

PROPOSED ACTION – DAGGETT SUMMIT TRAIL SYSTEM PROJECT

The Daggett Summit Trail System Project (Daggett Summit Project) is a systematic look at the needs, requirements, and opportunities for dispersed, non-motorized recreational trails in the Upper Kingsbury, Daggett Pass, and Van Sickle areas of the Lake Tahoe Basin. Three specific project needs were combined into this overall project, ensuring that the environmental and recreational needs of the entire area were investigated and evaluated in an integrated manner, and that planned solutions were the most efficient fulfillment of the identified needs.

The three component needs of this project are:

- 1) Move the Tahoe Rim Trail (TRT) from paved (and unsuitable) city streets (approximately 3.8 miles) in Upper Kingsbury into the forest. This will connect the Kingsbury North (KBN) and Kingsbury South (KBS) Trailheads of the existing TRT by either (or both) of two view-filled trail alignments.
- 2) Provide quality, sustainable medium to short scenic trail and loop opportunities accessible to the primary basin visitor area. This involves primarily a surveyed loop system north of highway 207 integrating the planned TRT connection described above, but additional opportunities (mostly for loops) also result from the integrated nature of the overall planned system.
- 3) Connect the TRT with the Van Sickle State Park (VSSP) adjacent to the South Lake Tahoe/Stateline city core. This would provide sustainable and scenic non-motorized access from a primary visitor area to the Rim Trail System; create an exceptional opportunity for coupling existing public transit routes to trail use; make a loop with the Edgewood Creek Trail; and offer a number of quality options for exercise, short recreational, and scenic view activities adjacent to the “Casino/Motel Corridor”.

All trail created or adopted under this plan would be 20-30 inch natural surface tread, built to Forest Service standards for sustainable non-motorized multi-user (hiker, biker, equestrian) dispersed recreation. Design and construction will be coordinated and supervised by Forest Service and Nevada State Parks personnel, with construction accomplished by a variety of government and volunteer crews.

The general plan includes the following (refer to attached maps and tables):

- 1) The movement of the main TRT would involve creating and adopting trail from the existing KBN Trailhead (located at the north end of Andria Drive), crossing Nevada Highway 207, and connecting to the existing TRT near middle stagecoach ski run at Heavenly, just south of the KBS Trailhead. There are two marked corridor alignments (northeast {NE} and northwest {NW} segments) north of Highway 207 which are connected (north Kingsbury crossover) so that either can be used as the primary TRT. Crossing 207 near Buchanan Road the southwest (SW) segment would lead to rehabilitation and use of existing routes along the north edge of the Edgewood Creek corridor. Crossing Edgewood Creek and skirting the west edge of Heavenly Mountain Resort (Heavenly), the trail would intersect with the proposed Van Sickle

connector trail and the two jointly continue east to rejoin the existing TRT. The existing connector spur to the trailhead at Stagecoach parking lot is ecologically unsustainable, and will be replaced by a new KBS trailhead connector located on higher capability land. Some portions of this trail alignment are on Heavenly or Tahoe Village Homeowners Association property.

- 2) Including all northern segments (NE, NW, and KB crossover) creates a 5.9 mile loop trail system easily accessed from the Stateline and Heavenly Nevada visitor areas, with access from both north and south. Crossing existing authorized routes results in shorter internal loops as well as spur linkage to Castle Rock and the Kingsbury Stinger trail.
- 3) The proposed Van Sickle Connector trail is co-located with the SW segment and the KBS Trailhead connector spur as it arcs from the KBS trailhead (and the public bus stop nearby) to the west of Heavenly. Departing from the proposed TRT, it gradually descends through an area of great scenic views (staying above several riparian zones and generally just below the Gondola Fire zone). Remaining primarily on Nevada State Park land (approximately 0.7 miles is on National Forest System lands), the trail connects into the current VSSP trails and integrates with planned developments in the Park (this trail connects into the SLT/Stateline area along existing roads and trails, ensuring viability at every stage of VSSP). Short hikes to viewpoints, as well as public transportation loops using existing BlueGo routes and perhaps the Heavenly Gondola will provide additional recreational opportunities. Via the VSSP system, this trail will link directly into the SLT/Stateline area and the joint SLT/USFS manned information kiosk "Explore Tahoe: An Urban Trailhead" and the adjacent public transportation center.

The project will include design features to mitigate impacts and will be compliant with Tahoe Regional Planning Agency regulations. Design features used will include:

- Signs and good sight lines at road crossings
- Trails will be located away from sensitive areas
- Trails will be designed to minimize use conflicts
- Kiosk signage will encourage pack in/pack out ethics
- Limited operating periods (LOP's) will be followed where identified by BE/BA
- Trail in late seral habitats will be designed for minimum or no habitat fragmentation
- Trails will be constructed to utilize high capability land and to maintain and preserve habitat
- Best Management Practices (BMP's) will be used in all project areas
- Soil function and organic matter will be restored in trail construction areas
- Trails will be designed and constructed to USFS standards
- Project area will be maintained by the Tahoe Rim Trail Association
- Vegetative matter cleared during trail construction will be scattered to avoid fuel build up
- Trails will be designed and located to preserve natural hydrologic processes
- Stream crossings will be designed free of barriers for aquatic species

- Compacted roads and trails that are to be decommissioned will be decompacted to 10" deep and mulched with native materials
- Trailhead signs will include information about noxious weeds and their spread
- All required and appropriate noxious weed procedures will be followed

There will be a net gain to the environment as more disturbed land (mostly unauthorized trails or closed dirt roads) will be decommissioned and rehabilitated than will be created. Potentially sensitive habitats will be avoided wherever possible, and mitigation and rehabilitation will be planned to reduce net impact on habitat.