

Criteria Title	Criteria Definition	What	How	Data Sources	Considerations
Access and Operations					
Emergency Access and Response	The alignment can be accessed by safety and/or emergency response personnel	Proximity to 89 or paved side streets (closer scores higher)	GIS visual comparison	Roads layer (TRPA Open Data)	Alignments situated along arterial streets are considered easily accessible
Maintenance requirements	Requirements for maintenance staff and equipment	Trail location (off highway scores higher), bridges (fewer or no bridges scores higher)	Comparison of trail location, number and length of bridges, amount of trail in ROW	Estimates based on preliminary engineering analysis	<p><u>Preliminary engineering analysis</u> Developed typical cross section for each trail alignment Estimated cut and fill slopes Identified walls, bridge, crossing locations Estimated dimensions and costs for improvements (LF bridge, LF of wall, etc.)</p> <p><u>Maintenance Requirements</u> On-highway - snow removal, sweeping sand, special broom needed, more trash Off-highway - snow will melt sooner, no additional maintenance required Bridges - fresh paint/stain/sand (if wood) every 1-2 years; minor influence</p>
Constructability					
Existing Area Slopes	Existing area slopes in the vicinity of the trail alignment	LiDAR slope calculation along alignment (lower slopes score higher)	GIS slope analysis	Tahoe Basin LiDAR	
Equipment Requirements	Trail alignment construction will require special equipment (cranes, self leveling excavators, etc.)	Number of bridges (no or fewer bridges scores higher)	GIS visual comparison	Bridge locations developed based on preliminary engineering analysis	
Structures/Facilities	Trail alignment construction will require structures (e.g., retaining walls, piers, or bridges)	Number of bridges, LF of walls, and crossings (less of each scores higher)	GIS visual comparison	Bridge, wall, and crossing locations developed based on preliminary engineering analysis, CMP, and feasibility analysis	
Roadway Crossings	Trail alignment construction will require roadway crossings (below-grade, at-grade, or above-grade)	Number of crossings (none or fewer scores higher)	GIS visual comparison	Crossing locations from CMP and feasibility analysis	
Cost					
Capital Cost	Capital costs including construction materials and labor	Unit costs applied to number of bridges, LF of walls, crossings, and trail location (less costly scores higher)	Preliminary engineering analysis and calculation	Preliminary Engineering Analysis	<p><u>Construction cost</u> Off-highway construction costs will be twice the cost of on-highway construction due to trucking requirements</p>
Maintenance Cost	The costs to maintain the trail including routine maintenance, repairs, resurfacing, litter, etc.	Maintenance costs will be greater along the ROW (less LF of ROW scores higher)	Maintenance considerations and calculation	Preliminary Engineering Analysis	<p><u>Maintenance Cost</u> On-highway - snow removal, sweeping sand, special broom needed, more trash Off-highway - snow will melt sooner, maintenance costs will be lower</p>

Criteria Title	Criteria Definition	What	How	Data Sources	Considerations
Environmental					
Biological Resources	Intersections with SSS wildlife resource occurrences, known nest sites, or management areas	Count number of SSS wildlife intersections with alignment (no or fewer intersections scores higher)/Scores for alignments outside of ROW may be adjusted (new disturbance)	GIS visual comparison	CNDDDB (filtered for Fauna), Bald Eagle nests, deer fauning habitat, goshawk PAC, NOGO threshold zone, osprey nest, SNYLF suitable habitat, spotted owl, Spotted Owl PAC, willow flycatcher habitat (TRPA Open Data)	
Aquatic Resources	Intersections with aquatic resources (e.g., drainages or Land Capability 1b [SEZ])	Length of alignment in 1b and number of drainage crossings (shorter segments and/or fewer drainage crossings scores higher)/Scores for alignments outside of ROW may be adjusted (new disturbance)	GIS visual comparison	TRPA land capability districts (filtered to 1b), streams (TRPA Open Data); NWI	
Cultural Resources	Intersections with known cultural or tribal resources	Count number of intersections with existing resources (no or fewer intersections scores higher)	GIS visual comparison	NCIC cultural resources record search	
Botanical Resources	Intersections with botanical resource occurrences	Count number of SSS botanical intersections with alignment (no or fewer intersections scores higher)/Scores for alignments outside of ROW may be adjusted (new disturbance)	GIS visual comparison	CNDDDB (filtered for flora)	
Scenic Resources	Trail alignment visible from lakeshore or roadway scenic units	Trail visible from roadway or lakeshore scenic units (alignments not visible from road or lake score higher)	Google Street View	TRPA Scenic units	
Landowner Considerations					
Parking	Trail alignment coincides with public roads with available parking	Available parking along public roads (alignments away from SR89 scores higher)	GIS visual comparison	Parking layer provided by TRPA	Readily available, public, non-SR-89 road parking is possible = 1; SR 89 - speeds will deter parking = 3; midslope/forest = 5
Maintains Segment Character	Amount of trail within existing neighborhoods	LF of trail along or near neighborhood roads (alignments not within neighborhoods score higher)	GIS visual comparison	Roads (TRPA Open Data) and HOA layers (TRPA Provided)	
Safety	Number of driveway crossings	Number of driveway or street crossings (no or fewer crossings score higher)	GIS visual comparison	basemap and roads (NCE digitized crossings)	
Land Ownership	Percent of trail on publicly owned lands (federal, state, local, public rights of way, etc.)	LF of trail on public lands (alignments within ROW or public lands score higher)	GIS visual comparison	land ownership layer (TRPA Open Data)	
User Experience					
Safety and Enjoyment	Proximity to State Route 89	Proximity to SR 89 (further from SR 89 scores higher)	GIS visual comparison	Roads layer (TRPA Open Data)	
Connectivity to recreation centers and points of interest	The trail alignment will connect to points of interest, user trails, and recreation centers	Connections to points of interest (more POIs scores higher)	GIS visual comparison	Data derived from corridor management plan, field visits, and corridor knowledge (NCE digitized)	When points are between alignments, count for both; when points are on a single line or confluence of alignments, count only for those alignments
Interpretive Opportunities	The alignment contains interpretive opportunities (points of interest - historic, natural resources, etc.)	Number of interpretive opportunities (interpretive opportunities score higher)	GIS visual comparison	Data derived from corridor management plan, field visits, and corridor knowledge (NCE digitized)	When points are between alignments, count for both; when points are on a single line or confluence of alignments, count only for those alignments
Scenic Overlook Opportunities	The alignment has scenic overlook opportunities	Number of scenic overlook opportunities (more scenic opportunities score higher)	GIS visual comparison	Data derived from corridor management plan, field visits, and corridor knowledge (NCE digitized)	When points are between alignments, count for both; when points are on a single line or confluence of alignments, count only for those alignments
Rest Stop Opportunities	The alignment contains rest stop opportunities (water refill, bike maintenance stations, benches, etc.)	Number of rest stop opportunities (more rest stops scores higher)	GIS visual comparison	Data derived from corridor management plan, field visits, and corridor knowledge (NCE digitized)	When points are between alignments, count for both; when points are on a single line or confluence of alignments, count only for those alignments