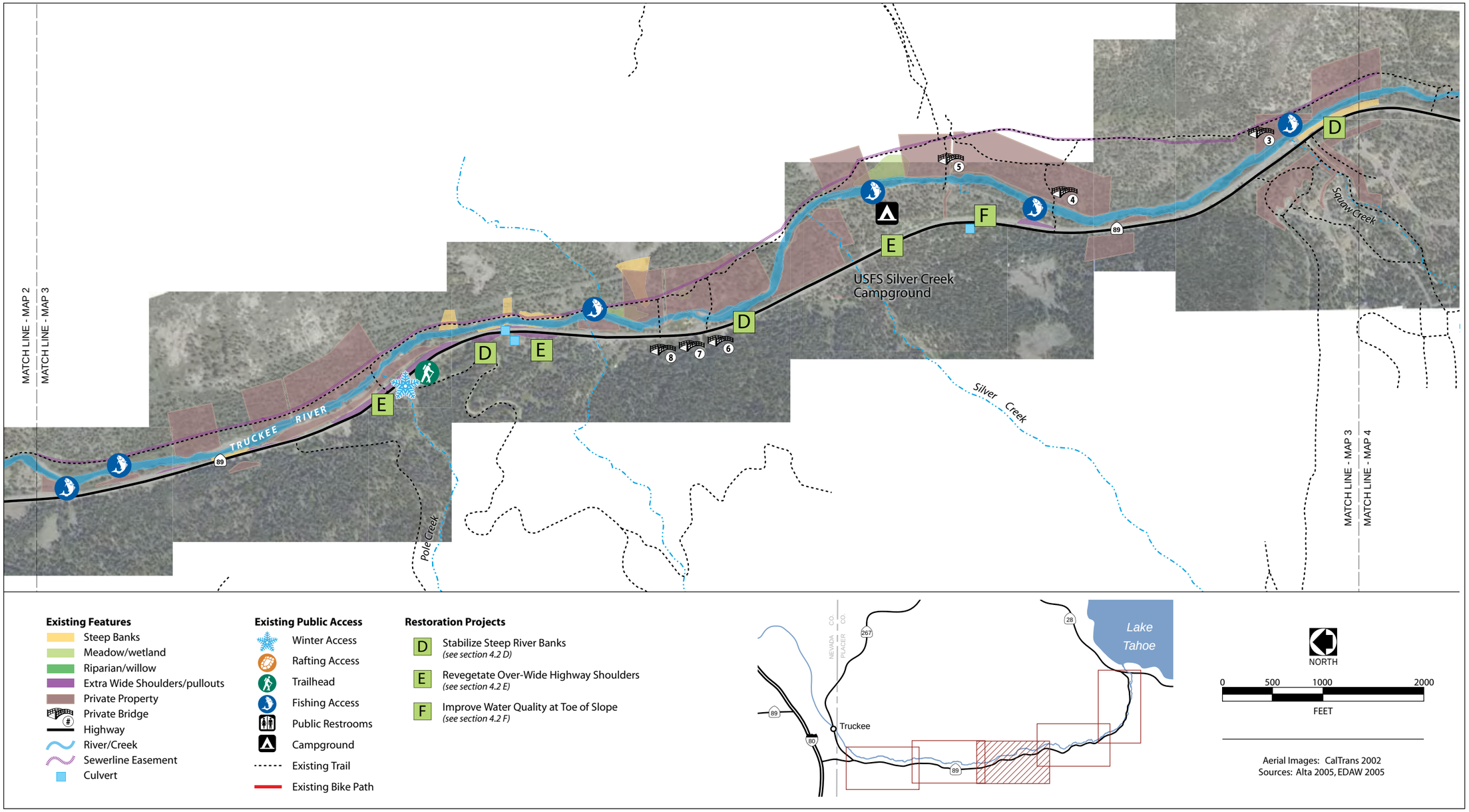
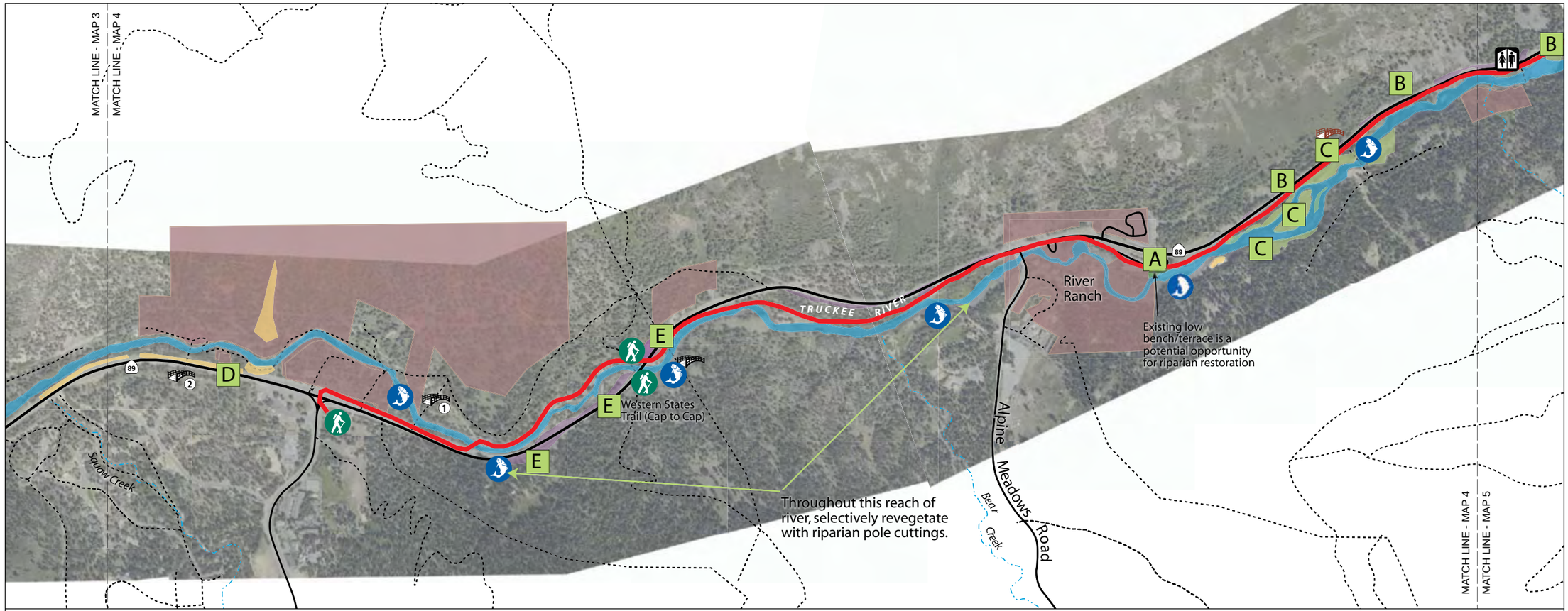


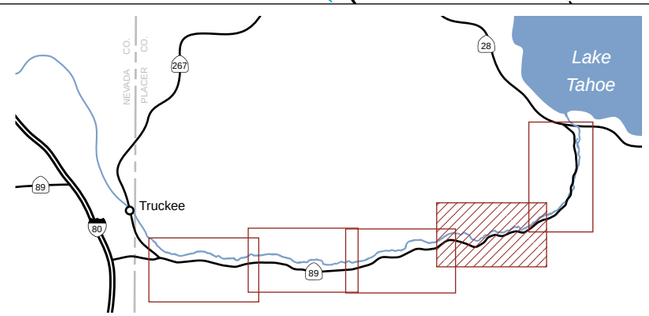
EXHIBIT 4-12 Restoration Project Location Map 4, Reaches 2 & 3



Existing Features
- Steep Banks
- Meadow/wetland
- Riparian/willow
- Extra Wide Shoulders/pullouts
- Private Property
- Private Bridge
- Highway
- River/Creek
- Sewerline Easement
- Culvert

Existing Public Access
- Winter Access
- Rafting Access
- Trailhead
- Fishing Access
- Public Restrooms
- Campground
- Existing Trail
- Existing Bike Path

Restoration Projects
- A Restore Low Floodplain Terrace *(see section 4.2 A)*
- B Restore Riverbank and Provide Access *(see section 4.2 B)*
- C Enhance Riparian Wet Meadow Habitat *(see section 4.2 C)*
- D Stabilize Steep River Banks *(see section 4.2 D)*
- E Revegetate Over-Wide Highway Shoulders *(see section 4.2 E)*



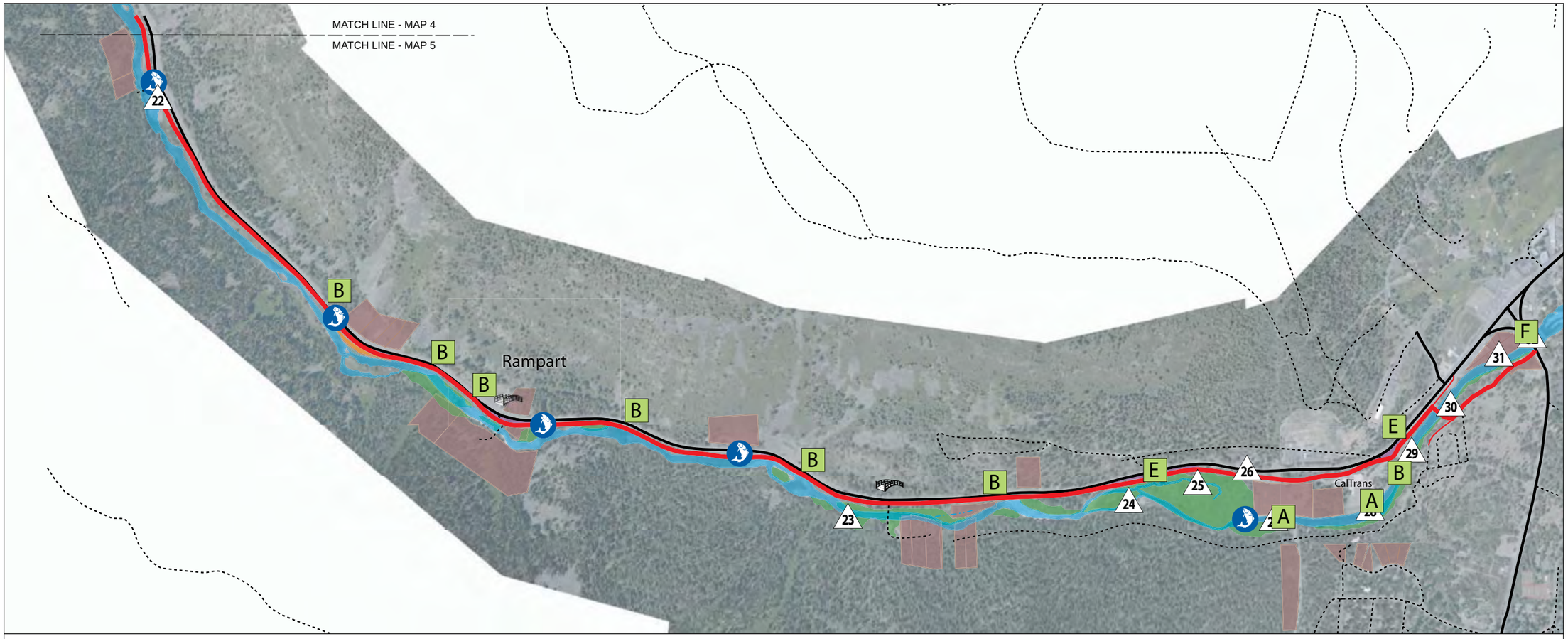
NORTH

0 500 1000 2000

FEET

Aerial Images: CalTrans 200?
Sources: Alta 2005, EDAW 2005

EXHIBIT 4-13 Restoration Project Location Map 5, Reach 3



4.3 TRAILHEAD PROJECTS

TYPE A TRAIL ACCESS—TRAILHEAD/ PARKING LOT WITH AMENITIES

Type A trail access points are envisioned as formal trailhead and parking locations with amenities such as restrooms and information kiosks. Providing full-amenity trailheads/parking areas at selected locations along the Truckee River corridor would help to concentrate access to these appropriate locations and reduce the tendency for users to park in informal locations all along the river. Creation of these trailheads would also provide an opportunity to display informational signage that emphasizes access management rules, such as no trespassing on adjacent private property.

KEY ISSUES

- Size of facility—Require sufficient level area off the highway to provide a parking lot
- Environmental impacts:
  - Vegetation/tree clearing
  - Increase in impervious surface from parking lot unless low impact development techniques are employed
- Maintenance responsibility for restroom and trash facilities
- Cost.

ADDITIONAL STUDIES

- Detailed trail alignment planning (to determine best trailhead locations)
- Environmental review
- Design and engineering

PARTNER AGENCIES

USFS, Placer County, Caltrans, California Conservancies, TRPA, Town of Truckee, Truckee River Watershed Council

COST ESTIMATE

Total estimated cost: $$$$

EXHIBIT 4-14 Typical Type A Trailhead

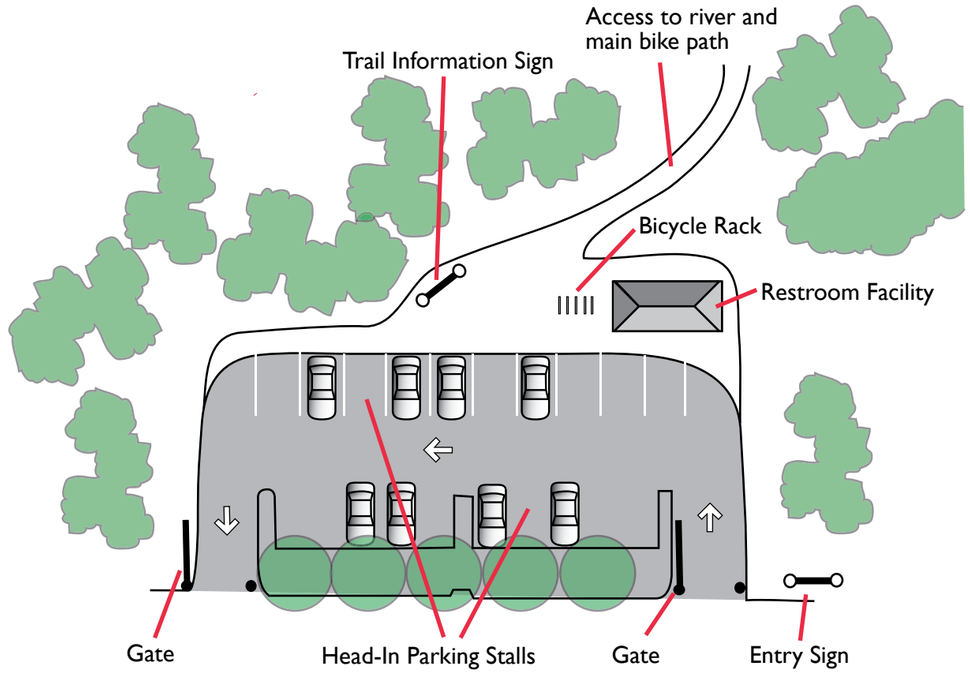


EXHIBIT 4-15 Typical Type B Trailhead

TYPE B TRAIL ACCESS—LIMITED AMENITIES

Type B trail access points are envisioned as pull-out locations along the highway suitable for parking and access to the trail or river, but with no formal amenities (e.g., no restrooms). These locations are intended to formalize existing roadside shoulder pull-outs that are currently used. The intent of identifying the best locations and formalizing the parking is to direct on-highway parking to the most appropriate locations. It is intended that as part of this program, those locations along the highway that are not appropriate pull-out parking locations should be modified so that they do not permit parking, e.g., with boulders and "NO PARKING" signage. Formalization of pull-out parking and closure of informal parking areas would need to be compatible with highway operation, including snow removal.

KEY ISSUES

- Availability of right-of-way along road to accommodate pull-out
- Adequacy of separation between pull-out and adjacent bike trail, in areas where bike trail is proposed to extend along highway
- Compatibility with highway operation, including snow removal.

ADDITIONAL STUDIES

- Detailed trail alignment planning
- Traffic study
- Environmental review
- Design and engineering

PARTNER AGENCIES

Caltrans, USFS, Placer County, Tahoe City PUD, California Conservancies, TRPA, Truckee River Watershed Council

COST ESTIMATE

Total estimated cost: $$$