




Project Goals

- Address Affordable/Workforce Housing Needs
- Improve Safety for all Transportation Modes
- Improve Access to Van Sickle Bi-State Park
- Improve Transit Operations
- Improve Water Quality
- Reduce Neighborhood “Cut-Through” Traffic
- Enhance Economic Opportunity




Plan Implementation

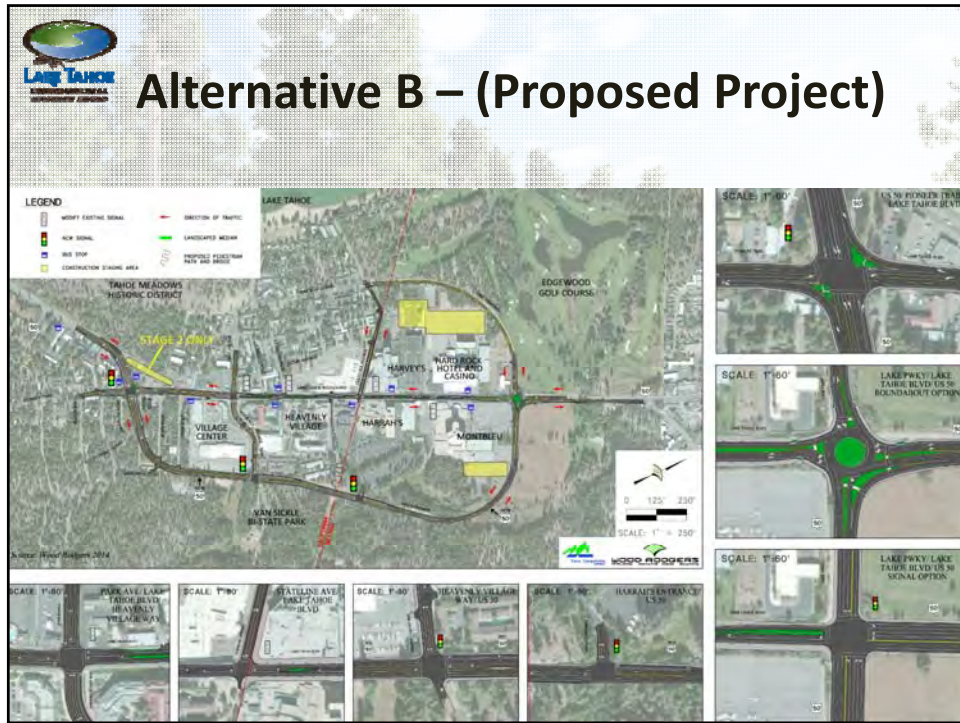
- Lake Tahoe Regional Plan
- Lake Tahoe Regional Transportation Plan
- Lake Tahoe Environmental Improvement Program
- Linking Tahoe: Active Transportation Plan
- Tourist Core Area Plan
- South Shore Area Plan

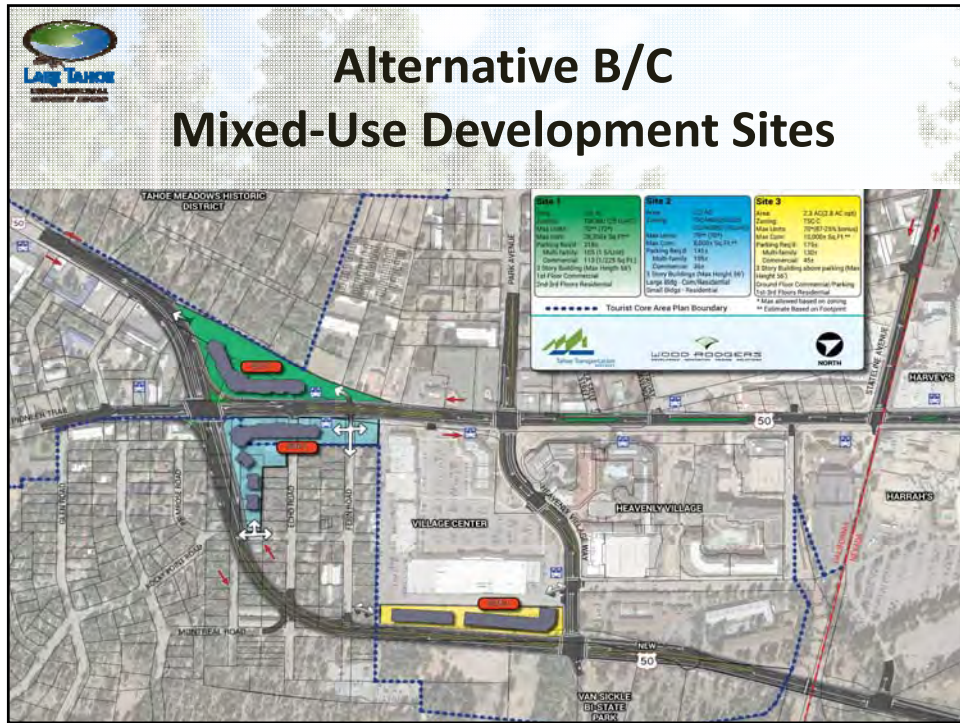


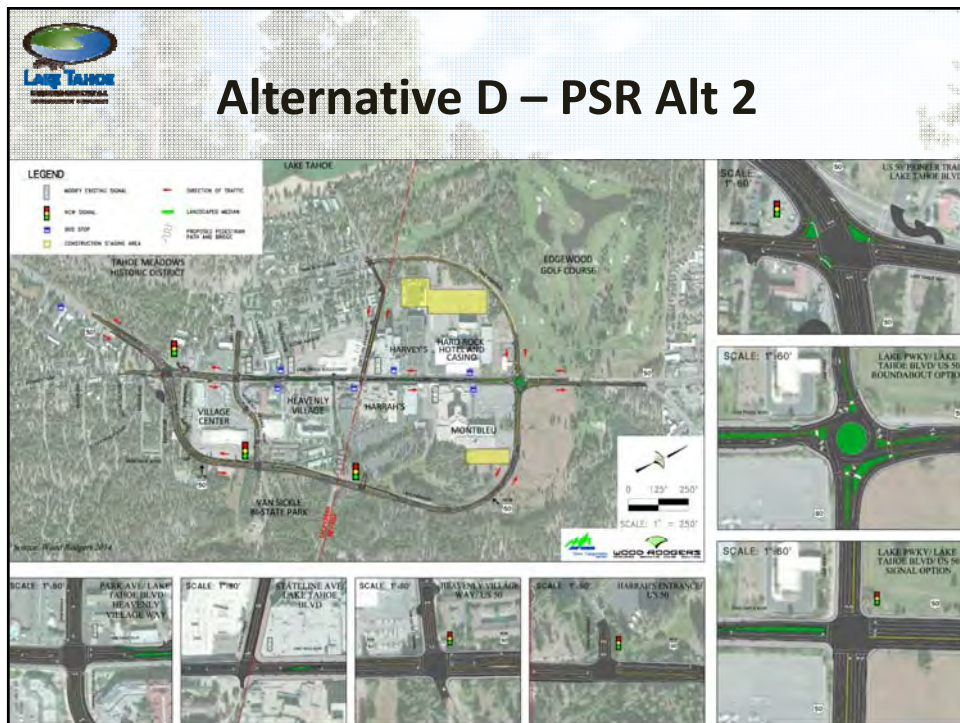
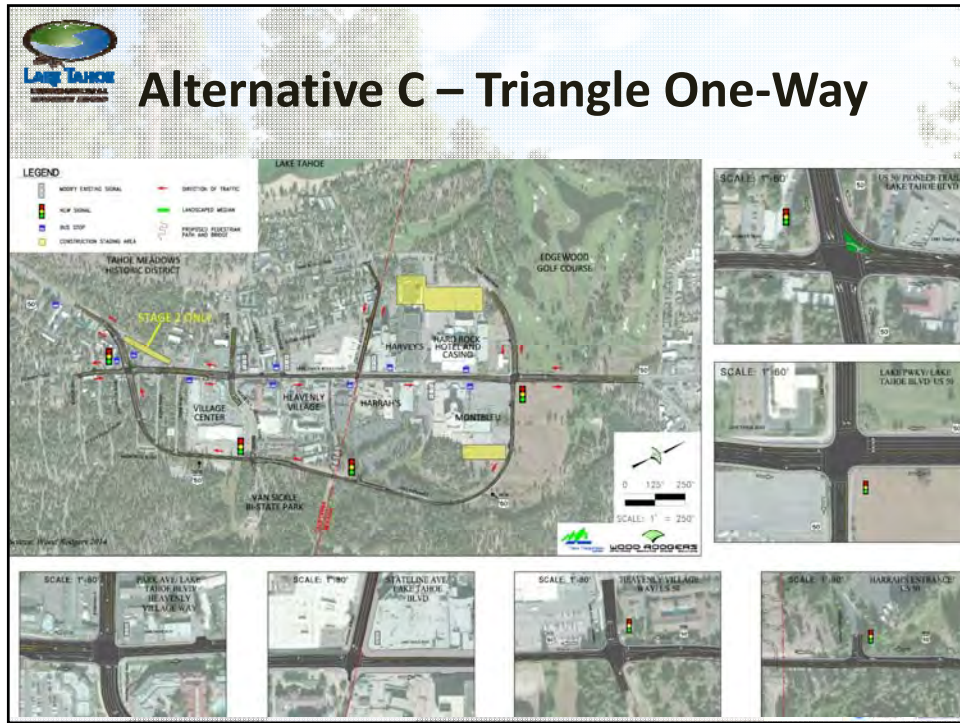
Project Alternatives

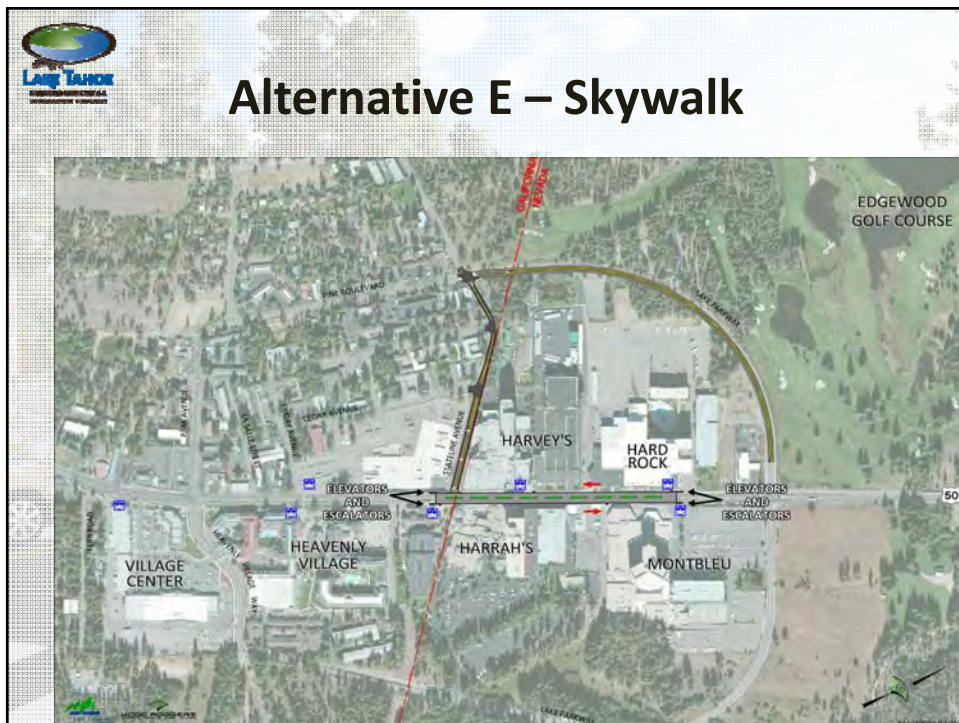
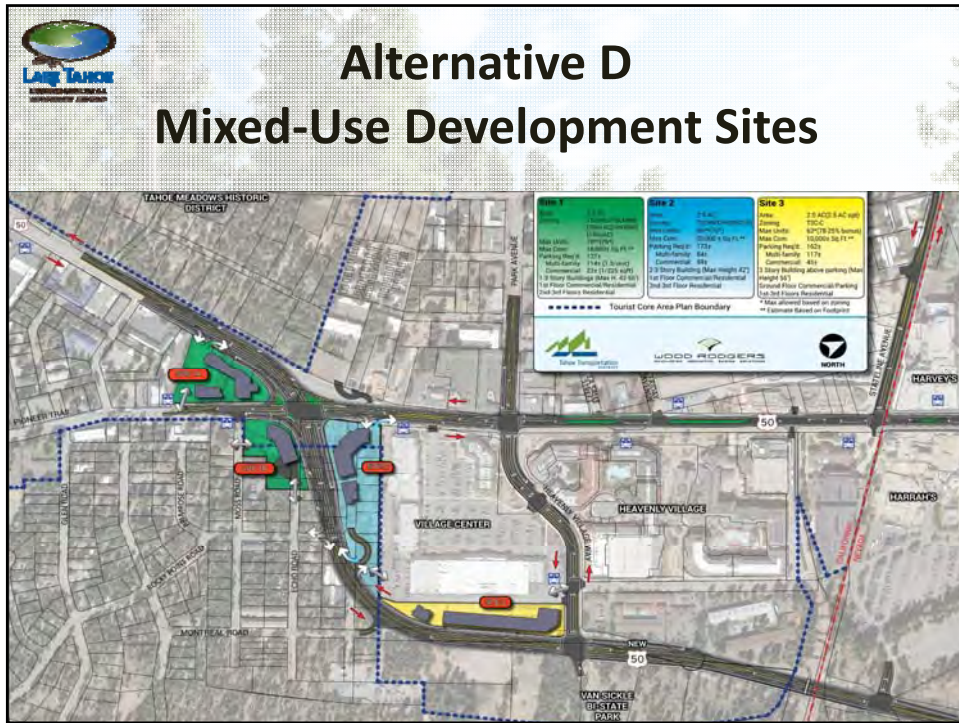
- **Alternative A: No Project/No Action**
- **Alternative B: Triangle (Proposed Project)**
- **Alternative C: Triangle One-Way**
- **Alternative D: PSR Alternative 2**
- **Alternative E: Skywalk**























Navigating the EIR/EIS/EIS

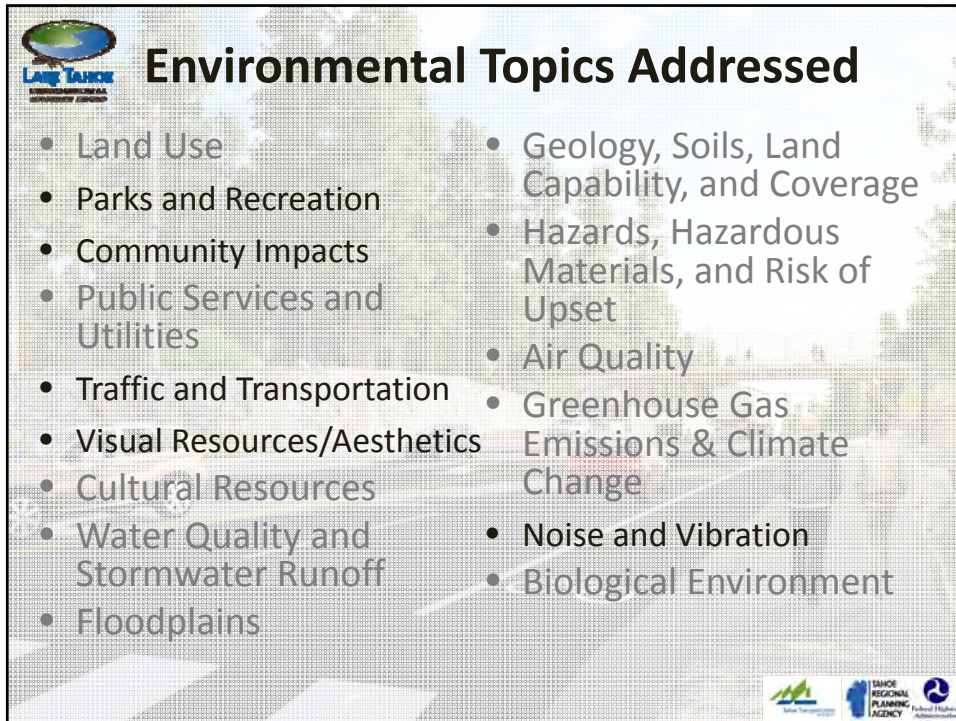
- EIR/EIS/EIS covers the full scope of issues
- Organization of each environmental issue section
 - Regulatory Setting
 - Affected Environment
 - Environmental Effects of the Project Alternatives
 - Avoidance, Minimization, and/or Mitigation Measures
- Cumulative, growth-inducing, and economic impacts
- Comprehensive summary information

Environmental Topics Addressed

- Land Use
- Parks and Recreation
- Community Impacts
- Public Services and Utilities
- Traffic and Transportation
- Visual Resources/Aesthetics
- Cultural Resources
- Water Quality and Stormwater Runoff
- Floodplains
- Geology, Soils, Land Capability, and Coverage
- Hazards, Hazardous Materials, and Risk of Upset
- Air Quality
- Greenhouse Gas Emissions & Climate Change
- Noise and Vibration
- Biological Environment



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LAKE TAHOE ENVIRONMENTAL SERVICES

TAMHOE REGIONAL PLANNING AGENCY



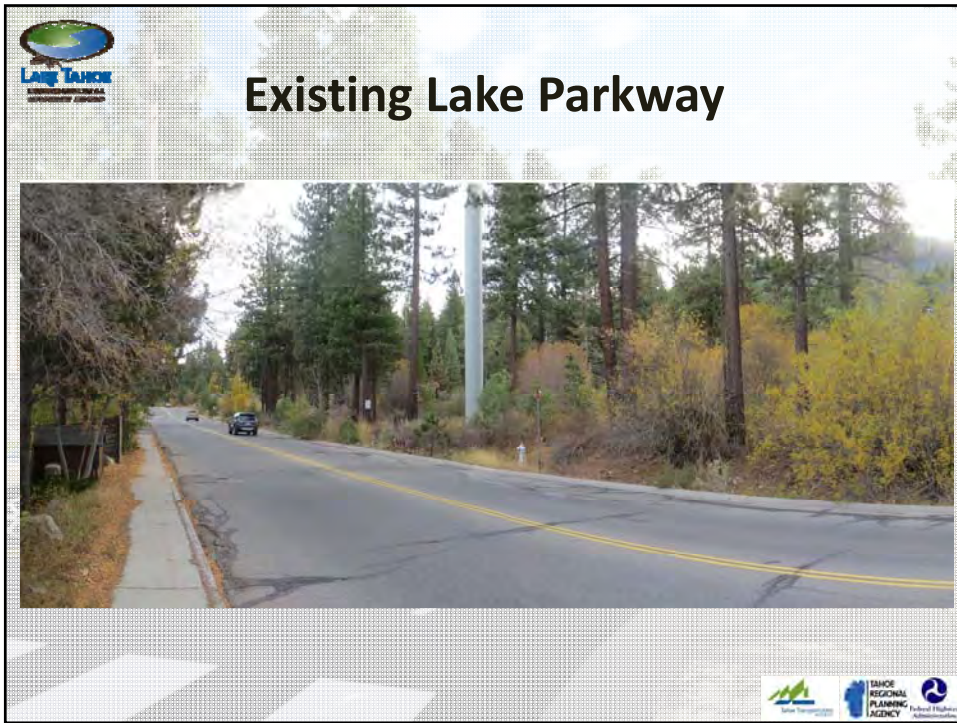
Parks and Recreation

- Improved trail connectivity and pedestrian safety
- Van Sickle Bi-State Park enhancements
 - Main entrance
 - Retaining wall treatments
 - Pedestrian bridge
 - New path to tourist core

LAKE TAHOE ENVIRONMENTAL SERVICES


TAMHOE REGIONAL PLANNING AGENCY











Community Impacts

- Realignment alternatives physically divide an established community and displace businesses and residents within a neighborhood.
 - Higher proportion of population that is below the poverty level and are minorities, compared to the general populations of the area.


Alternatives	Housing				Tourist Accommodations		Businesses		Vacant
	# of Parcels	# of Multi-Family Units	# of Single-Family Units	Unit Total	# of Parcels	# of Units	# of Parcels	# of Businesses	# of Parcels
A: No Build	NA	NA	NA	NA	NA	NA	NA	NA	NA
B: Triangle	27	64	12	76	4	114	4	4	11
C: Triangle One-Way	26	59	12	71	4	114	4	4	10
D: PSR Alternative 2	21	59	9	68	2	41	4	7	12
E: Skywalk	NA	NA	NA	NA	NA	NA	NA	NA	NA



Community Impacts



- Realignment alternatives would implement a relocation assistance plan for businesses and residents.
- Displaced residents would be able to relocate to replacement housing.
- Long-term economic benefit for local businesses resulting from improved walkability and bicycle safety.






Traffic and Transportation


- Alternative C would result in unacceptable roadway and intersection operations at several intersections and roadway segments.
 - Mitigation would reverse the directions of traffic flow on US 50, but significant and unavoidable impacts on roadway segment operations and emergency access remain.
- Alternatives B, D, and E would result improve LOS for intersections and roadway segments and would be acceptable.

Traffic and Transportation (cont.)



- The realignment alternatives would:
 - eliminate cut through traffic
 - reduce per capita VMT
- Beneficial traffic and pedestrian safety improvements for all Build Alternatives.
- Lane closures and temporary full closure of US 50 would occur with construction of Alternative E.






Visual Resources/Aesthetics


- Realignment alternatives would cause beneficial and adverse changes in views within Rocky Point neighborhood.
- The Alternative E skywalk would block the view of scenic resource 32.2.
- For realignment alternatives, headlights of vehicles would have a potentially significant impact on residents of the Rocky Point neighborhood living directly along the realigned highway.




View of Skywalk from Stateline Avenue




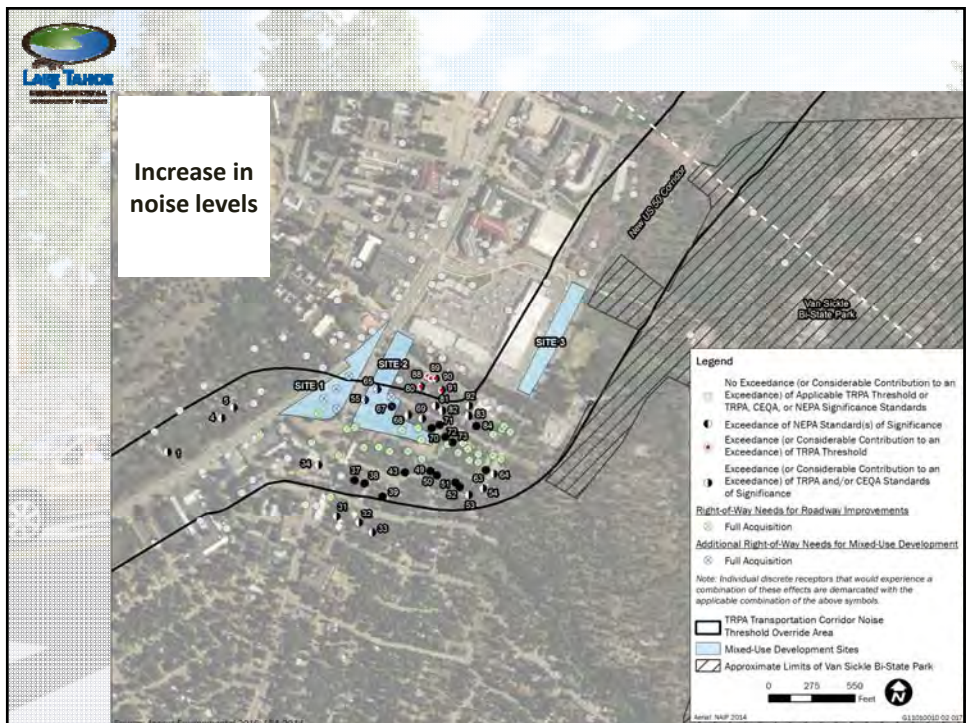
Source: TRPA 2014

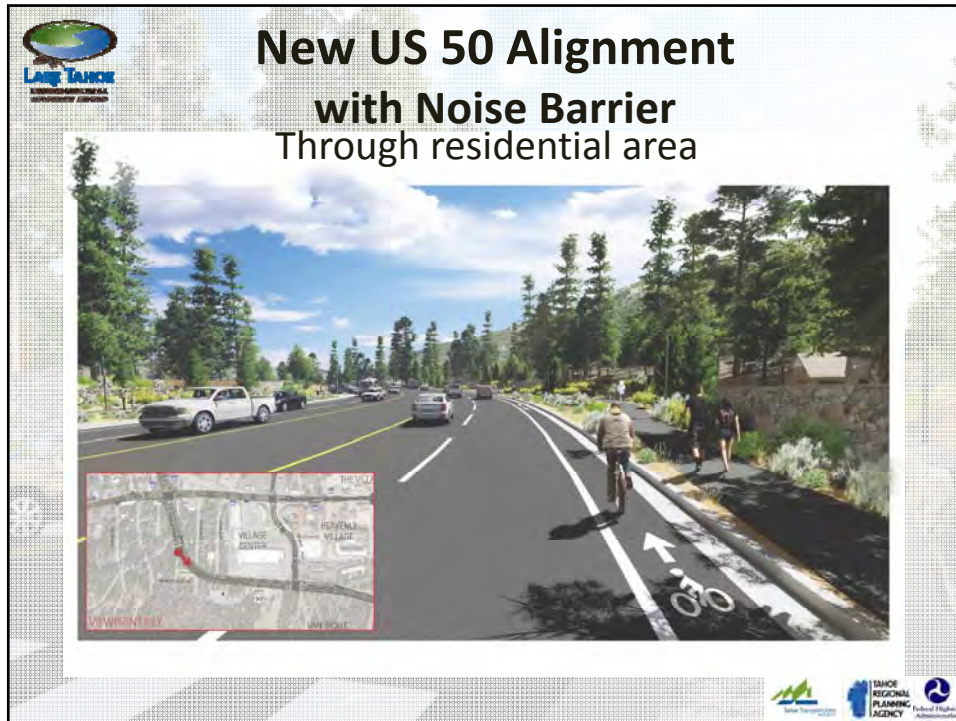




Noise and Vibration


- Significant construction-period vibration impacts associated with elevated structures
 - Mitigated with standard noise- and vibration-control practices, except with Alternative E
- For realignment alternatives, traffic noise would shift from existing US 50 to the realigned highway segment
- Traffic noise increases at existing receptors would be significant even after mitigation that could includes:
 - Noise barriers
 - Reduced vehicle speeds
 - Noise insulation at affected properties






Comparison of the Build Alternatives

Environmental Conclusions	Alternative B		Alternative C		Alternative D		Alternative E
	Transportation Improvements	Mixed Use Dev, Incl Replacement Housing	Transportation Improvements	Mixed Use Dev, Incl Replacement Housing	Transportation Improvements	Mixed Use Dev, Incl Replacement Housing	
Potentially Significant and Significant Impacts Mitigated to Less Than Significant	13	16	15	15	13	15	8
	Parks, Public Services and Utilities, Visual, Cultural, Water Quality, Hazards, Air Quality, Noise, Biological		Traffic, Parks, Public Services and Utilities, Visual, Cultural, Water Quality, Hazards, Air Quality, Noise, Biological		Parks, Public Services and Utilities, Visual, Cultural, Water Quality, Hazards, Air Quality, Noise, Biological		Parks, Public Services and Utilities, Cultural, Hazards, Air Quality, Noise
Significant and Unavoidable Impacts	3	1	7	2	3	1	5
	Community Impacts, Visual, Noise		Community Impacts, Traffic, Visual, Noise		Community Impacts, Visual, Noise		Traffic, Visual, Noise
Beneficial Environmental Impacts	11	6	10	5	11	6	9
	Parks, Traffic, Water Quality		Parks, Traffic, Water Quality		Parks, Traffic, Water Quality		Traffic



EIR/EIS/EIS Public Review Process

- Draft EIR/EIS/EIS
 - Public review: April 24, 2017 through July 7, 2017
 - Comments on Draft EIR/EIS/EIS: at today's meeting or in writing by end of the public review period
- Final Environmental Document
 - A Final Environmental Document will be prepared that will include:
 - Written responses to comments on Draft EIR/EIS/EIS raising environmental issues
 - Text edits based on public comments or staff-initiated clarifications
- EIR certification by TTD Board, EIS certification by TRPA Governing Board, and Record of Decision by FHWA


Public Hearings Schedule

Public Hearings on Draft EIR/EIS/EIS

June 9, 2017 – TTD Board of Directors

June 14, 2017 – TRPA Advisory Planning Commission

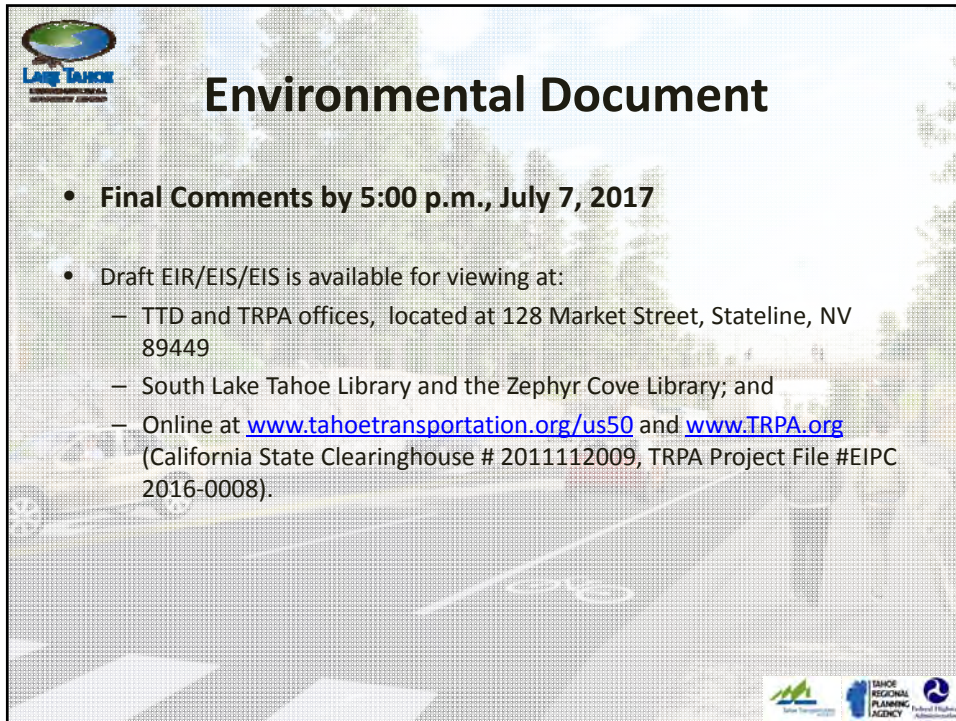
June 28, 2017 – TRPA Governing Board


Dates to be determined – Project Approval Hearings by TTD and TRPA

Comments on the Draft EIR/EIS/EIS may be sent to:
info@tahoetransportation.org or via mail to: Russ Nygaard, Capital Program Manager, PO Box 499, Zephyr Cove, NV 89448










 **Environmental Document**

- **Final Comments by 5:00 p.m., July 7, 2017**
- Draft EIR/EIS/EIS is available for viewing at:
 - TTD and TRPA offices, located at 128 Market Street, Stateline, NV 89449
 - South Lake Tahoe Library and the Zephyr Cove Library; and
 - Online at www.tahoetransportation.org/us50 and www.TRPA.org (California State Clearinghouse # 2011112009, TRPA Project File #EIPC 2016-0008).



Thank you for your participation!

Written comments may be sent to:

Russ Nygaard, Transportation Capital Program Manager
Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448
info@tahoetransportation.org

RESTORATION IN PROGRESS
LAKE TAHOE ENVIRONMENTAL IMPROVEMENT PROGRAM

continuing the commitment

