

Douglas County Comprehensive Trails Plan



**Adopted
June 5, 2003**



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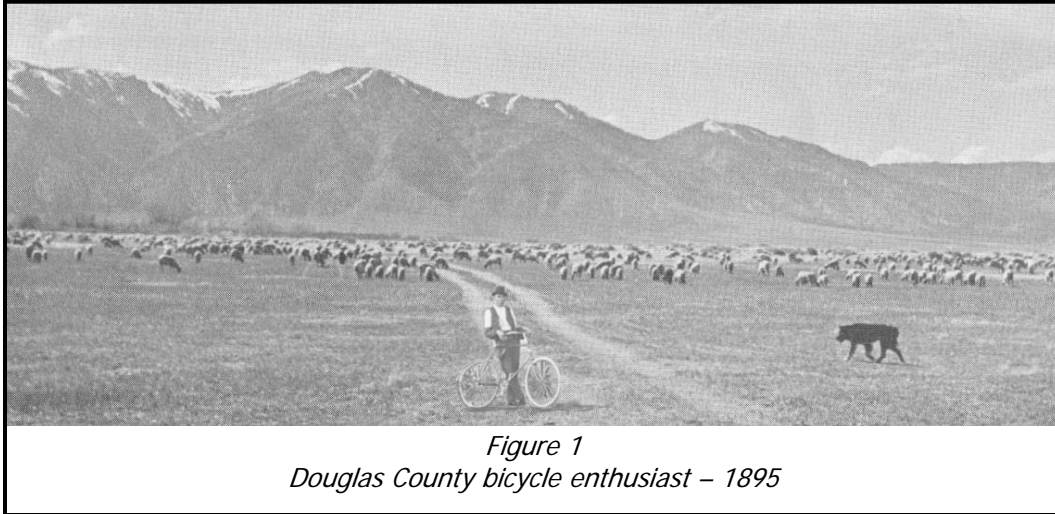
*Prepared by the Douglas County Community Development Department,
the Douglas County Manager's Office, the Douglas County Geographic
Information Systems Division and the people of Douglas County*

*Technical assistance provided by the United States Forest Service, the
United States Bureau of Land Management, the Carson Valley Trails
Association, the Pony Express Association and the Alta Alpina Bicycle Club*

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1. Introduction, Authorization and Direction



Overview

The adopted 1996 Douglas County Master Plan lays out the basic structure for the development of a County-wide Public Trails Plan. The Master Plan generally identifies a number of areas that should be considered for the development of public access into public lands; however, detailed design and placement of trails, trailheads and other amenities are not specifically identified within the Master Plan. This Comprehensive Trails Plan lays out a detailed trails plan for Douglas County.

The purpose of this Comprehensive Trails Plan is to provide for the enhancement and development of a coherent, workable community trails program which will assist Douglas County's elected and appointed officials toward the creation of a system of hard and soft surface multi-use paths throughout Douglas County. The Plan establishes specific public access points, trailhead and trail locations to be developed over the life of the Master Plan. The Trails Plan also updates the County's bicycle plan to include connection points across the Carson Valley and between various community areas.

Douglas County contains an almost unlimited variety of outdoor recreational opportunities with seasonal climate types, variances in topography and a substantial amount of public land. Public access to public lands is a critical aspect of recreational opportunities in Douglas County. The outdoor recreational

opportunities in Douglas County add to the quality of life enjoyed by residents and visitors to Douglas County. A well-defined and integrated public trails plan not only enhances the recreational opportunities of residents, but also serves to bolster the tourism economy in Douglas County, providing a greater level of outdoor experience. The availability and development of outdoor recreational opportunities is not only compatible with the quality of life standards established for Douglas County, but also compliments the State of Nevada's tourism efforts, which encourages visitors to enjoy the outdoor recreational opportunities afforded throughout the Silver State.

As Douglas County continues to experience various development pressures, legal passage from existing rights-of-way onto public lands and through new development is of utmost importance. Specific access points and trails need to be identified to provide a guideline for future development. This need is recognized in the 1996 Master Plan as amended, and provisions for planning a multi-purpose countywide trail system have been identified. By combining trail designation with development, Douglas County will effectively ensure lasting legal access to a wide variety of outdoor activities that await residents and visitors alike.

The first draft of the Douglas County Trails Plan was initiated at public community workshops and includes input from Douglas County staff, U. S. Forest Service and Bureau of Land Management representatives, the Carson Valley Trails Association, the Alta Alpina Bicycle Club and representatives from the Towns of Minden, Gardnerville and Genoa, the Indian Hills General Improvement District and homeowner associations, various user groups and individual residents and property owners.

The Trails Plan has attempted to follow and incorporate the various goals and objectives as provided for in the County's Master Plan. In a number of areas the Trails Plan also recognizes that specific access points and trails may be modified based upon specific development, other opportunities and funding. Therefore the plan will be used as a guideline and planning tool for an integrated trails plan, but also not imposed as a strict standard, limiting the County and communities to take advantage of opportunities as they may be presented throughout the life of the plan. The Plan provides adequate detail to require specific access and trails as a condition of future development projects within the County.

The Plan is designed to allow additional sections to be added with more detail for specific areas within the County. This includes specific sections to be developed for the Tahoe Planning Area as well as South Douglas County. Specific community sections may also need to be strengthened as additional trails, bikeways and pedestrian access points are more clearly defined in existing developed communities or as new developments come forward that provide public access points.

This plan intends to provide information that will be useful for real estate easement acquisition and dedications required as part of land subdivision activity, development, maintenance, and funding. In addition, it provides information regarding implementation priorities and direction on special projects, such as projects undertaken by the *Carson Valley Trails Association*, *Alta Pina Bicycle Club* and other community volunteer organizations.

A successful integrated trails plan also requires the support of U. S. Forest Service, and the Bureau of Land Management officials through the implementation and updates of the agencies land use plans. This proposed Comprehensive Trails Plan has been developed in conjunction with U. S. Forest Service and Bureau of Land Management representatives.

In general, the trails proposed within this comprehensive plan connect key population centers and recreational amenities such as the Gardnerville Ranchos, Gardnerville, Lampe Park, Minden, the Swim Center, Library and Douglas High School. Furthermore, the trails proposed are linked from Douglas County to Carson City as well as California's public trail systems developed on USFS, BLM, around Lake Tahoe and throughout California.

Any reference to "public lands" within this document shall refer to USFS, BLM, State, County, General Improvement Districts or other public agencies, except for State owned waterways.



Figure 2
Multi-use trails provide recreational, aesthetic and health benefits to all residents.

Advantages of Trails and Bikeways

A well planned, safe network of bicycle, hiking, equestrian and walking Trails offer both recreational opportunities as well as a real alternative to commuting to and from work via motor vehicles. The creation of a Comprehensive Trails Plan

will offer Douglas County residents and visitors a tangible amenity based upon the following advantages:

1. reduced automobile use will improve the regional air quality,
2. leg and peddle power equate to increased exercise and public health benefits,
3. empirical evidence indicates that trails increase property values,
4. economic benefits will accrue based upon increased tourism,
5. provision of educational opportunities through interpretation of the environment,
6. environmental benefits will accrue when trails serve as an open space buffer, and,
7. communities become more livable; simply put, trails make life enjoyable.

The following paragraphs offer a brief summary of the advantages offered by a comprehensive trails network:

Transportation: Trails can increase the transportation mode split of bicycling and walking trips, and they can also improve safety and increase access. The trail system should include a commuter system for employees and students that will encourage non-motorized travel by connecting residential areas with major destinations. This system may ultimately reduce or avoid traffic congestion and air pollution in future years.

Historic and Culture: Trails can educate and increase awareness about the history and culture of Douglas County. Preserved historic sites, (the Pony Express Trail and California Overland Trails), provide unique locations for cultural, local and social events. Methods, such as on site interpretive material and promotional literature, can aid in Douglas County's effort to preserve historic sites and help establish our sense of place.

Recreation: Trails provide an easily accessible outdoor resource for many forms of recreation, most notably bicycling, horse back riding and walking. Trails greatly increase community access to physical activity and fitness opportunities by providing more miles of safe, attractive bicycling, equestrian, walking, and hiking facilities.

Economic: Walkable communities can produce income from shared utility leases, increase the value of real estate, and generate income from tourist, special events, and other users. Improved walking conditions improve the quality of life by making an area more attractive for business relocations and in-migration. Costs of developing and maintaining the road access infrastructure are also reduced.

Land Use Planning: Trails and other green way corridors promote park and recreation development, and buffered environmental protection. Trails preserve undeveloped lands in urban areas and serve to separate and buffer contradicting land uses.

Environment: An established access trail system promotes wildlife preservation, water quality protection, storm water management, preservation of vegetation, and other benefits, such as firebreaks by focusing trails in disturbed or less sensitive areas. Noise and visual pollution is reduced where non-motorized trails are developed.

Education: A trail corridor often encompasses several different environments along its route and can be thought of as an outdoor classroom full of educational materials. The scientific community, educators and students can realize the value of trails through a wide range of studies, such as biology, geography, history, recreation management, and art.

Quality of Life: Increases in the quality of life associated with non-motorized trails are realized through expressions of community character and pride, aesthetics of the local environment, economic stimulation of Douglas County, access to the outdoors, opportunities for socialization, and easy increase of mobility.

Master Plan Authorization and Direction

In 1996 the Board of County Commissioners adopted the *Douglas County Master Plan* including a *Transportation Element*. The *Transportation Element* includes a "Trail System" Section and a "Bicycle and Pedestrian Systems" Section.

Authorization for this Comprehensive Trails Plan is contained within *Master Plan* Goal 10.24 which states:

Adopt and implement a safe comprehensive bikeway and pedestrian trail plan that provides opportunity for non-motorized transportation within the County that meets both recreational and commuter needs.

Further direction for this Comprehensive Trails Plan is contained within *Master Plan* Objectives 10.23.01 and 10.24.02 stating:

- 1. Prepare a comprehensive trails plan and map for Douglas County, and**

2. Provide adequate pedestrian/biking facilities to serve the needs of County residents.

The *Master Plan* contains numerous Implementation Strategies establishing criteria for this Comprehensive Trails Plan including the following direction:

- cooperate with Federal and State agencies to develop a County-wide Trail Plan and Map,
- integrate the bikeway and pedestrian system with the Transportation Plan,
- establish design criteria and evaluate and address trail systems adjacent to river and other water corridors,
- evaluate individual public and private projects relative to access to public lands and address means of acquiring, constructing, and maintaining trails,
- designate and construct regional bicycle routes to connect residential areas with major activity centers,
- class I, II & III Bikeways shall be provided on roadways as indicated in the Transportation Element,
- trail systems and bicycle lanes shall be connected at appropriate points to maximize the accessibility of the system to commuter and recreational users, and,
- design of commercial and industrial facilities should include provisions for bicycle and pedestrian facilities, including parking of bicycles.

The Comprehensive Trails Plan summary, goals and implementation strategies and accompanying maps are also identified in Chapter 10, (Transportation Element) of the adopted Master Plan.

2.

Plan Formulation, Review and Approval Process



Figure 3
Class 1 Bicycle Path located on Buckeye Road

The Trails Plan Formulation, Review, Approval and Adoption

The Comprehensive Trails Plan Formulation, Review, Approval and Adoption Process encompasses approximately seven months from October, 2002 through April 2003. This time period set aside for Plan formulation and review was established in order to ensure ample opportunity for broad public input, review and consideration.

Appendix Exhibit 1 provides *the Comprehensive Trails Plan Formulation, Review and Adoption Timeline* undertaken within this process. The seven month plan process includes the preparation of draft maps, mailout of public notices, property owner committee and commission meetings, re-notification of the public and property owners, plan revisions, final review and plan adoption.

In order to generate public interest and attendance at the workshops, a press release was sent to the local and regional media. Local radio and feature newspaper articles also encouraged County residents to attend the Trails Workshops and public meetings. Over 400 citizens have provided input on the plan.



*Figure 4
Trails Workshop Participants sharing their recommendations.*

Emphasis of the workshops was directed toward locating desirable on-street, off-street and other trails, (including hard and soft surface trails), as well as prioritizing the proposed trails into low, medium, high and very high priority categories.



*Figure 5
Approximately 300 attend public forum on the Draft Trails Plan, 1/09/03*

Based upon public input as well as direction received from the Douglas County Water Conveyance Advisory Committee, the Park and Recreation Commission,

the Planning Commission and Ad Hoc Trails Committee, (comprised of various volunteers representing a cross section of perspectives and/or knowledge about trails), draft maps were evaluated and revised.

In summary, based upon public input, the criteria utilized to determine revisions to the proposed future trail head and trails maps includes the following:

- Remove trails adjacent to rivers and sloughs, (except on public or Nature Conservancy land),
- Re-route trails from private to public land where possible,
- Trails shall be included within all public lands,
- Trails shall be included within all undeveloped Receiving Areas,
- Trails shall be considered for all developments proposed adjacent to or within most undeveloped property zoned RA-10, RA-5, SFR-2, SFR-1, SFR-1/2, SFR-12,000, SFR-8,000, MFR, NC, OC, GC, MUC, TC, LI, GI PF, AP and PR, and,
- Trails may be included within undeveloped property zoned A-19 or FR-19 where necessary in order to preserve historic trail access or provide access to public lands.

Table 1 summarizes the on-street and off-street trails, (typically synonymous with hard and soft surfaced trails respectively), proposed to comprise the Comprehensive Trails Plan. Included within this Table are the proposed trail lengths recommended for each geographic sub area.

In all, and based upon the remapping process which resulted from public input, the total length of proposed trails within Douglas County was reduced by 18% from 593.6 miles recommended following the community workshops in November, 2002 to 488.3 miles recommended in March, 2003. In reality, however, the reduction in the length of proposed trails proposes removing much more than 105.3 miles from private property located on the Draft Trails Map. In many instances, the remapping process called for the removal or the addition of new trails on public lands.

<i>Table 1 Douglas County Comprehensive Trails Plan Miles of Trails by Priority</i>								
	Existing Trails	Proposed Trails by Priority				Total	Subtotal	Subtotal
		very high	high	medium	low			
TAHOE/FOOTHILL								
On-street	8.9		30.5	17.8	2.1	67.0	59.3	
Off-street	46.0		25.9	19.7	13.0	104.6		104.6
NORTH VALLEY								
On-street	1.5		22.0	10.0	11.0	44.5	44.5	
Off-street	2.5		10.2	3.5	1.4	17.6		17.6
EAST VALLEY								
On-street	2.0		23.5	16.2	6.2	47.9	47.9	
Off-street	22.4		25.0	7.2	4.7	59.3		59.3
SOUTH VALLEY								
On-street	2.6	6.7	28.7	14.7	15.3	68.0	68.0	
Off-street			10.1		1.8	11.9		11.9
TOPAZ								
On-street			1.9	19.1		21.0	21.0	
Off-street			27.7			27.7		27.7
OUTSIDE								
On-street			4.3	2.0	3.4	9.7	9.7	
Off-street				1.8		1.8		1.8
Total On-street							260.0	
Total Off-street								228.3
Grand Totals	89.9	6.7	216.0	111.5	64.2	488.3		

Note: Add 26.8 miles of HISTORIC TRAILS not classified within this Table

Table 2 identifies the impact to property owners resulting from the revisions to the Draft Trails Plan Map made during January, 2003 and March, 2003. The First Draft Trails Plan Map indicated that preliminary trails or trailheads may affect 879 parcels of land owned by 438 property owners. Following the remapping process, the Second Draft Trails Plan Map indicated that preliminary trails or trailheads may affect 438 parcels of land owned by 155 property owners. Finally, following additional direction from the Planning Commission and the Board of Commissioners, the Draft Trails Plan Maps were further modified to reduce the number of parcels possibly impacted by the placement of future trails to 315, affecting 51 property owners.

The number of property owners, (including public and quasi-public agencies), possibly impacted by the Trails Plan Maps has been reduced from 438 last December, 2002 to 51 in May 2003.

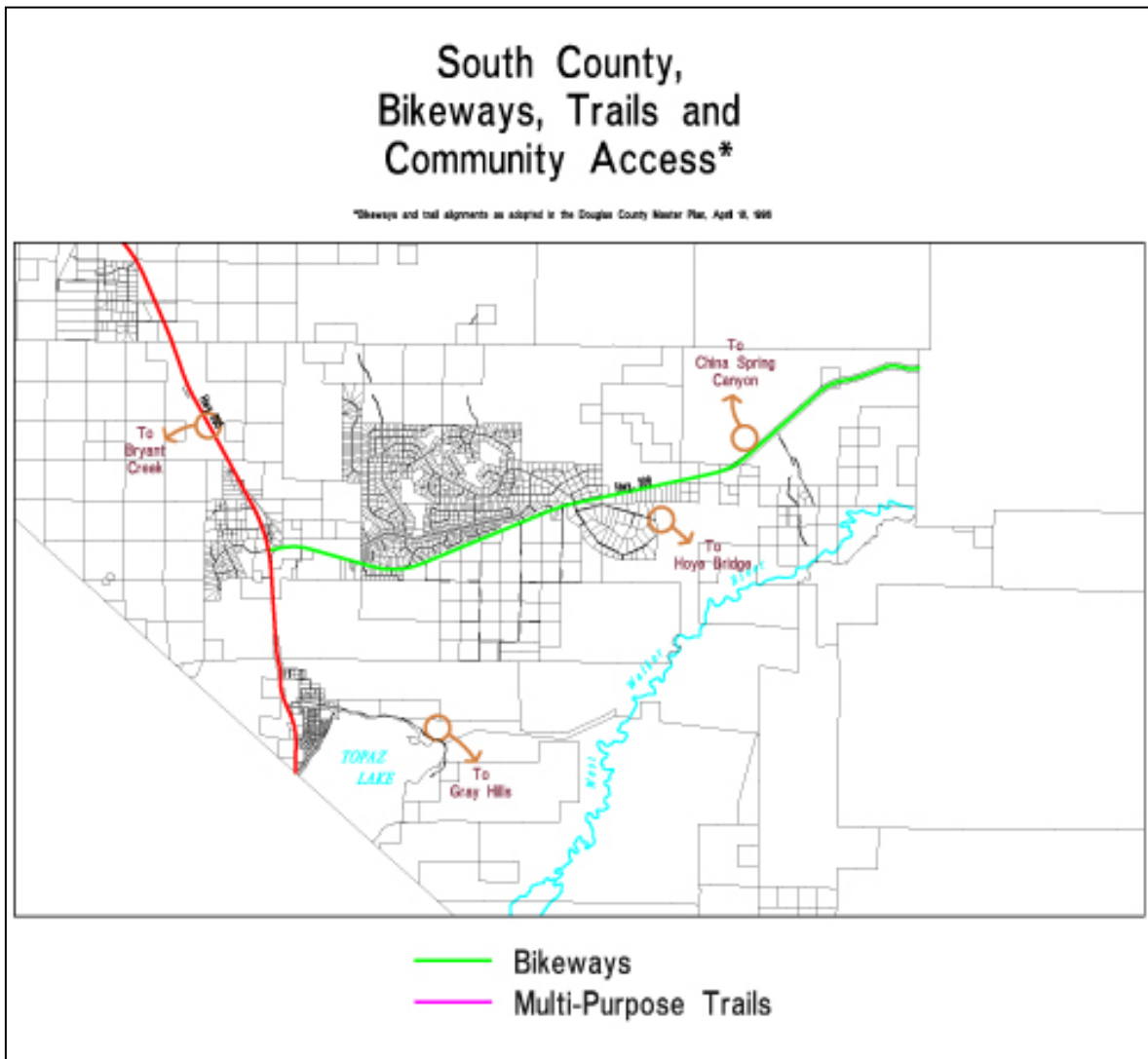
Draft Trails Map	Parcels Possibly Impacted by Trail or Trailhead	Property Owners
FIRST DRAFT TRAILS MAP DECEMBER, 2002	879	438
1ST REVISED DRAFT TRAILS MAP JANUARY, 2003	435	155
2ND REVISED DRAFT TRAILS MAP MARCH 11, 2003	306	97
3RD DRAFT TRAILS MAP MARCH 24, 2003	287	53
4TH REVISED DRAFT TRAILS MAP MAY 13, 2003	315	51

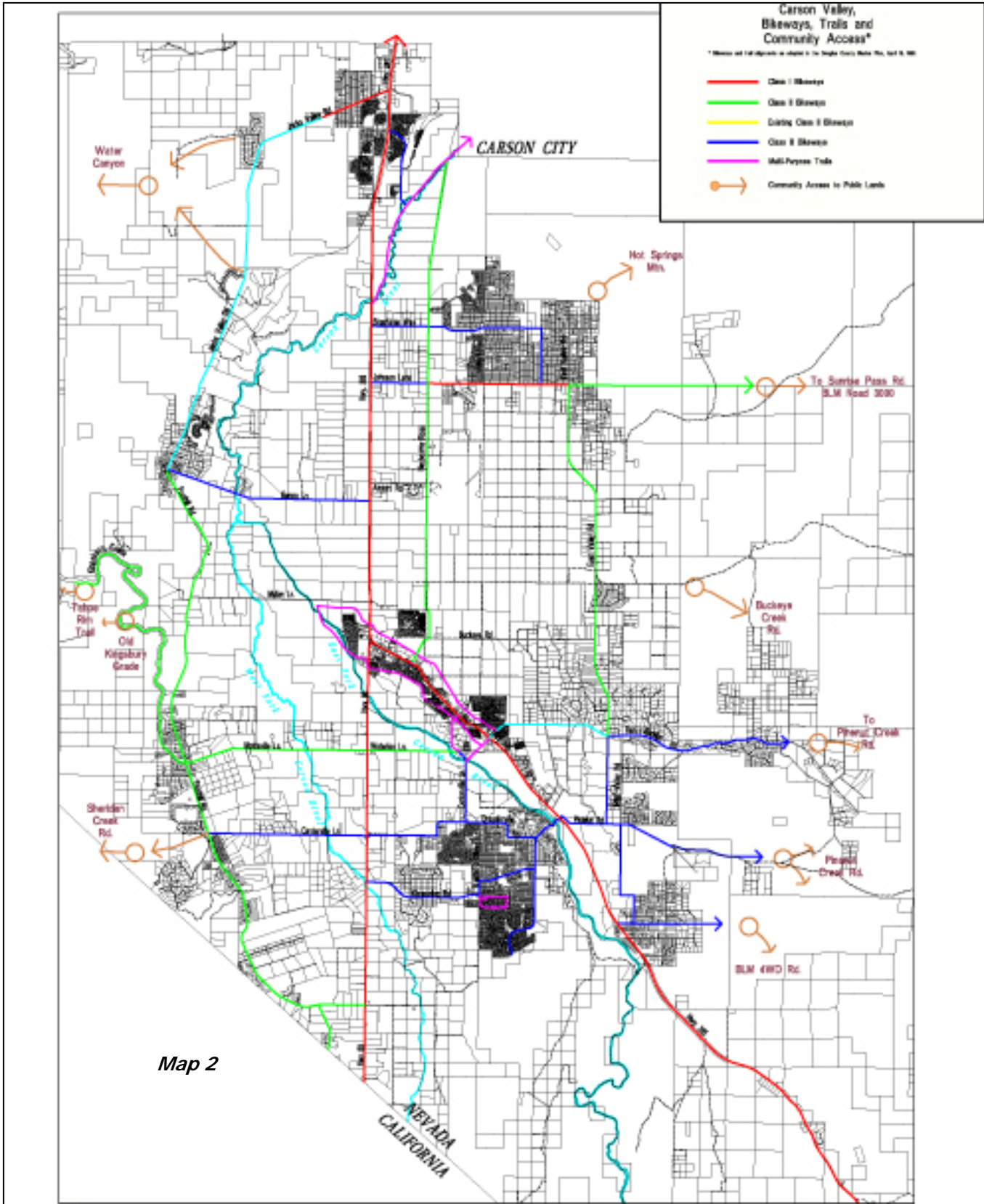
While the revised trails map proposes trails or trailheads that may impact 287 parcels, it is noteworthy to point out that 162 of the parcels belong to public or quasi public agencies, (i.e., 85 belong to USFS, 29 belong to the BLM, 15 belong to the Gardnerville Ranchos GID and 14 belong to Douglas County). Most of the trails now proposed on private lands are located on lands that are already designated for future arterial or collector road connections on the County's adopted Transportation Plan, part of an approved subdivision, (i.e., Job's Peak Ranch, Clear Creek, Mountain Meadows, Skyridge, Nevada Northwest), or already designated as part of the currently adopted Trails Plan, (i.e., the multi-purpose trail proposed adjacent to the Martin and Cottonwood Sloughs).

3. Maps and Trail Designations

Master Plan Adopted Maps

The following two maps – *Map 1) South County Bikeways, Trails and Community Access Map* and *Map 2) Carson Valley Bikeways, Trails and Community Access Map*, were adopted as part of the Douglas County Master Plan Transportation Element in April, 1996. These plans generally recognize future proposed trails and bikeways within existing rights-of-way and generally identify access points to United States Forest Service and Bureau of Land Management property.





Qualifier Recommended to Appear on Adopted Trails Maps

In order to minimize the public misconstruing "proposed" trails for "de facto" trails, the following language is recommended to appear upon all adopted Comprehensive Trails Plan Maps:

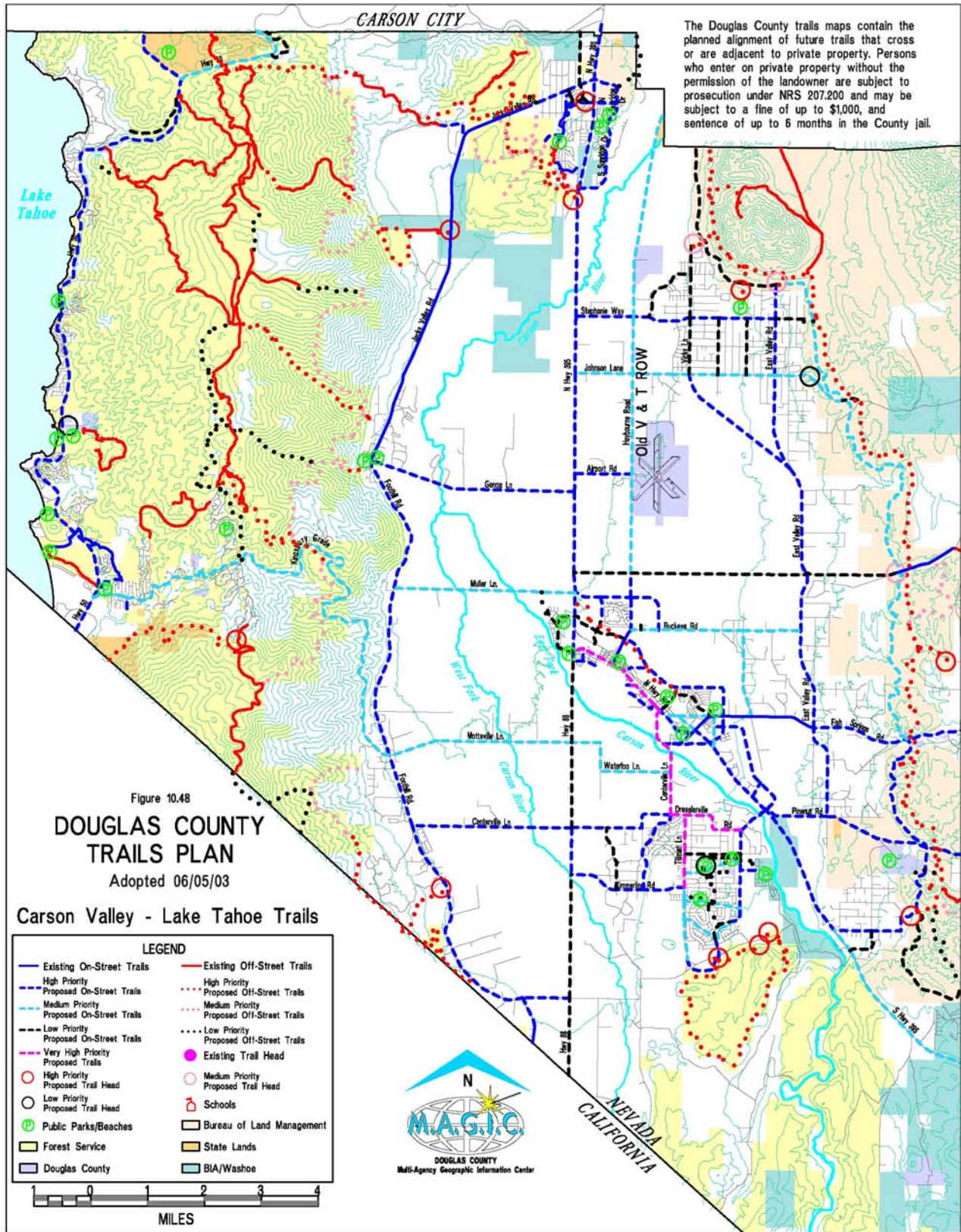
"These maps contain the planned alignment of future trails that cross or are adjacent to private property. Persons who enter on private property without the permission of the landowner are subject to prosecution under NRS 207.200, and may be subject to a fine of up to \$1,000, and sentence of up to 6 months in the County Jail."

Further language recognizing that future trails do not confer rights for public access until they are dedicated and accepted by the County has been incorporated as an implementation strategy.

Carson Valley – Lake Tahoe Summary Map

The Carson Valley and Lake Tahoe Summary Map, (*Figure 10.48*), includes all areas shown on the Lake Tahoe and Foothills Map, the South Carson Valley Map, the North Carson Valley Map and a portion of the East Carson Valley Map. Therefore, the geographic regions that are excluded from the summary map and are provided as separate maps and include the easterly portion of the East Carson Valley Regional Map and the Topaz Regional Map.

Large Topographical Maps for the five County regions noted above were used by the workshop participants. These large regional Workshop maps did contain the jeep trails found on USGS maps. However, so as not to bias the citizen input process, the workshop excluded the proposed trails that had been adopted as part of the 1996 Transportation Element. The existing and proposed trails have been identified as either on-street, (typically hard surface) or off-street, (typically soft surface). Hard surface trails are typically comprised of asphalt or concrete while soft surface trails include dirt, sand, gravel or a combination of impervious surfaces.



The Douglas County trails maps contain the planned alignment of future trails that cross or are adjacent to private property. Persons who enter on private property without the permission of the landowner are subject to prosecution under NRS 207.200 and may be subject to a fine of up to \$1,000, and sentence of up to 6 months in the County jail.

East Valley Trails Map

The East Valley Trails Map, (*Figure 10.49*), includes the Community Plan Areas of East Valley, Fish Springs, Ruhenstroth and is located generally easterly of East Valley Road, providing public access points to the BLM Lands, (Pine Nut area). Pine Nut Road provides a primary access into the Pine Nut Mountain Area with access both to the Ruhenstroth community and the Fish Springs area. The Fairgrounds area is planned to be developed to accommodate overnight stays and to serve as a multifunctional access point. This access point may be developed incorporating hiking, mountain biking, equestrian and motorized access into the Pine Nut Mountains.

Access within the Ruhenstroth area is primarily local and limited to designated public easements granted to previous developments. However, a multiuse access point should be considered along the northwest and southern edge of the Ruhenstroth Planning Area. This would provide access to BLM property and allow for equestrian, biking and motorized access around the Ruhenstroth community area with a connection to the Douglas County Fairgrounds facility and Fish Springs Road.

It is proposed that the proposed north-south East Valley Road Trail enter upon BLM land at it's southern terminus.

Trails within the Fairgrounds area will need to be done carefully to avoid conflicts with the Douglas County Shooting Range. Trail developments from the Fairgrounds to Fish Springs Road through BLM property is also identified. The Fish Springs area would have trailheads providing parking and access into BLM property.

Bike lanes are shown to be extended along East Valley Road to Fish Springs Road. The bicycle lane along Fish Springs Road extends into the Gardnerville area intersecting with Stodick Park, which can serve as an access point for equestrian and/or bicycle access.

The bike lanes along East Valley Road will also include the intersection of similar bike lanes along Buckeye Road, which allows for the extension from the East Valley area back into the core of Minden. Accesses off East Valley Road may be provided through the dedication of public accesses from the Grandview Estates Project and/or coordinated for access east of Stockyard Road. Development of the trailhead in this area allows for access up and around the Douglas County Sewer District Storage Ponds and opening up access into the broader Pine Nut area.

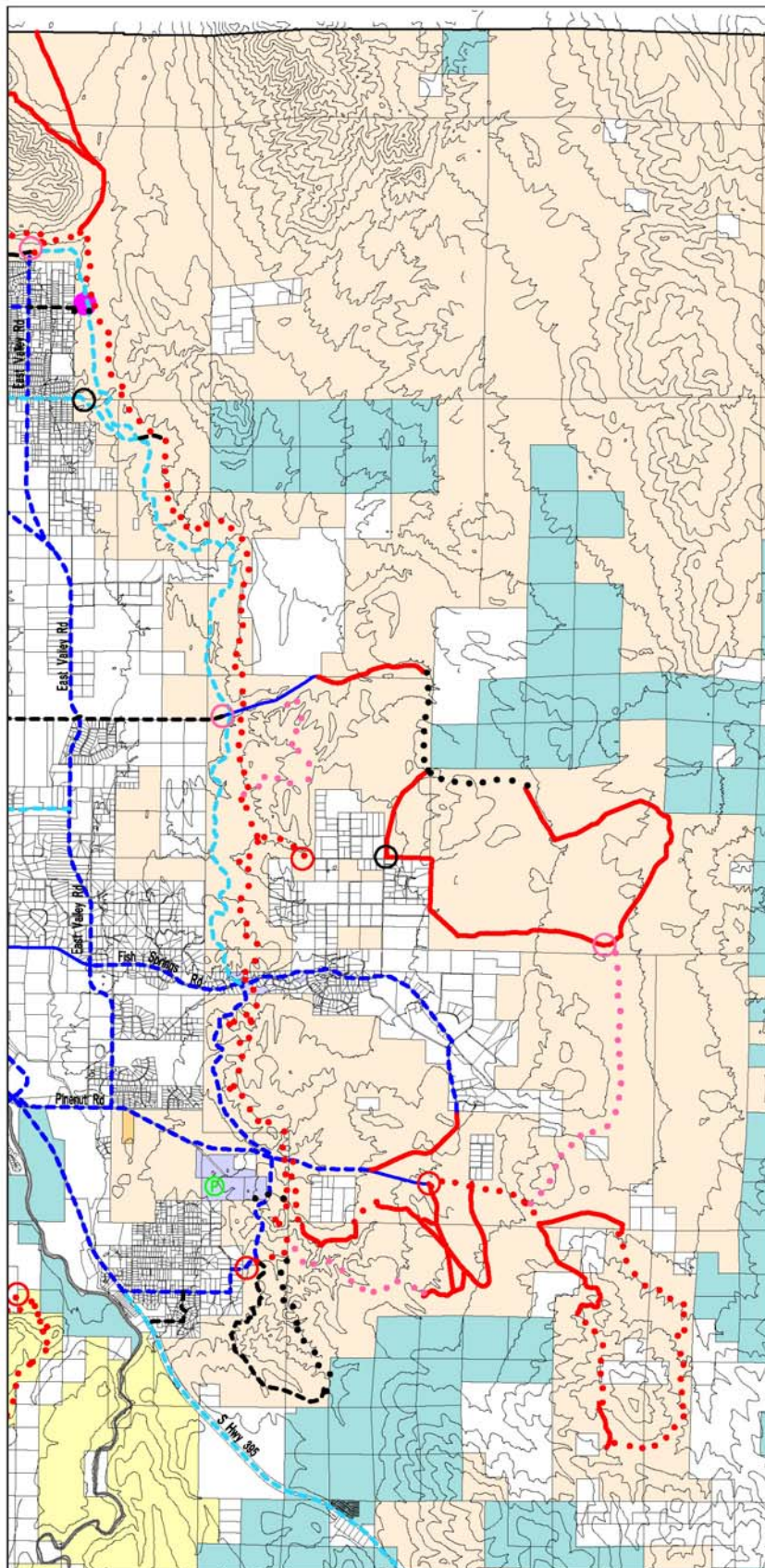


Figure 10.49

DOUGLAS COUNTY TRAILS PLAN

Adopted 06/05/03

EAST VALLEY TRAILS

LEGEND	
— Existing On-Street Trails	— Existing Off-Street Trails
— High Priority Proposed On-Street Trails	— High Priority Proposed Off-Street Trails
— Medium Priority Proposed On-Street Trails	— Medium Priority Proposed Off-Street Trails
— Low Priority Proposed On-Street Trails	— Low Priority Proposed Off-Street Trails
— Very High Priority Proposed Trails	● Existing Trail Head
○ High Priority Proposed Trail Head	○ Medium Priority Proposed Trail Head
○ Low Priority Proposed Trail Head	○ Schools
● Public Parks/Beaches	■ Bureau of Land Management
■ Forest Service	■ State Lands
■ Douglas County	■ BIA/Washoe



The Douglas County trails maps contain the planned alignment of future trails that cross or are adjacent to private property. Persons who enter on private property without the permission of the landowner are subject to prosecution under NRS 207.200 and may be subject to a fine of up to \$1,000, and sentence of up to 6 months in the County jail.



Trails and 2 trailheads extend north from the Fish Springs area extending along BLM property and along the southern edge of the Sewer District Ponds, providing access back off of East Valley and opening to Johnson Lane and Stephanie Way. An additional trailhead is identified off of East Valley Road entering into the more developed areas of the Johnson Lane Planning Area.

North Valley Trails Map

Figure 10.50, indicates the proposed trails and trailheads recommended for the Johnson Lane, Airport, Indian Hills and Jacks Valley Community Planning areas. An on-street bike lane is proposed to extend along Johnson Lane to Vicky Lane and Heybourne Road.

The bikelane along Heybourne Road would extend back to the Douglas County Airport. The preferred alignment would be an offset lane running adjacent to or over proposed County water lines providing access to Airport Road and ultimately extending along future Heybourne Road to Muller Lane extensions with the trail connecting with Buckeye Road and the existing Buckeye multipurpose trail. The location of any bikelanes along Heybourne Road would not conflict or be inconsistent with the future development of the V&T Railroad right-of-way.

This will provide access into the Town of Minden via either Buckeye Road or Muller Lane. The trail along Johnson Lane is anticipated to provide a paved trail supporting access to the BLM area.

Bike lanes shall be extended along Stephanie Way potentially from Highway 395 to East Valley. At a minimum, an extension from Heybourne to East Valley shall be provided. This will allow for the safe travel of students to both Pinion Elementary School and Johnson Lane Park.

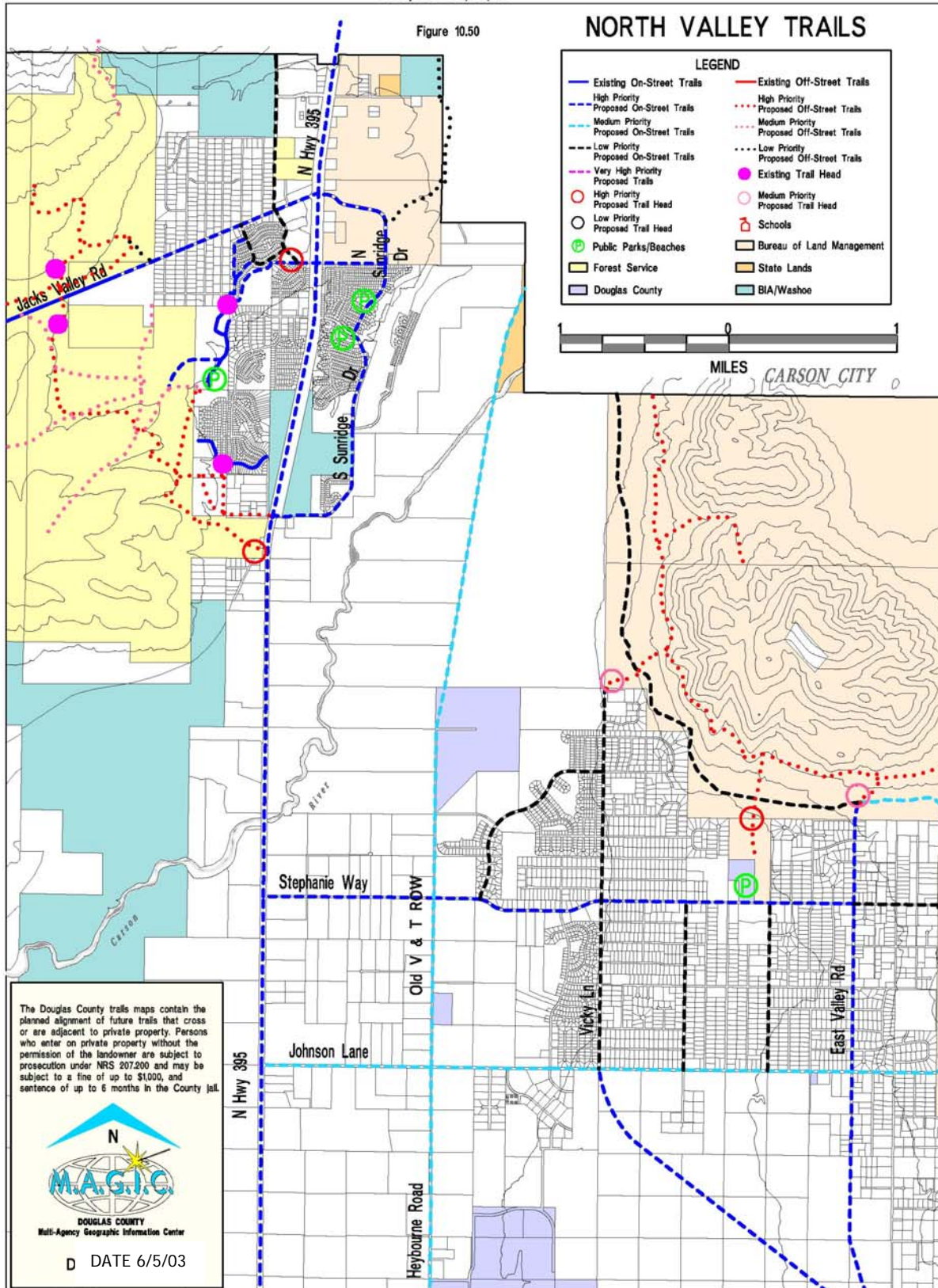
Public access at the end of Stephanie Way has already been provided in the form of a parking area. It is designated primarily for equestrian access but may also be utilized for hiking and biking.

Johnson Lane Park located off Stephanie Way is also designated to provide equestrian, hiking and biking access into the Pine Nut Mountain Area, specifically into the Hobo Hot Springs mountain area. This area may also be pursued to create specific trails to be utilized by off-road vehicles. The development of the trailhead at Johnson Lane Park would also provide good linkages between East Valley Road, Vicky Lane and Heybourne Road for other types of accesses to the park to enjoy the variety of planned recreational facilities.

In the Indian Hills/Jacks Valley area, there are a number of opportunities to take advantage of existing trails and pedestrian access points, which tie together existing community facilities and improve access into the Jacks Valley Wildlife Management area.

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Development of the commercial property along the west side of Highway 395 in North Douglas County includes the ultimate extension of Vista Grand Boulevard from the intersection of Jack's Valley Road to Old Clear Creek Road. The first phase of this connection is a part of the Retail Development during 2003 and 2004.

This trail provides a linkage between Old Clear Creek Road and Jacks Valley Road and as a linkage to Fuji Park located in Carson City. This is a multi purpose trail serving pedestrian, equestrian, and bicycle uses. It will provide access into the commercial developments as well as between major roads. With the connection to Clear Creek, it allows for a continued use of Old Clear Creek Road to access trails located at the end of Old Clear Creek.

A substantial amount of interconnected trails servicing James Lee Park are also planned and/or currently exist. This includes extensions off Vista Grande behind the Home Depot and Target Shopping Centers servicing a small park area with a trail access for area residents into James Lee Park.

A long-term effort should be made to extend multiuse trails from the Sunridge development area to the Carson River, allowing for a Carson River trail to extend north toward Carson City. A river crossing should be pursued to allow for a connection into the Johnson Lane Planning Area. A proposed location for such a trail would be to follow the existing water and sewer line easements to reduce the level of disruption of any wetlands area. This trail is not anticipated to be supported by future development and will need to be pursued through other means and is not anticipated for several years.

Tahoe / Foothill Trails Map

Figure 10.51 includes the proposed trails and trailheads recommended for the Lake Tahoe and Foothills areas including the Town of Genoa, the North Agriculture Area and portions of the Central Agriculture Area.

The existing Jacks Valley trail system will need to be extended along Jacks Valley Road between the Residential area and Jacks Valley Elementary School. The Master Plan currently calls for a Class I Bikeway on this section of road. A second alternative is for an offset trail along the south side of Jacks Valley Road. Final design will depend on securing necessary right-of-way and costs. This will require a cooperative effort between the Forest Service, Douglas County and Douglas County School District. Completion of this trail will provide safe access for students to travel from the residential areas to the elementary school. The trail ultimately connects with the Class 1 Bicycle lanes that extend along Jacks Valley Road to the Town of Genoa.

The Alpine View development includes two public access points. These access trails are located off of Mont Blanc Ct. and extend between existing private parcels. The access is primarily designed for neighborhood use and is limited to hiking. However, as the development is served by public roads these access points may be utilized by the general public.

The Southwest Point Partners proposed golf community development is required to dedicate a public trail easement along the south portion of their development. This trail will extend from the Jacks Valley Wildlife Management Area, (across their property), to U. S. Forest Service property on the east side of Jacks Valley Road. If this project doesn't move forward, then any future division of the property (i.e., intensification of use) will need to consider trail / bikeway connections to public lands located to the east and west.

The discussion related to the dedication of this easement included a request from the Alpine View homeowners that a trailhead be located along Foothill Road in order to have a lesser impact on existing residents. With the concept of the co-location of community facilities, a trailhead parking area is proposed to be located within the Jacks Valley Wildlife Management Properties, (USFS).

An additional trail development is also considered to extend north around the Alpine View development and then west to intersect with the trail easement dedicated as part of the Southwest Point Partners development. The location of this trail is proposed to be along the outside edge of the existing fire break that extends around the Alpine View area. This will allow for limited impact on neighbors and also serve to enhance the viability of the fire break trail. Usage is designated for non-motorized use but would allow at a minimum, hiking and equestrian access and potentially mountain biking.

The development of the trails outlined above will provide for multiple access into the Jacks Valley Wildlife Management Area, located on both the north and south sides of Jacks Valley Road, and provide a minimum of two access points into the Sierra Nevada mountains, one being through the top of Clear Creek, and the second one being across the Southwest Point Partners development. The trailhead, or staging areas, would be accommodated through Fuji Park, the Jacks Valley Elementary School, James Lee Park, the USFS property and the Indian Hills GID open space area north of Hobo Hot Springs.

The plan considers two access points on the west side of Jacks Valley Road, affecting tribal Land and a portion of the Mountain Meadows, (Little Mondeaux)., subdivision. The development of this trail linkage will require negotiations with the Washoe Tribe, the private property owner and the Forest Service.

The Genoa community planning area provides an opportunity for a number of different levels of trails and access into and through the Carson Valley as well as into the Sierra Nevada Mountains. The Town of Genoa also affords the connectivity through the Mormon Station State Park Facilities as well as Town park amenities. These specific access points are a potential for the Town of Genoa extending into the Sierra Nevada Mountains with additional development of bike lanes and multipurpose pedestrian trails extending down Genoa Lane and to Foothill Road.

Access to USFS public land exists off of Snowshoe Lane via access from Jacks Valley Road and Centennial Drive. For general access location, the Mormon Station State Park may be utilized.

At the end of Carson Street where Douglas County has installed a water tank, there is the potential for co-location of a trailhead area. However, this Plan does not advocate this recommendation. There is an existing Forest Service property which may be utilized for a smaller trailhead facility. The access in this area is steep and somewhat difficult. No improvements or trailhead is recommended at this time.

The Plan considers bikelanes extending eastward for Genoa Lane, Muller Lane, Mottsville Lane and Centerville Lane to U.S. Highway 395.

A primary interconnection with the trail / bikeway system would be the continuation of the Jacks Valley/Foothill bike lanes from the Town of Genoa to David Walley's Hot Springs Resort to provide for a better level of recreational connection between the time-share/resort development and the Town of Genoa.

Along Foothill Road, the bicycle lanes would be continued from David Walley's Hot Springs Resort to the intersection with Kingsbury Grade. This extension will allow the park-and-ride area at the base of Kingsbury to serve as a starting point for use of bike trails as well as to serve as a park-and-ride facility.

The establishment of a day facility in the Pine Basin area off Kingsbury Grade would provide for an access point that would service the Foothill Trail and extend to the north as well as to the south. As noted above, depending on the ability to construct a trail on the steep terrain, an access point could also be made to connect to Foothill Road just north of David Walley's Hot Springs.

The Pine Basin development would also serve as a potential location for a trail continuing west to connect with the Tahoe Rim Trail. This area has been identified by Douglas County as a potential day-use area to be provided with picnic tables and restroom facilities.

Bicycle Lanes along Foothill Road should be extended from Kingsbury Grade to Centerville and options should be pursued, again working with the East Fork Fire Protection District on a joint-use staging area as part of the Sheridan Fire Station. The property located to the west of the station would need to be cleared for a trail parking area, which could also be utilized to support some staging of wildland firefighting equipment.

The staging area should work well for bicyclists as well as equestrian users who would want to access the various trailheads along Foothill Road and/or one of the longer bicycle loops around the Carson Valley. Ultimately, the bicycle lanes would need to extend the full distance of Foothill Road intersecting with Highway 88 to the south. This would provide an alternate access along Highway 88 into Alpine County and Markleeville as well as north back into the Carson Valley area. The bike lanes along Foothill Road would also enhance the multiple-use characteristics of the Faye-Luther trailhead, allowing it to be used for bicyclists as well as trail access.

The Plan includes a trail and trailhead upon the Job's Peak Ranch subdivision providing access from Foothill Road to United States Forest Service property. Providing these improvements is a condition of approval required by Douglas County.

DOUGLAS COUNTY TRAILS PLAN

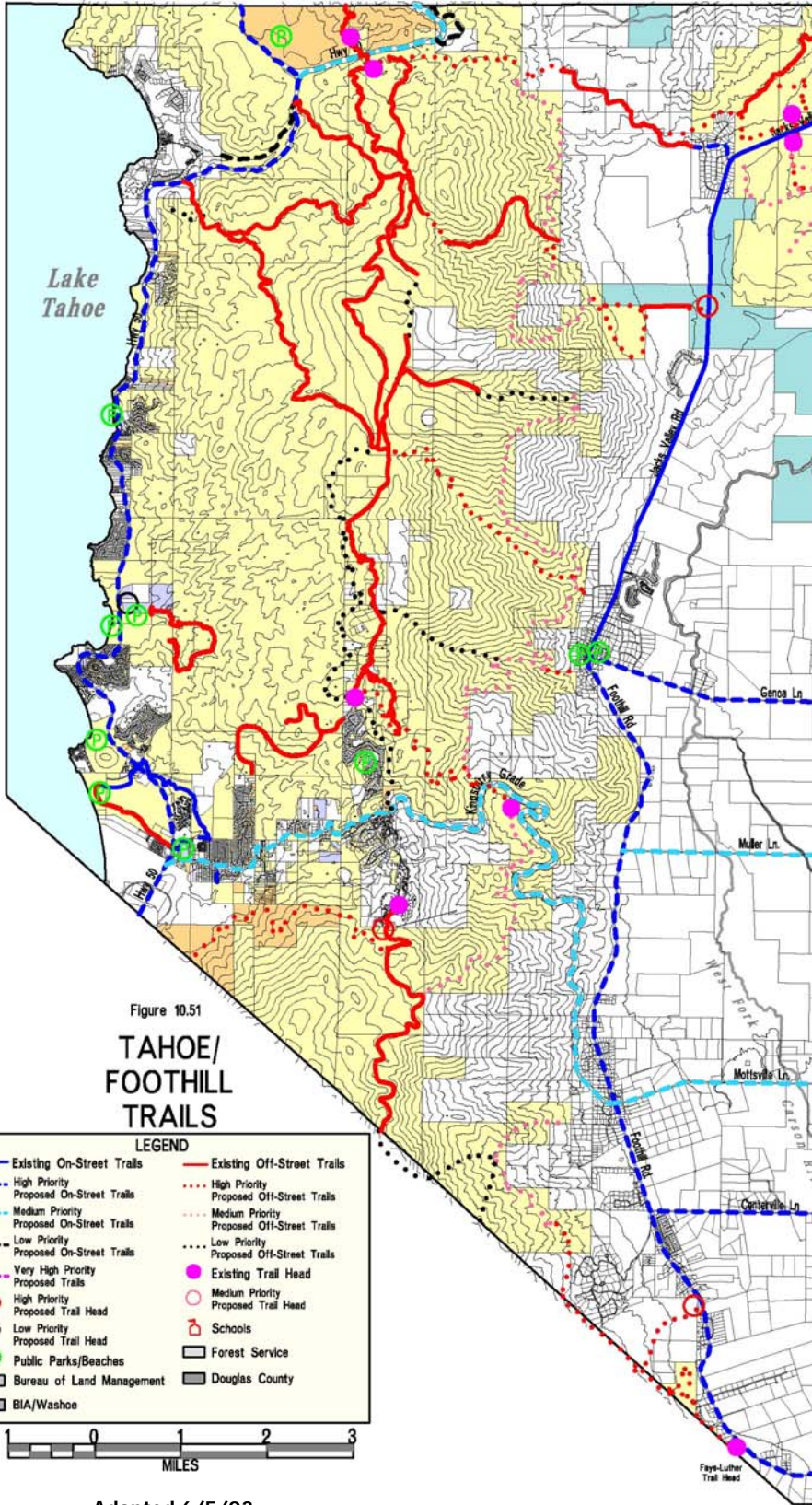


Figure 10.51

TAHOE/FOOTHILL TRAILS

LEGEND	
— Existing On-Street Trails	— Existing Off-Street Trails
- - - High Priority Proposed On-Street Trails	- - - High Priority Proposed Off-Street Trails
- - - Medium Priority Proposed On-Street Trails	- - - Medium Priority Proposed Off-Street Trails
- - - Low Priority Proposed On-Street Trails	- - - Low Priority Proposed Off-Street Trails
- - - Very High Priority Proposed Trails	● Existing Trail Head
○ High Priority Proposed Trail Head	○ Medium Priority Proposed Trail Head
○ Low Priority Proposed Trail Head	□ Schools
⊕ Public Parks/Beaches	□ Forest Service
□ Bureau of Land Management	□ Douglas County
□ BIA/Washoe	



Adopted 6/5/03

The Douglas County trails maps contain the planned alignment of future trails that cross or are adjacent to private property. Persons who enter on private property without the permission of the landowner are subject to prosecution under NRS 207.200 and may be subject to a fine of up to \$1,000, and sentence of up to 6 months in the County jail.



South Valley Trails Map

Figure 10.52 includes the proposed trails and trailheads recommended for the south Carson Valley including the Gardnerville Ranchos and the Towns of Gardnerville and Minden.

The extension of bicycle lanes along Centerville Lane will allow for the extension of bicycling into the Gardnerville Ranchos area. Access into the Ranchos area shall be provided through bicycle lanes extending off of Highway 88 at Centerville Lane and Kimmerling Road. An extension from Centerville Lane would extend to the intersection with Dresslerville Road and into the Gardnerville area tying into Lampe Park. Access off Highway 88 off of Kimmerling Road would also allow for an extension from Kimmerling to Centerville following existing and future construction of Drayton Blvd. and the use of Tillman Lane.

Tillman Lane south of Dresslerville will need improvements to accommodate bicycles. Going north from Kimmerling will require striping. Tillman Lane also provides an access point into the U. S. Forest Service property located south of the Gardnerville Ranchos General Improvement District. This Forest Service property is considered as a multiple use area for various recreational activities. It is well situated for an off-road vehicle park as well as hiking and equestrian activities. The area may have multiple accesses, including Tillman Lane.

Bicycle trails in and through the Gardnerville Ranchos will need to be coordinated with the existing trail system, including utilizing Blue Rock Park as a starting point for the internal trail system. There is adequate road right-of-way on Blue Rock as well as Tillman to accommodate Class 1 bicycle lanes. The extension down Long Valley and Riverview-Dresslerville will need additional work, including widening and striping.

The development of bicycle lanes to Centerville will allow for a connection for the Ranchos community into the park facilities at Lampe Park and the Towns of Gardnerville and Minden. Internal trails already provide limited access to Aspen Park.

This Comprehensive Trails Plan seeks to create a safe and efficient on-street means of bicycling from the populous Gardnerville Ranchos community to Douglas County High School and the Swim Center via the Lampe Park and the Towns of Gardnerville and Minden. The proposed route suggests 4' – 5' bicycle lanes along both sides of Centerville Lane, (referenced above).

The Lampe Park area should serve as a multipurpose access point allowing for bicyclists and others to follow the trail from the park area. By creating an efficient means of bicycling through the built up portions of Gardnerville, the Plan anticipates "Bike Route" signage along Douglas Avenue, along Wildrose Drive through Minden to 2nd Street and on to County Road. This bicycle route will

provide bicyclists a more desirable route permitting them to avoid U. S. Highway 395.

Traversing Minden via County Road is recommended and consistent with the Town of Minden's intent of improving the County Road right-of-way to accommodate a multi use bicycle and pedestrian path.

Currently, bike lanes exist on the initial phases of Waterloo Lane and Stodick Parkway. Bike lanes would need to be extended to the east along Fish Springs Road connecting west to East Valley Road.

A soft surface, (off-street) trail is proposed along the Martin Slough north of Minden and Gardnerville. In some areas, the trail exists or will be in the near future as part of an approved subdivision. This trail is shown on the existing, adopted Bikeway Plan for Douglas County. No change for these trails are considered with this plan, with the exception of adjusting the alignment of the Martin Slough Trail to coincide with the approved development in North Minden. It is noteworthy to point out that no intent will be made to provide trail access adjacent to the Martin Slough so long as these properties remain in agricultural activities.

A new objective brought forward with this Comprehensive Trails Plan proposes trails as part of all new Specific Plans, subdivisions and planned developments proposed within the Receiving Areas or those undeveloped lands proximate to the Gardnerville Ranchos, Gardnerville and Minden which are earmarked within the Master Plan for future urban development.

DOUGLAS COUNTY TRAILS PLAN

Adopted 06/05/03

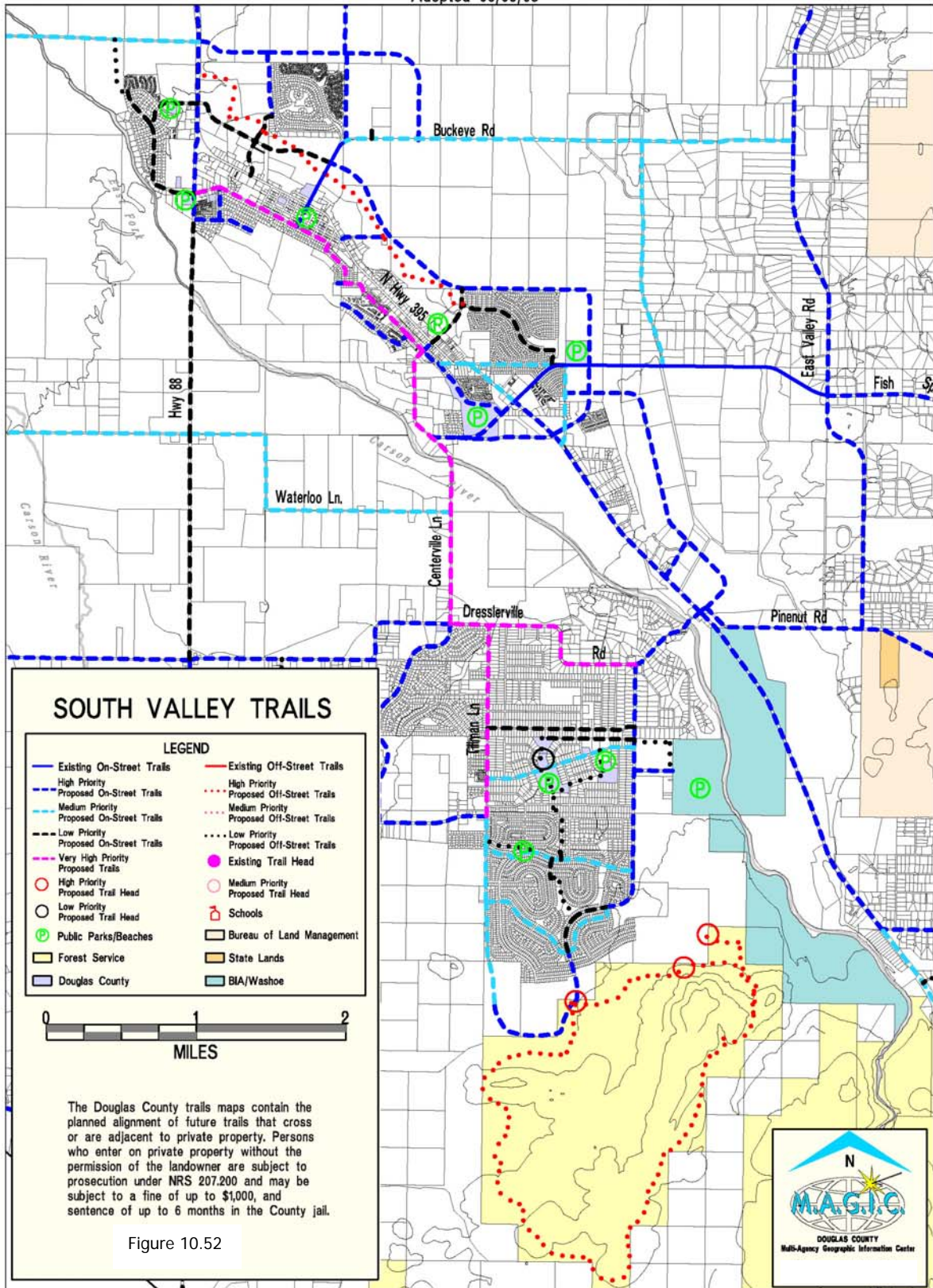


Figure 10.52

Topaz Trails Map

Figure 10.53 includes the proposed trails and trailheads recommended for the Topaz region of Douglas County.

Class II Bicycle Lanes are proposed for the entire length of U. S. Hwy. 395 within the Topaz area northerly from the California State Line and along the entire length of Nevada Hwy. 208 within the Topaz area easterly from Holbrook Jct., (at Hwy 395). These on-street trails proposed within these highway rights-of-way have both been identified as "medium priority" trails.

A high priority on-street trail is proposed along Topaz Park Road between Hwy. 395 easterly to the Douglas County Park located on Topaz Lake. An off-street, soft surface trail is recommended to proceed east and westerly from the County Park along the Topaz Lake shoreline, first upon Walker River Irrigation District property thence onto and looping within Douglas County and USFS property.

Other off-road trails proposed within the Topaz region include soft surface trails and trail heads to BLM land accessing Topaz Ranch Estates as well as a soft surface trail proposed within USFS property running both easterly and westerly of U.S. Highway 395.

DOUGLAS COUNTY TRAILS PLAN

Adopted 06/05/03

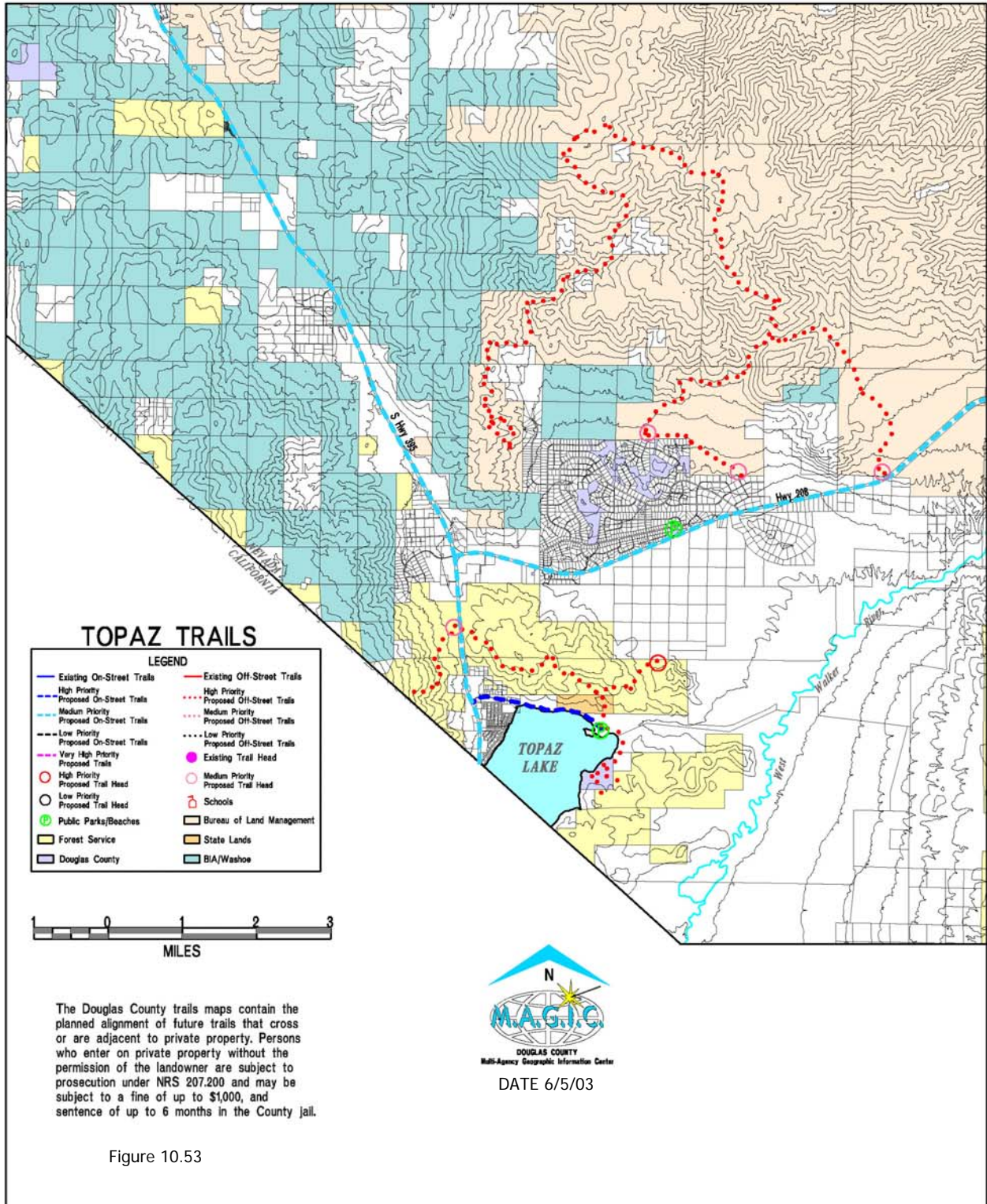


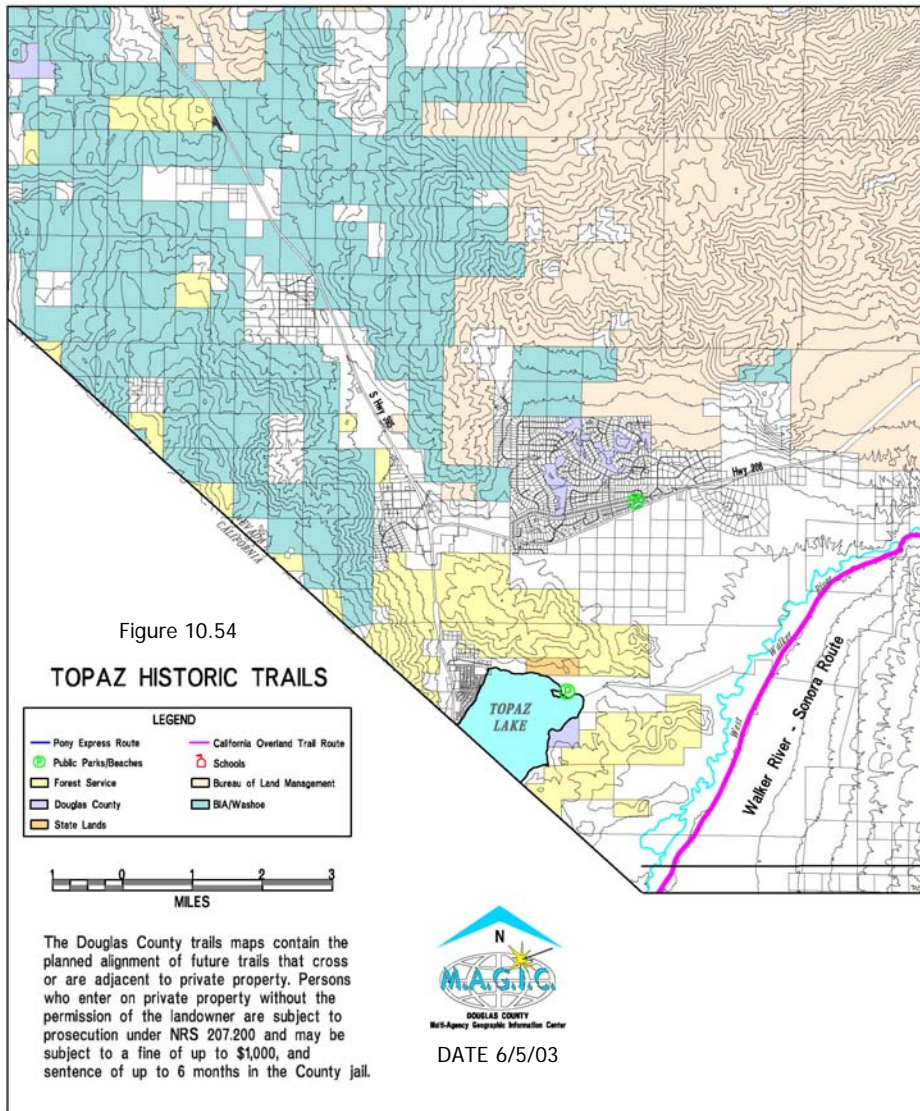
Figure 10.53

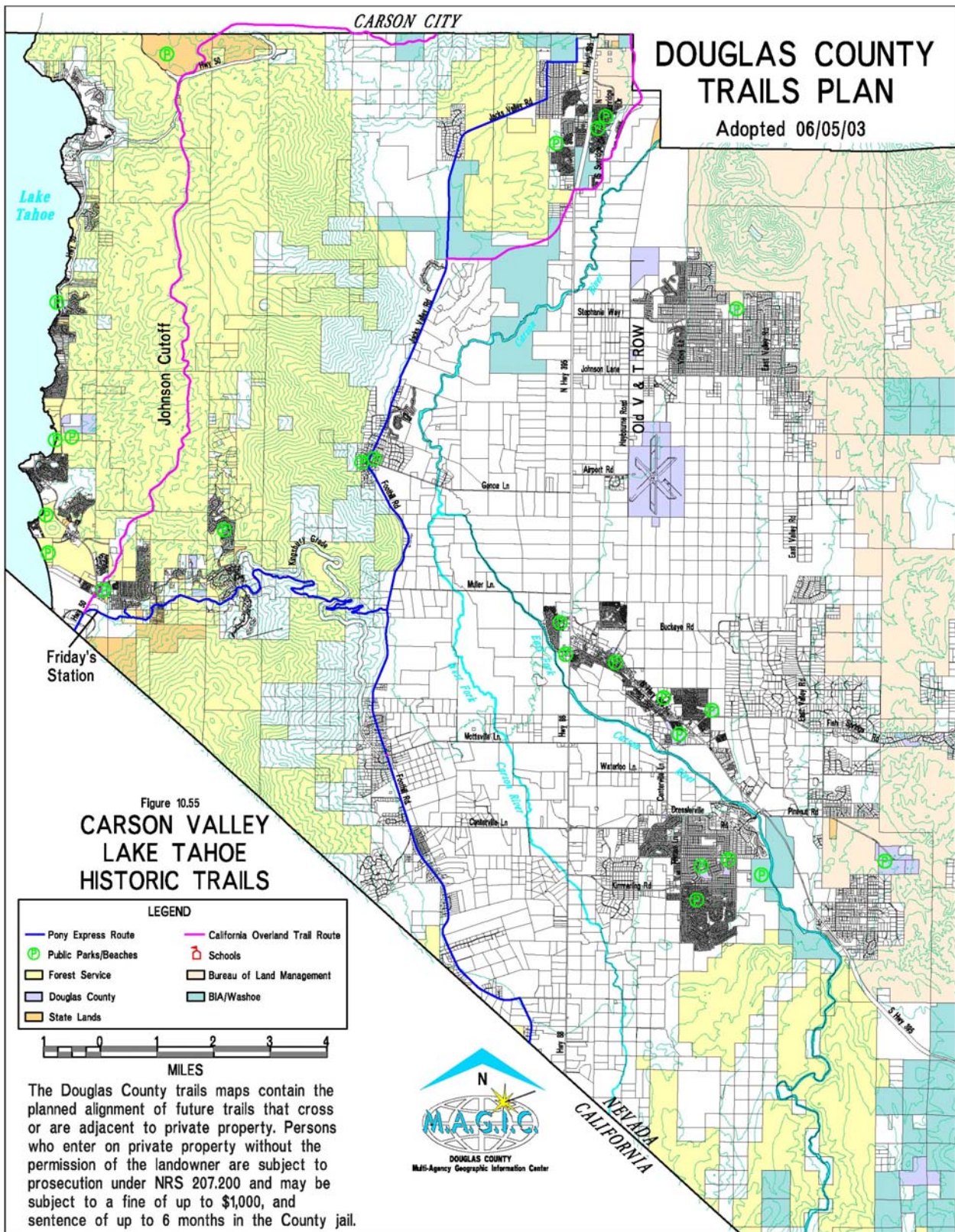
Historic Trail Maps

The public meetings scheduled as part of the comprehensive trails plan planning process generated interest from the local chapter of the Pony Express association. This comprehensive Trails Plan recognizes both the U. S. Pony Express as well as the California Overland Trails traversing Douglas County (Refer to Figure 10.54 and 10.55). As development occurs in these areas, measures to maintain the historic trails should be considered.

DOUGLAS COUNTY TRAILS PLAN

Adopted 06/05/03

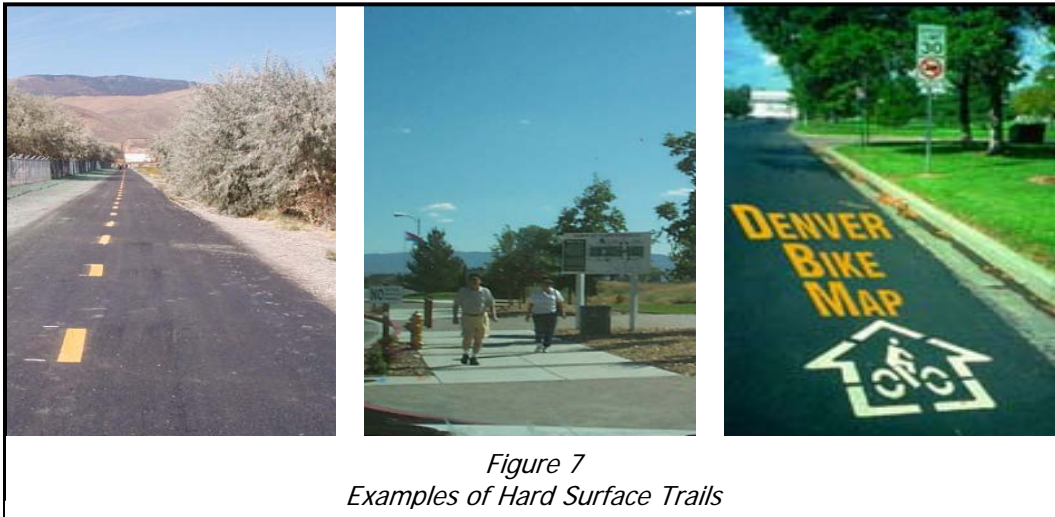




4. Trail Standards

Trail Location and Construction Standards

The following guidelines provide specific recommendations for how trails should be routed and/or constructed to reduce maintenance and environmental impacts.



In most instances, hard surface trails will be accomplished within Douglas County as bicycle lanes constructed on either side of existing roadways. It is anticipated that improvements will not require wider roadway right-of-way dedication widths than current County public works standards call for. If additional right-of-way is necessary, based on the final roadway design, the transportation element of the master plan would need to be amended to accommodate the needed width. In addition, it will be necessary to amend the County's current standard roadway cross section to ensure that walking, bicycling and / or equestrian paths are provided within all new roadway improvements.

Soft surface trails include footpaths as well as jeep trails. In most instances soft surface trails are appropriate for hikers, mountain bikers, equestrians and off road vehicles.



*Figure 8
Examples of Soft Surface Trails*

A. General Guidelines

Trails should be located and constructed in such a manner as to minimize maintenance and maximize access.

Trails should follow natural contours where possible and respect surrounding land forms. For example, trails crossing steep sites should flow with the land form.

Drainage features should be constructed where appropriate to reduce erosion.

Trail slopes should match expected user volumes and types.

B. Trail Separation From Vehicle Traffic

Where feasible, trails should be separated from vehicle traffic. Snow removal and general maintenance are less costly when trails are separated from roads and parking lots. Users are generally safer on separated trails and travel experiences are enhanced on separated trails.

Security for Trail Improvements: Where trails are required as part of a development project, the improvements must be constructed or a security or bond will be posted for the full cost of the trail improvements. This would be required prior to the recordation of any phased final map.

Phasing of Trail Improvements: When trails are part of a phased project, the phasing of various trail segments will follow a logical sequence for trail users. Construction may be required through an entire project to provide completed

trail connections at an early phase in the project. Further improvements can be made as funding becomes available.



Figure 9
The Tahoe Rim Trail circumnavigates Lake Tahoe and runs the length of Douglas County from the California State line to Carson City

Trail Easements: All trails that are open to the public should be located on publicly dedicated property. There are a variety of mechanisms for this to occur. Public street rights-of-way and dedicated easements are the most common and acceptable forms of access rights. In special circumstances some other form of access may be considered, such as a temporary easement.

Often liability concerns are raised in the process of acquiring trail easements. In cases where public easements are dedicated, or lease agreements are negotiated for public use with private landowners, Douglas County, BLM or the USFS should assume general liability responsibility in the same manner as assumed for streets and other public areas.

In specific cases, temporary trail easements and installations may be required. An example of such a need might be on a large phased project where a trail exists but is to be relocated and dedicated in a future phase. In this case, a temporary trail easement is needed to access the existing trail until the future phase is constructed. Another example involving a temporary trail easement is where a developer has property that will not be developed until a future time. The developer may allow trail access on this property on an interim basis until the land is developed. Thus, a temporary easement should be granted for trail purposes.

C. Recommendations for Environmentally Sensitive Sites

Special location or construction methods may be necessary to reduce impacts and minimize disturbance in environmentally sensitive areas. Examples of visually or environmentally sensitive sites include: wetlands, highly visible hillsides, significant vegetation areas, highly erodible soils, unstable slopes, and ridgelines.

Techniques, such as site specific trail routing, erosion control measures, site specific adjustment of construction standards, and site specific construction practices should be implemented to minimize environmental, visual or construction impacts. Construction methods that should reduce impacts include installing retaining walls to reduce cut and fill slopes on a visually prominent hillside, hand construction of the trail, stabilizing a mine hazard that is located within or adjacent to a trail corridor or installing a tree well around a significant tree to be preserved.

Each environmentally sensitive site is unique, specific trail proposals through such locations need to be considered on a case-by-case basis.

D. Guidelines for Sensitive Sites

Construction Practices For Sensitive Sites: Disturbance fencing limits should be implemented to minimize construction impacts. Construction limits should be as small as practical to construct the trail. Significant vegetation root zones should be considered when locating the trail and establishing construction limits.

Erosion Control: Methods should be employed to protect areas adjacent to the trail from impacts both during and after construction.

Indigenous Materials: Indigenous construction materials should be used for retaining walls, bridges, and barriers wherever possible.

Existing Vegetation: Existing significant vegetation should be preserved wherever possible. Trees, riparian vegetation, scrub oak, and rare plants are considered significant. Root zones, as well as above ground vegetation require protection when preserving plants. In general, the area within the drip line of trees, especially on the down slope side of the vegetation, is sensitive to disturbance. If root zones are impacted or grades are changed significantly, temporary irrigation may be necessary.

Re-Vegetation: Native and/or self-sustaining plant materials should be used for re-vegetation of all disturbed areas where trails pass through native or non-irrigated sites. Re-vegetation can be used to provide screening. Construction techniques to preserve vegetation and trail routing techniques should be used to minimize visual intrusion.

Natural Considerations: Where significant wildlife or other natural features exist, special trail routing, construction methods and trail use should be considered.

Wetlands: Trails that cross or are located adjacent to wetlands should be designed for minimal impact. Wooden boardwalks or other techniques may be necessary to impose minimal construction impacts. Wildlife needs should also be considered when setting trails near wetlands.

Visually Sensitive Areas: Locations that are visually sensitive, such as tallus slopes, may require reduced cut and fill slopes, hand-construction, and low retaining walls to minimize site disturbance and visual intrusion.

Environmentally Hazardous Areas: Where environmental hazards are present, special trail construction techniques or locations should be used to mitigate the hazard. Hazardous areas can be abandoned mine sites, where mine tailings should be stabilized, top soiled and revegetated.

Other hazardous locations, such as lightening prone areas, rockslide and avalanche areas should either be avoided or be closed seasonally when hazardous conditions are a problem.

Micro Climatic Trail Use Opportunities: Locate the trails for both summer and winter activities, where possible, given the terrain and climatic considerations. Identify snow retention areas for possible cross-country ski trails. In open areas, place trail alignment to take advantage of wind protection and shaded canyon areas.

E. Utilities:

The routing of utilities within trail corridors is generally encouraged. Many trail managers have allowed co-location of utilities in consideration for appropriate fee payments by the utility company. Locations that are visually or environmentally sensitive may restrict or preclude sharing utilities with trails. The following guidelines for placement, site disturbance and access should be followed.

Placement: Utility lines that run parallel to the trail should be placed under the trail bed where possible to minimize site disturbance. Utility lines that are perpendicular to the trail and lateral lines should be located to minimize site disturbance and removal of significant vegetation. Physical obstructions, such as utility pedestals, transformers and the like should be located out of the clear zone so they are not hazards to trail users. Access points which are not a physical obstruction, such as manhole covers should be located flush with the trail surface and where they do not pose a hazard to trail users.

Site Disturbance: Construction of utility lines within naturally vegetated areas should minimize site disturbance wherever possible. All disturbances should be

re-vegetated according to the requirements for trail construction. Bonding for this work should be required.

Utility Access: Access for utility maintenance vehicles will be evaluated on a case by case basis and provided for as part of the trail construction. Visually or environmentally sensitive sites may preclude full access to trail/utility corridors.

F. Vertical Clearance Guidelines

The vertical clearance to obstructions will be identified in the *Douglas County Design Criteria and Improvement Standards Manual*.

G. Trail Surfacing Guidelines for Hard Surfaced Trails

Asphalt, concrete and base specifications will meet those set forth in the *Douglas County Design Manual*.

H. Drainage Planning

Careful study of topography adjacent to the trail may yield insight to maximize protection of the trail, while minimizing trail structures. General drainage should be studied at 50' stations with provisions made to protect the trail.

Swells and Culverts: Drainage swells or culverts should be installed on trails at locations where the normal cross slope will not allow for adequate drainage. Drainage swells are not allowed on paved trails. Drains are best located at low points or bends in the trail along existing natural drainage ways. Wherever water is concentrated into new locations or in heavier concentrations, erosion protection needs to be evaluated and installed if necessary. Native stone is the preferred material.

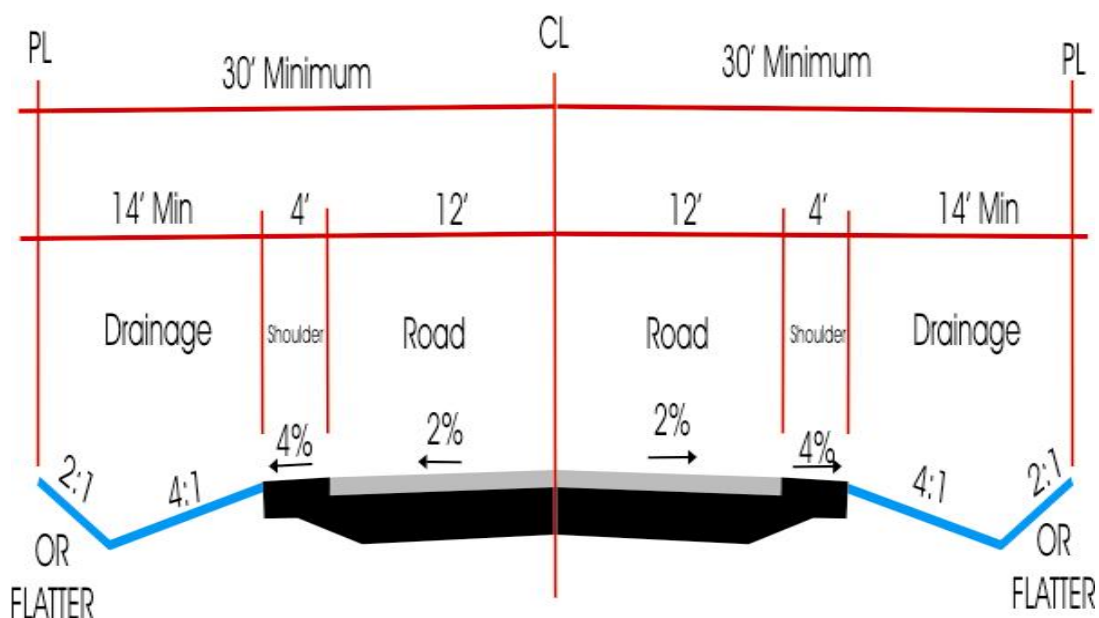
Cobble Drain: Use where intermittent flow is expected, such as in pronounced gullies or established drainageways. Do not use where continuous flow is expected, such as at seeps, springs or streams. Cobbles shall be 2"-3" stones stockpiled during trail construction. Add rock spillway to slopes greater than 4:1.

Cobble Drain Trail Drain: Use where trail construction requires drainage such as along long and/or steep vertical ascents. Do not use where established drainageways exist. They are best if located at loss points or bends in trail. Transition from Trail to drain may require 6' at low points. 6' transition will be required up to normal trail.

Figure 10 identifies Douglas County's current cross section design standard for local rural roadways. As this illustration illustrates, a minimum of 28 feet, (47%) of the this County roadway cross section is currently devoted to a drainage ditch, 14 feet on either side of the roadway's shoulder.

**Figure 10
Douglas County Design Standard**

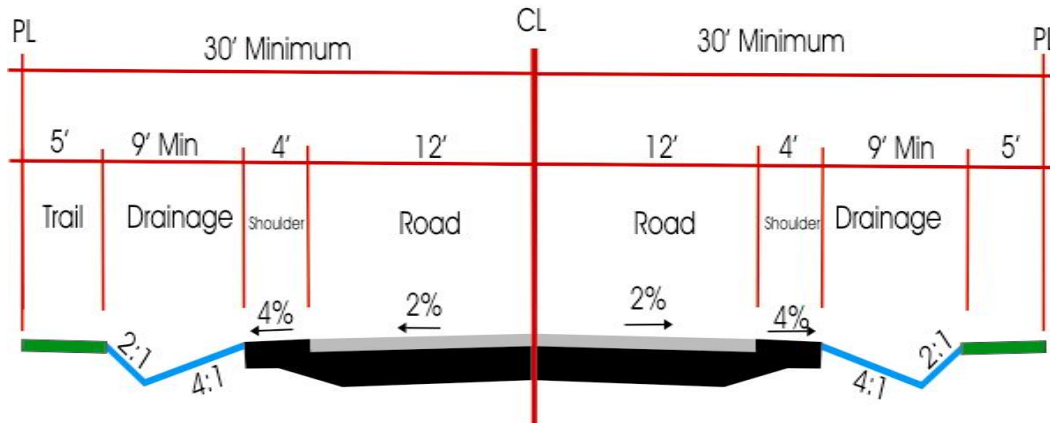
Local Rural



An Alternative to the current Douglas County standard rural local roadway cross section is depicted within Figure 11. Here, the minimum right-of-way width remains constant at 60 feet. Also, the alternative cross section roadway design maintains a minimum of two 12-foot travel lanes as well as two 4-foot shoulders. The Alternative Design is different from the current standard by tightening up the drainage ditch width from 14 feet on either side to 9 feet, thereby permitting two five foot bicycle / pedestrian lanes on each side of the right-of-way.

Figure 11
Possible Modified Local Rural Roadway Cross Section

Alternative



In addition to re-evaluating the Cross section Design Standards for the its designated local rural roadways, Douglas County should consider providing improved bicycle and / or equestrian trail opportunities within the cross section standards for Local Urban, Rural Collector, Urban Collector, Rural Arterial and Urban Arterial roadways. Final details will be identified in the *Douglas County Design and Improvement Standards Manual*.

5.

Goals and Objectives

Trail System

Douglas County should facilitate legal public access to public lands. As community growth occurs on private lands adjacent to public lands, rights-of-way should be provided through the proposed subdivision to assure regional access to public lands consistent with the adopted Trails Plan. The purposes of the Douglas County Comprehensive Trails Plan is to implement specific goals and objectives identified in the Douglas County Master Plan.

Goal 10.23 of the Master Plan states,

Douglas County will ensure development and maintenance of multi-purpose (hiking, equestrian, bikeway, and off-road bicycle) trail systems throughout Douglas County. This system should provide connection and access to public lands (BLM and National Forest), recreation facilities, facilities of local and regional interest and public facilities.

Objective 10.23.01 of the Douglas County Master Plan requires the County to "Prepare a comprehensive trails plan and map for Douglas County". The Master Plan also outlines a number of implementation strategies. The Trails Plan is the primary implementation tool for trails and sets forth conditions for Douglas County to require and facilitate legal access to public lands.

An integrated Comprehensive Trails Plan will meet a number of different goals and objectives, including:

Define multi-use trails to provide the greatest amount of outdoor public recreational opportunities.

Limit impacts on neighbors and adjoining property owners by defining locations for trails and trailheads.

Locate trails to reduce erosion or other impacts on trail surface and adjoining property.

Locate trails to limit impact on neighbors and adjoining property owners, including impacts from dust, noise, trash, parking and trespassing.

Define primary type(s) of trail uses. This includes pedestrian, equestrian, biking and motorized.

Define trails that may be improved to ADA standards to provide a greater level of recreational opportunity for handicapped users.

Define trails that provide linkages between existing and future trails.

Provide linkages between community facilities such as parks.

Provide linkages between public access trails and bicycle lanes to allow non-motorized access across and through the Carson Valley.

Provide a plan for the co-location of community facilities to reduce costs and impact on property.

Bikeway and Pedestrian Systems

A system of bikeway and pedestrian paths provides both recreational and functional transportation opportunities. Such systems can relieve traffic congestion, particularly in urban areas, create visual amenities, and contribute to an overall quality of life within the community.

The following goals and objectives have been incorporated to provide direction relative to bikeway and pedestrian access within and in conjunction with the street and highway plan.

Goal 10.24 of the Master Plan states,

Adopt and implement a safe comprehensive bikeway and pedestrian trail plan that provides opportunity for non-motorized transportation within the County that meets both recreational and commuter needs.

Objective 10.24.01:

Provide adequate pedestrian/biking facilities to serve the needs of County residents.

6.

Implementation

Background

In addition to serving as an implementation tool for the Douglas County Master Plan, the Trails Plan also serves as a planning guide for development activities. This plan will assist the County in the prioritization of acquiring rights of way and specific parcels of land through various mechanisms for trails and access points. Most notably will be the use of Southern Nevada Public Land Management Act funds, which may be utilized to acquire property and easements that meet the requirements of the Act.

One of the components used by Douglas County in the prioritization process of properties in Douglas County for acquisition is the dedication of easements for trails and trailhead facilities. A comprehensive Trails Plan will also assist the County in the implementation of the public facilities element of the Master Plan and the integration and linking of recreational and public facilities throughout Douglas County.

The first step in the implementation of the Trails Plan is to identify and build off the existing trails, bikeways and pedestrian facilities that currently exist in Douglas County. The integration of public facilities should provide for a greater level of usage and enhance safety throughout the County as these facilities receive greater levels of use. The overall quality of our facilities, type, number and use is enhanced as they are integrated in to a countywide system. To this end, the Trails Plan attempts to integrate public access trails, trailheads and other pedestrian facilities with existing or proposed pedestrian trails, bikeways, roadways and other planned development activities or facilities.

The co-location of facilities is desired to reduce the cost of the construction and maintenance of public facilities as well as to reduce the amount of impact such facilities have on our natural surroundings. Co-location of facilities may include not only like facilities, such as pedestrian paths, bike trails, trailheads and park facilities, but also may incorporate other public facilities that can support similar activities. This would include the location of water tanks and access roads for other public facilities, including power substations, power-line easements and roads, outlying fire stations, the Douglas County Fairgrounds and other similar public facilities as may be appropriate. The integration and co-location of facilities will limit impact and will also provide for the "multiple use" of existing and future defined public facilities, utility easements and public access points.

The second implementation step is to design the Trails Plan to integrate with existing federal agency plans for public land within Douglas County as well as in surrounding counties. For example, the Carson Ranger District includes more than 200,000 acres in Nevada, including land in Douglas County, Carson City and Washoe County. The District also includes over 200,000 acres in California.

The Carson Ranger District extends approximately 100 miles along the Sierra Nevada Mountains, which serves as an attractive backdrop for recreational opportunities throughout Western Nevada and Eastern California. The development of a trails plan in Douglas County must be integrated with the goals and objectives of the U.S. Forest Service as outlined by the Carson Ranger District. Such goals include the integration of trails connecting the various communities together, the integration of the Tahoe Rim Trail with other trail access points as well as the protection of natural resources, including watershed, wildlife and vegetation. The forest component also provides a scenic backdrop for much of Douglas County and is an integral part of the quality-of-life experience enjoyed by residents and visitors. Being able to access this scenic backdrop and enjoy it personally is an experience desired by many. An integrated trails plan servicing the Sierra Nevada Mountains will provide a greater level of outdoor experience for those living and visiting Western Nevada.

The Bureau of Land Management manages the majority of public lands along the eastern side of Douglas County. The Bridgeport Ranger district (U.S.F.S.) manages lands around Topaz Lake. The BLM's Pine Nut Land Use Plan amendment will be completed in August or September 2004. The Douglas County Trails Plan may need to be updated with the completion of the Pine Nut Plan Amendment to ensure continuity and consistency of proposed uses and access points. This will ensure the public's access, enjoyment and multiple use components of the Pine Nut Range.

The integrated planning with federal agencies will allow for a trails system that actually links various communities, including linkages to Carson City, Lyon County and the Tahoe Basin. Links into Alpine and Mono Counties in California may also be provided.

Implementation Strategies

This Plan's Implementation Strategies have been organized as sub areas to the two adopted Master Plan Goals relating to Trails: *1) Douglas County will ensure development and maintenance of multi-purpose (hiking, equestrian, bikeway, and off-road bicycle) trail systems throughout Douglas County. This system should provide connection and access to public lands (BLM and National Forest), recreation facilities, facilities of local and regional interest, and public facilities. and 2) Adopt and implement a safe comprehensive bikeway and pedestrian trail*

plan that provides opportunity for non-motorized transportation within the County that meets both recreational and commuter needs.

1) Goal 10.23:

Douglas County will ensure development and maintenance of multi-purpose (hiking, equestrian, bikeway, and off-road bicycle) trail systems throughout Douglas County. This system should provide connection and access to BLM and National Forest land, recreation facilities, facilities of local and regional interest, and public facilities.

Implementation Strategies

- 10.23.01.1.a The development code will be revised to implement the plan once adopted.*
- 10.23.01.1.b The plan shall be integrated with the bikeway and pedestrian system contained within the Transportation Plan.*
- 10.23.01.1.c Design criteria and standards including, but not limited to, trail and trailhead requirements, parking, and improvements.*

2) Goal 10.24:

Adopt and implement a safe comprehensive bikeway and pedestrian trail plan that provides opportunity for non-motorized transportation within the County that meets both recreational and commuter needs.

Implementation Strategies:

- 10.24.01.1: Designate and construct regional bicycle routes to connect residential areas with major activity centers.*
- 10.24.01.1a Development within RA areas shall provide bicycle and trail system improvements as identified in the adopted Trails Plan. Trail and bike route linkages for internal roads shall be considered as part of the development.*
- 10.24.01.2: Designate and construct bicycle and hiking trail systems throughout the County to provide access to the County's recreational trail system as indicated in the Parks and Recreation Element of the Master Plan and the Comprehensive Trails Plan.*

- 10.24.01.3: *Bikeways shall be provided on roadways as indicated in the Transportation Element and as may be further detailed in Community Area Plans.*
- 10.24.01.4: *Bicycle (Class I Bikeways), pedestrian and equestrian paths (separate from roadways) shall be included in the County's recreational trail system, as indicated in the adopted Park and Recreation Master Plan and the Recreation Element of this Master Plan.*
- 10.24.01.5: *Trail systems and bicycle lanes shall be connected at appropriate points to maximize the accessibility of the system to commuter and recreational users.*
- 10.24.01.6: *Design and maintenance of public bicycle and pedestrian routes shall be encouraged to provide user convenience and safety with cost-effective construction and maintenance. Design of commercial and industrial facilities shall include provisions for bicycle and pedestrian facilities, including parking of bicycles.*
- 10.24.01.7: *Bicycle facilities shall be constructed as designated by roadway functional classification in accordance with the designated roadway sections.*
- 10.24.01.7a. *The portions of East Valley Road and Heybourne Road designated as major rural collectors shall be improved with a class II bikeway. Both have the potential for future upgrade to minor arterials. If and when traffic volumes require these improvements, provisions should be made for a Class I Bikeway/multi-purpose trail with the improvements.*
- 10.24.01.7b. *Areas that are planned for future Residential, Commercial, Industrial, Specific Plan Area, Cluster Development or Planned Development shall be required as a condition of such development, to construct bike routes or trails as part of the approval, where linkages are adjacent to, and, found to be compatible with the Comprehensive Trails Map. Excluded are divisions of land, not intended for residential development, among family members or pursuant to an order of court in the A-19 and FR-19 land use districts.*
- 10.24.01.8: *Bicycle facilities shall be constructed in accordance with American Association of State Highway and Transportation*

Officials (AASHTO), "Guide for the Development of Bicycle Facilities", 1991.

- 10.24.01.9: *The County shall improve maintenance of existing roads and shoulders where identified on the Comprehensive Trails Plan and commonly used for bicycle travel and provide signage and striping to alert motorists for safety of the bicyclist.*
- 10.24.01.10: *Regional trail access shall be provided to public lands in cooperation with the Forest Service and Bureau of Land Management through community access points as designated on the adopted Comprehensive Trails Plan. Persons who enter trails on public lands in Douglas County for equestrian use must comply with the Certified Weed Free Fee Program.*
- 10.24.01.11: *Pedestrian travel shall be encouraged within communities through the provision of sidewalks in urban communities and trails, where appropriate, throughout the County. This shall be effected through incorporation of the "Walkable Communities" concepts into the Development Code and Engineering Design Manual.*
- 10.24.03.1: *The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) "Recognizes the transportation value of bicycling and walking" and provides opportunities to set aside Federal funding for bicycle and pedestrian facilities.*
- 10.24.03.2: *Within Douglas County, U.S. Highway 395, State Route 88 and U.S. Highway 50 are eligible for Federal funds within the Federal and Highway Program under the National Highway System (NHS) authorized by ISTEA (Section 1006). In conjunction with any improvement plans to these routes, proposed bicycle and pedestrian facilities adjacent to the NHS route are eligible for construction funds.*
- 10.24.03.3: *The Surface Transportation Program (STP) authorized by ISTEA (Section 1007) provides Federal funds for State and local roads (including National Highway System roads) that are functionally classified above a local or rural minor collector. Again, any proposed bicycle or pedestrian facilities are eligible for funding in conjunction with any roadway improvement plans.*

- 10.24.03.3.a: *Under the STP of the ISTEA, a minimum of 10 percent of the State's funds are set aside for transportation enhancement. To qualify for funds, the enhancement activity must have a direct relationship to the Intermodal Transportation System, but not necessarily to a currently planned roadway project. Once the relationship is established, the enhancement project may be developed as part of a larger transportation project or as a stand alone project. Any proposed bicycle or pedestrian facility which will add community value to the transportation system are considered enhancements and may be eligible for funding.*
- 10.24.03.3.b: *Conversion of the old V&T Railroad R.O.W., designated on the Comprehensive Trails Plan for use as a bicycle / recreational trail is eligible for funding as a transportation enhancement under the STP. Douglas County should acquire the R.O.W. from the adjoining property owners.*
- 10.24.03.4: *Douglas County should provide sources for matching available Federal and State funds, thereby increasing prioritization of the proposed projects including both active and passive activities.*
- 10.24.03.4.a: *Douglas County should implement this Comprehensive Trails Plan by seeking Question 1 Funding Allocations authorizing the State of Nevada to issue up to \$200 million for natural resource projects.*
- 10.24.03.5: *Through the development review process, the County shall require any proposed development adjacent to a proposed bikeway or trail on the adopted Comprehensive Trails Plan to participate in facility development.*
- 10.24.03.6: *Douglas County shall consider allocating resources within the Capital Improvement Program to be utilized for funding bicycle, and pedestrian facility development.*
- 10.24.03.7: *Douglas County shall consider an ordinance which would provide a means for the County to acquire right-of-way easements along the existing Martin Slough designated on the Comprehensive Trails Plan. The ordinance should include provisions that allow:*

- 10.24.03.7a *Developers to utilize a bonus density under the transfer of development rights program for compensation of lands set aside for trails easements, or,*
- 10.24.03.7b *Parks and Recreation fees may be waived in lieu of dedication of multi-purpose trail right-of-way lands to the County at the time of building permit issuance.*
- 10.24.03.8: *Douglas County shall consider use of a community bond issue as a source of funding for facility construction of the County-wide trails system in accordance with the adopted phasing plan.*
- 10.24.03.9 *Trails proposed for future development on private property in the Douglas County Comprehensive Trails Plan do not confer any rights of public access until and unless they are dedicated by the property owner and accepted by the County or other public entity. The adopted maps will contain a reference to NRS 207.200 as follows:*

These maps contain the planned alignment of future trails that cross or are adjacent to private property. Persons who enter on private property without the permission of the landowner are subject to prosecution under NRS 207.200, and may be subject to a fine of up to \$1,000, and sentence of up to 6 months in the County Jail.

Appendix

<i>Exhibit 1</i>														
<i>Comprehensive Trails Plan Formulation, Review and Adoption Timeline</i>														
	Oct, '02	Nov, '02	Dec, '02	Jan, '03	Feb, '03	Mar, '03	Apr, '03							
Public Workshops														
Draft Map Preparation														
Mail Out Draft Map & Notices														
Property Owner Meetings														
Parks & Recreation Com Review														
First Map Revisions														
Plng Com Review & Approval														
Mail Out Revised Map & Notices														
Draft Text Distributed														
Second Map Revisions														
Text Revisions														
County Com Review & Adoption														
Final Trails Map Revisions														
Final Text Revisions														

Public to have voice on trails plan

Douglas County: Daylong workshop set for Saturday.

By Tim Anderson
RENO GAZETTE-JOURNAL

After several years discussing creation of a comprehensive trails plan for Douglas County, officials will involve the public in earnest discussion of the project.

With an aim toward laying the groundwork for establishing a trail system — as called for in the 1996 master plan — a daylong work-

shop has been scheduled Saturday at Pau-Wa-Lu Middle School in Gardnerville Ranchos.

Officials said they want to hear from residents on what they would like to see, then follow through with additional meetings.

“This is a long overdue first step in getting a comprehensive plan prepared and adopted,” Matthew Alexander, senior planner for the county said Tuesday. “It’s essential for us to learn what people want so we can develop a strategy.”

Alexander said public input — beginning with Saturday’s workshop — will help guide the process to identify the best locations

IF YOU GO

The public is invited to a comprehensive Douglas County trails workshop Saturday, 9 a.m. to 5 p.m., Pau-Wa-Lu Middle School, 701 Long Valley Road, Gardnerville Ranchos.

for future walking, jogging and hiking trails, bridal paths, bicycle lanes and paths, mountain bike and off-road vehicle trails.

He said hikers, bikers, equestrians and off-road vehicle enthusiasts will be asked for their views on where trailheads and trail linkages should be placed.

The goal of establishing

a trails system is contained in the transportation element of the county’s master plan.

For some time, members of the Carson Valley Trails Association have pressed for county officials to address the need for a formal plan. Trails advocates have also argued for developers to be required to provide trails as a condition of approval for projects.

“The association is very enthusiastic about this project and our members are willing to work with the county any way we can,” said Phil Brisack, the group’s vice president.

See **TRAILS** on 4C

4C — RENO GAZETTE-JOURNAL/RGJ.COM WEDNESDAY, OCTOBER 2, 2002

Trails/Results set for discussion Nov. 9

From 1C

Trails enthusiasts and county staffers are also coordinating activities with representatives of the Forest Service and Bureau of Land Management, Alexander said.

Tom Crawford of the BLM’s Carson City Field Office and Steve Hall of the Forest Service’s Carson ranger district are scheduled to be at Saturday’s initial workshop. Also, Carson City open space manager Juan Guzman will talk about how the capital city’s trails program is evolving.

Alexander said trail constraints as well as opportunities will be covered during the first part of the workshop. Later, participants will break into geographic sub groups to put their trail preferences on a map. Near the end of the day, all participants will reconvene as committees present their ideas.

Information from the brainstorming sessions will be used as the basis for a draft report to be prepared by Alexander. He said the results are scheduled to be discussed in a Nov. 9 meeting at Pau-Wa-Lu.

“At that point, I hope we can

begin setting priorities,” Alexander said.

He said the Parks and Recreation Commission would consider the plan before it goes to the Douglas County Planning Commission in January. County commissioners will probably see the proposal in February, Alexander said. A master plan amendment will be required for the document to be adopted.

Alexander acknowledged officials have some work to do to break down preconceived notions about trails and their relationship to crime rates. Contrary to arguments raised by some res-

idents that trails near their homes intensify the threat of burglaries, Alexander said there is a strong body of evidence to show just the opposite is true.

In addition, Alexander said some communities have used their trails network as a tourism selling point.

“For Douglas County, the master plan makes it clear a trails plan is viewed as an important community need,” Alexander said.

The Douglas County manager’s office, Parks and Recreation and Community Development departments are sponsoring Saturday’s workshop.

Exhibit 2

One of numerous articles related to the Douglas County Trails Plan

Exhibit 3
Written Public Comments RE: Draft Trails Plan (1/09/03 – 1/31/03)

#	Category	No.	%
1.	Objection to Trails Plan By Property Owners Property May Be Affected By Trail or Trailhead	10	7.2%
2.	Objection to Trails Plan By Property Owners No Trail Ever Proposed on Parcel	6	4.3%
3.	Objection to Trails Plan By Property Owners Draft Trail Designation Removed	50	36.0%
4.	Objection to Trails Plan By Property Owners w/ Two or More Parcels – Mixed Disposition = 1., &/ or 2., &/ or 3. Above	4	2.9%
5.	Objection to Trails Plan	17	12.2%
6.	Comments to Trails Plan - Not Necessarily Pro or Con	17	12.2%
7.	Support of Trails Plan	35	25.2%
	Total	139	100.0 %

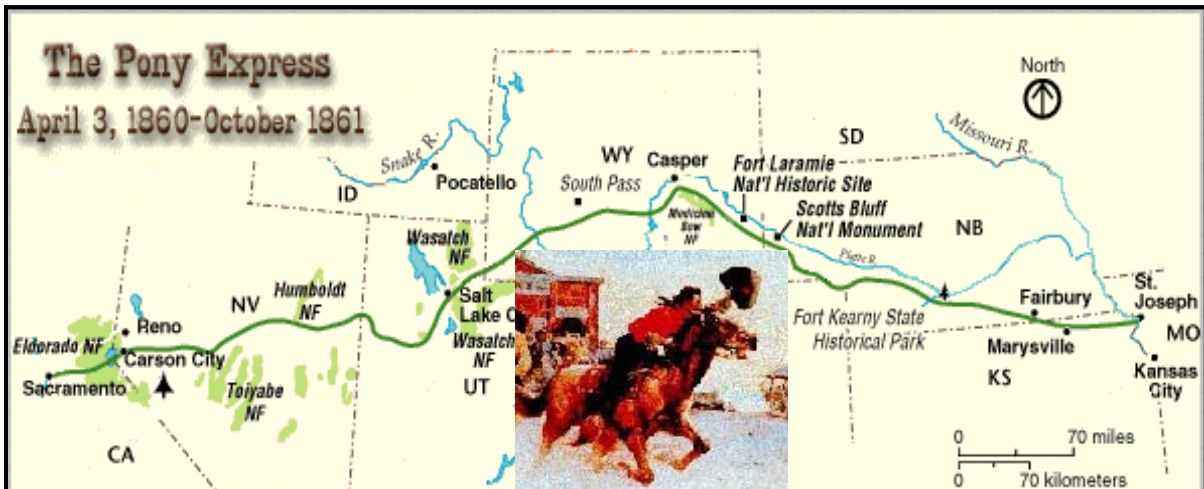


Exhibit 4
Considered a National Landmark, the Pony Express Trail traverses Douglas County

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Douglas County