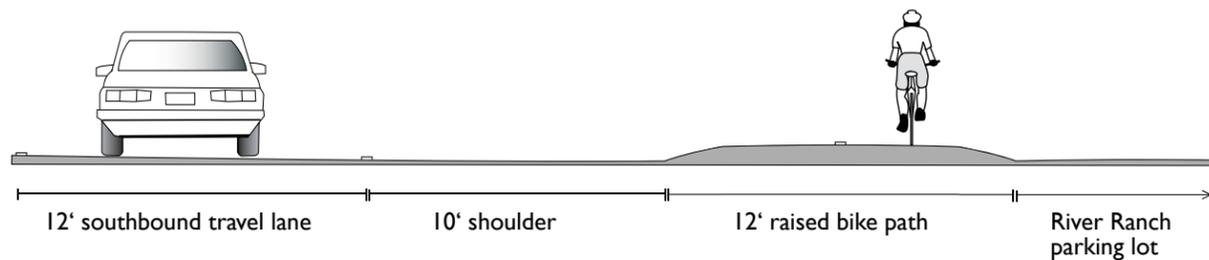


Truckee River Corridor Access Plan

EXHIBIT 4-17 River Ranch Paved Parking Lot Improvement



4.4 EXISTING BIKE PATH ENHANCEMENT PROJECT

RIVER RANCH PAVED PARKING LOT IMPROVEMENT

The existing Truckee River bike path extends past the River Ranch parking lot. The pathway is at the same grade as the parking area and the adjacent highway shoulder, and is delineated only by striping. During peak periods at River Ranch, there is substantial raft loading/unloading activity occurring on both sides of the bike path, with pedestrians walking across the path to unload rafting gear. These peak periods are also the times when the bike path facility is most likely to be heavily used by inexperienced cyclists.

It is recommended that the grade of the bike path be raised slightly as it extends past the parking area to provide a clear distinction to motorists between the pathway surface and the adjacent parking lot and road shoulder surface. This raised trail surface would serve as a speed table for motorists crossing the trail as they enter and exit the parking lot, forcing them to reduce their speeds. The design of the trail would need to be compatible with highway operation, including snow removal. Landscaping or another suitable barrier should be placed where the pathway runs adjacent to the River Ranch parking stalls, to ensure that parked vehicles do not encroach into the pathway. Finally, the driveway entrance and exit locations of the parking lot should be clearly marked with high-visibility crossing markings along the trail, and standard trail crossing signage.

KEY ISSUES

- Impacts on River Ranch parking and loading areas
- Compatibility with highway operation, including snow removal.
- Cost

ADDITIONAL STUDIES

- Detailed trail alignment planning
- Parking and traffic study
- Environmental review
- Design and engineering

PARTNER AGENCIES

River Ranch, Caltrans, Placer County, Truckee River Watershed Council

COST ESTIMATE

Total estimated cost: \$\$



Existing recreation user and auto conflicts, 2005

RIVER RANCH UNPAVED PARKING AREA IMPROVEMENT

As it approaches River Ranch from the south, the existing Truckee River bike path extends between two heavily used parking/loading areas. On the west side of the path is a wide unpaved area used by raft companies to load and unload boats. Although this unpaved area is separated from the bike path by a row of boulders, vehicles must drive across the bike path to enter or exit the unpaved area. On the east side of the path is a narrow paved area with a row of unmarked 90-degree parking spaces used by people wanting to access the river. The parking spaces are separated from the bike path by only about 10 feet of width, and no vertical barrier. As a result, vehicles must drive immediately next to—and sometimes onto—the bike path to get into and out of the parking spaces. The result of the current configuration with the path in the middle is that vehicle crossings/encroachments come from both sides—from users of the unpaved area crossing the pathway, and from users of the 90-degree parking spaces driving along the pathway.

It is recommended that the bike path be relocated to the east side of this area and that the existing 90-degree parking spaces be shifted west. This would have the benefit of taking the path out of the middle of this area and minimizing the crossing conflicts. Under this configuration, path users would only have a single vehicle crossing point—at the south. This area would be striped with a high-visibility crosswalk, and the trail would be oriented to slow trail users to a stop before they cross the driveway. The trail would be separated from the parking spaces by a vertical barrier to ensure that vehicles would not encroach onto the trail as they pull into spaces. Although this is seen primarily as a reconfiguration, not requiring substantial new area, some areas of retaining wall may be required depending on how far the trail would be shifted to the east.

KEY ISSUES

- Ingress and egress for River Ranch and other river access parking
- Potential need for retaining walls along east side of trail

ADDITIONAL STUDIES

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

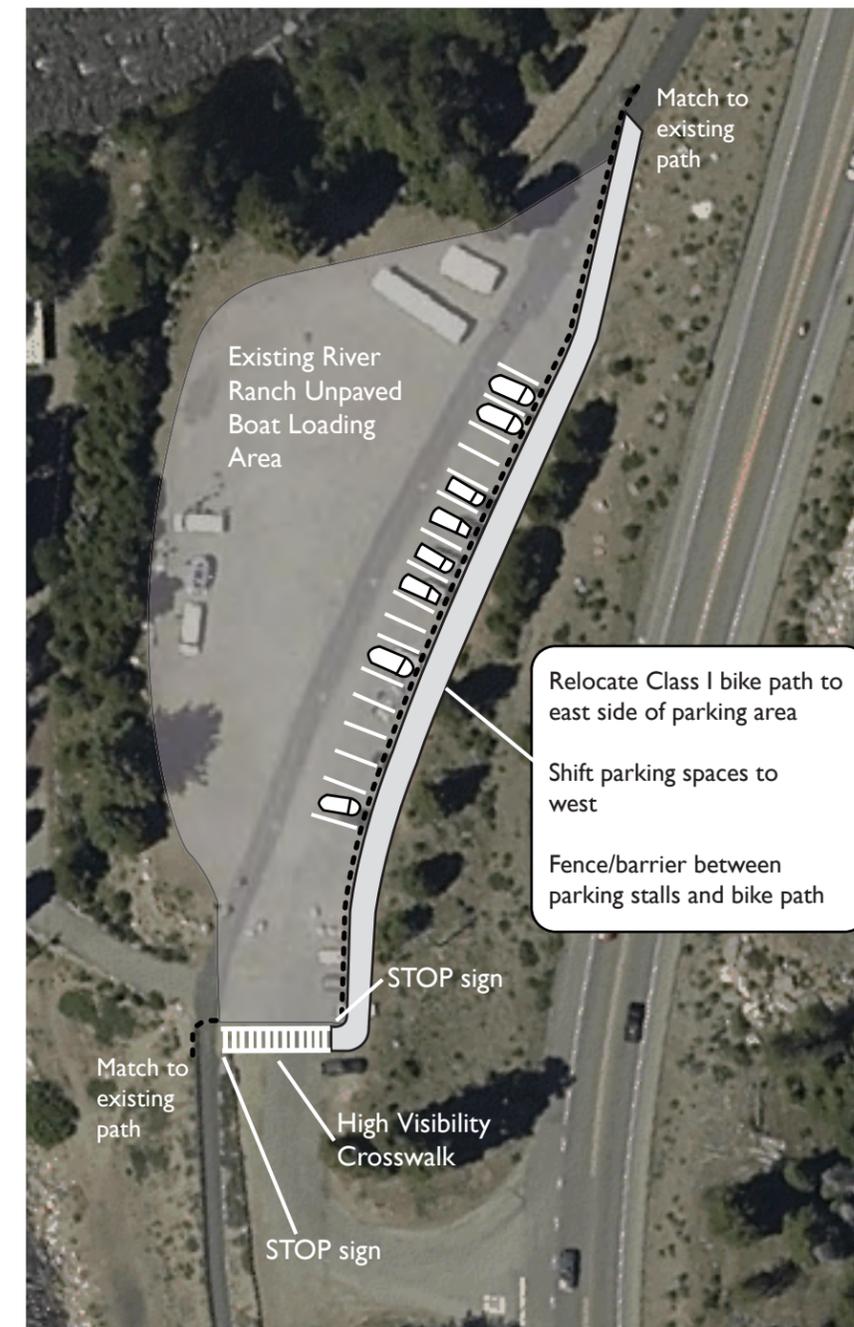
PARTNER AGENCIES

River Ranch, Placer County, other adjacent private landowners, California Conservancies, Truckee River Watershed Council, raft operators

COST ESTIMATE

Total estimated cost: \$\$

EXHIBIT 4-18 River Ranch Unpaved Parking Area Improvement



Truckee River Corridor Access Plan

SQUAW VALLEY ROAD CROSSING IMPROVEMENTS

The existing Truckee River bike path crosses SR 89 at Squaw Valley Road and continues west toward Squaw Valley. Currently, this T-intersection is configured with free right-turn lanes for traffic turning onto and off of Squaw Valley Road. These free right-turn lanes are demarcated only with paint, leaving a large triangular area between the turn lane and the other travel lanes. Pedestrians crossing these locations must cross a relatively wide area of asphalt to safely cross this intersection. It is recommended that improvements such as traffic islands and adjustments to signal timing be made at this intersection.

In addition, signage in this location is lacking. Because the trail crosses to the east side of SR 89 before turning south toward Tahoe City, this crossing may be counterintuitive for trail users who are not familiar with the area. Similarly, trail users coming from the south may be confused by crossing the highway at this point and want to continue riding north along the highway. Clear wayfinding signage that reads "To Squaw Valley" or "To Tahoe City" would help users navigate this intersection.

KEY ISSUES

- Snow removal considerations for concrete island
- Temporary conversion to double right-turn lane out of Squaw Valley Road during winter months when ski area is being exited
- Possibility of using removable flexible plastic bollards in place of concrete island; these bollards could be removed during winter for use as a double right-turn lane

ADDITIONAL STUDIES

- Traffic study

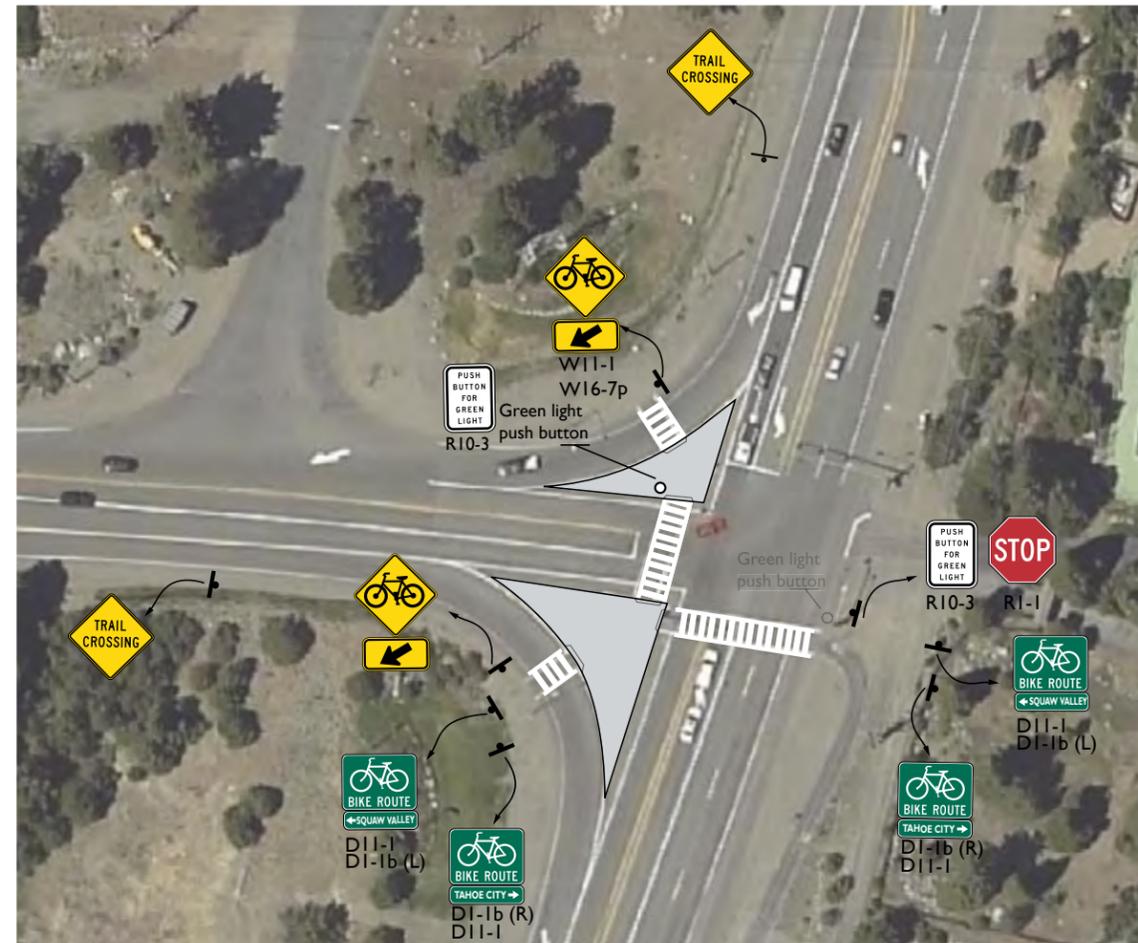
PARTNER AGENCIES

Caltrans, California Highway Patrol, USFS, Placer County, Squaw Valley PUD, Truckee River Watershed Council

COST ESTIMATE

Total estimated cost: \$\$

EXHIBIT 4-19 Squaw Valley Road Crossing Improvements



Existing Squaw Valley Road/SR 89 intersection, 2005

4.5 ROADWAY SHOULDER IMPROVEMENT PROJECTS

SILVER CREEK CAMPGROUND IMPROVEMENT

The Silver Creek Campground entry/exit is currently a wide, unpaved area off the main paved road shoulder. Vehicles exiting this location tend to track dirt from the unpaved road onto the road shoulder, creating debris for bicyclists who ride in the shoulder. It is recommended that this entry/exit be paved, then narrowed to provide single defined entry and exit lanes, and that "STOP" markings be painted on the roadway. The paved apron of the driveway should extend back to the campground loop road to minimize the amount of dirt that is tracked into the shoulder of SR 89.

KEY ISSUES

- Sight distance for vehicles turning out of driveway
- Narrowing neck of entrance driveway to minimum necessary to still allow turning by large vehicles pulling camping trailers

ADDITIONAL STUDIES

- Traffic study

PARTNER AGENCIES

USFS, Placer County, Caltrans, Truckee River Watershed Council

COST ESTIMATE

Total estimated cost: \$

EXHIBIT 4-20 Silver Creek Campground Exit Road Improvements



EXISTING CONDITIONS:

Gravel from campground road tracked onto roadway shoulder when vehicles exit, resulting in debris for bicyclists



POTENTIAL IMPROVEMENTS:

New asphalt driveway apron and shoulder overlay, match to existing roadway surface

STOP markings and advanced limit line at exit

Trim/remove vegetation at exit that obscures sight distance and replace with low-growing vegetation

Truckee River Corridor Access Plan

4.6 INFORMATIONAL AND EDUCATIONAL SIGNS AND MATERIALS

INTERPRETIVE SIGNS

Wayside interpretive exhibits with biological, cultural, and stewardship information could be placed at key locations along the river corridor. Interpretive exhibits anywhere along the river corridor should be coordinated through development of a master plan to determine program goals and objectives, themes and storylines, and the appropriate locations and means to convey natural resource and history stories. More specific interpretive and access sign projects are described below.

KEY ISSUES

- Coordination among several agencies
- Potential for exhibits to be located within floodway

ADDITIONAL STUDIES

- Interpretive master plan (useful for coordinating exhibit location and themes throughout the corridor)

PARTNER AGENCIES

USFS, Tahoe City PUD, Placer County, State Conservancies, North Lake Tahoe Resort Association, Squaw Valley PUD

COST ESTIMATE

Total estimated cost: \$

FISHING, BOATING, AND TRAIL ACCESS SIGNS

As described in earlier project descriptions, people desiring access along the river pull off the highway at numerous locations looking for the perfect or favorite fishing spot or a nice place to access the river. Projects implemented to consolidate river access points to the most suitable locations should be complemented by a roadside sign or marker program. Access markers could be similar to the bollard mile markers that circle Lake Tahoe. Instead of a mile mark, posts would use international symbols to indicate access for fishing, picnicking, boating, hiking, etc.

KEY ISSUES

- Coordination among several agencies
- Signs should be placed outside of snow removal area

ADDITIONAL STUDIES

- Directional sign master plan (could be combined with interpretive master plan)

PARTNER AGENCIES

Caltrans, USFS, Tahoe City PUD, State Conservancies, North Lake Tahoe Resort Association, Squaw Valley PUD, Placer County, DFG, Town of Truckee

COST ESTIMATE

Total estimated cost: \$

RIVER ACCESS BROCHURE

A paper brochure should be developed and made available at recreation centers, hotels and inns, and local shops selling or renting recreation equipment. This brochure would provide information on where to access the river, activities along the river corridor, and interpretive information on natural resources, history, and river stewardship. Ongoing costs for printing the brochure could be paid for through discreet advertising on the brochure or by soliciting brochure sponsors. Complimentary information could also be provided on the Internet. This could be a site hosted by any of the most popular Tahoe vacation or recreation web sites (e.g., the North Lake Tahoe Resort Association); businesses could provide a link from their sites to the primary information site. Web sites are easily updated and although they need to be actively managed, there are no printing or environmental costs. The web site could also provide a virtual interpretive tour of the Truckee River, with a link at each of the raft company web sites, to provide greater visitor outreach and stewardship opportunities.

KEY ISSUES

- Ongoing seasonal printing costs
- Potential for increased litter along river

ADDITIONAL STUDIES

- Interpretive master plan (could be combined with directional/safety sign plan)

PARTNER AGENCIES

USFS, Tahoe City PUD, Placer County, North Lake Tahoe Resort Association, Squaw Valley PUD, Town of Truckee

COST ESTIMATE

Total estimated cost: \$

Truckee River Corridor Access Plan

RIVER CORRIDOR INTERPRETIVE TRAIL

There are several ways environmental stewardship could be enhanced in the upstream reach of the Truckee River where current recreation use is very heavy. River corridor users receive very little information on river etiquette, where and how to stop for picnics or water play along the river, the value and sensitivity of riparian habitat, or the history of the Truckee River.

Rafts rented from the various companies could be outfitted with a simple laminated self-guided brochure attached to the front or back of each raft on an adjustable lanyard for easy reading. A paper guide could be available at the parking area for private groups floating the river. Guides could be keyed to numbered posts along the river bank or anchored buoys/small floats placed seasonally.

To complement a river trail, wayside interpretive exhibits with similar biological, cultural, and stewardship information could be placed at key locations along the existing bicycle path. The river and land interpretive trails should be developed together to present a clear coordinated message and save overall research, design, and manufacturing costs.

Unfortunately, no educational outreach program is 100% effective; however, many visitors will scan information provided and share what they find interesting with their groups. Many river users will self-police, eventually promoting a stronger river stewardship ethic.

KEY ISSUES

- Potential increase in litter if paper guides are used
- Ongoing printing costs for paper guides

ADDITIONAL STUDIES

- Interpretive master plan for river corridor

PARTNER AGENCIES

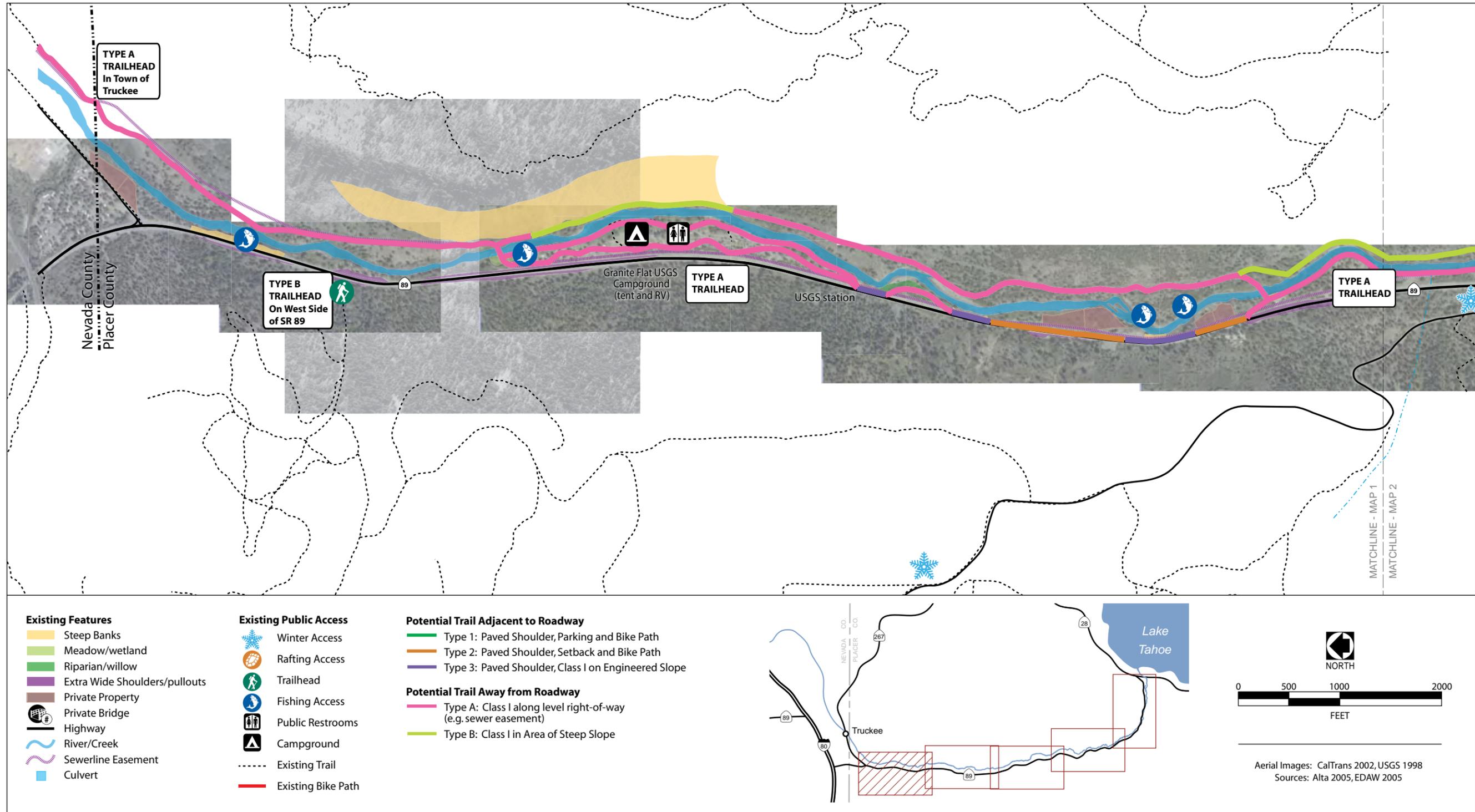
USFS, Tahoe City PUD, Placer County, State Conservancies

COST ESTIMATE

Total estimated cost: \$ to \$\$ (depending on media used for interpretation and number of exhibits)

Truckee River Corridor Access Plan

EXHIBIT 4-20 Access Project Location Map I, Reach I



Truckee River Corridor Access Plan

EXHIBIT 4-21 Access Project Location Map 2, Reach 1

