

**Public Meeting/Outreach**  
**South Tahoe Greenway - Upper Truckee Bridge at Johnson Meadow Project**

February 3, 2022, 1730 hrs - 1830 hrs  
Meeting Notes

Attendees via Zoom:

Donaldo Palaroan, El Dorado County (presenter/facilitator)

Participants (11)

Q, Find a participant

ED	El Dorado DOT (Host, me)	🔊	🗨️
AS	Andrew Schurr	🔊	🗨️
	Gareth Harris	🔊	🗨️
	Amanda Milici (she/her)	🔊	🗨️
G-	Gavin - Keep Tahoe Blue	🔊	🗨️
	Harold	🔊	🗨️
JP	Janine Parrish	🔊	🗨️
KA	Karen and Peter Fink	🔊	🗨️
KI	Kathleen's iPad	🔊	🗨️
	Libby Barkley	🔊	🗨️
S	sam	🔊	🗨️

Presentation:

- Donaldo presented the Project with a PowerPoint presentation and provided a brief overview of the project and the Draft Feasibility Report.
- Draft Feasibility Report is available for review on the Project's webpage [here](#).
- Introduced and discussed the three alternatives evaluated in the report.
- Discussed the Project schedule moving forward.

Questions/Comments/Discussion:

*Comment:* Lake Tahoe Bicycle Coalition supports the project and looks forward to the expansion of the existing Class 1 network in the area?

*Question/Comment:* Prior to 2017 the existing concrete bridge was used for emergency access and vehicles were able to drive on it. Will the new bridge be able to accommodate vehicles and what are the loading requirements for the new bridge? Can the bridge be used for emergency access?

*Answer:* The new pedestrian bridge will be similar in dimensions to the recently constructed/installed bridge, e.g., Trout Creek bridge (north of Martin Avenue) and Upper Truckee bridge (Sawmill Road and U.S. Highway 50).

Per Section 2.3 of the Draft Feasibility Report states: *The bridge will be designed for the capacity of carrying pedestrian, bicycle, and standard H10 truck loads (20,000 pound vehicle).* The proposed clear width of the bridge will be 12 feet wide, which is wide enough for a typical vehicle.

The County will collaborate with the appropriate emergency personnel to ensure emergency response and access considerations are evaluated as part of the project development.

*Question:* How is this project related to the Johnson Meadow Restoration project?

*Answer:* The restoration project is coordinating its efforts with the bike trail project. The Tahoe Resource Conservation District (TRCD) is the lead agency for the restoration and working in parallel with the County's project with an anticipated implementation in 2025/2026.

TRCD staff in attendance provided a quick background of Johnson Meadow, the existing concrete bridge, and the restoration project. TRCD commented they support the project and excited to see re-establishment of the trail access.

*Question:* To the east lies an existing paved utility access road, what are the plans for the project? Will the access road be part of the trail, or would there be a separated path?

*Answer:* The existing utility access road is used by South Tahoe Public Utility District (STPUD) to maintain and access the sewer pump station near the river. The County's preference is to build a separated path, away from the access road to avoid any potential vehicle conflicts.

*Question:* Barbara Avenue, between Sierra Boulevard and Lodi Avenue, does not have any homes, has there been a consideration to abandon the roadway and place the new Class 1 along the alignment?

*Answer:* Abandoning the road was not considered as part of the feasibility analysis. The vacant parcels are all owned by the California Tahoe Conservancy. Underground utilities are within the road right-of-way and would need to be regularly access by STPUD.

*Question:* What are the plans of the existing Class 1 bike path between South Avenue and Winnemucca Avenue? There currently cracks as wide as three (3) inches.

*Answer:* The City of South Lake Tahoe owns and maintains this stretch of Class 1. The County will communicate the cracks and maintenance of the path with the City. Any tie-in considerations to the existing path will be coordinated with the City also.

*Question:* There was talk and speculation of the existing Class 1 bike path between South Avenue and Winnemucca Avenue was going to be abandoned. Is this true?

*Answer:* The County is not aware of any considerations to abandon this path. In fact, there may be a future project to connect this path to the path at South Avenue and Melba Drive.

*Question (from Chat window):* I am a home owner between Fountain and Barbara, what kind motorized vehicles will be allowed on Barbara, currently a very quiet street...[sic]

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*Answer:* Both Fountain and Barbara Avenues are public roadways, therefore vehicles are allowed to access these roadways. Motorized vehicles are prohibited on the proposed Class 1 bike trail.

*Question:* There are a lot of parked cars in the area to access the nearby trails. Are there any plans to consider the parked vehicles?

*Answer:* The parking issue will be part of the analysis. Design considerations will take into account the potential vehicle conflicts at Lodi Avenue.