

TRUCKEE MEADOWS TRAIL PLAN AND REPORT

—
2021



Truckee Meadows Trails



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TRUCKEE MEADOWS TRAILS GRATEFULLY THANKS OUR SPONSORS AND CONTRIBUTORS

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EXECUTIVE SUMMARY

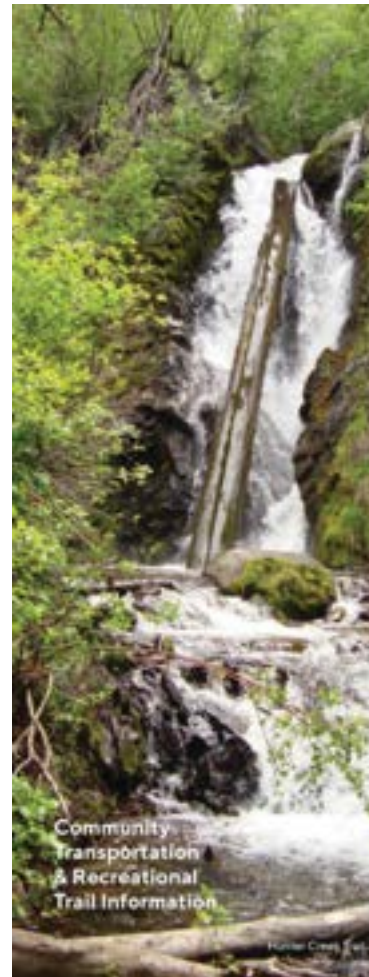
A REGIONAL TRAILS STRATEGY

Truckee Meadows Trails (TMT) is a collaborative community regional trails planning effort being led by a highly qualified assembly of professionals in place since 2017. Since no previous trail plan has been written for Truckee Meadows, this effort began with an essential trail/trailhead inventory and evaluation. Based on the findings, the report offers recommendations for action.

TMT has initiated this planning effort to meet the future needs of the trails community. Trails are an integral part of any community and offer recreational value, health benefits and a quality of life that Nevadans recognize and appreciate.

Trails are popular and important to the community and are an integral focus in all of the Truckee Meadows' current master plans. The community is growing and economically booming. New citizens, companies, and visitors are coming to the area in large part for the outdoor recreation opportunities, trails being primary among them.

This planning effort will provide all residents of Truckee Meadows with the opportunity to use sustainable, legal trails. It will cultivate a system of connected and direct routes that join communities and provide access to neighborhoods, parks, open spaces and surrounding public federal lands.



Are Truckee Meadows Trails Important to you?

We Need Your Help and Invite you to Participate

Join Our Partners



The TMT plan addresses support and improvements needed to maintain high quality experiences on the existing trail network and new trails and related facilities needed to improve the interconnectedness of the network and the Truckee Meadows community. Additionally, the plan recommends a strategy to prioritize trail efforts on the ground, generate additional funding and local support for trails, increase stewardship, and coordinate among agencies at all levels of government.

The planning area is defined by the legal boundaries for Truckee Meadows Regional Planning Authority, but will also include connecting trails and roads into the surrounding public lands. This plan is primarily for non-motorized trails, but also includes motorized trails, especially on lands administered by the Bureau of Land Management (BLM) and United States Forest Service (USFS), in the cases of joint use. TMT has not made any recommendations for closure of existing OHV trails. Joint use of both motorized and non-motorized is common on federal natural surface roads.

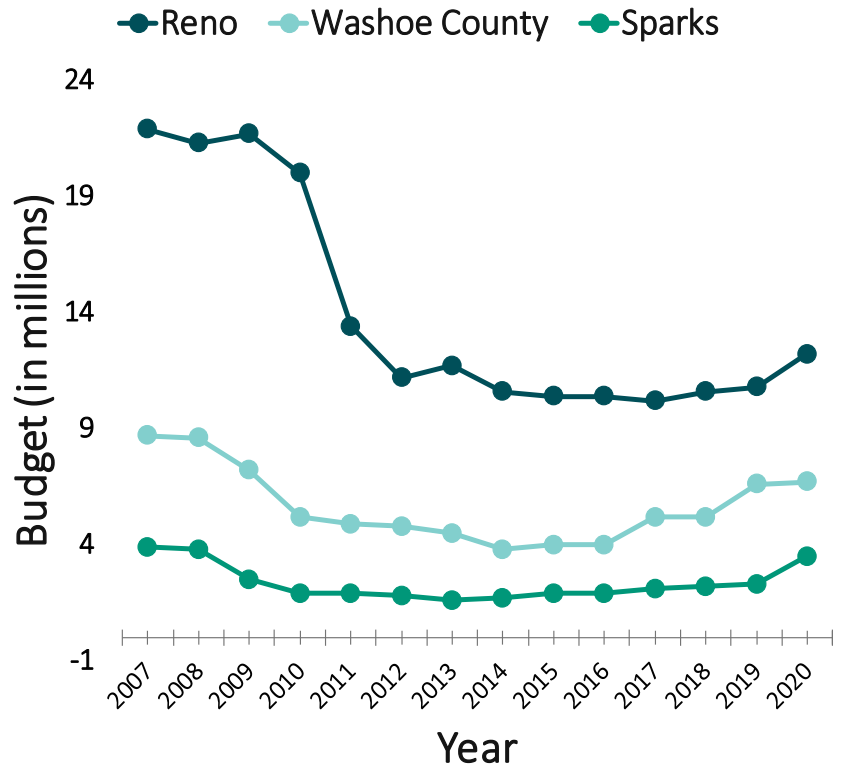
Economic Development Authority of Western Nevada (EDAWN) President and CEO Mike Kazmierski began this planning effort with funding from EDawn to bring this trail collaborative to reality. His June 14, 2017 editorial in the Reno Gazette-Journal does an excellent job of summarizing the need for trails in Truckee Meadows Appendix 1.

AGENCY CAPACITY

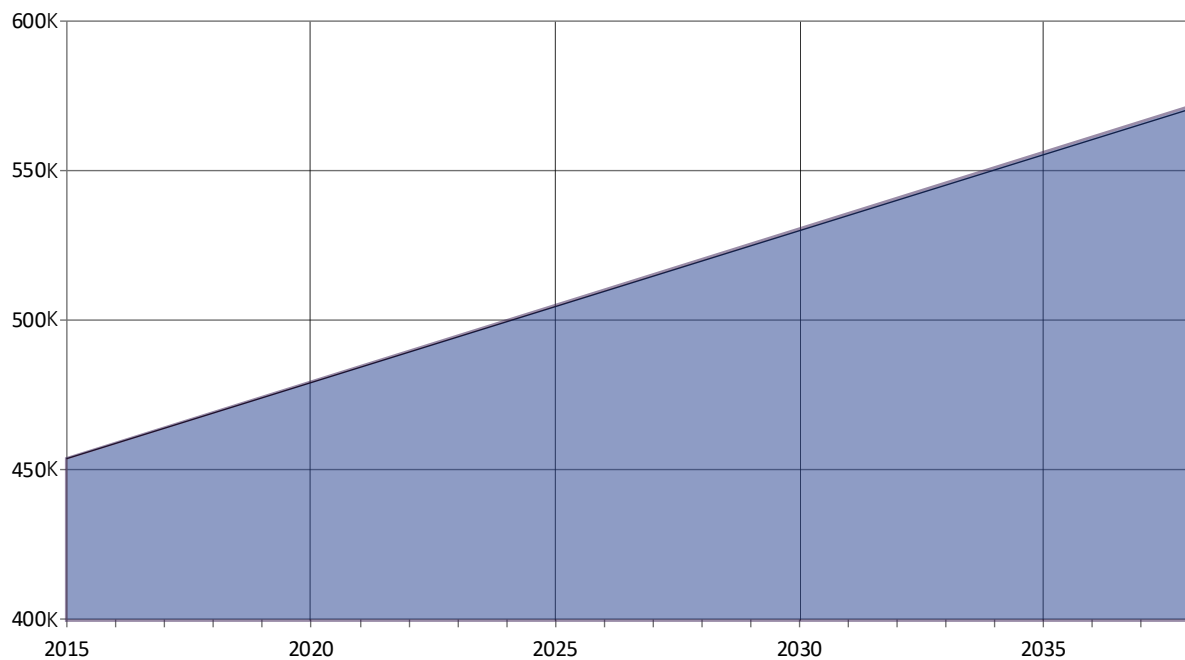
Agencies that manage public lands and trail opportunities in the Truckee Meadows have had insufficient budgets in their recreation programs for the proper management and maintenance of the existing trail network and supporting facilities. Due to insufficient funding, it is difficult for the agencies to conduct planning and environmental reviews, manage and maintain new trails, build new trails, and construct new facilities.

The TMT plan makes recommendations to secure funding and volunteers, in order to support the agencies' implementation of future trail projects. With agency support, TMTWG will assist in coordinating the administration of event permits and trail business opportunities, as desired by the community.

PARK FUNDING



PROJECTED POPULATION GROWTH



TMT STRATEGIC IMPLEMENTATION RECOMMENDATIONS

Plan Coordination and Partner Collaboration

TMT is recommending that agency partners make a commitment to partially fund and support a Truckee Meadows Trails Coordinator (TMTTC). This position will provide leadership in the implementation of this plan and will collaborate with the land management agencies, non-profit organizations, private businesses, volunteers, transportation agencies, and tribal governments to improve consistency in trail planning, design, construction, management, maintenance, funding, education, and outreach throughout the Truckee Meadows.

The TMTTC will provide the support and leadership for a Truckee Meadows Trails Working Group (TMTWG), as recommended in Washoe County's Open Space & Natural Resource Plan (2008). This working group will consist of land management agencies, Truckee Meadows Regional Planning Agency, Regional Transportation Commission (RTC), conservation non-profits, health organizations and trail user non-profits based on discussion and development of the working group governance.

Using this TMT plan as a guide, the working group will foster collaboration between jurisdictions, tribes, and transportation providers for the planning, financing, and development of trails and trailhead facilities. Regular meetings will be scheduled, at least bimonthly, and TMTWG will sponsor an annual strategic trail-planning meeting.

Land Use Planning

TMT recommends that planning agencies in Truckee Meadows consult this plan for recommendations to current regulations, master plans or zone amendments if applicable to trail connectivity and trail development. This will ensure that current and future land use plans, development patterns, and design standards support community trail connectivity and development. Development should encourage trail connectivity and not restrict new trails.

The plan encourages support of land management master plans for Reno, Sparks, and Washoe County that support trails within Truckee Meadows. Master plans and the strategic plans of tourism and health agencies that incorporate trails planning in the Truckee Meadows are included as references in this plan.

Benefits of Trails

The TMTWG will engage community leaders and local government representatives by emphasizing the importance of trails to the community in terms of health and economic benefits. This knowledge will generate support for trails in the Truckee Meadows and for implementation of the recommendations in this plan.

Trail Planning

Trails are unique in a number of respects. They cross various jurisdictions and environments, and they may require studies and funding that can take years to complete before work can commence. The trails inventory shows that many existing trails are not recognized as agency "system trails", and some are located on private property. As much as possible, except where restricted by legal limitation, land management agencies should accept and use this plan as a guide for future trail planning implementation. A trail network will be identified to provide linkages throughout the Truckee Meadows and into the broader trail network of the surrounding Eastern Sierra region.

The TMTWG intends to work with multiple land agencies to designate official trails or trail routes and to incorporate existing social trails that meet sustainability standards into the "system trails" network. TMTWG realizes that this will require National Environmental Policy Act (NEPA) compliance for trails located on federal lands or for trails built with federal funding. For non-federal land, a study will be needed to address additional areas of concerns, including, but not limited to, those relating to archaeology, endangered and listed plants or wildlife.

The TMTWG will work with the agencies to purchase and place trail counters across jurisdictions in order to gather metrics that expand understanding of trail use in Truckee Meadows.

Multi-Modal

The TMT plan makes recommendations to develop a continuous, safe, and convenient regional bicycle/pedestrian/trail user network that functions as an integral part of the overall multi-modal system. Agencies must work toward providing a multi-modal system that ensures access to trails for all residents. This will require an investment in a regional network of contiguous and connected dedicated corridors to serve as the backbone of a non-motorized fully interconnected network of trails, incorporating multi-use paved pathways that lead people from their neighborhoods onto single-track, natural surface trails. TMT has been working with the Washoe County Regional Transportation Commission (RTC) to ensure that the trail inventory includes shared-use pathways within the planning boundaries.



Infrastructure

The TMTWG will work with agencies to support maintenance and expand the existing network of trails and supporting facilities (such as trailheads, parking areas, restrooms, informational signage, etc).



Volunteers

The TMT plan recommends that agencies, with support from TMTWG, develop and implement strategies to increase volunteerism and enhance local stewardship efforts for trails using appropriate agreement, such as memoranda of understanding (MOUs), cooperative agreements, interagency agreements, volunteer agreements, etc. in order to facilitate cooperation and collaboration among TMTWG members.

Private Property - Refer to Appendix 16

The TMTWG will work with agencies and non-profit conservation and land trust groups to acquire easements or title of the proposed trail network system, from willing private landowners.

TMT will work with the land managers and city and county planning agencies to ensure that any Planned Unit Development is reviewed for trail connections and other opportunities for pathways. These should be included as a condition of approval.

The TMTWG will be active in informing those land owners who are willing to allow public access on their properties that there are Nevada statutes in place to protect private property owners with recreation immunity from legal action from any trail user on private properties.

The TMTWG will work with TMRPA to inventory all the existing easements in the Truckee Meadows that are a part of the trail system. This will ensure that existing trails are not on private property.

Information and Education

The TMTWG will work with agencies to establish a wayfinding sign plan incorporating directional and informational trail signage in the Truckee Meadows. This plan will ensure consistency for all trails across agency boundaries in order to facilitate a better trail user experience.

Community educational outreach might include, but is not limited to, interpretation of natural and cultural resources, Leave No Trace and/or Tread Lightly practices, trail etiquette, trail management, and wayfinding.

The TMTWG will make it a high priority to produce a current agency approved “system trails” map and make them available through easy, convenient electronic sources and a brochure.



Funding

The primary funding source for trails in Nevada has been the Federal Highway Administration’s (FHWA) Recreation Trails Program (RTP) managed by Nevada State Parks. The TMTWG can assist in meeting grant match requirements for all agencies and non-profits. The TMTWG will only apply for RTP funds agreed upon by the working group. Individual members of the working group will apply for funds independently, unless support is requested from the working group. Nevada State Parks follows the Statewide Comprehensive Outdoor Recreation Plan (SCORP) guidelines, to determine RTP grant funding allocations.

The TMTWG will also work to generate other funding sources for trail maintenance, construction, planning, and management through donations and other forms of development. These funds will be directed to projects or programs as prioritized by the TMTWG. The TMTWG will develop transparent guidelines for how funds are spent, and will provide annual reporting for the agencies.

The TMTWG has an important goal to work toward creating a non-profit foundation that has the ability not only to coordinate and foster collaboration for implementation of this trail plan, but also to fundraise in support of trail planning, construction, maintenance, management, stewardship, outreach, and education.



Nevada routinely experiences a single, small pool of applicants applying for a single, small pool of funds. In this environment, a culture of collaboration becomes critical.

Nevada Division State Parks
SCORP

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Biggest Little Trail Stewardship

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ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
BLM	Bureau of Land Management
BLTS	Biggest Little Trail Stewardship
EA	Environmental Assessment
ESTC	Eastern Sierra Trails Coalition
GIS	Geographic Information System
NEPA	National Environmental Policy Act
RTC	Regional Transportation Commission
RTP	Recreational Trails Program
TMT	Truckee Meadows Trails
TMTC	Truckee Meadows Trails Coordinator
TMTWG	Truckee Meadows Trails Working Group
TMRPA	Truckee Meadows Regional Planning Authority
TPT	Tahoe Pyramid Trail
TRT	Tahoe Rim Trail
USFS	United States Forest Service

INTRODUCTION

Truckee Meadows Trails (TMT) is a collaborative community regional trails planning effort being led by a highly qualified assembly of professionals in place since 2017. TMT has initiated this planning effort to meet the future needs of the trails community.

Project Need, Mission, Vision and Goals

The purpose of this planning effort is to provide all residents of the Truckee Meadows with the opportunity to use sustainable, legal trails and to cultivate a system of connected and direct routes that join communities and provide access to neighborhoods, parks, open spaces and surrounding public federal lands. No previous trails plan has been written for the Truckee Meadows Area and the Truckee Meadows Trails (TMT) planning group identified a need to work with agencies, non-profits and private entities to develop a comprehensive, sustainable and authorized, connected, non-motorized trail network.

The TMT is a community-based group focused on providing non-motorized passive recreation opportunities. The TMT supports multi-use of trails unless the safety of any one user group is compromised by the nature of the trail.



MISSION

To work with community and agency partners to create a regional, sustainable, system trail network that enhances the quality of life for Truckee Meadows residents.



VISION

A healthy Truckee Meadows community connected by trails.

The Plans Primary Goals Are To:

- Create a regional trail network that is safe, accessible, expandable, effectively connected with on-street facilities, and improves access to community destinations and surrounding public lands.
- Ensure high quality and consistent user experiences on trails, across jurisdictional boundaries.
- Promote awareness of the Truckee Meadow's natural, cultural, and recreation resources and the important role that trails play in our community.
- Coordinate trail planning efforts and define a set of guidelines and recommendations that will promote process consistency, implementation of sustainable design standards, and effective trail planning among the various agencies, nonprofits and community partners that are involved with trail design and construction.

BACKGROUND

Recreation and trails are a way of life in the Truckee Meadows and have inspired people and businesses to relocate to the area. Not only do trails and enhanced recreational opportunities provide health benefits, they also support a thriving economy, improve residents' quality of life, positively impact mental health, foster a community sense of place, and provide alternative transportation networks that can lead to a reduction of greenhouse gas emissions. While outdoor recreation provides a number of important benefits, the Truckee Meadows also faces numerous challenges related to managing and maintaining these recreational facilities. Funding and capacity are the most significant constraints. In addition to identifying future opportunities, this plan also seeks to provide recommendations to address these challenges.

Benefits of Outdoor Recreation

Economic Impacts

Trails drive economic success in a number of ways. When trails are brought into a community studies have shown that property values near the trails increase, businesses near trails flourish, trail tourism provides an influx of money to communities, and jobs are created due to the trails impact. More and more we are seeing individuals take outdoor recreation opportunities, largely driven by trails, into consideration when choosing where to live, (American Trails, 2019).

The economic impacts of outdoor recreation are not limited to large-scale trips or vacations. When activity is closer to home, those same economic impacts are still felt, but on a different timeline. For example, while an afternoon visit to a local park does not require "gearing up" or significant preparation, the ease of access to that park (i.e., the very fact that it doesn't require much preparation) facilitates repeat visitation by individuals and families. Across years of regular, small-scale visits, people conduct the same economic transactions: gas, clothing, equipment, apps, classes, etc. Over time, these small-scale recreation events amount to large-scale economic benefits for communities, (Outdoor Industry Association Report, 2017)



Whether large- or small-scale, outdoor recreation is a foundation of economic activity. Many individuals, businesses, agencies, communities, and livelihoods depend on it. In 2017 outdoor recreation contributed 7.6 million jobs to the U.S. economy and generates \$125 billion in federal, state and local tax revenue each year. This is a significant sector of the economy. In fact, the overall recreation industry is larger than more traditional "giants" of the American economy, such as pharmaceuticals, motor vehicles and parts, and household utilities.

Health and Social Benefits

According to a study released in 2014 by the American Journal of Public Health, there is a direct and significant measurable correlation between how close people live to biking and walking infrastructure and the amount of weekly exercise they get. The study was conducted on three communities who were upgrading their walking and biking infrastructure, measuring the exercise habits of the residents both before the trails went in, and after. The results showed that those living within less than a mile of the new trails were getting on average 45 minutes more exercise a week after the trails were built than they were before they had that available infrastructure. The amount of increased exercise per week went down the further away people lived from the new trails, but benefits were still seen up to those who lived 2.5 miles away. As the lead author of the study, Dr. Anne Goodman, noted, “These findings support the case for changing the environment to promote physical activity by making walking and cycling safer, more convenient, and more attractive.” (The American Journal of Public Health, 2014).

Not only do communities with high quality trail infrastructure see health improvements in their citizens, those health improvements translate into real medical savings for those communities. In fact, in a 2011 literature review by the American Heart Association, they found that for every \$1 invested in building trails there is a direct correlation to \$3 of saved medical costs.

While economic success is important, an economy ultimately exists to make the lives of citizens more memorable and secure. Therefore, in addition to understanding outdoor recreation’s economic value, it is important to clarify how people’s lives are influenced by recreation opportunities. Research has consistently demonstrated that there are significant social benefits to outdoor recreation. These benefits have been intensively studied, especially as they regard two areas: public health and quality-of-life, (Nevada Comprehensive Outdoor Recreation Plan, 2016-2021)

Trails are safe, affordable, fun, and attractive places for physical activity. Regarding public health, research has shown that health improvements come from even small changes in diet and exercise.

Outdoor recreation’s effect on both diet and exercise has been documented. The effect is most obvious with exercise when people have accessible, fun outdoor recreation opportunities, they are motivated to get out and move, and to move more often. Well-designed outdoor recreation projects create spaces where people want to move spaces that motivate people to get active. Integrating unique features such as trails and greenways into communities also provides a sense of place and community pride, (Physical Activity Guidelines for Americans, 2008).

Outdoor recreation’s influence on diet is more indirect, but research has clearly demonstrated that when people are motivated to stay active, they are more likely to eat well and properly fuel their physical activities. Outdoor recreation opportunities indirectly (and in concert with other factors) form environments that encourage and reward healthy diets.



Environmental Benefits

Trails protect important habitat and provide corridors for people and wildlife. Trails can also assist in providing natural buffer zones from pollution run-off and become important tools for improving water quality. They improve air quality by protecting the plants that naturally create oxygen and filter out air pollutants. Trails also provide enjoyable and safe options for transportation, which reduces air pollution reducing greenhouse gases. Thereby reducing greenhouse gas emissions and mitigating impacts related to climate change or increasing community awareness about the importance of natural resources through interpretive exhibits on trails, etc.

Trails do not directly produce substantial environmental benefits, but there are numerous instances throughout the state where their presence and the use and enjoyment they provide to users has prevented alternative, more ecologically impactful uses of the landscape. Although there is no formal process by which a trail directly protects surrounding land, the public processes associated with the National Environmental Protection Acts (SEPA and NEPA) on state and federal lands allows the public to voice their preferences and either directly or indirectly preserve land with high recreational values. The preservation of this natural landscape creates ecosystem service benefits, (Washington Recreation and Conservation Office, 2019).



Quality of Life Has Measurable Effects On Mental Health

When it comes to quality of life, it has been shown that the quality and quantity of outdoor recreation has a direct and measurable effect upon one's mental outlook and how individuals view their conditions. Put simply: the more high-quality outdoor opportunities a person has access to, the more positively they see their personal circumstances, (California State Parks, 2015).

Social research has demonstrated that, in neighborhoods with high average incomes, levels of green/open space are also very high; and in areas with relatively low average incomes, green spaces near residences have been shown to reduce the number of violent and property crimes.

Challenges and Opportunities Related to Providing Outdoor Recreation in Nevada

Funding

In most states, recreation funding is a regular challenge. Nevada's constraints are particularly significant because of its land area and population. With so much physical space, there are seemingly endless opportunities for recreation projects. On the other hand, a smaller population provides less of a tax base and fewer private or otherwise philanthropic sources. As a result, Nevada routinely experiences a single, small pool of applicants applying for a single, small pool of funds. In this environment, a culture of collaboration becomes critical.

Agency Coordination

As mentioned in the executive summary, trails are challenged many times with crossing multiple jurisdictions. Trails plans require collaboration for successful implementation. Truckee Meadows Trails has planned for this need by proposing a working group made up of agency and stakeholders to be the leadership needed implementation to bring this plan forward. Each Jurisdiction has different requirements and the working group will be able to facilitate the differences and insure the success of this plan.

Volunteerism

In discussing recreation supply, the role of engaged citizens cannot be overlooked. In researching this report, it became clear that Nevada is experiencing a significant increase in the amount of work done by volunteer and non-profit groups. This work, which in Nevada is nearly always conducted on behalf of public entities (given the state's extensive public lands), has become a pillar of recreation management. Put simply, most outdoor recreation maintenance and development would simply not occur were it not for citizen groups giving their time for grant-writing, planning, and on the ground labor. As this dynamic evolves in Nevada, there is growing discussion around how to grow and support these groups. In the public workshop, 27 participants suggested that communication is increasing between different users and communities, as they assist public land managers with various projects. To a lesser degree, groups are starting to integrate their projects between one another.



As these local and regional groups mature in their networks and strategies, there remains the ever-present challenge of maintaining energy and momentum. As turnover in personnel occurs, how do we entice new members to contribute? One intriguing strategy was explored in the workshop: to approach potential outdoor advocates through their existing social networks. Rather than drawing people directly into groups with a strong outdoor identity (e.g., a trail group or OHV club), it may be fruitful to meet citizens within the social networks they already claim membership.

For example, outdoor advocates could engage church groups, veterans associations, college clubs, corporations, and neighborhood associations, to name a few. These groups may not hold outdoor recreation as their primary concern, but all of them can recognize the importance of the outdoors for their members, if not their core missions. This becomes a strategy of meeting potential volunteers where their interests overlap with the outdoors, but stopping short of asking that they make the outdoors a primary social concern.

More discussion must be had regarding the role of volunteers in reaching outdoor recreation goals; as well as the methods for bringing new volunteers onboard. Nevada has benefited greatly from the organic (grassroots) expansion of outdoor volunteerism, but direct discussion and forethought is now required to maintain these gains and plan for the future of recreation management.

PLAN DEFINITIONS

Agencies often use different trail classifications and standards. For the purposes of this plan, the following definitions will be used:

Trailhead and Access Defined

Trailhead is defined as: A starting point for a trail that has not only parking, but also at least one of these trailhead amenities: signage; restrooms; equestrian parking; potable water; and/or picnic tables.

Access is defined as: A starting point for a trail with only a few, if any, parking spaces and no amenities.

Trail Definition

TMT has been working with cities, counties, state and federal land management agencies to map current “system trails” and evaluate them for sustainability.

It is important to clarify the type of trails referred to in this plan to avoid confusion with other types of trail facilities. The plan focuses on multi-use single-track or shared-use trails.

“System Trails”
are defined as agency recognized and maintained trails.

Class III Multi-Use Single Track Trails

A single-track trail is one where users must generally travel in single file. The term “hiking trail” is an improper synonym for single-track, because it defines a type of user, not the physical structure of the trail. Multi-use implies all users, except motorized.

Single-track trails tend to wind around obstacles such as trees, large rocks, and bushes. As compared to roads, single-track trails blend into the surrounding environment, disturb less ground, and are easier to maintain. The tread of single-track is usually natural surface.



Class IV Multi-Use Trails

These can be existing dirt roads or double tracks. The existing roads can have historical motorized use as is the case in most situations. In this plan dirt roads were inventoried only if they connect trail use to single tracks.

A class IV trail can also be an urban soft surface trail that excludes motorized use as shown in the Washoe County Green Book (Appendix 17). This trail spec is highly recommended in Urban settings that will have heavy use.



Shared-Use Trails and Bike Paths

Shared-use trails are unique from the other forms of trails included in this plan because they are integral to the transportation network. Shared-use trails are typically 8 to 12 feet wide, paved, and signed similar to roadways. These trails are referred to as “multi-use” because they serve both recreation and transportation uses and serve multiple types of non-motorized mobility devices. Because these facilities interface with public transportation networks, they must meet engineering standards to protect trail users and travelers using other modes on adjacent facilities.

Shared Use or Multi-Use Path. A facility physically separated from motorized vehicular traffic within the highway right-of-way (ROW) or on an exclusive ROW with minimal crossflow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, wheelchair users (both non-motorized and motorized), equestrians, and other non-motorized users (WSDOT, 2006);

PLAN DEVELOPMENT PROCESS

The plan development process included: completing a trails inventory and trails assessment; conducting a survey; and hosting several stakeholder and public workshops. The data collected through these activities was used to inform the direction and goals identified in this plan. The plan was also developed in close consultation and collaboration with community stakeholders and land management agencies, including the Bureau of Land Management (BLM), United States Forest Service (USFS), Washoe County Regional Parks and Open Space, the Regional Transportation Commission (RTC), the Reno Parks and Recreation and Community Services Departments, and the Sparks Parks and Recreation Department. TMT also reached out to the Reno Sparks Indian Colony and representatives attended one of the stakeholder workshops.

The plan/report will not define the end state or a final solution, but rather builds on the momentum of past and current planning efforts and is a “living” document. The plan/report outlines the steps to ensure that the trail system in the Truckee Meadows, including trailheads and access points, meet national trail standards, are within an agency approved trail system and are publicly accessible.

Trail Inventory

In 2018/19, TMT partnered with the Truckee Meadows Regional Planning Agency (TMRPA) and the Great Basin Institute (GBI) to map existing trails in the Truckee Meadows using recreational grade GPS equipment and digital photo interpretation. A geospatial data set of inventoried trails and draft mapping products were produced for internal discussion, public meetings, land management agencies, and for this report. Digital mapping products are available to the public on the TMT web page at <http://TMtrails.com/>. Trail inventory maps are included in Appendix 2.

The following tables show the data gathered from the trail inventory. The trail inventory was compiled using GIS data taken from volunteers, websites, and agencies, and is unlikely to be 100% accurate due to the multiple sources of information.

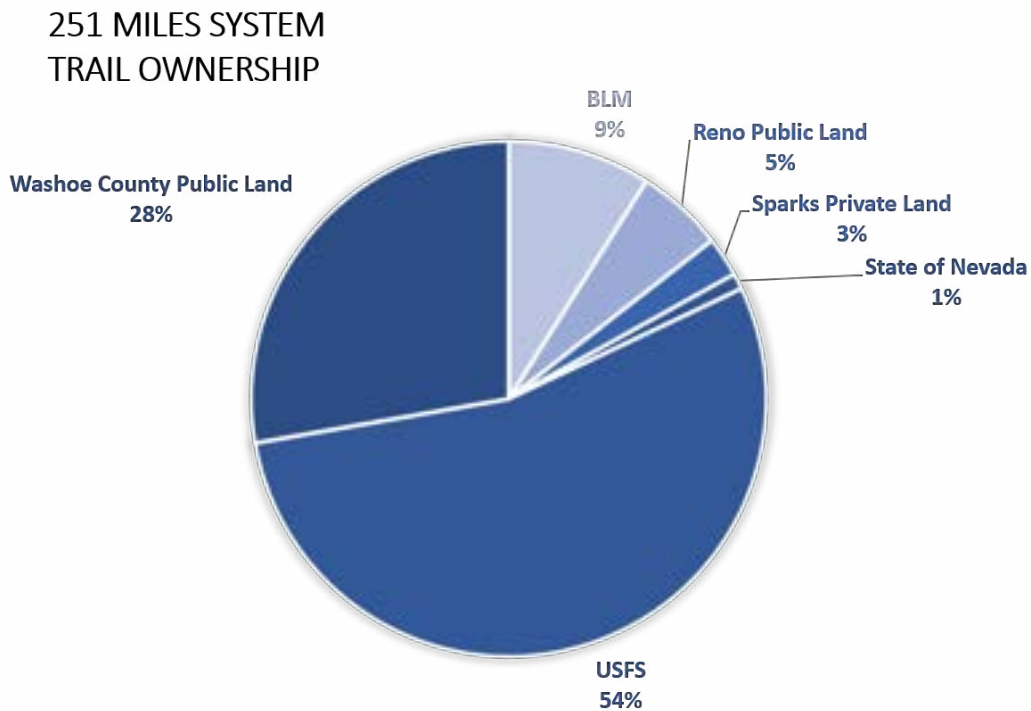
Social Trails		
	%	Miles
Storey County	7.6%	4.0
BLM	13.0%	6.9
Reno	30.1%	16.0
Sparks	1.2%	0.6
USFS	23.3%	12.4
Washoe County	3.3%	13.0
Grand Total		52.9

System Trails		
	%	Miles
BLM	9.0%	22.6
NSHE	0.0%	0.1
Reno Public Land	5.5%	13.7
Sparks Private Land	2.5%	6.3
State of Nevada	0.0%	0.1
State Parks	0.6%	1.4
Truckee Meadows Water Authority	0.3%	0.7
USFS	54.4%	136.7
Washoe County Public Land	27.8%	70.0
Grand Total		251.5

System Paths		
	%	Miles
BLM	2.6%	3.0
NSHE	0.4%	0.5
Reno	41.7%	47.7
RTC Washoe	1.1%	1.3
Sparks	40.9%	46.7
Truckee Meadows Water Authority	0.3%	0.4
Washoe County Private Land	13.0%	14.9
Grand Total		114.5

A best effort was made by the TMT to inventory all single-track trails and connecting bike paths within the project area. However, there is no guarantee that all existing trails have been inventoried by the TMT or that single/double-track and hard surface trails have not been created since the completion of the inventory. The trail inventory is a “living” data set and updates should be provided by land agencies, private property owners, and the public. TMRPA’s GIS mapping inventory metrics found 303 miles of single-track trail (natural surface/soft). Of those 303 miles, 251 miles are system trails (i.e., managed by an agency). The graph below shows the ownership of those trails.

The hard trails are primarily owned by cities of Reno and Sparks with 41% owned by Reno and 33% owned by Sparks. Approximately 53 miles of illegal “social trails” were identified. Most of these trails have been developed by the public without permits and have not been adopted nor are they considered “system trails” by the various land management agencies.



Trail Sustainability Evaluations

Two methods were used by the Great Basin Institute (GBI) to properly evaluate the sustainability of trails in the Truckee Meadows. The Sierra Club also field inspected many of the trails and their work is also part of the database used to document the trail details and conditions. A simple form (Appendix 5) was used by GBI and the Sierra Club; however, the results for all the trails are not recorded in the plan as the database is too large.

Seventy five (75) trails were evaluated in total (Appendix 25). Thirty nine of those trails were evaluated at a basic level and none of these trails were chosen due to their moderate to heavy use. Trails that were on private property, social trails and dirt roads were not evaluated for sustainability. Thirty-six (36) of the 80 trails evaluated are considered major “system trails” and were analyzed in more detail. GBI utilized GPS data to identify specific trail maintenance issues. These evaluations will help determine what work needs to be done to make these trails “sustainable” and identify trail maintenance priorities. The TMTWG will work with the agencies to begin a maintenance program for the entire trail system with volunteers being a primary focus. Any major maintenance needs will be a part of the short/long range plans for budget needs.

The Following Trail Details Were Evaluated:

User Groups

Multi-Use, Restricted Use, Motorized

Trail Designation

Class III-Single Track, Class IV-Dirt Road, Urban Multi-Use Trail

Paved/Concrete - Shared Use

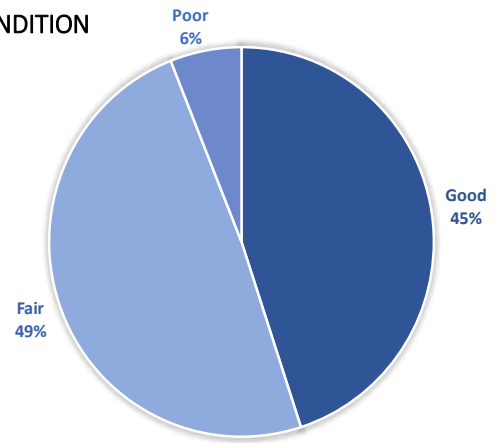
State of Maintenance

Excellent, Good, Fair, Poor

Water and Scenic Vistas

Both Present, Water/Riparian Areas, Scenic Vistas Present, Nonexistent

TRAILCONDITION



The Following Trails Were Evaluated at A Basic Level:

Backer Way Trail

Blue Ridge Drive Trail

Brown's Creek Trail

Canoe Hill Trail

Cedar Ridge Drive Trail

Cold Springs Long Trail

East Verdi Trail

Evergreen Ridge Trail

Church's Pond Trail

Jones Creek Creekside Trail

Mt Rose View Interpretive Loop Trail

Highland Ranch Trails

Hole in the Wall

Horseman's Trail

Hungry Mountain North Trail

Hungry Mountain South Trail

Hunter Creek Trail

Incline Bike Path

Jones-Whites Creek Loop Trail

Jumbo Grade Trail

Kings Row Trail

Las Brisas Trail

Lazy 5 Trail

Mogul Canyon Trail/Silver Willow Trail

Oxbow Adventure Trail

Petroglyph Trail

Poeville Trail

Quilici Trail

Raleigh Heights Trail

Robb Drive and Las Brisas Trail

Silver Lake Trail

Cityside Trail

Steamboat Creek Trail

Steamboat Ditch Trail

Stone Valley Trail

Sugarloaf Peak Trail

Sun Rock Nature Trail

Sun Valley Regional Park Trails

Wildcreek Park Trail

The Following System Trails Were Evaluated in Greater Detail:

Anderson Park Trail	Huffaker Hills Western Loop Trail	Quail Run Trail
Ballardini Ranch Trail	Huffaker Park Lookout	Rainbow Ridge Trail
Bartley Ranch Loop Trail	Incline Flume Trail	Rancho San Rafael Arboretum
Crystal Peak Nature Trail	Keystone Canyon	Rancho San Rafael Connector
Dorostkar Park Trails	Lakeview Loop Trail	Rancho San Rafael Nature Trail
Evans Canyon Sports Complex	Leadership Pkwy	Rancho San Rafael Pasture Loop
Evans Canyon Trail	Lockwood Loop Trail	Rattlesnake Mt.
Evans Creek Trail	Lockwood Nature Trail	South Park Loop
Galena Creek Trail	Lower Thomas Creek	Swan Lk Nature Area
Hidden Valley Inner Loop Trail	Lower Whites Creek	The "N" Trail
Hidden Valley Perimeter Loop Trail	Mia Vista- Hidden Valley	Tom Cooke Trail
Highland Loop Trail	Mustang Ranch Trail	Twin Peaks Trail

Trailhead Inventory

Every trailhead in Truckee Meadows with ownership was inventoried (Appendix 18).

Trailhead Evaluations

Trailheads were inventoried and evaluated by the Sierra Club and Great Basin Institute.

The Following Details Were Evaluated:

Trailhead/Access Parking Area

Paved, Gravel, Dirt

Capacity - Number of vehicles

Designated trail access - Signage

Rural or Developed Area

Trailhead Access

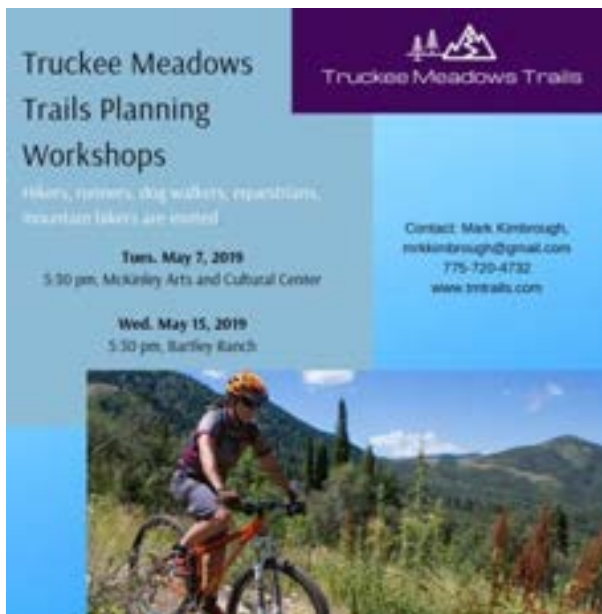
Public Road, Private Road, Private Property Signs

Facilities

Restroom, Picnic Tables, Kiosk

Public Participation

The TMRPA developed an online survey for the planning effort and the leadership team, made up of stakeholders and agencies as defined on page iii, conducted four public workshops to gather input regarding the trail inventory maps. The TMT provided workshop participants with the opportunity to note their personal desires for new trails in the project area. Most of the new trail requests from the public workshops were for connections to existing trails. Comments collected from the online survey and public workshops were used to develop this report (Appendix 8).



Public and Stakeholder Workshops

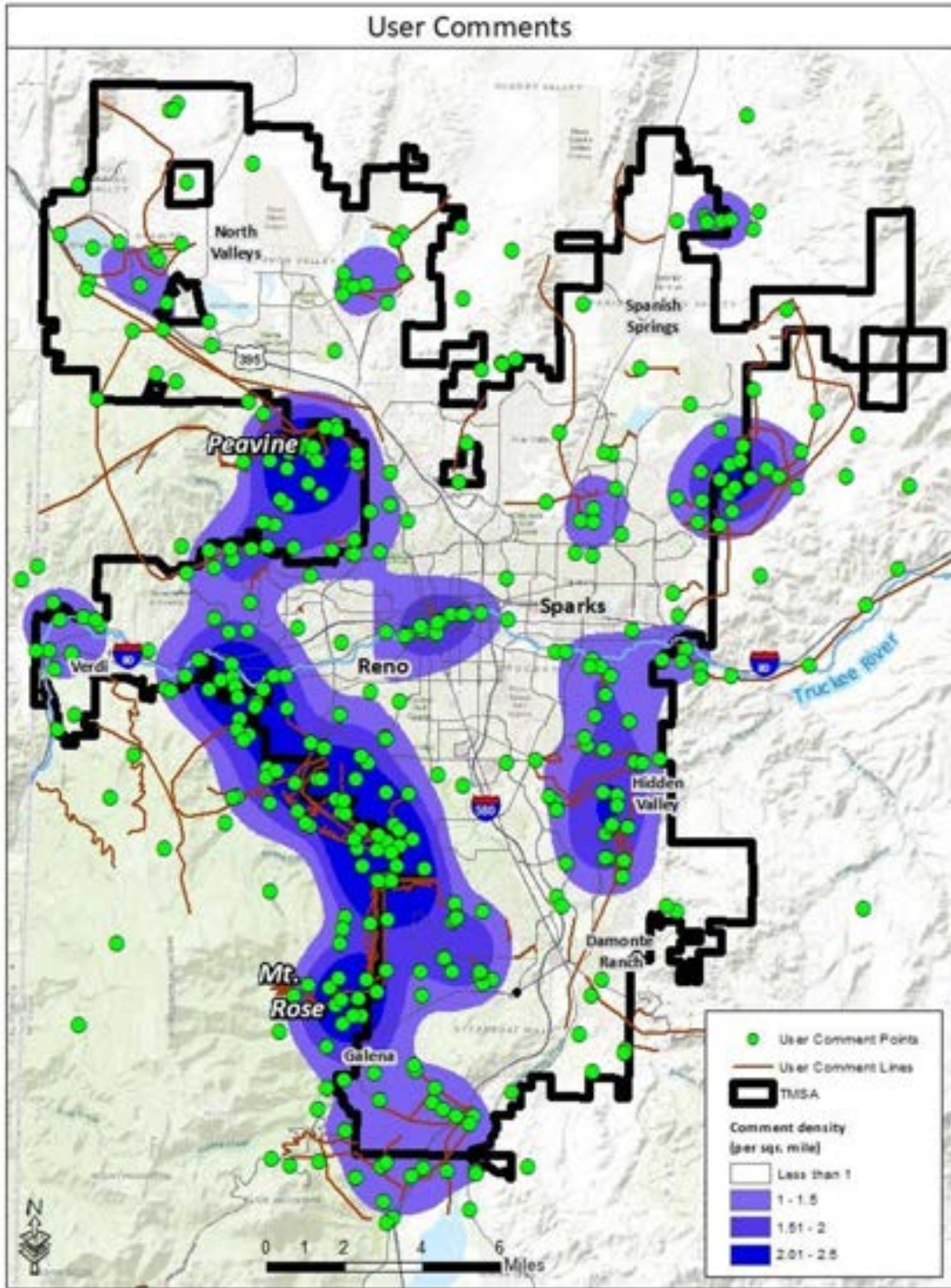
The TMT stakeholder workshops invited community members from different trail user groups including runners, equestrians, mountain bikers, hikers, and walkers to participate. They represent local nonprofit organizations, agencies and trail users. Project area maps were used to allow workshop participants to comment on trail connectivity and to mark desire lines for new trails or trailheads, including motorized use.

TMT also held two public workshops where all members of the public interested in voicing their desires regarding trails in the Truckee Meadows were invited to participate.

The Reno Gazette Journal ran one full-page notice and two local TV stations ran short segments on the workshops. A social network notice was sent to stakeholder organizations that have active trail users or are active with trail development and maintenance along the Eastern Sierra Front. The workshops drew over 125 participants and 15 volunteers.

There were over 300 comments made on the maps at the workshops. The following map shows, using a method that mimics crowd sourcing, where most of the attendees made comments/suggestions or new connections. These comments will be brought forward to establish priorities with implementation of this planning effort.

Spatial Distribution and Trails Comments Received Online and Through Stakeholder Meetings



Web Survey Results

An online trail survey was made available for public comment through the TMT website. The trail survey provided information on demographics; how and when trails are used; perceptions of existing trails, trail condition, trail satisfaction, trail etiquette, and suggestions for new trails or to existing trails (Appendix 9).

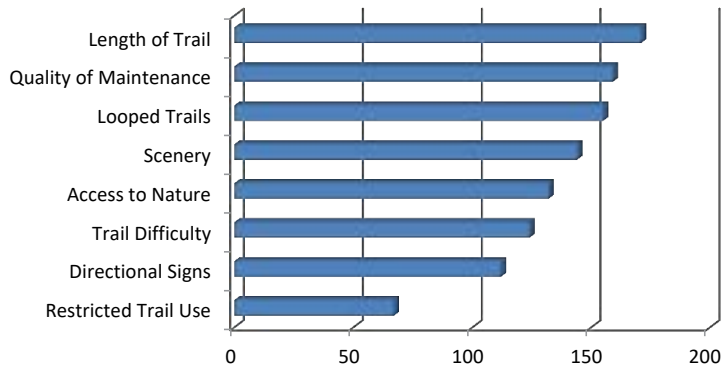
The survey was available online for one month.



Trail Characteristics

Trail characteristic terms used in the survey are derived from the most common professional terms used in categorizing the expectations of the trail user's needs for a quality trail experience.

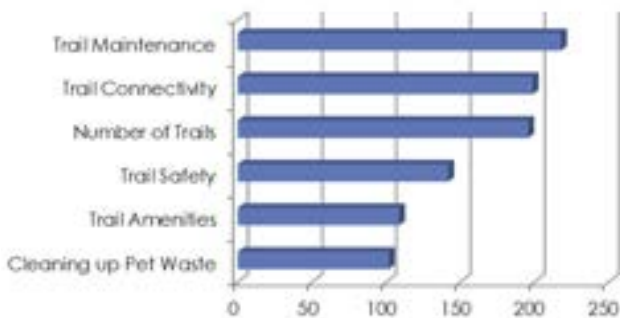
Important Characteristics



Trail Satisfaction

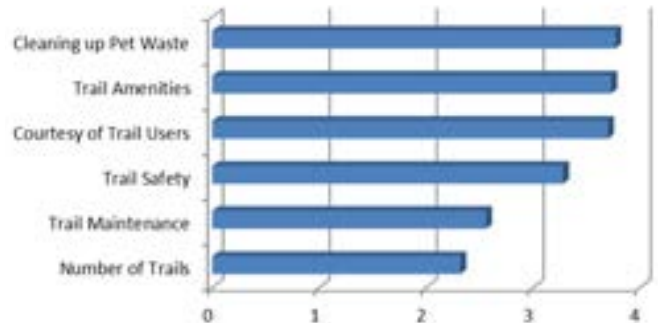
Trail satisfaction terms in the survey are derived from categories commonly used for measuring the trail user experience, as it relates to their past experiences.

Trail Satisfaction - # of votes



Number of Votes

Satisfaction Ranking Average

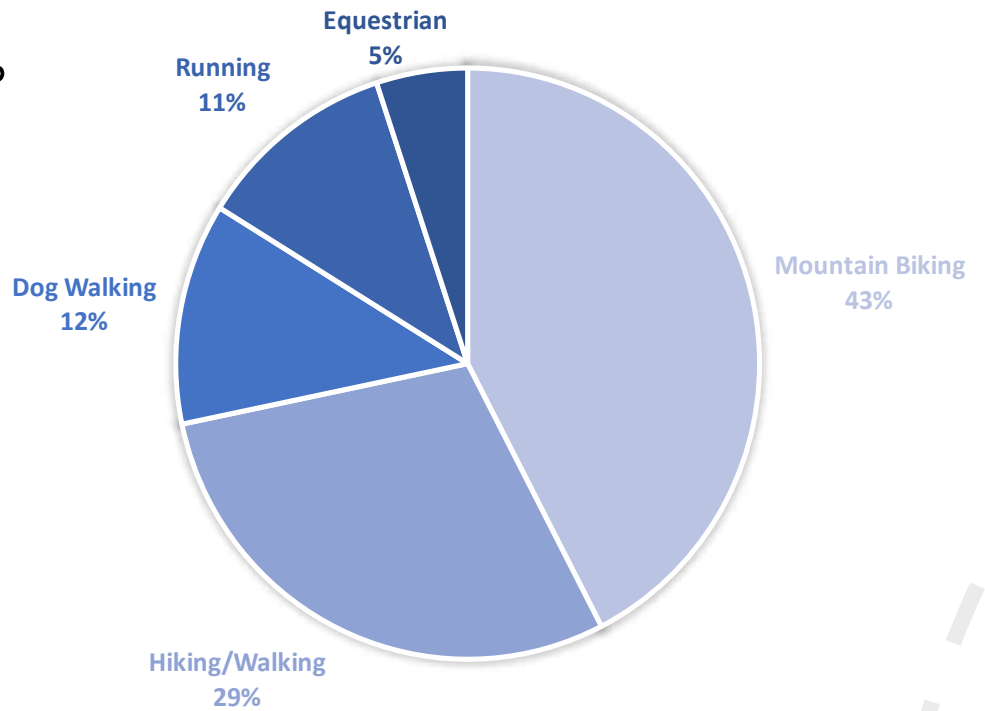


Less Satisfied → More Satisfied

Level of Satisfaction

Trail Use in the Truckee Meadows

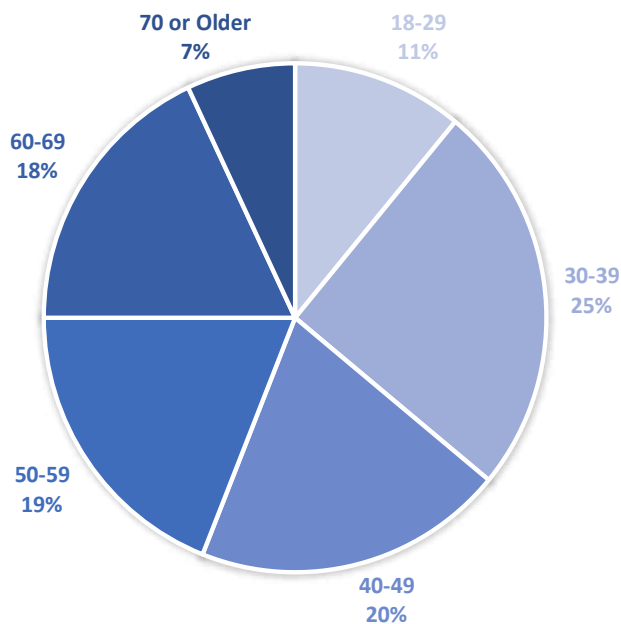
PERCENTAGE OF USE OF TRUCKEE MEADOWS TRAILS BY USER GROUP



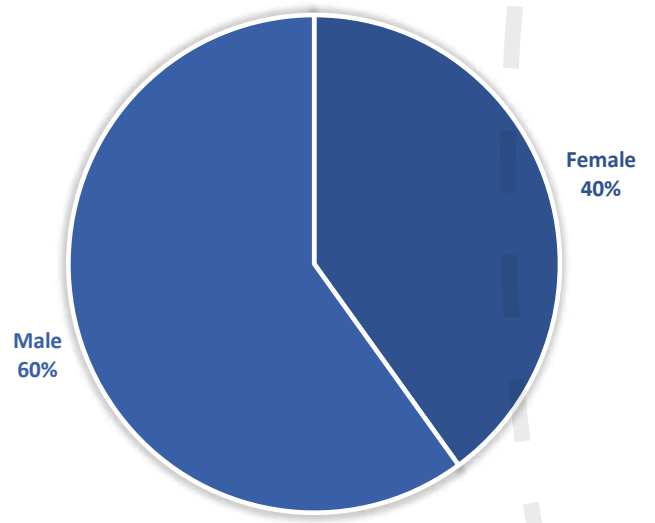
Combined Survey Demographic Results

There were approximately 425 trail users that participated to the workshop or web survey. This provides a good trail user profile. The users were primarily from Reno (76%) and Sparks (9%). The age groups represented were evenly distributed except the over 70 and the 18-29 age groups. Slightly more men participated than women. The majority of respondents use trails 2-3 days a week.

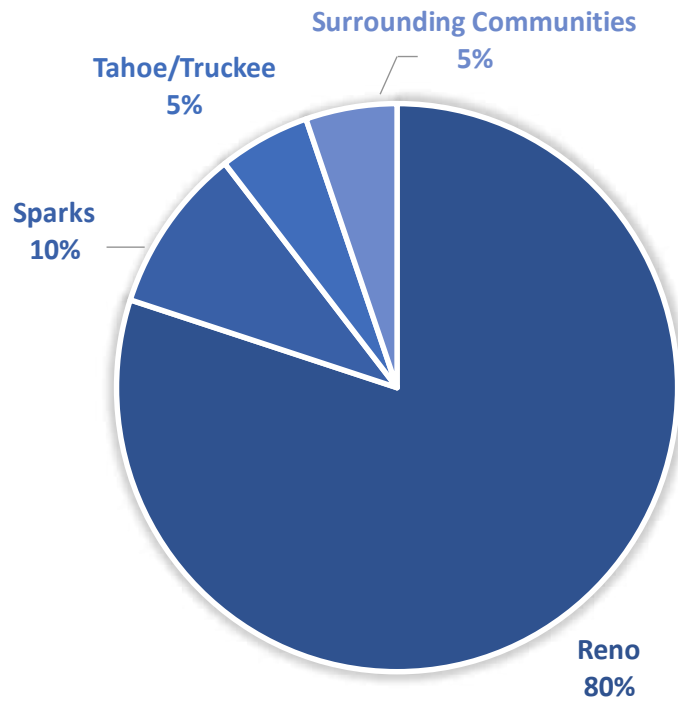
AGE



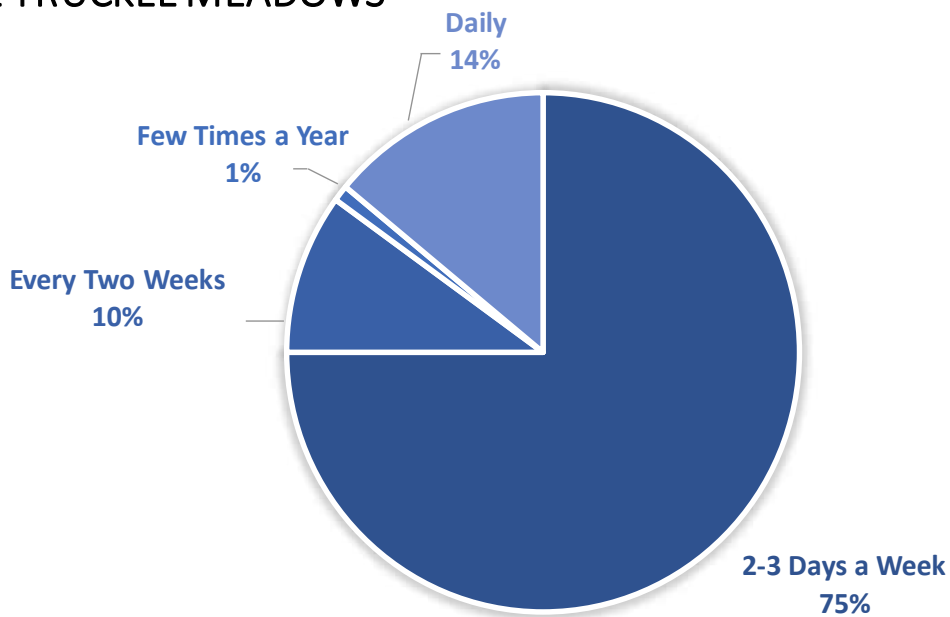
GENDER



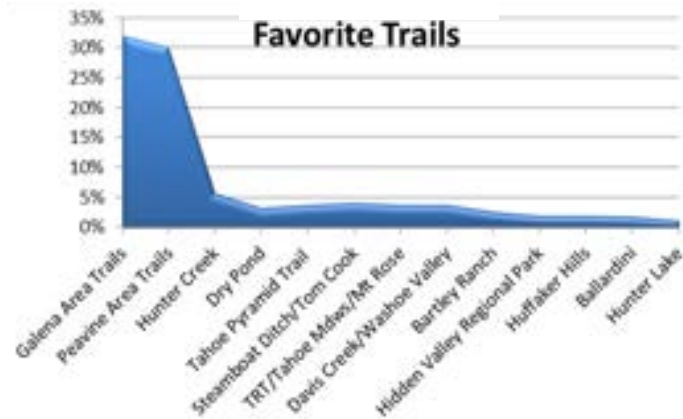
ZIP CODES



FREQUENCY OF TRAIL USE IN THE TRUCKEE MEADOWS



Combined Survey Favorite Trails



Summary of Combined Survey Comments

The workshops and the web survey allowed the public to address any specific needs as they relate to trails/trailheads in the Truckee Meadows. Three hundred comments were made (Appendix 8). This is not set up for priorities or sorted through for need at this time. When implementation of this plan moves forward this very comprehensive list can be used to establish priorities in the future.

The workshop survey results are summarized below:

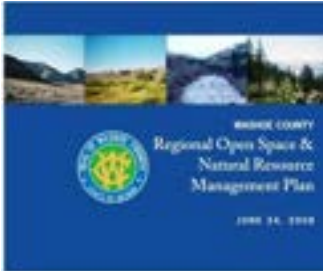
- Construct sustainable trails that last and need minimal maintenance.
- More access points and trailheads.
- Restricted use trails.
- Connect – urbanized to surrounding areas/all Truckee Meadows existing trails.
- More urban trails and paths to connect neighborhoods to commercial areas.
- Construct loop options.
- Create more 5-10 mile trails – different levels of user construction.
- Year-round multi-use bicycling/walking infrastructure inadequate.
- Consider multi-use walking/biking paths too with their connections – road intersections.
- More variety of lengths in trails and trail connectors.
- More trail information and signage.
- Mountain bike specific trails – downhill/rolling/one way/progressive/challenging/black diamond.
- Paved pathways, separated from traffic.
- More horse specific trails to keeps horses off jump (mtn bike) trails.
- All bridges should be horse accessible!
- Better dog waste enforcement and education.

Summary of Agency Requests Located in Appendix 21

There are also many specific requests that were recommended at the public workshops that have been listed in Appendix 21 that are listed by the land manager. This list of projects and concerns will be addressed in the 5- and 10-year plan adopted by the TMTWG.

RELATIONSHIP TO OTHER RELEVANT PLANS AND POLICIES

The TMT reviewed existing documents to ensure that the TMT recommendations were aligned with current policy and agency vision. The Washoe County award winning Regional Open Space and Natural Resource Management Plan (2008) addresses many of the elements of this trail plan effort. Reno, Sparks, and Washoe County also have trails as a component of their master plans.



Washoe County

Regional Parks and Open Space and Natural Resource Management Plan (Appendix 10)

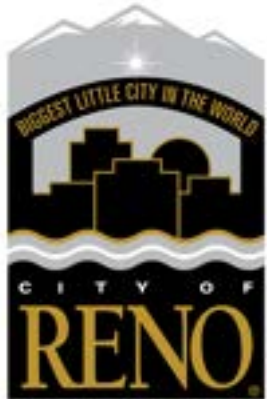
The plan recommends the need for an ongoing interagency working group, composed of local, county, state, tribal and federal partners, to oversee the public lands system and make sure that critical resources, including trail connections, are adequately protected and managed to a reasonably consistent set of standards.

City of Sparks

Sparks Master Plan – Ignite Sparks (Appendix 11)

https://cityofsparks.us/wp-content/uploads/2016/12/CS-Comprehensive-Plan-Final_s.pdf

The 2016 plan for Sparks is broad and the most relevant section to the Truckee Meadows Trails comes from Chapter Four (Framework for the Future). This section focuses on community connectivity and different kinds of land use.



City of Reno

City of Reno Action Plan – 2017 (Appendix 12)

<https://www.reno.gov/home/showdocument?id=70983>

Reno Sparks Bicycle and Pedestrian Plan 2011

The Bicycle and Pedestrian Master Plan is included in the Regional Transportation Commission's (RTC) Regional Transportation Plan (RTP). This guides transportation investments in Reno, Sparks, and portions of Washoe County over a 20-30 year period. Primary bicycle and pedestrian recommendations in Downtown include: 4th Street cycle track from Keystone to Prater Way in Sparks, Lake Street ramp improvements/ stair removal to the Truckee River, Evans Avenue Bike Lanes and sidewalks from 2nd Street to UNR.

Reimagine Reno – City of Reno Master Plan (2018) (Appendix 13)

<https://www.reimaginereno.us/>

The plan summary lays out the guiding principles for the City of Reno. Based on community input one of the top three matters of importance was for Reno to become a base for outdoor activities (Plan Summary Page 4). Out of the eight guiding principles (GP), numbers four, five, and seven have crossover with the proposed Truckee Meadows Trails Plan. Highlights from the summary are listed on the following page.



RTC Washoe County

RTC – Bicycle and Pedestrian Master Plan (June 15, 2017)

<https://www.rtcwashoe.com/mpo-projects/renosparks-bicycle-pedestrian-plan/>

Overall this plan is more focused on urban areas but still provides a great insight into how the interface within the city could be improved for commuters and recreationalists with a variety of different goals.

Vision Statement (page 5): To support walking and bicycling, the Region will have an integrated system of safe, convenient and comfortable bicycle, pedestrian and other non-motorized facilities that provide access to schools, jobs, shopping, neighborhoods, community facilities, parks and regional trails.

Proposed Improvement (page 7) 339 miles of sidewalk and 116 miles of bike infrastructure identified for implementation in this plan.

Regional Plans that the RTC Bicycle and Pedestrian Master Plan supports:

- Regional Transportation Plan
- RTC Complete Streets Master Plan
- Washoe County Master Plan
- City of Reno Master Plan

Reno Sparks Bicycle Plan

3.2.14. Reno/Sparks Bicycle & Pedestrian Master Plan (2011)

The Reno/Sparks Bicycle & Pedestrian Master Plan is a guide providing comprehensive system for non-motorized modes of travel. The Master Plan consists of the following six goals:

1. Support walking and bicycling and the development of a comprehensive bicycle and pedestrian transportation network that connects to other transportation modes, meets the needs of all users, and creates a viable alternative to the automobile in order to increase the number of people bicycling and walking to work to 10 percent by 2040.
2. Maintain the aesthetic appeal, cleanliness, and functionality of the existing infrastructure with regular ongoing maintenance, as well as major rehabilitation efforts.
3. Develop and implement an education and enforcement program that will reduce the number of bicycle and pedestrian collisions each year with the ultimate goal of zero collisions.
4. Maximize the amount of State and Federal funding for bicycle and pedestrian transportation improvements for which Reno, Sparks and Washoe County are eligible by identifying and aggressively pursuing grants each year, and by including bicycle and pedestrian improvements in all transportation projects.
5. Develop a well-connected bicycle and pedestrian network that integrates with public transportation.
6. Encourage project sponsors to consider the needs of bicyclists and pedestrians when designing, reviewing, and approving all development and transportation projects and accommodate those needs, whenever possible. Various proposed projects are listed within the plan and were considered during the analysis portion of the Complete Streets Master Plan.

2019 Truckee Meadows Regional Plan (Appendix 14)

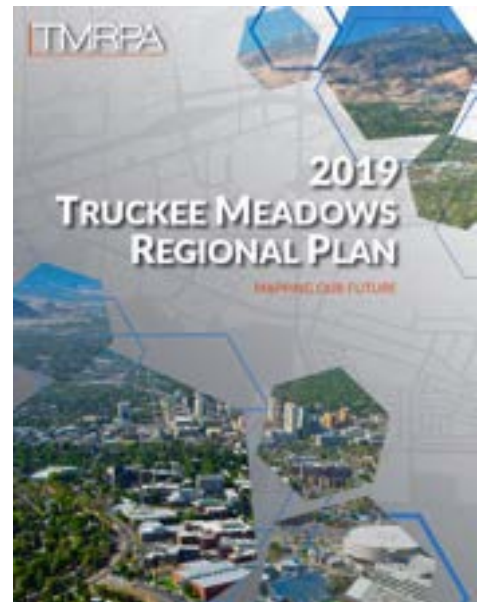
Policies

NR 1 - Natural Resources Plan

TMRPA recognizes the importance of protecting the land, air, water, scenic, and other natural resources of our region. In order to help protect these resources, TMRPA will facilitate a cooperative approach to developing a plan that addresses natural resources regionally, by working in conjunction with regional partners and the wider region. As part of this natural resources plan a map will be created identifying various natural resource areas that should be protected. It is anticipated that this plan will be completed no later than 2024.

NR 9 - Parks and Open Space Connectivity

Local government master plans shall encourage 1) a collaborative approach to the creation of a network of parks, bikeways, greenbelts, recreational trails, multi-purpose corridors, and public facilities; and 2) multimodal interjurisdictional connectivity between them.

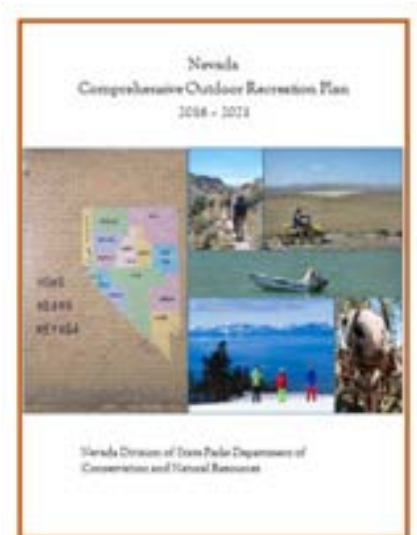


Nevada Statewide Comprehensive Outdoor Recreation Plan

http://parks.nv.gov/forms/Nevada_Comprehensive_Outdoor_Recreation_Plan_2016-2021.pdf

Priorities

1. Maintain and rehabilitate existing facilities. Keep older and other existing facilities (restrooms, trails, signs, etc.) in proper working order and looking good
2. Increase connectivity between trails, facilities, and other recreation locations. Make sure that trails and paths are connected, making an interlinked system for hikers, bikers, riders, and others to explore.
3. Ensure safety. Ensure that all facilities are safe as possible and reduce conflicts between users (hiker-equestrian-biker-OHV)
4. Develop new facilities. Build new restrooms, trails, signs, and other amenities in areas that need them.
5. Conserve water and habitat. Build new facilities and restore older ones with water and habitat conservation in mind.
6. Engage youth. Encourage children, young adults, and families to explore the outdoors more frequently.
7. Integrate with economic security and growth. Develop outdoor recreation opportunities that help local and/or regional economies grow.
8. Meet the needs of underserved regions and populations. Identify people and neighborhoods without access to parks, trails, or playgrounds and establish outdoor recreation opportunities for them.

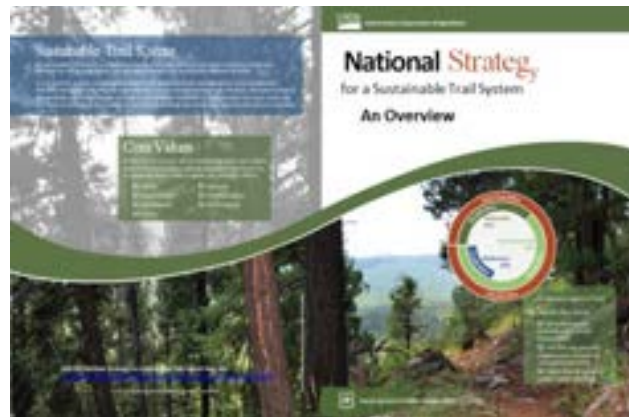


US Forest Service

National Strategy for a Sustainable Trail System

<https://www.fs.fed.us/managing-land/trails/national-strategy>

The Forest Service, an agency of the U.S. Department of Agriculture, is committed to caring for the land and serving people by connecting them with their public lands. Well located and well cared for trails are a vital way for visitors and communities to reach and explore these lands and enjoy the multiple health, wellness, and economic benefits of outdoor recreation. The agency embraces its leadership role as a community member, shared steward, and key provider of access to public lands.



The strategic intent of the strategy is to embrace and inspire a different way of thinking—and doing. The strategy builds on the many examples from across the country where the Forest Service, its partners, and the greater trails community have successfully embraced a community driven and locally sustainable trail system model. Leaders, employees, partners, volunteers, trail users, and friends can use the strategy to strengthen stewardship and dedication to improve a world-class, diverse trail system as one of America’s greatest legacies.

Bureau of Land Management

BLM Recreation Strategy — Connecting with Communities

https://www.blm.gov/sites/blm.gov/files/program_recreation_homepage_ConnectingWithCommunitiesstrategy_0.pdf

<https://www.blm.gov/documents/national-office/public-room/strategic-plan/blm-recreation-strategy-connecting-communities>

Moreover, the close proximity of varied stakeholders to BLM lands creates many opportunities for the BLM and communities to collaborate, set mutual objectives for proposed recreation opportunities, and pool resources toward shared goals.

The BLM recognizes that it is part of a greater whole. Public lands are connected to and integrated with communities—not federally designated islands separated from them. This recreation strategy is different because it focuses on proactive engagement with communities, locally based government agencies, and service provider businesses, and emphasizes benefits from the perspective of community networks of service providers. It is not business as usual; it is a serious effort to reposition resources (recreation setting management and visitor services, program funding, operational knowledge and skills, and the BLM culture and brand) in support of community values while optimizing benefits for the public.

The recreating public has steadily grown, and visitors to public lands now number about 59 million. It is paramount that the BLM and community networks of service providers plan and work efficiently together on a routine basis to help one another be as successful as possible, especially during difficult economic times.

Similarly, the BLM hopes that by working together creatively, community networks and the BLM may find previously untapped sources of funding that will help sustain and support local communities. The BLM will continue to rely on appropriated funds to maintain sites but will target both public and private funding to priority sites and services, as these are determined through collaboration with community networks of service providers.

BLM – Guidelines for A Quality Trail Experience (Appendix 15)

<https://www.blm.gov/sites/blm.gov/files/Guidelines-for-a-Quality-Trail-Experience-2017.pdf>

OTHER LOCAL TRAIL PLANNING SUPPORT DOCUMENTS

Health - Trail Plan Support

Washoe County Health Study 2017, County Healthy Parks Survey - 89502 Pilot Project

A central goal of the Washoe County Chronic Disease Prevention Program is to increase physical activity to reduce the over-all chronic disease burden in Washoe County. Focusing on local urban parks and open spaces has been shown to increase community physical activity levels.

This can be done with targeted advertising, increased organized activity implementation (e.g. organized sport leagues), or targeted physical activity programs like Walk with a Doc. The 89502zip code was chosen for this pilot project based on findings from the 2015-2017 Washoe County Health Needs Assessment. This assessment found the 89502 to have a high Community Needs Index (CNI) score. Communities with high CNI scores have elevated mortality rates and increased disease burden for chronic disease such as hypertension and stroke.

RECOMMENDATIONS

- Increase linear distance of sidewalks or maintained walking trails in parks to increase walkability.
- Install distance markers or wayfinding signs in parks to increase walkability.
- Increase the number of community events held in neighborhood parks or encourage local promoters to use neighborhood parks for events (e.g. farmer’s markets).
- Increase the shade canopy over sidewalks, walking paths, and playground equipment.
- Conduct similar studies on parks throughout Washoe County to determine the specific barriers, needs or incentives for local residents to increase utilization of parks and increase overall physical activity.

Tourism - Trail Plan Support

Reno Sparks Convention Visitor Authority Strategic Plan (RSCVA)

Priority #1: Visitation/Destination Awareness

Increase the awareness of and access to Reno-Tahoe through repositioning the destination around outdoor activities, arts and culture, and innovative industries.

Overall Strategy: To grow destination awareness, the RSCVA will: Execute a repositioning of the destination around those aspects that competitively position the region outdoor activities, arts/culture and innovative industries.

TMT RECOMMENDED ACTION PLAN

Truckee Meadows Working Group and Coordinator

TMT recognizes that for this plan to be successful there needs to be a new coordinator position and a trail collaborative established. A collaborative effort, through the Truckee Meadows Working Group, was already started to initiate this planning process. This collaborative has been very supportive of working toward the implementation of this plan.

Truckee Meadows Trail Coordinator - Job Description, Refer to Appendix 3

One of the primary recommendations for success in implementing this plan is to hire a Trail Coordinator for Truckee Meadows Trails.

Truckee Meadows Trail Working Group (TMTWG) - Refer to Appendix 4

TMT recommends that the working group have one primary person representing their respective group as listed below:

Land Management Agencies

Bureau of Land Management

US Forest Service

Washoe County Parks and Open Space

Reno Parks and Recreation

Sparks Parks and Recreation

Reno Sparks Indian Colony

Regional Transportation Commission

Trail User Groups

Sierra Club

Runners

Equestrian

Cyclists

Trail Non-Profits

Biggest Little Trail Stewardship Tahoe-Pyramid Trail

GOALS AND OBJECTIVES

The TMTWG will be addressing the following goals and objectives as their first assignment. The TMTWG will introduce the plan with these goals and objectives to the public in workshops and/or interactive internet program. This public introduction to the plan and more importantly a summarized questionnaire that will ask them for their feedback on the implementation sections of the plan. The comments received from the public will then be summarized and the TMTWG will then review and address a short- and long-range implementation plan for trails in Truckee Meadows and surrounding area. This implementation plan will address each goal and objective and a 5-10-year report will be produced for the TMTWG to work with the agencies, public and stakeholders to move the plan forward.

Goal One

Create a regional trail network that is accessible, expandable, effectively connected with on-street facilities, and improves access to community destinations and surrounding public lands.

GOAL ONE STRATEGIES	
Create a regional trail network that is safe, accessible, expandable, user-friendly, and effectively connected with on-street facilities	
Objective 1.1	
Improve trail connectivity and access to community destinations and surrounding public lands	
1.1a	Create an inventory of current system trails, social trails, and trailheads as well as gaps in connectivity and desired trail lines
1.1b	Prioritize trail projects to fill connectivity gaps
1.1c	Make recommendations for trailhead and access-point improvements
1.1d	Design and construct new trails and related facilities, such as trailheads, parking areas, restrooms, and informational signs
1.1e	Work with local agencies to gather metrics and expand the understanding of trail use in the Truckee Meadows (e.g., utilize trail counters) to inform project prioritization
Objective 1.2	
Provide the opportunity for Truckee Meadows residents to use legal trails	
1.2a	Inventory existing easements
1.2b	Provide recommendations to solve trail issues on private property
1.2c	Acquire easements or title of the proposed trail network system, from willing private landowners
Objective 1.3	
Build capacity to support the development and maintenance of the Truckee Meadows trail network	
1.3a	Create a Truckee Meadows Trails Coordinator position
1.3b	Establish a non-profit foundation that has the ability not only to coordinate and foster collaboration for implementation of this trail plan, but also to fundraise in support of trail planning, construction, maintenance, management, stewardship, outreach, and education
1.3c	Form a Truckee Meadows Trails Working Group that consists of land management agencies, Truckee Meadows Regional Planning Agency, Regional Transportation Commission (RTC), conservation non-profits, health organizations and trail user non-profits to provide guidance
1.3d	Host annual reviews with stakeholders
1.3e	Host annual trail meeting

Goal Two

Ensure high quality and consistent user experiences on trails, across jurisdictional boundaries.

GOAL TWO STRATEGIES	
Ensure high quality and consistent user experiences on trails, across jurisdictional boundaries	
Objective 2.1	
Meet the current and future needs of the trail community	
2.1a	Maintain the existing network of trails
2.1b	Support maintenance of trail-related facilities, such as trailheads, parking areas, restrooms and informational signs
2.1c	Create a bike park
2.1d	Incorporate ADA accessibility into trail projects, where appropriate
2.1e	Remedy trail conflicts and use changes
Objective 2.2	
Provide financial support for the maintenance of existing and creation of new trails and supporting facilities	
2.2a	Generate additional and creative funding sources
2.2b	Encourage donations from private individuals and local businesses
2.2c	Identify funding opportunities and alert partners of those opportunities
2.2d	Assist in meeting grant match requirements for agencies and non-profits
2.2e	Foster public/private partnerships
2.2f	Support grant applications
2.2g	Create a nonprofit organization to help fundraise for trail projects
2.2h	Encourage agencies to consider the creation of a park district
Objective 2.3	
Improve available informational trail resources in the Truckee Meadows	
2.3a	Create a public trail dataset
2.3b	Create an up-to-date agency approved “system trails” map available electronically and as a brochure
2.3c	Work with agencies to establish a way-finding sign plan incorporating directional and informational trail signage in the Truckee Meadows

Goal Three

Promote awareness of the Truckee Meadow’s natural, cultural and recreational resources and the important role that trails play in the community.

GOAL THREE STRATEGIES	
Promote awareness of the Truckee Meadow’s natural, cultural and recreational resources and the important role that trails play in our community	
Objective 3.1	
Inspire a culture of stewardship	
3.1a	Develop and implement strategies to increase volunteerism
3.1b	Design stewardship and trail maintenance programs
3.1c	Develop a dog waste etiquette campaign
3.1d	Execute appropriate agreements, such as memoranda of understanding (MOUs), cooperative agreements, interagency agreements, volunteer agreements, etc., to facilitate cooperation, collaboration and stewardship
Objective 3.2	
Foster an aware and engaged community that cares for and protects the Truckee Meadows’ natural, cultural and recreational resources	
3.2a	Engage in community educational outreach, such as the interpretation of natural and cultural resources, Leave No Trace, tread lightly practices, trail etiquette, trail management and way finding
3.2b	Implement a wayfinding sign plan that incorporates directional and informational trail signage in the Truckee Meadows to educate and enhance the user experience
3.2c	Create interpretive signage that highlights natural resource protection
3.2d	Construct trails to highlight scenic areas and important natural resources
3.2e	Develop campaigns to build awareness that trails are safe, affordable, fun and attractive places for physical activity
3.2f	Acquire properties for trail construction that serve multiple functions (e.g., protection of natural resources and recreational resource development)
3.2g	Identify existing locations for interpretive signage on trails and designate new or retrofit existing locations
3.2h	Foster dialogue between local public health officials and local health practitioners to find effective means to educate consumers about the location and availability of trail facilities and their proximity to recreational and other destinations associated with activities of daily living
Objective 3.3	
Support the local outdoor recreation business community and tourism opportunities	
3.3a	Educate the community on the economic impact of outdoor recreational opportunities
3.3b	Engage community leaders and local governmental representatives and educate them on the health, economic and community importance of trails
3.3c	Advocate for a quality, sustainable, multi-use trail system in the Truckee Meadows

Goal Four

Coordinate trail-planning efforts and define a set of guidelines and recommendations that will promote process consistency, implementation of sustainable design standards, and effective trail planning among the various agencies, nonprofits and community partners that are involved with trail design and construction.

GOAL FOUR STRATEGIES	
Coordinate trail-planning efforts and define a set of guidelines and recommendations that will promote process consistency, implementation of sustainable design standards, and effective trail planning among the various agencies, nonprofits and community partners that are involved with trail design and construction	
Objective 4.1	
Promote consistency in trail and recreation planning, maintenance and management between jurisdictions	
4.1a	Provide recommendations to inform current regulations, master plans, zone amendments, and development patterns
4.1b	Provide recommendations about sustainable trail design standards
4.1c	Work with RTC to adopt trail construction projects into local Transportation Improvement Programs
4.1d	Work with agencies to adopt a trails component in master plans to protect access to public lands and provide connectivity
4.1e	Work with agencies to adopt relevant goals, policies and maps into parks and recreation plans
4.1f	Provide oversight for Complete Streets policies
4.1g	Work with local agencies to designate existing trails that meet standards as “system trails”
4.1h	Facilitate maintenance and construction agreements between agencies
4.1i	Provide oversight to ensure that the Truckee Meadows trails network is fully integrated in the Eastern Sierra Trails Coalition regional trail network
Objective 4.2	
Support permitting activities and construction projects among trail partners	
4.2a	Assist in administering special event permits
4.2b	Work with permitting agencies and encourage use of public/private right-of-ways, utilities easements, and development project easements to create new trails or trail connections
4.2c	Assist in developing and/or funding the environmental review process
4.2d	Provide resources for feasibility studies

Identifying Funding

TMTWG will raise funds and generate local leader/government support. TMTWG will help determine what actions are inherently governmental and must be accomplished by the land management agency that is responsible for the trail. This would include reviewing and approving NEPA for a new trail proposal, assuming ownership responsibility for a new trailhead restroom, or support for administering permits for events.

Park District Proposal

TMTWG encourages the governing agencies to consider the creation of a Parks, Trails, and Open Space District in the Truckee Meadows, pursuant to AB 379, in order to support trails, trailhead facilities, and other recreation opportunities.

Why a Parks District?

Truckee Meadows Parks, Trails, and Open Space District

History and Need:

Despite the economic recovery, park departments in the Truckee Meadows continue to operate on a fraction of their pre-recession budgets. This has led to severe service reductions and infrastructure deterioration at our local facilities.

In 2017, citizens concerned with the state of our parks succeeded in passing legislation allowing for the formation of park districts in Nevada (A.B. 379).

A Parks District will:

- improve effectiveness, efficiency, and accountability to citizens;
- address the region's population growth and demands on existing and new parks;
- fix unfunded deferred maintenance issues;
- enhance our trail system and focus needed attention on public lands along the Truckee River.

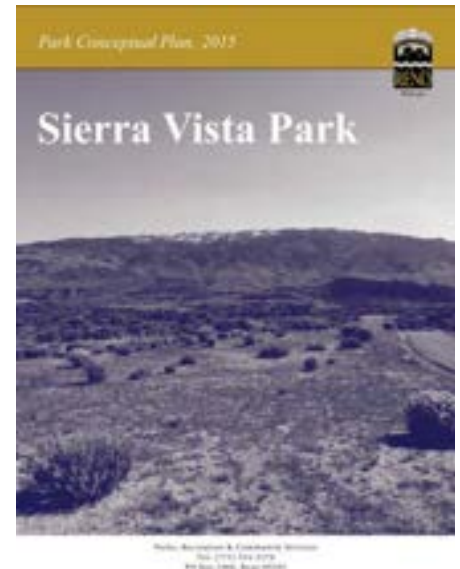
Next Step:

In order to create such a district in the Truckee Meadows, our elected officials (county commissioners and/or city council members) must initiate a 'service plan' that will determine the financial feasibility, boundaries, and scope of responsibilities of such a district. This service plan is just a first step to determine how a parks district would work in southern Nevada. It, alone, would not create a new district. That step will follow with a vote of the people.

Existing Truckee Meadows Trail Plans

Sierra Vista Park

This document is the result of a strong public/private partnership of agencies and supporting public interests working together to create a new reality for Sierra Vista Park. Staff from the City of Reno and Washoe County developed site maps and provided resource information for design development. A technical assistance grant from the National Park Service's Rivers, Trails and Conservation Assistance Program provided staff that helped facilitate a Technical Advisory Group (comprised of City and County staff, community stakeholders, and representatives from public and private agencies), to develop the guiding Vision and Goals for Sierra Vista Park, and to develop and conduct a two day design workshop in April, 2014. Volunteer Landscape Architects from the Nevada Chapter of the American Society of Landscape Architects, members of the Technical Advisory Group, and interested citizens public parties worked together for the two days and developed a wide range of design ideas and concepts for park development, resulting in three concept plans that were presented at the end of the workshop at a public meeting. These plans were then vetted by the Technical Advisory Group, presented to the City of Reno Parks and Recreation Board, and subsequently shaped into one preferred plan: the Sierra Vista Park Concept Plan.



Land Use Planning - Community and Park Master Plans

This effort is an advisory regional trails strategy that will include recommendations for all six (6) local land management agencies: USFS, BLM, Washoe County Regional Parks and Open Space, Reno Sparks Indian Colony, Reno Parks Recreation and Recreation Department and Sparks Parks and Recreation Department.

- TMTWG will work with Reno, Sparks, Reno Sparks Indian Colony, and Washoe County, to adopt a trails component to their master plans and zoning to protect access to public lands, provide public trails or open space for trails, and provide connectivity to surrounding communities. The connectivity in this report involves single track dirt trails (recreation) and paved bike pathways (transportation). The goal is to incorporate the recommendations of this plan into local trail planning documents and development processes, as updates are done. The plan identifies and recommends tasks, but the success of building the network relies on the collective and coordinated efforts of all local agencies.
- TMTWG's trail plan provides recommendations and guidelines for working with the **planning agencies** to commit to the development and implementation of land use plans, development patterns and design standards that encourage non-motorized travel, yet recognize the unique needs of the urban, suburban and rural communities in Truckee Meadows.
- TMTWG will provide oversight to ensure the inclusion of the proposed trails in local plans to give jurisdictions the ability to prioritize trail development and partner with developers to share the costs of providing this public infrastructure. TMTWG will ensure that planning requirements are coordinated with **adjacent public lands management agencies** in order to be certain that trails connecting between new land uses and public lands are sustainable. Additionally, the group will adopt trail planning elements into all local and regional land use and development plans in order to incorporate opportunities to access and expand the trail network into new development proposals.
- TMTWG will work with agencies to adopt the relevant goals, policies and maps of this plan into comprehensive **parks and recreation plans** or modify existing local policies for regional consistency.
- TMTWG will work with the **recreational agencies** to adopt the recommendations of this plan into local parks and recreation plans in order to ensure consistency in trail development, maintenance, and management throughout the Truckee Meadows.
- TMTWG will work with **permitting agencies** and encourage utilizing public and private ROW, utility easements and easements from new development, valleys, streams, and other corridors as much as possible for creating new trails or creating connections between existing trails.

TMTWG will provide oversight to ensure that the trail network developed within the Truckee Meadows is fully integrated into the regional trail network being proposed by the Eastern Sierra Trail Coalition.

Transportation Planning - Intermodal

- Where appropriate, TMTWG will work with the **RTC** to adopt trail construction projects into local Transportation Improvement Programs (TIPs) once feasibility studies are complete and cost estimates are known.
- The plan is only recommending bike paths for this effort that can be used safely by all members of the community for linking the existing trail system within Truckee Meadows. These bike paths can also be shared-use trails, usable for transportation and recreation in the community.
- Existing trails will be expanded to a fully interconnected network of trails that incorporates multi-use paved pathways to lead people from their neighborhoods onto single-track, natural surface trails. The single-track trail network will provide linkages around the Truckee Meadows and into the broader trail network of the surrounding Eastern Sierra region.
- Local agencies should devote resources to conducting feasibility studies to survey planned and proposed alignments and determine cost estimates and include trail projects in TIPs and the Regional Trails Plan.
- The plan recommends a continuous, safe, and convenient regional bicycle pedestrian network that functions as an integral part of the overall multi-modal system. Agencies should work toward providing a multi-modal system that ensures access to trails for all residents.
- Truckee Meadows agencies need to invest in a regional network of contiguous and connected dedicated corridors to serve as the backbone of the non-motorized system.
- RTC needs to build a functional regional network of contiguous and connected north-south and east-west off-street, shared-use trail corridors that will serve as the backbone of the non-motorized transportation system.
- RTC needs to provide seamless connectivity between the trail network, and bike paths.
- TMTWG will provide oversight for Complete Streets policies in Truckee Meadows.



Volunteers - Trail Maintenance and Construction

- TMTWG encourages land management agencies in Truckee Meadows to develop memorandum of understandings (MOUs) or agency specific agreements that allow a non-profit bicycle, pedestrian and trail building organization to construct and maintain established non-motorized trails in Truckee Meadows. TMTWG can facilitate this action with the agencies and volunteer groups. These agreements may need to be updated and new agreements developed with the other land managers over time.
- Some local non-profit trail organizations have existing MOUs with the United State Forest Service (USFS) Carson Ranger District and Washoe County Regional Parks and Open Space for trail construction and maintenance.
- TMTWG will promote the development of and foster on-going programs to encourage public and community group stewardship and participation in trails maintenance programs.



Infrastructure

Trails are public infrastructure that is critical to the quality of life in the Truckee Meadows. TMTWG proposes to:

- Increase funding among all agencies, developers, and other appropriate providers of public service and infrastructure to support the construction, maintenance, and management of trails in the Truckee Meadows.
- Maintain the existing network of trails and supporting facilities (such as trailheads, parking areas, restrooms, informational signage, etc.).
- Identify user-created trails that are sustainably designed, meet agency trail standards, and could reasonably be incorporated into the official network of agency system trails. Complete any necessary environmental studies to incorporate these trails and approve them for use, as appropriate.
- Develop additional and enhanced facilities that support the growth of the area's population and trail use, including trailhead parking, restrooms, and informational signage.
- Work with willing private landowners to acquire easements or land ownership of key components of the proposed trail network. This could be done through land management agencies' acquisitions programs or with the support of local foundations, conservancies, and land trusts.
- Take the lead to encourage agencies to enter into inter-departmental or inter-jurisdictional maintenance and construction agreements as it relates to trails in Truckee Meadows.
- Design and construct trailheads at locations that maximize the visibility of trails in order to increase the traveling public's awareness of the existence of trails.

The TMTWG

supports the need for resource and archeological studies and will support and assist the agencies in these needed documents.

The TMT will also help, when needed, to support and assist in collaboration between agencies for projects that require more than one agencies' action.

Review the Trailheads and Access points with the appropriate entrance areas for the trail system and establish a public geospatial data set.

Private Property – Refer to Appendix 16

The TMTWG trail inventory shows that some of the existing single-track trails in Truckee Meadows are in a desirable location, but are not sustainable, do not meet national trail standards or are on private property. The plan addresses areas that the public would like access onto private property. The plan makes recommendations for possible solutions with willing property owners. The alternatives are to purchase property easements or obtain landowner permissions. The Nevada Revised statute protects private property owners from recreational immunity.

Trail Design

- Design trails for use and accessibility for trail users of all levels of experience and ability, and provide benches for trail users to rest.
- Ensure that trail design, development, and programs function seamlessly across community borders and between regions.
- Design trail widths to accommodate future capacity demands for more popular trail segments or highly used trail junctions.
- Design trails and associated facilities to accommodate varying modes including walking, running, bicycling, and equestrian use where feasible.
- Commit to uniform trail design standards for signage, bollards, gates, and associated trail facilities.
- Build trails in an environmentally sensitive manner that protects water resources and the habitat of native wildlife while balancing the needs of the public for trail corridors that must traverse riparian areas.

Trail planning elements should be gleaned from this document and from a trail plan for the broader Reno-Carson-Tahoe region that the Eastern Sierra Trails Coalition is developing (as of the time of publication of this document).

Trail Conflicts

One of the most important issues arising from the survey and workshops was concerns about trail user conflicts. The TMTWG will work with the agencies and review possible trail changes that allow single or limited types of use, in contrast to multi-use trails. TMTWG understands that on federal land an Environmental Assessment may be required to change this designation. There are trails in the Truckee Meadows that may have very heavy use by one user group that may be a detriment to other users' trail experience. In these cases, a review of user designation will be encouraged and recommendations made.



FHWA 12 Principles

TMTWG encourages the land managers to incorporate these principles for the trails they manage. Multi-use trails can be supported in most situations if these principles are used in the management of the respective trails.

The National Recreational Trails Advisory Committee identified trail-user conflicts on multiple-use trails as a major concern that needs resolution. The Committee asked the Federal Highway Administration to produce a synthesis of the existing research to foster understanding of trail conflict, identify approaches for promoting trail-sharing, and identify gaps in current knowledge.

The goal of the report is to promote user safety, protect natural resources, and provide high-quality user experiences

1. Recognize conflict as goal interference, not negative behavior.
2. Provide a variety of trail experiences to help reach goals.
3. Minimize number of negative contacts by informing users.
4. Involve users as early as possible in the planning process
5. Understand user needs.
6. Identify the actual sources of conflict.
7. Work with affected users.
8. Promote trail etiquette.
9. Encourage positive interaction among different users.
10. Favor "Light-Handed Management".
11. Plan and Act Locally.
12. Monitor Progress.

Information and Education

- Outreach to the Truckee Meadows community to educate trail users. Topics might include, but are not limited to, interpretation of natural and cultural resources, Leave No Trace and/or Tread Lightly! practices, trail etiquette, trail management, and wayfinding.
- Advance the visibility of trails, trailheads and access points through on-street and neighborhood way finding signs, distribution of bicycle maps and parks and recreation maps and guides throughout the community, posting information on local government agency websites, and through health fairs and outdoor public events.
- TMTWG will work with the agencies to develop and implement a sign plan for directional and informational trail signage in the Truckee Meadows that is consistent for all trails across agency boundaries in order to facilitate a better trail user experience.



- Provide frequent on- and off-trail wayfinding signage and mile post markers to orient users to destinations, distances, and junctions.

Pets

The number one request for action was for agencies and the public to do a better job with pet waste.

- The trail using public has made it clear that pet waste is a very high priority for change in Truckee Meadows. The dog-walking trail user is not diligent in their need to clean up pet waste.
- TMTWG will work with land management agencies to develop and implement a coordinated outreach and education campaign around dog and dog waste etiquette on the trail system in the Truckee Meadows.



League of American Bicyclists

TMT supports and encourages eligible business/agency to work with the League of American Bicyclists to be designated as a Bicycle Friendly Communities/business and agencies in Truckee Meadows. There is certainly many more eligible applicants in Truckee Meadows that could be active in this program. Bicycle Friendly designees could work toward obtaining the highest rating of Diamond.

Washoe County, Reno and Sparks have Bronze Status

Other designees:

- REI, Bronze, Bicycle Industry
- RTC, Silver, Reno Government Agency

TRAIL ORGANIZATIONS

Truckee Meadows is very fortunate to have incredible non-profit organizations that take the initiative to recruit volunteers, lead volunteer trail maintenance and construction projects, acquire grants to fund trail projects, set informal standards for local trail ethics and etiquette, promote and manage trail use programs, and educate the public through social media and sign/kiosk maintenance.

Community trail planning, construction, and maintenance are supported by non-profit trail organizations. These non-profit trail organizations formalize this working relationship through MOU's or agreements with the land management agencies. Funding for new trail construction is much easier to obtain than funding for trail maintenance.

Local experts volunteer to design trails with an understanding of the agency planning processes and can make substantive contributions to proposal development for a NEPA document. However, the capacity of these organizations is also an issue to consider in this plan, as both an opportunity and a challenge. In general, the non-profits are building capacity right now, especially for volunteer maintenance and construction work, but with a broader network of trails, there needs to be a broader network of people who can maintain those trails. There also needs to be new funding sources to plan, design, construct, maintain, and manage new trails.

Tahoe-Pyramid Trail (TPT)

<https://tahoepyrmidtrail.org/>

TPT is a nationally recognized and awarded trail non-profit in Truckee Meadows.

The Tahoe-Pyramid Trail has a remarkable history! Since 2002, it quickly evolved from a series of short unlinked bike trail segments into a major Truckee Meadows recreational trail. The Trail connected Tahoe to Sparks through the Truckee River Canyon in 2019. Furthermore, lengthy segments en route to Pyramid Lake from Sparks are a tremendous asset. Along with its founder, Janet Phillips, the Trail is the recipient of numerous awards recognizing the merit of the project. Since 2002, grants, donations and the work of many dedicated volunteers funded construction. The Trail is a shining example of achieving a dream to share the glorious Truckee River with people who enjoy the outdoors. It crosses over every land management agency boundaries and is a national example for collaboration.



Biggest Little Trail Stewardship (BLTS)

<https://www.bltsnv.org/>

BLTC is the most active trail volunteer group in Truckee Meadows and has primarily mountain bike enthusiasts as members. They have been a very active supporter of this planning effort.

The Biggest Little Trail Stewardship, Inc. (formally Poedunks, Inc.) is a Nevada non-profit corporation established in 2007 with federal 501(c)3 non-profit status received in 2008. We have been affiliated with the International Mountain Bicycling Association (IMBA) from 2007 and became an IMBA Chapter Club in December 2017.

They changed their name in 2016 because they expanded their area of interest and trail work beyond the Peavine Mountain Trail Network to include the greater Reno, Nevada area.



Mission

The mission of the Biggest Little Trail Stewardship is to build, maintain and advocate for sustainable trails throughout the greater Reno community.

Goals

- Be a model trail building organization and IMBA chapter.
- Maintain a healthy honest relationship with land managers.

- Seek approval for new trails.
- Build a trail network all the way around Peavine Mountain.
- Improve the connectivity of the Reno area’s trails and trail heads.
- Connect to other regional trail networks in Nevada and California.
- Provide trail signage and electronic mapping.
- Support local bike parks.
- Assist other trail groups and community organizations.

Truckee Meadows Parks Foundation [TMPF]

<https://www.tmparksfoundation.org/>



Truckee Meadow Parks Foundation protects and enhances our community livability through public engagement, education and the sustainability of our parks, open spaces and trails. They accomplish this by offering park-based educational and recreational programs designed to increase community-wide awareness, appreciation, and stewardship of our parks. The Parks Foundation also provides strategic financial support for new and existing park infrastructure. The organization operates under the concept that the health of our parks is integrally related to the health of our community members. This is structured as the Healthy Parks Healthy People: Truckee Meadows initiative. Programs under this initiative provide new ways for individuals to become more civically engaged through stewardship of public lands.

Their park-based programs include the Truckee Meadows Trails Challenge, which enhances community health through a structured, goal-oriented program that incentivizes individuals and families to get active, explore nature, and interact with like-minded people. Their Discover Your Parks summer evening walks are free, open to the public, and focus on the cultural and natural history of our open spaces, parks and trails. The Idlewild Health Walks provide people living with Dementia and their family care partners a weekly opportunity to explore Idlewild Park and follow changes across the seasons. Their Junior Naturalist Program is free for students of all ages and their families and is designed to get children outside exploring a new local park and/or trail each month. All of their programs provide a unique social scene that increases awareness and appreciation of our open spaces, parks and trails while promoting healthy living

Nevada Land Trust

<http://nevadalandtrust.org/>

NLT will be a primary partner in this planning effort for future private land transactions for trail projects. Their expertise can be instrumental in any necessary implementation that involve private property.

The Nevada Land Trust (NLT), established in 1998 as Nevada Land Conservancy, is a private, non-profit land trust dedicated to preserving and protecting Nevada’s open spaces and special places for future generations. As the state’s first “Nevada born” land trust, we can meet Nevada’s conservation needs through collaboration with landowners, businesses, environmental organizations, and public officials.



NLT has been successful in facilitating the public purchase of high conservation value tracts of land and water by leveraging its expertise in: landowner outreach and communications; negotiations; document preparation (letters of intent/ agreements/ escrow instructions/ vendor agreements); information tracking and landowner database systems; budget management; and real estate and Nevada water law.

Mission

This land is your land. Together, we can preserve and protect Nevada’s special places - today, and for generations to come.

One Truckee River

<http://onetruckeeriver.org/>

One Truckee River is a collaboration of public and private partners working together to realize a Truckee River that flows clean and clear, quenches our thirst, sustains the river's natural ecology, cultural resources and wildlife, and connects residents and visitors to unparalleled opportunities for recreation and regeneration.

Nevada Land Trust and Keep Truckee Meadows Beautiful act as lead agencies in collaboration with the larger One Truckee River stakeholder group to execute the management plan.

In September of 2016, the City of Reno, City of Sparks, and Washoe County unanimously adopted the One Truckee River Management Plan.



Mission

One Truckee River works to ensure a healthy, thriving, sustainable river connected to the hearts and minds of its community.

Major Goals

- Goal #1:** Promote and protect water quality and ecosystem health in the Truckee River.
- Goal #2:** Create and sustain a safe, beautiful and accessible river connecting people and places.
- Goal #3:** Build an aware and engaged community that protects and cares for the river.
- Goal #4:** Ensure the sustainable and collaborative management of the river for today and into the future.

Eastern Sierra Trails Coalition (ESTC)

The Coalition is an informal collaboration of agencies, non-profits, community organizations and trail advocates working together to improve cross-sector coordination, exchange information, expand training opportunities, and leverage resources.



Vision

A regional network of sustainable trails that provides connectivity between communities, points of interest, and outdoor recreation opportunities within the Eastern Sierra and Tahoe region.

Mission

To expand and enrich a sustainable trail network in order to promote outdoor recreation opportunities, stewardship, livable communities, and tourism within the Eastern Sierra and Tahoe region.

Goals

- Collaborate on interagency regional trails planning development and management.
- Provide a forum for communication and information sharing.
- Share skills and support training for trail advocates, planners, builders and managers.
- Build awareness and support and regional trail network patients and marketing focused on reaching diverse audiences.
- Formalize a regional trail partnership that includes representatives from the nonprofit, government, tourism, and business communities.

TRAIL PLANNING, CONSTRUCTION AND MAINTENANCE

Trail Training

The work being done by the volunteers is under the supervision and guidance of highly qualified staff or volunteers. Trainings are offered yearly by noted trail organizations and agencies.

Non-profit trail organization volunteers participate in the annual Tahoe Rim Trail Association (TRTA) training held each spring. Tahoe Area Mountain Bike Association (TAMBA) provides annual crew leader training in partnership with the USFS. The International Mountain Bicycling Association (IMBA) also hosts trail training sessions throughout the year. The trainings are supported by the Subaru IMBA trail crew that will come on site for training and then participate in field work days.

Special equipment trainings i.e. chain saws and grip hoists can also be done in collaboration with the land managers and the other non-profit trail groups.

Non-profit trail organizations coordinate with other volunteer groups to provide coordination and supply of equipment, and the expertise and training necessary for trail construction and maintenance projects.

Trail Design

Guiding Principles

The TMTWG understands that the land management agencies have authority and defined processes and mechanisms to establish rules on lands they manage. Recommendations from the TMTWG are intended to fit with agency process and communicate user safety concerns and/or trail construction limitations. The findings from the public survey and workshop are also included in the guiding principles.

The following guiding principles are recommended for trail project implementation:

- Support pedestrian, biking, and equestrian activities, multi-use.
- Feature interpretive points for unique cultural and natural resources.
- Design and establish scenic viewpoints.
- Design for full enjoyment of the natural environment.
- Design for existing and future recreational trends.
- Designed and constructed to be sustainable over the long term with low maintenance costs.
- Provide users with a dynamic mix of interesting experiences that range from easy to challenging.
- Provide the safest experience.
- Follow trail safety and etiquette guidelines and support Federal Highway Administration's 12 principles.
- Minimize user conflict.
- Design and build sustainable trails to protect and alleviate environmental concerns.

Recommended Trail Standards

Class III Style Trail -USFS Standard – Refer to Appendix 24

The US Forest Service Class III trail is the standard for backcountry single-track trail design. This design standard is recommended by the TMT for all the land managers for single-track natural surface trails. This is a standard used that is one of the most respected and used standards for trail standards in the nation.

Class IV Pathways - Refer to Appendix 17

Class IV pathways are dual track or primitive roadways. Although this report primarily addresses Class III single-track trails, Truckee Meadows has many Class IV trails that are frequented by trail users. Washoe County Regional Parks and Open Space has developed standards for class IV trails in their GREENBOOK. These standards are recommended for heavily used non-federal urban trails within Truckee Meadows.



Shared-Use Paved Trails

RTC recommendations for additional paved connecting bike paths will require Bike Paths (Class 1) ASHTO transportation standards. Shared use paths are facilities on exclusive right-of-way and with minimal cross flow by motor vehicles. Shared use paths meet all design criteria for shared use paths to be designated as bicycle facilities. Users are non-motorized and may include but are not limited to: bicyclists, in-line skaters, roller skaters, wheelchair users (both non-motorized and motorized) and pedestrians, including walkers, runners, people with baby strollers, people walking dogs, etc. These facilities are most commonly designed for two-way travel.

IMBA Rating - Refer to Appendix 23

The IMBA trail rating system should be used to rate challenging multi-use and single-use mountain bike trails to inform the public of the different levels of experience needed to ride the trails. IMBA trail guidelines should be used in conjunction with the USFS Trail standards for design, layout and construction.

Signage

The TMT workshops and online survey indicate that the public would like sign standardization on the trails and trailheads. The TMT supports the following recommendations in Truckee Meadows trail, trailhead signs and kiosks.

Develop sign standards. The standards should include size, color, font, city and/or department logo, etc.

Create a standard for trail signage (trail identification, responsible agency, permitted uses). Implement over 5-10-year period

- Develop effective trail head signage regarding trail etiquette and use regulations.
- Develop a uniform and consistent trail identification system (name, number).
- Reno, Sparks, Washoe County, BLM, USFS, and local stakeholder organizations work together to standardize information and symbols on signage across jurisdictional boundaries.

Sign Placement for Trail Users

Other than a trailhead where users would stop to gather information for their ride, it is very difficult to place educational signs for mountain bike users and equestrians. The TMTWG will work with the land managers to recommend locations to install informational signage where there would be a natural place to stop or rest.

The TMT also recommends a less obtrusive method of using QR codes on posts or existing signage at selected trail locations with the best opportunity for user interaction. The QR codes would be an integral part of the TMT website. This would provide educational information and directs users to existing trail navigation apps that have a geolocation component to them.

Trail Signage and Interpretation/Education

There are many methods for trail education i.e.; brochures, public programs and websites. The TMT recommends that approved trailheads have kiosks which include a safety message, a map (with points of interest), rules and regulations and natural and cultural resource interpretation. Access points should have a small information board with a map, rules and regulations and a safety message. The TMT recommends that trail education/interpretation is best placed at the trailhead.

The following information should be considered for placement at trailheads:

Cultural and historical	Animals and vegetation	Trail Safety
Leave No Trace	Fire Safety	Trail Etiquette
Trail Map	Rules and Regulations	

UTAP - Beneficial Designs program – Refer to Appendix 19

Many agencies in the surrounding areas have endorsed and contracted with Beneficial Design to evaluate the trails. The Universal Trail Assessment Process (UTAP) objectively documents the actual conditions of the trail and provide users a tool to determine if the trail is within their capabilities. It was originally developed to provide trail surface information for handicapped users travel devise. The UTAP is a tool that land managers, agencies and individuals can utilize to learn about, monitor, improve and use any outdoor path of travel. It is recommended that the land managers budget for evaluating the trails. There are funding possibilities through the Recreation Trails Program (RTP) grants programs administered through Nevada State Parks.

Reference Publications

The following national standard trail maintenance and construction publications are recommended as reference documents:

- Trail Construction and Maintenance Notebook USDA Forest Service — Technology & Development Program
- Washoe County's Greenbook
- Trail Solutions: IMBA's Guide to Building Sweet Single-track by the International Mountain Bicycling Association
- Natural Surface Trails by Design: Physical and Human Design Essentials of Sustainable, Enjoyable Trails by Troy Scott Parker
- Lightly on the Land: The SCA Trail-Building and Maintenance Manual by Robert C. Birkby
- The Complete Guide to Trail Building and Maintenance, 3rd Edition by Carl Demrow & David Salisbury
- Standard Specifications for Construction and Maintenance of Trails by USDA Forest Service — Engineering Staff
- Managing Mountain Biking: IMBA's Guide to Providing Sweet Riding
- Class IV Pathway
- FHWA equestrian trail design standards

Trail Maintenance and Inspection

All trails and trail features should be inspected routinely by volunteer groups and land management agencies. If a trail or infrastructure needs safety maintenance it should be repaired as quickly as possible. If repairs cannot be made immediately and there is a safety risk to visitors, then the trail or trail area should be signed or closed. Maintenance and inspection should also be included in an MOU and volunteer agreements with the land managers.

The TMTWG recommends that the inspection schedule and responsibilities on system trails, established as a part of this report, should be included in the MOU/Coop Agreements. The respective land management agency, with support from non-profit trail organizations, will address needed inspections of the trails and roads (used as trails).

E-Bikes

The regulation of E-bikes will be a very fluid situation as the regulation and laws governing this activity have been changing in many jurisdictions. The TMTWG will work within the collaboration to support the agency decisions and work toward an agreement across all the jurisdictions in Truckee Meadows. There are different regulations for the different classes listed below.

Bicycle Product Suppliers Association (BPSA) has three classifications of e-bikes:

- Class 1: Pedal assist electric bicycle with a top assisted speed of 20 MPH
- Class 2: Throttle assist electric bicycle with a top assisted speed of 20 MPH
- Class 3: Pedal assist electric bicycle with a top assisted speed of 28 MPH

Community Trail Inventory and Evaluation Results Recommendations

TMT Recommendations Guidelines

During the review process, the TMT identified the importance of having annual reviews with all agencies including non-profit trail organization. This will allow all parties to review progress made over the year and plan for the upcoming year, including funding opportunities.

The TMT used the following to guide the trail inventory and evaluation results:

- The report specifically makes recommendations for Class III trails for non- motorized single-track.
- Existing and future single-track recommendations are to be added to existing community plans - These trails can then be considered system trails for the Truckee Meadows as incorporated by Land Managing agencies.
- Trailheads and access points were inventoried as part of this evaluation. Inventoried access points not on property owned by a public agency will need further research before they are released. At a minimum, access points need signage to communicate access and property ownership to the recreating public. Truckee Meadows's Open Space Plan details the amenities that should be added at trailheads as money and opportunities become available. Proposed new trailheads and/or amenities will be integral to the planning.
- Efforts will be made to ensure that equestrians are a part of the trail and trailhead planning as to not restrict their use.
- TMT will not make any recommendations to close any trail or road currently used legally for motorized use.
- TMT will propose existing trails considered sustainable enough by the agency after their review, that are not considered system trails, to be adopted by the agencies. The Committee will support the agency in the process to bring the trails into their respective authorized trail system.
- TMT will collaborate with the agencies on design components for the community for trails, trailheads and signage.
- Work will consider impacts to the resources, safety, trail sustainability, soils, geologic conditions, and impacts to the management agencies operations.
- Location(s) for a Bike Park for Truckee Meadows will be recommended.

TRAIL USE

Special Use Permits or Public Trail or Trailhead Events – Refer to Appendix 22

The planning area encompasses 5 different public agencies with trail systems. Each agency has their own event rules, regulations and fees. This report does not have a final recommendation for resolving multiple applications if crossing jurisdictions but recommends that the agencies work with TMTWG for trail events to establish a combined agency permit to simplify the application process.

Events

There are several events on trails in Truckee Meadows. Permits for these activities can be difficult as the event crosses different jurisdictions. There are different requirements by each land manager for events that use public lands. The events can be for fundraisers, social groups or competitive. The TMTWG will work with all the agencies to establish a system that meets all the requirements of their respective jurisdictions and facilitate the permits with the permittees. TMT will not issue permits but help facilitate the approved process of each agency.

Trail Use Programs

Truckee Meadows Park Foundation and Tahoe Rim Trail have programs that encourage trail use in Truckee Meadows. These programs will be supported and encouraged and TMTWG will work with other non-profits or government agencies to improve and/or add additional programs.

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APPENDICES

APPENDIX 1 - MIKE KAZMIERSKI RGJ EDITORIAL

President and CEO of the Economic Development Authority of Western Nevada (EDAWN)

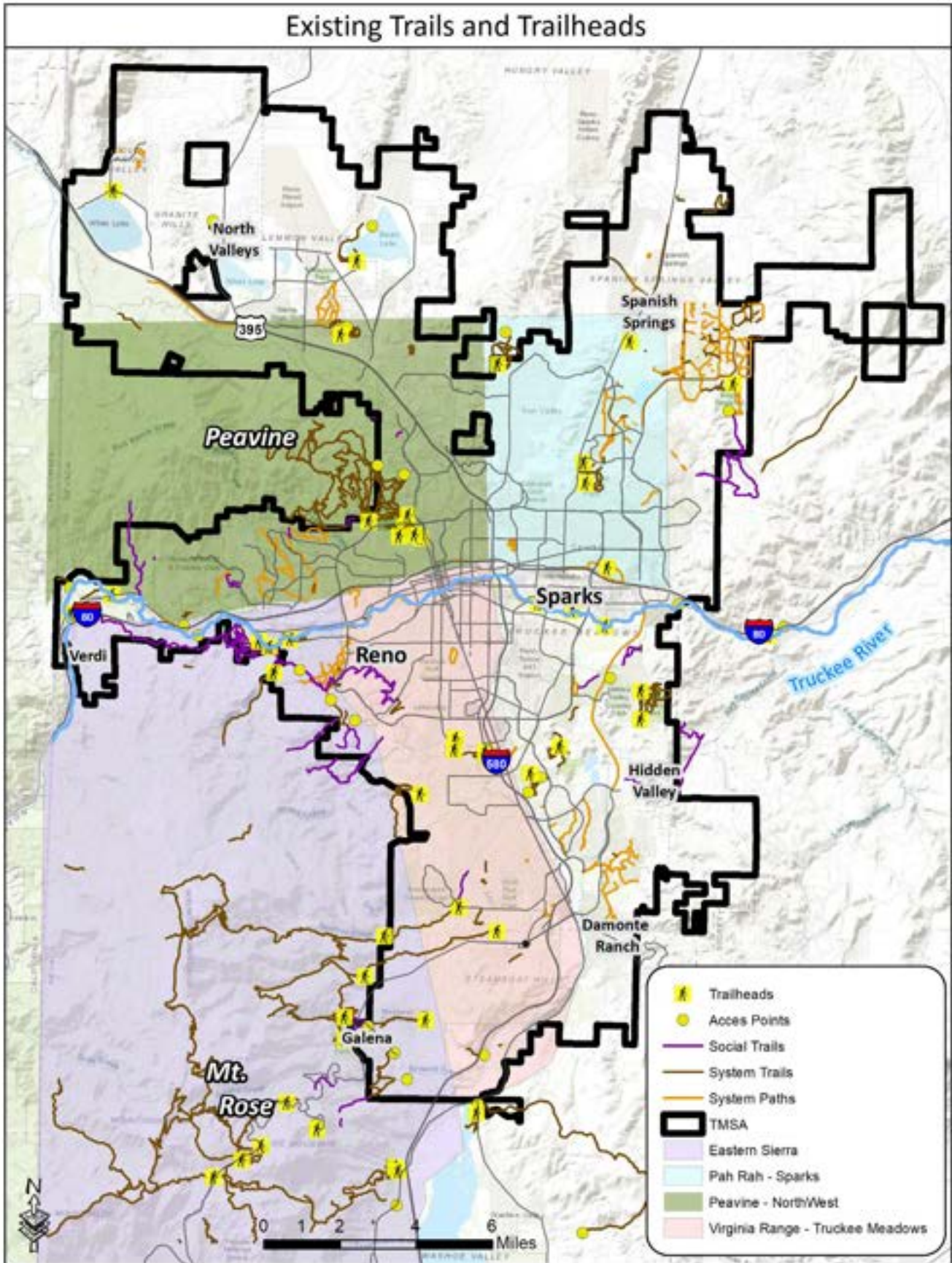
While we may have a fair assortment of trails in our region, we are far short of what should be our goal, a connected and maintained system of trails for all to enjoy. For a community that has embraced the outdoors as a key component of our brand, we have neglected our trails and the many advantages they bring for far too long. There are so many benefits that come from an integrated, connected and maintained trail system that we must address this important need for many reasons.

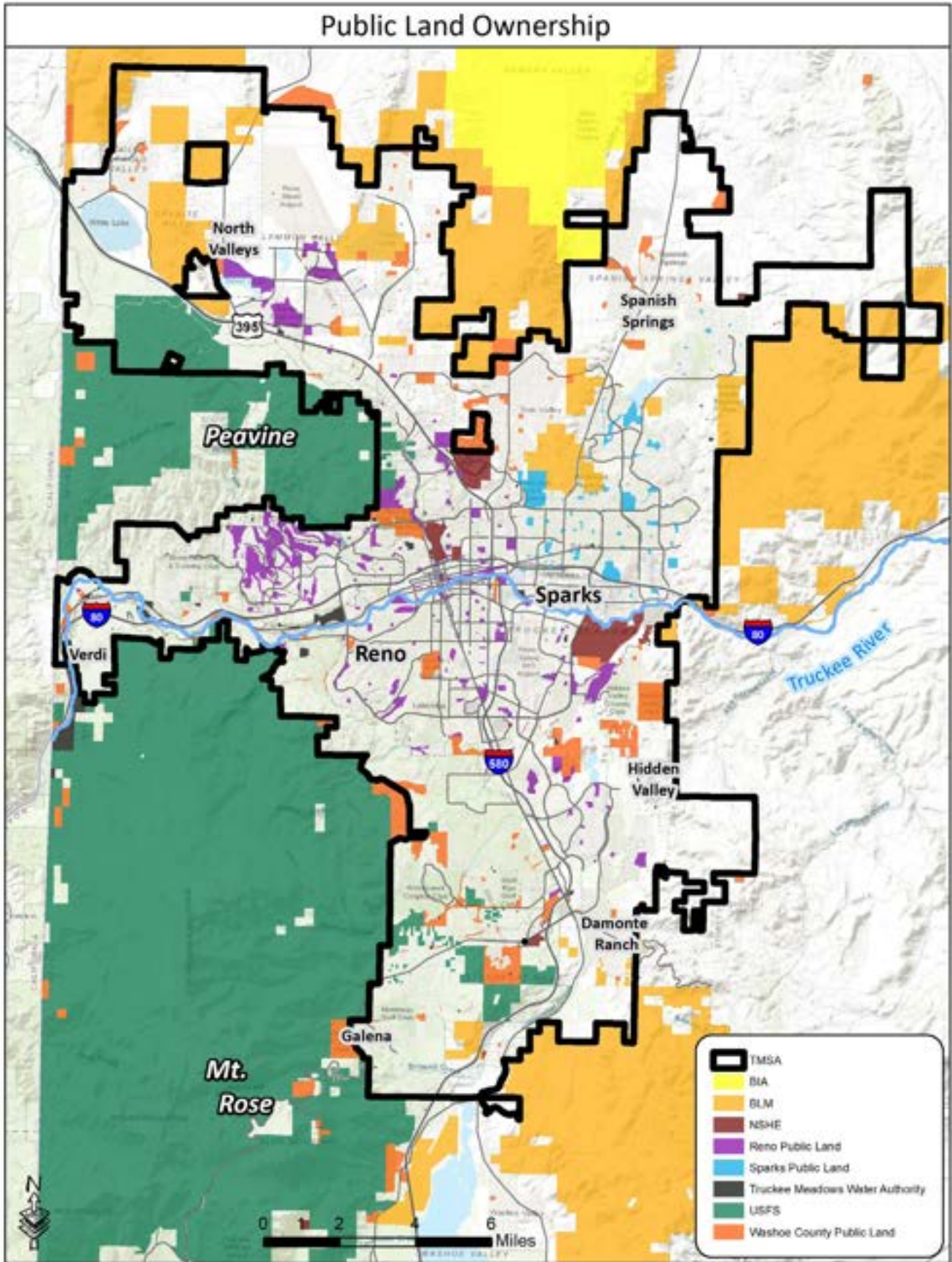
- **Business Impacts:** If we are to continue on our quest to become a college town, with a vibrant downtown and a knowledge based economy driven by technology jobs, we must be pedestrian and bike friendly. The ability to walk or bike to work and other activities greatly improves our overall attractiveness to the talent we need in the years ahead. Additionally, a world class trails system attracts visitors and trail friendly events. In fact, according to Pathways to Prosperity 2005, the economic contribution of visitors far exceed the original public investment in the trails.
- **Quality of Life Impacts:** To enjoy a community like ours, with all the great events, attractions and amazing weather, we want to be outdoors, biking or walking from one part of our community to another. There is plenty of research to indicate that property owners adjacent to trails realize the convenience, access to recreation and connection to the natural environment associated with trails. A survey in Nebraska reported that 68% of the respondents indicated that the trails had a positive impact on their community.
- **Public Health Impacts:** Given the increased emphasis on walking and physical activity for health, what better way to get one's daily exercise or "steps" in, than to have some quality time on a trail, walking or biking, rather than driving and parking to get somewhere. In fact, being near a trail encourages exercise. 60% of trail users report they exercise more regularly and 23% indicate that they did not get regular exercise in before they started using trails.

We have much room for improvement. There are many great things being done by volunteers in the area along with maybe a dozen poorly funded non-profits addressing components of our trails system. There is also the newly formed Eastern Sierra Trails Coalition, attempting to coordinate the efforts of more than 20 agencies, non-profits and trail advocates to encourage collaboration in an effort to help connect the region. However, we need a plan and funding to make it happen. As we work to becoming the next great place to live, work and play, we must develop the public and private partnerships that will adequately invest in the trails, bikeways and pedestrian friendly streets that will give us the pathway we need to get there.

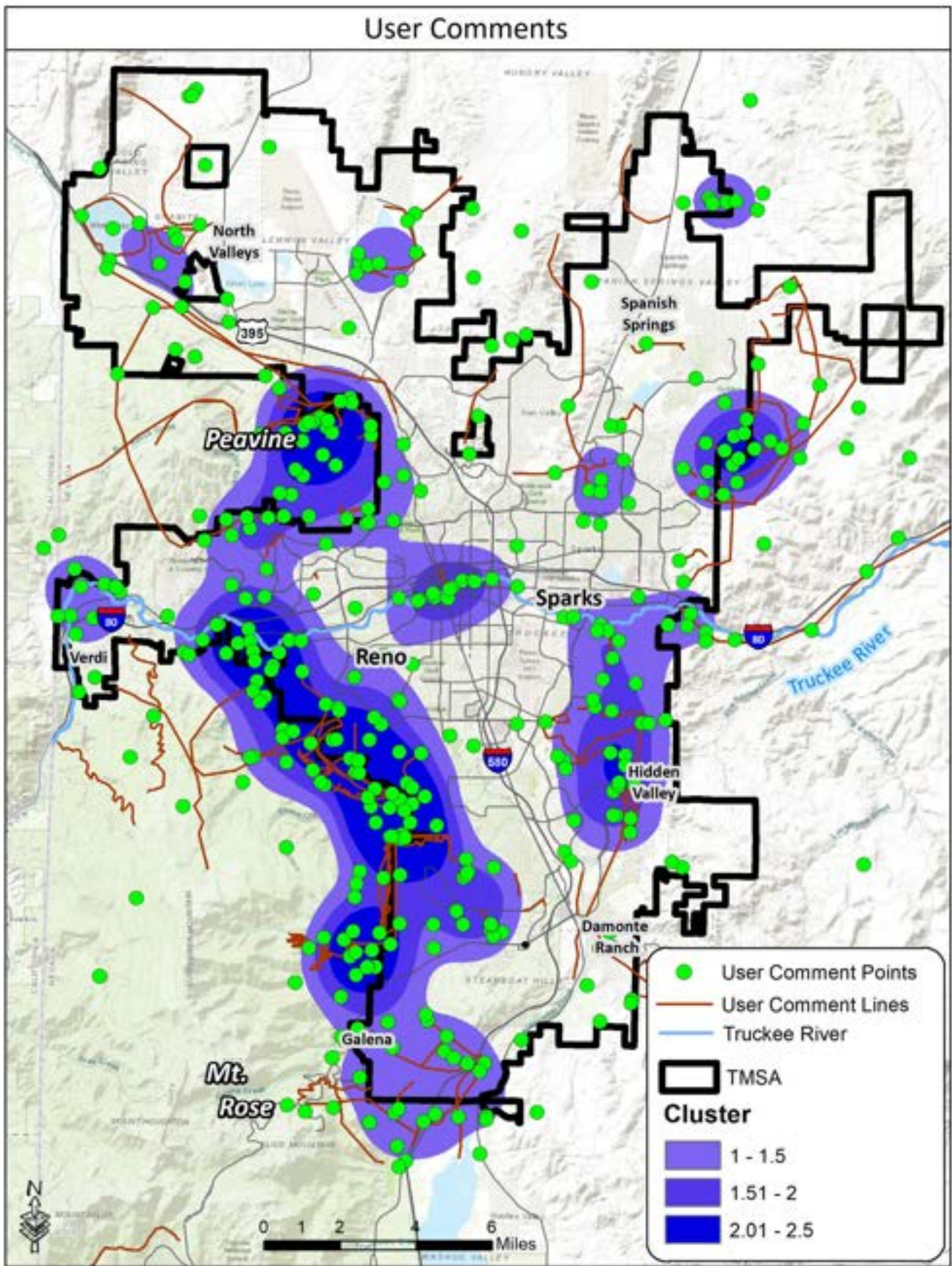
APPENDIX 2 - MAPS

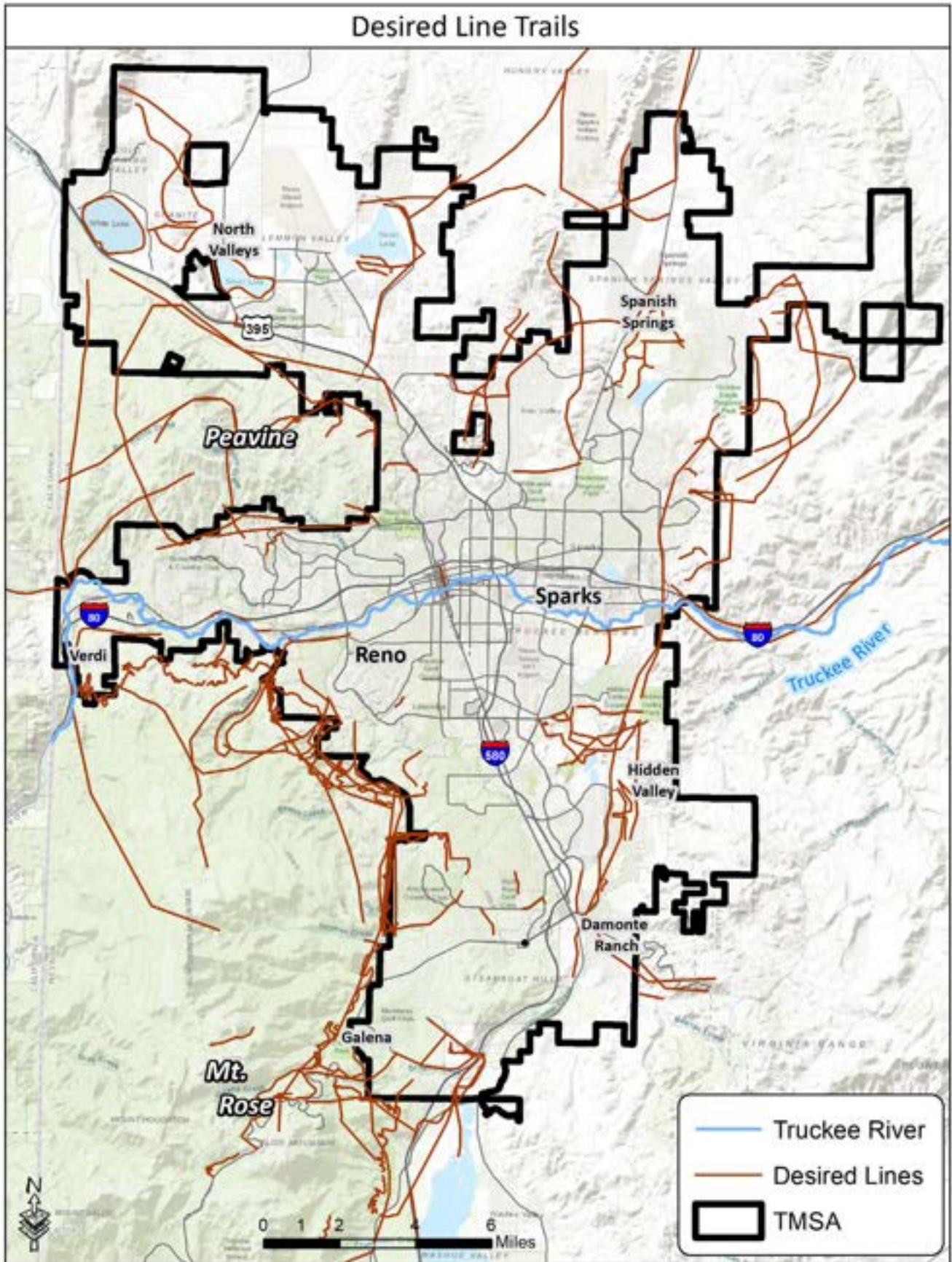
Map 1



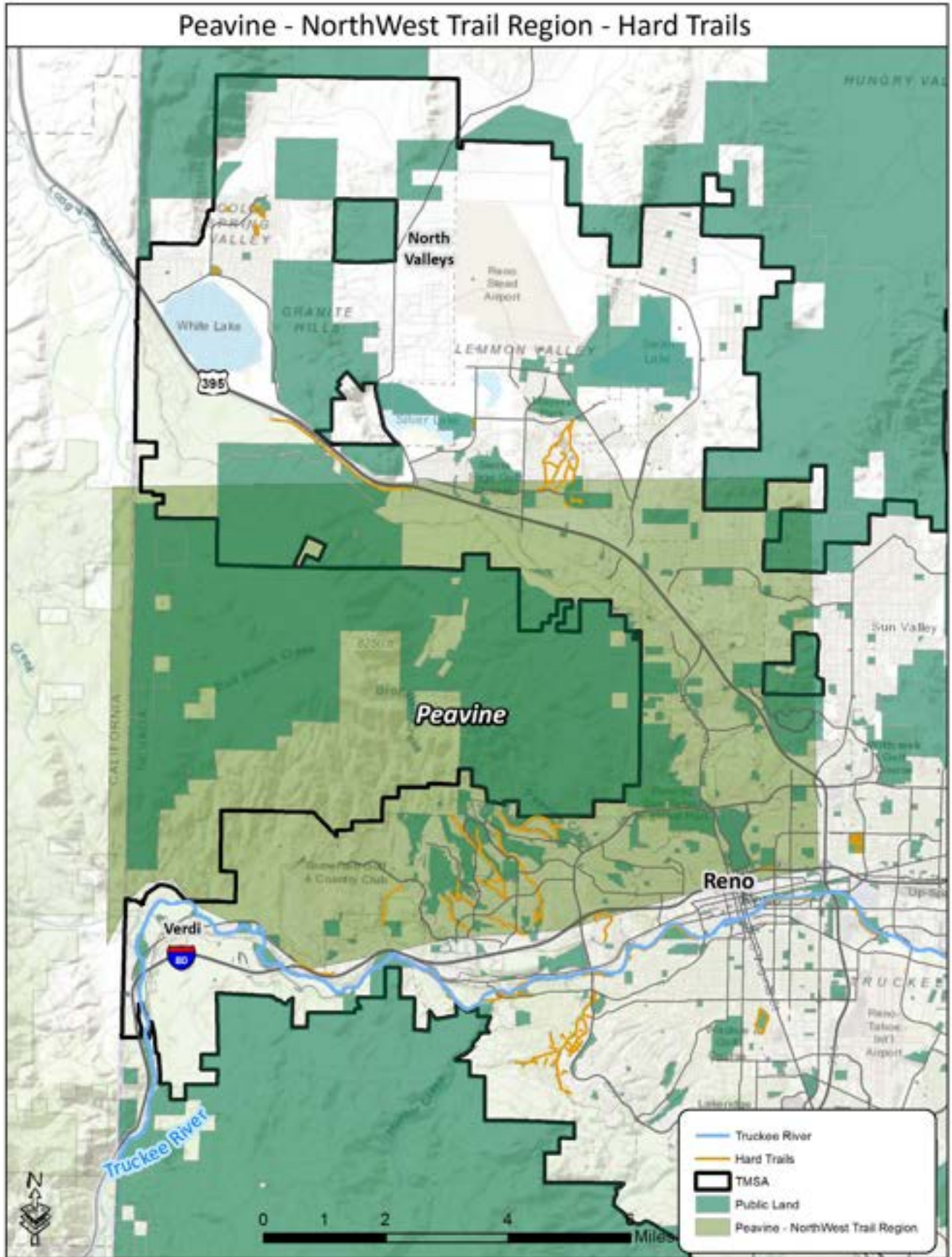


Map 3

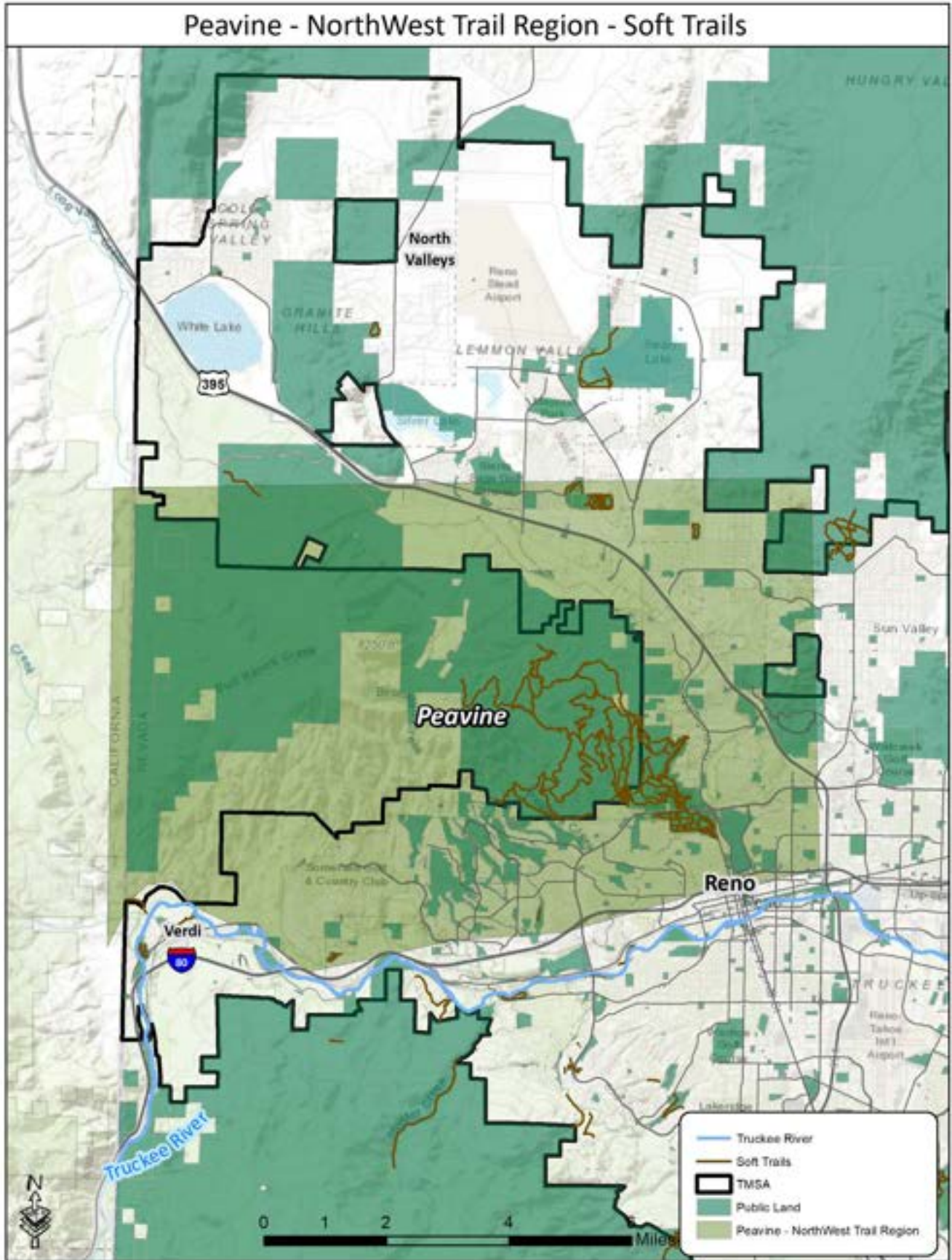




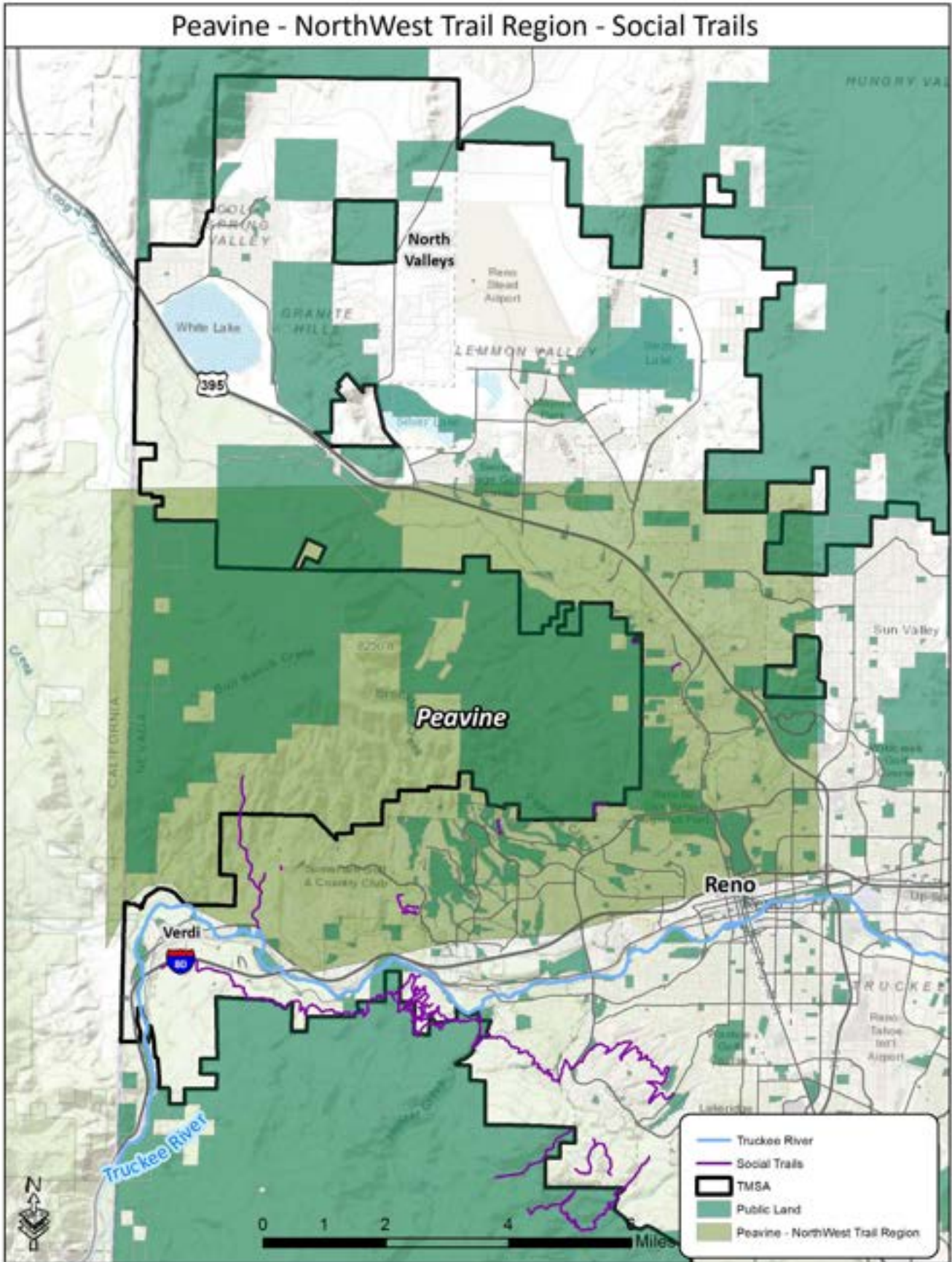
Peavine/Northwest Trail Region



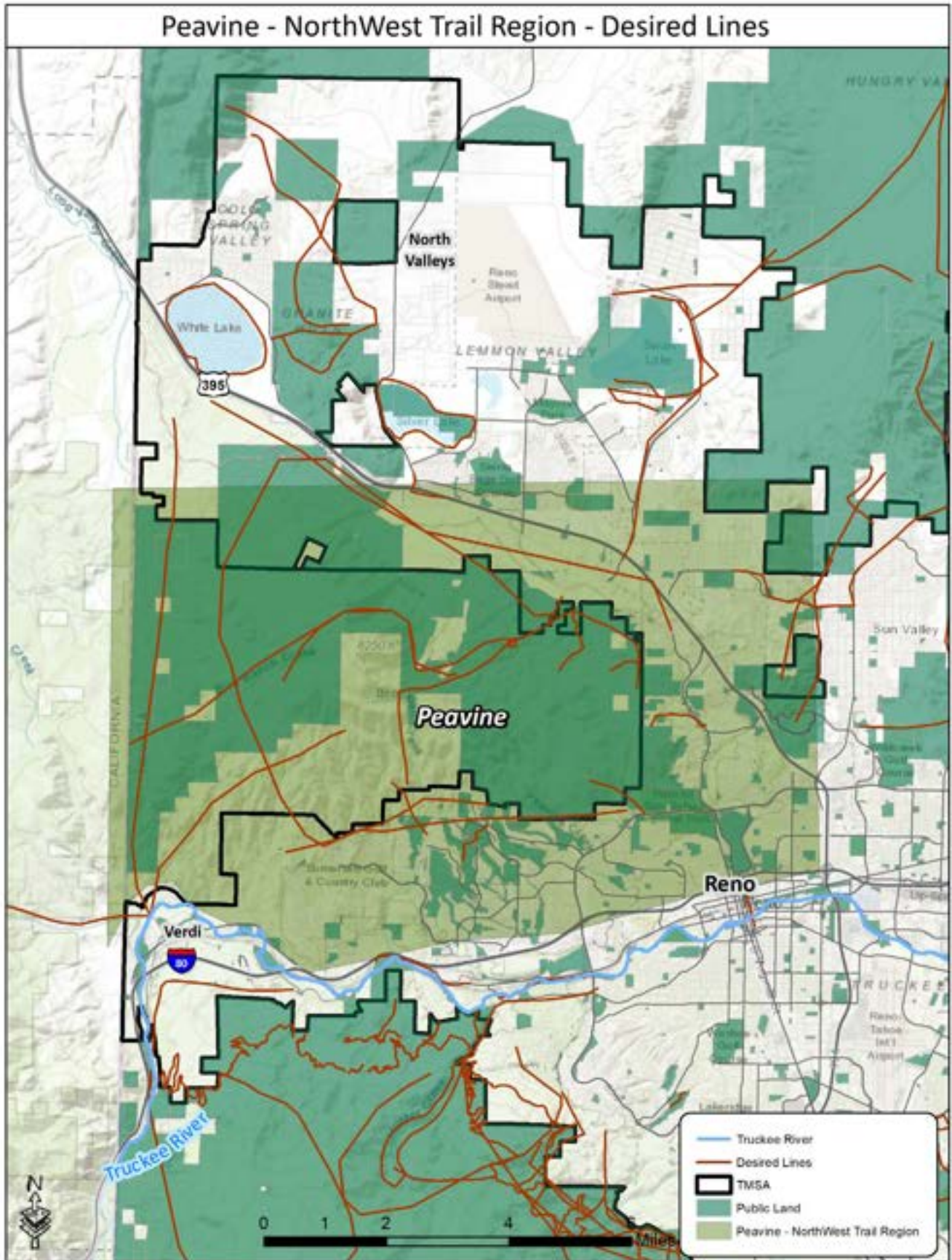
Peavine/Northwest Trail Region



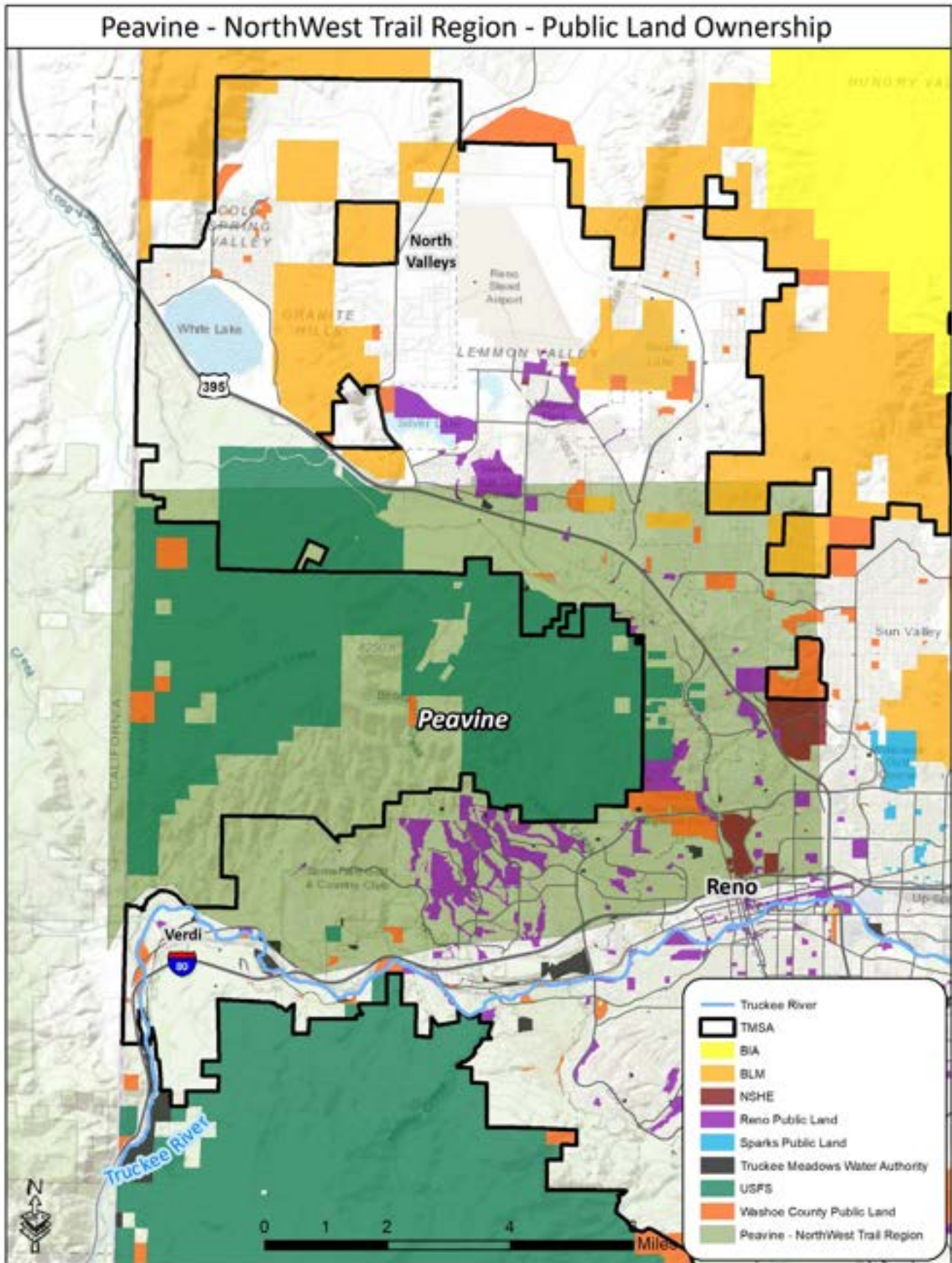
Peavine/Northwest Trail Region



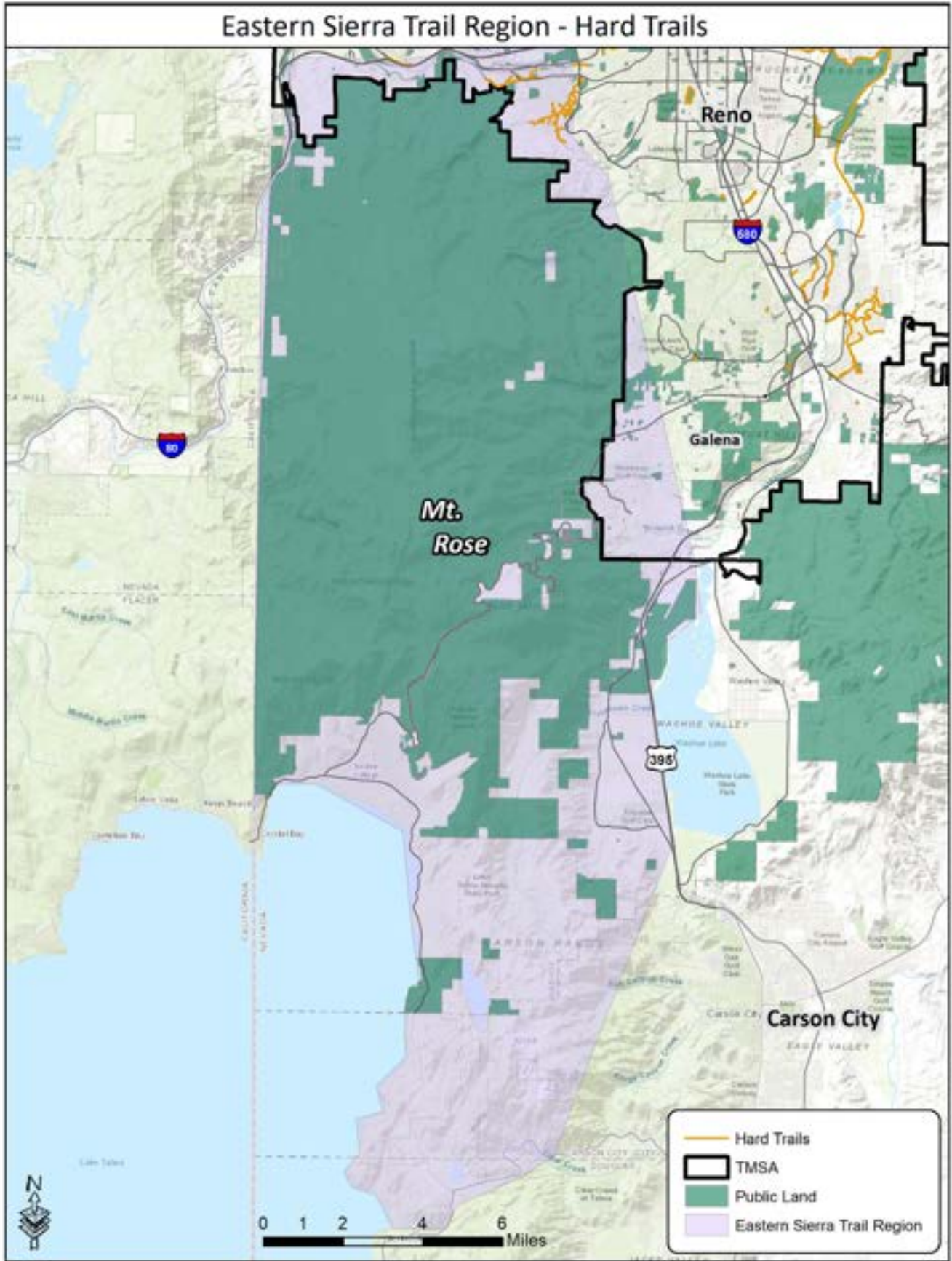
Peavine/Northwest Trail Region



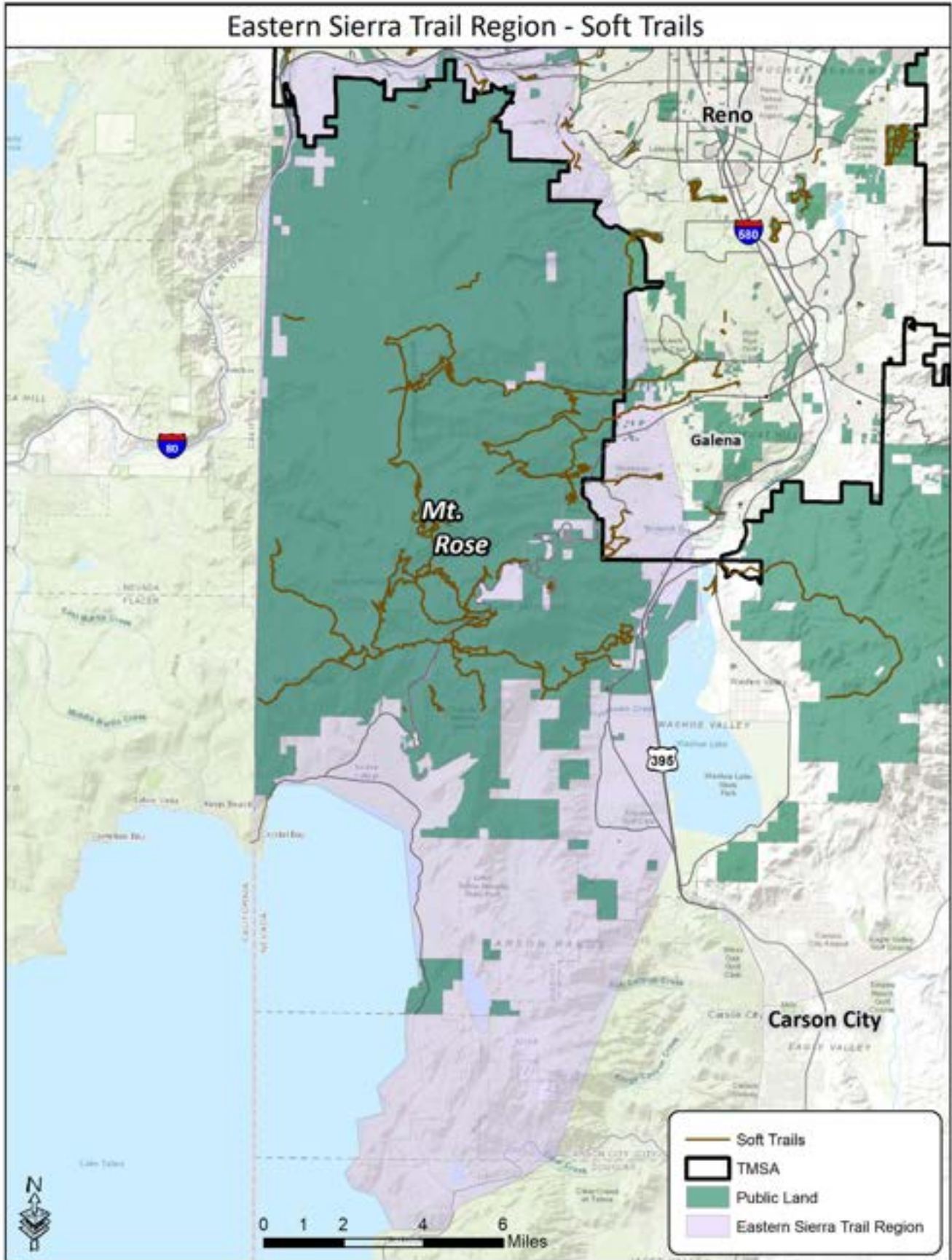
Peavine/Northwest Trail Region



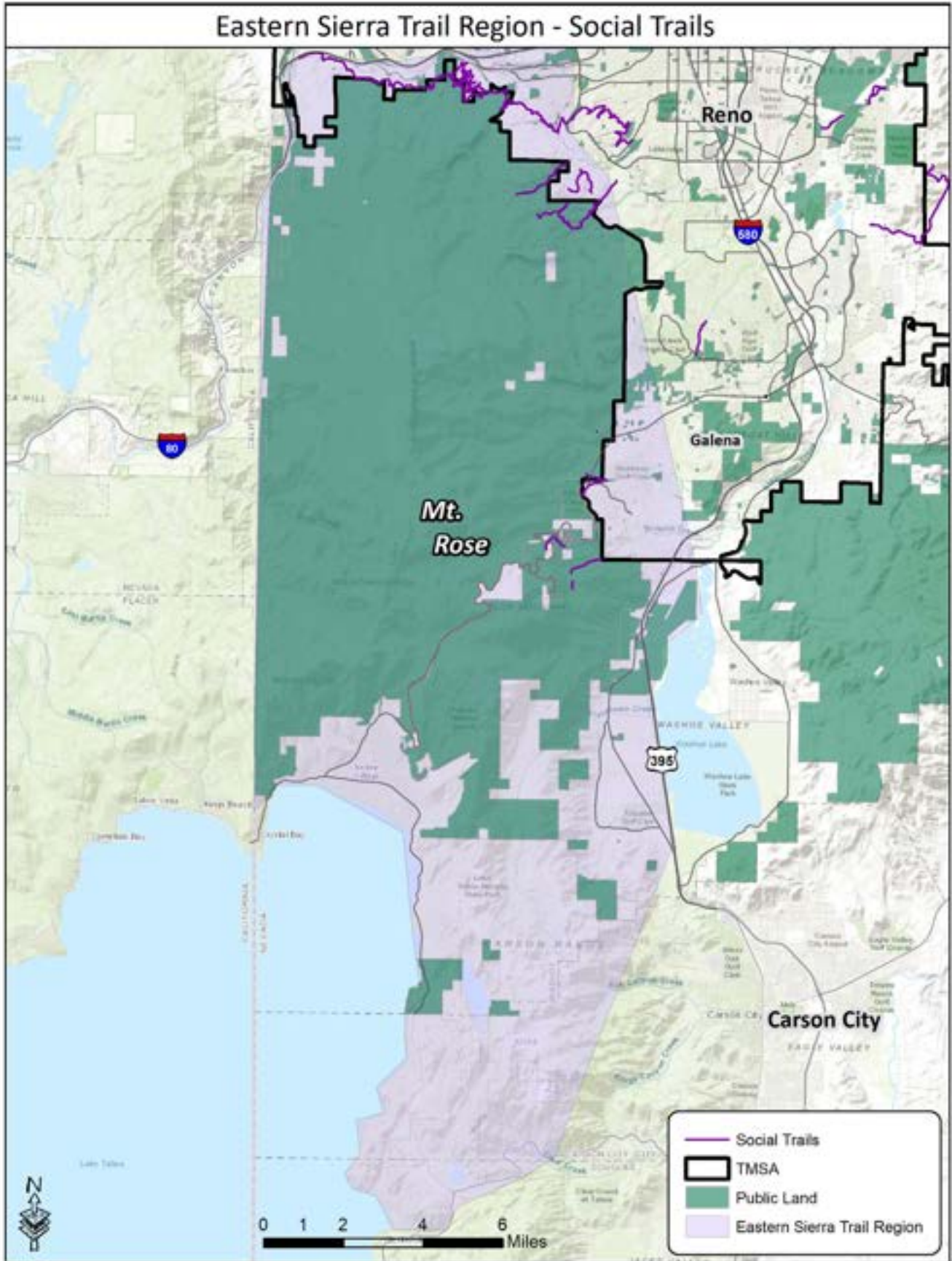
Eastern Sierra Foothills, Carson Range Trail Region



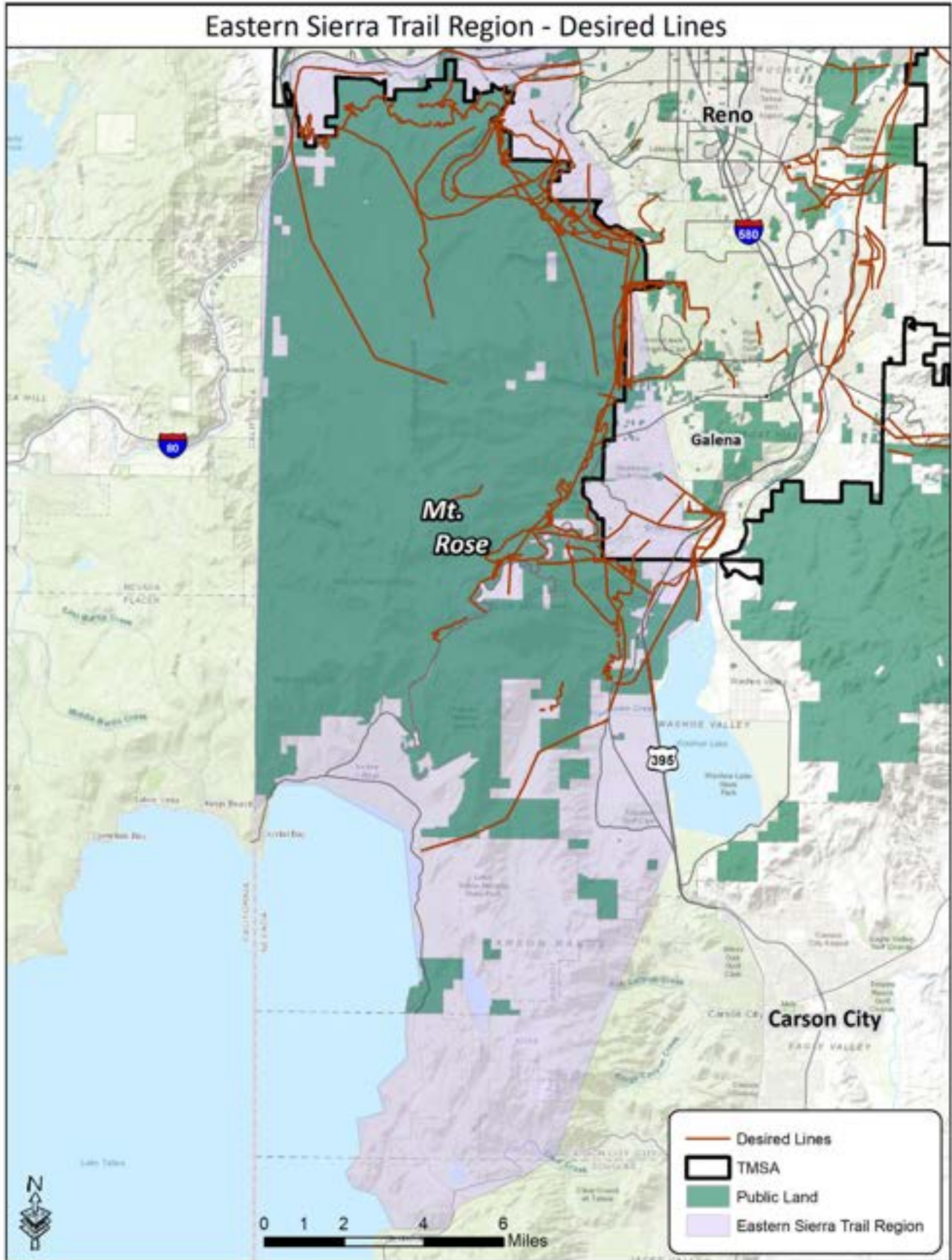
Eastern Sierra Foothills, Carson Range Trail Region



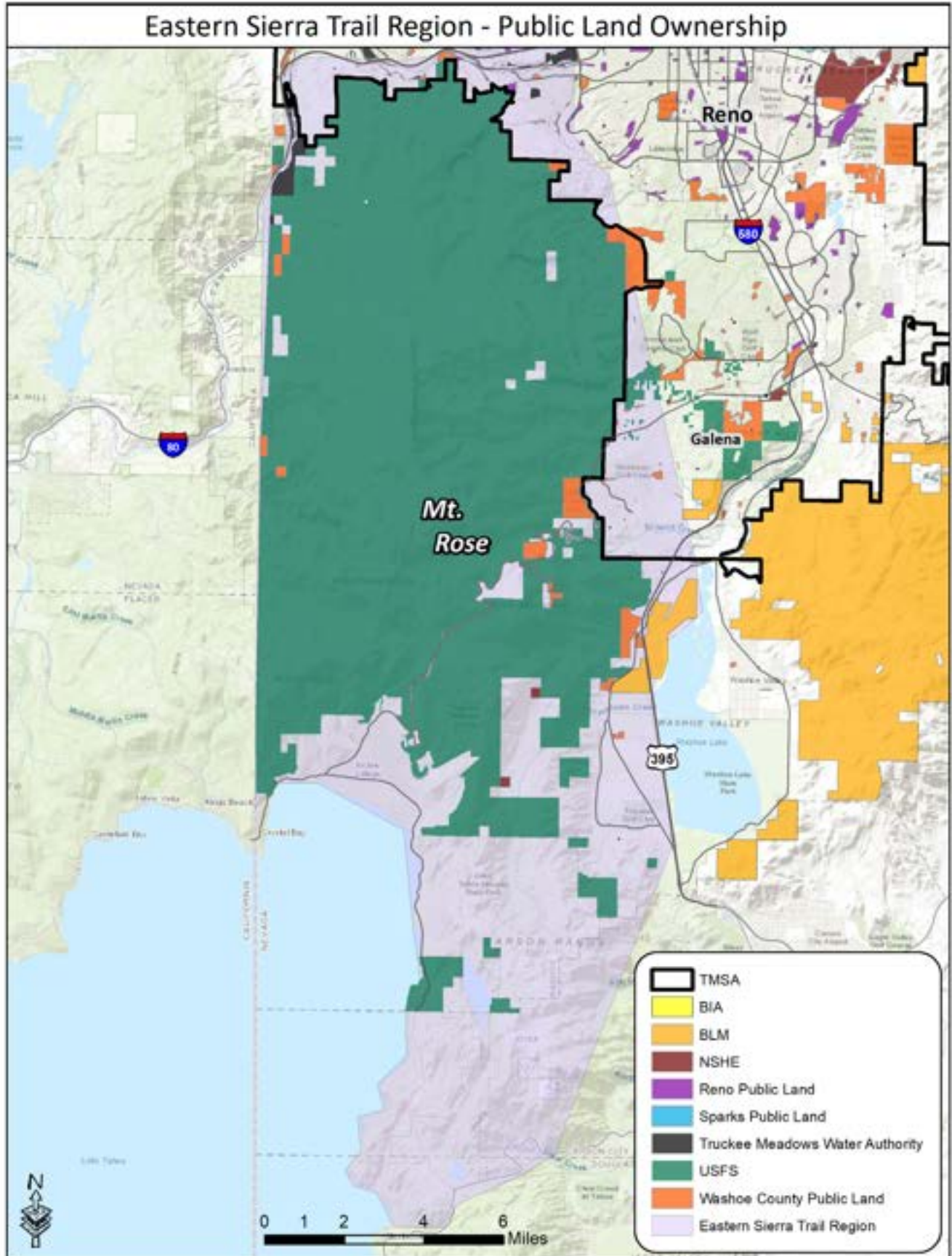
Eastern Sierra Foothills, Carson Range Trail Region



Eastern Sierra Foothills, Carson Range Trail Region

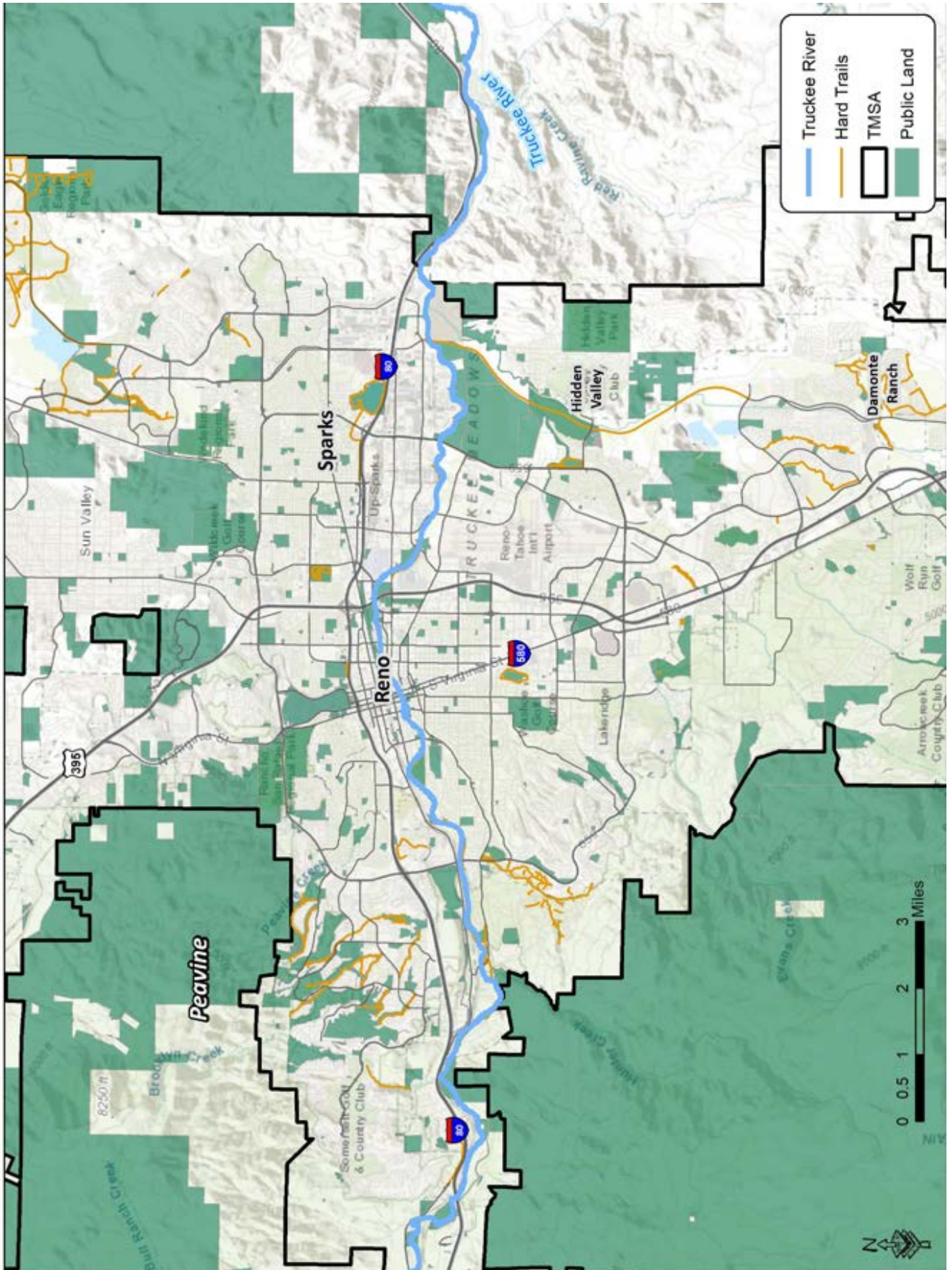


Eastern Sierra Foothills, Carson Range Trail Region



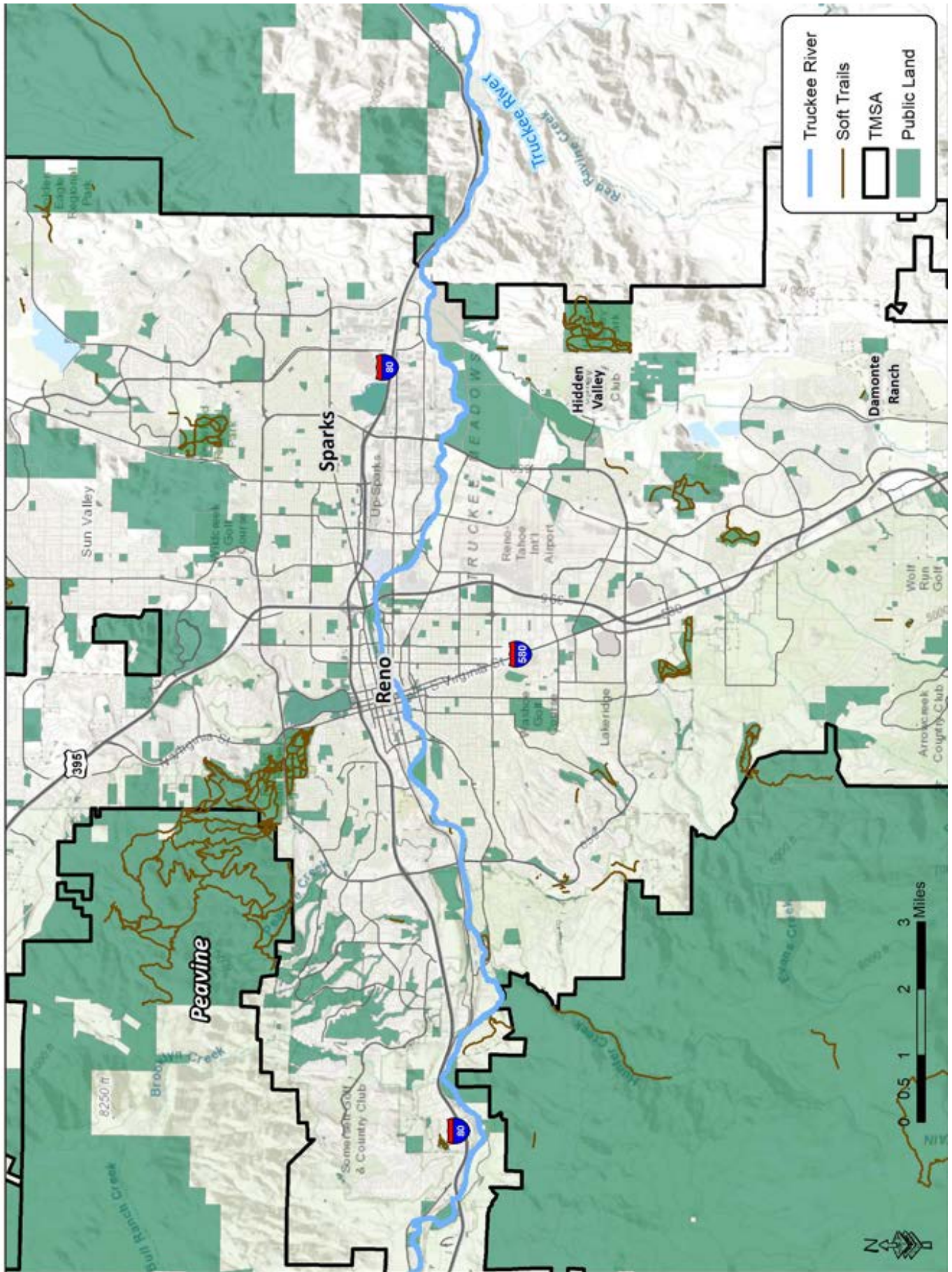
Truckee River Trail Region

Truckee River Trails Region - Hard Trails



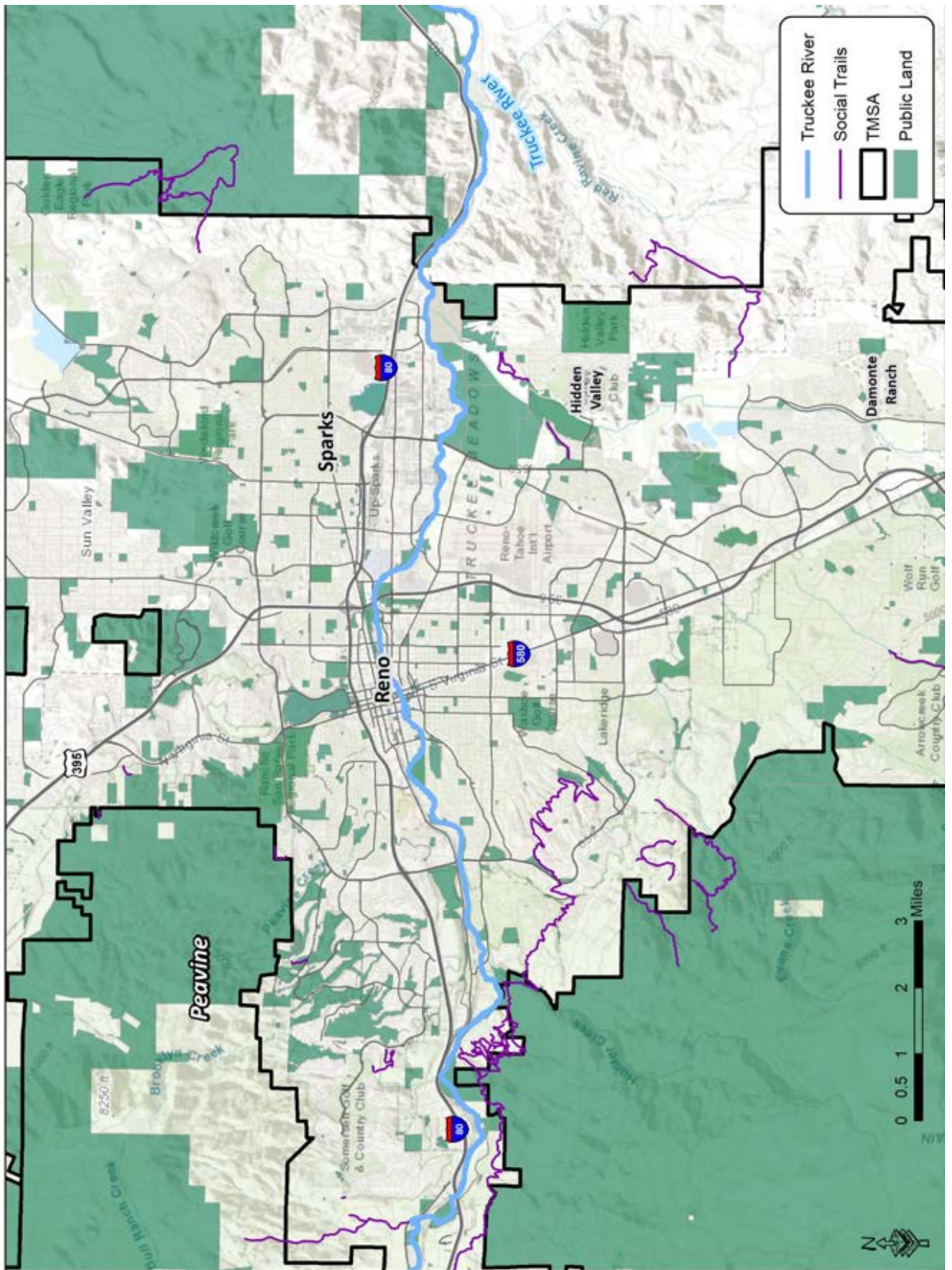
Truckee River Trail Region

Truckee River Trails Region - Soft Trails



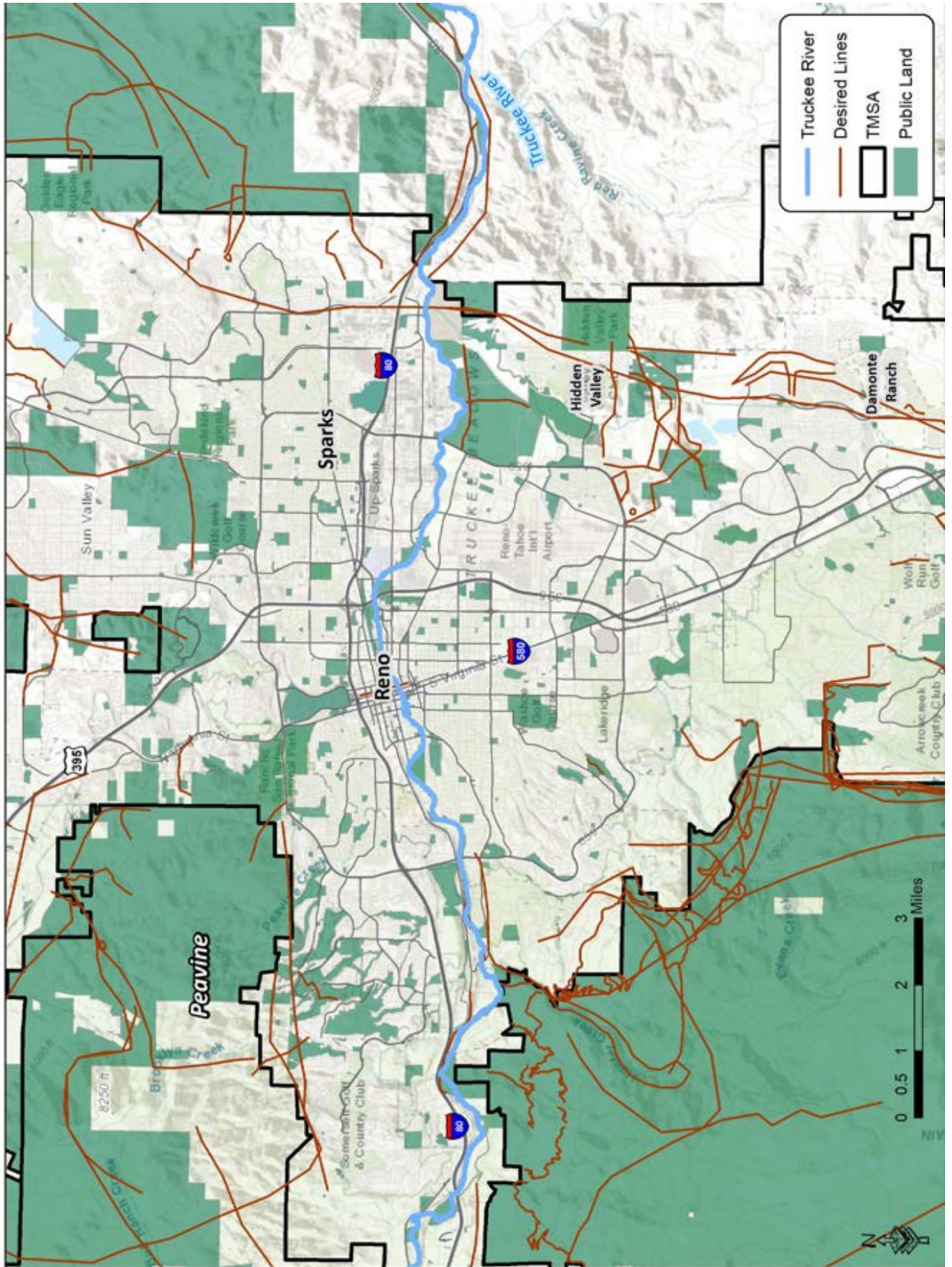
Truckee River Trail Region

Truckee River Trails Region - Social Trails



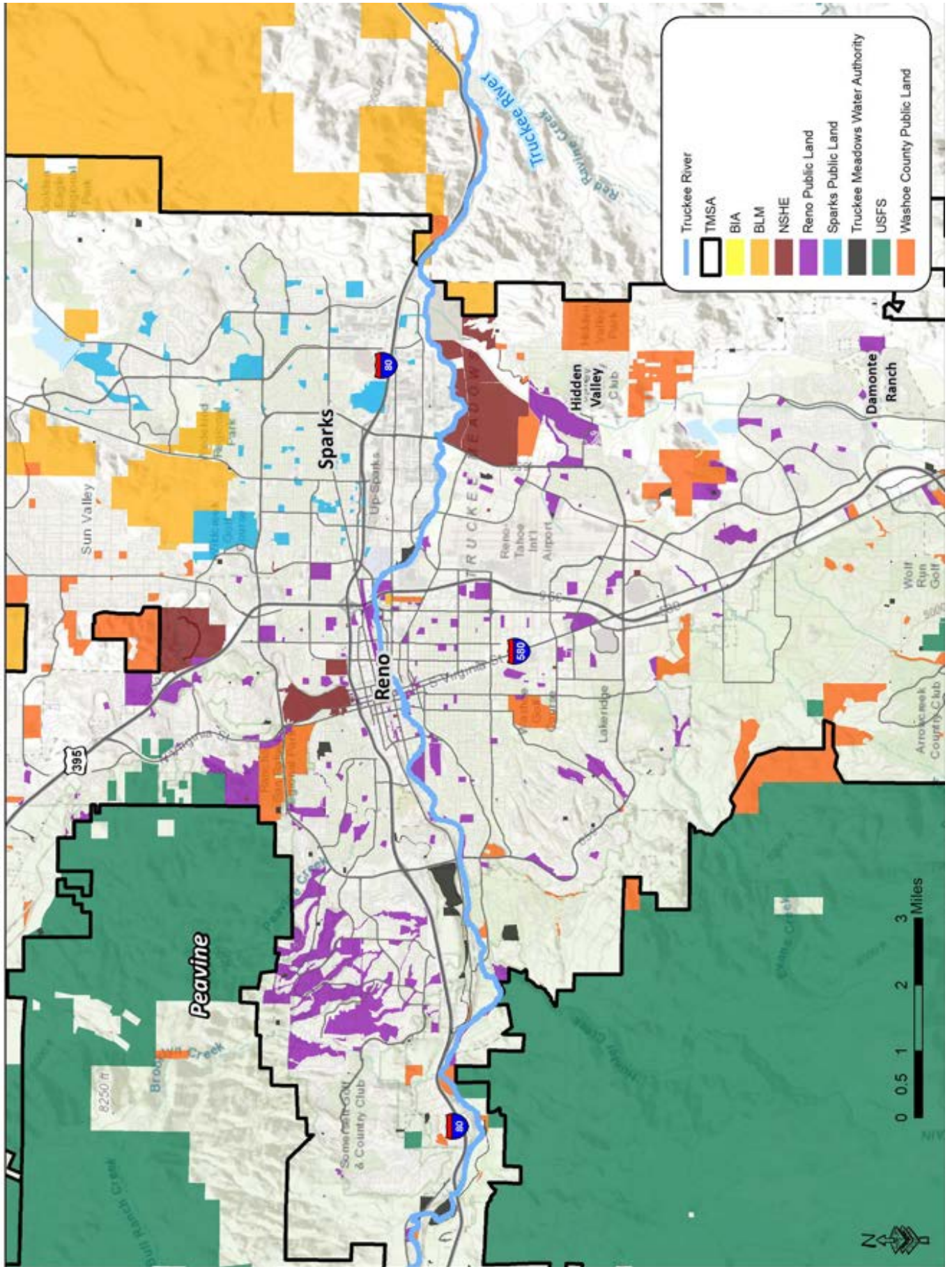
Truckee River Trail Region

Truckee River Trails Region - Desired Lines

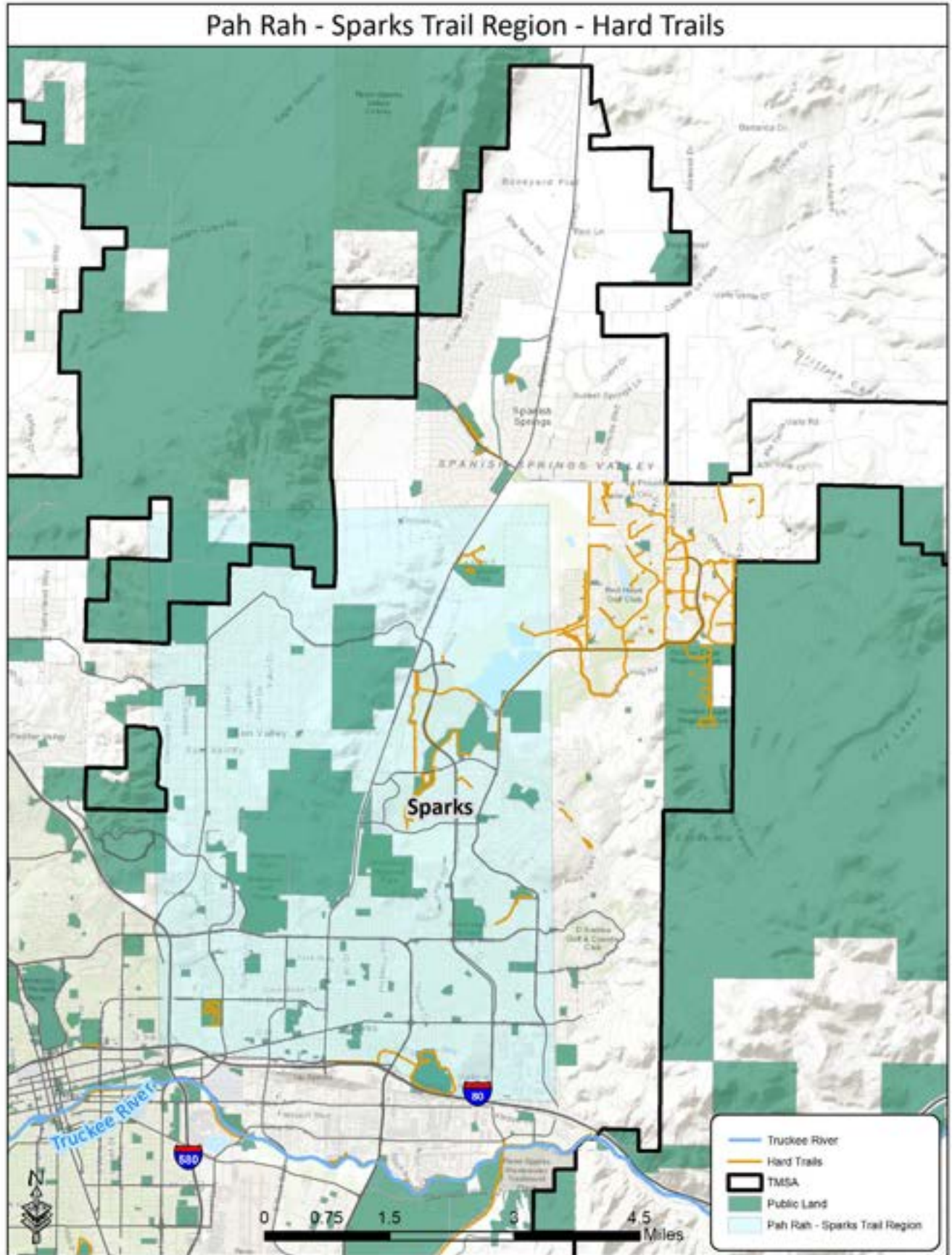


Truckee River Trail Region

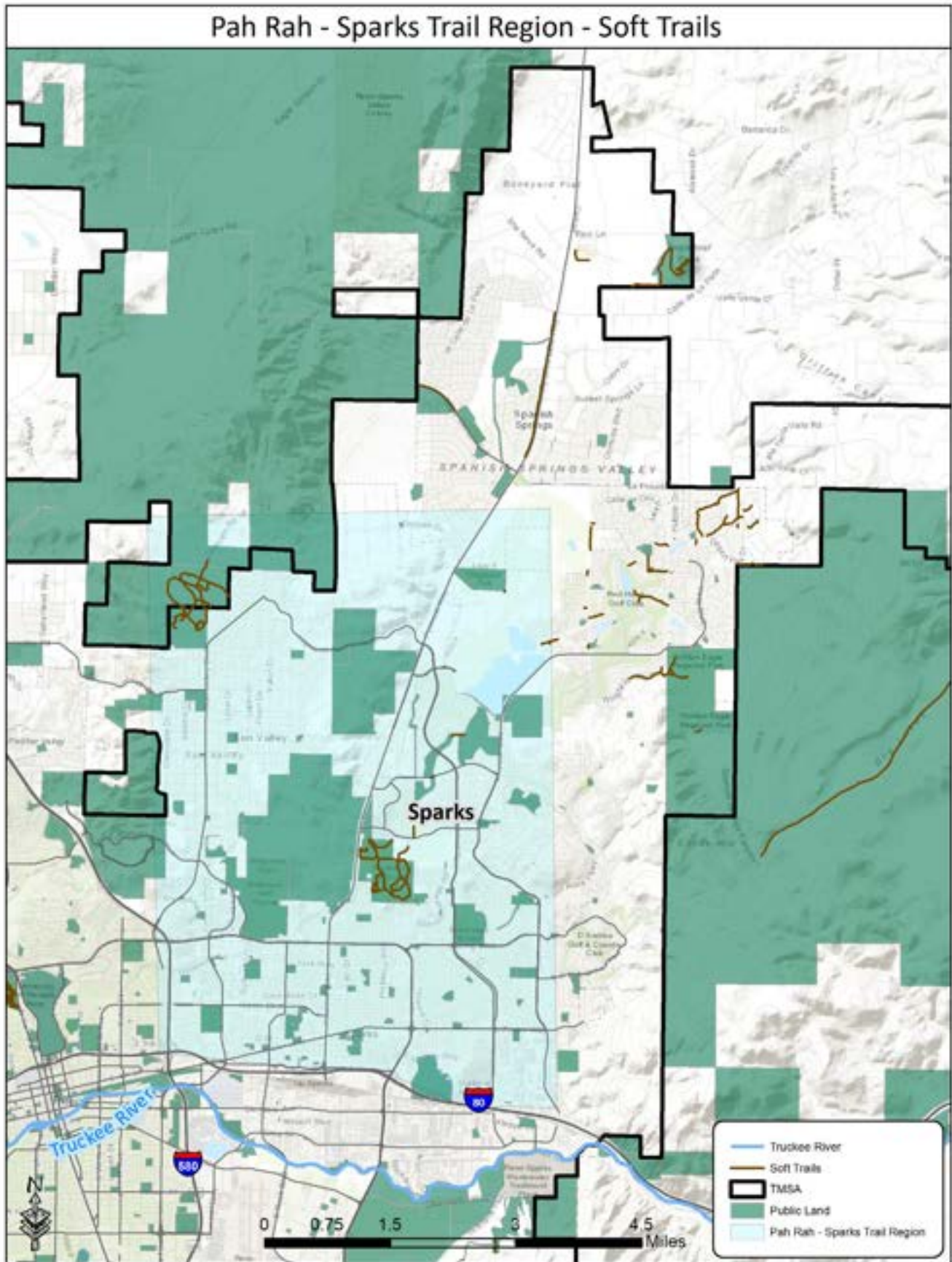
Truckee River Trails Region - Public Land Ownership



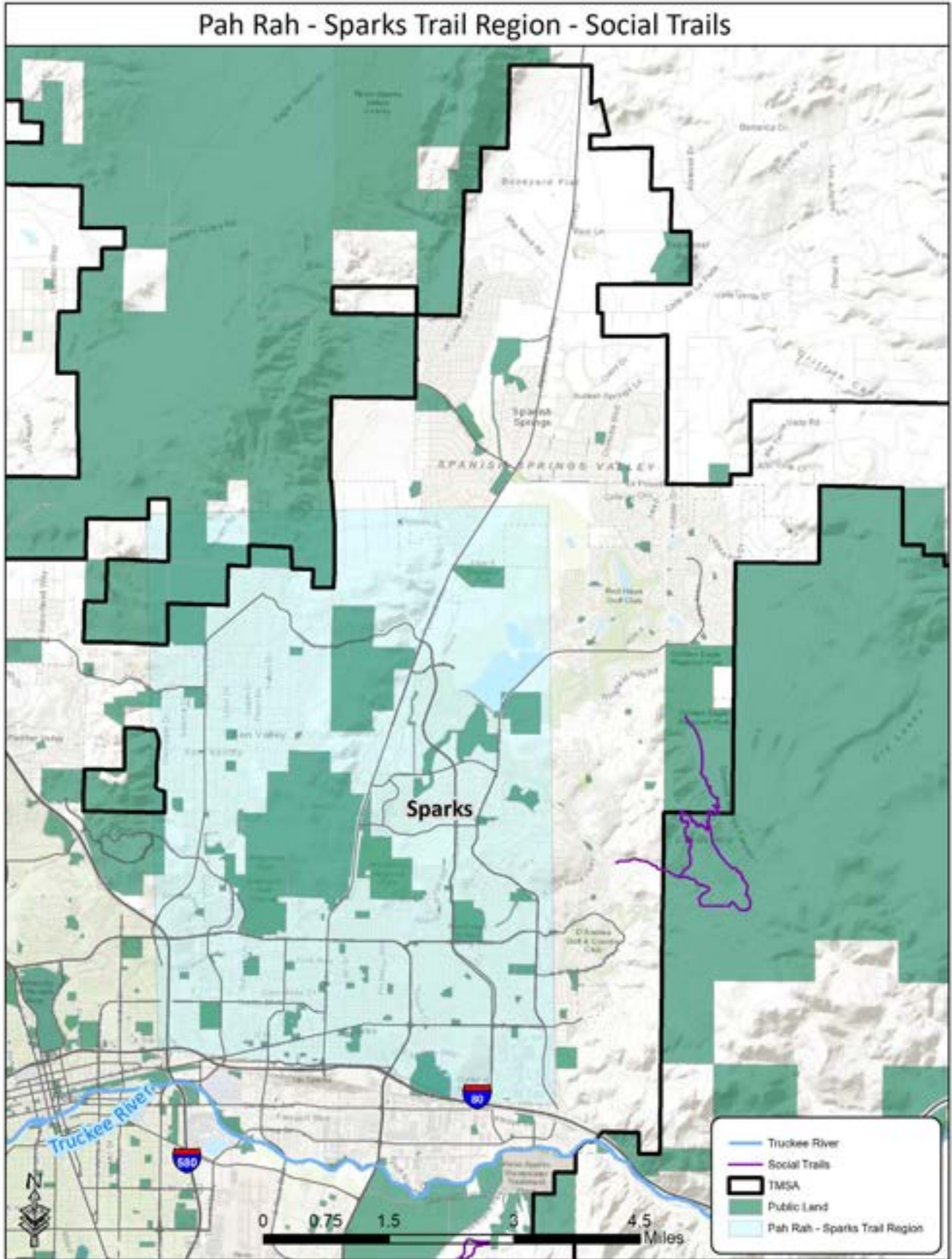
Pah Rah/Sparks Trail Region



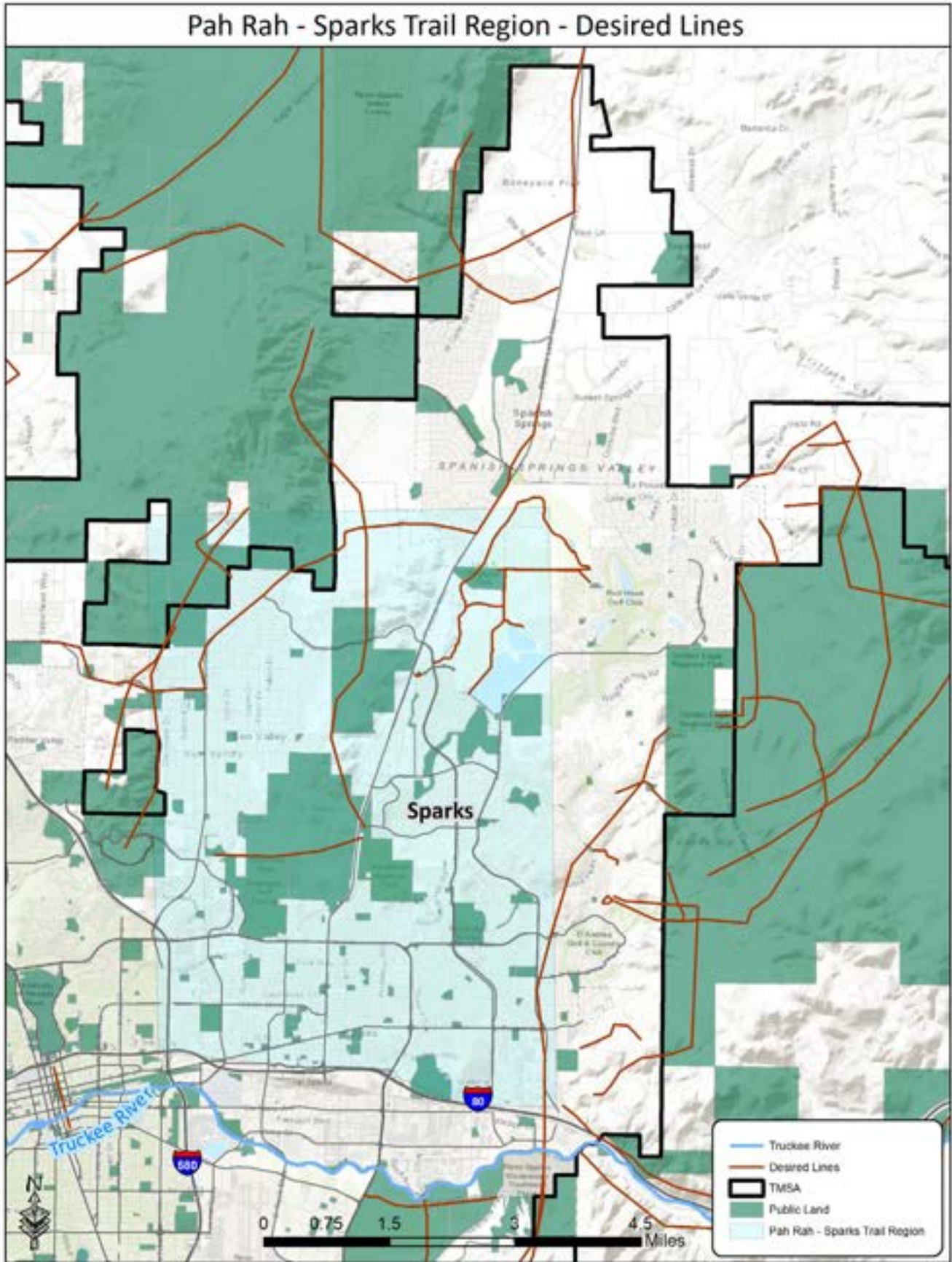
Pah Rah/Sparks Trail Region



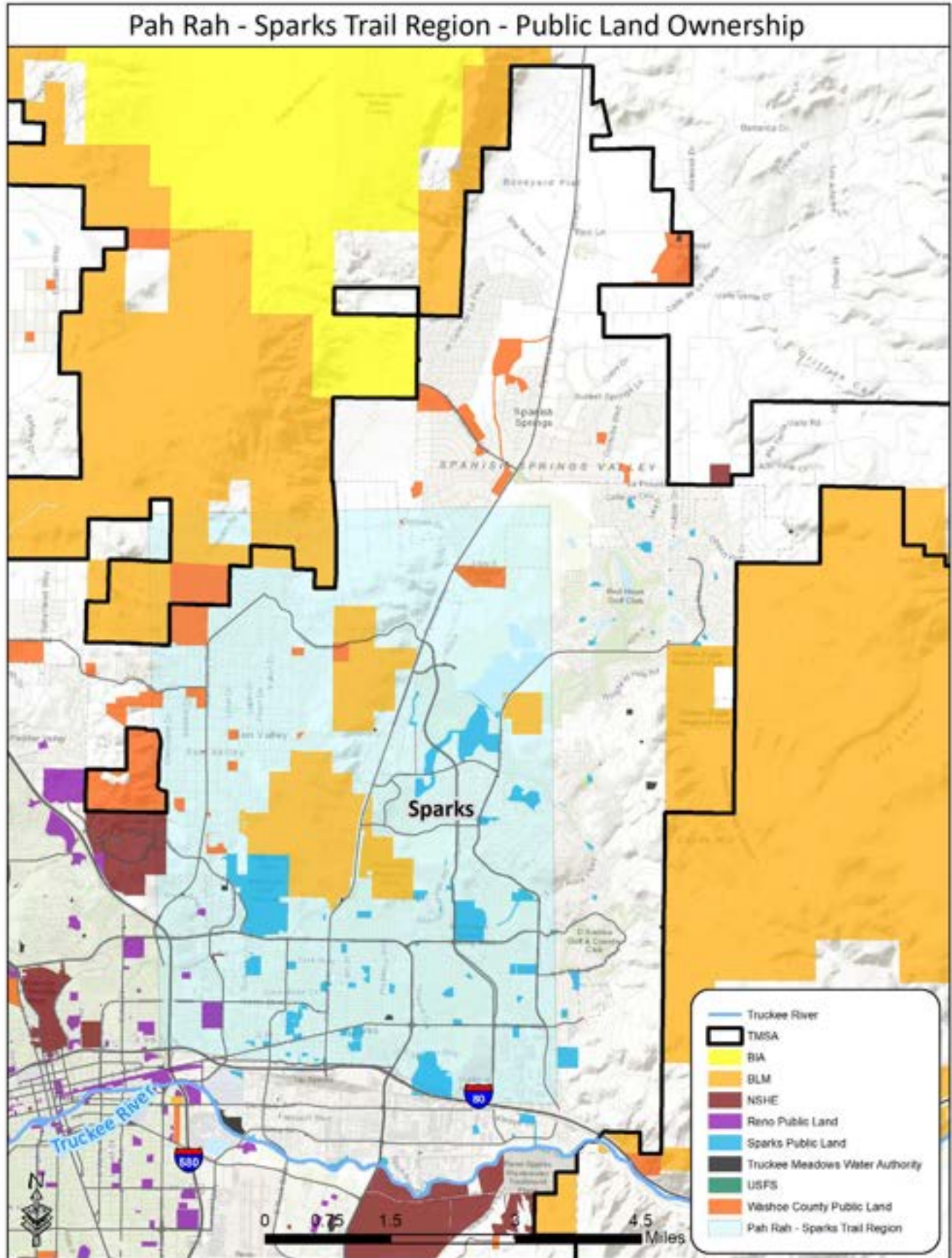
Pah Rah/Sparks Trail Region



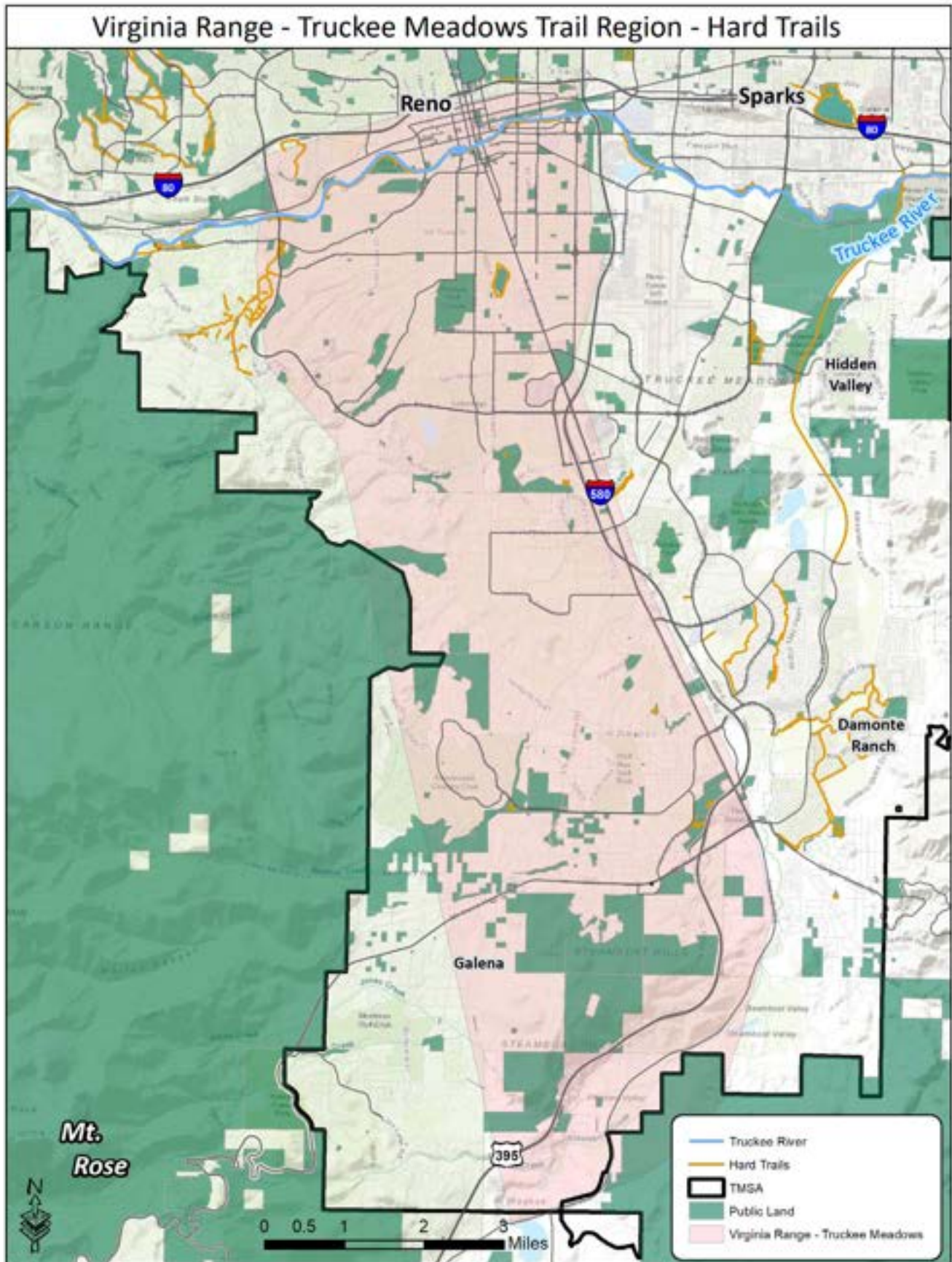
Pah Rah/Sparks Trail Region



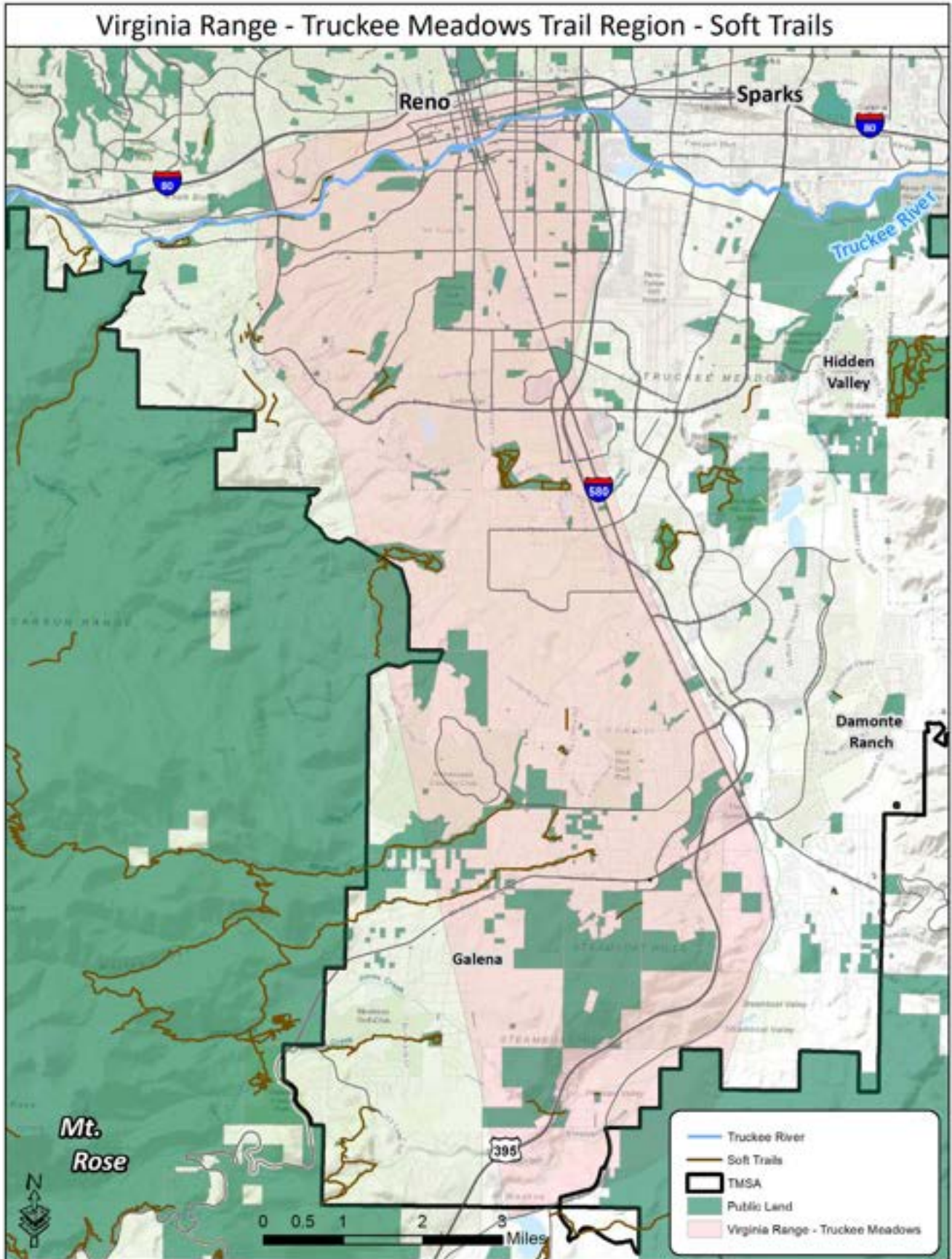
Pah Rah/Sparks Trail Region



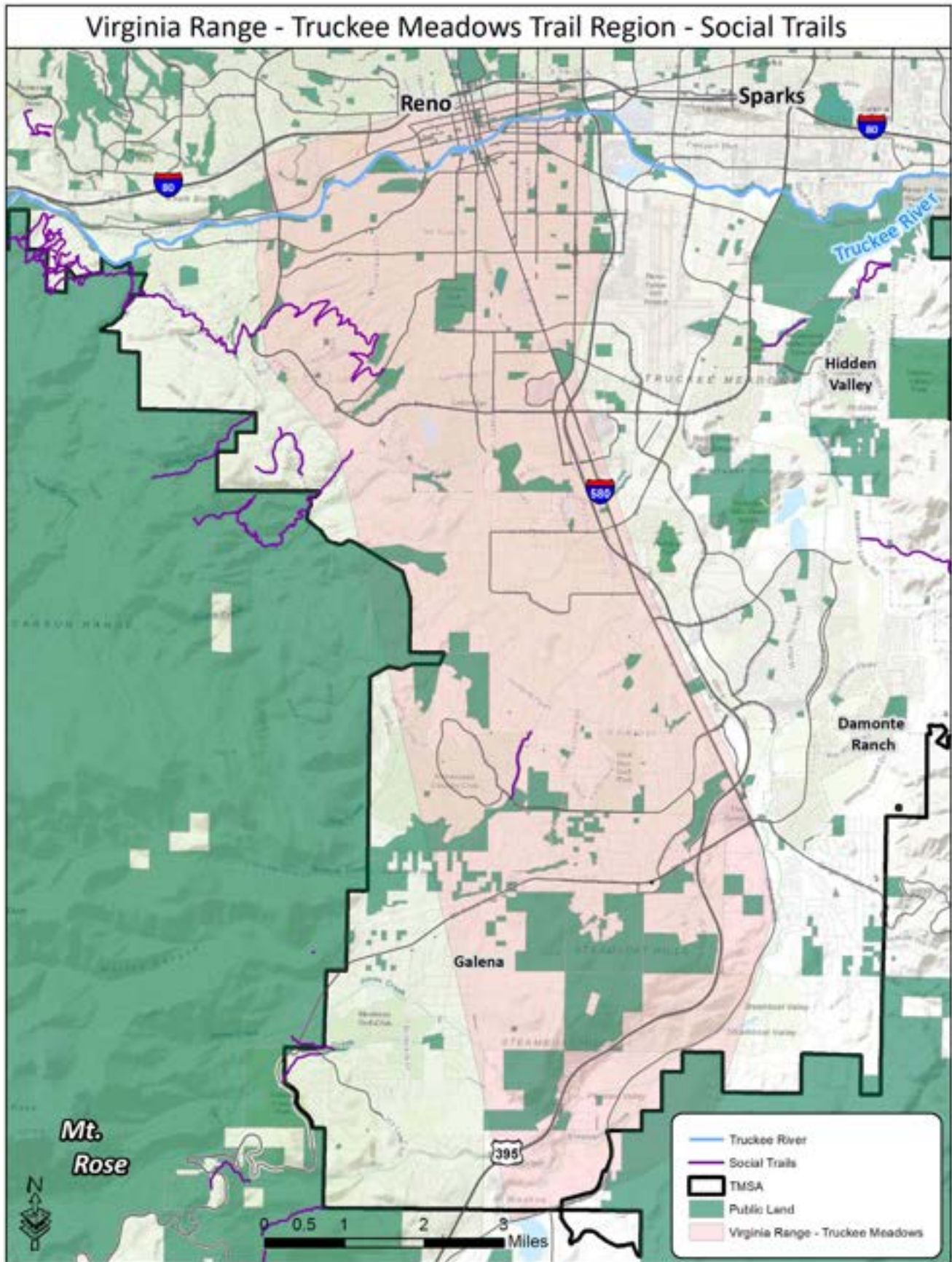
Virginia Range/Truckee Meadows Area Trail Region



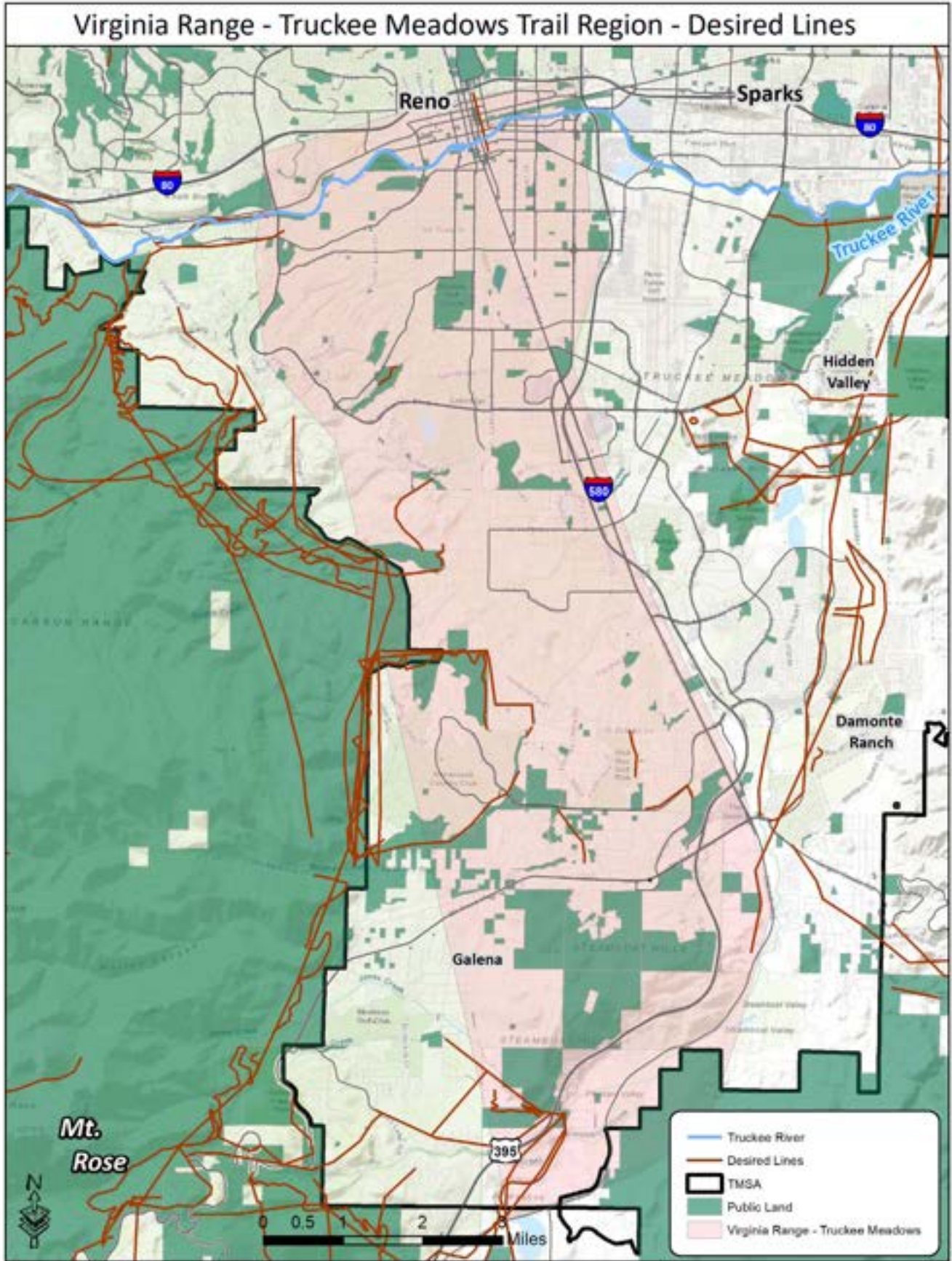
Virginia Range/Truckee Meadows Area Trail Region



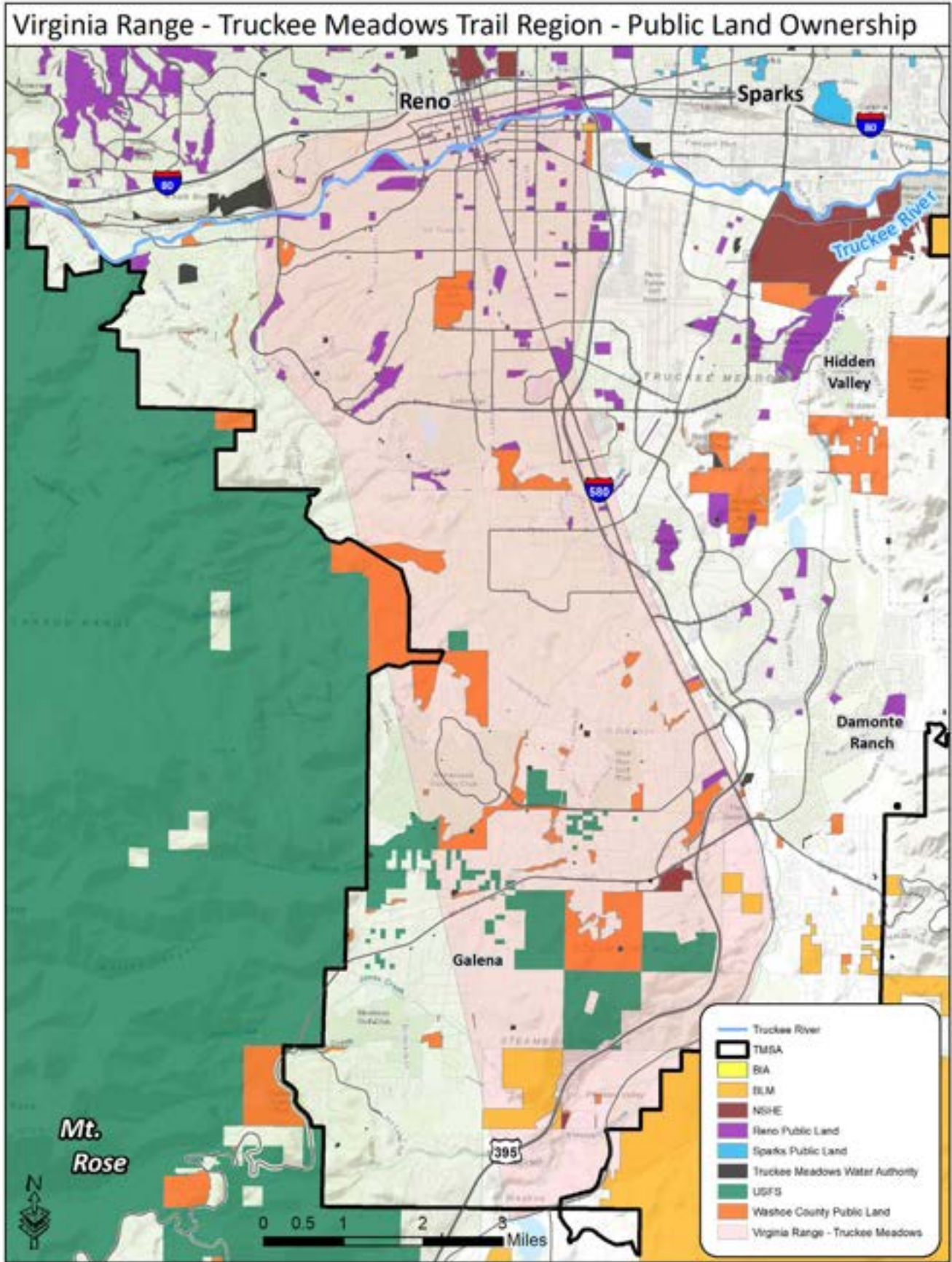
Virginia Range/Truckee Meadows Area Trail Region



Virginia Range/Truckee Meadows Area Trail Region



Virginia Range/Truckee Meadows Area Trail Region



APPENDIX 3 - JOB DESCRIPTION, TRAIL COORDINATOR

Truckee Meadows Trails Coordinator

JOB DESCRIPTION

The Truckee Meadows Trails Coordinator (TMTTC) is an employee of **Great Basin Institute** and will receive general direction from the Deputy Director and also directly reports to the **Truckee Meadows Trails Working Group (TMTWG)**. The TMTTC will provide the governance support for the TMTWG, that is made up of representatives from all the land management agencies, Truckee Meadows Regional Planning Agency, with the addition of the RTC and trail user groups and trail non-profits.

The primary job responsibility will be to implement the TMT trails plan under the direction of the working group. Implementation includes working with government land/recreation management agencies at the federal, state, and local level and with local non-profits, volunteers, and other entities interested in trails. The work plan will be developed by this position and the working group to coordinate funding, planning, construction, and maintenance priorities. The responsibilities include working with local political entities and the general public to build and enhance support for trails. One major priority is to work with the planning agencies to solicit support for the TMT plan recommendations to insure trails are an integral part of growth and planning in Truckee Meadows.

To insure success of implementation of the TMT plan, fundraising and advocating for a variety of non-philanthropic sources of funding will need to be done to ensure the future of the position and to support the planning, construction, maintenance, and the person. This regional position will add capacity and support to trail and recreation non-profits in their mission as it relates to trails amongst the many interested entities in the area.

The position will need to market the TMT plan elements to gather support for trails among the general public in the community, local leaders, and politicians.

The applicant will need to possess high ethical and professional standards, effective organizational skills, sound analytical and decision making skills, excellent communication skills; proven experience in building and maintaining strong partnerships. This process-oriented individual needs strong people skills, ability to display comfort with making presentations in small and large group settings and substantive experience building and working with successful coalitions.

The Truckee Meadows area is a complex region comprised of three cities, two federal agencies, and tribal properties. Accomplishing trail related projects takes regional coordination and collaboration. A diverse coalition of dedicated governmental agencies, advocates, non-profit organizations, decision-makers, and private stakeholders is needed to realize the vision of a complete trail network.

IMPORTANT NOTE - This position is grant-funded at this time, and position funding can only be guaranteed for one year.

Minimum Qualifications

A bachelor's degree in business, environmental science, natural resources, outdoor recreation, geography, political science, non-profit leadership or other related major AND at least four (4) years of professional level experience preferred.

Compensation

The annual salary range for this job class is 50K-65K

Duties

- The TMTTC is responsible for implementing the Truckee Meadows Trails strategic Trail Plan. This Plan consists of a system of interconnected regional and community trails and pathways
- Using the TMT plan as a guide, the TMTTC will foster collaboration between the jurisdictions, tribe, and transportation providers for the planning, financing, and development of trails and trailhead facilities.
- The TMTTC will schedule the TMTWG's regular meetings at least bimonthly and an annual strategic trail planning meeting. A short and long range plan will be reviewed at least every two years.

- Where TMTWG members may have specialized needs (such as a non-profit organization conducting regular volunteer trail maintenance projects on USFS lands) have specialized agreements in place. The TMT Coordinator holds copies of all of these agreements in order to support TMT Working Group members with things like tracking expiration dates, knowing when paperwork is already in place to accomplish a project, or facilitating the development of new agreements when they are necessary.
- The TMTC will work with the TMTWG to partner with agencies and establish procedures on needed assistance for proposed new trails, trail maintenance or new trailheads and their maintenance needs.
- TMTC will work to generate other funding sources for trail maintenance, construction, planning, and management through donations and other forms of development. These funds will be directed to projects or programs as prioritized by the TMTWG. TMTWG will coordinate with the TMTC to develop transparent guidelines and reporting for how funds are spent with annual reporting for the agencies.

Requirements:

Flexible work schedule (days, evenings, weekends)

Interpersonal and organizational skills

- Demonstrate ability to work effectively and tactfully with a wide range of individuals, personalities, and public agencies, establishing collaborative partnerships and developing teams
- Great interpersonal relationships skills - under interpersonal and organizational skills, the person should have political savvy and excel at developing strategic approaches to problem solving and meeting community needs.
- Coalition governance: Guide the process of creating agreements and decision-making structures;
- Strong organizational, leadership and management skills
- Self-Sufficient: Excellent organizational skills and the ability to work independently with minimal supervision.
- Excellent time management and project management skills.

Trail Knowledge

- Knowledge of sustainable trail construction and maintenance practices
- Knowledge of current mapping applications with an ability to produce PDF project maps
- Knowledge of trail project implementation through proper channels to get approval for projects
- Trail siting and design, environmental/ cultural review, development of trail standards,
- Experience reviewing development projects to ensure appropriate trail alignments and connections
- Knowledge of regulatory requirements and/or resource management and/or NEPA

Fundraising

- Grant writing experience
- Experience developing and implementing fundraising plans
- Experience coordinating/leading/implementing fundraising events and programs

Administrative

- Computer Savvy: working knowledge of contemporary technology, including GIS, digital photography, website updating, file sharing, social media (Facebook, twitter, Instagram) and working knowledge of contemporary office technology including word, excel, email, GPS applications, and the internet.
- Experience writing the appropriate agreement instruments - such as memoranda of understanding (MOUs), cooperative agreements, interagency agreements, volunteer agreements, etc. - to facilitate cooperation and collaboration among TMTWG members.

APPENDIX 4 - TRUCKEE MEADOWS TRAILS WORKING GROUP

One of the primary outcomes of the TMT planning effort is to form, per the Washoe County Open Space Plan, a Truckee Meadows Trails Working Group. This group will be made of at least one representative from each of the following:

VOTING - 15 members

1. Washoe County Regional Parks and Open Space
2. Reno Parks and Recreation
3. Sparks Parks and Recreation and Community Services
4. Truckee Meadows Regional Planning Agency
5. Great Basin Institute
6. Regional Transportation Commission
7. Economic Development Association of Western Nevada
8. Reno Sparks Indian-Colony
9. Truckee Meadows Park Foundation
10. Non-profit Conservation Organization - Sierra Club
11. Private Business - Sierra Trail Works
12. Non-profit trail building/maintenance organization - Biggest Little Trail Stewardship
13. Non-profit trail organization, Tahoe-Pyramid Trail
14. Tourism – RSCVA
15. Non-profit Land Conservation Organization – Nevada Land Trust

Each voting member will have an alternate assigned

There can be more than one representative from each group but only 1 vote is allowed

ADVISORY – Non-Voting – 6 or more

1. *US Forest Service – Humboldt-Toiyabe National Forest, Carson Ranger District
2. *Bureau of Land Management
3. Trail User Organizations
 - a. Equestrian
 - b. Running
 - c. Mountain Bike
4. Health Organizations – Renown, Washoe County Health District
5. Bicycle Advocacy Groups – Truckee Meadows Bike Alliance, Reno Bike Project

* This will allow the federal agencies to decide if the voting membership category is allowed under the HATCH act.
Government Agencies – Recommend their own, and with no term limits

Other Organizations/Business

Open ended, applications to the TMTWG

1st Steps

- An election will take place for two officers – Chair and Vice Chair. Term limits for members will be established in the bylaws.
- Applicants for the open positions will be reviewed and voted on by the working group.
- The TMTWC will take the minutes for the meetings
- TMTWG will adopt by-laws and 2/3 majority vote for action on any item that will need to be established.
- TMTWG will adopt a mission, a vision and short and long term goals. The TMT Plan will be the template for action. This is to establish clarity as to the need and goals of this working group.

Working Group Operating

- The agenda and meeting logistics will be the responsibility of the TMTWC.
- The working group will meet at least quarterly unless otherwise defined in the bylaws.

TMTWC Position

The working group will work directly with the sponsoring agency to hire the TMTWC position. The sponsoring agency will have general supervision but the TMTWG will have direct supervision. The working group and sponsoring agency will jointly establish the work standards that will be used in the evaluation. An evaluation will be done in the first year, quarterly, and once a year after. An MOU will be developed to between the working group and the sponsoring agency define the general supervision and the responsibilities of the working group.

Note – If TMTWG establishes itself as a separate non-profit then this MOU is not needed.

APPENDIX 5 - TRAIL EVALUATION FORM

Trail Survey Sheet

Trail Name:		
Date of Survey:		
Trailhead Name:		
		Check All That Apply;
Trailhead Info		
Signed Trailhead & Trail		
Paved parking lot		
Gravel Parking lot		
Dirt Parking Lot		
St Prking		
Street Shoulder Parking		
# veh		
Restroom		
Picnic Tables		
Established Park		
Kiosk		
Paved Entrance Road		
Gravel Entrance Road		
Dirt Entrance Road		
Urban setting		
Rural setting		

<u>Trail Characteristics;</u>	<u>Definition;</u>	<u>Check All That Apply;</u>
User Group		
Multi-Use	Non-motorized	
Restricted Use	Mountain bike only or no equestrian	
Motorized	Designated motorized vehicle use	

Trail Designation		
Class III-Single Track	Soft trail	
Class IV-Dirt Road	Soft road	
Urban Multi-Use Trail	"Green Book"	
Paved Concrete	Hard trail	

State of Maintenance		
Excellent	No maintenance needed	
Good	Minimal maintenance needed	
Fair	Maintenance needed: possible re-route or rehab	
Very Poor	Recommend closure	

Water and Scenic Vistas		
Both Present	Water and scenic areas present	
Water/Riparian Areas	Water and/or riparian areas present	
Scenic Vistas Present	Scenic overlooks, vistas, and views	
Nonexistent	No water/riparian areas and no scenic vistas	

Sierra Club Trail Inventory

Conducted by: David von Seggern

Date: 6/5/2018

Trail Name: Huffaker Hills

Signed Trailhead & Trail: x

Trailhead Information Check all that apply

GPS Location on file (UTM WGS84 Zone 11) 263102 E 4372183 N

If the file GPS location is incorrect,
what is the correct Location?

E N

Parking Area: x paved x gravel dirt

Street Parking: Street shoulder parking:

Vehicle capacity: 25

Facilities: Restroom x Picnic tables x Park

Information Board/Kiosk/Sign: x Other:

Trailhead Access: Public road: x Private road: Private property signs:

Access road: paved gravel dirt

Developed Area: x Rural:

Trailhead Notes: Nicely developed trailhead with parking, signage, facilities, etc.

Trail Information

Trail (single track) x Dirt Road Route (no defined trail)

Hiking x Biking x OHV

Maintained: x By (if known): Washoe County

Trail Access: Designated x Obvious, not designated Not obvious

Crosses or is on private land Private property signs

Length of Trail (miles): 2 miles max., alt. routes Terrain: flat to hilly

Difficulty rating (1-5, easy to hard): 2

Trail Condition: good to excellent

Amount of Use: heavy

Significant Features: Check all that apply. Describe.

Rock Art

x Water views of reservoir and of lake

x Views/Vistas

x Rock formations

Vegetation

Wildlife

Other

Trail Notes: This is mostly constructed trail, with some "made" trails connecting.

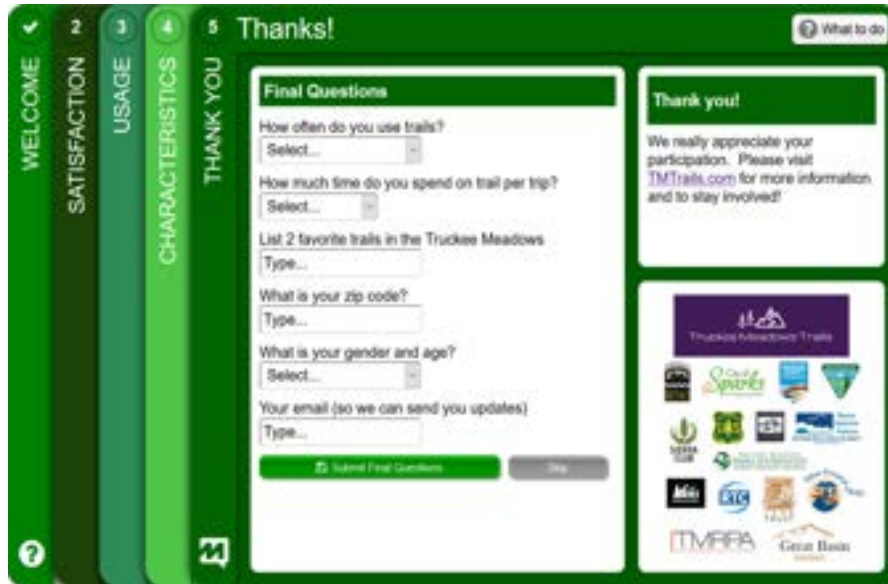
Direction photo is taken from (N, NE, E, SE, S, SW, W, NW)

Photo ID	Direction	Description
Alexander_Lake_02	S	photo of parking lot and facilities from across Alexander Lake Rd.

Additional Notes: This trailhead shares a parking area with the Rattlesnake Mt. trailhead.

APPENDIX 6 - WEB SURVEY





APPENDIX 7 - STAKEHOLDERS

Stakeholders		
Truckee Meadows Regional Planning Agency	Jeremy Smith	GIS Coordinator
	Kimberly Robinson	Executive Director
	Damien Kerwin	
EDAWN	Mike Kazmierski	President/CEO
RGJ.	Ben Spillman	Outdoors and Environment Reporter
GBI	Kevin Dose	
	Scott Scherbinski	
	Marc Oxoby	
Washoe County Parks and Recreation and Open Space	Joanne Lowden	Natural Resource & Park Planner Washoe Co. Regional Parks & Open Space
	Colleen Wallace-Barnum	Regional Parks and Open Space Community Services Department
Bureau of Land Management	Victoria Wilkins	Assistant Field Manager Sierra Front Field Office
	Arthur Callan	
	Barbara Kelleher	
	Jamie Fields	Outdoor Recreation Planner (Wilderness Specialist)
US Forest Service – Carson Ranger District	Brian Hansen	Region 4 Carson Ranger District Recreation Officer Humboldt-Toiyabe National Forest
US Forest Service – Toiyable	Kevin Wilmot	
	Matt Dickinson	GIS
Consultants	Clay Grubb	
	Karen Mullen-Ehly	
	Mark Kimbrough	WashoZephyr Consulting
	Cheryl Surface	Incident Resource Consultants
City of Reno		Reno Parks and Recreation
	Jeff Mann	Parks Manager
City of Sparks	Tracy L. Domingues	Parks and Recreation Director City of Sparks Parks and Recreation Department
	Chris Cobb	Parks and Rec Engineer
Tahoe Pyramid Bikeway	Bill Von Phul	
	Janet Phillips	Janet R. Phillips, President
One Truckee River	Alex Hoeft	Outreach Coordinator
Tahoe Rim Trail	Morgan Steel	
UNR bike Rep	Amy Fitch	
Washoe County RTC	Rebecca Kapuler	Planner
	James Weston	Planner working on connecting the hard with soft
	Daniel Doenges	Planning Manager
SRTS	MJ Cloud	Safe Routes To School Coordinator WCSD Police Dept
	Roger Markeson,	
Reno Sparks Indian Colony	Stacey Montooth	Public Relations/ Community Information Officer
	Michon R. Eben,	THPO Tribal Historic Preservation Office Cultural Resources Program
	Scott Nebesky,	AICP Director
	Arlan D. Melendez,	Chairman
Nevada Land Trust	Alicia Reban	Executive Director Nevada Land Trust
Bike Shops	Rich Straley	Great Basin Bikes
	Randy Collins	College Cyclery
Bike Clubs	Ellen Jacobsen	Kiwanis Bike Reno Bike Project
	Paige Galeoto	Bike Like a Girl
	Ernie McNeill	Procrastinating Peddlers
		Downhill Reno

	John McCann,	Truckee Meadows Bicycle Alliance:
Running Club	John Trent,	Silver State Striders
	Sheridan, Molly	
	Dave Fish	President
Business	Eclipse Running	Dave Fish
	REI	Dean DiGidio REI Reno
	Reno Running Company	Matt and Aimee Balzar
	Reno Patagonia Outlet	Meghan Wolf
Equestrians	Jerry Williams	Backcountry Horseman of America/Nevada
	Connie Creech	
	Suzanne Huff	NASTR equestrian - Nevada All State Trail Riders
	Eileen Thomas	
	Janet Koval	Equestrians
Nevada State Parks - RTP Grants	Janice Keillor	
NDOT	Bill Story	Multi Modal
Sierra Club	Lori Bellis	
	David Seggern	
	Brian Beffort Director,	Sierra Club Toiyabe Chapter
Friends of NV Wilderness:	Shaaron Netherton,	
Trail Volunteers	Colleen Cripps	PhD biochemist MS in Ecology and an MPA. working at NDEP Chief of Air Quality Deputy Administrator and the Administrator
Friends of Black Rock	Stacey Wittek- Executive Director	
Nevada Land Trust	Alicia Reban	ED
BLTS	Curtis Johnson	
Truckee Meadows Bike Alliance		
IMBA	Chris Orr	
TAMBA	David Reichel Ben Fish President	
Muscle Powered	Randy Gaa	
V&T Rails to tRails	Donna Inversin	
One Truckee River	Alex Hoeft	
Truckee Meadows Park Foundation	Heidi Anderson Julle Conway	
Landscape state chapter	Barb Santner	NVPLA #355, UTPLA, AICP Senior Landscape Architect
Nature Conservancy	Chris Sega	
Keep Truckee Meadows Beautiful	Christi Cakiroglu	ED

APPENDIX 8 - PUBLIC WORKSHOP AND WEB SURVEY RESULTS

***This section contains unedited responses and comments**

The Planning Effort

- Preferred funding – volunteers and donations.
- We need to approve funding to maintain trails, open space and parks
- Thanks for getting this planning project together
- Wonderful event – thank you
- Very informational- grateful for all parties involved
- I am very happy there are so many trail organizations that keep our trails open. I belong to Nevada All State Trail Riders and we have bought, built and maintained trails since the late 60's.
- It is good to see the interest of non-profit group and local government support from trail development and maintenance.
- An excellent example of community recreation site(grant supported) – wenatcheecoutdoors.org in WA
- Very pleased with overall development of Peavine trails since I first rode them in 1991
- Thank you for helping us have access to such great trails ! I go nearly every morning and its just the best start to the day.
- We love our trails –thanks for all of your hard work
- Clarify if trails are managed by city or county parks agencies, and if local ordinances apply as parks
- I would like to see a master plan for Reno area that includes better options for bicycle commuting and mtn biking. Reno could be a destination similar to Denver. We need to coordinate with other transportation options so we can ride a bus or light rail to trails
- Need to establish the parks and rec special districts –now avail under state law since 2017- best to target 2020 election
- Any Trail is a good Trail
- It is very important for the TMRPA to include trails and trail connectors for future trails, in this revised plan. As the population of the area grows it seems like it will be even more important to connect both the residents and tourists to outdoors via a comprehensive trail network that leads people from the community to the public lands.
- What you have is an exploding population- a certain percentage of these people want to have recreational opportunities; hiking, biking, horseback riding, photography, bird watching. These are priorities to many people moving here from places where opportunities no longer exist. A comprehensive plan, AHEAD of need is an asset to the community.
- I believe the Truckee Meadows should be acquiring open space in rivers, streams, wetlands for wildlife habitat and locating trails in those spaces.
- I learned that developers are not required to put in a park and walking trails with each development that is new. Bend Oregon has this as a stipulation and that extends to size of the development- the bigger it is the bigger the park.
- I am happy to see you guys out here ramrodding trails in the Reno/sparks area. Keep up the good work.
- Please have TMRPA, City of Sparks, City of Reno add planning regulations for both commercial and residential development that the developer will include a trails network in their plans which would connect to a greater community trail network
- Need to have park district and trail coordinator- County and Cities do not support trails with either funding or staff time
- I'm happy with the direction BLTS is taking w/the new Colpo Canyon trails. Tahoe/Downieville have world class MTB Trails why not Reno
- As the Truckee Meadows continues to grow, trail development and preservation will be increasingly important. We should prize this and strive for the outdoor recreation lifestyle

Governing Bodies Comments

- We need to get the importance of trails on the radar screen of our elected officials
- I would like to see trails incorporated into planning as our community grows. I would be ideal to have a master plan that links trails together. At least we should establish areas for trails that may be developed later. If we lose access to expanding development, our opportunity maybe permanently lost. I hope the developer and property owners maybe convinced to see the value of open space and trails.
- I would like to see more local government support for trails and related quality of life

Future Trails-Connections/Amenities

- Need to include planned trails on Peavine by BLTS
- The city of Reno has access to the Evans Creek corridor(through private property) on their current master plan. This would provide much needed access point for users to connect to the mt rose wilderness. Connecting from Anderson Park/Ranch Harrah area/Bartley Ranch park and up Evans Creek to Hunter Lake area – Snowflower Peak and beyond – would be sweet
- Buy Ballardini Ranch – was in the works in 2008.
- Interested in Ballardini connection with whatever trail to south
- How can we make robinhood a fully sanctioned trail- also private property concerns with this one.
- I would like the portions of the Tahoe-Pyramid Trail link that are within the Truckee Meadows region, to be part of the trail system- if this makes sense.
- Hiker path needed west of Patagonia and east of Spark along Truckee River
- I would like to see Hunter Creek Trail extended into a loop and /or tie into the TRT.
- The forest north and south of Mt Rose Hwy from Timberline Road to the wilderness is untapped for new Mtn Bike trails. MTB trails can improve the economy with tourist coming to ride our great trails. Look at states like Tennessee and Arkansas that are building trails to increase tourism. The town of Moab Utah survives on Mtb's. It is time for Reno/Sparks/Carson/washoe co to step up.
- More trails in the pine bluff/Caughlin area
- Generally I would like more trails to be built into the west foothills. Do not want development to restrict new trails or restrictions for any owners or any PUD
- More public trail building on tyrolean/sky tavern.
- Would love to get more trails into trees-dog valley, fuller lake and Hunter Creek, more on west side of Peavine, more trails around dry pond/tamarack to ease pressure on Whites/Thomas
- Take advantage of Caughlin Ranch- Thomas Creek region and create a trail network.
- I'd like to see Mtn bike/hiking trail connecting Hunter Creek to Galena. I'd like to see some hiking trails into the Mt Rose Wilderness and biking trails that stay to the east of the wilderness boundary. There are some "social" trails in that area but note were designed and built with experience and good management practices in mind. Rolling Mtn Bike trails provide the best experience – in my opinion.
- The Quilici Ranch Road field should be protected from development. Most of the original meadows and pastures in the Truckee Meadows have been developed. The pasture is gated off. An alternative would be to develop part of it (if development considered) as an extension of the University of Nevada or community college system and the remaining large portion of the field protected as a park. Crystal Peak Park, a short distance downstream from Quilici Field is a very scenic well used park. The Quilici field parkland would also be an asset, beneficial for our quality of life. Hiking and interpretive trails could made between the Quilici filed park and the river. The west end of Quilici Ranch Road connects to the power line road.
- The Quilici Range Road upstream from Verdi runs beside a long stretch of pasture/meadow
- Complete Ballardini to Thomas Creek
- Connect Veterans Parkway trail to Damonte wetlands

- Access to areas we are used to hiking- Fawn Lane area, Eagle Canyon, Peavine and Steamboat Ditch
- I would like to see an interconnected trail from Verdi, past Ballardini Ranch, past Galena Creek to Genoa. This trail along the Carson Range has particular appeal to me
- Development of trails in the wetland areas that are undeveloped in Spanish Springs
- I would like to see interconnected trails around Peavine.
- Extend Halo trail around Peavine
- I would like to see a trail that connects SW McCarran/Caughlin Ranch to west plumb lane via one of the small canyons in the neighborhood
- I understand that Ballardini has been extended and it would be good to see it just keep going, although I understand wilderness areas are hard to get approval
- Would love to see a trail network that allows you to circle the whole city – Ring around Reno
- Definitely spreading people out with options and giving loop options to existing trails and connecting existing trails. Having more MTN bike specific trails as well. Also maybe some one way trails ? Ive seen some like that in Bend, or more Mtn bike specific etc.
- There could be maps of certain trails at trailhead where there are many intersecting trails(ex: Peavine trails) even though there are online versions
- Hunter Creek Trail absolutely needs a permanent bridge over the creek. (2)
- The Tahoe Rim Trail to Reno trail needs to be visited again and planned for completion
- Need a decent bridge to cross Hunter Creek
- I'd love to see more trails in the Galena/Rose area to relieve some of the user congestion, avoid user conflicts and actually build that area out with Washoe Co. and USFS to its full potential. That'd be a great result for the community!
- The Rose and Galena area is vastly under-developed and under-utilized. This is Reno's gateway area to Tahoe and one of the nicer areas in town for outdoor recreation. The lack of trails is pushing user groups onto a small trail network and creating conflicts. The network of fireroads through County and USFS land should be used to develop a more significant trail network, with user group specific trails, to alleviate congestion and conflicts.
- A bike park in Galena Creek Park (like the Truckee Bike Park), should also be developed given the large number of biking users and the limited trail network and congestion in the park.
- Reno-Sparks Rim Road
- I would like to strive for a trail that circles similar to McCarran
- Trail connectivity - connecting one trail system (e.g., Galena) to another (e.g., Caughlin Ranch).

Trail Construction

Mtn Bike

- More progressive trails with options for riders ie: large features but with easy ride arounds
- I am a mtn biker/hiker and what I'm looking for in trails is well built sustainable trail with good signage and well designed for it intended purpose and trail users. I like challenging trails as well as general purpose multi-use trails. I would also like to see more bike specific features like bike parks, pump tracks and shuttle accessible trails.
- Prefer Mtn Bike trails
- I would love to see more DH specific trails. More jumps drops and berms.
- As a Mtn Biker I would like to see a bit more diversity in the difficulty of trails. The area has a lot of great beginner to intermediate. I would be nice to see some more difficult and directional trails for more advanced riders and those who want to progress their skills
- More advanced MTB trails
- No on Black Diamond - Let's put our effort into what will get used the most(general rider population

- We need to build trails, like Mtn bike black diamond because if we don't they will make them themselves. So build it the right way the first time.
- More diversity in Mtn Bike Trails; most seem to be side hill, would like to see ridgeline trails- Peavine has great ridges/ views, incorporate tight turns and rock gardens, reroute on Coral Canyon is an example of a great trail
- I would appreciate more difficult mountain biking trails
- I'd like to see more trails dedicated to mountain biking for intermediate/advanced riders. Local residents accept the difficult trails here but essentially no green trails exist and few blue trails.
- The black trails should be the minority if public funds are used
- Please build more mtb trails that are for advanced riders instead of every trail being for beginners

Loops/trail distance

- Loops are nice but length is fine – I can choose how far to go
- Convenient access, 5-10 miles trails, in nature, no off-road cars/4x4/UTV are what I look for
- Create more moderate 5-10 mile trails
- I enjoy loops
- Loop trails in the urbanized areas and connections from urbanized areas to more natural outer areas should be made.
- Prefer 5-10 mile from Trailheads to lake or Mtn Peak

Trail Connections

- Connections between major trail systems
- Would like to see more connectivity of paved trails to dirt trailheads Shortcuts(example- Ballardini to Verdi, south Reno to Lockwood, etc)
- Connectivity is nice, but I feel the area most needs to take advantage of it forested areas. The Galena/Thomas area, especially suffer from congestion and, at times, conflict. Greater options to ease congestion in those areas would benefit all users. A boundary rim trail for bikers seems reasonable?
- All possible trails in the Truckee Meadows area should be connected
- I am also interested in the urban connectors to the trails. The city cycling infrastructure (for year round) commuting is unsatisfactory
- Connectivity to create different loops and experiences is important
- Need more connections, trailheads and varied skill level trails
- The more access points and the more interconnections the better.
- Consider multi-use walking/biking paths too with their connections – road intersections
- I love our trails, would like more variety of lengths in trails and trail connectors
- Need more urban trails and paths to connect neighborhoods to commercial areas.
- I like to see more connectivity between trail networks in the area.

Sustainable

- My expectations are to take the time and resources to make quality trails that last and need minimal maintenance.
- Some trails closer to town already have, to some degree, impacted scenery; trails in this areas should still be maintained. Other trails have more natural views of the mountain, meadows/fields, and ecological features; the scenery in these areas should be protected
- For urban trails don't end with curbs, tunnels under busy streets
- Purpose built trails designed to be sustainable and fun for mtn bike use.

Diversity

- Different degrees of terrain, along the trails, are useful for different hiking abilities; the most moderate, easy trails are beneficial for disabled use and harder trails are useful for skilled, rugged hikers
- Need more connections, trailheads and varied skill level trails
- I love our trails, would like more variety of lengths in trails and trail connectors
- Around town, I like paved pathways, separated from traffic
- This is really important, trying hard to make everything suitable for everyone makes it great for nobody.

Equestrian

- More horse specific trails to keep horses off jump trails.
- All bridges should be horse accessible

Trail Experience

- I started riding Peavine in 2002 and the evolution of trails is AMAZING!
- We are so lucky to live in an area with so many trails and opportunities to enjoy our beautiful environment.
- Prefer Wilderness
- Reno has incredible potential to expand trail networks to make a quality of life even more amazing AND make Reno even more attractive to higher-income vacationers.
- I've been to many MTB towns, and I believe Reno has the potential to be one. We have so much land to build on, and to keep hiker/biker issues minimal.
- Ability to take family
- My expectations vary widely, depending on time, and companions, etc.
- I so grateful that Reno has so many great trails and a lot of public land where there is opportunity for more
- The health opportunities and commute possibilities are also very important to me and my friends.
- Presence of rangers throughout the year to enforce OHV and shooting regulations
- Lots of horse poop on dry pond make the trail much less enjoyable
- We need a variety of trails, but most importantly, some trails signed for walking/hiking for a quiet experience
- I like low usage trails, point to point, over long distance
- We should strive to have trails within 10 minutes' drive of every resident for amazing health benefits all can use
- Would like orienteering classes.
- My trail use hiking and just walking, can vary with seasons, physical ability at any given level
- I prefer to trail run on single track purpose built Mtn bike trail
- Astronomical angle- trails for star looking/gazing – Dark Sky – Nevada Astronomical Soc

Conflicts

- In areas where there are an abundance of mtn bikes, it may be worth thinking about dual trails
- I have experienced hikers and trail runners throwing shade over my use of a mountain bike and likewise I have experienced mountain bikers disregarding my safety by passing me unsafely and at high rates of speed.
- I used to hike the Hunter Creek Trail more often, but it is too congested for me to enjoy anymore
- In congested areas give certain days to bikes and certain days for horses

- Thomas Creek is all but unrideable due to hiker vehemence toward Mtn bikers, no matter how courteous I am-unfortunate
- I'm a rider but many riders need to slow down when passing hikers/walkers
- Bikers going to fast on trails for hikers/walkers
- Mtn Bikes riders are usually courteous, but a fair number travel much too fast
- Being able to get away from motorized vehicles- motorcycle and ATV's
- Please do not allow homeless tents along the river
- I personally love trails that aren't crowded and are non-motorized
- With the spike in trail use by all by all activities, it becoming clear we need more to spread out. The conflicts between users are increasing and is unacceptable. I'd absolutely be in favor of activity restricted trails (horse vs bike) on certain days if mutual respect and understanding is unachievable
- Reduce the number of people on group hikes/rides - 40 + to many
- Some trails could be restricted use to same users; whole other trails could be mixed use
- As an avid trail runner, mountain biker and backcountry skier I make every effort to utilize our trail systems year around; my dog Bentley usually joins me on these excursions and adventures. Therefore I feel that I play on both sides of the fence and full spectrum of outdoor activities in our area. As our community grows in size so does the outdoor traffic on our trail system. One of my biggest concerns and observations on these trails is a lack of comprehension in trail etiquette and right-of-way. As these trails are multi-use and inclusive of many different groups of outdoor enthusiasts I often find that people have a sense of undue entitlement. Although everyone is entitled to utilize these trails, it does not mean that they have entitlement over its specific use dependent upon their activity.
- As a Mtn Biker for 30 years, I've seen trails and trailheads become increasingly busy. The SW creeks and Peavine are extremely busy on week-ends.
- More human powered trails and increased areas that restrict or limit OHV access and shooting.
- I appreciate that Reno local trail users are always friendly and say "hello" – I hope people moving to the community adopt the habit and become more friendly
- Restricting trails to non-motorized is the restriction I am speaking of. Hikers, bikers and equestrians should all be able to use non-motorized trails. I think e-bikes should be considered motorized, because they are.
- I really like separate trails for bikes and hiking. long list of reasons
- The even/odd days for mt bicycles works for Mt Rose area. The dual track to Marlette Lk is great.
- Certain trails are not conducive to safe use by both horses & bikes
- Directional MTB trails!
- Bikes are the only category of non-motorized trail user that is being restricted in our area. Restricted trails are fine but if we are going to have restricted trails why are there no bike specific trails? Lots of cities and destinations have very successfully been able to create a better experience for all trail users by creating bike specific trails. This is also a great situation to satisfy the bike community with more advanced trails and trail features.
- Restricted Trail Use is great, but completely unenforceable...especially seen on the TRT with Mt. Bikers refusing to dismount their bikes for through hikers
- Having odd/even day specific uses seems to be effective. i.e. TRT from mt rose meadows to Flume trail for mtn bikers on odd days only.
- I believe that non-motorized trails are important, as motorized vehicles pose dangers to the large majority of trail users - hikers, bikers, and equestrians. Additionally, motorized vehicles cause terrain to degrade faster and create more disturbances to nature/wildlife. As a mountain biker, I believe it is important to ensure there is plentiful access to mountain bikers. Also being a hiker, I understand and support that some trails in sensitive environments need to be restricted to hiking/walking only. However, I think it is important to avoid getting into situations in which mountain biking is unreasonably prohibited in trails that are perfectly suitable for both hikers and mountain bikers - for example, there is controversy regarding the restricted use against mountain bikers in the Forest Park trail network in Portland. When I visited that area, I saw numerous trails that have perfectly suitable stable terrain that can support both moun-

tain bikers and hikers at the same time, however, they are restricted to hikers only. Those who oppose mountain bikers think that bikes interfere with the peacefulness of the park, however, those who do both hiking and mountain biking will agree that mountain biking can be peaceful.

Scenery and Nature

- Scenery and opportunity to appreciate nature(w/o crowds) are very important – the more trails, the better. Even if they are not worked or maintained.
- The further from town, trails should be more natural with premium scenery, wildlife, etc
- Diversity of surroundings
- It depends on the trail, but I appreciate more remote and scenic areas. Trails along waterways or up to water/scenic vistas are fantastic
- Enjoy the many urban trails along watersheds around the development areas -Steamboat Creek, Damonte, Summer-set-wonderful developed communities with many recreational pathways. With more development on our natural waterways and riparian corridors need to be preserved and enhanced - Yet made accessible to runners, walkers, strollers, bikes and children. I love the experience of the sweeping views and wildlife and variety of plant communities along the walkways.
- This is a weird category to list. Aren't all the trails in the Truckee Meadows "in nature"?
- Trails with minimal rocks and boulders
- Trees are just as scenic as the desert.
- Historic sights
- Dry pond is amazing!
- Elegance of Trail Design

Maintenance

- Trails need to be cleaned and maintained more
- I am glad efforts are being made to clean up shooting galleries.
- I feel so lucky to have the trails so close to town- I appreciate how well kept they are. I am also happy to have bathrooms at the trailheads.
- Shells/casings and other signs of gun use are a big negative for me
- The trail I use is in great shape and well-marked

Trail Maintenance

- Good job on Bartley area trail maintenance – know you have been challenged with flooding
- Tom Cooke trail needs reworking badly and a bridge at top across steamboat ditch
- Safe crossing at Hunter Creek Falls
- First Bridge of the Thomas Creek Trail is NOT horse friendly!! Too narrow and unsafe sides. The creek there is not always negotiable either for horses. The next bridge up is great – wide, with tall rails
- Brown's creek crossings (upper and lower) can also present challenges.
- White Creek trailhead has a section where small trees were cleared from the trail, 1/3 mile below bridge, leaving approximately 20 – 1" diameter widow makers adjacent to the trail. It's a concern because it's a curve in the trail where someone could easily fall and sustain puncture wounds.
- Build Keystone trail out of creek so it does not get destroyed on a regular basis
- Evans Creek needs maintenance

- Restroom needed along Truckee River
- Maintenance maybe easier than building new trail- Ophir Creek is an example of a route in need of maintenance
- Very frustrated with lack of concern around Rancho San Rafael about goatshead thorns. They affect many different groups and little or no effort to remove or spray.

Signage

- I hope you're aware that One Truckee River, KTMB and NV Land Trust in conjunction with Truckee River Fund Advisors and TMWA, Renown and others have almost completed a Truckee River Trail plan with SIGNAGE and are working on restrooms with a lot of pushback from the Cities who don't want to maintain them.
- Well marked trails so social trails not started
- Signage on trails that don't have progressive features- better accuracy and existing difficulties
- Signage needed like plastic signs on Peavine trails
- Directional signs and maintenance are nice but not necessary
- I would love signage on the Lone tree trail that tells one how far and/or to navigate towards Arrowcreek

Trailhead and Amenities

- There is a huge need for an outhouse, even if portable, at the Dorostkar trailhead. Many users park there continually, and probably many use the bushes instead of an outhouse. Just upstream there is one between the strawberry bridge and Mayberry Park, and another nearby at the Mayberry Park parking lot.
- More litter cans at trailheads
- Parking improvements needed at whites and Thomas Creek upper trailhead
- Bathroom facilities and cleanliness
- Beer vending machines at all trailheads
- Lock the gate at night at the entrance to Anderson Park-Yokum entrance. It is better now but sometimes parties happen there by high schoolers. I can help I live across the street. They used to lock it years ago.
- Parking at trailheads
- Additional trailheads would be nice too. Criminal charges should be brought against anyone who tampers or sabotages trails- game cameras.
- New trailhead behind the new Raley's store on Caughlin Parkway. It's for all the service roads and open space.
- Include Steamboat ditch trail in regional trail system
- Good Trailheads are important
- Need parking access for bike path along veterans!!
- There could be maps of certain trails at trailhead where there are many intersecting trails(ex: Peavine trails) even though there are online versions Need better signage at trailheads
- Keystone Trailhead needs some support- us there has exploded – the parking has recently become insufficient and a maintained restroom of some sort maybe be needed
- Need more connections, trailheads and varied skill level trails

Interpretation/Education/Information

- Good maps needed at least on websites; including keystone canyon trails, city neighborhoods, by northwest library, valley wood, bankside rainbow ridge, etc.
- Are there any map apps ?

- A number to call in case of disturbances at parks.
- Would be good to have Truckee Meadows Trails booklet available at meeting- help refresh memory of what trails we use
- I really appreciate signs w/maps of whole trail system at trailheads
- I think our trail systems would benefit from some public education and outreach to inform ALL trail users of proper etiquette so everyone can enjoy them to their fullest. At minimum I think this is an important time to start a healthy dialogue about how we can improve their use for all groups.
- Signage/education regarding not cutting trails, dog waste, stewardship opportunities
- Need more public info on trails (website or booklet)
- It would be great to have a booklet or brochure with the Truckee Meadows trails and trailheads.

Access

- Primary concern is continued access to fire roads to public lands and keeping easements open to the public – the more trails the better- even if they aren't maintained or pasted with signs
- Potential for trail access, trail adoption and trail improvement abounds. The interest is there and, with time, growth things will continue to improve.
- I recommend saving right of way for connective trails while land is not developed. Start saving the land for multi-use dirt trails and if possible in the future add a paved bicycle path along the acquired right of way. Where you can argue that the trail could become or serve “transportational” users, it opens up much more federal funds
- Living in Washoe Valley, I see numerous properties near trails in which no trespassing signs appear. Placing obstacles or barriers placed to block public lands, should be a crime. I would keep working to expand existing trails and prevent folks from blocking trails
- My primary concern is continued accessibility – keeping access open to the public

Volunteers

- Seek volunteers for trail maintenance in order to budget more effectively for other important items
- Please let community know of all trail maintenance days. Maybe scout troops will help. NASTR(Nevada All State Trail Riders) will help
- Volunteer opportunities

Pets

- Dogs Run Free
- Dog leash control and waste management is important
- Please pick up dog waste (bags and receptacles) at boat ramps and equestrian parking @Washoe Lake State Park
- Create a way for people to dispose of their dog waste and other trash easily
- Would like to see some sort of outreach/education campaign telling users why it's important to clean-up after their pets
- Pet owners must remove pet waste, not leave it on the trail in plastic bags
- Dog poop not cleaned up
- Dogs not on leash (2)
- Dog waste areas at entrances parks
- Clear signage that explains leash laws
- Dog waste is a major issue.

- Dogs off leash are a main problem for me. I am sure I'm making a biased statement as I have been bitten a dog off leash
- People need to pick up their dog poop!
- Need to enforce dog waste pick-up

Events

- I would also love to have more organized racing. Man-made features would be incredible. We could use the income from raced events to continue trail maintenance and building awareness and popularity would draw more sponsors.
- I would also support more trails that support the high school racing league
- More effort need to be put into preventing vehicles from shredding in and new dirt roads that look shitty and cause erosion. More boulders and deterrents to people going off established trails

APPENDIX 9- PUBLIC WORKSHOP AND WEB SURVEY

What is your age?						
Age	Public Workshop		Web Survey		Total	
18-29	3	3%	39	14%	42	11%
30-39	21	18%	75	28%	96	25%
40-49	15	13%	64	24%	79	21%
50-59	24	21%	48	18%	72	19%
60-69	37	32%	33	12%	70	18%
70 or older	16	14%	10	4%	26	7%

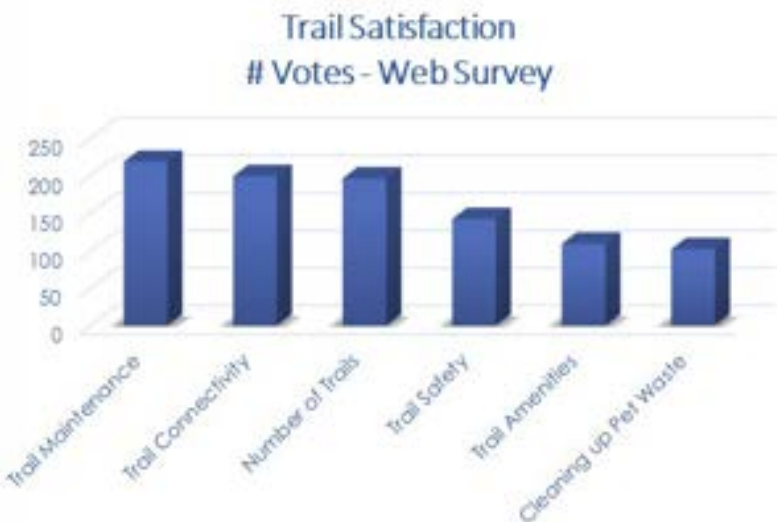
Zip Codes						
	Web Survey		Public Workshops		Total	
Reno	194	72%	102	85%	296	76%
Sparks	28	10%	5	5%	33	9%
RSIC	0		4	4%	4	1%
Carson City	15	6%	1	1%	16	4%
Tahoe	9	3%	1	1%	10	3%
Truckee	8	3%	0		8	2%
Minden/Gardnerville	8	3%	0		8	2%
N. Calif	5	2%	0		5	1%
N. NV	3	1%	3	3%	6	2%
S. NV	1	0%	0		1	0%

How often do you use Truckee Meadows Trails?						
Trails workshops	Public Workshops		Web Survey			
Daily	12	10%	40	14%		
2-3 days a week	38	31%	218	75%		
4-7 days a week	29	24%				
Once a week	15	12%				
Every two weeks	14	11%	30	10%		
Once a month	7	6%				
Few times a year	7	6%	3	1%		

Gender						
	Workshop		Web Survey		Total	
Male	65	54%	168	62%	233	60%
Female	55	46%	101	38%	156	40%

How Much Time Spent on Trail?					
	Web Survey		Workshop		
1- 2 hours	123	45%	59	48%	
1 hour or less	13	5%	10	8%	
2-4 hours	126	46%	50	40%	
5-8 hours	12	4%	5	4%	

TRAIL SATISFACTION		
Public Workshops		
Maintenance of Trails		
Extremely Satisfied	13	12%
Very Satisfied	48	44%
Somewhat Satisfied	40	37%
Not Satisfied	8	7%
Public Safety for Trail Users		
Extremely Satisfied	15	14%
Very Satisfied	56	51%
Somewhat Satisfied	34	31%
Not Satisfied	1	1%
Does not affect my experience	4	4%
Courtesy shown to you by other trail users		
Extremely Satisfied	16	15%
Very Satisfied	48	44%
Somewhat Satisfied	43	39%
Not Satisfied	2	2%
Does not affect my experience	1	1%
Compliance by other trail users with rules and regulations		
Extremely Satisfied	5	5%
Very Satisfied	38	35%
Somewhat Satisfied	48	44%
Not Satisfied	15	14%



CHARACTERISTIC IMPORTANCE

Public Workshops

Length of Trail

Extremely Important	25	24%
Very important	34	33%
Important	27	26%
Somewhat Important	14	14%
Does not affect my experience	3	3%

Looped Trail

Extremely Important	23	21%
Very important	36	33%
Important	24	22%
Somewhat Important	18	17%
Does not affect my experience	8	7%

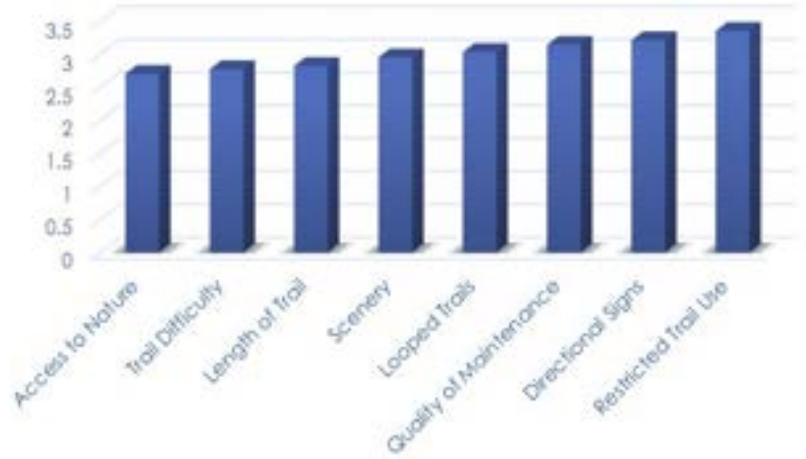
Directional Signs

Extremely Important	21	23%
Very important	27	27%
Important	26	26%
Somewhat Important	17	17%
Does not affect my experience	8	8%

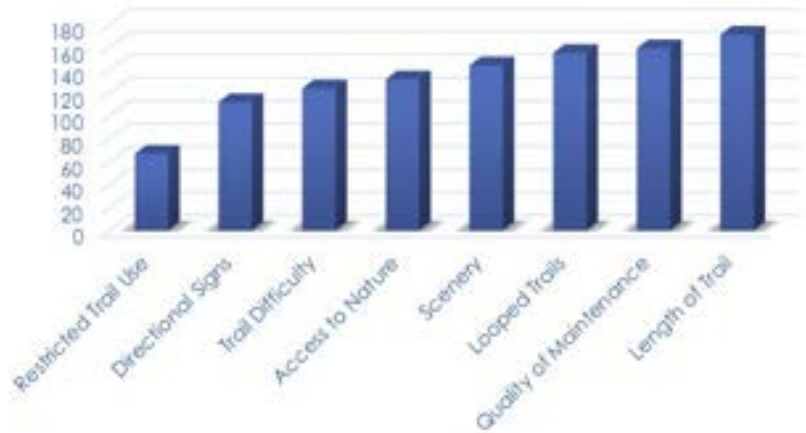
Quality of Maintenance

Extremely Important	21	19%
Very important	38	35%
Important	39	35%
Somewhat Important	9	8%

Trail Characteristics
Ranking Average - Web Survey



Trail Characteristics
Votes - Web Survey



APPENDIX 10 - WASHOE COUNTY REGIONAL OPEN SPACE & NATURAL RESOURCE MANAGEMENT PLAN

GOAL 1: Sustain effective and ongoing interagency and interjurisdictional working relationships to address the planning, development, operations and maintenance of regional recreational resources, and foster an integrated approach to resource management.

- 1.1**
Partner with other public lands management agencies to encourage interjurisdictional compatibility of policies governing public access and use.
- 1.2**
Ensure ongoing interagency and interjurisdictional coordination in the planning, development, operations and maintenance of park and recreational facilities, trails, and trailheads and other means of enhancing regional recreational resource connectivity where appropriate.
- 1.3**
Investigate long-term funding opportunities for acquisition, development and maintenance of parks, trails and other recreational facilities.
- 1.4**
Evaluate appropriate levels of recreation and implement a monitoring plan to ensure the sustainability of the natural environment.

GOAL 2: Leverage existing infrastructure opportunities for regional trail corridors and connections.

- 2.1**
Maximize the potential for building upon existing and historical infrastructure in the development and connection of trail corridors and facilities.
- 2.2**
Support completion of the outstanding segments of the Tahoe-Pyramid Bikeway.
- 2.3**
Encourage the use of US 395 mitigation activities to help improve trail corridor connectivity.

GOAL 3: Preserve valuable properties and make strategic acquisitions.

- 3.1**
Acquire, develop and maintain a system of regional parks that provide for both active and passive recreational opportunities.

GOAL 4: Create a major regional trail corridor system.

- 4.1**
Identify a major regional trail or corridor system that connects the major peaks and ranges in southern Washoc County.
- 4.2**
Provide for a water-based trail system through the Truckee River corridor that provides access for fishers, rafters and other recreational users, and for cultural uses of waterways and wetlands.
- 4.3**
Integrate interpretation and environmental education into the “base trail” system in order to interpret and communicate the region’s cultural and mining heritage, natural features, and wildlife. Support the creation of visitor and recreational resource centers and opportunities for disseminating information throughout the region.

4.4

Coordinate with the Regional Transportation Commission and the Nevada Department of Transportation to develop bicycle corridors and trails.

GOAL 6: Minimize resource pressures posed by development near open space areas.

6.1

Strongly discourage high-density development near open space areas and consider the downward transitioning of densities next to or near open space areas in order to minimize resource pressure; fire danger, and other negative impacts.

6.2

Require public access easements from subdivisions that are adjacent to public lands.

6.3

Fire breaks between developed areas and open space should be provided to minimize wildland fire danger and minimize other potential urban interface conflicts.

GOAL 7: Promote the use and support of the region’s park and recreation facilities and services.

7.1

Market the economic and tourism potential of the region’s system of open spaces and natural resources as an economic driver and asset for the county.



APPENDIX 11- CITY OF SPARKS MASTER PLAN

Ignite Sparks

The 2016 plan for Sparks is broad and the most relevant section to the Truckee Meadows comes from Chapter Four (Framework for the Future). This section focuses on community connectivity and different kinds of land use. This includes consideration for the following:

- Increasing access to the outdoors with the goal of making Sparks a healthy place to live.
- Providing the community with safe and efficient travel options in a multi-modal framework, Appendix 8.
- Improving and increasing pedestrian and bicycle access.
- Page 4-14 specifically mentions that the plan should ensure the completion and maintenance of the trail network.
- Working with the RTC and NDOT to plan expansions to the roads to accommodate non-motorized travel.
- Truckee Meadows Regional Plan.
- Ozone Advance Path Forward.



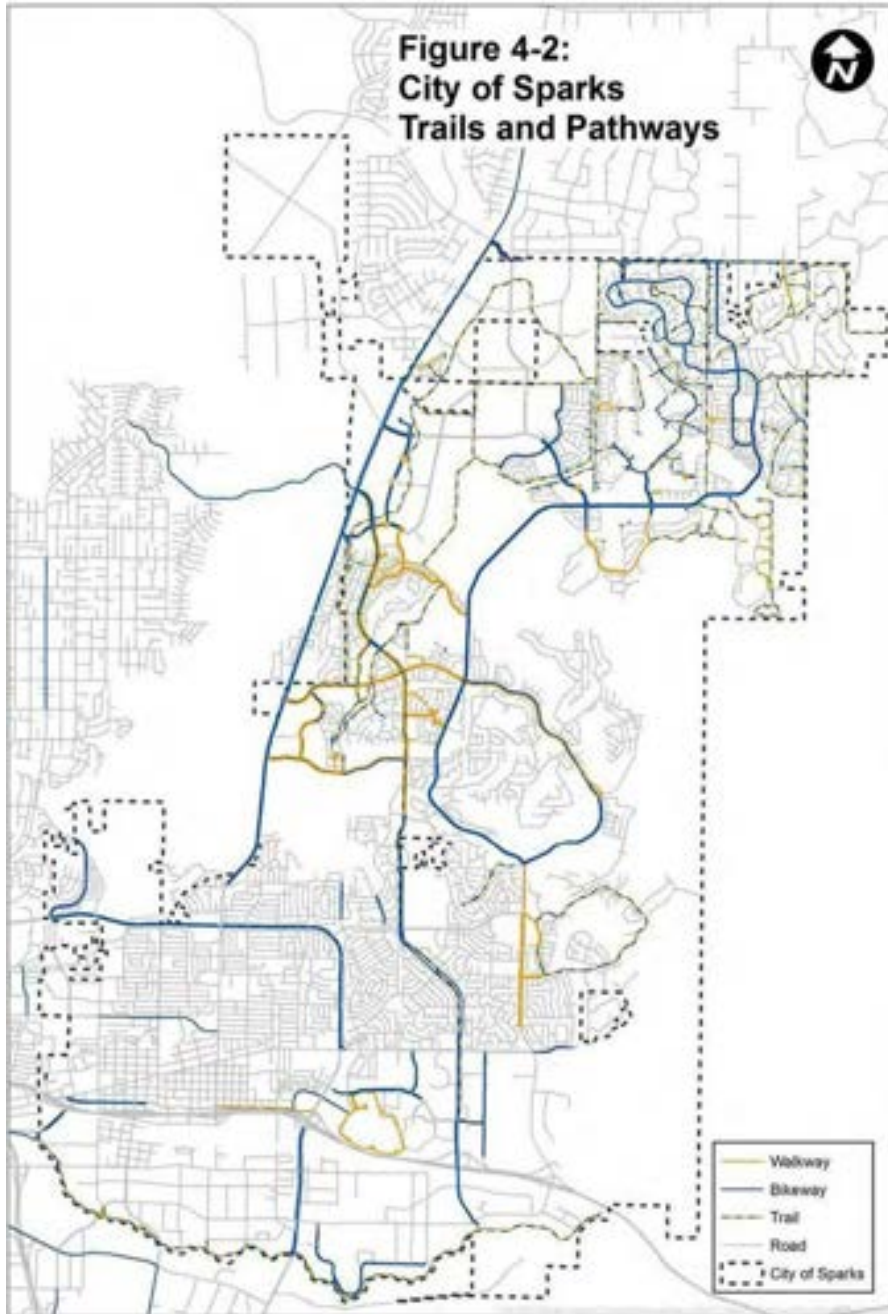
The plan makes suggestions that these improvements are important for compliance with the Americans with Disabilities Act (ADA) and specifically the Reno-Sparks ADA Transition Plan.

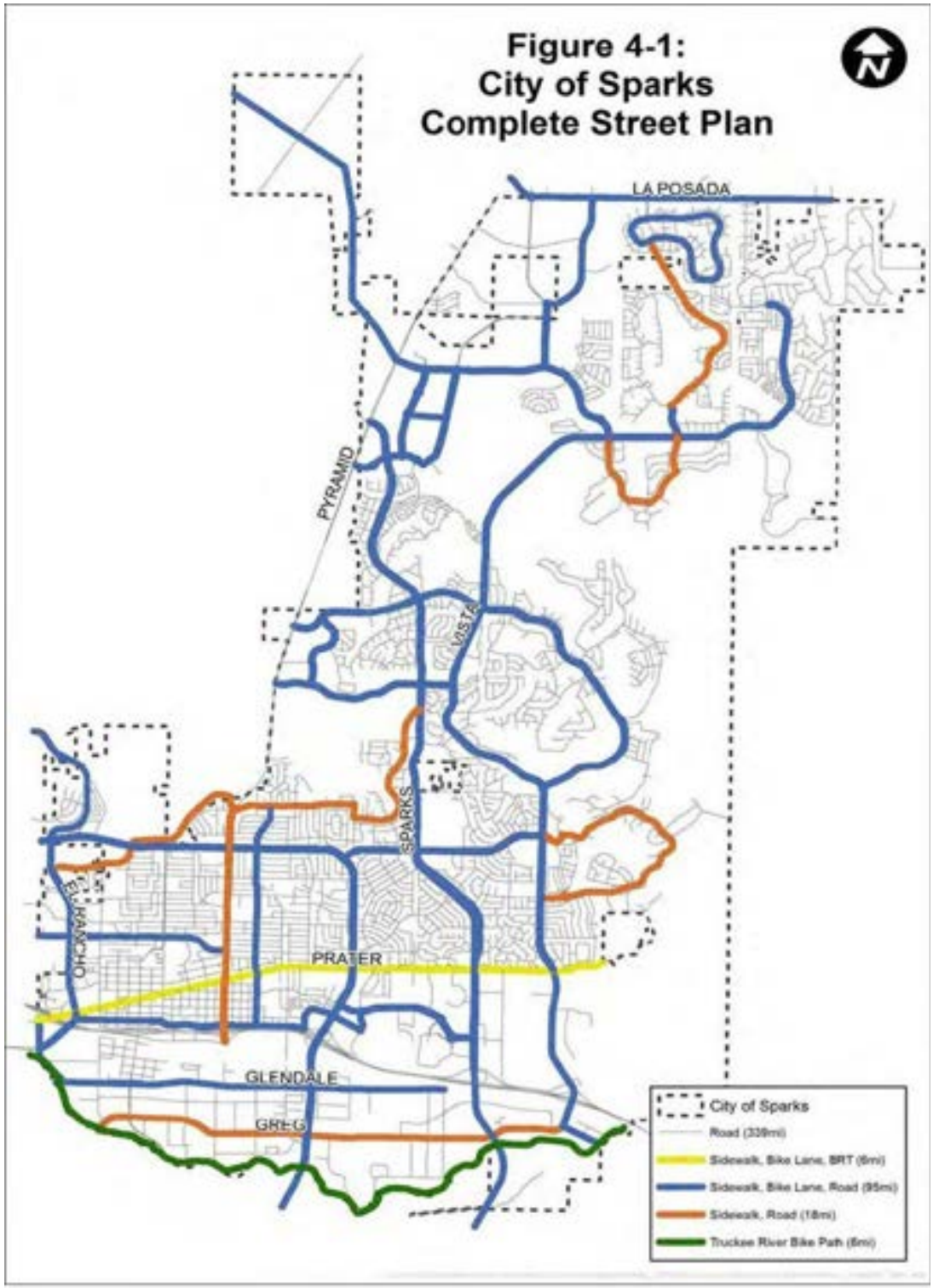
Rationale for this plan include – commuting, shopping trips/errands/recreational, connecting to public transport

Recreational Destinations and Needs (Page 25): Specifically delineates between different types of recreational users of trails, both casual and advanced.

There were a number of different facilities proposed and detailed – the most relevant is the shared use path, the definition of which can be found on page 26 and is copied below:

Shared-use paths are facilities separated from the roadway, for the exclusive use of bicyclists and pedestrians, with minimal cross flow by motor vehicles. Shared-use paths are typically located within open space corridors along creeks, beside or underneath high voltage power line corridors, along busy highways or freeways, or in community or city-parks.





APPENDIX 12 - CITY OF RENO ACTION PLAN - 2017

<https://www.reno.gov/home/showdocument?id=70983>

Reno Sparks Bicycle & Pedestrian Plan 2011The Bicycle and Pedestrian Master Plan is part of the Regional Transportation Commission's (RTC) Regional Transportation Plan (RTP) which guides transportation investments in Reno, Sparks, and portions of Washoe County over a 20-30 year period.

Primary bicycle and pedestrian recommendations in Downtown include:

- 4th Street cycle track from Keystone to Prater Way in Sparks.
- Lake Street ramp improvements/stair removal to the Truckee River.
- Evans Avenue Bike Lanes and sidewalks from 2nd Street to UNR.

Transportation

- Connect to the Truckee River trail with street infrastructure and improve connectivity to surrounding neighborhoods.
- Need to maintain the Truckee River trail – provide enhanced maintenance and lighting/ADA.
- Clean, safe, well-lit and patrolled transit modes that connect the heart of UNR and Midtown (reconnect UNR to Downtown) bike/pedestrian/transit.

The top five actions respondents chose as very important steps for achieving their vision for Downtown Reno were:

- Make Downtown Reno more walkable and bikeable (64%)

When asked to choose the single most important action to achieve the future vision for Downtown Reno, the top five choices were:

- Making Downtown Reno more walkable and bikeable (8%)

Bicycle Recommendations

The Regional Transportation Commission (RTC) has many excellent plans and recommendations in the study area that this plan builds on. Primary RTC recommendations in Downtown supported by this Action Plan with consultant team recommendations for enhancement:

- Bike lanes on Evans Street from 2nd Street to UNR (2017 construction).
- Bike lanes on Arlington Avenue from W. 1st Street to the I-80 pedestrian bridge.
- Bike lanes on Washington Street from Riverside Drive beyond I-80 up to San Rafael Park. This provides a great neighborhood commuter connection as well as a connection to the major mountain bike trails of Keystone Gulch and Peavine Mountain.
- Downtown Reno Action Plan.
- Bike lanes on 4th Street from Keystone Avenue beyond Wells Avenue to Sparks where 4th Street turns into Prater Way.
- Bike lanes on 5th Street from Keystone Avenue to Evans Avenue.
- Bike lanes on Liberty Street from Arlington to Holcomb Avenue.

Additional recommendations not in the RTC plans include:

- A new bicycle/pedestrian bridge over Truckee River at Ralston south of 1st to connect to Barbara Bennett Park.
- Extend the Evans Street connection across the Truckee River with a new bicycle/pedestrian bridge that connects to the National Automobile Museum and to the Holcomb Avenue Bike Lanes via Mill Street.
- Improve the Arlington pedestrian bridge over I-80 to include bicycle ramps on both sides to connect to University Terrace which will create a great connection for UNR students to Downtown.
- The Truckee River bike trail should continue to be enhanced in conjunction with efforts underway in creating the Tahoe Pyramid bikeway. This will not only be a major regional and national draw for cyclists, it will contribute to the regional bicycle commuting

APPENDIX 13 - REIMAGINE RENO – CITY OF RENO MASTER PLAN - 2018

<https://www.reimaginereno.us/>

The plan summary lays out the guiding principles for the City of Reno. Based on the community input one of the top three matters of importance was for Reno to become a base for outdoor activities (Plan Summary Page 4). Out of the eight guiding principles (GP), numbers four, five, and seven have crossover with the proposed Truckee Meadows Trails Plan. Highlights from the summary are listed below



GP 4: Vibrant Neighborhoods and Centers

- Neighborhoods will be encouraged to incorporate pedestrian-oriented characteristics (Plan Summary Page 8)
- Goal: Encourage pedestrian and bicycle connections as part of new development and integrate into established neighborhoods. (Plan Summary Page 8)
- How this GP will help achieve overall goals – enhance connectivity and improve access to service and amenities – promote safe and direct connections within neighborhoods and prioritize sidewalk and trail improvements that complete “missing links” (Plan Summary Page 8)

GP 5: Well-connected City and Region

- Collaborate with RTC on the Regional Transportation Plan, Regional Transportation Improvement Program, Bicycle and Pedestrian Master Plan and Complete Streets Master Plan to ensure plans are responsive to Reno’s Master Plan. (Plan Summary Page 9)
- Encourage the use of alternative transportation options through trip-reduction programs, supportive development, first and last mile connections, and bikeways. (Plan Summary Page 9)

GP 7: Quality Places and Outdoor Recreation Opportunities

- Increase access to the outdoors. Supporting the implementation of interconnected network of shared-use trails, bike lanes, and neighborhood paths (Plan Summary Page 11)
- Establish links between periphery open spaces and urbanized areas and provide public access points to existing/planned trails (Plan Summary Page 11)
- Support the acquisition of open space and greenways areas that support an interconnected network (Plan Summary Page 11)
- Encourage high quality public places and community amenities that play an important role in the city’s quality of life and in the economic vitality of the city and region.
- In the fully developed and written City of Reno Master Plan – the following sections are of particular interest.

4.5 (Page 44)

Encourage pedestrian and bicycle connections as part of new development and integrate into established neighborhoods. This includes promoting the completion of missing links in different sidewalk and trail networks as well as promoting the use of pedestrian and bicycle pathways in urban areas.

7.2 (Pages 76-78)

Establishing an interconnected network of open space, greenways, and trails. This includes the acquisition of different areas of open space for preservation or development. See page 78 for existing areas and proposed development.

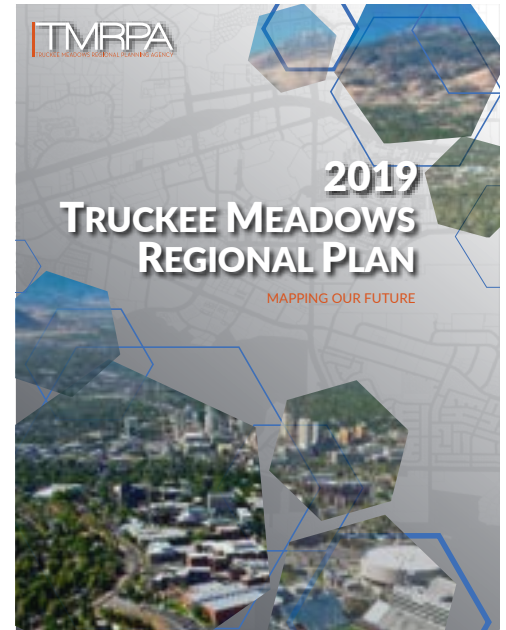
7.3 (Page 79)

Maintain access to public lands at the urban/rural interface. This section highlights access points, connectivity and the interface between federal, state, city, and private lands.

APPENDIX 14 - TMRPA, 2019 TRUCKEE MEADOWS REGIONAL PLAN

Page 59, Parks

Finally, in the infrastructure category of metrics, TMRPA examined access to greenspace – namely in the form of parks and dedicated open space. There are many park facilities dotted across the Region. Some, like Rancho San Rafael, are regional parks and have the capacity to serve a wide swath of our residents. Neighborhood parks, on the other hand, are often quite small and are designed to serve residents in close proximity often without dedicated parking which requires that most users walk or bike to enjoy the facility. Access to greenspace is an important component of life in a city and increased access has shown positive benefits for mental health in many recent studies. The point being that there are many different types of parks and open space in the Region and some impact more residents positively compared to others. For this metric TMRPA, ranked parks and greenspace based on their size and the type of greenspace. Smaller neighborhood parks and open spaces were ranked lowest and more regionally serving parks were ranked highest. Each park boundary was buffered (maximum of 1 mile) based on rank, where higher ranked parks cast a wider net in terms of the housing units they served. Predicted units from each scenario were over-laid on this buffer of park influence and summed.



The Infill Scenario had the highest number of parks predicted in the park influence buffer – over 35,000. That indicates that over 75 percent of forecasted units had good access to parks and greenspace in the Infill Scenario. This is contrasted in the Classic Scenario where around 55 percent of predicted units intersected the park influence buffer. The Smart Greenfield and McCarran Scenarios both showed about 65 percent of forecasted units within the buffer. These results are not surprising considering many of our Region’s parks are within established neighborhoods and core areas targeted for growth in the Infill Scenario. A notable limitation of this measure is that it does not account for the construction of new parks in future subdivisions or set asides for open space in yet unbuilt, planned unit developments. TMRPA plans to continue research around measuring access and quality of greenspace by examining factors such as future park locations, distance to public lands, and connectivity with trails and bike paths.

Page 108, NR 9 - Parks and Open Space Connectivity

Local government master plans shall encourage 1) a collaborative approach to the creation of a network of parks, bike-ways, greenbelts, recreational trails, multi-purpose corridors, and public facilities; and 2) multimodal inter-jurisdictional connectivity between them.

APPENDIX 15 - BLM'S GUIDELINES FOR A QUALITY TRAIL EXPERIENCE

<https://www.blm.gov/sites/blm.gov/files/Guidelines-for-a-Quality-Trail-Experience-2017.pdf>

For the purposes of the Bureau of Land Management's Guidelines for a Quality Trail Experience, herein referred to as GQTE, quality is defined as excellence. In the context of mountain bike trails, excellence is realized when a trail design merges the desired outcomes and difficulty that a rider seeks with the setting in which the outcomes are realized. These variables ultimately equate to an overall level of sustainability that protects resources while simultaneously providing a rider with the outcomes they seek.

The Bureau of Land Management (BLM), under a national partnership with the International Mountain Bicycling Association (IMBA), has developed trail guidelines as a comprehensive approach to trail planning, design, construction, and management specific to mountain bike trails. The long-term vision of the BLM is that mountain biking will be the first of several trail-based activities covered under a set of specific national guidelines.

The GQTE describes trails using objectives that generate a common language for user outcomes and trail features. To that end, a trail project has the ability to establish a wide range of objectives, each along a spectrum. Trail objectives are used to specify a targeted user experience and convey it to trail professionals, land managers, and stakeholders. For instance, the characteristic "play" has trail objectives that span all characteristics, from Primitive to Urban, but the features that are used to create a playful trail in the backcountry may look very different than those in an urban setting.

An integral part of mountain biking is balancing sustainability with challenge. Mountain bikers are constantly testing the limits of their skills and equipment. Challenging trails can provide a rider with numerous outcomes that can be realized in a variety of settings: a sense of excitement or exhilaration, progression, or an opportunity to test and develop their skills. For mountain bikers who are new to the sport, trails on the easier end of the spectrum provide an opportunity to develop their skills in a safe and predictable environment. For more advanced riders, challenging trails provide the opportunity to push their personal limits as well as those of their gear. Regardless of where a rider falls within this spectrum, when a trail is designed, planned, and managed to provide desired and challenging trail objectives, the rider's opportunity to realize these targeted outcomes will be increased.

The question is, though, how do you accommodate a range of mountain bikers who define challenge the same way yet seek dramatically different trail features to achieve a similar experience? As land managers and riders, we often hear both ends of the conversation: "We want sustainable trails but don't dumb down what we already have" or "Those trails are insane, crazy, and impossible to ride." In an era that has been defined by trail-building principles like the Half Rule, 10 percent average grade, and contour trails, it can be easy to miss the mark when designing and building bike trails for the appropriate level of rider skill and challenge.

The most overlooked aspect of the trail development process is social sustainability, and a primary goal of the GQTE is to elevate awareness and consideration of this component. Each trail user seeks a specific experience, and while this seems simple enough to achieve, the complicated reality is that various types of users may be seeking dramatically different experiences on the same trail on the same day, and some users may have varying expectations of the trail itself depending upon their unique recreational objectives on any given day. Failure to consider or provide for a wide range of desired user outcomes (experiences and associated benefits) is easily evidenced by overcrowded trails, trails with little use, trail users who feel "pushed out" by other users, and the creation of unauthorized routes.

APPENDIX 16 - NEVADA RECREATIONAL USE STATUTE

CHAPTER 41 - ACTIONS AND PROCEEDINGS IN PARTICULAR CASES CONCERNING PERSONS LIABILITY OF OWNERS, LESSEES AND OCCUPANTS OF PREMISES TO PERSONS USING PREMISES FOR RECREATIONAL PURPOSES

NRS 41.510 Limitation of liability; exceptions for malicious acts if consideration is given or other duty exists.

1. Except as otherwise provided in subsection 3, an owner of any estate or interest in any premises, or a lessee or an occupant of any premises, owes no duty to keep the premises safe for entry or use by others for participating in any recreational activity, or to give warning of any hazardous condition, activity or use of any structure on the premises to persons entering for those purposes.
2. Except as otherwise provided in subsection 3, if an owner, lessee or occupant of premises gives permission to another person to participate in recreational activities, upon his premises:
 - a. He does not thereby extend any assurance that the premises are safe for that purpose or assume responsibility for or incur liability for any injury to person or property caused by any act of persons to whom the permission is granted.
 - b. That person does not thereby acquire any property rights in or rights of easement to the premises.
3. This section does not:
 - (a) Limit the liability which would otherwise exist for:
 1. Willful or malicious failure to guard, or to warn against, a dangerous condition, use, structure or activity.
 2. Injury suffered in any case where permission to participate in recreational activities, was granted for a consideration other than the consideration, if any, paid to the landowner by the state or any subdivision thereof. For the purposes of this subparagraph, the price paid for a game tag sold pursuant to NRS 502.145 by an owner, lessee or manager of the premises shall not be deemed consideration given for permission to hunt on the premises.
 3. Injury caused by acts of persons to whom permission to participate in recreational activities was granted, to other persons as to whom the person granting permission, or the owner, lessee or occupant of the premises, owed a duty to keep the premises safe or to warn of danger.
 - (b) Create a duty of care or ground of liability for injury to person or property.
4. As used in this section, "recreational activity" includes, but is not limited to:
 - a. Hunting, fishing or trapping;
 - b. Camping, hiking or picnicking;
 - c. Sightseeing or viewing or enjoying archaeological, scenic, natural or scientific sites;
 - d. Hang gliding or para-gliding;
 - e. Spelunking;
 - f. Collecting rocks;
 - g. Participation in winter sports, including riding a snowmobile, or water sports;
 - h. Riding animals or in vehicles;
 - i. Studying nature;
 - j. Gleaning;
 - k. Recreational gardening; and
 - l. Crossing over to public land or land dedicated for public use.

APPENDIX 17 - WASHOE COUNTY GREEN-BOOK- CLASS IV

MULTI-PURPOSE TRAIL			
DEFINITION: A MULTI-PURPOSE TRAIL IS OPEN TO ALL NON-MOTORIZED USERS.			
DESIGN CRITERIA:	URBAN HIGH VOLUME COMPUTER USE	RURAL/ RECREATIONAL USE	WILDLAND TRAIL
TRAIL SURFACE: *			
-acceptable (minimum)	PAVED W/GRAVEL SHOULDER	GRANULAR STONE	CLEARED NATIVE MATERIAL
-preferred	PAVED W/GRAVEL SHOULDER	ASPHALT PAVED	CLEARED NATIVE MATERIAL
TRAIL WIDTH:			
-two way (minimum)	10' PAVED, 5' GRAVEL	6'	3'
-two way (optimum)	11' PAVED 6' GRAVEL	10'	--
-graded shoulder width (min.)	3'	2'	--
-ROSL width: Typical	20'-30'	20'-30'	20'-30'
-ROSL width: Stress Environment	50'	50'	50'
CLEARANCE:			
-vertical (minimum)	10'	10'	10'
-lateral from edge (minimum)	3'	3'	2'
GRADES:			
-sustained running slope (max.)	up to 5%	5% - 8%	up to 15%
-cross slope (maximum)	2%	3%	up to 5%
SIGHT DISTANCE:	50'	50'	30'
STORAGE:	-Signage is required to indicate potential conflicts and to identify intersections to both trail users and motorists.		
* Asphalt paved trail shall have 2 1/2" asphalt over 6" Type 2 aggregate base (or per geotechnical report recommendations). Granular stone trail shall be 6" Type 2 aggregate.			
Standard Details for Park and Open Space Construction			
NO.	REVISION	DATE	SECTION
			TRAILS
			DRAWING NO.
			TR-5
			DATE
			MAR. 1996
ACCEPTED: 10/97			MULTI-PURPOSE TRAIL CRITERIA

APPENDIX 18 - TRAILHEAD INVENTORY

Peavine/Northwest Trails

Ownership

Ariel Dr TH	Reno
Backer Way TH	Reno
Blue Ridge Dr TH	Reno
Cedar Ridge TH	TBD
Cityside TH	Somerset
Cold Springs Long	TBD
Evans Canyon Sports Complex TH	WC
Evans Canyon TH	WC
Evans Canyon Upper TH	Reno
Evergreen Ridge Way TH	Somerset
Granite Hills	TBD
Granite Hills TH2	TBD
Granite Hills TH3	TBD
Hoge Rd TH	USFS
Kings Row TH	TBD
Kings Row TH	TBD
Las Brisas Park TH	Reno
Leadership Pkwy TH	USFS
Mogul Canyon TH	Somerset
Peavine Creek Rd TH	TBD
Peavine Trail – E. Keystone TH	TBD
Peavine Trail - West Keystone TH	TBD
Peavine-Red Metal TH	TBD
Peavine-Red Rock TH	TBD
Peavine-Stonegate TH	TBD
Petersen Mt TH2	TBD
Poeville TH	TBD
Rainbow Ridge Rd TH	Reno
Rancho San Rafael	WC
Rayleigh Heights TH	TBD
Ridgeway TH	Somerset
Robb & LasBrisas TH	TBD
Sandestin Dr TH	TBD
Silver Lake Fire Station TH1	TBD
Stone Valley Dr.	Reno
Swan Lake TH	TBD

Eastern Sierra Foothills (Carson Range)

Ownership

Alum Creek TH1	TBD
Alum Creek TH2	TBD
Arrow Creek	TBD
Ballardini Ranch TH	WC
Ballardini Ranch Trailhead	WC
Blue Truck	TBD
Brown's Creek TH	WC
Davis Creek Park	WC
Dry Pond	USFS
Fawn Ln. TH	TBD
Galena Creek Park North	WC
Galena Creek Trail (Montreu)	WC
Galena Creek Upper	TBD
Galena Park VC/ South	WC
Garson Rd TH	TBD
Great Falls TH	WC
Hunter Lake TH(ROAD)	USFS
Incline Bike Path TH	Incline
Leventina Canyon TH	TBD
Mt. Rose TH	NDOT
Rampart Terrace TH	TBD
Sky Tavern TH	Reno
Slide Mt. TH	WC
Tahoe Meadows TH	USFS
Tamarack Trail	TBD
Thomas Creek Lower TH	WC
Thomas Creek Upper TH	USFS
Upper Brown's Creek	WC
Whites Creek Lower TH	WC
Whites Creek TH Upper	USFS
Woodchuck TH /Steamboat Ditch Trail	Steamboat Ditch Co

Truckee River

Brodhead Park TH
Coney Island Dr TH
Cottonwood Park TH
Crissie Caughlin Park TH
Crystal Peak Park
Dorostkar Park TH
Fishermans Park
Greg St TH
Hunter Creek TH- (Michael D Thompson TH)
Idlewild Park TH
Interpretive Gardens TH
Lockwood Park TH
Mayberry Park TH
McCarran Ranch TH
McKinley Arts TH
Mogul South TH
Museum Dr TH
Mustang TH
Oxbow Park TH
Quilici Ranch Rd TH
Rock Park TH
Tahoe-Pyramid Trail Trailheads
Tom Cooke TH
Verdi East TH

Pah Rah /Sparks Region

Canoe Hill TH
Culpepper Dr TH
E. Prater Way TH
Golden Eagle Trailhead
Highland Ranch Park TH
Hungry Mt TH
Hungry Mtn North TH
Hungry Mtn South TH
North Truckee Drainage TH
Petroglyphs TH
Spanish Springs Peak TH
Sparks Marina TH
Sugarloaf TH
Sun Valley Park TH
Teglia's Paradise Park
Wedekind-Disc TH
Wildcreek Park TH

Ownership

TBD
TBD
TBD
Reno
WC
Reno
TBD
TBD
WC/USFS
Reno
Reno
TBD
Reno
TBD
TBD
TBD
WC
Reno
TMWA
TBD
WC Sparks Reno
Reno
TBD

Ownership

BLM
TBD
TBD
WC Sparks
TBD
TBD
TBD
TBD
TBD
WC
TBD
Sparks
WC
TBD
Reno
TBD
WC Reno

Virginia Range/Truckee Meadows Area

Ownership

Anderson Park	WC
Bartley Ranch TH	WC
Caughlin TH1	Caughlin HOA
Clean Water Way TH	TBD
Damonte Ranch Park TH	WC
Dog Valley TH	TBD
Dogskin N TH	TBD
Eagle Canyon	TBD
Hidden Highlands	TBD
Hidden Valley TH	WC
Horseman Park TH	Steamboat Ditch Company
Huffaker Hills TH	WC
Huffaker Park TH	Reno
Jumbo Grade TH	WC
Mia Vista - Hidden Valley	TBD
Mira Loma	Reno
Pembroke Canyon TH	TBD
Rattlesnake Mt. TH	TBD
Red Mountain TH	TBD
Somerset Fire Station TH	TBD
South Meadows Trailheads	Reno
Steamboat Creek TH1	Damonte Ranch
Steamboat Ditch Belford TH	Steamboat Ditch Company
Steamboat Ditch Susileen TH	Steamboat Ditch Company
Toll Road TH	TBD
Verdi Peak Fire Lookout TH	TBD
Virginia Lake TH	Reno

APPENDIX 19- UTAP

Summary Of The Utap Process

The Five Access Characteristics

During a 1991 pilot study conducted in Yellowstone National Park and the Gallatin National Forest, Beneficial Designs identified five characteristics of a trail that greatly affect access. A system to collect and provide to the public information about grade, cross slope, surface type, obstacles, and trail width was developed into the Universal Assessment Process to help make trail systems more accessible to users.

Grade

The average grade between two designated stations along the trail is measured with a clinometer. These measurements are then used to compute the average grade for the entire trail. Short, steep sections are measured with an inclinometer and recorded as maximum grade sections. The inclinometer is 24 inches in length and thus measures the grade as it would be experienced over the course of a single stride, or by a stroller or wheelchair.

Information about the maximum grade sections found on a trail is used to add detailed information to maps. The average and maximum grades are displayed with the grade symbol to convey this pertinent information on TAI Strips and trailhead signage.

Objective information about the average and maximum grade is very useful to all user groups, especially mountain bike riders and persons with mobility limitations, including older persons and those that use canes, crutches, walkers or wheelchairs.

Cross Slope

Cross slope is measured at designated stations along the trail with a 24-inch inclinometer. These measurements are then used to compute the average cross slope for the entire trail. Similar to maximum grade, steep cross slope sections are measured with an inclinometer and recorded as maximum cross slope sections.

This information is used to add detailed information to maps. The average and maximum cross slopes are displayed with the cross slope symbol to convey this pertinent information on TAI Strips and trailhead signage.

Cross slope information is most useful to wheelchair users. Wheelchairs are very difficult to drive or maneuver on steep cross slopes.

Width

A tape measure is used to measure the width of the trail. The minimum tread width, or "beaten path," is measured at each station and is used to calculate the average tread width. The minimum amount of usable passage space between stations, or minimum clearance width, is also measured.

Objective information about the width of the trail and the locations of the narrowest sections is critical for people who use mobility devices such as strollers, walkers, and wheelchairs. The average manual wheelchair has a wheelbase width of less than 28 inches. If a trail narrows to 26 inches, persons in a 28-inch wheelchair will know that they will not be able to venture past this point unless they are capable of transferring out of their chair and maneuvering their chair through this narrow location. If the width of the trail is disclosed, mobility device users will be able to determine before embarking on a trail exactly how far they will be able to hike and whether they will be able to reach their destination.

Surface

The type of surface found in between stations is recorded, as well as a description of its characteristics. Trail surface type is a major influence on the degree of access for all user groups.


Trail Length

The distance from the trailhead is continuously recorded to indicate the total length as well as the position of each measurement site relative to the start of the trail.

Benefits of UTAP

- Provide trail access information to users
- Document and monitor trail conditions and the environmental impact of the trail
- Identify and prioritize maintenance, access and construction needs
- Create detailed logs of signs, bridges and other facilities
- Increase user safety and enjoyment by enabling informed trail choices
- Gather interpretive information about the trail environment
- Enhance trail access and use for a wide variety of users, including older adults, inexperienced users, families and people with disabilities
- Track changes in trail conditions over time
- Determine trail compliance with design standards
- Create trail maps, signs and other information products
- Accurately budget for trail maintenance activities
- Provide detailed reference information for search-and-rescue plans and activities

APPENDIX 20 - LEAGUE OF AMERICAN BICYCLISTS



WASHOE COUNTY, NV

TOTAL POPULATION
421,407

TOTAL AREA (sq. miles)
6542

POPULATION DENSITY
67

OF LOCAL BICYCLE FRIENDLY BUSINESSES
7

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES
0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY


	Average Score	Washoe County
Arterial and Major Collector Streets with Bike Lanes	45%	30%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	96%
Public Education Outreach	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	7%	7.5%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	ACTIVE	YES
Active Bicycle Advisory Committee	ACTIVE	MEETS MONTHLY OR MORE
Bicycle-Friendly Laws & Ordinances	SOME	FEW
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 70K	1 PER 120.4K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4 / 10
EDUCATION <i>Basic awareness and bicycling skills</i>	3 / 10
ENCOURAGEMENT <i>Motivating bicycling culture</i>	4 / 10
ENFORCEMENT <i>Protecting safety and promoting bicyclist rights</i>	4 / 10
EVALUATION & PLANNING <i>Setting targets and finding a plan</i>	2 / 10

KEY OUTCOMES

	Average Score	Washoe County
RIDERSHIP <i>Percentage of Commuters who bike</i>	3.3%	0.8%
SAFETY MEASURES CRASHES <i># incidents per 100 bicyclist commuters</i>	180	8
SAFETY MEASURES FATALITIES <i>Fatalities per 100 bicyclist commuters</i>	14	0.7



KEYSTEPS TO SILVER

- Continue efforts to update your 2011 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complemented with encouragement, education, and enforcement programs to increase bicycling for transportation and recreation.
- Adopt bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- Continue efforts to expand adult bicycle education opportunities. Commuter classes that teach skills that make bike commuter better can be an important part of helping people make what is possible practical.

- Provide a variety of targeted bicycle events to engage minority populations, seniors, and other demographic groups that may benefit from non-traditional or group-specific bicycle events.
- Continue efforts to create a bike share system for your community. If possible, ensure that bike share is integrated with transit and has payment options that facilitate use by transit users and the unbanked.
- Consider updating your local laws that restrict the mobility of bicyclists. For example, laws that require bicyclists to use side paths regardless of their usability can force bicyclists onto facilities that are inappropriate or dangerous.

LEARN MORE >> WWW.BIKELIQUOR.COMMUNITIES
SUPPORTED BY

APPENDIX 21- AGENCY RECOMMENDATIONS

General

Trailheads

- ✓ Would love to see maps of certain trails at trailhead where there are many intersecting trails(ex: Peavine trails) even though there are online versions
- ✓ More litter cans at trailheads
- ✓ Bathroom facilities and cleanliness
- ✓ Parking at trailheads
- ✓ Dogs off leash that belong to property owners/Many Trailheads in the area have no restrooms and there really no place to go along a lot of the trails- all trailheads should have some type of restroom.
- ✓ Need map available for city trails. McQueen HS - Northwest Reno area
- ✓ Washoe County Arrowcreek HOA - Friends of Arrowcreek already have agreements for fuels work- Could correspond to trail work
- ✓ There is conflict between uses. Equestrian vs mountain biker- “promote be kind, say hi” education- stations at trailheads that promote multi use - designate certain days for certain activities

Maintenance

- ✓ Restroom needed along Truckee River
- ✓ River Trail - conflicts w/garbage/ homeless

Signage

- ✓ One Truckee River, KTMB and NV Land Trust in conjunction with Truckee River Fund Advisors and TMWA, Renown and others have almost completed a Truckee River Trail plan with SIGNAGE
- ✓ Well marked trails so social trails not started
- ✓ Signage on trails that don't have progressive features- better accuracy and existing difficulties
- ✓ Signage needed like plastic signs on Peavine trails
- ✓ Directional signs and maintenance are nice but not necessary
- ✓ Well marked trails so social trails not started
- ✓ Signage on trails that don't have progressive features- better accuracy and existing difficulties
- ✓ Signage needed like plastic signs on Peavine trails
- ✓ Directional signs and maintenance are nice but not necessary
- ✓ Need better signage at trailheads

Private Land Easements Or Purchase - Willing Sellers

- ✓ The Quilici Ranch Road field should be protected from development. An alternative would be to develop part of it (if development considered) as an extension of the University of Nevada or community college system and the remaining large portion of the field protected as a park. Crystal Peak Park, a short distance downstream from Quilici Field is a very scenic well used park. The Quilici field parkland would also be an asset, beneficial for our quality of life. Hiking and interpretive trails could made between the Quilici filed park and the river. The west end of Quilici Ranch Road connects to the power line road.
- ✓ The Quilici Range Road upstream from Verdi runs beside a long stretch of pasture/meadow
- ✓ Interconnected trail from Verdi, past Ballardini Ranch, past Galena Creek to Genoa. This trail along the Carson Range

has particular appeal to me

- ✓ Reno-Sparks Rim Road
- ✓ Would like to see more connectivity of paved trails to dirt trailheads Shortcuts(example- Ballardini to Verdi, south Reno to Lockwood, etc)
- ✓ Include Steamboat ditch trail in regional trail system

Paved

- ✓ All possible trails in the Truckee Meadows area should be connected
- ✓ I am also interested in the urban connectors to the trails. The city cycling infrastructure (for year round) commuting is unsatisfactory

New Trail

- ✓ Definitely spreading people out with options and giving loop options to existing trails and connecting existing trails. Having more MTN bike specific trails as well. Also maybe some one way trails ? I've seen some like that in Bend, or more Mtn bike specific etc.
- ✓ I would like the portions of the Tahoe-Pyramid Trail link that are within the Truckee Meadows region, to be part of the trail system- if this makes sense.
- ✓ Access to areas we are used to hiking- Fawn Lane area, Eagle Canyon, Peavine and Steamboat Ditch
- ✓ Trail network that allows you to circle the whole city – Ring around Reno
- ✓ I would like to strive for a trail that circles similar to McCarran
- ✓ More horse specific trails to keeps horses off jump trails.
- ✓ All bridges should be horse accessible!
- ✓ Land management - proper development of social trails in system trails

Washoe County Regional Parks and Open Space

Social Trails Adopted

- ✓ Partner with BLM and Sparks Parks and Recreation at Golden Eagle Park for a trail system

Trailheads

- ✓ There is a huge need for an outhouse, even if portable, at the Dorostkar trailhead. Many users park there continually, and probably many use the bushes instead of an outhouse. Just upstream there is one between the strawberry bridge and Mayberry Park, and another nearby at the Mayberry Park parking lot.
- ✓ Parking improvements needed at whites and Thomas Creek upper trailhead
- ✓ New trailhead behind the new Raley's store on Caughlin Parkway. It's for all the service roads and open space.
- ✓ Keystone Trailhead needs some support- us there has exploded – the parking has recently become insufficient and a maintained restroom of some sort maybe be needed
- ✓ Keystone trailhead parking is out of control - Even weekday evenings. Need something to improve situation- popular

Maintenance

- ✓ Hunter Creek Trail absolutely needs a permanent bridge over the creek.
- ✓ Good job on Bartley area trail maintenance – know you have been challenged with flooding

- ✓ Tom Cooke trail needs reworking badly and a bridge at top across steamboat ditch
- ✓ First Bridge of the Thomas Creek Trail is NOT horse friendly!! Too narrow and unsafe sides. The creek there is not always negotiable either for horses. The next bridge up is great – wide, with tall rails
- ✓ White Creek trailhead has a section where small trees were cleared from the trail, 1/3 mile below bridge, leaving approximately 20 – 1” diameter widow makers adjacent to the trail. It’s a concern because it’s a curve in the trail where someone could easily fall and sustain puncture wounds.
- ✓ Brown’s creek crossings (upper and lower) can also present challenges.
- ✓ Build Keystone trail out of creek so it does not get destroyed on a regular basis
- ✓ Evans Creek needs maintenance
- ✓ Very frustrated with lack of concern around Rancho San Rafael about goatshead thorns. They affect many different groups and little or no effort to remove or spray.
- ✓ Maintenance maybe easier than building new trail- Ophir Creek is an example of a route in need of maintenance
- ✓ Lock the gate at night at the entrance to Anderson Park-Yokum entrance. It is better now but sometimes parties happen there by high schoolers. I can help I live across the street. They used to lock it years ago.
- ✓ Swan Lake - board walk around lake/ has gone downhill this year- trashed , overuse /general -organized stewardship needed - pick up dog waste
- ✓ Swan Lake - beautiful area but is flooded with sewer water
- ✓ Ballardini ones are great - Medusa head- put in brushes to brush off shoes after hiking
- ✓ Better directional signage on Hidden Valley perimeter trail- trailhead sign
- ✓ Huffaker Hills trail maintenance
- ✓ I would love signage on the Lone tree trail that tells one how far and/or to navigate towards Arrowcreek

Private Land Easements Or Purchase- Willing Sellers

- ✓ Buy Ballardini Ranch – was in the works in 2008.
- ✓ The Quilici Ranch Road field should be protected from development.
- ✓ Hiking and interpretive trails made between the Quilici filed park and the river.

New Trail

- ✓ Ballardini connection with whatever trail to south
- ✓ Complete Ballardini to Thomas Creek(USFS)
- ✓ Ballardini has been extended and it would be good to see it just keep going, although I understand wilderness areas are hard to get approval(USFS)
- ✓ Interested in Ballardini connection with whatever trail to south
- ✓ Hiker path needed west of Patagonia and east of Spark along Truckee River
- ✓ I would like to see an interconnected trail from Verdi, past Ballardini Ranch, past Galena Creek to Genoa(USFS)
- ✓ More trails in the pine bluff/Caughlin area
- ✓ More trails to be built into the west foothills. Do not want development to restrict new trails or restrictions for any owners or any PUD(USFS)
- ✓ More trails into trees-dog valley, fuller lake and Hunter Creek,
- ✓ Trail that connects SW McCarran/Caughlin Ranch to west plumb lane via one of the small canyons in the neighborhood
- ✓ A bike park in Galena Creek Park (like the Truckee Bike Park), should also be developed given the large number of biking users and the limited trail network and congestion in the park.

- ✓ Take advantage of Caughlin Ranch- Thomas Creek region and create a trail network
- ✓ Complete Ballardini to Thomas Creek
- ✓ Take advantage of Caughlin Ranch- Thomas Creek region and create a trail network(USFS)
- ✓ Mtn bike/hiking trail connecting Hunter Creek to Galena
- ✓ The west end of Quilici Ranch Road connects to the power line road.
- ✓ Arrow Creek trail system
- ✓ I'd love to see more trails in the Galena/Rose area to relieve some of the user congestion, avoid user conflicts and actually build that area out with Washoe Co. and USFS to its full potential. That'd be a great result for the community!(USFS)
- ✓ Development of trails in the wetland areas that are undeveloped in Spanish Springs
- ✓ More mapped out official access - Better info to know where informational trailhead is and better info to follow jeep roads(access off of N. Virginia)
- ✓ Walking route South of Horseman's park
- ✓ Hidden Valley better signage

Us Forest Service – Carson Ranger District

Social Trails Adopted

- ✓ I'd like to see Mtn bike/hiking trail connecting Hunter Creek to Galena. I'd like to see some hiking trails into the Mt Rose Wilderness and biking trails that stay to the east of the wilderness boundary. There are some "social" trails in that area but none were designed and built with experience and good management practices in mind– in my opinion.

Trailheads

- ✓ Better signage/ Maps to existing Peavine trailheads

Maintenance

- ✓ Improve signage on Peavine
- ✓ Hunter creek- use trail-usually washes out - Regular Maintenance issues
- ✓ Widen the Hunter Creek trail for safety- very popular and narrow
- ✓ Signage on Peavine trail complex needs to be better
- ✓ Need better signage near the Basque statue to different wilderness trails- "don't want to ride through wetlands but want to connect to Peavine" General comment Peavine - signage shot up/missing /need to add signage
- ✓ Connect Lower Thomas to White - Improve Signage to lower Thomas
- ✓ Signage at Whites creek - Galena area needs to be updated
- ✓ Lower Whites and lower Thomas creek - Need maintenance
- ✓ Thomas creek trail. Original "straight" trail is not being used. However it needs to be filled so it will not continue to erode. Needs to be completely re-rocked. Signage will help. Rudow could help with his tractor
- ✓ More trails and better maintenance around Alum Creek
- ✓ Jones - Whites creek maintenance

Miscellaneous

- ✓ Peavine - Lots of different uses- guns have to go The roads should be de-emphasized focus on hike/bike run uses
- ✓ USFS inholding needs to be donated to Washoe County- Dry Creek stream zone

- ✓ Connect Thomas and Whites creek - Separation between biker and hikers
- ✓ Thomas Creek bridge make safer and wider for horses - water is not always accessible
- ✓ Davis creek needs maintenance - needs trail maintenance often

New Trail

- ✓ Need to include planned trails on Peavine by BLTS
- ✓ More trails to be built into the west foothills. Do not want development to restrict new trails or restrictions for any owners or any PUD(WC)
- ✓ More on west side of Peavine
- ✓ More trails around dry pond/tamarack to ease pressure on Whites/Thomas
- ✓ Take advantage of Caughlin Ranch- Thomas Creek region and create a trail network(WC)
- ✓ Mtn bike/hiking trail connecting Hunter Creek to Galena.
- ✓ I'd like to see some hiking trails into the Mt Rose Wilderness and biking trails that stay to the east of the wilderness boundary. There are some "social" trails in that area but note were designed and built with experience and good management practices in mind. Rolling Mtn Bike trails provide the best experience – in my opinion.
- ✓ Complete Ballardini to Thomas Creek(WC)
- ✓ I would like to see interconnected trails around Peavine.
- ✓ Ballardini has been extended and it would be good to see it just keep going, although I understand wilderness areas are hard to get approval(WC)
- ✓ The Tahoe Rim Trail to Reno trail needs to be visited again and planned for completion
- ✓ The Rose and Galena area is vastly under-developed and under-utilized. This is Reno's gateway area to Tahoe and one of the nicer areas in town for outdoor recreation. The lack of trails is pushing user groups onto a small trail network and creating conflicts. The network of fireroads through County and USFS land should be used to develop a more significant trail network, with user group specific trails, to alleviate congestion and conflicts.
- ✓ Trail connectivity - connecting one trail system (e.g., Galena) to another (e.g., Caughlin Ranch).
- ✓ I would like to see Hunter Creek Trail extended into a loop and /or tie into the TRT.
- ✓ The forest north and south of Mt Rose Hwy from Timberline Road to the wilderness is untapped for new Mtn Bike trails
- ✓ Interconnected trails around Peavine.
- ✓ I would like to see an interconnected trail from Verdi, past Ballardini Ranch, past Galena Creek to Genoa(WC)
- ✓ Extend Halo trail around Peavine
- ✓ More trails to be built into the west foothills
- ✓ Hiking trails into the Mt Rose Wilderness and biking trails that stay to the east of the wilderness boundary
- ✓ The Galena/Thomas area, especially suffer from congestion and, at times, conflict. Greater options to ease congestion in those areas would benefit all users. A boundary rim trail for bikers seems reasonable?
- ✓ More trails in the Galena/Rose area to relieve some of the user congestion, avoid user conflicts and actually build that area out with Washoe Co. and USFS to its full potential. That'd be a great result for the community!(WC)
- ✓ Better trail access from North Peavine to North Valleys
- ✓ Trail to access Peavine from north - not on road
- ✓ Access to existing forest service roads and use trails in North West Section of Peavine West section
- ✓ Extend the Mahogany forest and Halo trails on Peavine to continue around the north side of Peavine. Connect to long and Dog Valleys. Focus on mountain bikes but make trails fun for hikers, bikers runners, etc...
- ✓ Mtn bikes trails to keep off roads

- ✓ The redesign of Colpo canyon trail is well received by MT bikes. The consensus is that more trails like this are desired. Also this area of Peavine is less trafficked by hikers so conflict would be less.
- ✓ Colpo Canyon - like this trail - purpose change routes to include this
- ✓ Add a fire road along the base of the carson range, can also be used as a hiking path
- ✓ Connect Alum creek trail to Hunter creek falls area, may be a hikers only trail
- ✓ Connect Hunter creek to Rim to Reno
- ✓ Beyond hole in the wall- large ww2 era cross made out of concrete- would make a cool historical side trail
- ✓ Connect top of Hunter Creek Trail w/Alum Creek Trail
- ✓ Connect all trailheads on North Aspect of Peavine
- ✓ Connect to new development at Stonegate, continue to work on coop around Peavine
- ✓ Connect Peavine Trails West, Include connections to Summerset neighborhood
- ✓ Connect Hunter Lake rd. into a non-motorized trail
- ✓ Develop trail system at Dog Valley area - lots of potential
- ✓ Link Ballardini to Thomas creek trailhead - link all trail systems long front range from 180 to Galena
- ✓ Connect Alum creek trail to Hunter creek
- ✓ End of bobsled needs a single track back to the Keystone Canyon parking - bypass the jeep road- General Better education on technical riding - keep some tech mtn bike trails
- ✓ The Cliffs - Hawk Meadow trail connect to Peavine near Fire station currently a dirt road
- ✓ Continue Halo - Mahogany to North side of Peavine. Connect to long Valley and Dog Valley
- ✓ Loop the Hunter creek trail ease traffic
- ✓ Colpo Canyon is such a fun trail but it would be great to have a climb trail to get back to the start of the Culpo canyon trail
- ✓ Needs signed trail from NW Library to Peavine
- ✓ Connect Peavine to Dog Valley and beyond
- ✓ Connect Ballardini to Hunter Creek
- ✓ Connect Browns to Mt Rose trial system
- ✓ Connect lower Thomas and Whites
- ✓ Thomas Creek -Arrow creek PRKWY - USFS - Massive switch back not much work while hiking

Bureau Of Land Management

Social Trails Adopted

- ✓ Canoe Hill trail system adopted and built to sustainable specs

Trailheads

Maintenance

- ✓ More signage

New Trail

- ✓ Dry Lake Connector from Zipper to upper Highlands Trail
- ✓ Canyon out of Golden Eagle has lots of trails with dirt roads connecting

- ✓ This is an approximation and KMZ file will be forwarded - 10 mile around "Dry Lake" (USFS name) connecting from La Posada DR to Golden Eagle Park
- ✓ More walking trails and signage amongst jeep trails - more clear trails
- ✓ Need connection trail from Hungry Valley to Lemon Valley
- ✓ Connect zipper to Miramonte
- ✓ East side of Valley would be great for winter riding - so is Hidden Valley)

Misc

- ✓ Stop the shooting and dumping near Golden Eagle and surrounding BLM lands
- ✓ Social trails out here that could use maintenance and don't want development here!
- ✓ Shooting range south of Golden Eagle Park - dangerous - Loud scare away wildlife - Fire risk
- ✓ New trail- connect neighborhood to zipper - Existing Social Trail
- ✓ Trail to petroglyphs, preserve these lands
- ✓ Safety concerns about shooting in this area. Open space boundary allow shooters to access BLM roads to close trails - houses -target shooters fire across the social trails - also close to

City Of Reno Parks And Recreation

Social Trails Adopted

- ✓ Rosewood wash- Social trail Cashill Dr to Corey to Belford private and City of Reno Land

Trailheads

- ✓ Need parking access for bike path along veterans!!

Maintenance

- ✓ Need to maintain the Truckee River trail – provide enhanced maintenance and lighting/ADA
- ✓ Clean up river path in Reno

Private Land Easements Or Purchase – Willing Sellers

Paved

New Trail/Pathways

- ✓ More public trail building on Tyrolean/sky tavern.
- ✓ The city of Reno has access to the Evans Creek corridor(through private property) on their current master plan. This would provide much needed access point for users to connect to the MT rose wilderness. Connecting from Anderson Park/Ranch Harrah area/Bartley Ranch park and up Evans Creek to Hunter Lake area – Snowflower Peak and beyond – would be sweet
- ✓ More public trail building on Tyrolean/sky tavern.
- ✓ Protected Bike lanes/bike path on Evans Street from 2nd Street to UNR (2017 construction)(RTC)
- ✓ Protected Bike lanes/bike path on Arlington Avenue from W. 1st Street to the I-80 pedestrian bridge.(RTC)
- ✓ Clean, safe, well-lit and patrolled transit modes that connect the heart of UNR and Midtown (reconnect UNR to Downtown) bike/pedestrian/transit (RTC)

- ✓ Connect to the Truckee River trail with street infrastructure and improve connectivity to surrounding neighborhoods (RTC)
- ✓ More public trail building on Tyrolean/Sky Tavern
- ✓ A new bicycle/pedestrian bridge over Truckee River at Ralston south of 1st to connect to Barbara Bennett Park.(RTC)
- ✓ Extend the Evans Street connection across the Truckee River with a new bicycle/pedestrian bridge that connects to the National Automobile Museum and to the Holcomb Avenue Bike Lanes via Mill Street.(RTC)
- ✓ Improve the Arlington pedestrian bridge over I-80 to include bicycle ramps on both sides to connect to University Terrace which will create a great connection for UNR students to Downtown.(RTC)
- ✓ The Truckee River bike trail should continue to be enhanced in conjunction with efforts underway in creating the Tahoe Pyramid bikeway.
- ✓ Protected Bike lanes/bike path on Washington Street from Riverside Drive beyond I-80 up to San Rafael Park. This provides a great neighborhood commuter connection as well as a connection to the major mountain bike trails of Keystone Gulch and Peavine Mountain (RTC)
- ✓ Connect Veterans Parkway trail to Damonte wetlands(RTC)
- ✓ Sierra Vista trail system
- ✓ Working with the RTC and NDOT to plan expansions to the roads to accommodate non-motorized travel.
- ✓ Connect USA Parkway to TPT (RTC)

Sparks Parks and Recreation

Social Trails Adopted

- ✓ Lots of trails – no signage at Shadow Mtn

Trailheads

Maintenance

- ✓ Pet waste at Shadow Mtn
- ✓ Sparks marina great - replace signage @ wedekind

Private Land Easements Or Purchase – Willing Sellers

Paved

New Trail

- ✓ Development of trails in the wetland areas that are undeveloped in Spanish Springs
- ✓ Hiker path needed west of Patagonia and east of Sparks along Truckee River

Reno Sparks Indian Colony

Social Trails Adopted

Trailheads

Maintenance

Paved

New Trail

- ✓ Hungry Valley

Regional Transportation Commission

New Paths

- ✓ Protected Bike lanes/bike path on Evans Street from 2nd Street to UNR (2017 construction)
- ✓ Protected Bike lanes/bike path on Arlington Avenue from W. 1st Street to the I-80 pedestrian bridge.
- ✓ Clean, safe, well-lit and patrolled transit modes that connect the heart of UNR and Midtown (reconnect UNR to Downtown) bike/pedestrian/transit
- ✓ Connect to the Truckee River trail with street infrastructure and improve connectivity to surrounding neighborhoods\
- ✓ RTC study to connect Chickadee Rd to Eagle Canyon - will have accompanied recreation opportunities
- ✓ Multi-use path adjacent to Lemmon Drive. Most likely get students from neighborhoods to school
- ✓ would like a connector trail or protected sidewalk or bike lane on Mill
- ✓ Improve bike lane or install class I bike path from UNR up N. Virginia to Panther and across Parr to Dandini/TMCC
- ✓ Dedicated bike lane - SE connector to Geiger
- ✓ Center St / Cheney St and University - 2 way cycle track approved by RTC
- ✓ Connection along clean water way to McCarran bikepath
- ✓ Zolezzi lane needs bike path - Connection to South Valley library easement for trail
- ✓ Old 395 should be bike lanes
- ✓ When crossing Rio Wrangler between Grey's Lake Dr. and Serrative Dr. there is no walking pathway. And no cross-walk. There should be! Cut out the median. The bike/ walkway tunnel under veterans Parkway, just south of Long-meadow Dr. should be continued West under the southern bound Veterans Parkway

Miscellaneous

- ✓ New roundabout on old hwy 40 at West Meadows development could have been better designed for the amount of bicycle traffic on that road. Please consider bike traffic in future roundabouts

Unknown Land Ownership - More Research

- ✓ Implement trail plan Red Hill area by TMCC
- ✓ TPT to Lockwood
- ✓ Acquire conservation easement from South Vista HOA
- ✓ Trailhead at Sugarloaf
- ✓ Trailhead needed at end of Sandestin Dr.
- ✓ Connection along new road between TMCC and Disc
- ✓ Granite Hills access road exists on west side - popular recreation access
- ✓ Granite Hills Trail System
- ✓ Loop trail connecting cold springs and new Copper Field development
- ✓ Trail providing connectivity from new development into Reno - paved path- Stonegate promoting access to USFS land Peavine
- ✓ Control development into flood prone areas w/recreational buffer; build trails for public use to prevent housing- Cold Springs area
- ✓ Sun Valley to Golden Valley to Spanish Springs - Hungry Valley Trail System
- ✓ Access to Peavine from North Side
- ✓ Connection from Reno north to Red Rock, currently using N. Virginia St; road is rough
- ✓ Swan Lake Trail flood issues, construct levees for recreation. Sacramento/Stockton.- Capital Mall ride on levees.

- ✓ Loop trail to connect to Hungry Valley and Pyramid Highway
- ✓ Access is private, 50% rancher; 50% Bob listner - Sierra area land sailing- North Valleys
- ✓ Need for access point to Peterson Mtn
- ✓ North Valley - trails need further development more trees, difficult route finding good area
- ✓ Fred's Mtn above Animal Ark- existing roads and cross country
- ✓ Silver lake - complete trail around lake - Interpretive displays on wetlands (washoe co and BLM)
- ✓ Silver Knolls park to Peterson mountains track and public access - connect checker board
- ✓ Connect Swan Lake Nature Center to Lemon Valley park/ Elementary school
- ✓ Sun Valley Regional Park to Red Hill/TMCC
- ✓ Quality Bike Parts new warehouse will be sited in Sparks. Want access for employees to new building- Bike shops in the area Grant Bicycles and Sparks Cyclery
- ✓ TPT needs Maintenance
- ✓ Need bike and walking paths - needed for new Junior High in Sun Valley- also lighting
- ✓ Southern access Spanish Springs trails(ie;Wedekind) needs maintenance badly (In Spanish Springs)
- ✓ New connection from Lazy 5 to the Spanish Springs Trail
- ✓ Need to get rid of homeless camps
- ✓ Access to Petroglyphs should be non-motorized
- ✓ Chimney Rd area - undisturbed community needs better trail options - public increased access will reduce detrimental effects of current users (illegal dump)
- ✓ Extend the River trail from Vista to Lockwood
- ✓ Needs connection from Nicholes to Greg - South from the North Truckee Drain
- ✓ Would like trail to petroglyphs, currently hike along river bed
- ✓ Access issues with private land developments for easements access for future trail use/access all over NE Sparks
- ✓ Winnemucca Ranch - need to maintain public access to dogskins
- ✓ Connect disc Dr to BLM land to BLM land south of highland Ranch Parkway. Then another connector North towards Hungry Valley, Eagle Canyon
- ✓ SE connector is really wonderful - want to see more connecors into BLM land- there is decent access going west into USFS but going east into BLM is kind of a mystery
- ✓ Trail from Sparks to Lovelock
- ✓ lack of access to get off trail closer to Kietske LN
- ✓ Move Keystone canyon trail onto west side of canyon out of drainage bottom
- ✓ Acquire easement along steamboat ditch trail
- ✓ Need a trailhead access point at end of Quilici Ranch Rd. for Tahoe pyramid bikeway
- ✓ Look at acquiring public Easement along river from bridge st. down river to TMWA Add trailhead parking lot on west side of Truckee river at crystal peak park power plant currently a lot of social use with dog walkers and dog walkers
- ✓ Add trailhead parking lot on west side of Truckee river at crystal peak park
- ✓ Provide trails on south face of Peavine, connect to existing user trails and neighborhood summerset and Verdi
- ✓ Expand "city trail" to connect to rest of Somerset trails. "city trail" is relocated on the south east corner of the Somerset Subdivision
- ✓ Establish trailhead/parking area off of roundabout at bottom of Dandini. Move forward on constructing trails on open space.
- ✓ elementary school in lemon valley as/a park- park has lots of good parking but not a lot of signage - needs better directional

- ✓ new trail Raleigh Heights- has parking-into peavine trail system (stage coach)
- ✓ people park at end of subdivision Sandestin Dr TH people using it- private land - perfect world connect to Peavine System
- ✓ Mae Ann Fire Station- unofficial access to Peavine
- ✓ Chala Creek subdivision- all over the neighborhood- lots of great asphalt trails- time to look at extending to Peavine system
- ✓ Peavine Creek Rd- people park at pocket park and access Peavine trail system
- ✓ Need Walking connection TPT west of Patagonia
- ✓ Would like to see a connection from Sunline/Glen Eagles area to Fox Trail neighborhood (Sandestin Dr) to Robb Dr to Peavine Trails - Need private property easements
- ✓ New trail along River from New West Meadows Trailhead
- ✓ Would like to see a trail connection from N. Virginia St in the Bonanza Casino area up to the Peavine Trails @Evans Creek or Hoge Rd. trailhead.
- ✓ Establish old narrow gauge railroad route along dog creek as a trail. This would connect Verdi and Dog Valley
- ✓ New MTB dh trail following Ridgeline Rd roughly from saddle on Mahogany forest to ??? trail
- ✓ Connect future Belli trail network to Tahoe Pyramid Bikeway at Quilici Ranch Rd.
- ✓ Connect to Canepa Ranch trailhead
- ✓ Legitimize and improve trails below steamboat ditch in this area. Could be a great neighborhood network
- ✓ Mahogany forest dead ends at road - Continue onto single track to top
- ✓ Link Ridge View Rd. to Social trails
- ✓ West meadows Trailhead connected to Bull creek Trailhead - part of West Meadows subdivision on East side - think there is supposed to be a trail from West meadows along the Truckee River to the west
- ✓ Provide off street trail from the park out by Patagonia to Verdi - Lot of complaints from people followed path to industrial park then it was just a road - they want a trail
- ✓ Connections to Steamboat through canyons - not sure if doable w/private - would make cool neighborhood trails
- ✓ More trail options in the Verdi area - access and connectors
- ✓ Bike trail from 4th and Mayberry to Mogul section of Tahoe Pyramid trail
- ✓ Parking and signage for the Hobo Trail - shortest route to climb Peavine(uhoh - Hobo trail might be on private land) Goes off the end of Los Brisas
- ✓ Ripe as a connector for official trail adoption -system trails- linking the west-side- adopt social trails and add to legal - Ballardini- condition develops
- ✓ Clean up Tom Cook and Riverview trail - trail network- garbage can for pet waste- also better mapping and signs- sustainability- make it a system trail - 'look more official'
- ✓ Portions of the Tahoe-Pyramid Trail link that are within the Truckee Meadows region, to be part of the trail system
- ✓ more trails into trees-dog valley, fuller lake and Hunter Creek, more on west side of Peavine, more trails around dry pond/tamarack to ease pressure on Whites/Thomas
- ✓ Trail along the Carson Range
- ✓ I understand that Ballardini has been extended and it would be good to see it just keep going
- ✓ a trail network that allows you to circle the whole city – Ring around Reno
- ✓ Would like to see more connectivity of paved trails to dirt trailheads Shortcuts(example- Ballardini to Verdi, south Reno to Lockwood
- ✓ Rolling Mtn Bike trails provide the best experience
- ✓ Steep, rowdy downhill trails near Halo And other downhill specific improvements Gravity down(jumps) easy up(shuttle) and more sanctioned races

- ✓ Legitimize Steamboat ditch trail DOUBLE ENTRY
- ✓ make robin hood a fully sanctioned trail- also private property concerns with this one.
- ✓ Access to areas we are used to hiking- Fawn Lane area, Eagle Canyon, Peavine and Steamboat Ditch
- ✓ Connect Hunter creek to Quilici
- ✓ Hogue rd to Rayleigh Heights - Need connectivity hiking and biking
- ✓ Tom Cooke trail needs to be reworked - all eroded
- ✓ Dorostkar to McCarran dedicated trail along North side river
- ✓ Dog Valley down Dog creek
- ✓ Need a foot bridge over Steamboat channel from top of Tom Cooke trail so hikers can access USFS land above canal during summer months
- ✓ Rosewood Lakes to River Trail Connection
- ✓ Obrien property to Callahan and st. James Trail connection
- ✓ Trail connection Obrien to Washoe canyon historic railroad bed to Davis creek
- ✓ Davis creek to Bowers connection
- ✓ Sierra base trail
- ✓ Ballardini to Thomas connection
- ✓ Connection from Reggie rd. to Hidden Valley
- ✓ Hidden Valley to Truckee River to Golden Eagle
- ✓ Connect Thomas Creek to Fire Road - west to arrowcreek- South Vista HOA under #23 interested in trail connections. Take Road system and connect to County Open Space and Ballardini trail
- ✓ Connect old Washoe city to Obrien
- ✓ Dog park in South Reno connected to trails
- ✓ Southeast connector trailheads along the path- access points
- ✓ Get copy of Arrowcreek Trails Plan - Alternative access points to connect to Thomas Rosewood wash- Social trail Cashill Dr to Corey to Belford private and City of Reno Land Creek- Laura Mello - Truckee Landscape architect doing trails plan for Arrowcreek HOA
- ✓ Water station for horses at Lakeview
- ✓ Thomas Creek to Ballardini to Hunter Creek to Quilici Ranch Link
- ✓ Quilici Ranch to Thomas Creek Trail
- ✓ Hidden Valley Ridge LIOne access- on private to the south/ road access/ multi use /Expanding trail system to the South and trails up to the ridge and upgrading
- ✓ Riding on 4th and Washington is a problem for cycling/ round a bouts in Verdi are a problem for cycling/
- ✓ Dedicated bike lane - SE connector to Geiger
- ✓ Ballardini to slide mountain Dr.
- ✓ Davis Creek park to Browns Creek
- ✓ Official trail Rattlesnake mountain to Donner spring neighborhood
- ✓ Trailhead for south Meadows and SE Connector
- ✓ Steamboat - South meadows to Rio wrangler /opens space/trail
- ✓ Connect Mia Vista to Hidden Valley to South Meadows
- ✓ Connect Browns to Washoe Valley(by NDOT)
- ✓ Connect Ballardini to Thomas Creek -Use Thomas Creek, Whites Creek, Bartley, Anderson Park, Galena, Tahoe Pyramid Trail

- ✓ Connector between Huffaker Hills to SE connection to Longley
- ✓ Develop jumbo Grade as a trail system and interpretive signs
- ✓ Maintain public access to area above Damonte Ranch
- ✓ Blockage of lower Thomas - Connection to Ventana
- ✓ Connection from Galena park up old road to Tamarack trail
- ✓ Steamboat creek access from Damonte ranch to Washoe Valley Rock Haven trailhead
- ✓ Timber line Dr. to Lone Tree Lane - Equestrian access please. White creek - bikers scare the horses - can we get a separate trail. More education on what scares horses.- hiking poles, bicycle squeaking brakes, - runners do not stop should either stop or run below the horse
- ✓ Access to Damonte Ranch to Storey county. Access from Baley Creek to Virginia Highlands. /ire break road from Davis Creek to Mt Rose Highway. Dirt road. We want to maintain access to hikers and horses to this road. And maybe hook this road up with price Lake trail
- ✓ Off of Ridgeview Dr, there are dirt trails; Mark thinks it might be private property. How does he confirm if this property is private or public. Is it ok to hike on?
- ✓ Galena creek to the Summit trail system old Mt Rose HWY
- ✓ Callahan Ranch to Eastwood
- ✓ Rose road - more connections to the NE
- ✓ Churches pond to Churches peak
- ✓ More access points off SE connector
- ✓ Connectivity Virginia foothills, Washoe Lake, Toll Road - Native American burial- Samuel C. Brown potentially designed park
- ✓ More access around Little Valley (Washoe Valley area) public access(easement development concerns)
- ✓ Ormsby Rd remains open - public access - new trailhead in this area
- ✓ South end of Washoe Lake - Private - Public road - Why is access not allowed in this area
- ✓ Washoe Valley to Davis Creek
- ✓ Better access/ route along Galena creek
- ✓ More trails along Steamboat creek – connectivity
- ✓ Easy access to cross over the water-Sorento trail development adding a bridge for biking in this area

APPENDIX 22 - AGENCY PERMITS/SPECIAL EVENTS

WASHOE COUNTY

14. SPECIAL ACTIVITY FEE	
1. Run, Charity Walk, Mountain Bike Race, or similar activities	\$200 PLUS \$1/person over 100
1. Annual Permit/Outdoor Fitness/Boots camp, classes, training or similar activities (releads to year)	\$500/pack
1. Cleaning/Security Deposit (Refundable)	
a. 1 to 500 people (1-500)	\$100.00
b. 500 + people	\$150.00

Washoe County 2020

CITY OF RENO

The city of Reno has a very comprehensive planning guide for events.

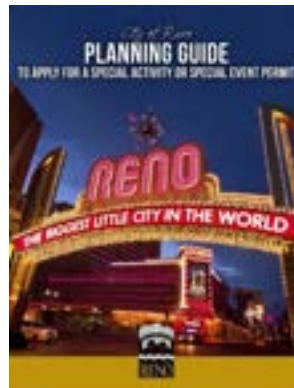


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City of Sparks SPECIAL EVENT OPERATIONS MANUAL



- I. SPECIAL EVENT PERMITS**
 - Definitions
 - Permitting Process
 - Site Plans
- II. RISK MANAGEMENT/LEGAL**
 - Insurance
 - Parking/ADA Access
 - Live Speech
- III. SAFETY**
 - Medical Requirements
 - Fire Prevention
 - Security and Police
- IV. EVENT ELEMENTS**
 - Entertainment
 - Alcohol
 - Food Commissions
 - Vendors
- V. LOGISTICS**
 - Sanitation/Trash Removal
 - Electrical
- VI. COMMUNICATIONS**
 - Mitigation of Impact
 - Marketing and Press Relations
- VII. APPENDICES**

CITY OF SPARKS

The city of Sparks also has a comprehensive guide for special events.

USFS

Special Use Permits:

Special Use Permits grant certain rights or privileges to occupy and use a specific area. These permits contain specific terms and conditions that the permit holder must follow. They are issued to profit and non-profit organizations and include:

Group activities that have 75 or more people or if a fee is collected for the activity

Recreation events, such as weddings, family reunions and bicycle races

For information about permits required to conduct business on national forests, please visit Special Uses.

BUREAU OF LAND MANAGEMENT

Special Recreation Permits

Special Recreation Permits are issued to businesses, organizations, and individuals to allow the use of specific public land and related waters for commercial, competitive, and organized group use.

Special Recreation Permits allow the land stewards to coordinate and track commercial and competitive use of public lands. They also provide resource protection measures to ensure the future enjoyment of those resources by the public.

Special Recreation Permit Application

Application Process

Verify that the activity is going to take place on public lands by contacting the local BLM Field Office in the area of activity

The local BLM office will supply you with an application, checklist and local procedures

180 days prior to operation, file the application and items identified on the checklist The BLM will advise applicant of disapproval or request additional information within 30 days from receipt of application





Documentation required may include an operating plan, a business plan, insurance, maps, other state or local licenses

Contact your local BLM office for more information

This process may take up to 180 days to complete depending upon the complexity of the applicant's operations plan.

Not all applications submitted receive a permit. Therefore, any action taken before receiving a special recreation permit authorization, such as advertising or expending funds, is premature and at the applicant's risk.

APPENDIX 23- IMBA RATING

Trail Difficulty Rating System					
	Easiest White Circle 	Easy Green Circle 	More Difficult Blue Square 	Very Difficult Black Diamond 	Extremely Difficult Dbl. Black Diamond 
Trail Width	72" or more	36" or more	24" or more	12" or more	6" or more
Tread Surface	Hardened or surfaced	Firm and stable	Mostly stable with some variability	Widely variable	Widely variable and unpredictable
Average Trail Grade	Less than 5%	5% or less	10% or less	15% or less	20% or more
Maximum Trail Grade	Max 10%	Max 15%	Max 15% or greater	Max 15% or greater	Max 15% or greater
Natural Obstacles and Technical Trail Features (TTF)	None	Unavoidable obstacles 2" tall or less Avoidable obstacles may be present Unavoidable bridges 36" or wider	Unavoidable obstacles 8" tall or less Avoidable obstacles may be present Unavoidable bridges 24" or wider TTF's 2' high or less, width of deck is greater than 1/2 the height	Unavoidable obstacles 15" tall or less Avoidable obstacles may be present May include loose rocks Unavoidable bridges 24" or wider TTF's 4' high or less, width of deck is less than 1/2 the height Short sections may exceed criteria	Unavoidable obstacles 15" tall or greater Avoidable obstacles may be present May include loose rocks Unavoidable bridges 24" or narrower TTF's 4' high or greater, width of deck is unpredictable Many sections may exceed criteria

APPENDIX 24 - USFS CLASS III TRAILS

		Designated Use Hiker/Ped Class III	Designated Use Bicycle Class III
Design Tread Width	Non-Wilderness Single Lane	12-24"	18-36"
Design Surface		Native, with some on site borrow or imported material where needed for stabilization and occasional grading Intermittently rough	Native, with some on site borrow or imported material where needed for stabilization and occasional grading Intermittently rough Sections of soft or unstable tread on grades < 9% may be present but not common
Design Grade	Target Grade	3-12%	3-10%
	Short Pitch Max	25%	15%
	Obstacles	10-20% of Trail	10-20% of Trail
Design Cross Slope	Target Cross Slope	5-10%	3-8%
	Maximum Cross Slope	15%	8%
Design Clearing	Height	7-8'	8-9'
	Width	36-60"	72-96"
	Shoulder Clearance	12-18'	12-18'
Design Turn	Radius	3-6'	4-8'

APPENDIX 25 – GIS/GPS FIELD EVALUATIONS

Area/Trailhead Name	Facilities					Ownership	Trail Name	State of Maintenance				Notes
	Parking	Restroom	Trash	Dog Bags	Kiosks			Excellent	Good	Fair	Very Poor	
Crystal Peak	x	x	x	x	x	WC	Access Trail		x			minor drainage issues
							River Access Road		x			
							Bench Access 1			x		heavy braiding
							Bench Access 2				x	braided, indistinct
							Interp Trail 1				x	overgrown
							Interp Trail 2				x	heavy braiding, minor erosion
							Fishing Access Road		x			
Dorostkar	x	x	x	x		WC	Dorostkar Nature Trail			x		heavy braiding trenching, minor drainage issues
Rainbow Ridge	x	x	x	x		Reno	Rainbow Ridge Trail			x		
Thomas Creek	x	x	x	x	x	WC	Lower Thomas Creek Trail			x		heavy braiding
Whites Creek	x	x	x			WC	Lower Whites Creek Trail			x		erosion, braiding
Galena Creek	x		x			WC/Private	Galena Creek Trail			x		braiding, drainage issues, trenching
Silver Knolls Park	x	x	x	x		WC	Silver Lake Trail			x		OHV trespass
Rancho San Rafael	x	x	x	x	x	WC	Rancho Connector Trail		x			minor drainage issues
						WC	Evans Trailhead Loop		x			
						Reno/WC	Evans Canyon Trail			x		braiding, slight trenching, minor drainage
						Reno	Reno Mizpah Trail			x		steep, braided
						Reno/WC	Miner's Trail			x		mixed single and 2 track
						Reno/USFS	Upper Evans			x		
						WC	Reno Vista Trail			x		
						WC	Lower "N" Trail		x			
						WC	"N" Trail			x		2 track
					WC	North Keystone Connector Trail			x		2 track	

Appendix 25, Continued

						WC	Evans Canyon Central Loop		x				
						WC	Evan Creek Interpretive Loop			x		drainage issues	
						WC	West Evans Creek Trail			x			
						WC	San Rafael Access Trail		x				
						WC	Pasture Loop		x				
						WC	Arboretum Loop		x				
						WC	South Park Loop			x			
BLM/McCarran Ranch		x			x	BLM/Nature Conservancy	Mustang Ranch Trail				x	overgrown, drainage issues, erosion, uneven tread	
McCarran Ranch		x			x	Nature Conservancy	McCarran Ranch Trail		x			2 track	
							Lockwood Interpretive Loop			x		rutted, drainage issues	
Hidden Valley	x	x	x	x	x	WC	Perimeter Loop		x			uneven width	
							Inner Loop			x		minor erosion issues	
							Mia Vista Trail		x				
							South Park Loop			x		erosion, braided	
							Reno/WC	Highland Loop				x	steep, narrow, rough wash crossing, uneven/loose tread
Huffaker Hills	x	x	x	x	x	WC	Twin Peaks Trail			x		trenching, drainage issues	
							Lakeview Loop			x		braided, minor drainage issues	
							Western Loop			x		erosion	
							WC/Private	Rattlesnake Mtn Trail				x	steep, loose tread
Bartley Ranch	x	x	x	x	x	WC	Bartley Ranch Loop		x				
							Quail Run Trail		x				
							Bartley Flume Trail		x				
							Anderson Trail		x				
							Park Loop		x				
Balardini Ranch	x	x	x	x	x	WC	Lower Loop Trail			x		some 2-track devolved to single track	
							Upper Loop Trail			x		muddy, new drainage features needed	
							Overlook Trail				x		muddy

Appendix 25, Continued

Village Parkway					WC/Private	Cold Springs Long Trail		x		
4087 Kings Row					USFS	Kings Row Trail		x		drainage issues
Kiowa Way & Hopi Lane					USFS	Poeville Trail		x		drainage issues
Las Brisas Staging Area					Reno/USFS	Robb Drive and Las Brisas Trail		x		steep grades, drainage issues, overgrown
Somerset Cityside Trail					Private	Cityside Trail			x	steep grades, erosion
Evergreen Ridge Way & Trail Creek Way					USFS/private	Evergreen Ridge Trail			x	erosion, drainage issues, trenching
2897 Cedar Ridge Drive					USFS/private	Cedar Ridge Drive Trail		x		

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