

5.1.1 Bicycle Detection at Signalized Intersections

Discussion

Traffic Operations Policy Directive 09-06, issued August 27, 2009 by Caltrans modified MUTCD 4D.105 (CA) to require bicyclists to be detected at all traffic-actuated signals on public and private roads and driveways. If more than 50 percent of the limit line detectors need to be replaced at a signalized intersection, then the entire intersection should be upgraded so that every line has a limit line detection zone. Bicycle detection must be confirmed when a new detection system has been installed or when the detection system has been modified. TRPA recommends bicycle detection at all traffic actuated signals in the Tahoe portion of Nevada roadways as well.

The California Policy Directive does not state which type of bicycle detection technology should be used. Two common types of detection are video and in pavement loop detectors.

Design Summary

Limit Lines

- The Reference Bicycle Rider must be detected with 95% accuracy within a 6 foot by 6 foot Limit Line Detection Zone

Loop Detection

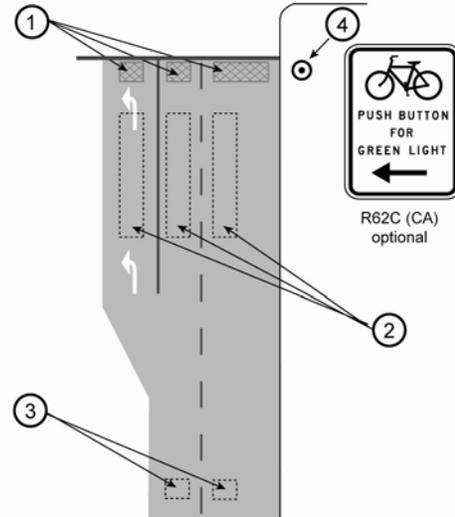
- In order to minimize delay to bicyclists, it is recommended to install one loop about 100 ft from the stop bar within the bike lane, with a second loop located at the stop bar.

Details of saw cuts and winding patterns for inductive detector loop types appear on Caltrans Standard Detail ES-5B.

NOTE: In California, CALTRANS "Type C" and "Type D" quadruple loop detectors have been proven to be the most effective at detecting bicycles at signalized intersections.

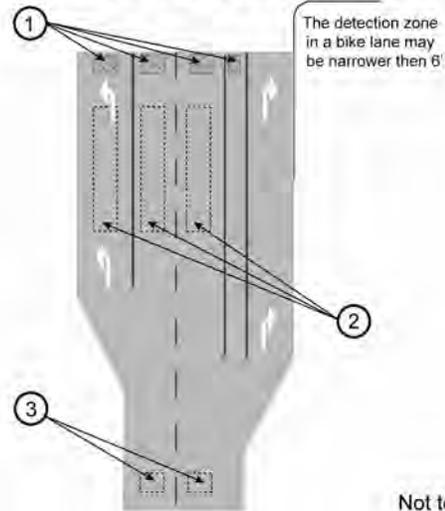
Recommended Design

A. Intersection with a wide right/through lane



1. Typical technology-neutral limit line detection locations. See Section 4D.105(CA).
2. Typical presence detection locations. See Section 4D.103(CA).
3. Typical advance detection locations.
4. A bicyclist pushbutton may be used to activate a traffic signal to supplement the required limit line detection. A pushbutton should be located so it is convenient to use by bicyclists. See Section 9B.1 for bicycle regulatory signs.

B. Intersection with a Bike Lane and right-turn lane



Not to Scale

Source: Traffic Operations Policy Directive 09-06

Video Detection – Designs not available

Design Example	Guidance		
 <p data-bbox="181 646 756 709">Type "C" loop detector in use in California (Pavement stencil shown does not meet CAMUTCD)</p>	<ul data-bbox="834 281 1468 499" style="list-style-type: none"> • MUTCD • Caltrans Highway Design Manual (Chapter 1000) • Caltrans Standard Plans (1999) ES-5B • CA MUTCD • AASHTO Guide for the Development of Bicycle Facilities • Caltrans Traffic Operation Policy Directive 09-06 <table border="1" data-bbox="808 512 1494 562"> <thead> <tr> <th data-bbox="808 512 1494 562">Cost</th> </tr> </thead> <tbody> <tr> <td data-bbox="808 562 1494 722"> <ul data-bbox="834 575 1321 604" style="list-style-type: none"> • Bicycle Loop Detector: \$1,000-\$2,500 each </td> </tr> </tbody> </table>	Cost	<ul data-bbox="834 575 1321 604" style="list-style-type: none"> • Bicycle Loop Detector: \$1,000-\$2,500 each
Cost			
<ul data-bbox="834 575 1321 604" style="list-style-type: none"> • Bicycle Loop Detector: \$1,000-\$2,500 each 			

5.1.2 Loop Detector Pavement Markings and Signage

Discussion

Bicycle Detector Pavement Markings guide bicyclists to position themselves at an intersection to trigger signal actuation. The CA MUTCD has a different recommended configuration for these pavement markings that the National MUTCD. Frequently these pavement markings are accompanied by signage that can provide additional guidance (see right).

Design Summary

Locate Bicycle Detector Pavement Marking over center of quadrupole loop detector if in bike lane, or where bicycle can be detected in a shared lane by loop detector or other detection technology.

Design Example



Guidance

- MUTCD
- Caltrans Highway Design Manual (Chapter 1000)
- Caltrans Standard Plans (1999) ES-5B
- CA MUTCD
- AASHTO Guide for the Development of Bicycle Facilities

Cost

- Bicycle Loop Detector, Install stencils: \$100per intersection leg

Recommended Design

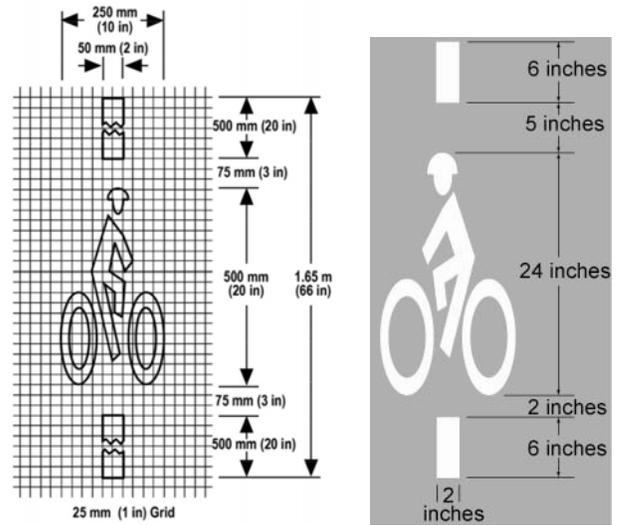


Figure 9C-7 - CAMUTCD

Figure 9C-7 National MUTCD



Accompanying Signage (R10-22)

5.1.3 Bicycle Push Buttons

Discussion

Bicycle push buttons can also provide signal actuation and timing adjustments for bicyclists. Push buttons are recommended for use with shared-use paths or other unique interactions with bicycle facilities.

Push buttons are generally unsuitable for conventional bike lane situations as the bicyclist would have to leave the roadway to activate the signal. An acceptable situation exists where a push button can be located closer to the bike lane if no vehicle right turn lane is present so that the bicyclist does not have to dismount to reach the signal.

Design Summary

- Bicycle push buttons may be used where a push button detector has been installed exclusively to activate a green phase for bicyclists.
- The R10-4, R10-24, R10-25, R10-26 and R62C signs should be installed near the edge of the sidewalk, in the vicinity of where bicyclists will be crossing the street.

Design Example



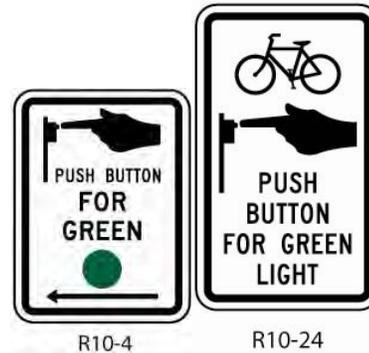
Guidance

- MUTCD
- Caltrans Highway Design Manual (Chapter 1000)
- CA MUTCD
- AASHTO Guide for the Development of Bicycle Facilities

Cost

- Push Button: \$600-\$1,390 each

Recommended Design



5.1.4 Bike Lane at Intersection with Right Turn Only Lane

Discussion	Recommended Design
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A bicyclist continuing straight through an intersection from the right of a right turn lane would be inconsistent with normal traffic behavior and would violate the expectations of right-turning motorists. Specific signage, pavement markings and striping are recommended to improve safety for bicyclists and motorists.

The appropriate treatment for right-turn only lanes is to place a bike lane pocket between the right-turn lane and the right-most through lane or, where right-of-way is insufficient, to drop the bike lane entirely approaching the right-turn lane. The design (right) illustrates a bike lane pocket, with signage indicating that motorists should yield to bicyclists through the merge area.

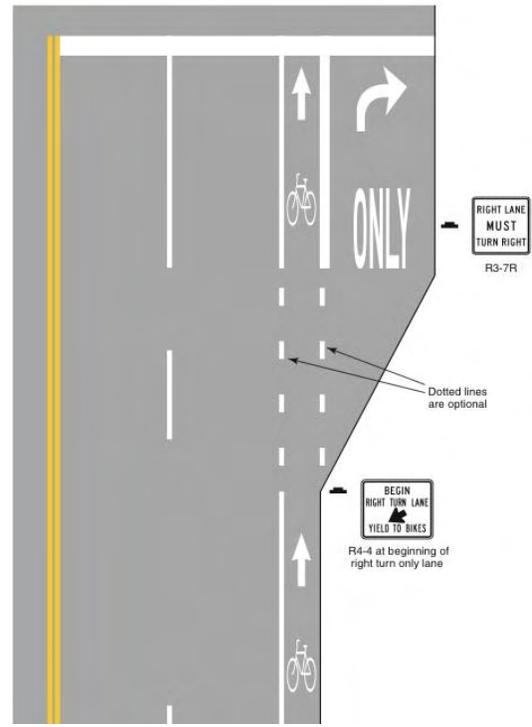
- Dropping the bike lane is not recommended, and should only be done when a bike lane pocket cannot be accommodated.
- Travel lane reductions may be required to achieve this design.

Some communities have experimented with colored bicycle lanes through the weaving zone. See Portland's Blue Bike Lanes:

<http://www.portlandonline.com/shared/cfm/image.cfm?id=58842>.

Where the right turn only lane is separated with a raised island, the island should be designed to allow adequate width to stripe the bike lane up to the intersection.

Recommended Design



Bike Lane Next to a Right Turn Only Lane

Design Summary

Bike Lane Placement

A through bicycle lane shall not be positioned to the right of a right turn only lane.

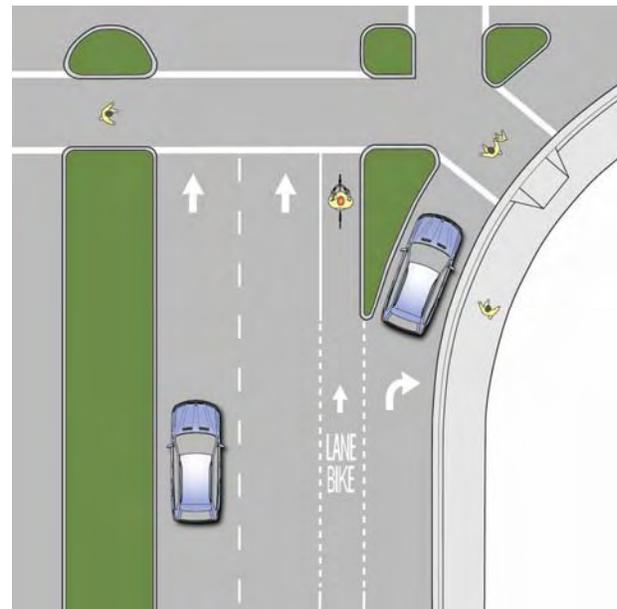
Bike Lane Width

Bike Lane through merge area should be 4 feet minimum in width (MUTCD); 5 feet is required in California.

Bike Lane Striping

When the right through lane is dropped to become a right turn only lane, the bicycle lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bicycle lane markings should resume to the left of the right turn only lane (MUTCD).

Where motorist right turns are permitted, the solid bike lane shall either be dropped entirely, or dashed beginning at a point between 100 and 200 feet in advance of the intersection.



Bike Lane Next to a Right Turn Only Lane Separated by a Raised Island

Design Summary (continued)	Design Example
Signage Refer to MUTCD and CA MUTCD.	
Guidance <ul style="list-style-type: none">• MUTCD• Caltrans Highway Design Manual (Chapter 1000)• CA MUTCD• AASHTO Guide for the Development of Bicycle Facilities	

CHAPTER 6 - Pedestrian Facility Design

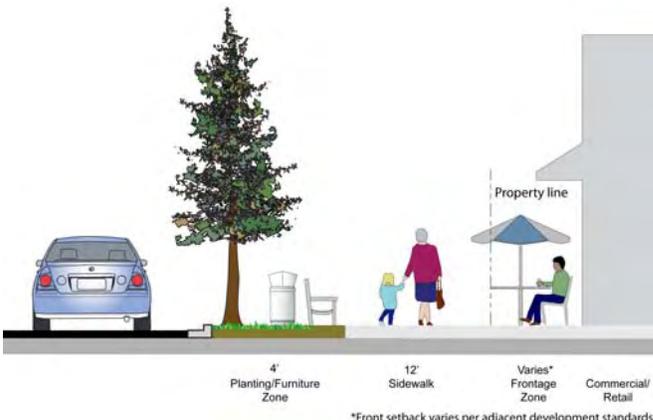
6.1 Sidewalk Widths	
Discussion	Recommended Design
<p>Medium to high-density pedestrian zones located in areas with commercial or retail activity provide excellent opportunities to develop an inviting pedestrian environment. The frontage zone in retail and commercial areas may include seating for cafés and restaurants or extensions of retail establishments. The furnishings zone may include seating, transit shelters, newspaper racks, water fountains, utility boxes, lampposts, street trees and other landscaping. The medium to high-density pedestrian zone should provide an interesting and inviting environment for walking and window shopping.</p>	 <p style="text-align: center;">6' min. Planter/Furniture Zone</p> <p style="text-align: center;">5' min. Sidewalk</p> <p style="text-align: center;">Property line</p> <p style="text-align: center;">Typical Sidewalk on Arterial/Major Collector</p>
Design Summary	
<p>In the Lake Tahoe Region, Community Plans or local jurisdictions provide design guidelines for sidewalk widths.</p> <p>Width Considerations</p> <p>The Institute of Transportation Engineers (ITE), in its 1998 recommended practice publication, "Design and Safety of Pedestrian Facilities," recommends planning sidewalks that are a minimum of 5 feet wide with a planting strip of 2 feet on local streets and in residential and commercial areas.</p> <p>The TRPA recommends all new development provide sidewalks that are at least five feet wide with planter strips that are at least six feet wide to accommodate snow storage with vertical curbs along arterials and major collectors.</p>	
Guidance	 <p style="text-align: center;">2' min. Planter/Furniture Zone</p> <p style="text-align: center;">15' min. Sidewalk</p> <p style="text-align: center;">Varies* Frontage Zone</p> <p style="text-align: center;">Commercial/Retail</p> <p style="text-align: center;">Property line</p> <p style="text-align: center;">Typical Commercial Area Sidewalk</p> <p style="text-align: center; font-size: small;">*Front setback varies per adjacent development standards</p>
<ul style="list-style-type: none"> Institute of Transportation Engineers (ITE) "Design and Safety of Pedestrian Facilities" AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, Section 3.2.3 	
Cost	
<ul style="list-style-type: none"> Sidewalk, concrete: \$3.50 - \$11.00 per square foot 	

6.2 Sidewalk Material	
Discussion	Recommended Design
<p>Sidewalks should be firm and stable, and resistant to slipping. Sidewalks are normally constructed out of Portland cement concrete. Although multi-use pathways may be constructed out of asphalt, asphalt is not suitable for sidewalk construction due to its shorter lifespan and higher maintenance costs.</p> <p>Asphalt and concrete are the most common surfaces for sidewalks; however, some sidewalks are designed using decorative materials, such as brick or cobblestone. Although these surfaces may improve the aesthetic quality of the sidewalk, they may also present challenges to people with mobility impairments. For example, tiles that are not spaced tightly together can create grooves that catch wheelchair casters. Concrete may not hold up as well under snowy conditions.</p> <p>Facilities should be designed so that they are easy to maintain. Of particular importance is including an area for snow storage adjacent to sidewalks, on-street facilities and pathways. Currently, Caltrans and NDOT use sidewalks and paths adjacent to roadways as temporary snow storage areas, resulting in degradation and limited access.</p>	 <p data-bbox="1036 982 1266 1012">Tahoe City Sidewalk</p>

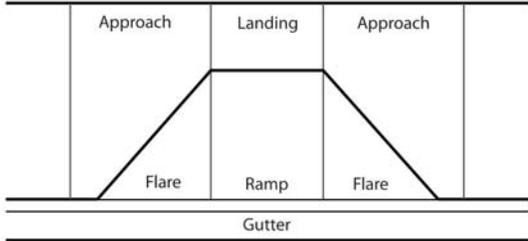
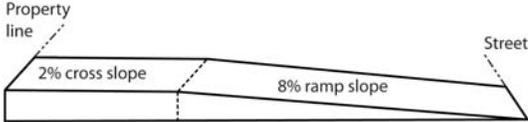
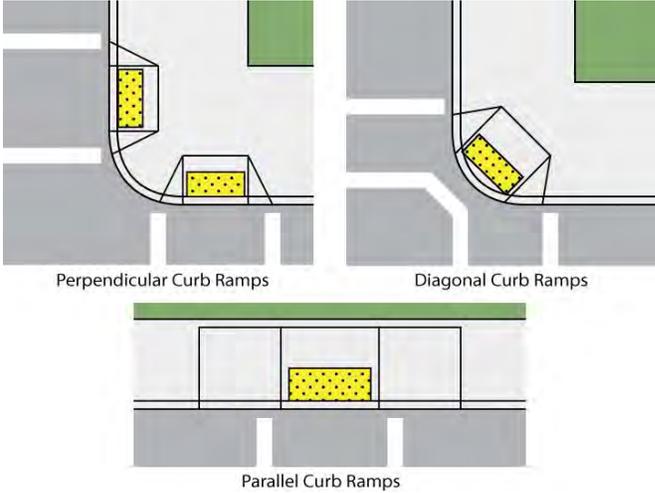
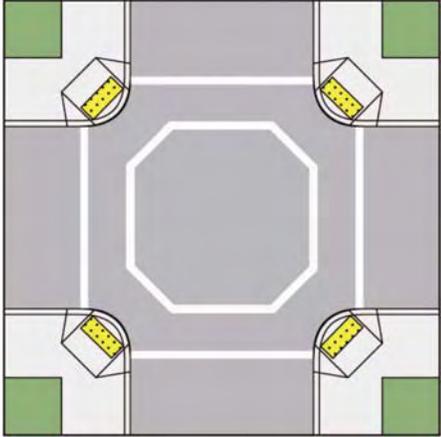
Design Summary	Design Example
<p>In the Lake Tahoe Region, some Community Plans or local jurisdictions provide design guidelines for sidewalk materials. For example, the City of South Lake Tahoe City-Wide Design Standards state that sidewalks shall be constructed of asphalt (or concrete subject to City approval). The El Dorado County Transit Authority states that sidewalks should be constructed of an impervious material, such as concrete and that surfaces should be non-slip, stable, firm, and well-drained. Other jurisdictions do not recommend or require a specific material type.</p> <p>Asphalt</p> <ul style="list-style-type: none"> • Maintenance life: 40 years plus (with no tree root damage) • Cost: \$2.89/sq ft • 20 Year Cost³ : \$1.44/sq ft <p>Concrete</p> <ul style="list-style-type: none"> • Maintenance life: 75 years plus (with no tree root damage) (not sure is this is the maintenance life is in areas with heavy snowfall) • Cost: \$3.37/sq ft • 20 Year Cost: \$0.90/sq ft 	 <p style="text-align: center;">Asphalt Surfacing (non local)</p>

Design Summary (continued)	Design Example (continued)
<p>Concrete Pavers</p> <ul style="list-style-type: none"> • Acceptable material for use where aesthetic treatment is desired. May be best suited for the Furnishings Zone as streetscape accent where pedestrian through travel is not expected. Not recommended for use on sidewalk through-zone. • Maintenance life: 20 years plus • Cost: \$5.77/sq ft • 20 Year Cost: \$5.77/sq ft 	 <p style="text-align: center;">Concrete Surfacing (non local)</p>
<p>Guidance</p> <ul style="list-style-type: none"> • AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, Section 3.2.10 	
<p>Cost</p> <ul style="list-style-type: none"> • Asphalt: \$2.89/sq ft • Concrete: \$3.37/sq ft • Concrete pavers: \$5.77/sq ft 	

³ The 20-year cost normalizes the cost by the useful product life.

6.3 Furnishings	
Discussion	Recommended Design
<p>The furnishings zone is the area between the curb zone and the through passage zone, where pedestrians pass. The furnishings zone creates an important buffer between pedestrians and vehicle travel lanes by providing horizontal separation, and can also be used for snow storage in the winter time.</p>	 <p style="font-size: small; text-align: center;">*Front setback varies per adjacent development standards</p>
Design Summary	
<p>Width A minimum width of 24 inches (48 inches if planting trees) is recommended (FHWA). On sidewalks of ten feet or greater, the furnishings zone width should be a minimum of four feet. A wider zone should be provided in areas with large planters and/or seating areas. The TRPA recommends a minimum 6 foot wide landscaped buffer on arterials and major collectors.</p> <p>Transit Stop/Shelter Placement BlueGO and Tahoe Area Regional Transit (TART) on the North Shore both have guidelines for transit shelter design and placement, which can be obtained by contacting these agencies.</p> <p>Street Trees and Plantings Wherever the sidewalk is wide enough, the furnishings zone should include street trees. In order to maintain line of sight to stop signs or other traffic control devices at intersections, when planning for new trees, care should be taken not to plant street trees within 25 feet of corners of any intersection.</p> <p>Street Furniture and Amenities Street furniture should be placed in the furnishings zone to maintain through passage zones for pedestrians and to provide a buffer between the sidewalk and the street.</p>	<p>Design Example</p>
<p>Guidance</p> <ul style="list-style-type: none"> FHWA Designing Sidewalks and Trails for Access Part II of II: Best Practices Design Guide, Chapter 4 AASHTO, Guide for Planning, Design and Operation of Pedestrian Facilities, Section 3.2.5 ADAAG 10.2.1 El Dorado County Transit Authority Transit Design Manual 	

Design Summary (continued)	Cost
<p>Bicycle Parking See Section 9.</p>	<ul style="list-style-type: none"> Bus Shelter: \$5,340 - \$10,800 each Bus concrete pad: \$1,200 to \$6,940 each Trees: \$50 - \$880 each

6.4 Curb Ramps	
Discussion	Recommended Design
<p>Curb ramps are necessary for people who use wheelchairs to access sidewalks and crosswalks. ADA requires the installation of curb ramps in new sidewalks, as well as retrofitting existing sidewalks. Curb ramps may be placed at each end of the crosswalk (perpendicular curb ramps), or between crosswalks (diagonal curb ramps).</p>	 
Design Summary	
<p>Orientation and Alignment Perpendicular curb ramps should be used at large intersections. Curb ramps should be aligned with crosswalks, unless they are installed in a retrofitting effort and are located in an area with low vehicular traffic.</p> <p>Drainage Adequate drainage should be provided to prevent flooding of curb ramps.</p> <p>Detectable Warnings Detectable warnings, consisting of raised truncated domes that visually contrast with the surrounding materials, must be used to assist sight-impaired pedestrians in locating the curb ramp. Certain exemptions apply (see ADAAG Section 4.29 and the ADA Access Board Guidelines on Accessible Public Rights of Way).</p>	
Guidance	
<ul style="list-style-type: none"> • AASHTO Guide for Planning, Design and Operation of Pedestrian Facilities, Section 3.3.5 • AASHTO Guide for the Development of Bicycle Facilities • ADAAG, Section 4.7 Curb Ramps, and Section 4.29.2 	
Cost	
<ul style="list-style-type: none"> • Curb Ramps, Retrofit (diagonal, per corner): \$800 - \$5,340 each • Curb Ramps, Retrofit (perpendicular, per corner): \$5,340 - \$10,000 each 	 <p style="text-align: center;">Crosswalk Striping when using Diagonal Curb Ramps</p>

CHAPTER 7 - Pedestrian Intersection Design

Intersections designed for pedestrian activity are a critical element of the pedestrian network. Both California and Nevada law define “crosswalks” as the virtual extension of a sidewalk across an intersection. Crosswalks may be striped—a marked crosswalk—or they may be unstriped—an unmarked crosswalk. Pedestrians are legally allowed to cross at a crosswalk, whether it is unmarked or marked, as long as there are no signs prohibiting crossing.⁴

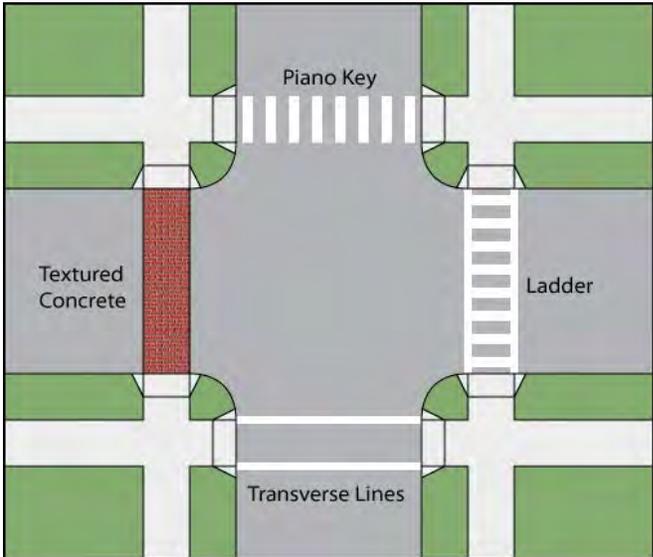
A well designed intersection with pedestrian elements can reduce potential conflicts between the many users of the intersection. There are several methods used to enhance pedestrian crossings. This chapter provides intersection design guidelines built upon TRPA existing practices, local and national best practices, and state and federal regulations. All designs should conform to the Manual on Uniform Traffic Control Devices (MUTCD) or the CA MUTCD, as appropriate.

Recommended pedestrian intersection designs outlined on the following pages include:

1. Crosswalk design
2. Crosswalk placement
3. Mid-block and uncontrolled crossings
4. Pedestrian Refuge Islands
5. Signage
6. Signalized pedestrian crossings

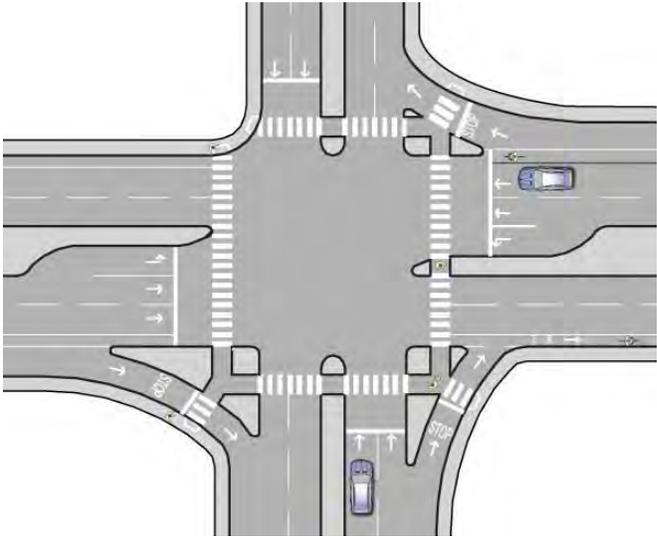
Beacons may also be appropriate for certain intersections or mid-block crossings (see **Section 3.2.4**).

⁴ See Nevada Revised Statute Section 484.043 and California Vehicle Code Division 1 Section 275.

7.1 Pedestrian Crosswalk Design	
Discussion	Recommended Design
<p>Crosswalks should be used:</p> <ul style="list-style-type: none"> • At signalized intersections, all crosswalks should be marked. • At unsignalized intersections, crosswalks should be marked when they <ul style="list-style-type: none"> ○ help orient pedestrians, or ○ help position pedestrians where they can best be seen by oncoming traffic. • At mid-block locations, crosswalks are marked where <ul style="list-style-type: none"> ○ there is a demand for crossing, and ○ there are no nearby marked crosswalks (See Section 7.3) <p>In certain circumstances, it may be desirable to prohibit pedestrian crossings across one or more legs of a signalized intersection. Prohibiting pedestrian crossings may be justifiable for safety if there are large volumes (typically multi-lane) of conflicting vehicle right or left turns. Such treatments should only be implemented if absolutely necessary, as pedestrian out-of-direction travel can be time consuming and perhaps discourage walking.</p> <p>See Section 7.2 for discussion on mid-block crosswalks.</p>	 <p style="text-align: center;">Crosswalk Types</p>
Design Summary	<p>Ladder or piano key crosswalk markings are recommended for most crosswalks in the Tahoe region, including school crossings, across arterial streets for pedestrian-only signals, at mid-block crosswalks, and where the crosswalk crosses a street not controlled by signals or stop signs.</p> <ul style="list-style-type: none"> • A piano key pavement marking consists of two foot wide bars spaced 2 ft apart. • A ladder pavement marking consists of two foot wide bars spaced 2 feet apart. • Transverse lines consist of one foot wide bars spaces not less than 6 ft apart.
Design Example	Guidance
	<ul style="list-style-type: none"> • MUTCD, Section 3B.18 • CA MUTCD • AASHTO Guide for the Development of Pedestrian Facilities (p. 80-83)
	Cost
	<ul style="list-style-type: none"> • Crosswalk, Thermoplastic: \$6 per sf • Crosswalk, Transverse: \$320-\$550 each • Crosswalk, Permeable Pavement (brick, includes demo of existing): \$14 per sf • Crosswalk, Scored Concrete (includes demolition of existing): \$9-\$14 each

7.2 Mid Block Crosswalks	
Discussion	Recommended Design
See Section 3.2.2 for discussion on mid-block crosswalks.	See Section 3.2.2 for recommendations.
Design Summary	
See Section 3.2.2 for additional information.	
Guidance	
<ul style="list-style-type: none"> • See Section 3.2.2. 	
Cost	
<ul style="list-style-type: none"> • Crosswalk⁵, Transverse (parallel) Lines: \$320 - \$550 each • Crosswalk, Thermoplastic: \$6 per square foot • Stop Limit Bars / Yield Teeth: \$210-\$530 each set 	

⁵ Crosswalk types are discussed in Section 7.1.

7.3 Pedestrian Refuge Islands	
<p>Discussion</p> <p>Pedestrian refuge islands reduce pedestrian exposure to motor vehicles, allow pedestrians to consider traffic coming from one direction at a time and provide a place for slower pedestrians to rest or wait. Pedestrian refuge islands can be installed at intersections or at mid block locations.</p>	<p>Recommended Design</p>
<p>Design Summary</p> <p>Pedestrian refuge islands should be considered at all crossings of multi-lane roadways. Depending on the signal timing, median islands should be considered when the crossing distance exceeds 60 feet, but can be used at intersections with shorter crossing distances where a need has been recognized.</p> <ul style="list-style-type: none"> • See the ADA Access Board Guidelines on Accessible Public Rights of Way for more information on median islands. 	 <p>The diagram illustrates a street intersection with a central pedestrian refuge island. The island has 'noses' (curved extensions) at the corners. Pedestrian crossings are shown with crosswalks and zebra stripes. A car is shown in the intersection. The text below the diagram states: The median "noses" shown are not required by MUTCD.</p>
<p>Design Example</p>	<p>Guidance</p>
 <p>Median "nose" (non-local)</p>	<ul style="list-style-type: none"> • ADA Access Board Draft Guidelines on Accessible Public Rights of Way • AASHTO Guide for the Development of Pedestrian Facilities (p. 75) • AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities (p.75) <p>Cost</p> <ul style="list-style-type: none"> • Median, Pedestrian Refuge Island: \$8,500-\$33,000 each

7.4 Guidelines for Signage	
Design Summary	Recommended Design
<p>The In-Street Pedestrian Crossing (R1-6) sign should be used to remind users of laws regarding the right of way at an unsignalized pedestrian crossing (CA and NV). These paddles are installed at the center stripe of the roadway on the leading edge of the crosswalk. Approaching motorists are warned to yield to crossing pedestrians.</p>	<div data-bbox="1079 401 1266 932" style="text-align: center;"> </div> <p data-bbox="1153 953 1209 978" style="text-align: center;">R1-6</p>
Design Example	
<div data-bbox="139 550 795 1039" style="text-align: center;"> </div> <ul data-bbox="152 1045 500 1075" style="list-style-type: none"> • Crosswalk paddle (non-local) 	

Guidance	Cost
<ul style="list-style-type: none"> • MUTCD, Chapters 2, 7 and 9 • CA MUTCD, Chapters 2, 7 and 9 • AASHTO Guide for the Development of Pedestrian Facilities (p. 110) 	<ul style="list-style-type: none"> • Signs, High-Visibility: \$430 each • Signs, In-Pavement Yield Paddles: \$220 each

CHAPTER 8 - Design of Interpretive and Wayfinding Signage

8.1 Interpretive Signage	
Discussion	Design Example
<p>Interpretive signs enhance the trail or bikeway experience by providing information about the history and culture of the area. Signs may discuss local ecology, people, environmental issues, and other educational information. Educational information may be placed at scenic view areas or in relation to specific elements being interpreted. They may take on many forms including textual messages, plaques, markers, panels, and demonstrations.</p>	
Design Summary	
<p>Because interpretive signs need to relate directly to the needs of a site, no specific guidelines have been established for their format. However, interpretive signs should be concise and should be an integral part of an overall area sign plan.</p>	
Cost	
<ul style="list-style-type: none"> • Signs, Path Wayfinding / Information: \$550 - \$2,000 each 	

8.2 Wayfinding Signage - General

Discussion

Wayfinding signage acts as a “map on the street” for cyclists, pedestrians, and path users. Signage and wayfinding is an important component for path users. Visitors who feel comfortable and empowered will keep coming back to an area, and an effective wayfinding system is key to creating that comfort level. Wayfinding also plays an important role in path use safety, connecting users with emergency services.

Wayfinding signs are typically placed at key locations leading to and along bicycle facilities, including where multiple routes intersect and at key bicyclist “decision points.” Wayfinding signs displaying destinations, distances and “riding time” can dispel common misperceptions about time and distance while increasing users’ comfort and accessibility to the priority street network. Wayfinding signs also visually cue motorists that they are driving along a bicycle route and should correspondingly use caution. Note that too many road signs tend to clutter the right-of-way, and it is recommended that these signs be posted at a level most visible to bicyclists and pedestrians, rather than per vehicle signage standards.

Design Summary

- If used, Bicycle Route Guide (D11-1) signs should be provided at decision points along designated bicycle routes, including signs to inform bicyclists of bicycle route direction changes. Bicycle Route Guide signs should be repeated at regular intervals so that bicyclists entering from side streets will have an opportunity to know that they are on a bicycle route.
 - Similar guide signing should be used for shared roadways with intermediate signs placed for bicyclist guidance.
 - Signage should be focused along major routes near key destinations.
 - Signage should be oriented toward both commuter and recreational cyclists.
- Destination signage should be easy to read. Signage should be installed on existing Bike Route or Bike Lane signs where possible to avoid sign clutter.

Recommended Design



D11-1 Sign



D1-1b (L)



D1-1b (R)



D1-1c



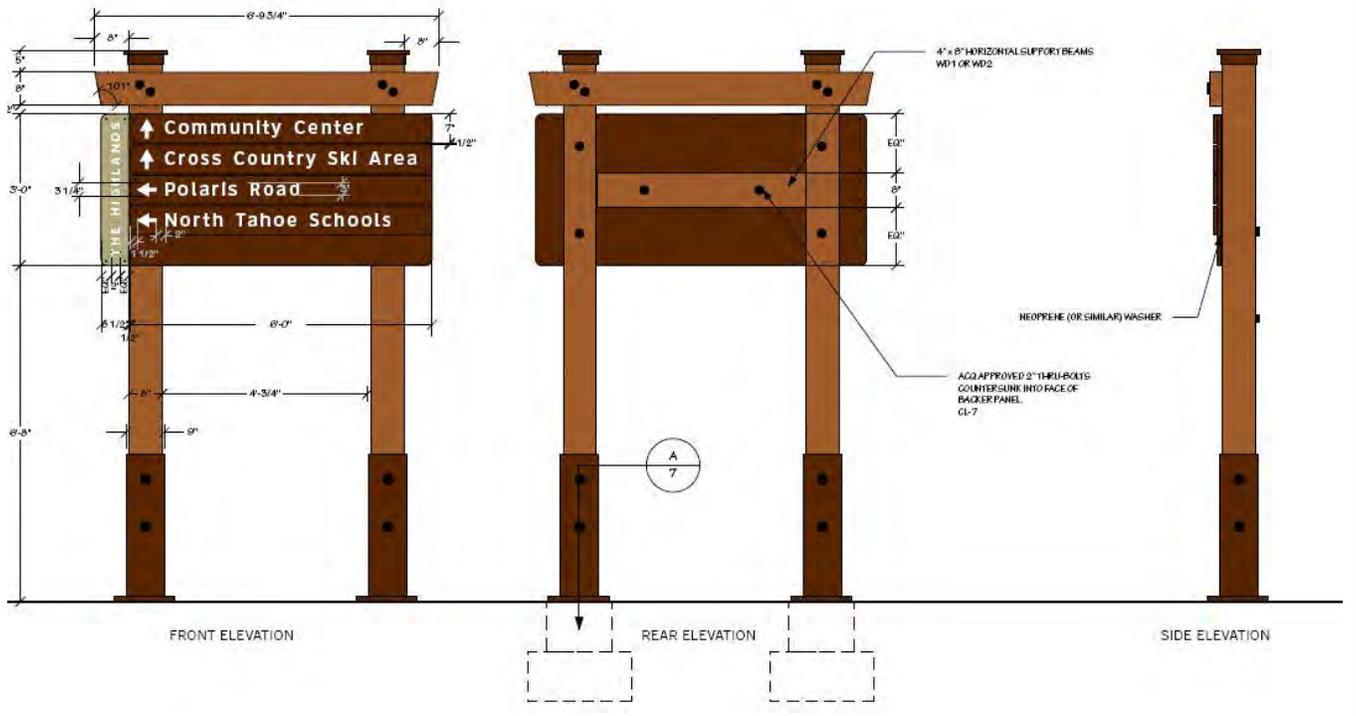
Design Example	Guidance
 <p data-bbox="264 980 675 1010">City of Berkeley, CA Wayfinding Sign</p>	<div data-bbox="824 235 1463 380"> <ul style="list-style-type: none"> • Caltrans Highway Design Manual (Chapter 1000) • MUTCD, Section 9B.20 • CA MUTCD • AASHTO Guide for the Development of Bicycle Facilities </div> <div data-bbox="824 520 1489 562"> <p>Cost</p> </div> <div data-bbox="824 575 1263 611"> <ul style="list-style-type: none"> • Sign, regulatory: \$150 - \$250 per sign </div>

8.3 Wayfinding Signage - Local Guidelines

Discussion	Design Example - South Shore
<p>Three documents guide wayfinding signage design in the Tahoe Area:</p> <ul style="list-style-type: none"> • North Lake Tahoe Pilot Program. • North Lake Tahoe Community Wayfinding Signage Standards. This document contains information about applying for permits for signs • Wayfinding in South Lake Tahoe Status Report #3 (August 2008). <p>The TCPUD is designing slightly different signs based on those approved by the NLTRA. Final sign design is not available at the time of this publication. The TCPUD signage shown below is in draft form and included here for reference.</p>	
<p>Design Summary</p>	<p>Wayfinding in South Lake Tahoe Test Sign</p>
<p>Signage shall conform to the National MUTCD when in Nevada and CA MUTCD in California.</p> <p>Mileage should be listed to the right side of each destination.</p>	
<p>Guidance</p>	
<ul style="list-style-type: none"> • North Lake Tahoe Pilot Program. • North Lake Tahoe Community Wayfinding Signage Standards. • Wayfinding in South Lake Tahoe Status Report #3 (August 2008). 	

Design Example - North Shore

North Lake Tahoe Pilot Program Signage Standards for Pedestrian Signs



CHAPTER 9 - Facilities Provided with New and Existing Development

This chapter provides design guidelines for facilities provided by new and existing development including bicycle parking, lockers, showers, and sidewalks. These facilities enhance the bicycle and pedestrian environment and are important aspects of a complete network.

End of trip bicycle facilities including bicycle parking, lockers and showers are a key element of a bicycle network. Every bicycle trip not only includes travel between destinations, it includes parking at the origin and destination. Shower and locker facilities at large commercial developments encourage bicycling by providing storage space for clothing and an opportunity to freshen up before work. Employees who exercise on their lunch break can also benefit from shower and locker facilities.

Sidewalk provision policies as a condition of development are also key to ensure a complete pedestrian network. Dedicated pedestrian facilities can make the Tahoe region's streets more vibrant and active and thereby encourage people to walk by providing an experience that is safe, comfortable and attractive.

Recommendations in this chapter are based on national best practices, Association of Bicycle and Pedestrian Professionals Draft Bike Parking Guide (2009), and TRPA policies.

9.1 Recommended Rates of Bicycle Parking

Design Summary

- All bicycle parking facilities should be dedicated for the exclusive use of bicycles.
- Short-term bicycle parking serves users who will park for less than two hours, typically for shopping and recreation. This type of parking should be convenient. Short-term parking is typically provided with bicycle racks (see table below).
- Long-term bicycle parking should serve users who park their bicycles for a period longer than two hours. This type of parking should provide a high level of security. Long-term parking is typically provided with bicycle lockers and bicycle cages (see table below).
- The rates below are minimums. Actual use of areas may indicate additional parking capacity is needed. Both short-term and long-term parking should be required.

Land Use or Location	Physical Location	Short-Term Bicycle Parking Capacity	Long-Term Bicycle Parking Capacity
Multi-Family Residential (with private garage for each unit)	Near building entrance with good visibility	0.05 spaces for each bedroom (2 spaces minimum for whole complex)	0
Multi-Family Residential (without private garage for each unit)	Near building entrance with good visibility	0.05 spaces for each bedroom (2 spaces minimum)	0.15 spaces for each bedroom (2 spaces minimum)
Park	Adjacent to restrooms, picnic areas, fields and other attractions	8 spaces	0
Schools	Near office entrance with good visibility	8 spaces	2 spaces per 2 classrooms
Public Facilities (city hall, libraries, community centers)	Near main entrance with good visibility	8 spaces	0
Commercial, retail and industrial developments over 10,000 gross square feet	Near main entrance with good visibility	8 spaces per 10,000 square feet	2 locker spaces per 10,000 square feet
Shopping Centers over 10,000 gross square feet	Near main entrance with good visibility	8 spaces per 10,000 square feet	2 locker spaces per 10,000 square feet
Commercial Districts	Near main entrance with good visibility	4 spaces every 200 feet	0
Transit Stations	Near platform or security guard	8 spaces	2 locker spaces for every 30 parking spaces

Discussion

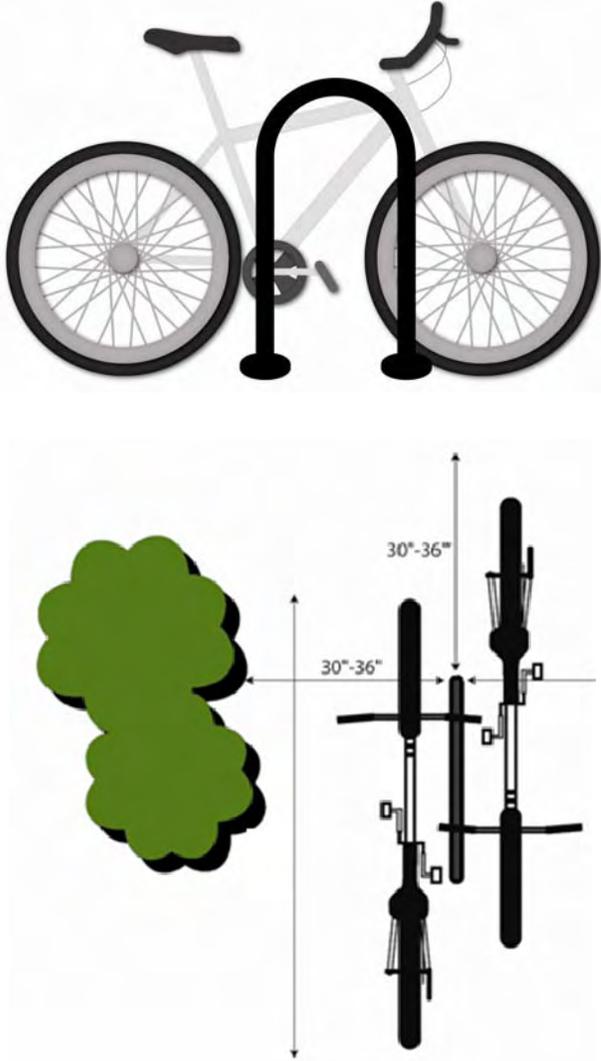
Recommended Design

Bicycle Parking Manufacturers:

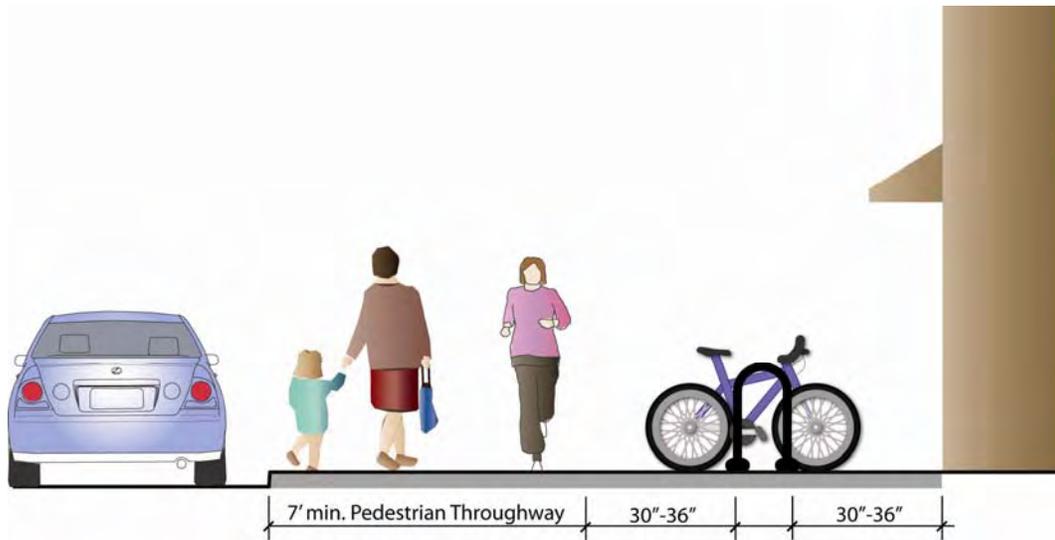
- Palmer: www.bikeparking.com
- Dero: www.dero.com
- Creative Pipe: www.creativepipe.com
- Cycle Safe: www.cyclesafe.com

See **Sections 9.2** and **9.3**.

Guidance	Design Example
<ul style="list-style-type: none"> • TRPA Driveway and Parking Standards (Code of Ordinances, Chapter 24) • TRPA Employer Based Trip Reduction Program (Code of Ordinances, Chapter 97) • Association of Bicycle and Pedestrian Professionals Draft Bicycle Parking Guidelines 	
<p>Cost</p> <ul style="list-style-type: none"> • Bicycle racks: \$150-\$200 each • Bicycle lockers: \$1,350-\$2,000 each 	

9.2 Bicycle Rack Design	
Design Summary	Recommended Design
<ul style="list-style-type: none"> • Bicycle racks should be a design that is intuitive and easy to use. • A standard inverted-U style rack is recommended for Lake Tahoe. • Bicycle racks should be securely anchored to a surface or structure. • The rack element (part of the rack that supports the bicycle) should keep the bicycle upright by supporting the frame in two places without the bicycle frame touching the rack. The rack should allow one or both wheels to be secured. • Avoid use of multiple-capacity “wave” style racks. Users commonly misunderstand how to correctly park at wave racks, placing their bikes parallel to the rack and limiting capacity to 1 or 2 bikes. • Position racks so there is enough room between parked bicycles. Racks should be situated on 36” minimum centers. • A five-foot aisle for bicycle maneuvering should be provided and maintained beside or between each row of bicycle racks. • Empty racks should not pose a tripping hazard for visually impaired pedestrians. Position racks out of the walkway’s clear zone. • For sidewalks with heavy pedestrian traffic, at least seven feet of unobstructed right-of-way is required. • Racks should be located close to a main building entrance, in a lighted, high-visibility area protected from the elements. 	<p style="text-align: center;">Inverted-U Bicycle Rack</p> 
Discussion	
<p>Bicycle Parking Manufactures:</p> <ul style="list-style-type: none"> • Palmer: www.bikeparking.com • Dero: www.dero.com • Creative Pipe: www.creativepipe.com • Cycle Safe: www.cyclesafe.com 	

Recommended Design (continued)



Design Example



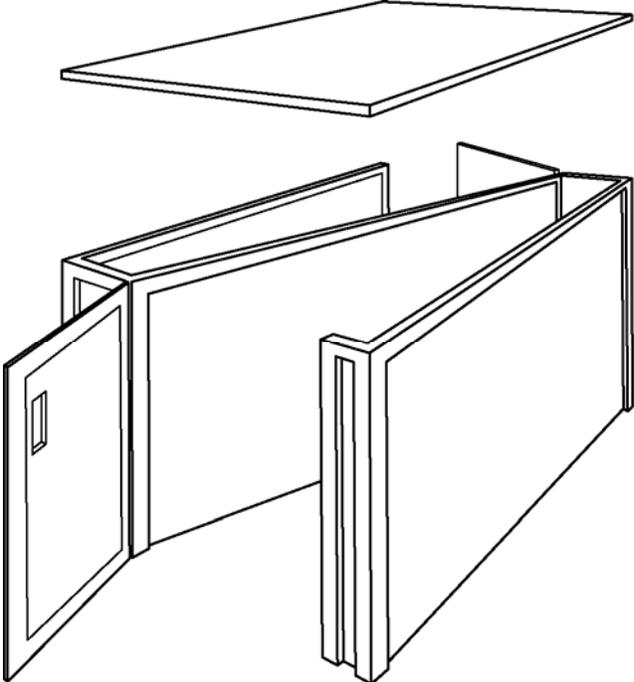
Short-term bicycle parking showing recommended clearances

Guidance

- Association of Bicycle and Pedestrian Professionals Draft Bicycle Parking Guidelines
- City of Oakland, CA Bicycle Parking Standards

Cost

- Bicycle racks: \$150-\$200 each

9.3 Bicycle Locker Design	
Design Summary	Recommended Design
<ul style="list-style-type: none"> Bicycle lockers should be a design that is intuitive and easy to use. Bicycle lockers should be securely anchored to a surface or structure. Bicycle lockers should be constructed to provide protection from theft, vandalism and weather. A five-foot aisle for bicycle maneuvering should be provided and maintained beside or between each row of bicycle lockers. Lockers should be located close to a main building entrance, in a lighted, high-visibility area protected from the elements. Long-term parking should always be protected from the weather. 	
Discussion	
<p>Bicycle Parking Manufacturers:</p> <ul style="list-style-type: none"> Palmer: www.bikeparking.com Dero: www.dero.com Creative Pipe: www.creativepipe.com Cycle Safe: www.cyclesafe.com 	
Design Example	
	
Guidance	
<ul style="list-style-type: none"> Association of Bicycle and Pedestrian Professionals Draft Bicycle Parking Guidelines City of Oakland, CA Bicycle Parking Standards 	
Cost	
<ul style="list-style-type: none"> Bicycle lockers: \$1,350-\$2,000 each 	

9.4 Showers and Lockers	
Design Summary	Design Example
<ul style="list-style-type: none"> Two shower facilities (one per gender) should be provided by employers of 100-200 persons. 20 lockers (10 per gender) should be provided by employers of 100-200 persons. Four shower facilities (two per gender) should be provided by employers of more than 200 persons. An additional four showers (two per gender) should be provided for every additional 500 employees over the initial 200 employees. 40 lockers (20 per gender) should be provided by employers of more than 200 persons. An additional 20 lockers (10 per gender) should be provided for every additional 500 employees over the initial 200 employees. 	
Discussion	
<p>Shower and locker facilities at large commercial developments encourage bicycling by providing storage space for clothing and an opportunity to freshen up before work. Employees who exercise on their lunch break can also benefit from shower and locker facilities.</p>	
Guidance	
<ul style="list-style-type: none"> Association of Bicycle and Pedestrian Professionals Draft Bicycle Parking Guidelines City of Oakland, CA Bicycle Parking Standards 	
Cost	
<ul style="list-style-type: none"> Costs vary. 	

CHAPTER 10 - Maintenance Standards

Like all roadways, bicycle and pedestrian facilities require regular maintenance. This includes sweeping, re-striping, maintaining a smooth roadway, ensuring that the gutter-to-pavement transition remains relatively flat, and installing bicycle-friendly drainage grates. Shared use paths also require regular plant trimming. The following recommendations are provided as a maintenance guideline for the Tahoe region to consider as it augments and enhances its maintenance capabilities.

10.1 Shared Use Path Maintenance Standards

Recommended Standards Summary

Maintenance Activity	Frequency
Surface gap repair	As needed (see additional guidance below)
Inspections	Monthly
Pavement sweeping/blowing	As needed, weekly in Fall
Snow removal	As needed, or as feasible
Pavement markings replacement	1 - 3 years
Signage replacement	1 - 3 years
Shoulder plant trimming (weeds, trees, brambles)	Twice a year; middle of growing season and early Fall
Tree and shrub plantings, trimming	1 - 3 years
Major damage response (washouts, fallen trees, flooding)	As soon as possible

SURFACE GAP REPAIR

Path Surface

- The surface of the pedestrian access route shall be firm, stable and slip resistant (Draft Guidelines for Public Rights of Way, Section R301.5).

Vertical Changes in Level

- Changes in level up to ¼ inch may be vertical and without edge treatment. Changes in level between ¼ inch and ½ inch shall be beveled with a slope no greater than 1:2. Changes in level greater than ½ inch shall be accomplished by means of a ramp that complies with ADAAG Section 4.7 or 4.8 (ADAAG Section 4.5.2).
- Surface discontinuities shall not exceed ½ inch maximum. Vertical discontinuities between ¼ inch and ½ inch maximum shall be beveled at 1:2 minimum. The bevel shall be applied across the entire level change (Draft Guidelines for Public Rights of Way, Section R301.5.2).

Gaps and Elongated Openings

- If gratings are located in walking surfaces, then they shall have spaces no greater than ½ inch wide in one direction. If gratings have elongated openings, then they shall be placed so that the long dimension is perpendicular to the dominant direction of travel (ADAAG Section 4.5.4).
- Walkway Joints and Gratings. Openings shall not permit passage of a sphere more than ½ inch in diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel (Draft Guidelines for Public Rights of Way, Section R301.7.1).

Discussion	Maintenance Challenges
<p>Basic Maintenance</p> <ul style="list-style-type: none"> • Path pavement should be repaired as need to avoid safety issues and to ensure ADA compliance. • Paths should be swept regularly. • Shoulder vegetation should be cleared and trimmed regularly. <p>Long-Term Maintenance</p> <ul style="list-style-type: none"> • Paths should be slurry sealed, at minimum, 10 years after construction. • Paths should receive an overlay, at minimum, 15 years after construction. <p>Agencies or districts with dedicated funding for maintenance generally provide more maintenance activities.</p>	<ul style="list-style-type: none"> • Most agencies pay for sidewalk and path maintenance out of their maintenance and operations budget. This funding is generally enough to provide seasonal maintenance, but is not enough to fund long-term preventative maintenance, such as overlays. • Grant funding is not generally available for maintenance activities. • Path use may not be high enough in winter to warrant clearing snow. • If snow is removed from paths, snow must be removed far enough back from the pavement so that it does not melt, refreeze and create black ice. Sand is not permitted on many paths because they are adjacent to the lake and sanding increases costs. • Small plows, which have been purchased by some Lake Tahoe agencies, are not strong enough to clear heavy snows or densely packed snows.
Guidance	Design Example
<ul style="list-style-type: none"> • ADAAG • Draft Guidelines for Public Rights of Way (2005) 	
Cost	
<ul style="list-style-type: none"> • \$1,000-14,000 per mile per year 	

10.2 On-Street Facility Maintenance Standards

Recommended Standards Summary

Maintenance Activity	Frequency
Inspections	Seasonal - at beginning and end of Summer
Pavement sweeping/blowing	As needed, weekly in Fall
Snow removal	As needed, or as feasible
Pavement sealing, potholes	5 - 15 years
Culvert and drainage grate inspection	Before Winter and after major storms
Pavement markings replacement (including crosswalks)	1 - 3 years
Signage replacement	1 - 3 years
Shoulder plant trimming (weeds, trees, brambles)	Twice a year; middle of growing season and early Fall
Tree and shrub plantings, trimming	1 - 3 years
Major damage response (washouts, fallen trees, flooding)	As soon as possible

NOTE: Caltrans recommends tolerance of surface discontinuities no more than ½ inch wide when parallel to the direction of travel on bike lanes (Class II) and bike routes (Class III).

Discussion

Basic Maintenance

Bicyclists often avoid shoulders and bike lanes filled with sanding materials, gravel, broken glass and other debris; they will ride in the roadway to avoid these hazards, causing conflicts with motorists. A regularly scheduled inspection and maintenance program helps ensure that roadway debris is regularly picked up or swept. Roadways should also be swept after automobile collisions.

Long-Term Maintenance

Roadway surface is a critical issue for bicyclists' quality. Bicycles are much more sensitive to subtle changes in roadway surface than are motor vehicles. Examine pavement quality and transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

Cost

- \$2,000 per mile per year



Street Sweeper

A

AASHTO

- A Policy on Geometric Designs of Highways, 4
- Guidelines for the Development of Bicycle Facilities, 4
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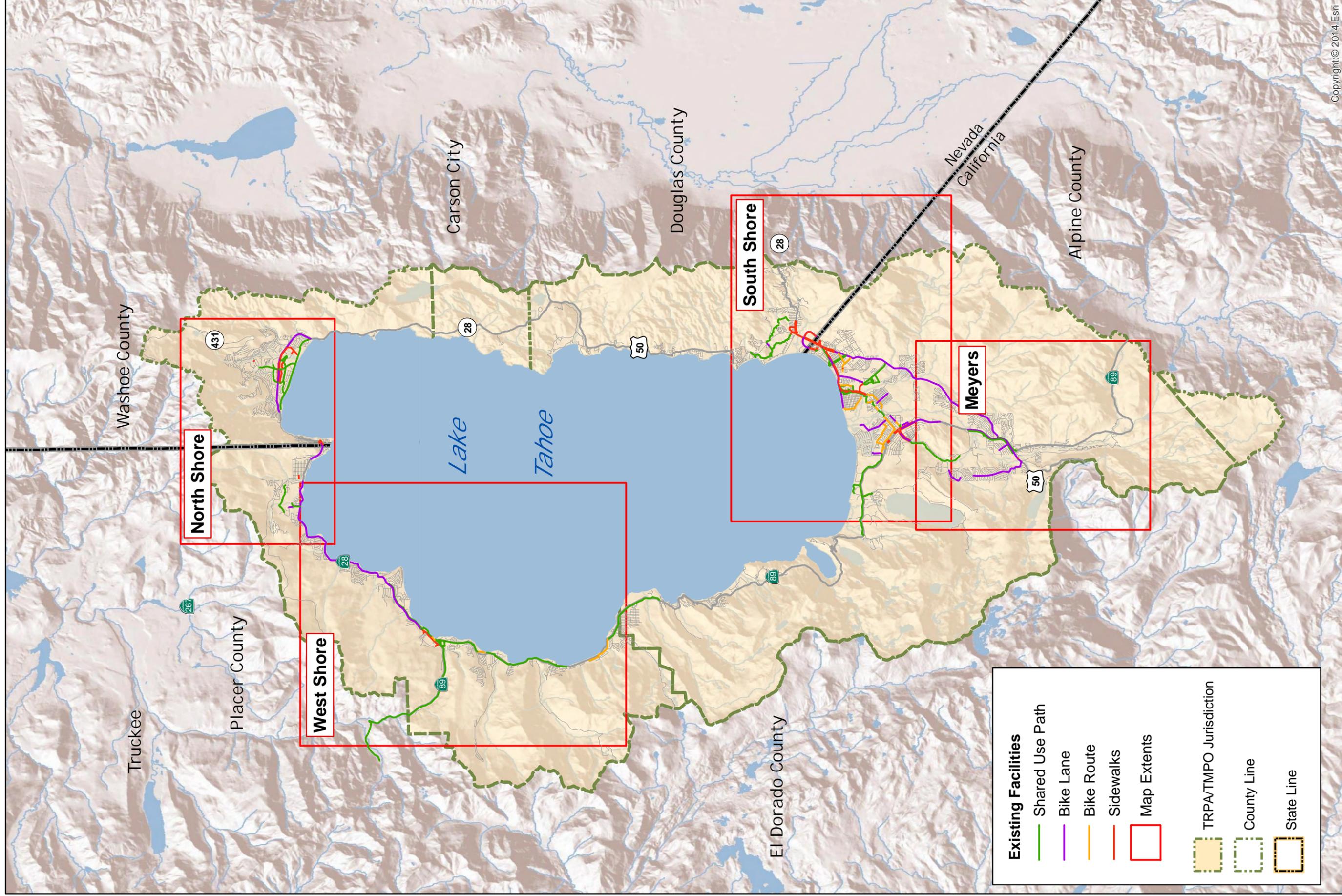
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APPENDIX B MAPS AND PROJECT LISTS

Technical Amendment– December 2014



TRPA Existing Bicycle and Pedestrian Network

Tahoe Regional Planning Agency
 TRPA Bicycle and Pedestrian Plan

Source: Data obtained from TRPA
 Date: 12/12/14 TTC Approved
 All Proposed facilities are conceptual only. For specific information, please contact implementing agency.



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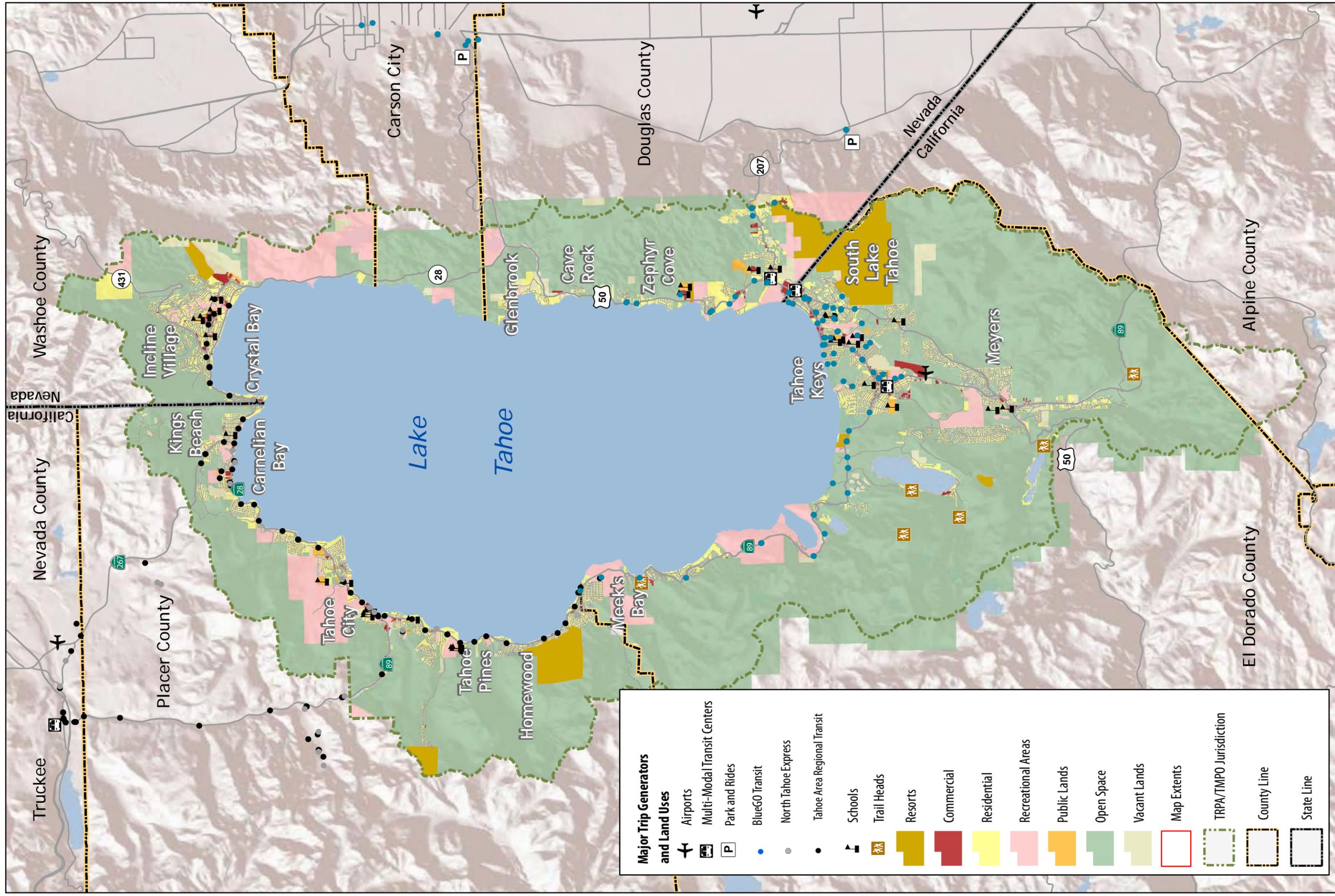


Figure 9: Major Trip Generators and Land Uses

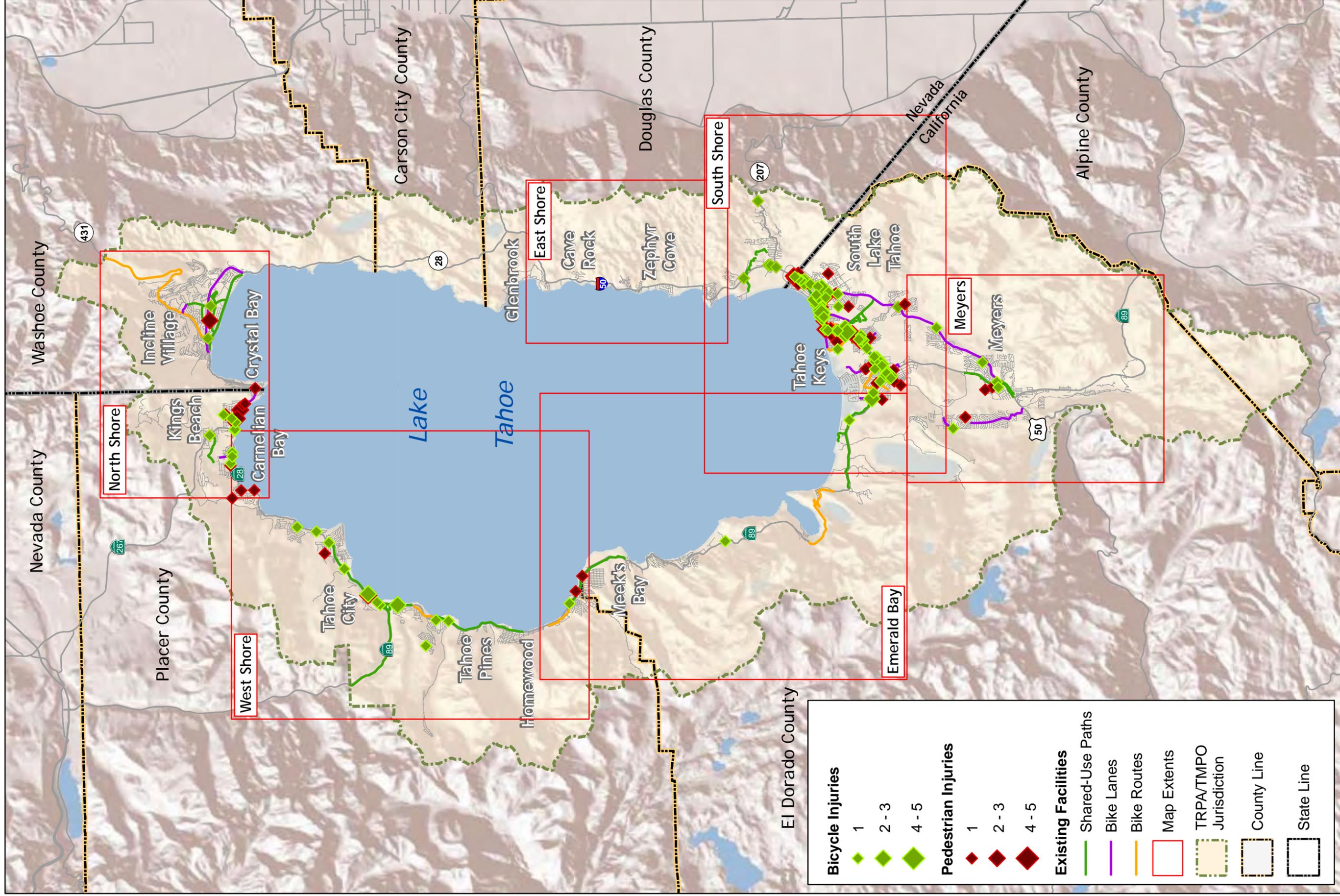


Figure 10: Bicycle and Pedestrian Collisions, 2004-2008

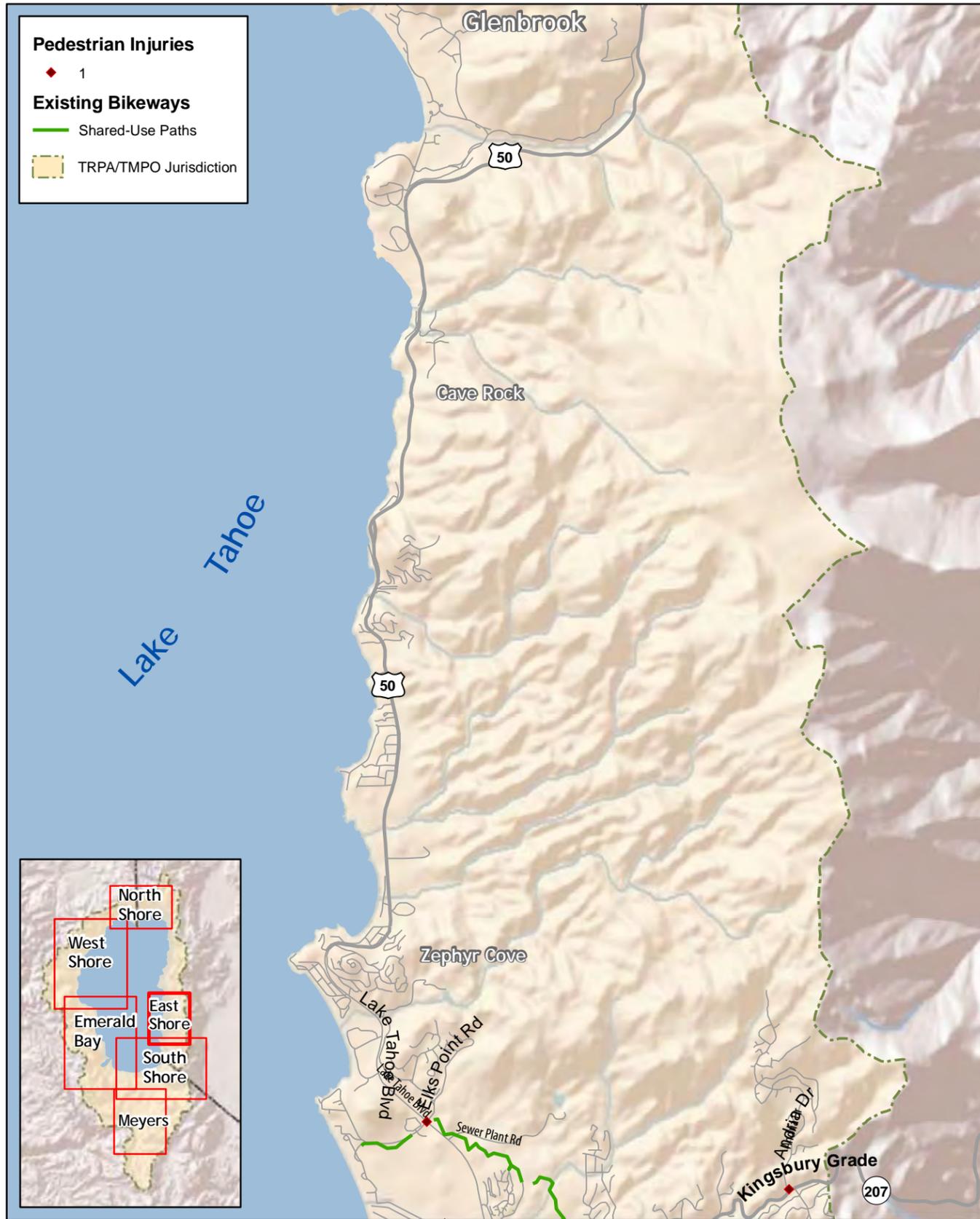


Figure 10: Bicycle and Pedestrian Collisions, 2004-2008, East Shore

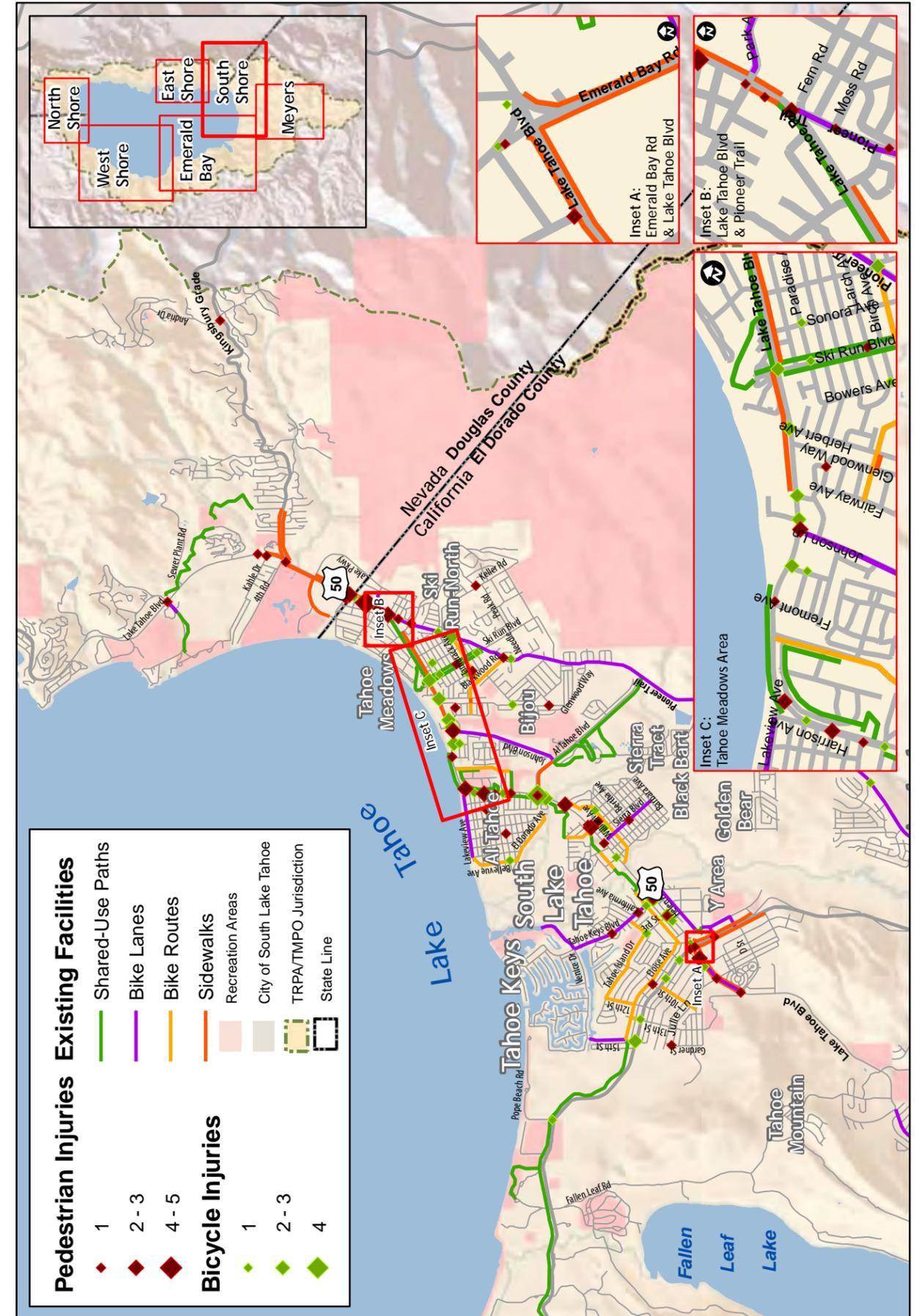


Figure 10: Bicycle and Pedestrian Collisions, 2004-2008, South Shore

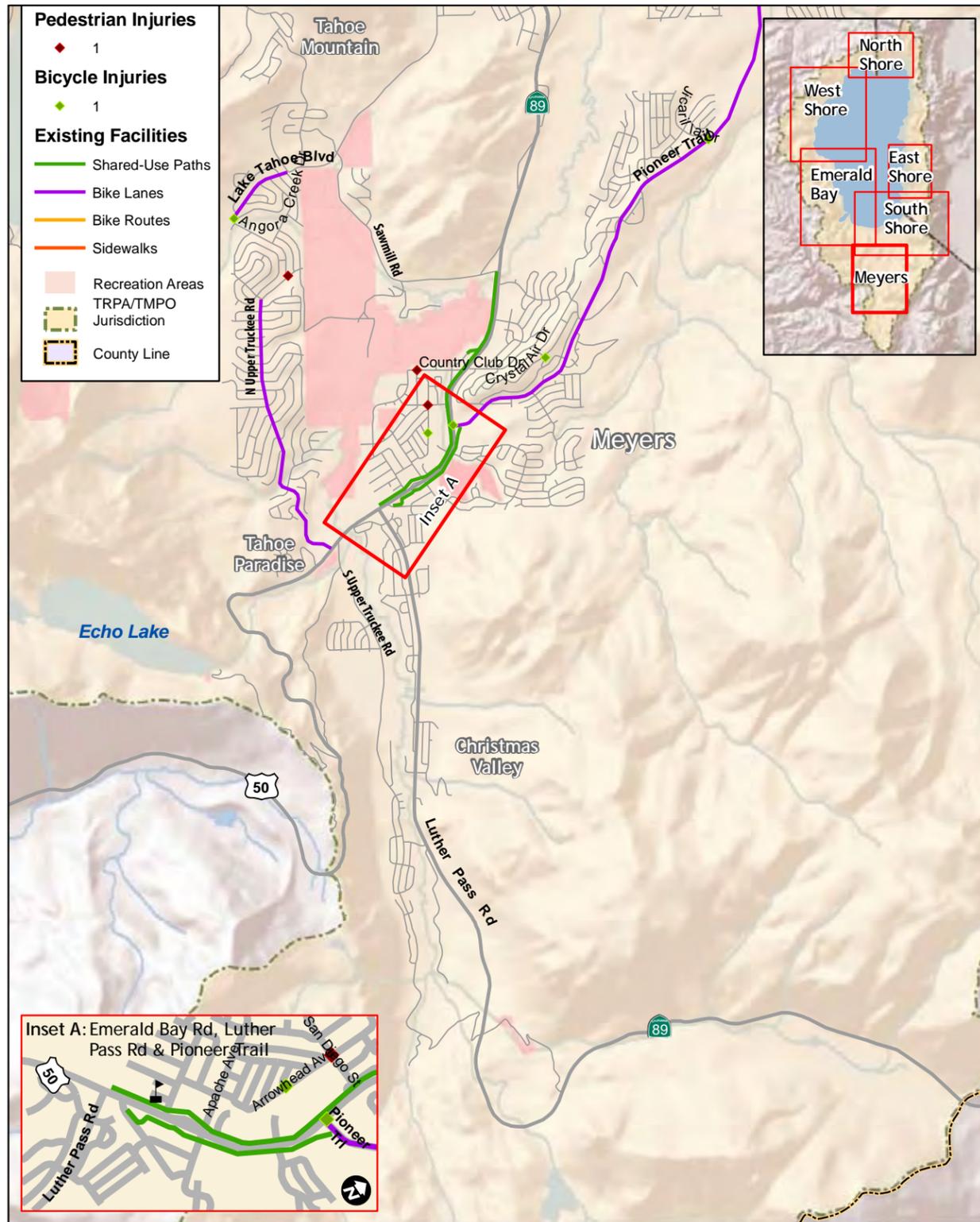


Figure 10: Bicycle and Pedestrian Collisions, 2004-2008, Meyers

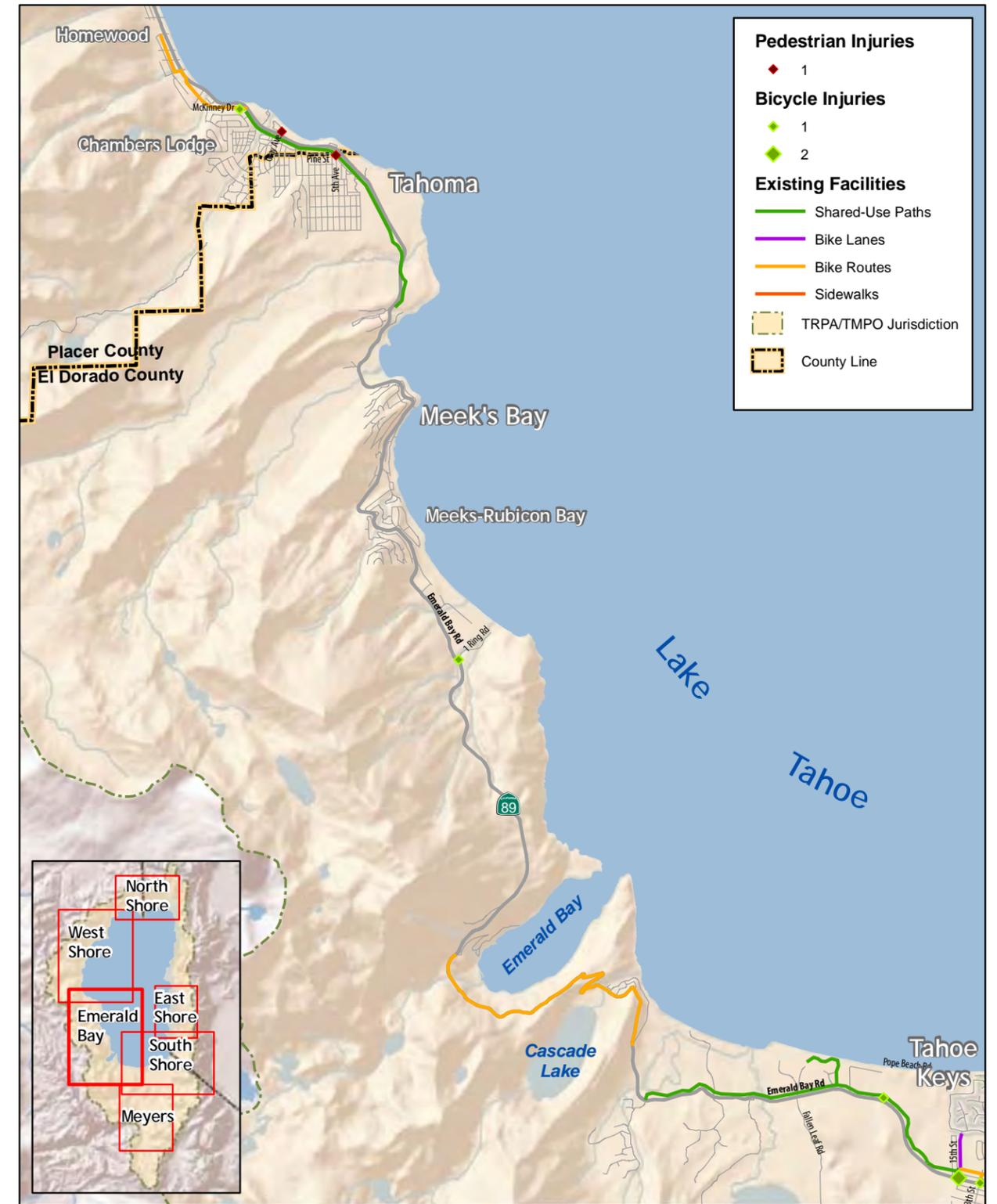
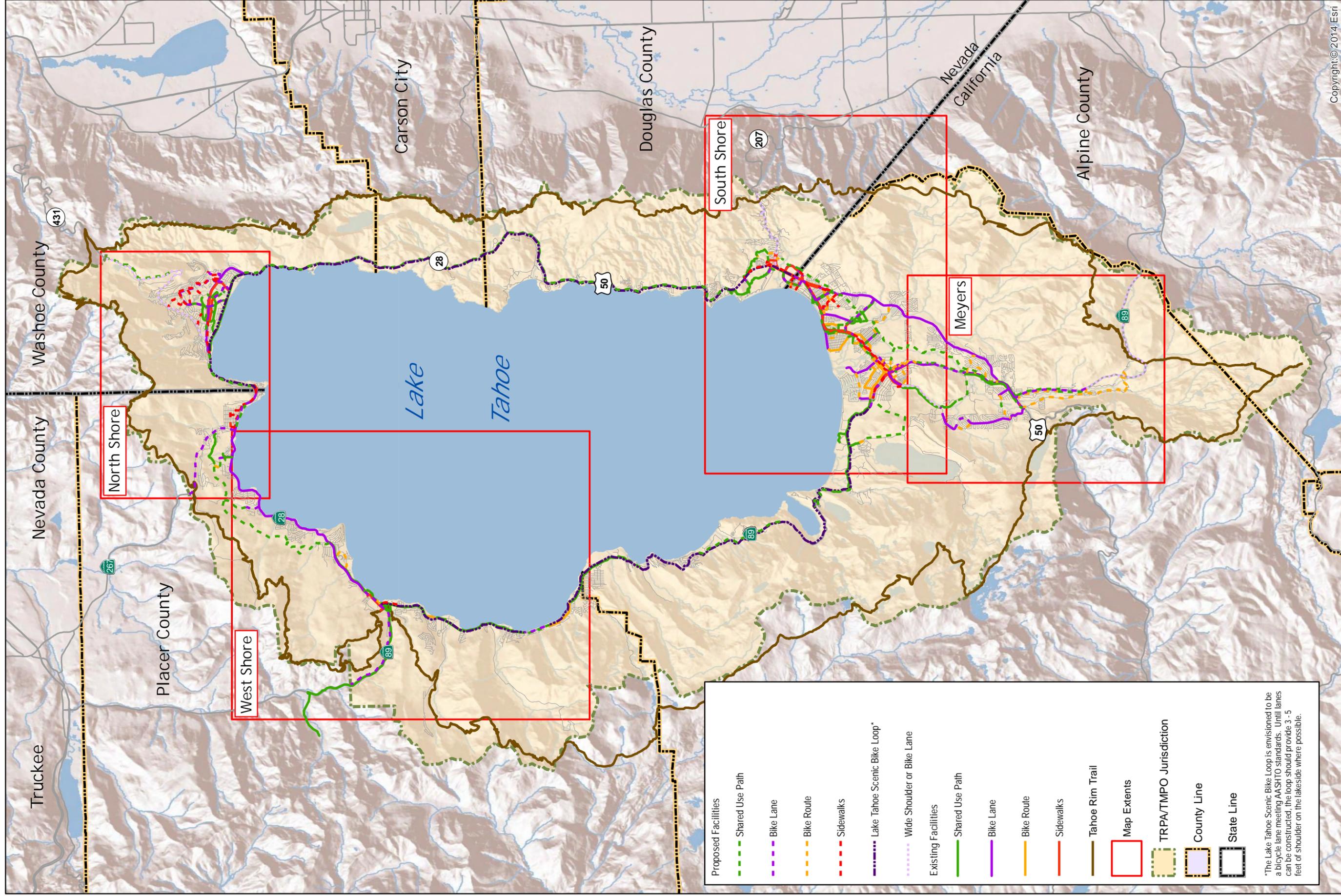


Figure 10: Bicycle and Pedestrian Collisions, 2004-2008, Emerald Bay



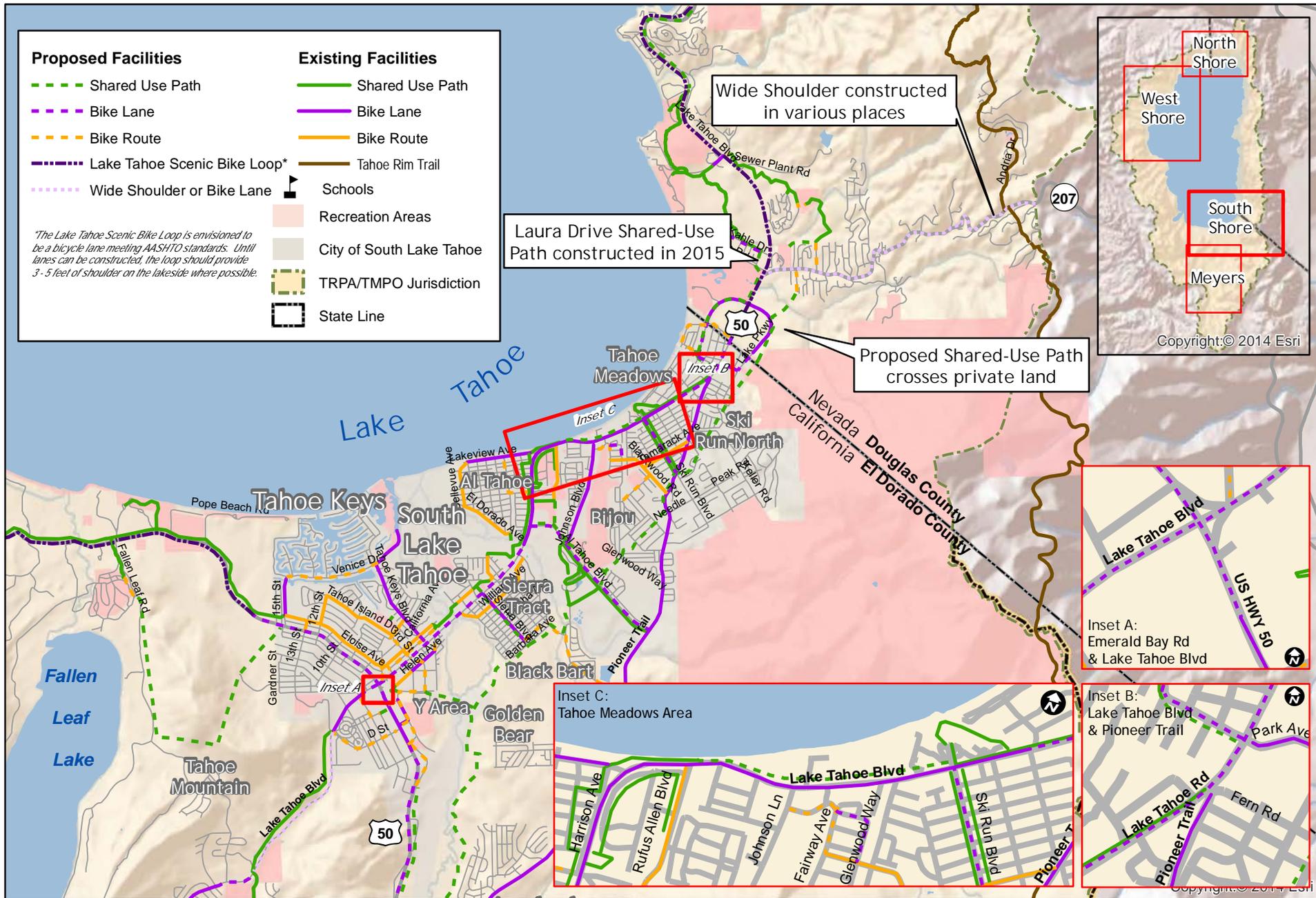
TRPA Existing and Proposed Bicycle and Pedestrian Network

Tahoe Regional Planning Agency
 TRPA Bicycle and Pedestrian Plan



Source: Data obtained from TRPA
 Date: 12/12/14 TTC Approved
 All Proposed facilities are conceptual only. For specific information, please contact implementing agency.

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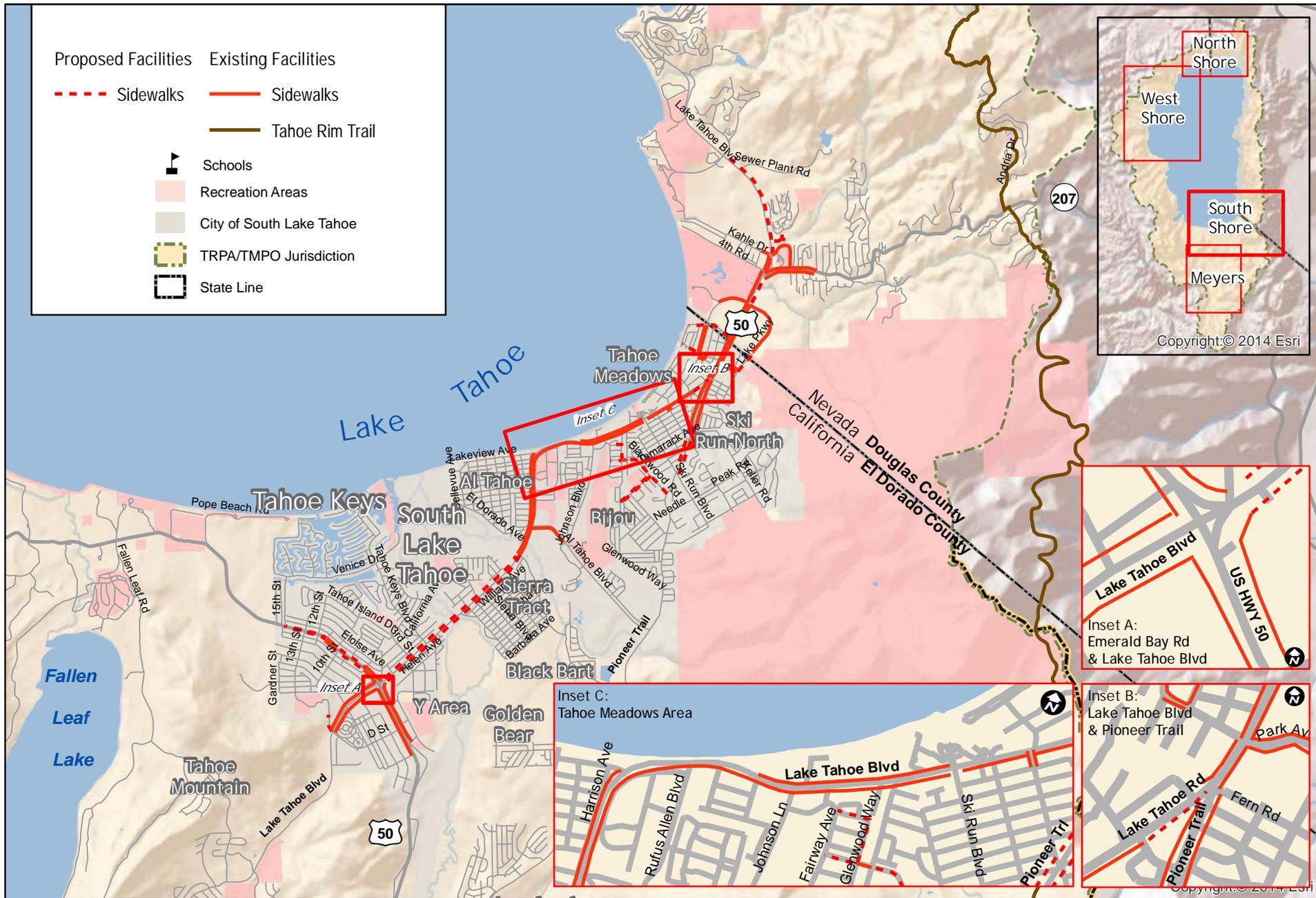


South Shore: Existing and Proposed Bikeways

Tahoe Regional Planning Agency
TRPA Bicycle and Pedestrian Plan

Source: Data obtained from TRPA
Date: 12/12/14 TTC Approved
All Proposed facilities are conceptual only. For specific information, please contact implementing agency.



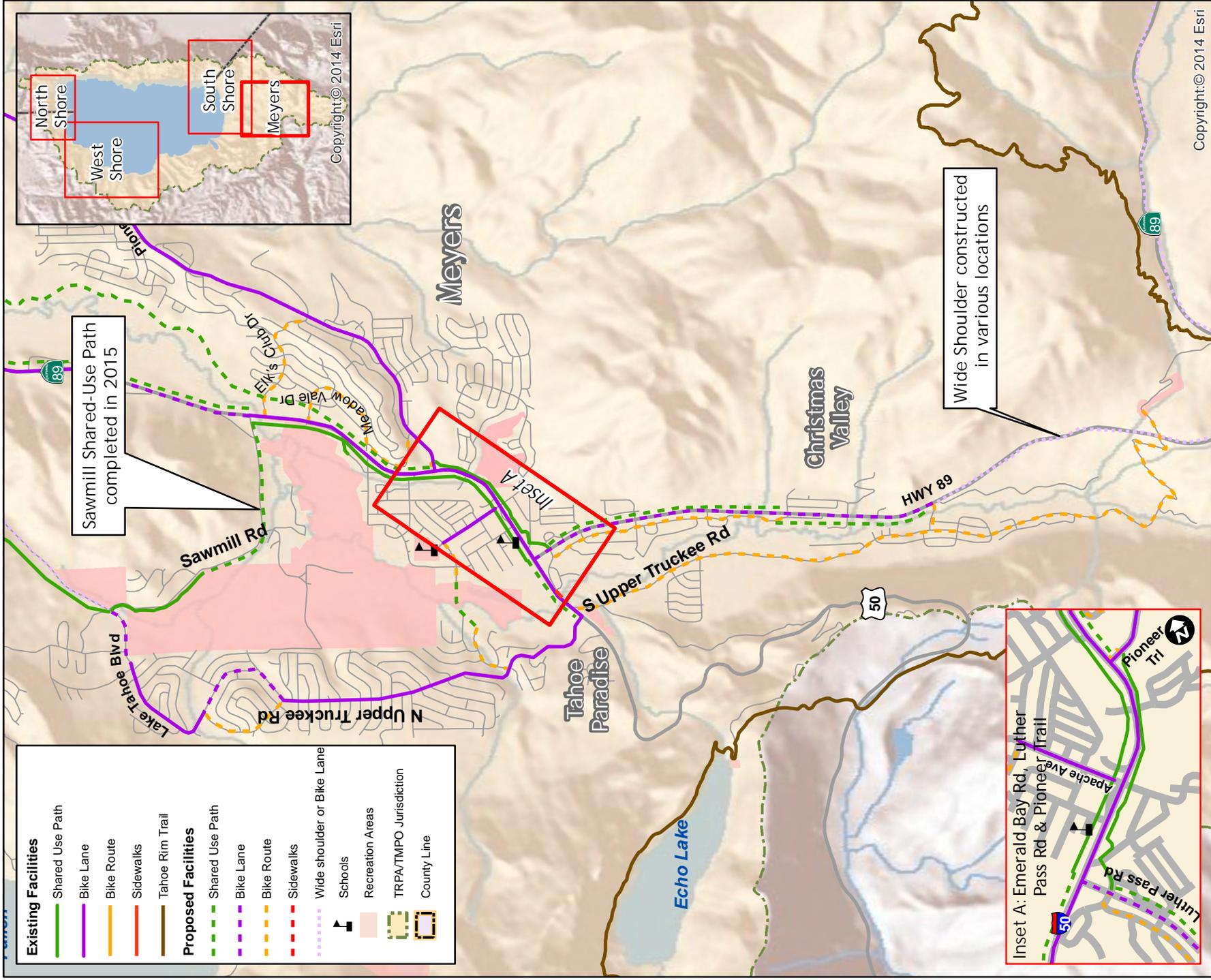


South Shore: Existing and Proposed Sidewalks

Tahoe Regional Planning Agency
TRPA Bicycle and Pedestrian Plan

Source: Data obtained from TRPA
Date: 12/12/14 TTC Approved
All Proposed facilities are conceptual only. For specific information, please contact implementing agency.



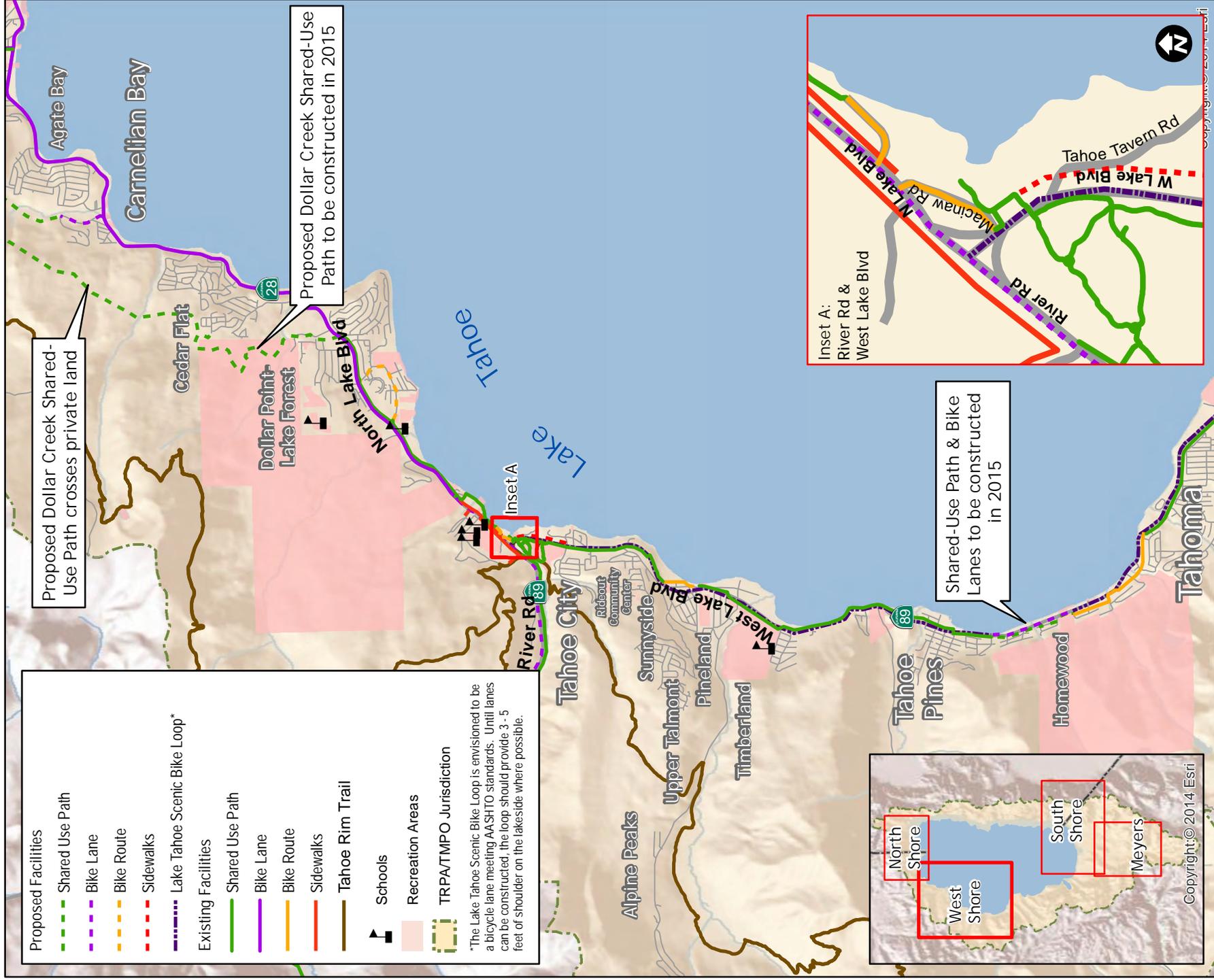


Meyers Area: Existing and Proposed Bicycle and Pedestrian Network

Tahoe Regional Planning Agency
TRPA Bicycle and Pedestrian Plan

Source: Data obtained from TRPA
Date: 12/12/14 TTC Approved
All Proposed facilities are conceptual only. For specific information, please contact implementing agency.





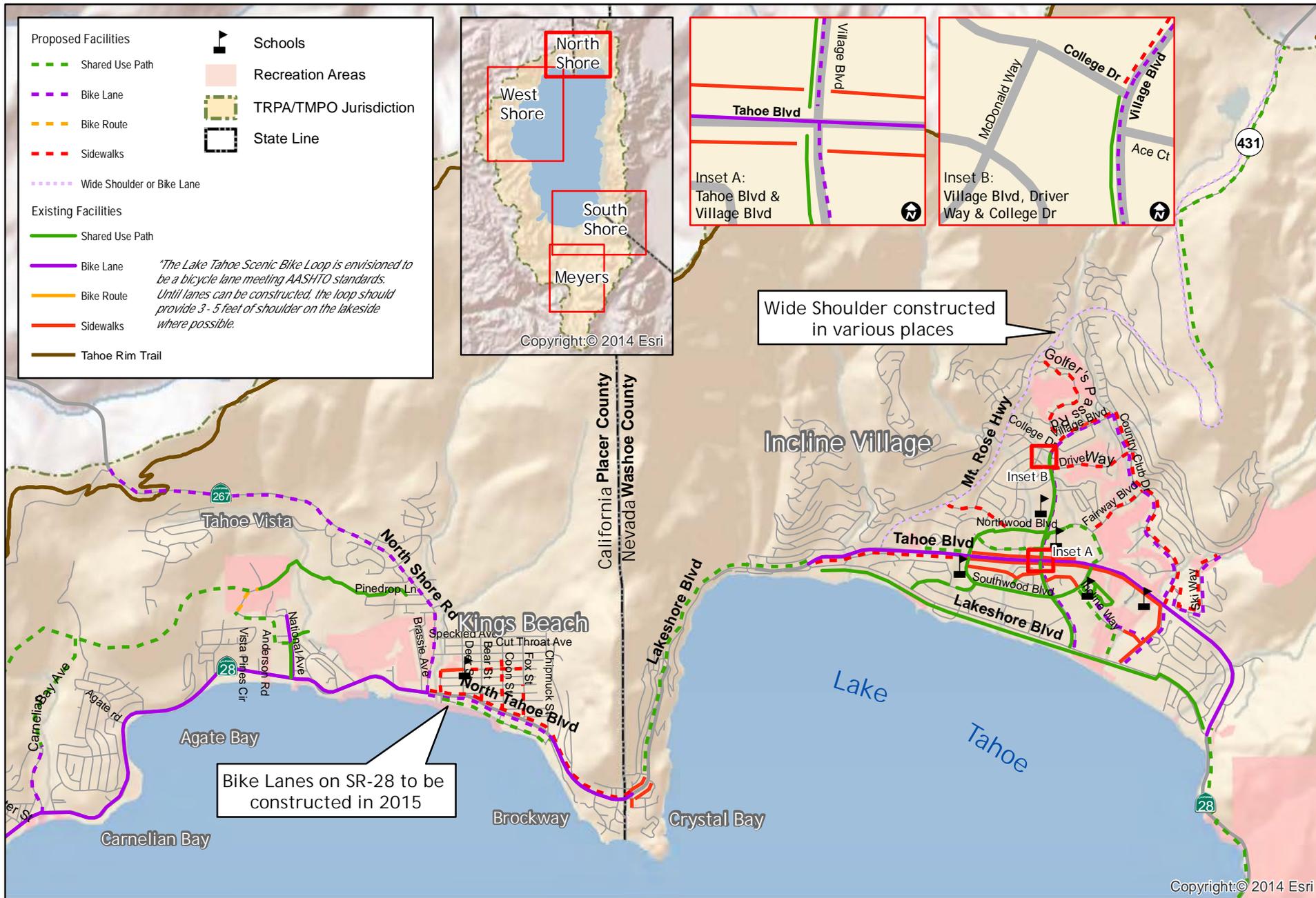
- Proposed Facilities**
- Shared Use Path
 - Bike Lane
 - Bike Route
 - Sidewalks
 - Lake Tahoe Scenic Bike Loop*
- Existing Facilities**
- Shared Use Path
 - Bike Lane
 - Bike Route
 - Sidewalks
 - Tahoe Rim Trail
- Schools**
- Recreation Areas**
- TRPA/TMPO Jurisdiction**
- *The Lake Tahoe Scenic Bike Loop is envisioned to be a bicycle lane meeting AASHTO standards. Until lanes can be constructed, the loop should provide 3 - 5 feet of shoulder on the lakeside where possible.

West Shore: Existing and Proposed Bicycle and Pedestrian Network

Tahoe Regional Planning Agency
 TRPA Bicycle and Pedestrian Plan

Source: Data obtained from TRPA
 Date: 12/12/14 TTC Approved
 All Proposed facilities are conceptual only. For specific information, please contact implementing agency.





North Shore: Existing and Proposed Bicycle and Pedestrian Network

Tahoe Regional Planning Agency
TRPA Bicycle and Pedestrian Plan

Source: Data obtained from TRPA
Date: 12/12/14 TTC Approved
All Proposed facilities are conceptual only. For specific information, please contact implementing agency.



0 0.375 0.75 Miles



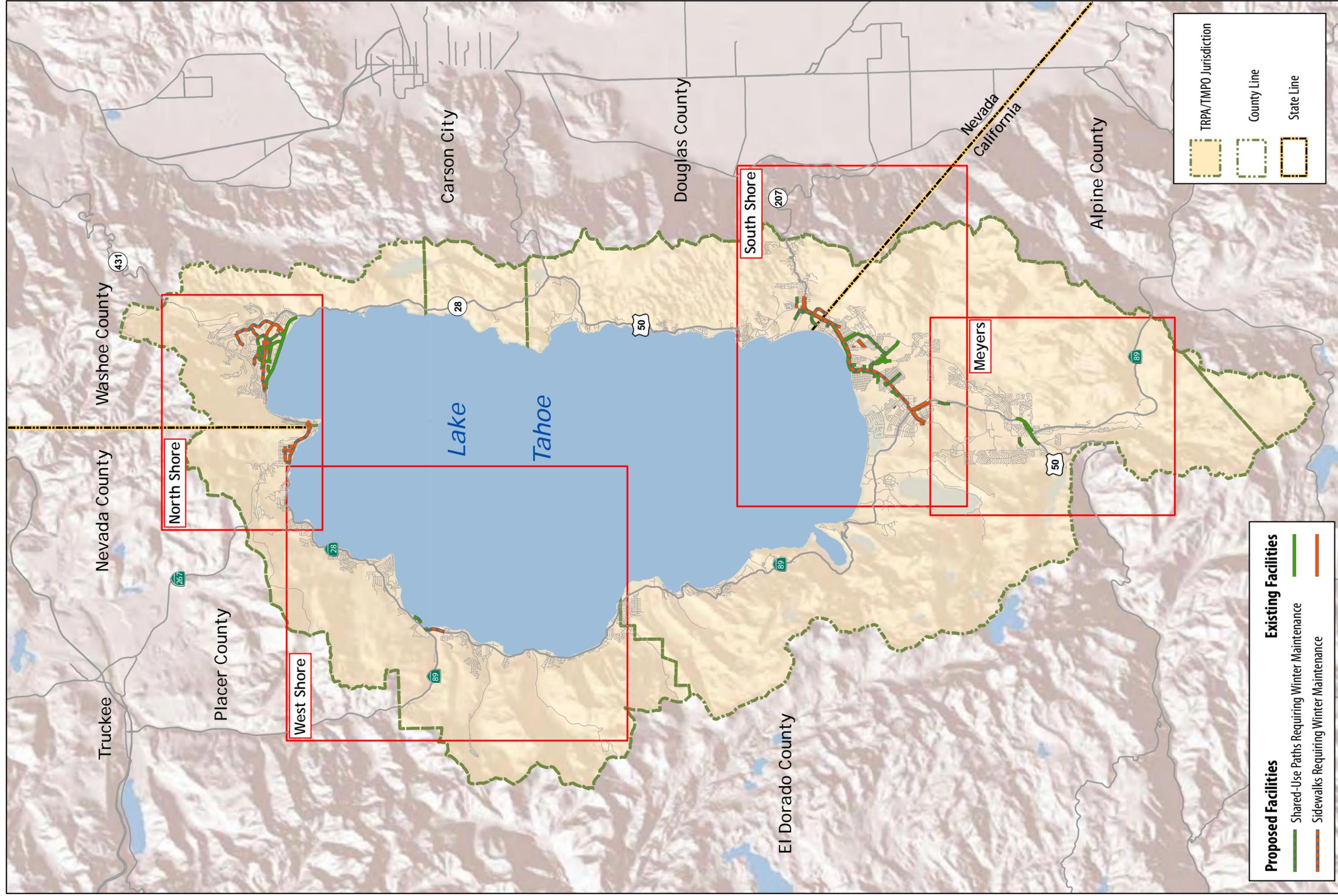


Figure 12: Shared-Use Path Sidewalk Maintenance

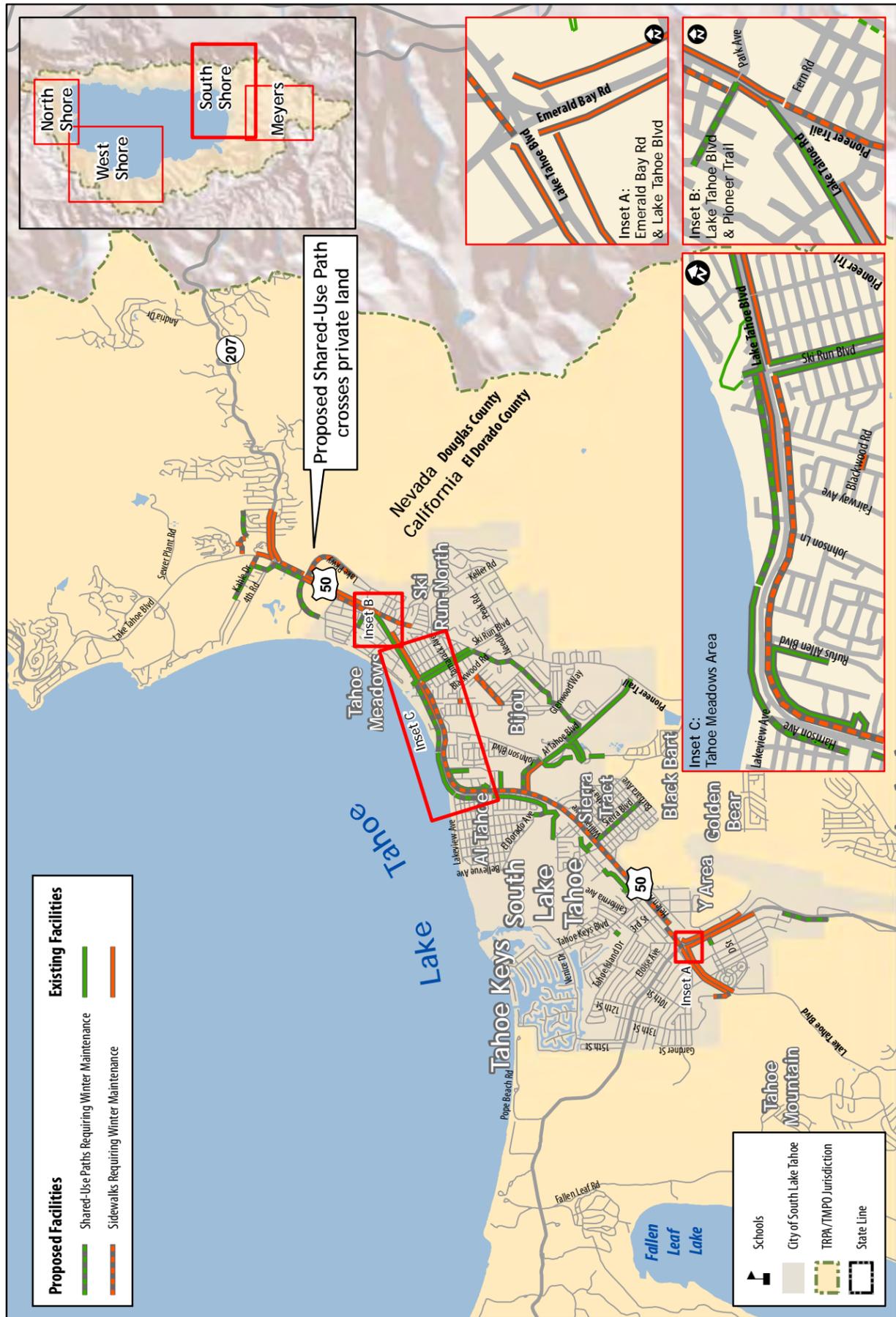


Figure 12: Shared-Use Path Sidewalk Maintenance, South Shore

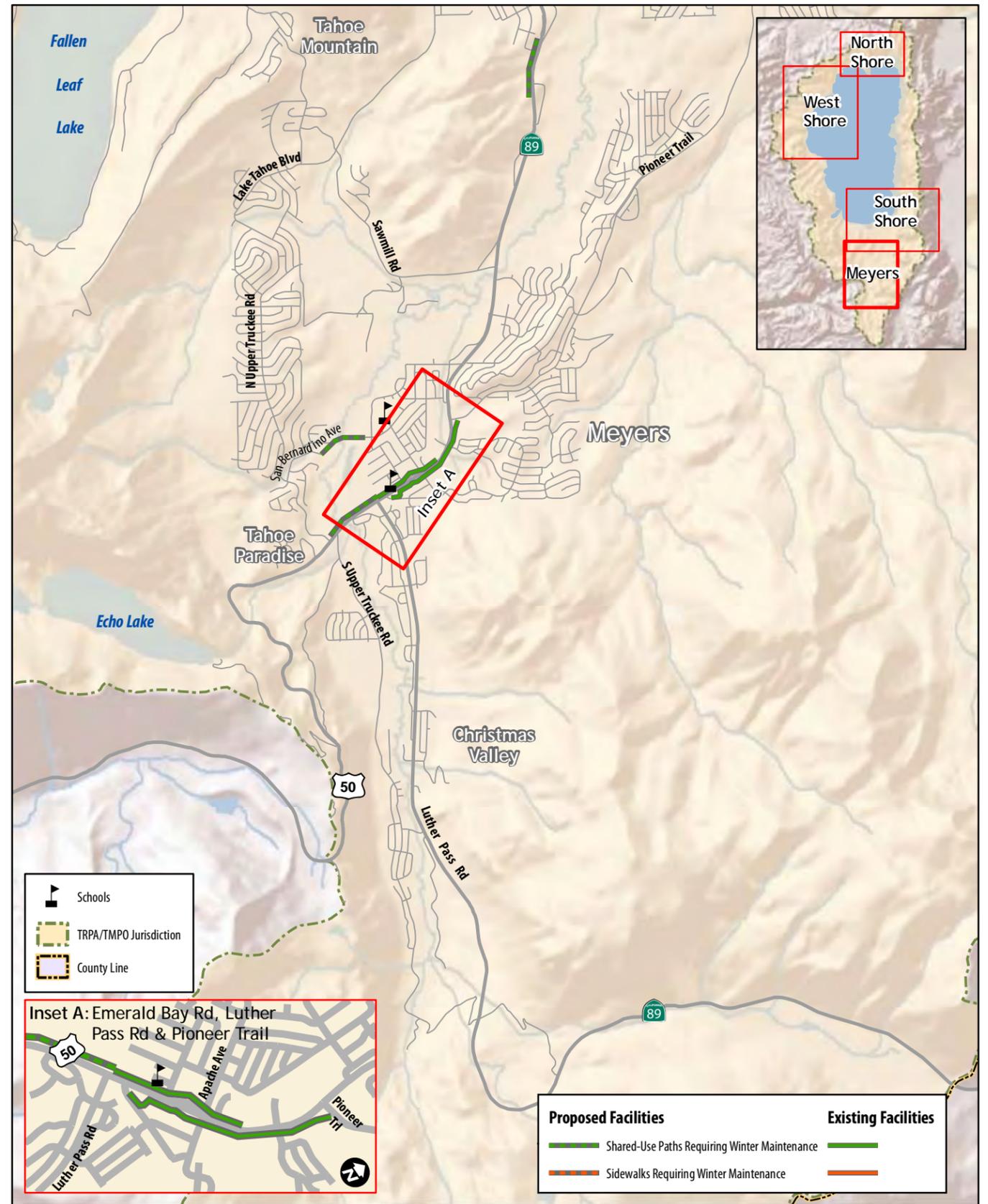


Figure 12: Shared-Use Path Sidewalk Maintenance, Meyers

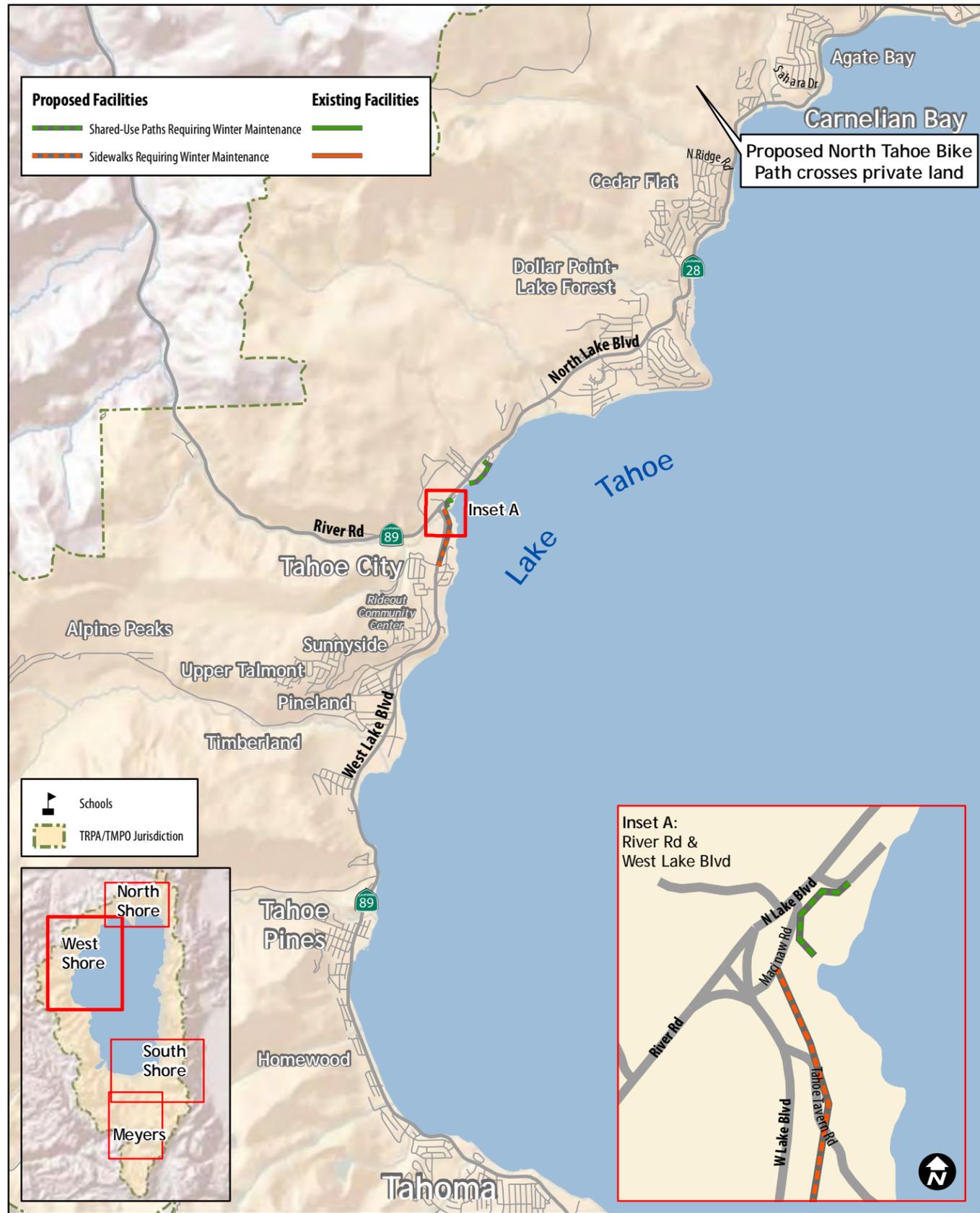


Figure 12: Shared-Use Path Sidewalk Maintenance, West Shore

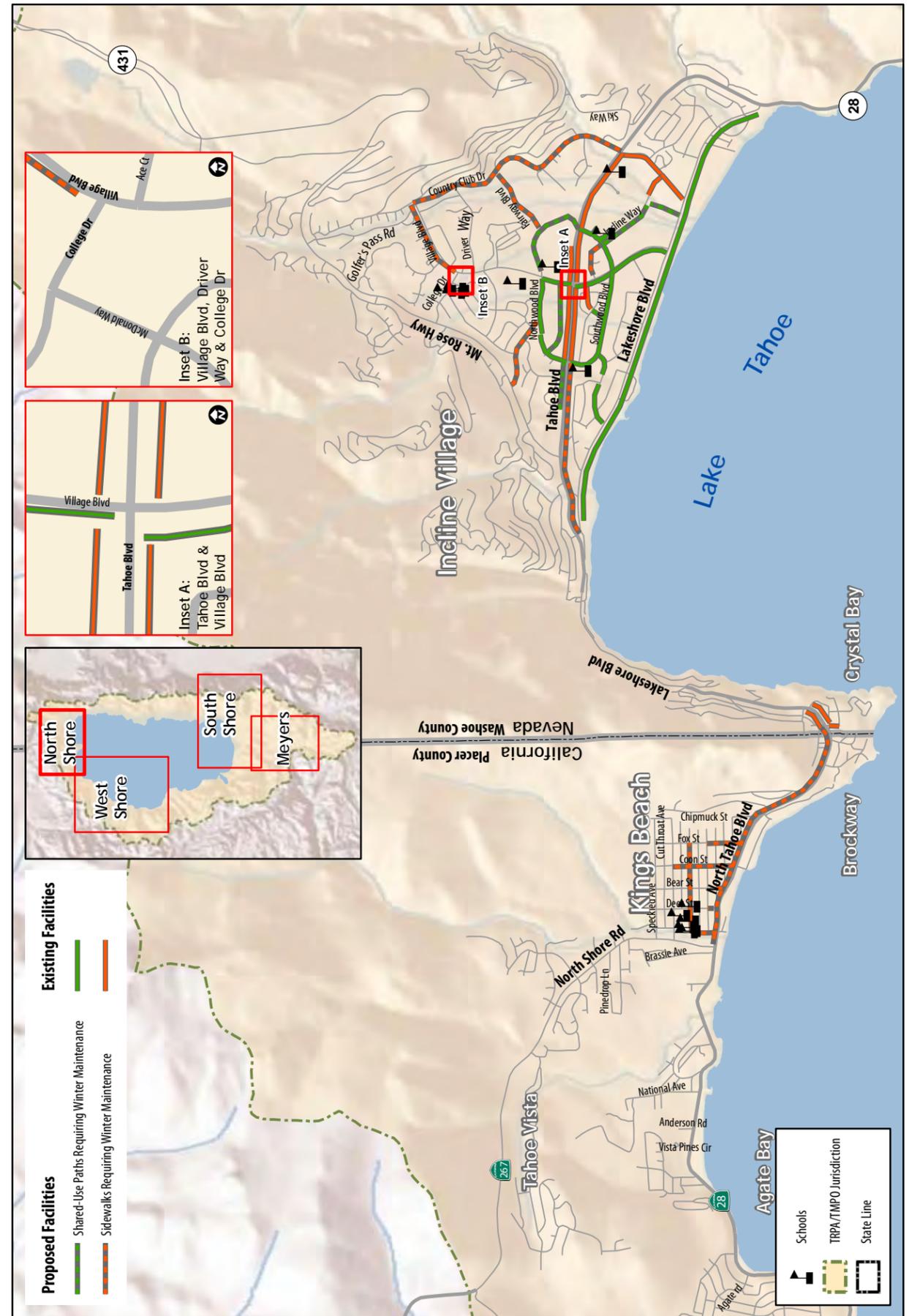


Figure 12: Shared-Use Path Sidewalk Maintenance, North Shore

CLASSIFICATION	LOCATION	NAME	FROM	TO	DISTANCE IN MILES
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	LINEAR PARK	SKI RUN BLVD	PIONEER TRAIL	0.77
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	EL DORADO BEACH	FREMONT AVE	LAKEVIEW AVE	0.30
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SOUTH LAKE TAHOE REC CENTER	R.ALLEN TOSEN CNTR	RUFUS ALLEN	0.59
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SOUTH LAKE TAHOE REC CENTER	R.ALLEN TOSEN CNTR	SOUTH LAKE TAHOE REC CENTER	0.06
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SOUTH LAKE TAHOE REC CENTER	R.ALLEN TOSEN CNTR	SOUTH LAKE TAHOE REC CENTER	0.10
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	SOUTH LAKE TAHOE BIKE ROUTE	LOS ANGELES AVE	MACKINAW RD	0.94
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE COMMUNITY COLLEGE	AL TAHOE BLVD	LAKE TAHOE COMMUNITY COLLEGE	0.33
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE COMMUNITY COLLEGE	CAMPUS	AL TAHOE BLVD	0.50
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	AL TAHOE BLVD	E. COLLEGE DR	PIONEER TRAIL	1.12
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SOUTH LAKE TAHOE BIKE PATH	RUBICON TRAIL	SILVER DOLLAR	0.18
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SOUTH LAKE TAHOE BIKE PATH	PONDEROSA	ELOISE AVE	0.34
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	B STREET (NORTH SIDE)	PARKING LOT	HELEN AVE	0.07
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	B STREET (NORTH SIDE)	PARKING LOT	SOUTH AVE	0.07
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SKI RUN BLVD (SOUTH SIDE)	US HWY 50	PIONEER TRAIL	0.56
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	COMMUNITY PLAYFIELDS	AL TAHOE BLVD	LAKE TAHOE COMMUNITY COLLEGE	0.32
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE COMMUNITY COLLEGE	SOUTH TAHOE PUBLIC UTILITY DISTRICT	LAKE TAHOE COMMUNITY COLLEGE	0.14
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SKI RUN BLVD (NORTH SIDE)	US HWY 50	PIONEER TRAIL	0.55
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	SAWMILL 2A	LAKE TAHOE BLVD	ECHO VIEW ESTATES	0.62
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	RIVERSIDE AVENUE	LOS ANGELES	LAKEVIEW AVE	0.47
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	BLACK ROCK ROAD BIKE PATH	PINE BLVD	BLACK ROCK ROAD	0.07
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	DOUGLAS COUNTY	ELKS POINT ROAD	NEVADA BEACH	ELKS POINT ROAD	0.41
C-1/SHARED USE PATH	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE PATH	KAHLE DRIVE	ELKS POINT ROAD	1.02
C-1/SHARED USE PATH	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE PATH	NEVADA STATELINE TO STATELINE PATH	ROUND HILL PINES BEACH	0.11
C-1/SHARED USE PATH	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE PATH	ELKS POINT ROAD	ROUND HILL PINES BEACH	1.01
C-1/SHARED USE PATH	EL DORADO COUNTY	WEST SHORE BIKE PATH	EL DORADO COUNTY LINE	GENERAL CREEK (SUGAR PINE STATE PARK)	1.26
C-1/SHARED USE PATH	EL DORADO COUNTY	WEST SHORE BIKE PATH	GENERAL CREEK	SUGAR PINE STATE PARK	0.46
C-1/SHARED USE PATH	EL DORADO COUNTY	POPE/BALDWIN PATH	STATE ROUTE 89	SPRING CREEK ROAD	3.88
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	0.93
C-1/SHARED USE PATH	EL DORADO COUNTY	15TH STREET BIKE PATH	15TH STREET	POPE/BALDWIN PATH	0.32
C-1/SHARED USE PATH	EL DORADO COUNTY	SAWMILL BIKE PATH	SAWMILL ROAD	PAT LOWE BIKE PATH	1.54
C-1/SHARED USE PATH	EL DORADO COUNTY	ARAPAHOE	EXISTING BIKE PATH	NEIGHBORHOOD	0.09
C-1/SHARED USE PATH	EL DORADO COUNTY	LAKE TAHOE BLVD BIKE PATH	D STREET	SAWMILL ROAD	1.59
C-1/SHARED USE PATH	EL DORADO COUNTY	FALLEN LEAF LAKE TRAIL	STATE ROUTE 89	FALLEN LEAF CAMPGROUND	0.39
C-1/SHARED USE PATH	PLACER COUNTY	PINEDROP TRAIL	NORTH TAHOE REGIONAL PARK	PINEDROP LANE	1.19
C-1/SHARED USE PATH	PLACER COUNTY	NORTH SHORE PATH	LAKEFOREST ROAD	DOLLAR DRIVE	0.56
C-1/SHARED USE PATH	PLACER COUNTY	NORTH SHORE PATH	BURTON CREEK STATE PARK	LAKEFOREST ROAD	1.67
C-1/SHARED USE PATH	PLACER COUNTY	TRUCKEE RIVER TRAIL	TAHOE CITY	SQUAW VALLEY ROAD	5.07
C-1/SHARED USE PATH	PLACER COUNTY	WEST SHORE BIKE PATH	CHERRY LANE	FANNY BRIDGE	5.83
C-1/SHARED USE PATH	PLACER COUNTY / EL DORADO COUNTY	WEST SHORE BIKE PATH	GENERAL CREEK	FREMONT WAY	2.77
C-1/SHARED USE PATH	PLACER COUNTY	LAKESIDE PATH PHASES V,VI,VII	EXISTING PATH WEST OF TAHOE CITY MARINA	EXISTING PATH EAST OF TAHOE CITY MARINA	0.37

Table 17: Existing Bicycle and Pedestrian Network, Class I/Shared-Use Path
Technical Amendment, December 2014

CLASSIFICATION	LOCATION	NAME	FROM	TO	DISTANCE IN MILES
C-1/SHARED USE PATH	PLACER COUNTY	NATIONAL AVENUE	STATE ROUTE 28	TOYON ROAD	0.23
C-1/SHARED USE PATH	PLACER COUNTY	NATIONAL AVE EAST SIDE	TOYON ROAD/CONNECTION WITH NTPUD PATH	EXISTING FOREST SERVICE TRAIL SYSTEM	0.16
C-1/SHARED USE PATH	PLACER COUNTY	NORTH SHORE PATH CONNECTOR	NORTH SHORE PATH	STATE ROUTE 28	0.02
C-1/SHARED USE PATH	WASHOE COUNTY	VILLAGE BLVD (NORTH)	ACE COURT	STATE ROUTE 28	0.73
C-1/SHARED USE PATH	WASHOE COUNTY	NORTHWOOD BLVD	VILLAGE BLVD (NORTH)	STATE ROUTE 28	0.61
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	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	VILLAGE BLVD (SOUTH)	STATE ROUTE 28	LAKESHORE BLVD	0.64
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	LAKESHORE BLVD	WEST TERMINUS PARK	EAST TERMINUS PARK	2.97
C-1/SHARED USE PATH	WASHOE COUNTY	NORTHWOOD BLVD	VILLAGE BLVD	NORTHWOOD BLVD SCHOOL	0.14

Table 17: Existing Bicycle and Pedestrian Network, Class I/Shared-Use Path
 Technical Amendment, December 2014

CLASSIFICATION	LOCATION	NAME	FROM	TO	DISTANCE IN MILES
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	US HIGHWAY 50	SKI RUN BLVD	WILDWOOD AVE	0.25
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	MELBA	B STREET	HWY 50	0.31
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	HWY 50	SOUTH TAHOE "Y"	E STREET	0.51
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	HEAVENLY VILLAGE WAY	US HWY 50	PARK AVE	0.12
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	PIONEER TRAIL	US HWY 50 (SOUTH LAKE TAHOE)	BLACK BART	3.07
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	PIONEER TRAIL	US HWY 50	GLEN ROAD	0.21
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	HELEN AVE	SOUTH AVE	WINNEMUCCA AVE	0.29
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	15TH STREET	ELOISE AVE	VENICE AVE	0.34
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	LAKE TAHOE BLVD	GLORENE AVE	D STREET	0.47
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	CITY OF SOUTH LAKE TAHOE	US HIGHWAY 50 BIKE LANE	TROUT CREEK	SKI RUN BLVD	1.95
C-2/BIKE LANES	CITY OF SOUTH LAKE TAHOE	JOHNSON LANE	US HWY 50	AL TAHOE BLVD	0.92
C-2/BIKE LANE	DOUGLAS COUNTY	LAKE PARKWAY (WEST)	STATELINE	US HIGHWAY 50	0.51
C-2/BIKE LANE	DOUGLAS COUNTY	LAKE PARKWAY (EAST)	STATELINE	US HIGHWAY 50	0.61
C-2/BIKE LANES	DOUGLAS COUNTY	ELKS POINT ROAD	ELKS POINT CLASS I SHARED USE TRAIL	US HWY 50	0.14
C-2/BIKE LANE	EL DORADO COUNTY	APACHE AVE (WEST)	EAST SAN BERNADINO	US HIGHWAY 50	0.38
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	EL DORADO COUNTY	NORTH UPPER TRUCKEE	LAKE TAHOE BLVD	US HWY 50	4.62
C-2/BIKE LANES	EL DORADO COUNTY	LAKE TAHOE BLVD	BOULDER MOUNTAIN DRIVE	MOUNT RAINIER DRIVE	0.70
C-2/BIKE LANES	PLACER COUNTY	NATIONAL AVE	STATE ROUTE 28	TOYON-KB	0.41
C-2/BIKE LANES	PLACER COUNTY	STATE ROUTE 89	DOLLAR DRIVE	STATE ROUTE 267	6.37
C-2/BIKE LANES	PLACER COUNTY	STATE ROUTE 28	CHIPMUNK STREET	STATELINE RD	0.78
C-2/BIKE LANES	PLACER COUNTY	STATE ROUTE 28 TAHOE CITY	TAHOE STATE RECREATION AREA	DOLLAR DRIVE	2.13
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
WIDE SHOULDER	WASHOE COUNTY	STATE ROUTE 431	STATE ROUTE 28	BASIN BOUNDARY	6.53

Table 17: Existing Bicycle and Pedestrian Network, Class II/Bike Lane or Wide Shoulder
Technical Amendment, December 2014

CLASSIFICATION	LOCATION	NAME	FROM	TO	DISTANCE IN MILES
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	RUFUS ALLEN BLVD	US HWY 50	LYONS AVE	0.52
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	RUBICON TRAIL	MACKINAW	SUSSEX AVE	0.22
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	WILLIAM ST/RIVER DRIVE	RIVER DRIVE/US HWY 50	BLUE LAKE AVE	0.57
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	TAHOE ISLAND DRIVE/12 STREET	TAHOE KEYS BLVD	ELOISE AVE	1.20
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	ELOISE AVE	SOUTH LAKE TAHOE BIKE PATH NEAR TAHOE KEYS	15TH STREET	1.70
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	TAMARACK AVE	PIONEER TRAIL	BLACKWOOD ROAD	0.48
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	HELEN AVE	4TH STREET	CLASS I	0.20
C-3/BIKE ROUTE	PLACER COUNTY	STATE ROUTE 89	TAHOE SKI BOWL WAY	MCKINNEY DRIVE	0.11
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	SAN SOUCI/TAHOE SKI BOWL WAY	MCKINNEY DRIVE	FAWN STREET	0.46
C-3/BIKE ROUTE	PLACER COUNTY	SEQUOIA AVE	CA-89	WEST SHORE TRAIL	0.34
C-3/BIKE ROUTE	PLACER COUNTY	MACKINAW ROAD	WEST LAKE BLVD	NORTH LAKE BLVD	0.12
C-3/BIKE ROUTE	PLACER COUNTY	COMMONS BEACH ROAD	STATE ROUTE 28	END OF COMMONS BEACH ROAD	0.10

Table 17: Existing Bicycle and Pedestrian Network, Class III/Bike Route
Technical Amendment, December 2014

CLASSIFICATION	LOCATION	NAME	FROM	TO	DISTANCE IN MILES
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (WEST SIDE)	SOUTH TAHOE "Y"	F STREET	0.72
PED	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE BLVD	US HWY 50	JOHNSON BLVD	0.36
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (EAST SIDE)	PIONEER TRAIL	PARK AVE	0.13
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (BOTH SIDES)	PARK AVE	STATELINE AVE	0.60
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (WEST SIDE)	PARK AVE	PIONEER TRAIL	0.14
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)	SKI RUN BLVD	WILDWOOD AVE	0.23
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (WEST SIDE)	SKI RUN BLVD	BIJOU CREEK	0.63
PED	CITY OF SOUTH LAKE TAHOE	LAKE TAHOE BLVD (BOTH SIDES)	D STREET	SOUTH TAHOE "Y"	1.24
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)	SOUTH TAHOE "Y"	E STREET	0.62
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (EAST SIDE)	TROUT CREEK	SKI RUN BLVD	2.04
PED	CITY OF SOUTH LAKE TAHOE	US HWY 50 (WEST SIDE)	TROUT CREEK	LAKEVIEW BLVD	0.97
PED	CITY OF SOUTH LAKE TAHOE	HEAVENLY VILLAGE WAY	HWY 50	LAKE PARKWAY	0.36
PED	CITY OF SOUTH LAKE TAHOE	SR 89 SIDEWALK (BOTH SIDES)	HWY 50	5TH STREET	0.38
PED	CITY OF SOUTH LAKE TAHOE	SR 89 SIDEWALK (BOTH SIDES)	10TH STREET	11TH STREET	0.24
PED	CITY OF SOUTH LAKE TAHOE	WILDWOOD AVE	HWY 50	OSGOOD AVE	0.12
PED	CITY OF SOUTH LAKE TAHOE	PIONEER TRAIL (BOTH SIDES)	LARCH AVE	HWY 50	0.92
PED	CITY OF SOUTH LAKE TAHOE	PINE BLVD SIDEWALK	STATELINE	PARK AVE & MANAZITA	0.43
PED	CITY OF SOUTH LAKE TAHOE	PINE BLVD SIDEWALK	STATELINE	PARK AVE	0.26
PED	CITY OF SOUTH LAKE TAHOE	PARK AVE SIDEWALK	MANAZITA	PINE BLVD	0.06
PED	DOUGLAS COUNTY	US HWY 50 (SOUTH SIDE)	KAHLE DRIVE	KINGSBURY GRADE	0.15
PED	DOUGLAS COUNTY	KINGSBURY GRADE	US HWY 50	DAGGETT WAY	0.49
PED	DOUGLAS COUNTY	US HWY 50 (BOTH SIDES)	LAKE PARKWAY	STATELINE AVE	0.72
PED	DOUGLAS COUNTY	US HWY 50 (NORTH SIDE)	STATE ROUTE 207/KINGSBURY GRADE	LAKE PARKWAY	0.34
PED	DOUGLAS COUNTY	LAKE PARKWAY EAST	US HWY 50	STATELINE AVE	0.27
PED	DOUGLAS COUNTY	LAKE PARKWAY WEST	STATELINE	US HIGHWAY 50	0.59
PED	DOUGLAS COUNTY	KINGSBURY GRADE	US HWY 50	PINERIDGE DRIVE	0.49
PED	DOUGLAS COUNTY	KAHLE COMMUNITY PARK PATH	SR 207	HWY 50	0.40
PED	DOUGLAS COUNTY	US HWY 50 (NORTH SIDE)	KAHLE DRIVE	4TH ROAD	0.14
PED	EL DORADO COUNTY	US HWY 50 (SOUTHSIDE)	SOUTH UPPER TRUCKEE	POMO STREET	0.15
PED	PLACER COUNTY	STATE ROUTE 28 (SOUTH SIDE)	TAHOE STATE RECREATION AREA--TRUCKEE RIVER OUTLET	BURTON CREEK STATE PARK	0.56
PED	PLACER COUNTY	STEELHEAD AVE	SECLINE STREET	DEER STREET	0.16
PED	PLACER COUNTY	RED CEDAR STREET	N. LAKE BLVD (CA-28)	TAHOE STREET	0.09
PED	PLACER COUNTY	STATE ROUTE 28 (NORTH SIDE)	GROVE STREET	FAIRWAY DRIVE	0.70
PED	WASHOE COUNTY	STATE ROUTE 28 (BOTH SIDES)	NORTH / SOUTH WOOD BLVD	VILLAGE BLVD	0.94
PED	WASHOE COUNTY	STATE ROUTE 28 (NORTH SIDE)	VILLAGE BLVD	3RD CREEK TOWNHOMES	0.23
PED	WASHOE COUNTY	STATE ROUTE 28 (SOUTH SIDE)	VILLAGE BLVD	SOUTHWOOD BLVD	0.32
PED	WASHOE COUNTY	TANAGER ST	ORIOLE WAY	VILLAGE BLVD	0.18
PED	WASHOE COUNTY	COUNTRY CLUB DRIVE	STATE ROUTE 28	INCLINE WAY	0.30
PED	WASHOE COUNTY	INCLINE WAY	INCLINE CREEK	COUNTRY CLUB DRIVE	0.16
PED	WASHOE COUNTY	COUNTRY CLUB DRIVE	INCLINE WAY	LAKESHORE BLVD	0.21
PED	WASHOE COUNTY	STATE ROUTE 28 (NORTH SIDE)	STATELINE ROAD	CALNEVA DRIVE	0.14
PED	WASHOE COUNTY	STATE ROUTE 28 (SOUTH SIDE)	SOUTHWOOD BLVD	COUNTRY CLUB DRIVE	0.55
PED	WASHOE COUNTY	STATE ROUTE 28 (SOUTH SIDE)	STATELINE RD	POST OFFICE	0.16

Table 17: Existing Bicycle and Pedestrian Network, Pedestrian Facilities
Technical Amendment, December 2014

CLASSIFICATION	LOCATION	NAME	FROM	TO	DISTANCE IN MILES
PED	WASHOE COUNTY	STATELINE RD	STATE ROUTE 28	END OF STATELINE RD	0.06
PED	WASHOE COUNTY	INCLINE WAY	VILLAGE BLVD	NORTHWOOD BLVD	0.26
PED	WASHOE COUNTY	ORIOLE WAY	SOUTHWOOD BLD	TANAGER WAY	0.35
PED	WASHOE COUNTY	STATE ROUTE 28 (NORTH SIDE)	NORTHWOOD BLVD	VILLAGE BLVD	0.28

Table 17: Existing Bicycle and Pedestrian Network, Pedestrian Facilities
 Technical Amendment, December 2014

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL ESTIMATED COST	STATUS
C-1/SHARED USE PATH	CARSON CITY	CARSON CITY	NEVADA STATELINE TO STATELINE BIKEWAY	WASHOE COUNTY LINE	DOUGLAS COUNTY LINE	4.00	\$4,000,000	\$16,014,500	VARIOUS PERMITTED, IMPLEMENTED & IN REVIEW
C-1/SHARED USE PATH	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	\$132,900	
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	0.83	\$2,000,000	\$1,661,000	FINAL DESIGN, ACQUISITION
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	0.21	\$500,000	\$103,200	
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	0.40	\$2,000,000	\$797,200	
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	OAKLAND AVE BIKE PATH CONNECTOR	OAKLAND AVE	SOUTH LAKE TAHOE BIKE PATH BEHIND MEEKS	0.12	\$2,000,000	\$247,600	
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	JAMES CONNECTOR	JAMES AVE	EXISTING BIKE PATH	0.03	\$2,000,000	\$67,900	
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	AL TAHOE ELEMENTARY SCHOOL	US HWY 50	JOHNSON BLVD	0.40	\$2,000,000	\$795,600	
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	TAHOE VALLEY ELEMENTARY/WYOMING CONNECTOR	WYOMING AVE	TAHOE VALLEY ELEMENTARY SCHOOL	0.06	\$2,000,000	\$118,400	
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	B STREET CONNECTOR	B STREET	US HWY 50	0.08	\$1,000,000	\$78,400	
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SIERRA BLVD	US HWY 50	BARBARA AVE	0.54	\$1,000,000	\$541,400	ENVIRONMENTAL REVIEW
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	RUFUS ALLEN BLVD	US HWY 50	AL TAHOE BLVD	0.22	\$2,000,000	\$446,300	
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	GREENWAY CONNECTOR	PIONEER VILLAGE	JOHNSON & AL TAHOE INTERSECTION	0.45	\$2,000,000	\$900,000	
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE / EL DORADO COUNTY	PRIVATE	SOUTH TAHOE "Y" GREENWAY CONNECTOR	SOUTH TAHOE "Y"	SOUTH TAHOE GREENWAY	0.49	\$2,500,000	\$1,224,700	
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY PHASE 1	SKI RUN BLVD	AL TAHOE BLVD	1.38	\$2,500,000	\$3,446,700	PERMITTED & CONSTRUCTION INITIATED IN 2015
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY PHASE 2	LAKE TAHOE COMMUNITY COLLEGE	SIERRA BLVD	0.71	\$4,500,000	\$3,195,000	PERMITTED
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY PHASE 3	VAN SICKLE STATE PARK	SKI RUN BLVD	1.37	\$2,500,000	\$3,427,400	PERMITTED
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY FUTURE PHASES	SIERRA BLVD	PIONEER BLVD TRAIL	4.96	\$2,500,000	\$12,400,000	CONCEPTUAL

Table 18: Proposed Bicycle and Pedestrian Project List, Class I/Shared-Use Path
Technical Amendment, December 2014

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL ESTIMATED COST	STATUS
C-1/SHARED USE PATH	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PINE BLVD PATH	PARK AVE	STATELINE AVE	0.27	\$1,000,000	\$270,800	
C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	LAKE PARKWAY WEST (LOOP ROAD, NV SS)	US HWY 50	STATELINE AVE	0.50	\$2,000,000	\$1,007,300	ENVIRONMENTAL REVIEW
C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	KINGSBURY CONNECTOR	VAN SICKLE STATE PARK	MARKET STREET	0.77	\$2,000,000	\$1,545,200	
C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE BIKEWAY	KAHLE DRIVE	LAKE PARKWAY	0.52	\$2,000,000	\$1,045,400	PERMITTED
C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE BIKEWAY	SPOONER SUMMIT	LOGAN SHOALS VISTA	5.43	\$4,000,000	\$21,708,200	FEASIBILITY STUDY
C-1/SHARED USE PATH	DOUGLAS COUNTY	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE BIKEWAY	LOGAN SHOALS VISTA	ROUND HILL PINES BEACH	5.22	\$4,000,000	\$20,888,500	FEASIBILITY STUDY
C-1/SHARED USE PATH	DOUGLAS COUNTY	UNITED STATES FOREST SERVICE	LPF 2 - ROUND HILL BIKE PATH CONNECTOR	KAHLE PARK	ROUND HILL BIKE PATH	0.26	\$2,000,000	\$520,900	
C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	STATE ROUTE 89 THROUGH CHRISTMAS VALLEY	US HWY 50	SANTA CLAUS DR	1.49	\$1,000,000	\$1,494,700	
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	\$918,600	
C-1/SHARED USE PATH	EL DORADO COUNTY	CALTRANS	STATE ROUTE 89	SPRING CREEK ROAD	CASCADE ROAD	0.51	\$4,000,000	\$2,048,400	
C-1/SHARED USE PATH	EL DORADO COUNTY	TAHOE TRANSPORTATION DISTRICT	WEST SHORE TRAIL EXTENSION	MEEKS BAY	SUGAR PINE POINT STATE PARK	0.59	\$3,000,000	\$1,761,100	90% DESIGN
C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	US HWY 50	CITY OF SOUTH LAKE TAHOE CITY LIMITS	SAWMILL BLVD	1.29	\$2,000,000	\$2,575,100	
C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	MEYERS ELEMENTARY SCHOOL/TAHOE PARADISE CONNECTOR	SAN BERNADINO W. (N. UPPER TRUCKEE NEIGHBORHOOD)	TAHOE PARADISE PARK	0.32	\$4,000,000	\$1,285,300	
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	\$3,810,600	
C-1/SHARED USE PATH	EL DORADO COUNTY	UNITED STATES FOREST SERVICE	FALLEN LEAF BIKE LOOP	FALLEN LEAF LAKE ROAD	15TH STREET	3.76	\$1,000,000	\$3,757,500	PRELIMINARY PLANNING
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	\$2,914,400	
C-1/SHARED USE PATH	EL DORADO COUNTY	TAHOE TRANSPORTATION DISTRICT	WEST SHORE TRAIL	EMERALD BAY SERVICE ROAD	SCENIC DRIVE	3.22	\$2,000,000	\$6,440,000	
C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	STATE ROUTE 89	CASCADE ROAD	EMERALD BAY	1.74	\$4,000,000	\$6,955,500	
C-1/SHARED USE PATH	EL DORADO COUNTY	EL DORADO COUNTY	SAWMILL 2 PATH	US HWY 50	ECHO VIEW ESTATES	1.20	\$2,000,000	\$2,408,600	IN CONSTRUCTION 2015 -2014
C-1/SHARED USE PATH	EL DORADO COUNTY/CITY OF SOUTH LAKE TAHOE	CALIFORNIA TAHOE CONSERVANCY	SOUTH TAHOE GREENWAY	AL TAHOE	MEYERS	5.68	\$2,500,000	\$14,187,500	ENVIRONMENTAL REVIEW
C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	NORTH TAHOE BIKE TRAIL CONNECTOR	NORTH TAHOE BIKE TRAIL	STATE ROUTE 28	0.84	\$2,000,000	\$1,680,000	PLANNING
C-1/SHARED USE PATH	PLACER COUNTY	NORTH TAHOE PUBLIC UTILITY DISTRICT	NATIONAL AVENUE	STATE ROUTE 28	NORTH TAHOE REGIONAL PARK ENTRANCE	0.53	\$1,000,000	\$526,900	

Table 18: Proposed Bicycle and Pedestrian Project List, Class I/Shared-Use Path
Technical Amendment, December 2014

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL ESTIMATED COST	STATUS
C-1/SHARED USE PATH	PLACER COUNTY	TAHOE CITY PUBLIC UTILITY DISTRICT	HOMEWOOD MULTI-USE TRAIL	FAWN STREET	CHERRY STREET	0.98	\$2,000,000	\$1,957,000	IN CONSTRUCTION 2015 -2014
C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	BROCKWAY VISTA MULTI-USE TRAIL	SECLINE	CHIPMUNK	0.82	\$1,000,000	\$817,400	IN CONSTRUCTION 2015 -2015
C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	DOLLAR CREEK SHARED-USE PATH	DOLLAR DRIVE	FULTON CRESCENT DRIVE	2.31	\$2,000,000	\$4,616,500	IN CONSTRUCTION 2015 -2016
C-1/SHARED USE PATH	PLACER COUNTY	PLACER COUNTY	NORTH TAHOE BIKE PATH	DOLLAR CREEK SHARED-USE PATH	NORTH TAHOE REGIONAL PARK	4.35	\$2,000,000	\$8,700,000	ENVIRONMENTAL REVIEW
C-1/SHARED USE PATH	WASHOE COUNTY	DOUGLAS COUNTY	NEVADA STATELINE TO STATELINE BIKEWAY	SAND HARBOR	CARSON CITY COUNTY LINE	2.41	\$4,000,000	\$9,643,400	FEASIBILITY STUDY
C-1/SHARED USE PATH	WASHOE COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	NEVADA STATELINE TO STATELINE BIKEWAY	STATELINE ROAD	LAKESHORE DRIVE (WEST)	2.15	\$4,000,000	\$8,583,100	PRELIMINARY PLANNING
C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	NEVADA STATELINE TO STATELINE BIKEWAY	INCLINE VILLAGE	SAND HARBOR	2.61	\$8,000,000	\$20,890,900	IN CONSTRUCTION 2015 -2016
C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	STATE ROUTE 28 (NORTH SIDE)	PRESTON FIELD	NORTHWOOD BLVD	0.30	\$2,000,000	\$591,600	
C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	ALDER AVE	NORTHWOOD BLVD	VILLAGE BLVD	0.47	\$1,000,000	\$467,200	
C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	TANAGER STREET	ORIOLE WAY	SOUTHWOOD BLVD	0.09	\$1,000,000	\$89,600	
C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	VILLAGE GREEN	RECREATION CENTER PATH	LAKESHORE BLVD	0.20	\$1,000,000	\$199,800	
C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	INCLINE WAY	SOUTHWOOD BLVD	INCLINE CREEK	0.37	\$1,000,000	\$374,600	
C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	NORTHWOOD BLVD	VILLAGE BLVD-EAST	STATE ROUTE 28	0.44	\$2,000,000	\$888,900	
C-1/SHARED USE PATH	WASHOE COUNTY	WASHOE COUNTY	OLD MT ROSE HWY	DIRT PARKING LOT	BASIN BOUNDARY	2.54	\$1,000,000	\$2,542,900	

Table 18: Proposed Bicycle and Pedestrian Project List, Class I/Shared-Use Path
Technical Amendment, December 2014

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL ESTIMATED COST	STATUS
WIDE SHOULDR OR LN	CARSON CITY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP	CARSON CITY COUNTY LINE	SPOONER SUMMIT	5.14	\$5,000	\$25,700	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	EL DORADO COUNTY	LAKE TAHOE BLVD	SOUTH TAHOE "Y"	GLORENE INTERSECTION CONNECTOR	0.16	\$500,000	\$80,000	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	STATE ROUTE 89	SOUTH TAHOE "Y"	CITY OF SOUTH LAKE TAHOE CITY LIMITS	1.38	\$5,000	\$6,900	CONSTRUCTION 2015 -2016
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	US HWY 50	TROUT CREEK	SOUTH TAHOE "Y"	1.89	\$2,000,000	\$3,787,000	FINAL DESIGN
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	AL TAHOE BLVD	US HWY 50	PIONEER BLVD	1.55	\$500,000	\$775,100	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CALTRANS	US HWY 50	STATELINE RD	WILDWOOD AVENUE	0.90	\$4,000,000	\$3,588,500	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PINE BLVD	STATELINE AVE	PARK AVE	0.31	\$5,000	\$1,500	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PARK AVE (EAST)	EXISTING BIKE LANE	MONTREAL ROAD	0.06	\$500,000	\$28,000	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	GLENWOOD AVE	BLACKWOOD RD	FAIRWAY DR	0.25	\$500,000	\$123,200	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PARK AVE BIKE LANES	HWY 50	PINE BOULEVARD	0.20	\$300,000	\$60,700	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SKI RUN BLVD	HWY 50	PIONEER	0.59	\$500,000	\$293,200	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	INTERSECTION GAP CLOSURES	VARIOUS	VARIOUS	0.31	\$5,000	\$1,600	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	LAKE PARKWAY EAST (LOOP ROAD)	PARK AVE	EXISTING BIKE LANE ON LAKE PARKWAY EAST	0.22	\$500,000	\$108,400	
C-2/BIKE LANE	CITY OF SOUTH LAKE TAHOE / EL DORADO COUNTY	CALTRANS	HWY 50 TOWARD MEYERS	E STREET	SAWMILL ROAD	2.11	\$500,000	\$1,055,000	PLANNED
WIDE SHOULDR OR LN	DOUGLAS COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP--CASINO CORE	LAKE PARKWAY (LOOP ROAD)	STATELINE AVE	0.36	\$5,000	\$1,800	PLANNING
WIDE SHOULDR OR LN	DOUGLAS COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP	ELKS POINT ROAD	LAKE PARKWAY (LOOP ROAD)	1.58	\$5,000	\$7,900	PLANNING
WIDE SHOULDR OR LN	DOUGLAS COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP	GLENBROOK	ELKS POINT ROAD	7.88	\$5,000	\$39,400	PLANNING
WIDE SHOULDR OR LN	DOUGLAS COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP	SPOONER SUMMIT	GLENBROOK	2.48	\$5,000	\$12,400	
WIDE SHOULDR OR LN	DOUGLAS COUNTY	DOUGLAS COUNTY	KINGSBURY GRADE	US HWY 50	SUMMIT	3.11	\$5,000,000	\$15,542,700	CONSTRUCTED IN VARIOUS LOCATIONS
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	0.71	\$50,000	\$35,500	FINAL DESIGN
C-2/BIKE LANE	EL DORADO COUNTY	CALTRANS	STATE ROUTE 89	US HWY 50 AND SR 89 INTERSECTION	PORTAL DRIVE	2.50	\$500,000	\$1,249,700	CONSTRUCTED IN VARIOUS LOCATIONS

Table 18: Proposed Bicycle and Pedestrian Project List, Class II/Bike Lane or Shoulder Technical Amendment, December 2014

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL ESTIMATED COST	STATUS
WIDE SHOULDR OR LN	EL DORADO COUNTY	CALTRANS	STATE ROUTE 89 - MEYERS	PORTAL DRIVE	LUTHER PASS / BASIN BOUNDARY	6.02	\$500,000	\$3,010,000	CONSTRUCTED IN VARIOUS LOCATIONS
C-2/BIKE LANE	EL DORADO COUNTY	EL DORADO COUNTY	LAKE TAHOE BLVD	SAWMILL BLVD	BOULDER MOUNTAIN COURT	0.39	\$500,000	\$195,400	FINAL DESIGN
WIDE SHOULDR OR LN	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 89	SPRING CREEK ROAD	EMERALD BAY	1.98	\$4,000,000	\$7,911,100	
WIDE SHOULDR OR LN	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP	EMERALD BAY	MEEKS BAY	7.35	\$4,000,000	\$29,391,500	
WIDE SHOULDR OR LN	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 89	MEEKS BAY	PINE STREET	2.56	\$5,000	\$12,800	
WIDE SHOULDR OR LN	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP	CITY OF SOUTH LAKE TAHOE CITY LIMITS	FOREST SERVICE VISTOR CENTER	3.22	\$1,000,000	\$3,220,000	IN CONSTRUCTION 2015
WIDE SHOULDR OR LN	EL DORADO COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 89	CASCADE LAKE ROAD	EMERALD BAY	1.80	\$4,000,000	\$7,202,100	
WIDE SHOULDR OR LN	EL DORADO COUNTY	EL DORADO COUNTY	LAKE TAHOE BLVD	D STREET	SAWMILL ROAD	1.59	\$500,000	\$795,200	
C-2/BIKE LANE	PLACER COUNTY	CALTRANS	STATE ROUTE 89	TAHOE CITY "Y"	BASIN BOUNDARY	3.50	\$500,000	\$1,749,300	FINAL DESIGN
C-2/BIKE LANE	PLACER COUNTY	CALTRANS	STATE ROUTE 267	STATE ROUTE 28 IN KINGS BEACH	BROCKWAY SUMMIT	3.20	\$500,000	\$1,599,100	FINAL DESIGN
C-2/BIKE LANE	PLACER COUNTY	CALTRANS/PLACER COUNTY	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 28	CSR 267	CHIPMUNK STREET	0.93	\$5,000	\$4,600	IN CONSTRUCTION 2015-2017
C-2/BIKE LANE	PLACER COUNTY	TAHOE CITY PUBLIC UTILITY DISTRICT	STATE ROUTE 89	FAWN STREET	CHERRY STREET	0.82	\$500,000	\$411,400	IN CONSTRUCTION 2016
C-2/BIKE LANE	PLACER COUNTY	CALTRANS	STATE ROUTE 89 THROUGH TAHOE CITY	TAHOE CITY "Y"	EASTERN END OF TAHOE CITY	0.72	\$300,000	\$216,300	
WIDE SHOULDR OR LN	PLACER COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 89	CHERRY STREET	TAHOE CITY "Y"	5.51	\$5,000	\$27,500	UNDER CONSTRUCTION
WIDE SHOULDR OR LN	PLACER COUNTY	CALTRANS	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 89	PINE STREET	FAWN STREET	2.21	\$5,000	\$11,000	UNDER CONSTRUCTION
C-2/BIKE LANE	PLACER COUNTY	PLACER COUNTY	CARNELIAN WOODS AVE	STATE ROUTE 28	END OF CARNELIAN WOODS AVE	0.47	\$2,000,000	\$940,000	
C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	COUNTRY CLUB DRIVE	INCLINE WAY	LAKESHORE BLVD	0.18	\$2,000,000	\$350,700	
C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	COUNTRY CLUB DRIVE	STATE ROUTE 28	INCLINE WAY	0.32	\$2,000,000	\$638,600	
C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	VILLAGE BLVD	EAGLE DRIVE	COLLEGE DRIVE	0.50	\$500,000	\$250,200	
C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	VILLAGE BLVD	STATE ROUTE 28	LAKESHORE BLVD	0.67	\$2,000,000	\$1,334,000	
C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	INCLINE WAY	SOUTHWOOD BLVD	COUNTRY CLUB DRIVE	0.58	\$500,000	\$288,700	
C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	COUNTRY CLUB DRIVE	VILLAGE BLVD (NORTH)	STATE ROUTE 28	1.45	\$500,000	\$726,100	
C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	SKI WAY	COUNTRY CLUB DRIVE	FAIRVIEW BLVD	0.81	\$2,000,000	\$1,618,900	
C-2/BIKE LANE	WASHOE COUNTY	WASHOE COUNTY	VILLAGE BLVD	COLLEGE DRIVE	STATE ROUTE 28	0.75	\$500,000	\$377,300	
WIDE SHOULDR OR LN	WASHOE COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 28	STATELINE ROAD	LAKESHORE BLVD (WEST)	2.30	\$5,000	\$11,500	

Table 18: Proposed Bicycle and Pedestrian Project List, Class II/Bike Lane or Shoulder Technical Amendment, December 2014

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL ESTIMATED COST	STATUS
WIDE SHOULDR OR LN	WASHOE COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP - STATE ROUTE 28	LAKESHORE BLVD	SAND HARBOR	2.36	\$5,000	\$11,800	
WIDE SHOULDR OR LN	WASHOE COUNTY	NEVADA DEPARTMENT OF TRANSPORTATION	LAKE TAHOE SCENIC BIKE LOOP	SAND HARBOR	CHIMNEY BEACH	2.63	\$5,000	\$13,100	
WIDE SHOULDR OR LN	WASHOE COUNTY	WASHOE COUNTY	LAKE TAHOE SCENIC BIKE LOOP - LAKESHORE BLVD	STATE ROUTE 28 (WEST)	STATE ROUTE 28 (EAST)	2.97	\$2,000,000	\$5,930,200	

Table 18: Proposed Bicycle and Pedestrian Project List, Class II/Bike Lane or Shoulder Technical Amendment, December 2014

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL ESTIMATED COST	STATUS
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	\$3,500	
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	\$2,400	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	FOUNTAIN AVENUE	SIERRA BLVD	MARTIN AVE	0.27	\$5,000	\$1,400	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SPRUCE AVE	GLENWOOD AVE	BLACKWOOD RD	0.37	\$5,000	\$1,800	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	FAIRWAY DRIVE	JOHNSON BLVD	BLACKWOOD RD	0.18	\$5,000	\$900	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	VENICE DRIVE EAST	TAHOE KEYS BLVD	15TH STREET	0.88	\$5,000	\$4,400	
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	\$5,200	
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	\$1,200	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	E STREET	KYBURZ AVE	MELBA DR	0.11	\$5,000	\$500	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	MELBA DRIVE	E STREET	SOUTH AVE	0.47	\$5,000	\$2,400	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SOUTH AVE	MELBA DRIVE	THIRD STREET	0.25	\$5,000	\$1,300	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	THIRD STREET	US HWY 50	BARTON HOSPITAL	0.40	\$5,000	\$2,000	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	WINNAMUCCA AVE	HELEN AVE	US HWY 50	0.13	\$5,000	\$700	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	FAIRWAY AVE	GLENWOOD WAY	BLACKWOOD RD	0.16	\$5,000	\$800	
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	\$400	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	JAMES AVE	ELOISE	PROPOSED BIKE PATH	0.60	\$5,000	\$3,000	
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	0.53	\$5,000	\$2,700	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	B STREET CONNECTION	MELBA STREET	HWY 50	0.10	\$5,000	\$500	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	TATA LANE	LAKE TAHOE BLVD	BONANZA AVE	0.28	\$5,000	\$1,400	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	DUNLAP DR.	HWY 50	PATRICIA LANE	0.27	\$5,000	\$1,300	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	WASHINGTON AVE	3RD STREET	CTC USER TRAIL	0.04	\$5,000	\$200	
C-3/BIKE ROUTE	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	LOS ANGELES AVE	OAKLAND AVE	US HWY 50 BIKE PATH	0.52	\$5,000	\$2,600	
C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	PINE RIDGE DRIVE	STATE ROUTE 207	ROUND HILL BIKE PATH	0.27	\$5,000	\$1,400	
C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	MARKET STREET	PROPOSED SHARED USE PATH	207/KINGSBURY GRADE	0.19	\$5,000	\$1,000	
C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	ROUND HILL BIKE PATH CONNECTOR	KINGSBURY MIDDLE SCHOOL	ECHO DRIVE	0.13	\$5,000	\$700	
C-3/BIKE ROUTE	DOUGLAS COUNTY	DOUGLAS COUNTY	ROUND HILL BIKE PATH CONNECTOR 2	ROUND HILL BIKE PATH	MCFAUL WAY	0.06	\$5,000	\$300	
C-3/BIKE ROUTE	EL DORADO COUNTY	UNITED STATES FOREST SERVICE	FALLEN LEAF TRAIL CONNECTOR	FALLEN LEAF SHARED USE PATH	FALLEN LEAF ROAD	0.24	\$5,000	\$1,200	
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	SOUTH UPPER TRUCKEE ROAD	US HWY 50	LUTHER PASS CAMPGROUND	4.87	\$5,000	\$24,300	
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	LAKE TAHOE BLVD	ANGORA CREEK DRIVE	NORTH UPPER TRUCKEE	0.76	\$5,000	\$3,800	
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	PORTAL DRIVE	STATE ROUTE 89	SOUTH UPPER TRUCKEE	0.16	\$5,000	\$800	
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	ELKS CLUB ROAD	US HWY 50	PIONEER TRAIL	0.80	\$5,000	\$4,000	
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	MEADOW VALE/SOUTHERN PINES	US HWY 50	PIONEER TRAIL	1.23	\$5,000	\$6,100	
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	SAN BERNADINO AVE	MEYERS ELEMENTARY SCHOOL	TAHOE PARADISE PARK	0.25	\$5,000	\$1,300	
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	SAN BERNADINO AVE (WEST)	NORTH UPPER TRUCKEE RD	PROPOSED SHARED USE PATH IN STATE PARK	0.39	\$5,000	\$1,900	

Table 18: Proposed Bicycle and Pedestrian Project List, Class III/Bike Route
Technical Amendment, December 2014

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL ESTIMATED COST	STATUS
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	BLITZEN RD	STATE ROUTE 89 NEAR MEYERS	SANTA CLAUSE DR	1.53	\$5,000	\$7,700	
C-3/BIKE ROUTE	EL DORADO COUNTY	EL DORADO COUNTY	PIONEER CONNECTOR SIGNAGE	PAT LOWE CLASS 1 ON PIONEER	CROSSING 50 TO SAWMILL CLASS I	0.09	\$5,000	\$400	
C-3/BIKE ROUTE	PLACER COUNTY	NORTH TAHOE PUBLIC UTILITY DISTRICT	DONNER RD	NORTH TAHOE REGIONAL PARK ENTRANCE	PINEDROP TRAIL	0.22	\$5,000	\$1,100	
C-3/BIKE ROUTE	PLACER COUNTY	PLACER COUNTY	LAKE FOREST ROAD	POMIN PARK	SKYLANDIA PARK	0.90	\$5,000	\$4,500	

Table 18: Proposed Bicycle and Pedestrian Project List, Class III/Bike Route
 Technical Amendment, December 2014

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL ESTIMATED COST	STATUS
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50 PHASE II (BOTH SIDES)	SOUTH TAHOE "Y"	BLUE LAKE AVE	3.41	\$1,000,000	\$3,410,000	FINAL DESIGN
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	\$166,200	
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SPRUCE AVENUE (SOUTH SIDE)	GLENWOOD WAY	BLACKWOOD DRIVE	0.38	\$1,000,000	\$380,200	
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	SPRUCE AVENUE (NORTH SIDE)	GLENWOOD WAY	BLACKWOOD DRIVE	0.37	\$1,000,000	\$368,700	
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	STATELINE AVE	US HWY 50	LAKESHORE BLVD	0.41	\$1,000,000	\$412,700	ENVIRONMENTAL REVIEW
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PIONEER TRAIL	SKI RUN BLVD	SHEPHERDS DRIVE	0.49	\$4,000,000	\$1,941,100	
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	BLACKWOOD AVE SR2S	HERBERT AVE	PIONEER TRAIL	0.51	\$1,000,000	\$511,500	
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PARK AVE	BLACK ROCK ROAD	LAKESHORE BLVD	0.15	\$1,000,000	\$148,000	
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	US HWY 50 (SOUTH SIDE)	PIONEER	MIDWAY ROAD	0.18	\$1,000,000	\$178,200	
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	BLACKWOOD ROAD	GLENWOOD WAY	FAIRWAY AVE	0.10	\$1,000,000	\$104,600	
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	GLENWOOD WAY	FAIRWAY AVE	BLACKWOOD RD	0.25	\$1,000,000	\$251,700	
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	PIONEER TRAIL	SKI RUN BLVD	LARCH AVE	0.43	\$4,000,000	\$1,705,800	
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	STATE ROUTE 89 SIDEWALKS (BOTH SIDES)	5TH STREET	10TH STREET	0.67	\$1,000,000	\$670,000	IN CONSTRUCTION 2015 - 2016
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	STATE ROUTE 89 SIDEWALKS (BOTH SIDES)	11TH STREET	15TH STREET	0.80	\$1,000,000	\$800,000	IN CONSTRUCTION 2015 - 2018
PED	CITY OF SOUTH LAKE TAHOE	CITY OF SOUTH LAKE TAHOE	LAKE PARKWAY EAST (LOOP ROAD)	STATELINE	PARK AVE	0.19	\$1,000,000	\$193,200	
PED	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50 (SOUTH SIDE)	ELK'S POINT ROAD	KAHLE DRIVE	1.07	\$1,000,000	\$1,068,000	
PED	DOUGLAS COUNTY	SIERRA COLINA	LPF 5	LAKE VILLAGE DRIVE	KAHLE PARK	0.13	\$1,000,000	\$126,000	
PED	DOUGLAS COUNTY	SIERRA COLINA	LPF 4	LAKE VILLAGE DRIVE	US HWY 50	0.10	\$1,000,000	\$101,900	
PED	DOUGLAS COUNTY	DOUGLAS COUNTY	US HWY 50 (SOUTH SIDE)	KINGSBURY GRADE (STATE ROUTE 207)	LAKE PARKWAY (LOOP ROAD)	0.25	\$1,000,000	\$252,200	
PED	PLACER COUNTY	TCPUD	FANNY BRIDGE	TAHOE TAVERN ROAD	MACKINAW RD	0.54	\$1,200,000	\$648,000	ENVIRONMENTAL REVIEW
PED	PLACER COUNTY	PLACER COUNTY	STATE ROUTE 28	STATE ROUTE 267	CHIPMUNK STREET	0.89	\$2,500,000	\$2,217,200	IN CONSTRUCTION 2015-2017
PED	PLACER COUNTY	PLACER COUNTY	STATE ROUTE 28	STATELINE RD	CHIPMUNK STREET	0.79	\$8,000,000	\$6,336,800	
PED	PLACER COUNTY	PLACER COUNTY	FOX STREET	STATE ROUTE 28	RAINBOW AVE	0.21	\$317,000	\$66,100	IN CONSTRUCTION 2015-2017
PED	PLACER COUNTY	PLACER COUNTY	COON STREET	STATE ROUTE 28	DOLLY VARDEN AVE	0.39	\$317,000	\$122,600	IN CONSTRUCTION 2015-2018
PED	PLACER COUNTY	PLACER COUNTY	BEAR STREET	STATE ROUTE 28	TROUT AVE	0.06	\$317,000	\$18,500	IN CONSTRUCTION 2015-2019
PED	PLACER COUNTY	PLACER COUNTY	DEER STREET	STATE ROUTE 28	PAST TROUT AVE	0.04	\$317,000	\$12,100	IN CONSTRUCTION 2015-2020
PED	PLACER COUNTY	PLACER COUNTY	SECLINE STREET	STATE ROUTE 28	STEELHEAD AVE	0.16	\$317,000	\$51,000	IN CONSTRUCTION 2015-2021
PED	PLACER COUNTY	PLACER COUNTY	STEELHEAD AVE	DEER STREET	FOX STREET	0.41	\$317,000	\$130,800	IN CONSTRUCTION 2015-2022
PED	WASHOE COUNTY	WASHOE COUNTY	STATE ROUTE 28	LAKESHORE BLVD (WEST END)	NORTHWOOD BLVD	1.10	\$2,000,000	\$2,193,900	
PED	WASHOE COUNTY	WASHOE COUNTY	DRIVER WAY	VILLAGE BLVD	COUNTRY CLUB DRIVE	0.58	\$1,000,000	\$579,100	
PED	WASHOE COUNTY	WASHOE COUNTY	FAIRWAY BLVD	NORTHWOOD BLVD	COUNTRY CLUB DRIVE	0.44	\$2,000,000	\$875,300	
PED	WASHOE COUNTY	WASHOE COUNTY	VILLAGE BLVD	COUNTRY CLUB DRIVE	COLLEGE DRIVE	0.25	\$2,000,000	\$505,700	
PED	WASHOE COUNTY	WASHOE COUNTY	GOLFERS PASS ROAD	STATE ROUTE 431	VILLAGE BLVD	0.85	\$1,000,000	\$847,300	
PED	WASHOE COUNTY	WASHOE COUNTY	MCCOURRY BLVD	STATE ROUTE 431	NORTHWOOD BLVD	0.46	\$1,000,000	\$456,700	
PED	WASHOE COUNTY	WASHOE COUNTY	SKI WAY	COUNTRY CLUB DRIVE	FIRST GREEN DRIVE	0.73	\$2,000,000	\$1,455,300	
PED	WASHOE COUNTY	WASHOE COUNTY	COUNTRY CLUB DRIVE	VILLAGE BLVD	STATE ROUTE 28	1.56	\$2,000,000	\$3,113,900	
PED	WASHOE COUNTY	WASHOE COUNTY	VILLAGE BLVD	LAKE COUNTRY DR.	COUNTRY CLUB DR.	0.16	\$1,000,000	\$160,400	

Table 18: Proposed Bicycle and Pedestrian Project List, Pedestrian Facilities
Technical Amendment, December 2014

CLASS	LOCATION	OWNERSHIP	NAME	FROM	TO	MILES	COST PER MILE	TOTAL ESTIMATED COST	STATUS
C-1/SHARED USE PATH	EL DORADO COUNTY	UNITED STATES FOREST SERVICE	POPE/BALDWIN PATH - UPGRADE	15TH STREET	SPRING CREEK	3.30	\$750,000	\$2,475,000	
C-1/SHARED USE PATH	PLACER COUNTY	TAHOE CITY PUBLIC UTILITY DISTRICT / CALTRANS	TRUCKEE RIVER TRAIL RECONSTRUCTION	TAHOE CITY	SQUAW VALLEY	5.07	\$750,000	\$3,802,500	
C-1/SHARED USE PATH	EL DORADO COUNTY / PLACER COUNTY	TAHOE CITY PUBLIC UTILITY DISTRICT	WEST SHORE TRAIL IMPROVEMENTS	STATE ROUTE 28 & 89	EMERALD BAY	12.10	\$1,000,000	\$12,100,000	

Table 18: Proposed Bicycle and Pedestrian Project List, Other Technical Amendment, December 2014

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 (\$)	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

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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).

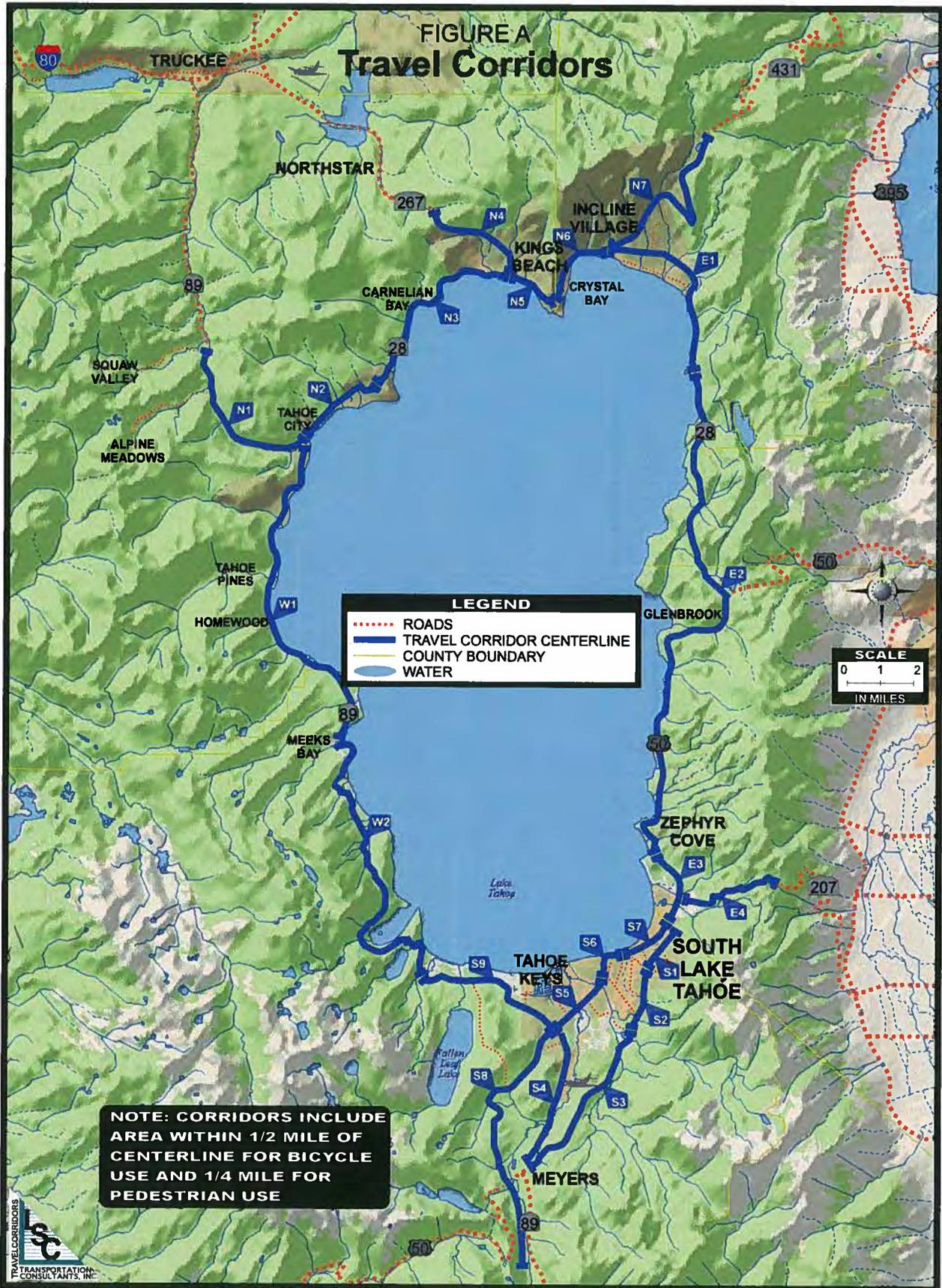


TABLE A: Tahoe Region Bicycle and Pedestrian Corridor Use Model

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)?

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

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

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

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

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

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

<p>Individual projects could result in grading in excess of 5 feet, but must make the findings in Code section 64.7. B</p>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
	<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient

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

<p>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.</p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	<input checked="" type="checkbox"/> No, With Mitigation	<input type="checkbox"/> 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