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STAFF REPORT

Date: April 17, 2024  
To: TMPO Governing Board  
From: TRPA Transportation Planning Staff  
Subject: TMPO Approval of the TRPA 2024 Active Transportation Plan

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Summary and Staff Recommendation:

Staff recommends the Tahoe Metropolitan Planning Organization Board adopt the attached TMPO Resolution 2023 - \_\_ approving the TRPA 2024 Active Transportation Plan (ATP, or “the plan”).

Advisory Planning Commission Recommendation:

On April 10, 2023, the Advisory Planning Commission (APC) conducted a public hearing on the draft ATP and unanimously recommended approval to the TMPO Governing Board.

Required Motion:

To adopt the attached resolution approving the ATP, the TMPO Board must make the following motion, based on the staff report.

- 1) A motion to adopt a finding of no significant effect as set forth in Attachment D and TMPO Resolution 2023 - \_\_ (Attachment A) to approve the TRPA 2024 Active Transportation Plan.

For the motion to pass, an affirmative vote of four Board members from each state is required.

Project Description/Background:

TRPA, as the federally designated Metropolitan Planning Organization, is committed to keeping the ATP current to ensure the plan supports the planning and funding needs of the region. The last update to the plan was in 2018 with the TRPA Governing Board adoption of technical amendments only. The new 2024 ATP includes major and minor changes to new facility recommendations, updating of best-practices and research methods that have occurred since the previous update, and comprehensive data analyses. Updates include Existing Conditions and Needs Analysis, Network Recommendations, Implementation Plan, and Priority Project list.

In addition, staff introduces two new ATP components: a “Bicycle Level of Traffic Stress/Pedestrian Experience Index” (BLTS/PEI) analyses, and California designated “Class IV” bicycle facilities. Class IV facilities are dedicated bicycle lanes that are physically separated from traffic by a vertical element. This could be flexposts, bollards, curbs, or a row of parked cars that separate the bicyclists from the auto travel lanes. BLST/PEI analyses are modern active transportation planning tools to help identify high-stress roadways, while proposing a standard list of stress-reducing infrastructure that are designed to encourage people to ride, roll or walk on a low(er)-stress network because they may no longer feel it is

too unsafe or stressful. Not only are these analyses important for various planning purposes, they also serve to make Tahoe's local agencies more competitive in regional, state and federal grant applications by identifying needs and recommendations on how to make Tahoe's active transportation network more equitable, accessible, and interconnected. The following is synopsis of each chapter within the draft plan:

### **Chapter 1: Introduction**

A brief overview of the 2024 Active Transportation Plan update, highlighting key themes, plan organization, public outreach, local agency roles and responsibilities, as well as a brief explainer of Tahoe's regional land use.

### **Chapter 2: Existing Conditions and Needs Analysis**

A fully updated needs assessment is a part of this update as well as new data, maps, figures, and tables. This chapter introduces the Bicycle Levels of Traffic Stress and Pedestrian Experience Index analyses, current challenges and solutions to safety, connectivity, implementation, and maintenance issues.

### **Chapter 3: Goals, Policies, & Performance Measures**

A brief overview of the future of active transportation in the Tahoe Basin, and how those performance metrics support specific direction on how the TRPA, as the Transportation Metropolitan Planning Organization (TMPO) and its partnering agencies, organizations, and private entities can work together to improve active transportation and increase its use. This chapter is helpful for agencies to align regional goals with local project development.

### **Chapter 4: Network Recommendations**

Each corridor map has been updated to illustrate existing conditions and highlight projects nearing implementation. Since the 2018 ATP adoption, new data analyses are available that enrich the existing and proposed infrastructure maps and project lists. This includes existing and proposed bicycle parking locations. Specifically, each corridor section now includes:

- New maps highlighting network recommendations
- A map of the existing and proposed bicycle and pedestrian infrastructure network (shared-use paths, sidewalks, bicycle lanes, bicycle routes, and bicycle parking)
- An updated map of the corridor crash analysis
- An updated priority project list

### **Chapter 5: Programs**

An update on regional active transportation programs, such as Bike Month activities, Safe Routes to School, education, and awareness campaigns.

## Chapter 6: Implementation Plan

This chapter provides a detailed outlook on how TRPA can best support implementation of our region's priority projects.

### Outreach:

The current ATP update included engaging our regional partners, residents, and visitors around the region either in-person or via our Transportation Safety Survey, to understand how stakeholders feel about the current active transportation network in Tahoe and what could be improved. Staff have attended various events in both the North and South Shores of Lake Tahoe including Farmer's Markets, the Family Resource Center, the Sierra Community House, multiple Bike Kitchen events, Earth Day events, among others. Beyond public outreach events, staff sought technical assistance and local jurisdiction collaboration with the convening of a Technical Advisory Committee (TAC) designed to gather local agency feedback and technical input on our ongoing planning process.

The TAC invitees include various representatives from:

- Caltrans
- NDOT
- El Dorado County
- Washoe County
- Douglas County
- Placer County
- City of South Lake Tahoe
- South Shore Transportation Management Association
- Achieve Tahoe
- Tahoe City Public Utility District
- North Tahoe Fire
- North Lake Tahoe Fire Protection District
- Lake Valley Fire
- Tahoe Fire
- Nevada Highway Patrol
- California Highway Patrol
- Douglas County Sheriff
- El Dorado County Sheriff
- League to Save Lake Tahoe
- California Tahoe Conservancy
- Tahoe Transportation District
- Lake Tahoe Bicycle Coalition

Staff also presented and received feedback on the draft ATP to various regional agencies, associations, boards committees, commissions, and other stakeholder groups. These groups include but are not limited to Truckee North Tahoe Transportation Management Associations, Joint Powers Authority Bicycle Advisory Committee, Nevada Bicycle and Pedestrian Advisory Board, South Shore Transportation Management Association, Access Tahoe (disability rights organization). Staff also secured a recommendation of TMPO approval from the TRPA Advisory Planning Commission.

The draft ATP was released for public comment on Tuesday, February 27<sup>th</sup> and closed Sunday, March 24<sup>th</sup>. Comments were incorporated and the final plan can be found at [www.trpa.gov/atp](http://www.trpa.gov/atp). Emailed comments on the draft 2024 ATP as well as list of edits made to the draft plan can be found in the link and bulleted list located in Attachment B.

### Regional Plan Conformance

2024 Active Transportation Plan complies with all requirements of federal funding recipients and are consistent with the TRPA Regional Plan and supports goals and policies to implement the Regional Plan. The Active Transportation Plan also supports the objectives of the TRPA Regional Transportation Plan and associated Goals and Policies.

### Environmental Review

Staff prepared a TRPA Initial Environmental Checklist to evaluate the potential environmental impacts of the ATP. The checklist and determination of no significant effect is included in Attachment D.

### Contact Information:

For questions regarding this agenda item, please contact Ryan Murray at (775) 589-5244 or [rmurray@trpa.gov](mailto:rmurray@trpa.gov). To submit a written public comment, email [publiccomment@trpa.gov](mailto:publiccomment@trpa.gov) with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

### Attachments/Links

- A. TMPO Resolution 2024 – Adopting the 2024 Active Transportation Plan.
- B. Record of comments received (found at <https://www.trpa.gov/wp-content/uploads/Combined-ATP-Public-Comment.pdf>), and list of edits made to the draft plan.
- C. TRPA 2024 Active Transportation Plan (found at [www.trpa.gov/atp](http://www.trpa.gov/atp)).
- D. Initial Environmental Checklist

Attachment A  
TMPO Resolution 2024 – Adopting the 2024 Active Transportation Plan

TAHOE METROPOLITAN PLANNING ORGANIZATION  
TMPO RESOLUTION NO. 2024 –

ADOPTION OF THE 2024 ACTIVE TRANSPORTATION PLAN

WHEREAS, the Tahoe Basin was designated a Metropolitan Planning Organization in 1999 by the Governors of California and Nevada under authorization provided in the Transportation Equity Act for the 21st Century (TEA-21); and

WHEREAS, the current federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA) requires that active transportation modes, like biking and walking be given due consideration in transportation planning process of Metropolitan Planning Organizations; and

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is responsible for fulfilling metropolitan transportation planning requirements under 23 CFR Part 450; and

WHEREAS, the TMPO has updated the 2018 Linking Tahoe: Active Transportation Plan, now titled 2024 Active Transportation Plan, for the Tahoe Basin in support of Federal, State, Regional and local goals and in coordination with the Federal Highway Administration, the State of California and the State of Nevada local agencies and other partners; and

WHEREAS, the updated plan underwent an in-depth public outreach process in accordance with the TMPO Public Participation Plan; and

WHEREAS, the routes, alignments and classifications contained in this plan are conceptual in nature, are not intended to be specific project locations, and the maps contained therein are for illustrative purposes only; and

WHEREAS, the TMPO prepared an Initial Environmental Checklist and determined the plan would have no significant environmental effects; and

WHEREAS, subsequent project development actions to implement the proposed projects within the plan must undergo all necessary environmental review and complete applicable TRPA, federal, state, county, and local project review procedures.

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization adopts the 2024 Active Transportation Plan; and

BE IT FURTHER RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization delegates authority for approval of technical updates to the 2024 Active Transportation Plan to the TRPA Executive Director; and

PASSED and ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on April 24, 2024, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

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Cindy Gustafson, Chair  
TMPO Governing Board

Attachment B

Record of comments received (found at <https://www.trpa.gov/wp-content/uploads/Combined-ATP-Public-Comment.pdf>), and list of edits made to the draft plan.



## Attachment B

Link to comments submitted on the draft TRPA 2024 Active Transportation Plan:  
<https://www.trpa.gov/wp-content/uploads/Combined-ATP-Public-Comment.pdf>

Edits made to the draft plan:

- Plan-wide:
  - Textual edits for grammar, accuracy, and clarity.
- Preface:
  - Added glossary term for “ADA” (The American with Disabilities Act).
- Chapter 1:
  - Added maintenance as a Tahoe Transportation District (TTD) responsibility (pg. 1-11, table 1-1).
- Chapter 2:
  - Included Nevada regarding law noting automobiles’ responsibility to yield to pedestrians (pg. 2-4).
  - Inserted map links for Bicycle Level of Traffic Stress and Pedestrian Experience Index Maps (Figures 2-2, 2-4, 2-5, and 2-6).
  - Included mention of support for “leading pedestrian intervals” and “median refuge islands” (pg. 2-26).
  - Inclusion of more detailed description of disabled transportation users needs (pg. 2-29).
- Chapter 3:
  - Deleted “action” columns from policy matrix table (remnant from previous plan, multiple pages)
  - Added sentence to Policy 2.1 discouraging use of active transportation facilities for snow storage (pg. 3-3).
  - Added date highlighting when the Transportation Performance Report will be completed and available for review (pg. 3-7).
  - Corrected Appendix letter (pg. 3-3).
  - Added inclusion of flashing stop signs at Ski Run Blvd and Tamarack Ave (pg. 3-12).
- Chapter 4
  - More detailed description of what is meant by the “complete streets” project category designation (pg. 4-2).
  - Added context for how project priority tiers were devised (pg.4-2).
  - Added link to Federal Highway Administration website on road reconfigurations (pg. 4-9).
  - Added focus of stateline-to-stateline bikeway from Zephyr Cove to Round Hill Pines (pg. 4-9).

- Chapter 5
  - Removal of mention of “Nevada Moves Day” programming (programming is not implemented in Tahoe, pg. 5-2).
  
- Plan-wide map and priority project edits:
  - Added Class 1 facility along Spruce Ave to Blackwood Rd.
  - Added Spruce Ave as a Class 3 bicycle boulevard.
  - Added complete streets project along Ski Run Blvd (Pioneer Trail to Needle Peak Rd to Wildwood Ave).
  - Added pedestrian and bicycle facility along Tamarack Ave from Blackwood Rd. to Ski Run Blvd.
  - Added sidewalks from Wildwood Ave from Pioneer Trail to U.S. 50.
  - Updated Dennis Machida Greenway Phase 1c implementing agency to City of South Lake Tahoe from California Tahoe Conservancy.
  - Added Van Sickle Bi-State Park Phase 3 shared-use trails.
  - Added Dennis Machida Memorial Greenway Phase 3.
  - Added Link Road to Sussex Avenue trail.
  - Updated segments, project name, and cost estimate for Tahoe Transportation District’s Sand Harbor to Spooner Class 1 trail project.
  - Aligned City of South Lake Tahoe proposed projects with the Tahoe Valley Area Plan.
    - Moved Clement St proposed bike route to Julie Lane.
    - Extend Barton Ave proposed bike route.
    - Add 5th street as proposed bike route.
  - Added proposed sidewalk along South Lake Pkwy.
  - Adjusted Herbert Ave complete streets to tier 2 priority.
  - Removed proposed class 3 along Barbara Ave.
  - Added proposed sidewalks along Dolly Varden Ave and Deer St in Kings Beach.
  - Removed Alta Mira public access project.
  - Bicycle Level of Traffic Stress (BLTS) edits:
    - U.S. 50 at Al Tahoe Blvd - continued BLTS 4 designation
    - Added Viking Way as BLTS 3
  - Pedestrian Experience Index (PEI) edits:
    - Lower PEI along south side of Lake Pkwy where there is no existing sidewalk facility.
    - Increase Class 1 along Sierra Blvd to 45% index.
    - Increase Class 1 Greenway segment (at Sierra Blvd) to 35% index.

Attachment C  
TRPA 2024 Active Transportation Plan (found at [www.trpa.gov/atp](http://www.trpa.gov/atp)).

Attachment D  
Initial Environmental Checklist

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

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## Project Name: 2024 Active Transportation Plan

**APN/Project Location:** The Lake Tahoe Region

**County/City:** El Dorado, Placer, Washoe, Douglas, Carson City, City of South Lake Tahoe

### Project Description:

The *2024 Active Transportation Plan (ATP, the plan)* presents a guide for planning, designing, constructing, and maintaining a regional active transportation network that includes international best practice infrastructure recommendations, support facilities, and awareness programs. The infrastructure network includes on and off-street bike facilities such as protected bicycle lanes, designated bicycle routes, and intersection designs that promote safe and convenient travel for bicycling, walking, and rolling. The network also includes off-street, shared-use paths, footbridges, and sidewalks that help connect users to destinations that the roadway does not typically carry them. This plan outlines goals, policies, and actions that support implementation of high priority projects and guides long-term policies and planning that will transform Tahoe's transportation system. To support this process, the plan includes analysis of existing conditions via an updated "Bicycle Level of Traffic Stress" (BLTS) and "Pedestrian Experience Index" (PEI) analyses, provides data for future projects, and outlines tiers of project priorities. To help ensure feasible implementation, the plan identifies potential funding sources and recommended designs to encourage consistent and safe access for our most vulnerable roadway users.

The ATP recommends active transportation projects including bike lanes, sidewalks, bike routes, and shared use paths. The complete list of projects can be found in Appendix F of the ATP. Most of the Class I shared use path projects, and complete streets projects are identified in the Lake Tahoe Environmental Improvement Program as regionally significant and included in the 2020 Regional Transportation Plan (2020 RTP). The Tahoe Metropolitan Planning Organization (TMPO)/Tahoe Regional Planning Agency (TRPA) adopted the 2020 RTP and a finding of no significant environmental effect on April 28, 2021. Exactly which projects identified in an ATP will be implemented is speculative as funding is limited.

The following new projects for the 2024 ATP represent a total of 11.56 miles of new sidewalks, shared use paths, or bike lanes that were not evaluated in the 2020 RTP environmental analysis:

<b>Project</b>	<b>Implementer</b>	<b>Miles</b>
Lake Tahoe Boulevard Bike Lanes	El Dorado County	1.6
US Hwy 50 Complete Streets Improvements	California Department of Transportation	1.6
B Street Overpass	California Department of Transportation	0.12
Viking Road Bike Path	City of South Lake Tahoe	0.28
Washington Avenue Complete Streets	City of South Lake Tahoe	0.19
SR 28 Class I Country Club to Glen	Washoe County	0.26
SR 28 Class 1 Country Club to Sweetwater	Washoe County	0.67
Dolly Varden/Deer St. Sidewalks	Placer County	0.31
Fox and Spreckle Complete Streets	Placer County	1.16
Stateline to Kings Beach Sidewalks	California Department of Transportation	0.8
Lake Forest Road Complete Streets	Placer County	0.9
Elks Point Road Bike Lane Extension	Douglas County	0.09
Lake Parkway South Sidewalks	City of South Lake Tahoe	0.22
Van Sickle Phase III Shared Use Trails	California Tahoe Conservancy	0.44
Complete streets from Pioneer Trail to Heavenly	City of South Lake Tahoe	0.9
Herbert Ave Complete Streets	City of South Lake Tahoe	0.51
Herbert Ave Sidewalks	City of South Lake Tahoe	0.47
Link Road to Sussex Ave	California Tahoe Conservancy	0.16
Spruce Class 1 Connector Bridge	U.S. Forest Service	0.08
Tamarack Ave Sidewalks	City of South Lake Tahoe	0.48
Wildwood Ave Sidewalks	City of South Lake Tahoe	0.32
<b>Total New Projects</b>		<b>11.56</b>

Adoption of ATPs is exempt from environmental documentation requirements under the California Environmental Quality Act (CEQA) because active transportation policies and projects are (1) environmentally beneficial by encouraging and promoting non-auto dependent travel, and (2) will undergo rigorous site-specific environmental review. The TRPA/TMPO prepares this IEC for the 2024 ATP to examine any potential cumulative impacts from policies or potentially funded projects listed above.

# I. Environmental Impacts

## 1. Land

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Unstable soil conditions during or after completion of the proposal?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Transportation projects included in the 2024 ATP would involve construction, disturbance of soils, and in some instances, changes to topography. Projects involving roadway improvements, sidewalks, and shared use paths must be designed to meet both TRPA and local standards to reduce or avoid impacts to land. Design and mitigation measures to protect soils, reduce erosion, avoid impacts to SEZ, and reduce risk of hazards would be required based on the site-specific conditions of individual projects.

All projects implemented under the 2024 ATP must comply with the land coverage standards and limitations set forth in Chapter 30 of the TRPA Code of Ordinances. Chapter 53 of the TRPA Code establishes the IPES and related procedures, in accordance with the 1987 Regional Plan. In accordance with Chapter 53, vacant residential parcels within the Plan Area are evaluated, assigned a numerical IPES score, and ranked within each local jurisdiction from most suitable to least suitable for development.

Chapter 60 of the TRPA Code sets forth requirements for installation of BMPs for the protection or restoration of water quality and attainment of minimum discharge standards. Projects are required to comply with temporary and permanent BMP programs as a condition of approval. Chapter 33 of the TRPA Code describes the various standards



and regulations that protect the environment against significant adverse effects from excavation, filling, and clearing, due to such conditions as exposed soils, unstable earthworks, or groundwater interference.

The effects of individual projects in specific locations will be evaluated by the local jurisdiction and by TRPA through subsequent environmental analysis. Projects must be designed or mitigated to ensure soil disturbance, erosion, or exposure to other geologic hazards does not occur.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in a significant impact to land.

## 2. Air Quality

### Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Substantial air pollutant emissions?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Deterioration of ambient (existing) air quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. The creation of objectionable odors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Increased use of diesel fuel?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

The ATP would implement VMT-reducing projects and design features for the transportation network that would reduce associated air pollutant emissions by facilitating the use of active transportation. The construction and operation of projects would comply with federal and state regulations, the TRPA Code of Ordinances, and other applicable rules including the TRPA's Best Construction Practices Policy. Impacts related to odors, diesel fuel, and climate would be reduced by implementing the projects and programs included in the ATP.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in a significant impact to air quality.

### 3. Water Quality

**Will the proposal result in:**

	Yes	No	No, with mitigation	Data insufficient
a. Changes in currents, or the course or direction of water movements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Alterations to the course or flow of 100-yearflood waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Change in the amount of surface water in any water body?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Alteration of the direction or rate of flow of ground water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k. Is the project located within 600 feet of a drinking water source?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

Implementation of the ATP would help the Lake Tahoe Region meet the Total Maximum Daily Load Program (TMDL) requirements by incorporating water quality improvements in projects. Since roadway runoff from the urban uplands and atmospheric nitrogen deposition from vehicle emissions are major contributors to pollutant loading, the ATP has an important role to play in achieving the TMDL. Active transportation projects proposed under the ATP including the South Tahoe Greenway include water quality enhancements such as improving existing drainage systems to spread, treat, infiltrate, and retain flows from roadways, commercial areas, and other high priority or urbanized areas. Additionally, several shared use and complete streets projects include source control, conveyance,

and treatment facilities for stormwater runoff as well as improvements to address urban stormwater quality and flooding.

All projects under the ATP must comply with Chapter 60 of the TRPA Code of Ordinances which includes discharge limits for surface runoff and discharge to groundwater (Table 3.8-3 of the TRPA Code) snow removal and disposal requirements and required installation and maintenance of BMPs. In accordance with Chapter 60 and TRPA's BMP Handbook, temporary BMPs are required on construction sites and should be maintained throughout the construction period. Permanent BMPs are required for new and existing development and infrastructure. Infiltration facilities must be designed to accommodate a 20-year one-hour storm, per the BMP Handbook. Drainage conveyances through a parcel must be designed for at least a 10- year, 24-hour storm. Conveyances through an SEZ must be designed for a minimum 50-year storm.

Floodplain management under Chapter 35 requires that TRPA review development in 100-year floodplains, as defined by the Federal Emergency Management Agency or where TRPA has reason to believe that a flood hazard may exist. The TRPA Code prohibits development, grading, or filling of lands within 100-year floodplains with certain exceptions, including specific public outdoor recreation facilities, public health or safety facilities, access to buildable sites across a floodplain, and erosion control projects or water quality control facilities when it can be proven there are no viable alternatives, and all potential impacts can be minimized.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in a significant impact to water quality.

## 4. Vegetation

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. A change in the natural functioning of an old growth ecosystem?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Some of the active transportation projects included in the ATP would introduce new construction and ground disturbance to previously undisturbed or vegetated areas and thus have the potential to impact biological resources. The design and development of these projects would require site specific environmental analysis conducted by the local jurisdictions, USFS or Caltrans. Projects would also be subject to local jurisdiction biological resources standards including tree protection ordinances as well as state and federal regulations.

All projects would be required to comply with Chapter 61 of the TRPA Code of Ordinances which includes specific standards regarding vegetation, wildlife, and fisheries. Chapter 61, Vegetation and Forest Health, Section 61.3, Vegetation Protection and Management, provides for the protection of stream environmental zone (SEZ) vegetation, other common vegetation, uncommon vegetation, and sensitive plants in SEZs.

Tree removal is subject to review and approval by TRPA. Provisions for tree removal are provided in the following chapters and sections of Chapter 61, Vegetation and Forest Health; Section 61.1, Tree Removal; Section 61.3.6, Sensitive and Uncommon Plant Protection and Fire Hazard Reduction; Section 61.4, Revegetation; Chapter 36, Design Standards; Chapter 33, Grading and Construction; and Section 33.6, Vegetation Protection During Construction.

Chapter 62 of the TRPA Code sets standards for preserving and managing wildlife habitats, with special emphasis on protecting or increasing habitats of special significance, such as deciduous trees, wetlands, meadows, and riparian areas. Specific habitats that are protected include riparian areas, wetlands, and SEZs; wildlife movement and migration corridors; important habitat for any species of concern; critical habitat necessary for the survival of any species; nesting habitat for raptors and waterfowl; fawning habitat for deer; and snags and coarse woody debris. In addition, TRPA special-interest species (also referred to as “threshold species”), which are locally important because of rarity or other public interest, and species listed under the federal Endangered Species Act (ESA) or California ESA are protected from habitat disturbance by conflicting land uses.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in a significant impact to vegetation.

## 5. Wildlife

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
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"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Reduction of the number of any unique, rare, or endangered species of animals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Deterioration of existing fish or wildlife habitat quantity or quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Project-level planning and environmental analysis for individual projects would identify potentially significant effects to special-status wildlife species, minimize or avoid impacts to their habitats through the design process, and require mitigation for any significant effects as a condition of approval. As such, substantial and adverse impacts to the diversity or distribution of species would remain less than significant. In addition, individual projects would be required to complete project specific environmental review and comply with local jurisdictional standards, which would further reduce impacts. No new significant impacts or substantially more severe impacts would occur.

The overall land use pattern and amount of new development proposed under the ATP would not create barriers to wildlife movement; however individual projects, based on location, could have the potential to affect wildlife movement. In areas of known wildlife corridors, projects would be designed to incorporate passage over, under, or through a facility such as a shared use path or bridge to ensure wildlife passage is not impeded.

TRPA's existing policies and Code provisions address potential impacts to fisheries and aquatic habitats through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid those impacts through the design process, and require compensatory or other mitigation for any significant effects on fish habitat as a condition of project approval. Specifically, provisions of the TRPA Code of Ordinances require protecting prime and other fish habitat and require mitigation to avoid significant impacts to fisheries.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in a significant impact to wildlife.

## 6. Noise

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to severe noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

The ATP includes several new trail and bike path projects as well as complete streets projects to improve bike lanes, and pedestrian crossings in urbanized areas. Bike and pedestrian-related uses would not generate a significant amount of noise, as conversational noise is not excessive and is generally characteristic of the existing noise environment in urban areas and along roadways.

These uses would not generate a significant amount of noise, as conversational noise is typically measured at a range of 60 to 65 dBA at 5 feet (Federal Transit Administration 2018). Noise levels typically attenuate at a rate of about 6 dBA per doubling of distance and conversational noise would range from approximately 28 dBA to 33 dBA at 100 feet. Projects would not typically be located within 100 feet of noise-sensitive receivers. Noise attenuation from existing structures and topography would further ensure that conversational noise is reduced to a level that would be imperceptible to nearby receivers.

Projects would be subject to the noise standards specific to each plan area, as required in Chapter 11.6 of the TRPA Code of Ordinances.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region, that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in a significant impact related to noise.

## 7. Light and Glare

Will the proposal:	Yes	No	No, with mitigation	Data insufficient
a. Include new or modified sources of exterior lighting?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Cause light from exterior sources to be cast off -site or onto public lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Active transportation projects could introduce new sources of light, including sidewalk and trail lighting. Existing outdoor lighting standards described in the TRPA Code Section 36.8 and other local night sky policies would govern new development. Similarly, new projects listed in the ATP would adhere to the lighting standards to reduce impacts that may adversely affect nighttime views.

Glare occurs when the sun reflects off light-colored surfaces, windows, and the windshields of parked cars. Adherence to the limited color palette prescribed in the TRPA Design Standards would ensure that light-colored surfaces and unshielded glass would not occur, thus preventing glare. It is possible that components of new facilities would have reflective materials as part of their designs. This could include wayfinding and interpretive signage, windows, and building or structure siding and roof materials. These components would be subject to the TRPA and local jurisdictional design guidelines that include using materials that appear natural and blend with the landscape.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region, that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in a significant impact related to light and glare.



## 8. Land Use

### Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Expand or intensify an existing non-conforming use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

The active transportation projects include sidewalks, bike lanes, and shared use paths that are consistent with land use designations and identified as appropriate in their respective plan areas. Prior to permitting transportation projects that involve land use changes, local jurisdictions will have the opportunity for discretionary review of site-specific design and could develop mitigation to ensure no conflict occurs with other land use plans.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region, that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in a significant impact to land use.

## 9. Natural Resources

### Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. A substantial increase in the rate of use of any natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantial depletion of any non-renewable natural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Proposed projects included in the ATP include active transportation projects, implementation of complete streets and operations and maintenance projects that improve mobility throughout the Plan Area. The scale of the active transportation infrastructure is not such that substantial amounts of non-renewable natural resources would be utilized or affected. Therefore, the ATP would not result in significant impacts related to natural resources.

## 10. Risk of Upset

### Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Involve possible interference with an emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Construction of transportation facilities could result in transport of hazardous materials or temporarily expose people and the environment to hazardous conditions.

All transport of hazardous materials would be required to comply with existing laws and regulations, such as the federal Resource Conservation and Recovery Act (RCRA) and the state Hazardous Waste Control Act and California Vehicle Code. In California, transportation of hazardous materials on roadways is regulated by the California Highway Patrol and Caltrans, and the use of these materials is regulated by the California Department of Toxic Substances Control (DTSC). In Nevada, the transportation of hazardous materials on area roadways is regulated by the Nevada Highway Patrol. The use of these materials in Nevada is regulated by Nev-OSHA, and Nevada's Hazardous Waste Management Program regulations. This would ensure that the transport of hazardous materials and the release of hazardous materials would be adequately controlled. In addition, individual projects would be required to complete project specific environmental review and comply with local jurisdictional standards, which would further reduce impacts.

Improving the active transportation network would also provide alternative travel modes and decrease demand on the roadway network, hence improving the ability to evacuate. Class I trails and bridges also are recommended to be designed to accommodate emergency vehicles, providing alternative routes during an emergency.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region, that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in a risk of upset.

## 11. Population

### Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Include or result in the temporary or permanent displacement of residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Active transportation projects would be located adjacent to, along existing roadway networks or designed to connect existing communities. The ATP would not affect population growth or displace residents, therefore there would be no significant impact.

## 12. Housing

### Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Affect existing housing, or create a demand for additional housing? <i>To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:</i>				
1. Will the proposal decrease the amount of housing in the Tahoe Region?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Active transportation projects would be located along existing roadway networks or designed to connect existing communities, serving new and existing residential areas. The ATP would not affect housing, therefore there would be no significant impact.

### 13. Transportation / Circulation

**Will the proposal result in:**

	Yes	No	No, with mitigation	Data insufficient
a. Generation of 650 or more new average daily Vehicle Miles Travelled?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Changes to existing parking facilities, or demand for new parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Alterations to present patterns of circulation or movement of people and/or goods?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Alterations to waterborne, rail or air traffic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The implementation of Active Transportation Projects and programs encourage use of non-auto travel that can reduce vehicle miles traveled, demand for auto parking, and alleviate congestion on roadways. These projects are designed to distribute travel and circulation more efficiently and decrease hazards to bicyclists, pedestrians, and vehicles.

Most pedestrian facilities, including sidewalks, shared-use paths, and crossings, are concentrated around urban and tourist-centered areas in the region. The ATP would improve bicycle and pedestrian facilities consistent with the 2020 Regional Plan. In recreation corridors throughout the region, the 2020 RTP proposes public transit that connects to shared use paths and recreation destinations.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region, that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in significant impacts to transportation.

## 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?:

	Yes	No	No, with mitigation	Data insufficient
a. Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks or other recreational facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Other governmental services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Proposed policies and projects in the ATP are intended to improve public facilities such as roads and connections between currently separated recreation facilities and public areas such as schools, trails, parks, beaches. Active transportation projects often include new and renovated stormwater systems, as well as maintenance. These projects would contribute to improved public services. Proposed safety improvements to transportation systems infrastructure would facilitate police and fire protection services.

Construction or roadway maintenance could temporarily affect response times or other performance objectives, but scheduling would be coordinated with local agencies and require traffic control plans.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region, that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in significant impacts to public services.

## 15. Energy

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Use of substantial amounts of fuel or energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion:

Active transportation projects would require energy use during construction including bikeway improvements, new bike trails, new pedestrian paths and sidewalks, and new traffic signage. These projects and programs facilitate the use of alternative modes of transportation, reducing dependence on the automobile, and reducing the demand for fuel and energy. Therefore, the ATP would not have a significant impact related to energy.

## 16. Utilities

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

	Yes	No	No, with mitigation	Data insufficient
a. Power or natural gas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Communication systems?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Storm water drainage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Solid waste and disposal?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Active transportation projects are predominantly located along existing roadway networks or designed to connect existing communities and recreation facilities. Site specific storm water drainage systems would be included in the construction of road and trail projects, if needed.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region, that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in significant impacts related to utilities.

## 17. Human Health

### Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Creation of any health hazard or potential health hazard (excluding mental health)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to potential health hazards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Construction of active transportation projects could result in transport of hazardous materials or temporarily expose people and the environment to hazardous conditions. Once implemented, these projects are designed to improve safety and decrease hazards to human health.

Given the project specific design and permitting requirements, including subsequent environmental analysis, the ATP would not result in significant impacts to human health.

## 18. Scenic Resources / Community Design

### Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Be visible from any public recreation area or TRPA designated bicycle trail?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

All projects included in the ATP must comply with the Design Review Guidelines in Chapter 36 of the TRPA Code of Ordinances, which includes specific standards for site design, building design, landscaping, and lighting. Chapter 37 of the Code also establishes height standards to ensure visually compatible development. Chapter 66, Scenic Quality, contains specific standards for roadway travel units, scenic highway corridors, and scenic viewpoints. TRPA's Scenic Quality Improvement Program (SQIP) contains recommendations for scenic improvements in specific locations based on the current scenic attainment score. TRPA and implementing project partners would consult the SQIP when designing transportation projects that are in the areas identified for improvements. Typical scenic

improvement recommendations include undergrounding utilities, vegetation screening, and use of natural building materials.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region, that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in significant impacts to scenic resources and community design.

## 19. Recreation

### Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Create additional demand for recreation facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create additional recreation capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

The ATP includes new projects that would increase accessibility to existing recreational facilities by improving the conditions and connectivity of the transportation system. These recreation and transportation connections are developed through the corridor planning framework. Proposed projects are intended to enhance and improve already existing transportation and mobility systems in the Plan Area, primarily through additional connection points and improvements to roadway conditions and safety features. Even with increased numbers of visitors, it is assumed that the increased number of facilities (i.e., trails) would meet increased demand as that demand would be distributed across the existing and new recreation spots, including dispersed, developed, and urban facilities. Thus, the new projects are unlikely to increase demand in the Plan Area in a way that cannot be accommodated by existing and new recreational facilities. Through implementation of corridor planning and transit service, vehicle use is discouraged in favor of alternative modes of transportation that have more ability to manage visitation to spread it over time to reduce peak demand for those recreation demands, accommodating the same visitation in a less impactful manner.

Furthermore, the proposed project would augment the existing recreation facilities, dispersing visitors and shifting visitor travel to other modes, not increase travel. The ATP encourages complete streets where bike lanes are enhanced adjacent to class I paths, providing more capacity on the class I path for walking or slower moving activities, improving safety for all.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region, that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in significant impacts to recreation.



## 20. Archaeological / Historical

### Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object, or building?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Is the property associated with any historically significant events and/or sites or persons?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Active transportation projects must comply with Chapter 67 of the TRPA Code of Ordinances which includes specific standards to protect significant cultural, historical, archaeological, and paleontological resources. Regulations include protection of such resources in project areas in which they are known or suspected. Chapter 67 also provides for consultation with state historical agencies and the Washoe Tribe. Additionally, Standard 33.3.7 in Chapter 33 (Grading and Construction, Section 33.3, Grading Standards) addresses discovery of historical resources. Projects would also be subject to local jurisdiction cultural resource protection standards as well as state and federal regulations.

The 2024 ATP includes a limited number of projects constituting 11.56 miles dispersed throughout the region, that were not previously assessed. These projects would be subject to site specific design and permitting, including subsequent environmental analysis. Therefore, the ATP would not result in significant impacts to scenic resources.

## 21. Findings of Significance

	Yes	No	No, with mitigation	Data insufficient
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

The 2020 RTP/SCS contains policies, programs, and projects that would result in long-term environmental benefits and protection of environmental resources in the Plan Area. As discussed throughout this document, projects may result in different site-specific impacts that could require implementation of mitigation measures to ensure protection of the environment.



**Mail**  
PO Box 5310  
Stateline, NV 89449-5310

**Location**  
128 Market Street  
Stateline, NV 89449

**Contact**  
Phone: 775-588-4547  
Fax: 775-588-4527  
www.trpa.gov

**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:

Rebecca Cremeen

Digitally signed by Rebecca Cremeen  
DN: cn=Rebecca Cremeen, o=TRPA, ou,  
email=rcremeen@trpa.org, c=US  
Date: 2024.04.16 10:33:58 -07'00'

at

Person preparing application

County

Date

**Applicant Written Comments:** (Attach additional sheets if necessary)

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**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 Procedures.  YES  NO

\_\_\_\_\_  
Signature of Evaluator

Date \_\_\_\_\_

\_\_\_\_\_  
Title of Evaluator