

**PARKS AND RECREATION COMMISSION  
STAFF REPORT**

**MEETING DATE:** July 2, 2013

**AGENDA ITEM NUMBER:** 4B

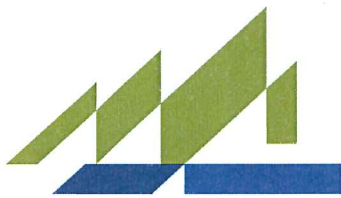
**APPLICANT:** Ann Bollinger. Natural Resource Specialist

**REQUEST:** Discussion only regarding progress and the ribbon cutting ceremony for the Nevada Stateline to Stateline Bikeway project and the SR 28 Corridor Management Plan.

**GENERAL DISCUSSION:** Staff is pleased to inform the Commission that the first segment of the Nevada Stateline to Stateline Bikeway, from Kahle Drive to Nevada Beach in Douglas County, is 100% complete and has officially been opened. A ceremony was held on June 20 and also attended by Commissioner Brod.

The attached memo provides project status on the Nevada Stateline to Stateline Bikeway and the SR 28 Corridor Management Plan as of April 2013. Additional updates since then include: Phase 1C from Nevada Beach to Round Hill Pines was just awarded to Q&D construction with a construction start date in July 2013 and a completion date of October 2013. The environmental document for Phase 2 - Incline Village to Sand Harbor should be coming out for agency/public review within the next few weeks.

**RECOMMENDED ACTION:** Discussion only. No action may be taken.



To: Patrick Pittenger, Carson City Transportation Manager  
John McKenna Chairman, Carson City Regional Transportation Commission  
Jim Mallery Vice Chairman, Carson City Regional Transportation Commission

From: Carl Hasty, District Manager

Re: Update Nevada Stateline to Stateline Bikeway Project and SR 28 Corridor Management Plan

Date: April 9, 2013

I am apprising you of several significant items related to the Bikeway Project and the SR 28 National Scenic Corridor Management Plan including upcoming public noticing or comment periods highlighted in [Blue](#).

**Nevada Stateline to Stateline Bikeway Project**

**Bikeway South Demonstration Project:**

**Phase 1B:**

I am pleased to report that the Tahoe Transportation District (TTD) is 90% complete on Phase 1B construction of a one mile segment of the South Demonstration Bikeway from Kahle Drive to Elks Point Road with connection to Nevada Beach via the Elks Point bike path. Construction began mid-July with the bike and pedestrian path and trailhead parking being completed in October. The restroom construction and visitor signage will be completed this spring. The construction contract for this segment was completed under budget at \$ 1,498,835 for this segment of the Bikeway. Although a few items of work will carry into the 2013 construction season due to winterization the contract will be completed within the engineers projected work days. The project employed approximately 35 people (engineers, surveyors, geo tech, biologist, construction manager, construction labor, monitoring crew, etc.). Total project cost including construction, construction contingency, inspection, testing, construction management and administration was \$2,308,354.

This segment of the Bikeway will be operated and maintained by Douglas County under a Special Use Permit with the U.S. Forest Service. There will be some continued monitoring for weed control and of the visitor use. Rabe Meadow is an area of high visitor demand, the Bikeway which meets ADA standards, the new restroom and visitor amenities will be enjoyed by over 100,000 visitors annually.

Our funding partners:

NDOT \$985,246	Nevada Division of State Lands \$1,074,819
FHWA Recreation Trails Program \$199,405	Programs: State Question-1 \$1,037,669
Tahoe Transportation District \$36,242	Tahoe License Plate Fund \$37,150
Tahoe Fund \$12,850	

Project Management: Tahoe Transportation District, Alfred Knotts Project Manager  
Engineering: Lumos & Associates  
Construction: Herback General Engineering.

128 Market Street Suite 3F Stateline, Nevada 89449 | PO Box 499 Zephyr Cove, Nevada 89448  
775.589.5500 Fax 775.588.0917 [tahoetransportation.org](http://tahoetransportation.org)

**Phase 1C:**

Is a 1.3 mile segment of the Bikeway continuing from Elks Point Road to Round Hill Pines Historic Lodge and beach. It is currently in final design under the Construction Management at Risk (CMAR) program being administered cooperatively between the Tahoe Transportation District and the Nevada Department of Transportation (NDOT) and is scheduled for construction during the 2013 construction season. Under this program TTD is the project manager coordinating the design and permitting while NDOT will be managing the construction management/administration. NDOT via the Request for Qualification process has brought on Q&D Construction to review the design documents for constructability and cost savings and Atkins Engineering, an Independent Cost Estimator, was brought on to make sure that cost are within the engineers estimate and the contractors opinion of probable construction cost. The project partners for this segment are NDOT, TTD, U.S. Forest Service, Nevada Division of State Lands, Federal Highway Administration, Douglas County and Tahoe Regional Planning Agency (TRPA). This process to streamline the timeline and contain costs is the first in Nevada for an environmentally sensitive project area such as Lake Tahoe. If the CMAR process proves successful in this area it will be beneficial program for design and construction of more difficult Bikeway segments along the east shore of Tahoe.

Final Design will be complete in April 2013 and award of construction contract is scheduled for action by the State Transportation Board in June 2013 pending final agreement on the opinion of probable construction cost. The project is scheduled to be complete prior to the October 15 TRPA Grading Deadline.

Please note: that the Project Team will be notifying adjacent landowners in Elks Point area of the upcoming construction this summer. The notifications will be mailed no later than April 15, 2013.

Should you receive any calls regarding this project with questions or concerns they may be directed to: Tahoe Transportation District, Project Manager Alfred Knotts (775) 589-5503 or [aknotts@tahoetransportation.org](mailto:aknotts@tahoetransportation.org)

**Bikeway North Demonstration Project:****Environmental Analysis (EA) Incline to Sand Harbor (Phase 2A, 2B, 2C)**

The Bikeway, extending between Incline Village and Sand Harbor, will include some of the most scenic segments of the entire 30+ mile Bikeway. This segment is the most popular area for visitors along the east shore and is perhaps the most challenging due to the steep topography and other environmental constraints.

Both the TRPA and NEPA environmental review processes mandate that a reasonable range of alternatives be analyzed in the environmental review document. Over the past 18 months Ascent Environmental has completed a fatal flaw analysis and has been compiling research and working on the detailed environmental review. The Working Group, with public input, has identified the alignments as one alignment option on the east side of SR 28 north of Tunnel Creek and two possible alignments options south of Tunnel Creek, one on the west/lake side of SR 28 and one on the east/uphill side of SR 28. These are the alignment options carried forward through the detailed environmental review; other alignment options and their reasons for rejection will also be described in the Joint EA. The detailed environmental review will include but is not limited to scenic analysis, Sand Harbor capacity study commissioned by Nevada State Parks, groundwater, biological, cultural, historic resource assessments.

**Please Note:** TTD plans to host a public meeting regarding the Draft EA for the North Demonstration Project in summer 2013 at IVGID's Chateau at 955 Fairway Boulevard in Incline Village, Nevada. The purpose of the meeting is to inform the public on the EA and provide an opportunity for the public to comment on the content of the draft environmental review document (Joint EA for TRPA and NEPA purposes).

Prior to the meeting list above, TTD will make a presentation to the Board of County Commissioners to inform the Board on the EA.

Should you have questions or concerns please direct them to:  
Tahoe Transportation District, Project Manager Alfred Knotts 775-589-5503 or  
[aknotts@tahoetransportation.org](mailto:aknotts@tahoetransportation.org)

### **Phase 3- Sand Harbor to Hwy 50 Co-location of IVGID sewer export line and the Bikeway:**

On March 22, 2013 the TTD and Incline Village General Improvement District (IVGID) will be approving an Interlocal Agreement regarding a fatal flaw analysis for the possible co-location of the IVGID sewer export line and the Bikeway. IVGID is in the design stage to replace their existing export line located underneath SR 28. This analysis will first look at any fatal flaws, is it feasible environmentally and from a construction stand point. Secondly, IVGID will do a cost benefit analysis to determine if co-location provides cost efficiencies for the export line and TTD will look at cost benefits for the Bikeway. If it is determined that it is beneficial the project would move into further design and environmental analysis.

Should you have questions or concerns please direct them to:  
Tahoe Transportation District, Project Manager Alfred Knotts 775-589-5503 or  
[aknotts@tahoetransportation.org](mailto:aknotts@tahoetransportation.org)

### **SR 28 National Scenic Corridor Management Plan:**

In response to concerns about the numerous pedestrian and traffic challenges along SR 28 TTD recognized the need to provide an overall Corridor Management Plan (CMP). The goal is to streamline traffic flow and enhance the environmental and recreational assets along this National Scenic Byway "America's Most Beautiful Drive". The last CMP was completed over 15 years ago and since that time shoulder parking has doubled along SR 28. It has been recognized that collaborative solutions to corridor issues must be obtained to be effective. The corridor issues relate to safety, access issues, connecting people to recreation facilities, and enhancing water quality and clarity. This segment has the ability to provide a broad array of multi modal solutions for safe parking, safe pedestrian and bicycle facilities, and a transit program. The Project Development Team, 12 agencies including the three counties, NDOT, USFS, NHP, NV State Parks, IVGID among others, over the last 18 months have successfully instituted:

- A No Parking Zone, No Walk-in policy, and East Shore Express transit service for Sand Harbor that significantly reduced traffic congestion.
- The East Shore Express providing transit service from Incline to Sand Harbor with ridership of over 12,000 during the summer 2012. This pilot program is funded through summer 2013.
- A public outreach campaign to alert visitors to availability of bus service and corridor improvements.

- LSC has completed a traffic analysis providing detailed data regarding shoulder parking and recreation access trails to help guide the decision process.
- ESI has completed community wide surveys to determine how visitors access and utilize the corridor and how we might change shoulder parking and access successfully.
- Design Workshop has completed research, sought public input and is producing a draft of the Corridor Management Plan for agency review in April.

Please Note: TTD staff provided a presentation to the TTD Board in March and plans to begin the various agency partners' presentations in May to inform them of the Draft plan recommendations and receive input.

Funding: Transit funding in the amount of approximately \$400,000 has been secured for a 2 year pilot program for the East Shore Express bus ending summer 2013. The Corridor Management Plan will include a business plan with recommendations for funding the corridor operations and maintenance in the future including expanded transit service.

Should you have questions or concerns please direct them to:  
Tahoe Transportation District, Project Manager Derek Kirkland (775) 589-5504  
[dkirkland@tahoetransportation.org](mailto:dkirkland@tahoetransportation.org)

I appreciate any input or comments you may have as we continue through the planning, design, and construction of the Bikeway project and the planning and implementation process for the SR 28 National Scenic Corridor Management Plan.

Respectfully,



Carl Hastey District Manager