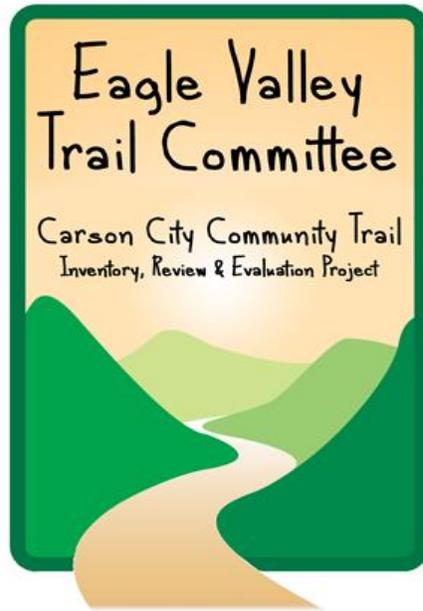


Eagle Valley Trail Committee

Community Trail Inventory, Review, Evaluation and
User Needs Assessment Report

February 2017 rev 2017-12



Acknowledgements

Eagle Valley Trail Committee gratefully thanks our sponsors and contributors. Additional details are provided in Appendix A.

Friends of Silver Saddle Ranch

High Desert Horsemen

Muscle Powered

Ascent Runs

Nevada All-State Trail Riders Inc.

Sierra Front Recreation Coalition

Carson City Visitors Bureau

Back Country Horsemen – Carson Valley Chapter

WashoZephyr Consulting

Resource Concepts Inc.

Tangerine Design

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Agency Partners



Executive Summary

This document describes the existing non-motorized trails in Eagle Valley and was prepared by the Eagle Valley Trail Committee (EVTC) volunteers. The EVTC goal is to work with various land management agencies and develop a trail inventory and a comprehensive geospatial data set of non-motorized trails that can be used by the public.

The EVTC trail inventory shows that many of the existing single-track trails in Eagle Valley are desirable although may have challenges as they may not be sustainable, do not meet national trail standards or are on private property.

The EVTC developed an online survey and conducted three public workshops to gather input regarding the trail inventory maps. The EVTC provided workshop participants with the opportunity to note their personal requests 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.



This report outlines the steps to ensure that the non-motorized trails system in Eagle Valley, including trailheads and access points, meet national trail standards and are publicly accessible.

The EVTC intends to use this report to work with land management agencies in Eagle Valley and develop memorandum of understandings [MOUs] or agency specific agreements that allow Muscle Powered, a non-profit bicycle, pedestrian and trail building organization, to construct and maintain established non-motorized trails in Eagle Valley. Muscle Powered has existing MOUs with the United State Forest Service [USFS] Carson Ranger District and Carson City Parks, Recreation and Open Space Department for trail construction and maintenance. These agreements may need to be updated and new agreements developed with the other land managers.

During the review process, the EVTC identified the importance of having annual reviews with all agencies including Muscle Powered. This will allow all parties to review progress made over the year and plan for the upcoming year including funding opportunities.

The EVTC intends to work with the multiple land agencies to designate official trails or trail routes. The report recommends that each agency designate existing trails that meet standards, or that will after approval, as “system trails”. A system trail is a formal trail with an official name and number, managed by the agency responsible for the land through which the trail passes. Maintenance is scheduled and carried out by professional trail crew or trained volunteers who have officially adopted the trail (Pacific Crest Trail Assoc.). These system trails will then become a part of the MOU that will outline the responsibilities for Muscle Powered.

The EVTC understands and supports the need for resource and archeological studies and will support and assist the agencies in these needed documents. The EVTC will also help, when needed, to support and assist in collaboration between agencies for projects that require more than one agencies’ action.

Recommendations by Trail Stakeholder

Eagle Valley Trail Committee

- Finalize a public trail dataset for Eagle Valley and surrounding areas that are connected for single-track multi-use trails with land managers' approval.
- Advocate for a quality, sustainable multi-use single-track trail system in Eagle Valley.
- Host an annual trail meeting with land managers and stakeholders that focuses on reviewing all trail and trailhead projects including discussion on upcoming projects, funding and priorities.

Muscle Powered

- Partner with agencies and establish procedures on needed assistance for proposed new trails or trail maintenance.
- Develop a trail and sign plan for each trail project to be reviewed by the respective land manager before any project will proceed. This will be detailed in MOU's with the land managing agencies.
- Support or request grants, if needed, for trail projects with Great Basin Institute or other entities.
- Work with agencies on grants for in-kind matches.

Land Management Agencies

- Support private land property purchases /easements with land managers.
- Support a standard sign plan.
- Develop MOU agreement with Muscle Powered for approved trail work and projects.
- Support and attend an EVTC/Muscle Powered sponsored annual trail meeting for all stakeholders in off-season for discussion of trail and trailhead projects within Eagle Valley.
- Establish an agency program to identify system trails within the BLM, State of Nevada and Carson City properties.
- Work with Muscle Powered to establish priorities for maintenance and construction.
- Consider developing trails support budgets and suggest funding sources for projects.
- Support contracts with Great Basin Institute AmeriCorps program and other entities for trail work within Eagle Valley

Carson City Parks, Recreation and Open Space

- Update the UPMP to include the EVTC report recommendations.
- Hold the trail easements on non-agency properties as applicable Continued support for single-track trails within Open Space in Eagle Valley.

Bureau of Land Management

- Partner with Carson City at Centennial Park for designated parking and trailhead.
- Partner with Carson City for a stacked loop trail system and National Interscholastic Cycling Association Race Course at Centennial Park.
- NEPA compliance support for trails recommended by EVTC.

US Forest Service

- Partner with Carson City to improve the existing Kings Canyon Trailhead.
- NEPA support for trails recommended by EVTC.

Lake Tahoe Nevada State Park

- Support new trailhead design at the top of Ash Canyon roadway to protect resources.
- Support connectors from Eagle Valley to:
 - Lake Tahoe Nevada State Park near the Laxalt Flat/Tahoe Rim Trail junction.
 - Single-track connection to Hobart Reservoir.

Western Nevada College

- Consider support for a mountain bike skills area.
- Support public use of existing and proposed trails within Western Nevada College boundaries.

Nevada State Lands

- Consider support of possible trail easements and projects considering School Trust Lands regulations and community needs.

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Acronymes

BLM	Bureau of Land Management
CC	Carson City
CRNA	Carson River Natural Area
Doug Co	Douglas County
MPCCOS&P	Management Plan for Carson City Open Space and Parks in the Carson River Area
EVTC	Eagle Valley Trails Committee
IMBA	International Mountain Biking Association
SSR	Silver Saddle Ranch
UPMP	United Pathways Master Plan
USFS	United States Forest Service
WS	Work Shop

1.0 Introduction

The Eagle Valley Trail Committee Community Trail Inventory, Review, Evaluation and User Needs Assessment Report (EVTC Report) contains an assessment and recommended actions for sustainable non-motorized trails and trailheads in Eagle Valley including signage, trail realignment, easements, property acquisitions, maintenance and other improvements.

This EVTC Report is a roadmap to guide future trail projects and includes recommendations to facilitate trail coordination with trail groups and public agencies. Carson City's United Pathway Master Plan (UPMP) is a guiding document for this report. The UPMP directs Carson City Parks, Recreation and Open Space to produce a trail study and evaluation with recommendations using volunteers in the community.

The EVTC project seeks to improve the range of non-motorized trail opportunities for residents and visitors in Eagle Valley, while supporting the existing motorized trail elements. Motorized trails and trailheads are not evaluated in this report.

This report contains the following:

- Recommendations for an officially recognized trail system based on an assessment of existing trails, trailheads and access points, with recommendations for trail and trailhead sustainability and maintenance improvements.
- Recommended new trails, trailheads, access points and connectivity.
- Recommendations for trail inclusion into agency trail plans.
- Priority actions for plan implementation.
- Recommendations for easements and acquisitions.
- Applicable trail standards and maintenance (agency accepted IMBA and USFS standards).
- Recommended education, information and signage.
- The relationship of recommended actions with existing trail plans.
- Funding opportunities.
- Training for trail building and maintenance.

Project Area

The EVTC project area is bound on the west by the crest of the Carson Range, to the east by the BLM lands primary electric transmission service road, to the north by Washoe Lake State Park, and to the south by the Carson City and Douglas County boundary (Figure 1).

Figure 1. Eagle Valley Trails Committee Project Area.

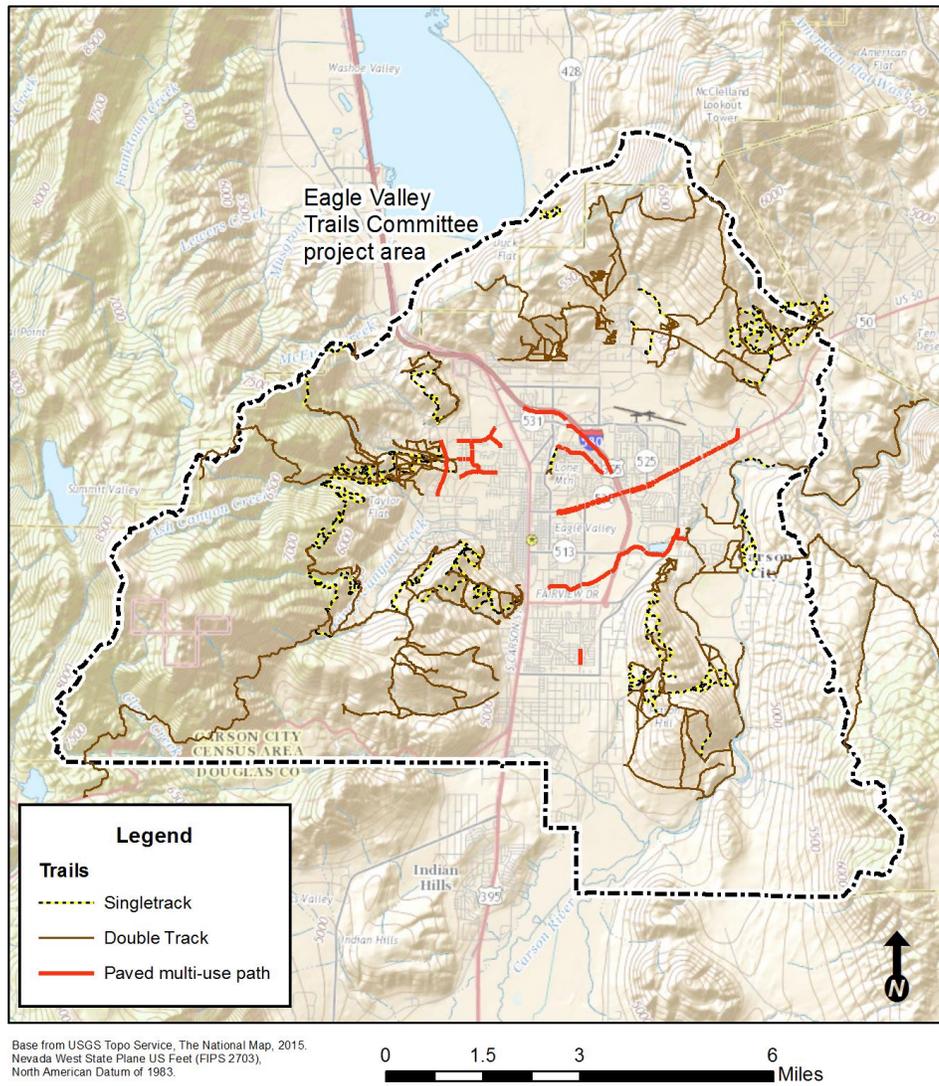


Figure 2. Recognized existing trail network in Eagle Valley.

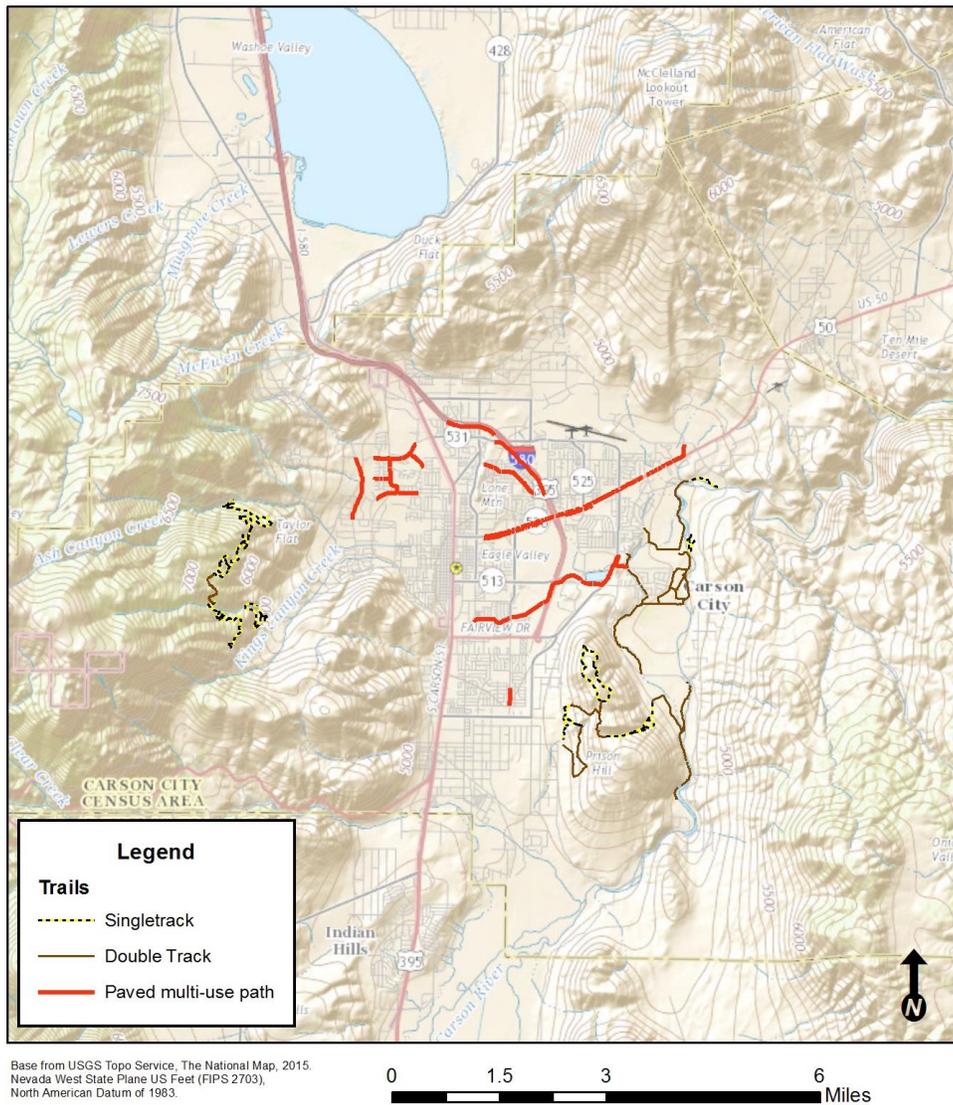
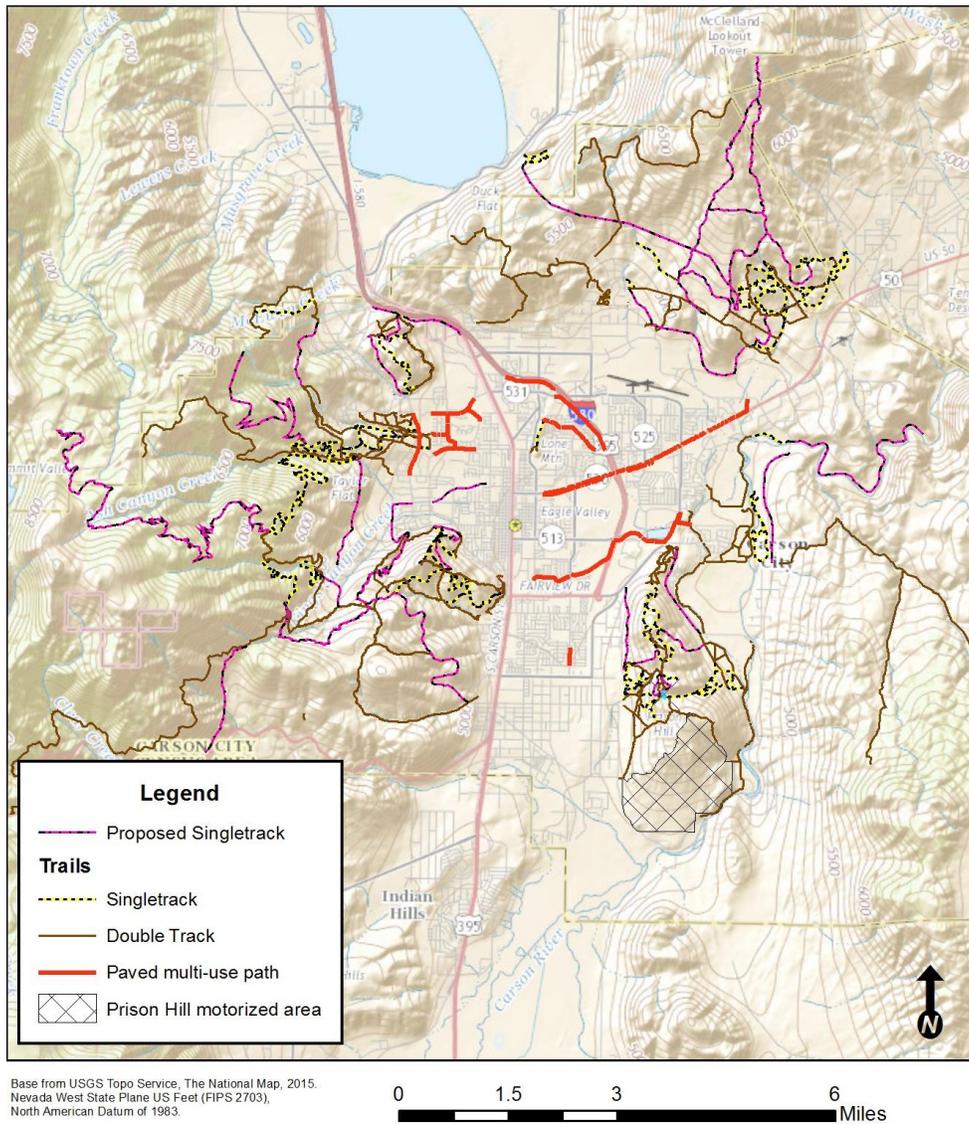


Figure 3. Actual existing trail network in Eagle Valley.



Project Need

There are 45 miles of single-track trails within the Carson City urban interface. Most 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. Trails are located on lands managed by US Forest Service, Bureau of Land Management, Nevada State Lands, Carson City, Western Nevada College and private entities. The EVTC identified a need to work with the agencies and private entities to develop a comprehensive, sustainable and authorized connected non-motorized trail network. Figure 2 illustrates the recognized existing trail network. Figure 3 illustrates the actual existing trail network.

Vision, Mission and Objectives

The EVTC is a voluntary community-based group focused on providing non-motorized passive recreation opportunities. In addition to attending regular meetings, EVTC members work together for community outreach and research.

The EVTC is comprised of community members from different trail user groups including: runners, equestrians, mountain bikers, hikers, walkers and motorized users. Members represent local non-profit organizations and social groups such as Friends of Silver Saddle Ranch, Muscle Powered, Tahoe Mountain Milers, Sierra Front Recreation Council, High Desert Horsemen, and the Back-Country Horsemen. The Carson City Parks, Recreation & Open Space Department is also an active supporting member of the EVTC.

The EVTC supports multi-use of trails unless the safety of any one user group is compromised by the nature of the trail. For instance, the waterfall trail does not provide equestrian access and the very steep and narrow upper loop is restricted from mountain bike use. The equestrian users have limited trail access due to a lack of trailhead facilities that support their trailers. EVTC supports more facilities for equestrians to allow access to the backcountry areas surrounding Eagle Valley.

The EVTC intends to work with the multiple land agencies to designate official trails or trail routes. The report recommends that each agency designate existing trails that meet standards, or that will after approval, as “system trails”. A system trail is a formal trail with an official name and number, managed by the agency responsible for the land through which the trail passes. Maintenance is scheduled and carried out by professional trail crew or trained volunteers who have officially adopted the trail (Pacific Crest Trail Assoc.). These system trails will then become a part of the MOU that will outline the responsibilities for Muscle Powered.

EVTC Vision

The EVTC vision is a trail network that primarily provides passive healthy recreation opportunities, and includes collaboration with the motorized community that connects the Carson City community with the surrounding land managed by the US Forest Service, Bureau of Land Management, Nevada State Parks, Carson City and other local entities.

EVTC Mission

Our mission is to work with the community and land management agencies to implement a trail system inventory, review and analysis process for the current trail system and to work with the community and the appropriate land management agencies to implement agency approved plans to improve the trail systems within the Eagle Valley area.

Motorized use has been primarily represented by the Pine Nut Mountain Trails Association. However, the EVTC recognizes a need to for an organized motorized user group within Eagle Valley to work with.

The EVTC objectives are:

- To respect private property rights.
- To inventory, review and evaluate the non-motorized trails in the study area.
- To advocate for the adoption and creation of a network of sustainable system trails.
- To make recommendations to land management agencies to improve the trail system.
- To work with the agencies to implement committee recommendations as required by National Environmental Policy Act (NEPA).
- To collaborate under an MOU or cooperative agreement with the agencies in support of trail maintenance and construction of trails for the land managing agencies.
- To collaborate with an organized motorized community for consensus supported planning.
- To improve the quality of life and to enhance tourism in the community.

During the review process, the EVTC identified the importance of having annual reviews with all agencies including Muscle Powered. This will allow all parties to review progress made over the year and plan for the upcoming year including funding opportunities.

EVTC understands and supports the need for resource and archeological studies and will support and assist the agencies in these needed documents. EVTC will also help, when needed, to support and assist in collaboration between agencies for projects that require more than one agencies' action.

2.0 Report Development

The EVTC has worked closely with land management agencies throughout the trails assessment to ensure inclusive communication. The Bureau of Land Management, U.S. Forest Service, Nevada State Lands, and Western Nevada College have all been collaborators in this project. There are currently no formal trails plans in the project area.

The EVTC also met with and received resolutions of support from the Carson City Parks and Recreation Commission and the Carson City Open Space Advisory Committee. The EVTC presented this project to the Board of Supervisors. The EVTC sent letters to private landowners that have informal trails on their properties. The input received from land managers and private landowners are incorporated in this report.

Protecting Private Property rights

A letter, map, and response form were sent by the EVTC to the private landowners documenting where an inventoried trail crossed their property. Only one property owner returned the inserted letter for comments. One property owner (APN-00709166) responded and expressed interest in having Carson City, or other party, purchase their property. The EVTC forwarded this information to the Open Space Manager. The package sent to private landowners is provided as Appendix B.

Trail Inventory Maps

In 2014 and 2015 EVTC volunteer members mapped existing trails in Eagle Valley 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 EVTC webpage at <http://www.carsoncitytrails.org/>. Geospatial data sets are available on request.

Trails were evaluated per a set of criteria provided in several published documents and personal experience. The trail evaluation criteria and evaluations are provided as Appendix C.

Table 1 summarizes the inventoried miles of single-track and double-track trails by land manager. A best effort was made by the EVTC to inventory all single-track trails within the project area. However, there is no guarantee that all existing trails have been inventoried by the EVTC or that single-track and double-track 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. Additional detail is provided in Appendix D.

Table 1. Trail and Ownership Summary

Ownership	Total Miles Owned by Trail Type			Percentage of Trail Type Owned	
	Total Miles Double Track and Singletrack	Double Track (miles)	Singletrack (miles)	% Double Track	% Single Track
BUREAU OF LAND MANAGEMENT	36.86	20.70	16.16	56.1%	43.9%
CITY OF CARSON CITY	24.59	14.99	9.60	61.0%	39.0%
PRIVATE	22.75	14.45	8.29	63.5%	36.5%
STATE OF NEVADA	14.25	10.30	3.95	72.3%	27.7%
U.S. FOREST SERVICE	13.49	6.53	6.96	48.4%	51.6%
Totals	111.93	66.96	44.97	59.8%	40.2%

Trails were mapped and inventoried on public and private lands and included single-track trails, and double-track (roads, former roads, or remnant fire breaks). Any trails on lands where the land manager or owner expressed that they did not want public access were marked to show restricted access.

Nevada State Lands agreed to allow “social” trails on School Trust Properties to be shown on the maps to help educate the public about School Trust properties and allowing public comments. Existing trailheads and access points were mapped and inventoried.

- Trailheads are defined as having defined parking and/or bathroom facilities.
- Access points are defined as having no official parking available and are entry points where trails are being entered.

Land ownership data presented on the draft maps were provided to the EVTC by Carson City in 2015 and were modified based on information received from land management agencies. Draft maps do not designate use as motorized, non-motorized or multi-use because these have not been designated by the land manager. The only exception is the Prison Hill Motorized Use Area which is designated on draft maps as it is an officially designated motorized use area.

Public Workshops

Public workshops were presented by the EVTC at the Carson City Community Center on October 17, 20 and 27, 2015. EVTC 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.

Press releases were sent out to all the local newspapers and Carson Now (Appendix E) announcing the workshops. The Nevada Appeal ran two notices and two separate articles were written by staff reporters. The news release was also sent to stakeholder organizations that are active trail users or active with trail development and maintenance along the Eastern Sierra Front. The workshops drew over 58 participants and 15 volunteers. Public comments collected during the workshops are provided in Appendix F.

Public Trail Surveys

An online trail survey was made available for public comment through the EVTC website (<http://www.carsoncitytrails.org/>). The trail survey 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 improvements. All comments can be found in Appendix F. For full survey results visit the EVTC website www.carsoncitytrails.org.

The survey was available online for approximately 6 weeks from October 7 through November 15, 2015. Trail users were notified by public notices in the Nevada Appeal, Carson Now, at the public workshops, and through the EVTC membership organizations (Ascent Runs, Back Country Horsemen, Friends of Silver Saddle Ranch, High Desert Horsemen, Muscle Powered, Pine Nut Mountains Trail Association and Tahoe Mountain Milers). Hard copies of the survey were also collected during the public workshops. The following sections summarize the survey results.

Demographics

The survey had 197 respondents. There were 58% male and 42% female and 165 were Carson City residents (see Figure 4) who have lived in the area for: 0-5 years 19%, 6-10 years 15%, 11-25 years 33% and over 25 years 33%. Only 29% hike with children. Most the local users travel less than 10 miles to hike and bike (see Figure 5).

Figure 4. Where Trail Users Live

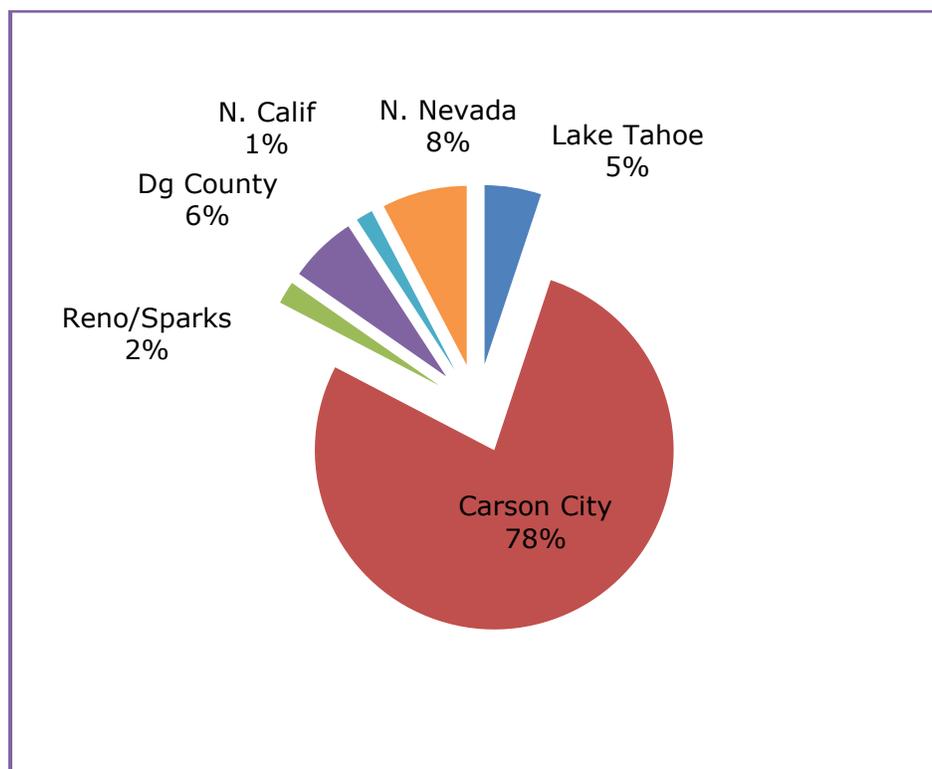
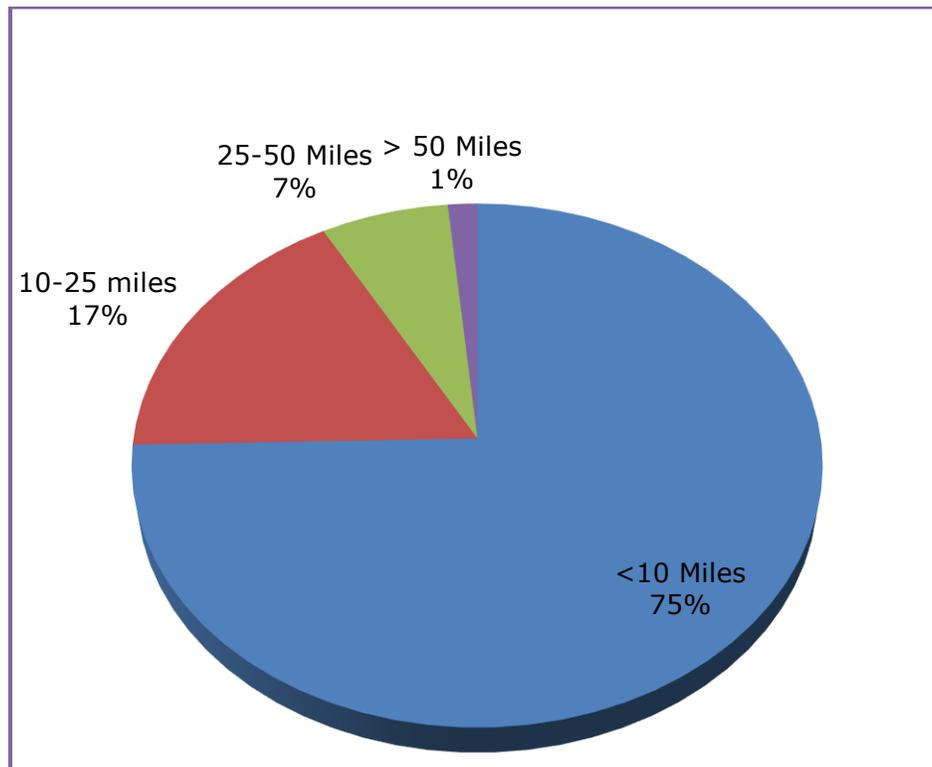


Figure 5. Travel Distance to access Eagle Valley Trails

Usage

Exercise and relaxation were the two most popular reasons for users getting outdoors (see Figure 6). Area trails are used year-round throughout the week, though use is heaviest on weekends between 9 a.m. and 1 p.m. (see Figure 7). Survey results indicate that most Carson City trail users are hikers, dog walkers, mountain bikers and runners with many users actively participating in all four. Equestrian and OHV use placed slightly lower in usage based on the survey responses (see Figure 8).

Condition

The survey asked users which trails they use and to rate the condition. Trails were broken up into three areas:

- North (Centennial Park, Goni Area),
- East (Prison Hill, Silver Saddle Ranch, Riverview Park, Morgan Mill Ambrose, and Carson Canyon) and
- West (C-Hill, Kings Canyon, Ash Canyon, V&T).

Though all the area trails see use and need maintenance, most perceive the trails to be in relatively good condition (Figure 9).

Figure 6. Reasons People Use Eagle Valley Trails

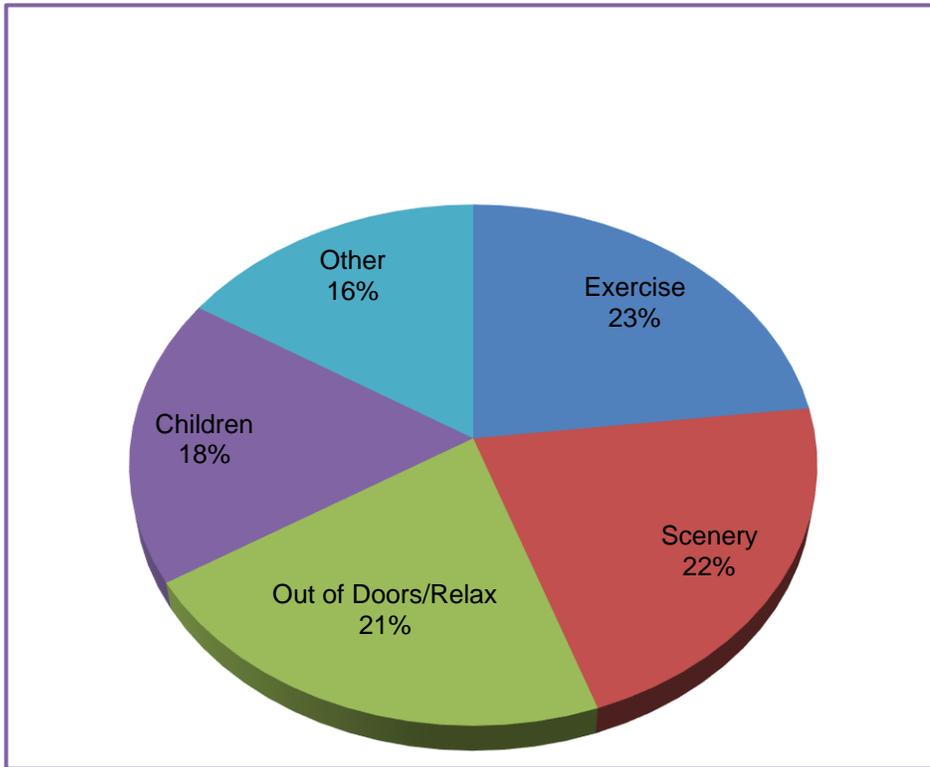


Figure 7. Trail Use Timing

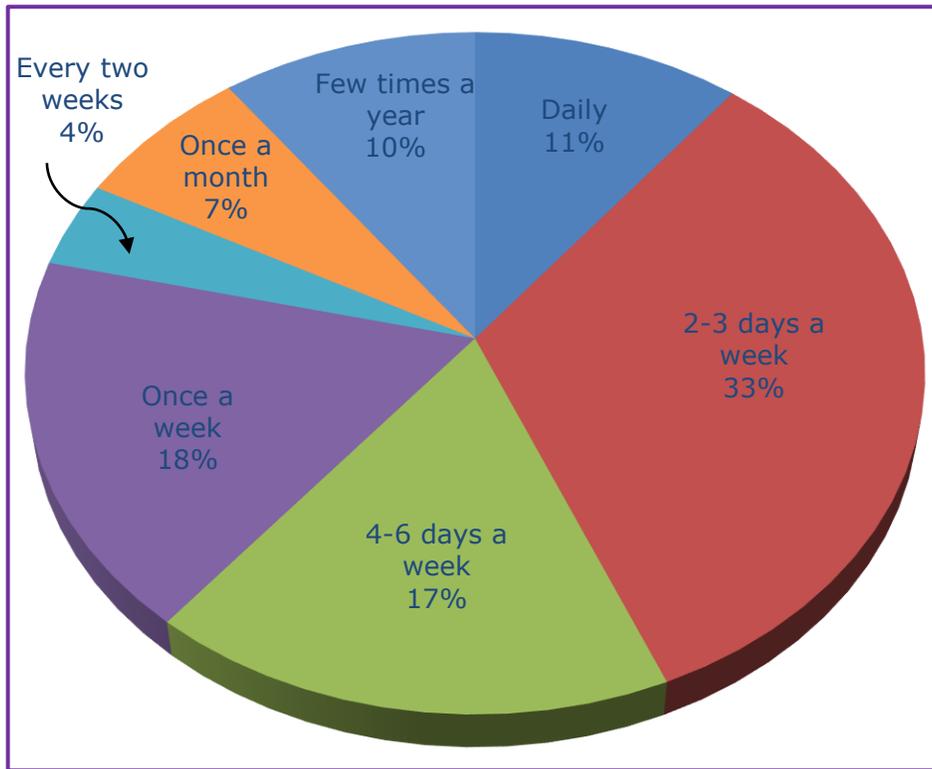


Figure 8. Types of Trail Users

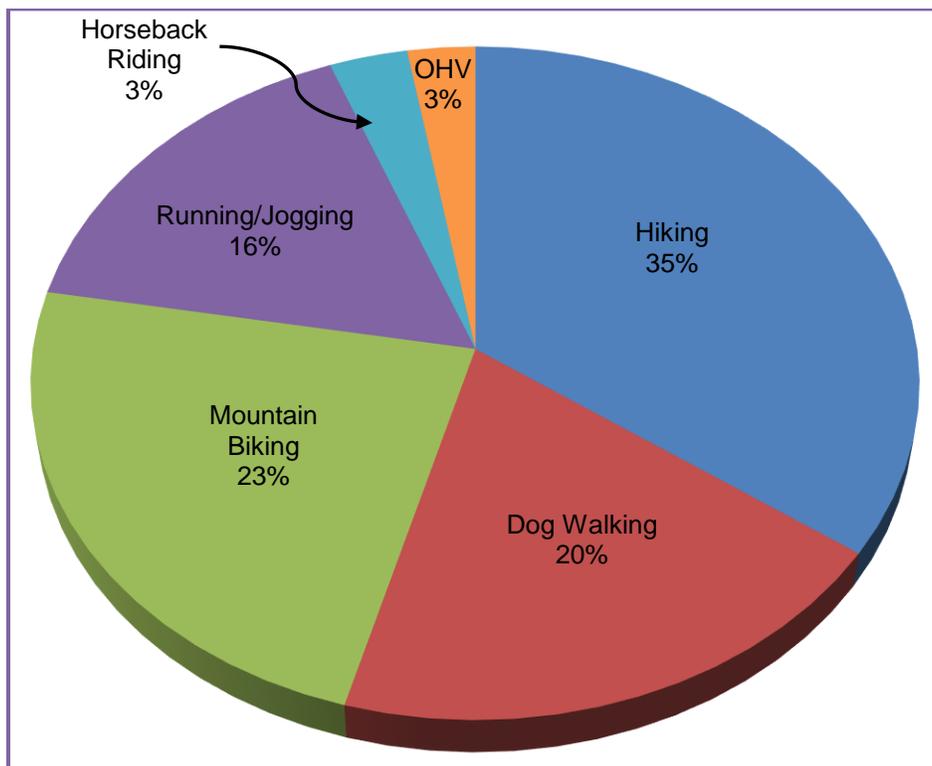
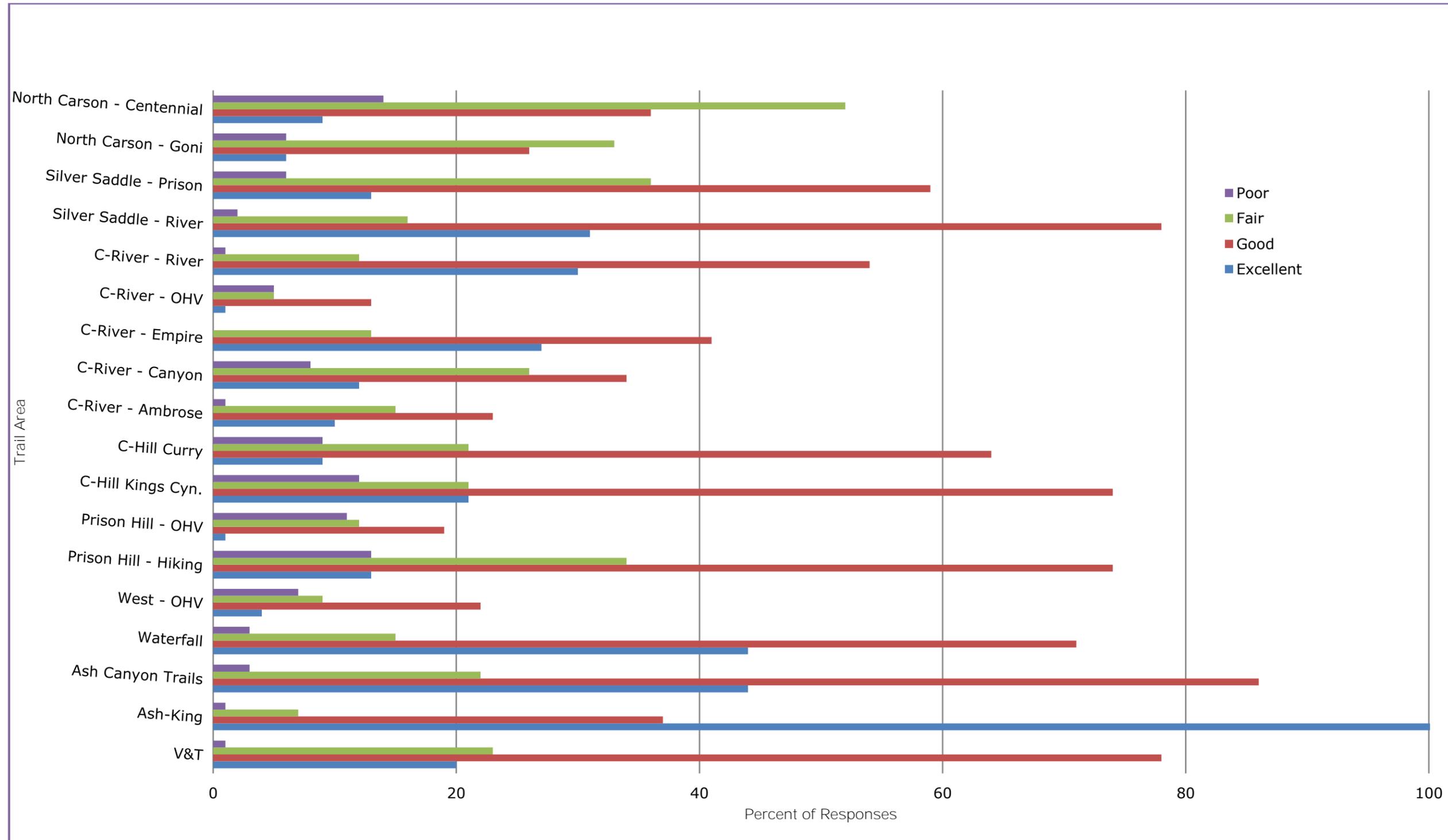


Figure 9 Existing Trail Condition



Trail Satisfaction

Courtesy shown by other trail users and maintenance were the most important aspects to the trail experience (see Figure 10). Most persons polled listed pet waste as a concern that affects their trail experience (see Figure 11). The majority also felt safe on the trails and think that the trails are well maintained.

Figure 10. User satisfaction with local trails

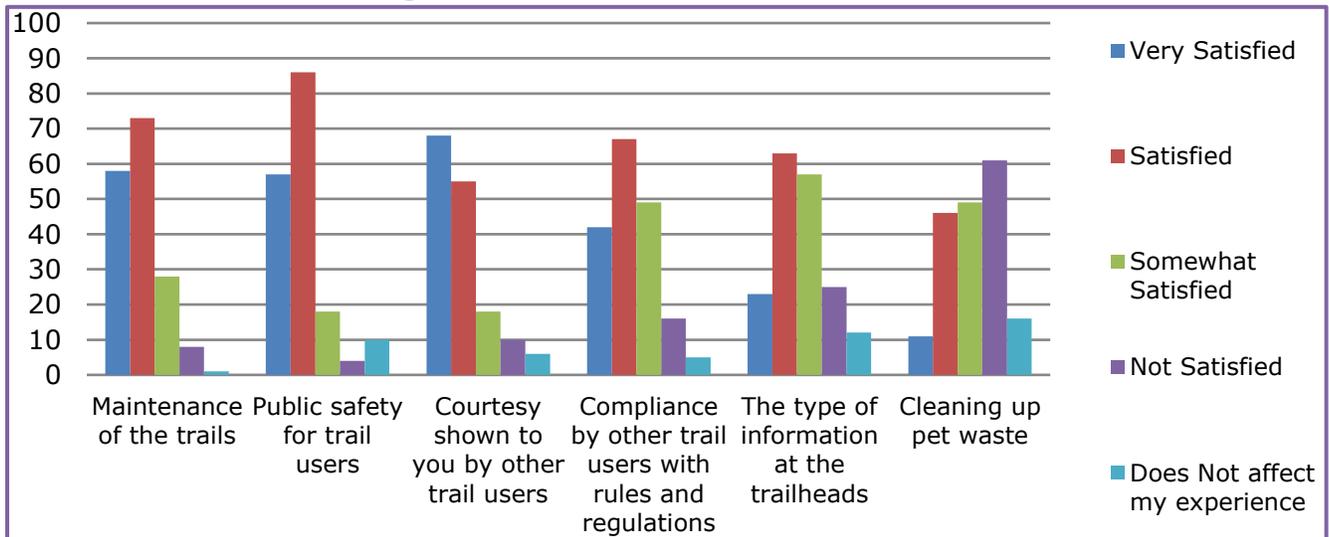
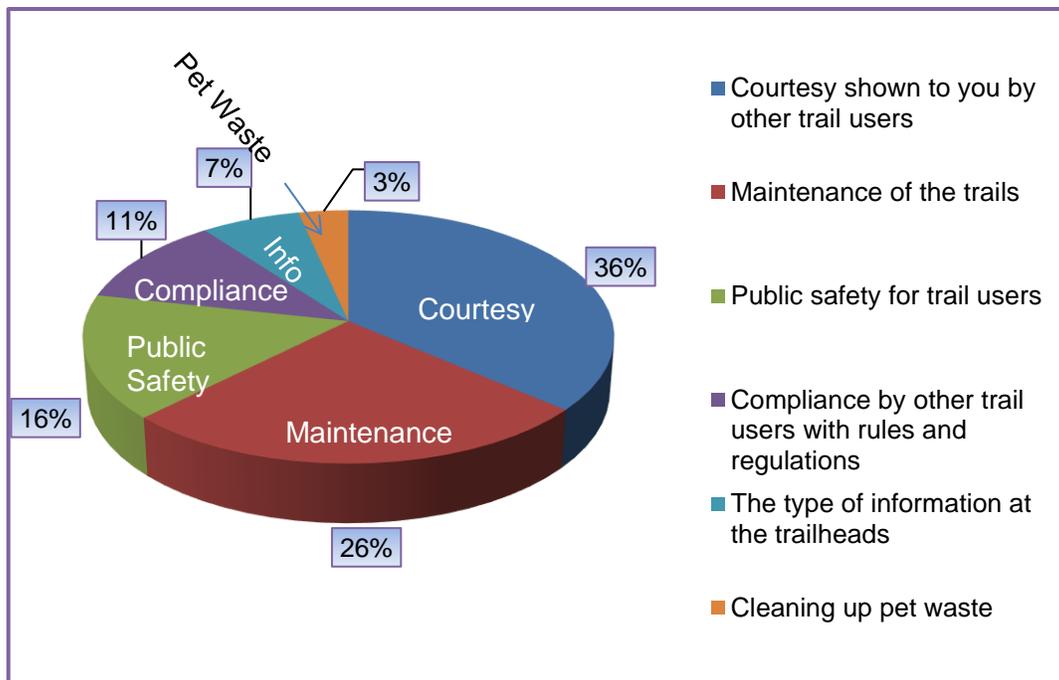


Figure 11. Level of importance to the trail experience



Trail Types and Information

More stacked loop trails, longer trails and more advanced trails are important to trail users. The overwhelming majority of the respondents would like to see a mountain bike skills park for youth in Carson City.

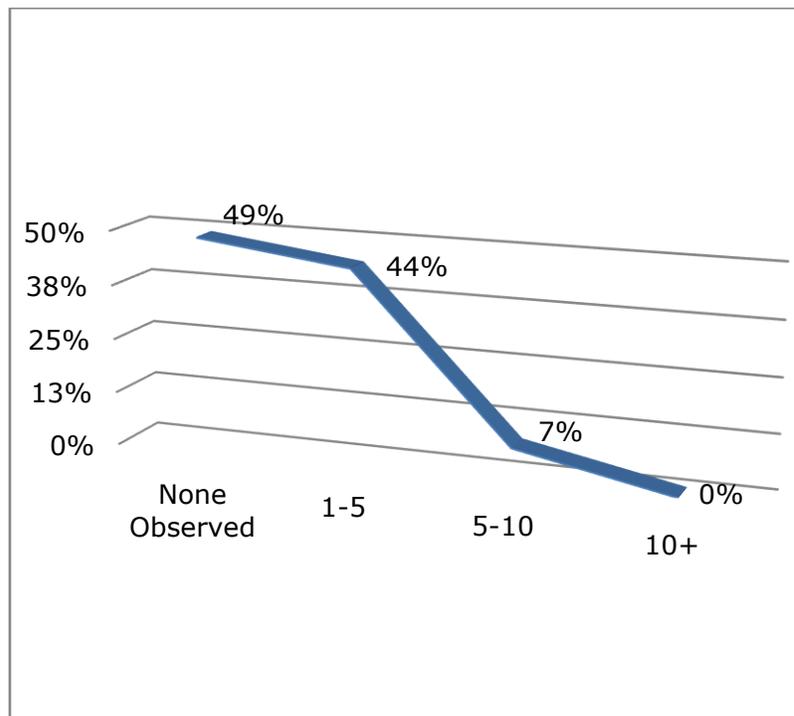
Although the community has a strong desire for the above-mentioned aspects, the most important items include:

- Regional trail connections.
- Increased trail networks and connectivity.
- Improved trailheads.
- Improved trail information including signs and maps.
- Improved maintenance.

Trail Etiquette

Though trail users were generally satisfied with trail courtesy they did recognize a lack of trail etiquette (see Figure 12). Users are very unsatisfied with pet owners not cleaning up after their pets (see Figure 11).

Figure 12. Number of incidents or conflicts



3.0 Existing Eagle Valley Trail Planning Documents

The EVTC reviewed existing documents to ensure that the EVTC recommendations were aligned with current policy and vision. These documents and their relationship to the EVTC document are summarized in this section.

Carson City Unified Pathways Master Plan

The Unified Pathways Master Plan (UPMP, Carson City, 2007) guides pathway (trail) planning in Eagle Valley. The UPMP does not illustrate every existing or potential trail in Carson City. Rather, it represents the primary ‘framework’, or major structure of Carson City’s pathway system. Carson City Parks, Recreation and Open Space is directed by the UPMP to work with adjacent agencies and commit to a relationship of cooperation in their trail planning.

Carson City’s Unified Pathway Master Plan has many elements that support the EVTC recommendations to make Eagle Valley a World Class trail community.

For trails on land for which Carson City does not have jurisdiction (federal, state, Tribal, or adjacent counties), the UPMP is intended to reflect proposals or wishes of the City regarding pathway connectivity and continuity of uses between Carson City and the respective agency, as well as the potential sharing of maintenance, signage, and management. Of course, Carson City recognizes that the actual uses of those trails and decisions about changes in uses or trail alignment are the purview of the respective agencies. The City encourages these agencies to consider the designations in the UPMP as input to the decision-making process for each agency.

The mission and vision, goals and objectives of this EVTC report reflect many of the UPMP’s as shown below:

- The UPMP is intended to be a “living document,” that is, reflective of current attitudes, conditions, and needs. To remain so, the Master Plan must be reviewed and updated regularly, at least annually (12.1 Policies & Actions).
- Creating a consolidated pathways plan, will accomplish several objectives: The City will be able to consistently plan its system in a manner that recognizes and interconnects with the pathways of other agencies (1.1 The Need for a Consolidated Plan).
- There was no single document that showed the interconnectivity of all the various pathway systems (1.1 The Need for a Consolidated Plan).
- The Carson City UPMP shows connections to other agencies’ trails. It also proposes new trails and trail heads, some of which would need to be implemented by other agencies (1.3 Relationship of the UPMP to the Plans of other Government Agencies).
- Make sure the pathways are safe and attractive to encourage utilization (1.5.1 UPMP goals).
- Assure responsible, courteous, and safe usage by all users of the pathway system (1.5.1 UPMP goals).

- Develop pathways in a manner that preserves the natural environment and visual backdrop of the city while providing for pathway amenities (i.e., benches, shade structures, informational kiosks) for the comfort and enjoyment of pathway users (1.5.1 UPMP goals).
- Working with the Chamber of Commerce and Convention and Visitors' Bureau, expand Carson City's image as a city conducive to travel by non-automobile means, with a pathway system that adds to the City's quality of life for residents as well as for guests (1.5.1 UPMP goals).
- Complete the "missing links" to ensure a continuous network of pathways that are free of gaps and barriers. Target: depending on funding, annually increase the pathway system by at least one mile, with an overall goal of substantially completing the system within 15 years (1.5.2 UPMP objectives).
- Educate pathway users with respect to safety, etiquette, and courtesy (1.5.2 UPMP objectives).
- Participants stated a desire to have paths that connect residences to parks and schools, as well as to open space and recreation areas outside of the city. Attendees also brought forward the idea of utilizing fire roads to create trail access to surrounding public lands (2.4.1 Public Meetings).
- Create partnerships and utilize local, regional, county, state, and federal money (11.2 Working with Partners).
- The City stands ready to cooperate in resolving inconsistencies and in making adjustments that are beneficial to the overall system (11.2 Working with Partners).
- Trails will be located or relocated in areas, and with trail design standards and construction specifications that will avoid environmental and visual impacts and will be consistent with sound, scientific environmental stewardship (12.1 Policies).
- The City will work with the U.S. Forest Service, BLM, Nevada State Parks, Washoe Tribe, Bureau of Indian Affairs (B.I.A.), and other agencies, developers, and user groups in a cooperative manner to develop and maintain the UPMP, including its trails, trailheads, and support facilities (12.1 Policies).
- Work through the Open Space Manager to secure trail easements in City Open Space to implement the UPMP (12.2 Actions).
- Work with the BLM and the Forest Service to increase the stewardship of the pathway system on public land. Convene a "working group" consisting of the City and local pathway user groups to explore ways to jointly improve pathway maintenance and oversight—either by increased federal funding and commitment or by cooperative efforts with other agencies and groups (12.2 Actions).
- With the aid of volunteers, complete a detailed mapping of all existing pathways in Eagle Valley, including type, condition, and current use (12.2 Actions).
- Working with other agencies and interest groups, develop and distribute trail maps and a web-resource regarding pathway locations, trail etiquette, and safety regulations (12.2 Actions).

UPMP and EVTC outreach results indicate the public desires more trails and improved trail connectivity.

Carson River Master Plan

The Carson River Master Plan (2006) contains trail recommendations that are incorporated in this EVTC Report. This includes recommendations for various trail sections along the river corridor, signage, and design to minimize damage to resources:

- Trails should be designed to minimize damage to the resources. When designing trails, areas already impacted should be used whenever possible to minimize additional impact (Carson River Master Plan B. Trail Recommendations pg. 54).
- Where there is public property on both sides of the river, a trail should be established adjacent to the river on one side only to minimize impacts on wildlife and wildlife habitat (Carson River Master Plan B. Trail Recommendations pg. 54).
- Trails should be designed to accommodate the different types of users, i.e., mountain bikes, equestrian, hikers/walkers, etc. (Carson River Master Plan B. Trail Recommendations pg. 54).
- For the protection of wildlife, it is recommended that a 150-foot buffer zone be established. This buffer zone would be measured from the mean high-water mark (Carson River Master Plan B. Trail Recommendations pg. 54).

Carson City Open Space Plan

The Carson City Open Space Plan (Carson City, 2000) refers to trails, pathways and on-street bicycle facilities and specifies that trail and pathway actions should:

- Conduct a series of neighborhood meetings with the public to identify "linkage" properties on the valley floor for land acquisition / easements. Use Carson City Bicycle System Plan and Eagle Valley Trail System as basis for implementation (recommendation 7 pg. 43).

Carson City Municipal Code

Open space land will generally be open for passive recreation improvements developed where appropriate and environmentally compatible. Examples of compatible passive recreation include hiking, bicycling, equestrian trail uses, nature study, interpretive facilities, wildlife habitat, fishing and photography, or similar compatible uses.

Management Plan for Carson City Open Space and Parks in the Carson River Area

The Management Plan for Carson City Open Space and Parks in the Carson River Area (Carson City, 2016) provides a lengthy description of trail design guidelines, signage, access and recommended actions. This EVTC Report intends to fulfill the following recommended action:

- Develop a detailed report and trail guide for all designated trails, trailheads and access areas. The detailed report and trail guide would be developed in collaboration with local organizations and stakeholders and would provide comprehensive information for residents and visitors (MPCCOS&P Trails 5.3.17. Trailhead and Trail Access Areas).

- Develop a prioritization schedule and implement the recommended components for motorized and non-motorized areas discussed in this Management Plan (MPCCOS&P Trails 5.3.17. Trailhead and Trail Access Areas).
- Evaluate and manage existing trails, trailheads and access areas (MPCCOS&P Trails 5.3.17. Trailhead and Trail Access Areas).
- Provide outreach information regarding trail etiquette including safe and polite conduct on multi-use trails with multiple user groups to avoid conflicts and accidents (MPCCOS&P Trails 5.3.17. Trailhead and Trail Access Areas).

BLM Conservation Easement

The properties authorized by the Omnibus Public Land Management Act of 2009 describes permitted uses of the Silver Saddle Ranch area and Prison Hill

- The right to construct and maintain trails and trailhead facilities (Permitted Uses 5-j).
- The right to conduct or permit passive recreation activities on the Property. Passive recreation are those activities that are temporary in nature and do not require development of permanent structures or facilities not already in place as of March 31, 2009, unless otherwise allowed under this Easement. Passive recreation may include without limitation fishing, birding, nature observation, hiking, running, mountain biking, equestrian riding, including horse drawn wagons and carriages, non- motorized boating, geo caching, swimming, and picnicking (Permitted Uses 5-g).

4.0 Trail Planning, Construction and Maintenance

Community trail planning, construction and maintenance is supported by Muscle Powered volunteers. Muscle Powered is the most active trail volunteer group in Eagle Valley. The USFS, Nevada State Parks and Carson City Parks, Recreation and Open Space Department have working relationships with Muscle Powered based on recent past projects. Muscle Powered intends to formalize this working relationship through an MOU with the land management agencies. Muscle Powered will also seek an MOU with the BLM to also encourage a working collaborative relationship.



Training

Muscle Powered 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 participate in field work days.

The Back-Country Horsemen also support training for staff in trail work and maintenance. They are available for “leave no trace” equestrian training for the public. The different chapters of Back Country Horsemen also support trail maintenance with packing in equipment and supplies. Special equipment trainings i.e. chain saws and grip hoists can also be done in collaboration with the land managers and the other trail non-profit groups.

Muscle Powered provides volunteer trail work including coordinating and providing equipment, expertise and training necessary for the trail work projects with any group.

Signage

The EVTC workshops and online survey indicate that the public would like sign standardization on the trails and trailheads. The EVTC supports the following recommendations in Carson City’s UPMP and Management Plan for Carson City Open Space and Parks in the Carson River Area for standardization of trail and trailhead signs and kiosks.

- Develop sign standards. The standards should include size, color, font, city and/or department logo, etc. (MPCCOS&P 5.3.16. Signage).
- Create a standard for trail signage (trail identification, responsible agency, permitted uses). Implement over 5-year period (UPMP 1.10 General Master Plan Actions #14). For example:
 - Develop effective trail head signage regarding trail etiquette and use regulations.
 - Develop a uniform and consistent trail identification system (name, number).
 - Work with Public Works, NDOT, BLM, USFS, Washoe Tribe, B.I.A, and local stakeholder organizations 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 EVTC will work with the land managers to recommend locations to install informational signage where there would be a natural place to stop or rest.

Trail Signage and Interpretation/Education

There are other methods for trail education i.e.; brochures, public programs and websites. The EVTC 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 EVTC recommends that trail education/interpretation is best placed at the trailhead for the visitors.

The following information should be considered for placement at trailheads:

- Cultural and historical
- Animal life and vegetation
- Trail Safety
- Leave no Trace
- Fire Safety
- Map with points of interest
- Rules and regulations
- Trail Etiquette

Trail Design

Guiding Principles

The EVTC understands that the land management agencies have authority and defined processes and mechanisms to establish rules on lands they manage. Recommendations from the EVTC are intended to fit with agency process and communicate user safety concerns and/or trail construction limitations.

The following guiding principles will be used by Muscle Powered for trail project implementation:

- Support pedestrian, biking, and equestrian activities.
- Feature interpretive points for unique cultural and natural resources.
- Establish viewpoints.
- Design for existing and future recreational trends.
- Integrate the Eagle Valley's trail system as part of wider regional network of existing and future trail opportunities and community connections.
- Designed and constructed to be sustainable over the long term with low maintenance costs.
- Provide visitors with a dynamic mix of interesting experiences that range from easy to challenging.
- Provide the safest experience.
- Follow trail safety and etiquette guidelines (see Appendix G).
- Minimize user conflict.
- Support Federal Highway Administration's 12 principles (see Appendix H).
- Design and build sustainable trails to protect and alleviate environmental concerns.

Trail Standards

Class III Style Trail

The US Forest Service Class III trail is the standard for backcountry single-track trail design. This design standard is recommended by the EVTC for all the land managers for single-track trails.

The IMBA trail rating system should be used to rate 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. Table 2 summarizes the USFS design parameters.

Table 2. USFS Design Parameters (FSH 2309.18)

		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'

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.
- 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

Class IV pathways are dual track or primitive roadways. Although this report primarily addresses Class III single-track trails, Eagle Valley has many Class IV trails. EVTC recommends that Carson City Parks, Recreation and Open Space adopt the standards set forth in Washoe County's Green Book for multi-purpose trails. These trails are in populated rural areas and the multi-use standard will help protect the safety of trail users on these trails. The USFS standard for Class IV pathways is summarized in Table 2 and available on-line at <https://www.fs.fed.us/recreation/programs/trail-management/trailplans/>.

Trail Maintenance and Inspection

All trails and trail features should be inspected routinely by the volunteer groups that support trail use areas. 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 with the land manager.

The EVTC 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 Muscle Powered, will address needed inspections of the trails and roads (used as trails).

5.0 Community Trail Inventory and Evaluation Results and Recommendations

EVTC Recommendations Guidelines

The EVTC 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.
- Add existing and future single-track recommendations to the existing UPMP - These trails would then be considered system trails for the Carson City Parks, Recreation and Open Space Department.
- Trailheads and access points were inventoried as part of this evaluation. Inventoried access points not on property owned by the Carson City Parks and Recreation department 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. Carson City'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.
- Insure that equestrians are a part of the trail and trailhead planning as to not restrict their use.
- EVTC will not make any recommendations to close any trail or road currently used legally for motorized use.
- Propose existing trails 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.
- Collaborate with the agencies on design components for the community for trails, trailheads and signage.
- Consider impacts to the resources, safety, trail sustainability, soils, geologic conditions, and impacts to the management agencies operations.
- Recommend location(s) for a Bike Park for Eagle Valley.



Evaluation Criteria

The EVTC review and evaluation considered the following critical elements as described in detail in Appendix C:

- Large tread drainage size
- Steep cross slopes
- High runoff potential
- Poor tread texture
- Wide tread width
- Weather, climate, or microclimate
- High trail use (compaction & displacement)
- Steep tread grade
- Long tread length between a dip and crest

EVTC Matrix

EVTC's public workshops and online survey results indicate that the public desires local and regional trail connectivity, more trail loop options, a well maintained and sustainable trail network, trail information, signage, legitimizing social trails, and trailhead facilities for equestrian use.

The EVTC team used the public input to develop a trail matrix. The matrix has two components, Desirability and Engineering. Desirability represents the public's desire for trails as captured in the workshops and surveys, while Engineering represents the relative ease for implementation. The Desirability matrix score considered scenery, connectivity, the number of mode of travel opportunities (foot, bike, horse, etc.), and importance for network expansion. The Engineering matrix score considered property ownership, ease of construction and maintenance, and the amount and quality of infrastructure at the trailhead. The table is also subdivided into High, Medium and Low categories representing the combined Desirability and Engineering score. The matrix score results are provided in Table 3. More information is provided online at <http://www.carsoncitytrails.org/trail-evaluation-matrix/>.

The Summary of Recommended Actions tables, following each trail area, refers to the High, Medium, and Low score in the Matrix. A High score indicates that the action is more desirable and easier to implement than an action with Low score. In addition, each action is assigned a tier. Tier 1 indicates a higher priority than Tier 2.

The EVTC workshops and online survey captured many great ideas from the public, and the tables below each area reflect these desires. Though many ideas were captured that we hope to further explore in the future the recommendations in the tables are our priority.

Table 3. Matrix Score Summary

	Area	Desire Total	Engineering Total	Grand Total
High				
1	Ash Canyon	4.67	2.23	6.90
2	Kings Canyon	4.00	2.63	6.63
3	Centennial Park	4.25	2.23	6.48
4	C-Hill	4.50	1.87	6.37
Medium				
5	Silver Saddle Ranch	4.17	2.07	6.23
6	Riverview Park	4.25	1.97	6.22
7	Ambrose	3.17	2.60	5.77
8	V & T	2.83	2.80	5.63
9	Prison Hill	3.83	1.67	5.50
Low				
10	Mexican Dam/Mexican	3.08	2.03	5.12
11	Lakeview	2.92	2.10	5.02
12	Morgan Mill	2.75	2.20	4.95

6.0 Recommendations

- Eagle Valley trails and trail recommendations are described in this section by three areas, North, East and West as depicted on the figures in this section.
- EVTC has set the priorities in two tiers with the 1st tier being the highest priority. The priorities are to be modified as opportunities or funding becomes available.
- Each area is described by ownership, location and access, historical use and sustainability as applicable.
- Recommended system trails are existing sustainable trails that should be legal and adopted by the land managing agency.

General Recommendations

The public survey and workshop results indicate that trails are important to the public's quality of life. Priorities for the public include:

- allowed access,
- trail information and signage,
- loop options and
- regional and local connectivity.

The EVTC intends to pursue and design trail systems to allow for the optimum trail experience for the public and meet their needs using the results of the surveys. The EVTC will develop a trail and sign plan for each trail project to be reviewed by the respective land manager before any project will proceed. In exchange for this planning support we ask that the agencies respond to our project proposal within a mutually agreed upon timeframe. The EVTC understands the need for resource and archeological studies and will support the agencies in these needed documents.

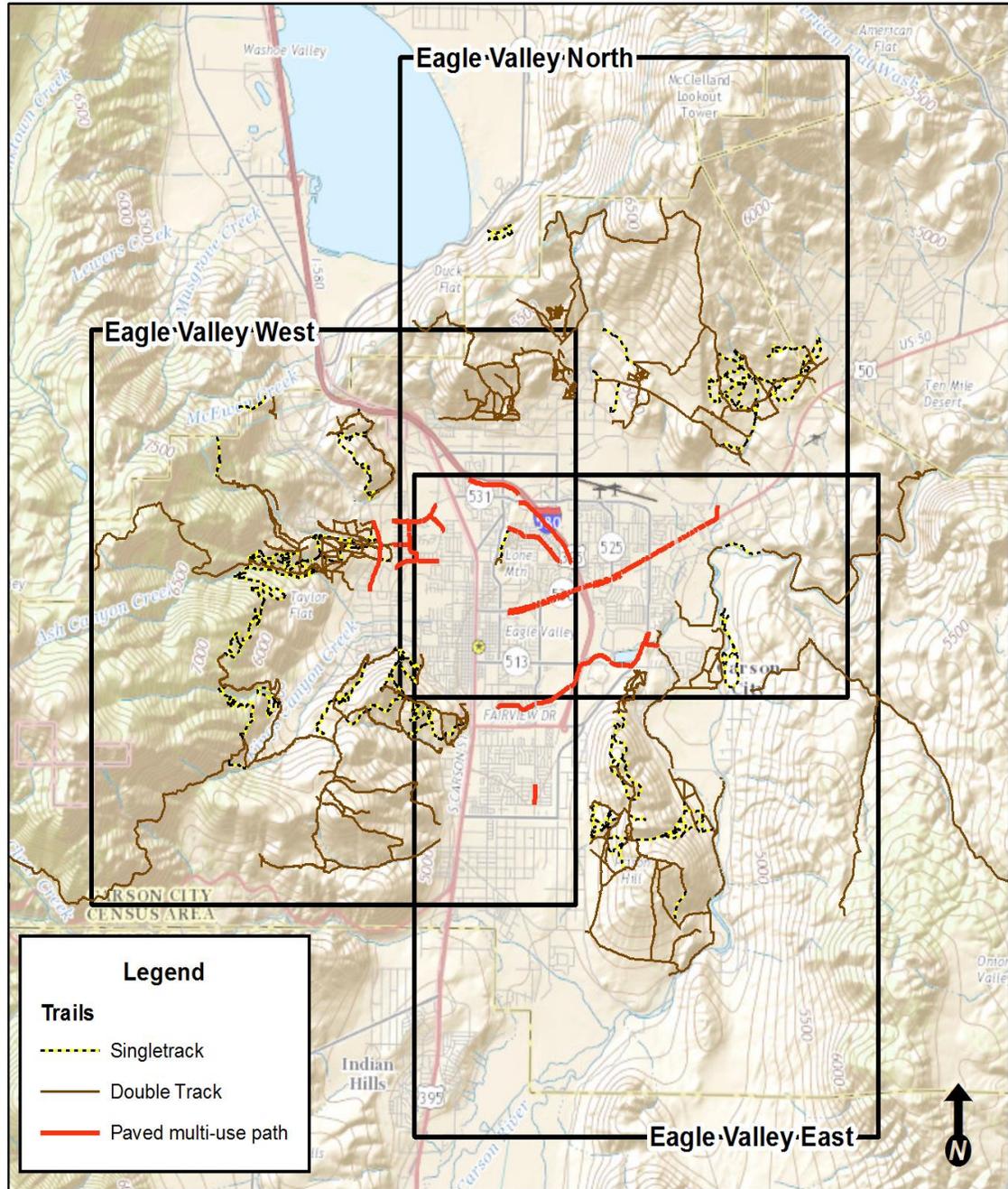
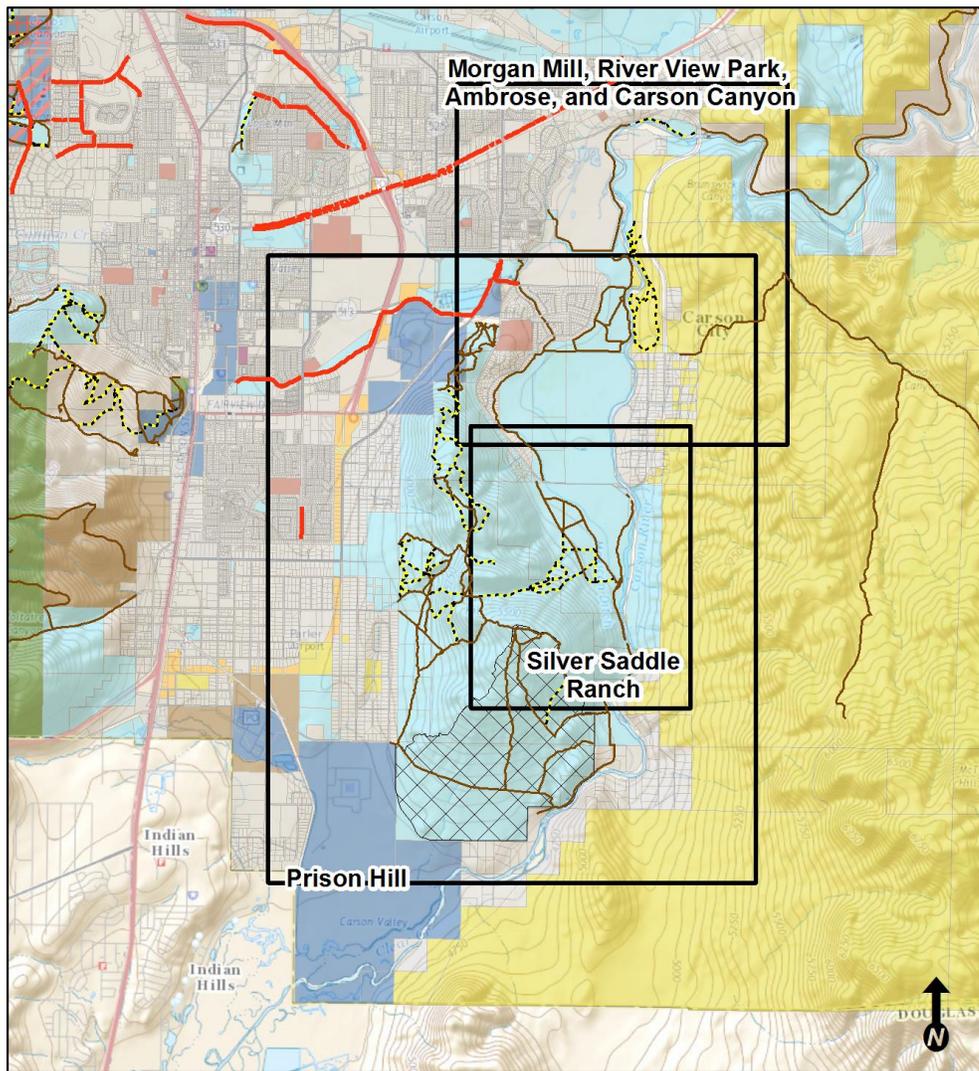


Figure 13. Trail Inventory and Evaluation Map Index

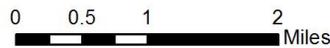
Eagle Valley East

The description of trails in Eagle Valley East is presented in the following sections and figures by groups:

- Ambrose Carson River Natural Area; Carson River Canyon Open Space; Open Space Property, unnamed (Jarrard Ranch Acquisition); Mexican Ditch Morgan Mill Preserve Open Space; Riverview Park
- Prison Hill; Golden Eagle Open Space; Mexican Dam Open Space
- Silver Saddle Ranch / East Silver Saddle Ranch



Base from USGS Topo Service, The National Map, 2015.
 Nevada West State Plane US Feet (FIPS 2703),
 North American Datum of 1983.



Ownership		Trails	
Bureau of Indian Affairs	State of Nevada	Prison Hill motorized area	Singletrack
Bureau of Land Management	State of Nevada - NDOT	Double Track	Paved multi-use path
Carson City Schools	U.S. Forest Service		
City of Carson City	U.S. Government		

Figure 14. Eagle Valley East Map Index

Ambrose Carson River Natural Area

Ownership:

Carson City Open Space

Description:

The parcel includes nearly one mile of river. Approximately 27 acres border the river corridor and contain large cottonwood trees, willows, and other riparian vegetation.

Location and Access:

The Ambrose CRNA is accessed via Deer Run Road. One large pull out area with trails is located near the northern portion of the area. A second access is located off Pinion Hills Drive and a third east side access along Deer Run Road south of the main access.

Historical Use:

Ambrose CRNA provides non-motorized multi-use recreation opportunities and access to the river corridor. The area contains informal trails with environmental education signage. The Carson High School Biology Class has “adopted” the site. They conduct regular environmental education sessions with elementary students, assist with wire wrapping around cottonwood trees, and maintain an interpretive trail with a trail guide and trail markers.



Carson River Canyon Open Space

Ownership:

Carson City Open Space

Description:

The Carson River Canyon Open Space consists of 871.3 acres and comprises nearly a complete corridor along the Carson River from the Deer Run Road Bridge to the Carson City / Lyon County border.

Location and Access:

Carson River Canyon Open Space is located on the east side of Carson City and along the Carson River. The property is bordered by one private parcel to the north (Bertagnolli gravel pit), Carson City lands including the Rifle and Pistol Range and the Landfill; to the east by private lands; and to the south by public lands administered by the Bureau of Land Management.

From the Deer Run Road Bridge looking east, Carson River Canyon Open Space extends along the south side of the river and is generally inaccessible. Most of the property lies further downriver into the Carson River Canyon (commonly referred to as Brunswick Canyon). The most common access into Carson River Canyon is via Brunswick Canyon Road on the northeast side of the Deer Run Road Bridge.

Historical Use:

On the north side of the Carson River, the primary road is a three-mile section of the historic V&T railway alignment. Both sides of the river contain a network of roads and trails. The roads and trails are currently used for non-motorized (hiking, mountain biking, fishing, gold-panning, etc.) and motorized recreation.

Open Space Property, unnamed (Jarrard Ranch Acquisition)

Ownership:

Carson City Open Space

Description:

Commonly referred to as “Buzzy’s Ranch” or the “Anderson Ranch,” included 86 acres along the west side of the Carson River, including 368.78 acres between the Carson River and Mexican Ditch.

Location and Access:

The property is situated along the west side of the Carson River and east of the Mexican Ditch between Riverview Park and Silver Saddle Ranch. The property is bordered to the south by Carson River Road, private property and the Mexican Ditch to the west, Riverview Park to the north, and the Carson River and private property to the east.

The Purchase and Sale Agreement from James Jarrard, provided a 10-foot wide section of the property adjacent to the Carson River for the development of a hiking trail.

Mexican Ditch

Ownership:

Carson City Open Space

Description:

The Mexican Ditch trail is a popular Class IV system trail that is important for connectivity to the Prison Hill recreation area.

Location and Access:

Several access points exist from Golden Eagle to Hells Bells trailhead. The busiest trailhead for the Mexican Ditch is Silver Saddle Ranch.



Morgan Mill Preserve Open Space

Ownership:

Carson City Open Space [32 acres]

Description:

Morgan Mill Preserve Open Space consists of two parcels – one on each side of the river. The parcel with the trailhead and boat launch to the north is more accessible and therefore, more commonly used by the public.

Location and Access:

The property is bordered to the east by Deer Run Road; to the north by federal offices (Bureau of Land Management, Bureau of Reclamation, and U.S. Geological Survey) and vacant industrial parcels; to the west by the Carson City Morgan Mill Road River Access Area; and to the south by public lands administered by the Bureau of Land Management.

Historical Use:

The trailhead was built for the Carson River Aquatic Trail. The cottonwood grove behind, and east, of the BLM and USGS offices are used by trespass OHVs.

Riverview Park

Ownership:

Carson City Parks, Recreation and Open Space

Description:

Riverview Park provides non-motorized multi-use trails. The adjacent Korean War Veterans Memorial Park provides parking, flush toilets, barbeques, and an uncovered picnic area.

Location and Access:

The main entrance to Riverview Park is through the Korean War Veterans Memorial Park, at the eastern terminus of E. Fifth Street. There are also several neighborhood entrances.

Historical Use

Riverview Park was dedicated to the city "To be maintained as permanent open space," Riverview Park was designed to protect the natural bird habitat and preserve the "natural landscaping and swamp lands." (Carson City, 2016).

The Riverview Park trail system serves as a hub for trails continuing to the north towards Empire Ranch Trail and to the south along the Mexican Ditch Trail.

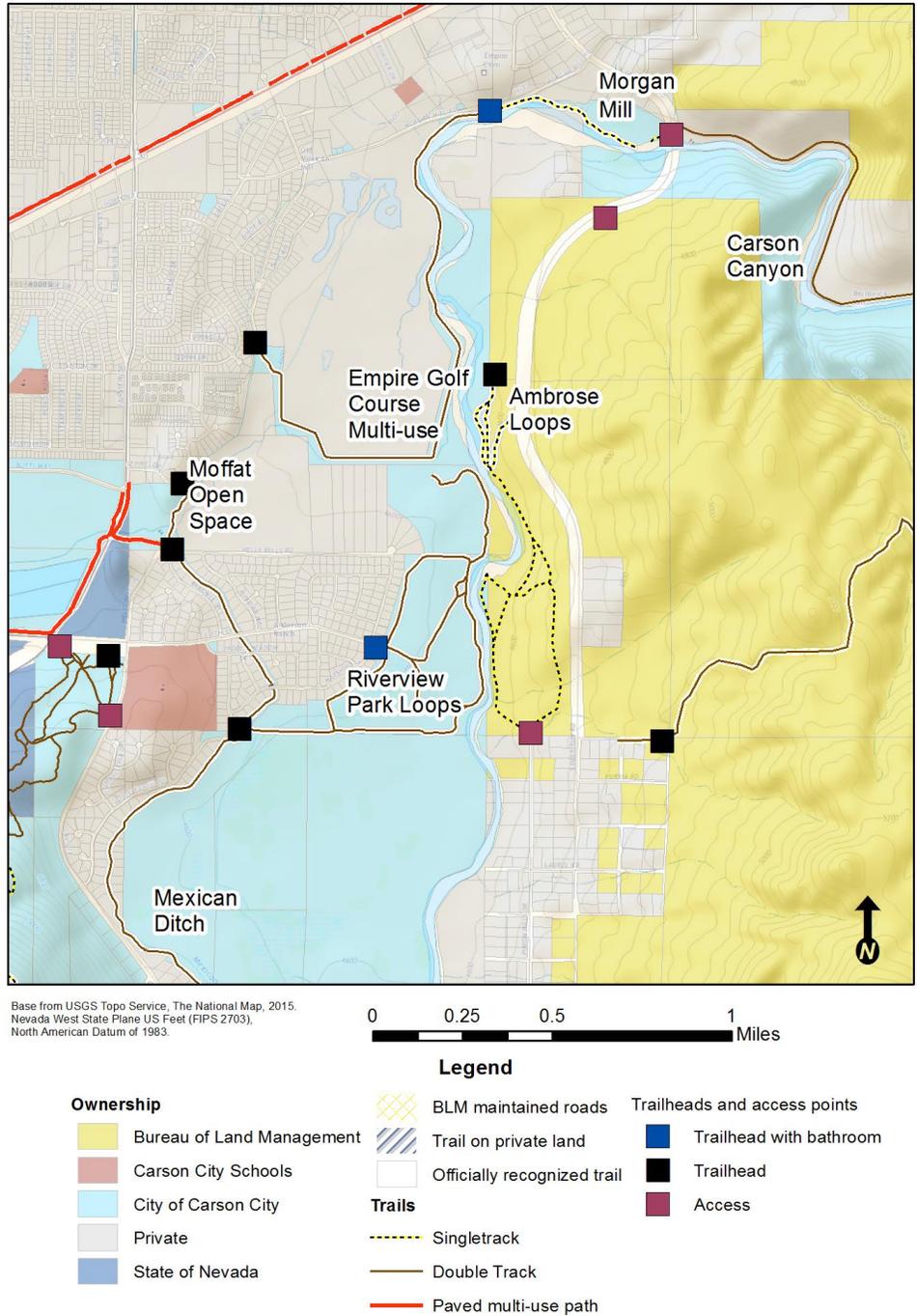


Figure 15. Ambrose, Morgan Mill, River View Park, Empire Ranch, Mexican Ditch, Carson River Canyon Trails

Table 4. Ambrose Carson River Natural Area; Carson River Canyon Open Space; Open Space Property, unnamed (Jarrard Ranch Acquisition); Mexican Ditch Morgan Mill Preserve Open Space; Riverview Park Summary of Recommended Actions

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
Adoption as System Trails			
Ambrose	1 / Med	CC	1. Existing Carson High Biology trail [EVTC]
New Trail			
Ambrose	1 / Med	CC	1. Develop a trail plan to add trail extensions to the south and north to the existing Biology trail and rehabilitate unsustainable trails [OS][CRMP] 2. Bridge and/or at grade crossing for access across the river to existing trails on the west side [CR 2016]
		CC NSL	
Jarrard	1 / Not Rated	CC	1. Evaluate trail connection opportunities, particularly along the eastern boundary [UPMP][WS] 2. Construct a safe crossing from Anderson - Jarrard property to Carson River Park [UPMP]
Ambrose	2 / Med	CC NSL	1. One off-street, unpaved single-track trail located on the side of Deer Run Road [UPMP]
Morgan Mill	2 / Low	CC	1. Connect to trails into the Carson River Canyon (V&T East) [WS and CAMPO]
Morgan Mill	2 / Low	CC	2. Develop multi- use paved path out of the river corridor to connect with Deer Run Road [UPMP]
Mexican Ditch	2 / Low	CC	1. Extend Mexican Ditch Trail from Moffat Open Space to the Empire Ranch Trail [OS][UPMP] 2. Complete the Mexican Ditch Trail between Carson River Road and the Red House [WS] 3. Continue the trail from the Mexican Dam along the river to Douglas County [WS]
		CC Doug. Co	

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
River View	Not Rated	CC	1. Complete a trail loop from Mexican Ditch along Carson River Road to the river at Carson River Park and then back to Riverview Park along the river corridor [WS].
Carson River Canyon	1 / Not Rated	CC BLM	1. Develop class III/IV V&T Trail from Deer Run Bridge to Lyon County [WS] 2. Develop a trail and access plan for the Carson River Canyon Open Space [OS]
Carson River Canyon	2 / Not Rated	CC BLM	1. Develop trail parallel to V&T connecting to Virginia City [WS]
Trailhead Improvements and Signage			
Ambrose	1 / Med	CC	1. Trailhead improvements including restroom facilities, more parking, and signage [OS]
Morgan Mill	1 / Low	CC	1. A kiosk panel placed for the trail system from Silver Saddle Ranch to River corridor [OS] 2. Improved signage on trail and access points [OS]
Carson River Canyon	1 / Not Rated	CC	1. Develop a trailhead for the Carson River Canyon Open Space [OS]
Other			
Morgan Mill	1 / Low	CC	1. Control unauthorized OHV use into the River Corridor with physical barriers and rehabilitate closed roads [WS]
Carson River Canyon	2 / Not Rated	CC	1. Repair/replace Brunswick Bridge for bikes and pedestrians[UPMP][OS]
Property Acquisition			
Carson River Canyon	1 / Not Rated	CC	1. Pursue trail easement along the river through private property [EVTC] 2. Consider purchase of the Erickson property, located between the Carson River Canyon Open Space and Lyon County [OS]

1. BLM = Bureau of Land Management
CC = Carson City
Doug Co = Douglas County
NSL = Nevada State Lands

2. CAMPO = Carson Area Metropolitan Planning Organization
CRMP = Carson River Advisory Committee. 1996, Revised 2001. Carson River Master Plan.
CR 2016 = Carson City, 2016. Master Plan for Carson City Open Space and Parks in the Carson River Area
EVTC = Eagle Valley Trail Committee
OS = Carson City. 2000. Open Space Plan
UPMP = Carson City. 2006, Revised 2007. Unified Pathways Master Plan.
WS = From EVTC Work Shop and Public Survey

Prison Hill

Ownership:

Carson City

The Prison Hill Recreation Area covers approximately 2,500 acres of rugged terrain located west of Silver Saddle Ranch. There are four peaks that form a ridge approximately two miles long. The tops of the peaks offer stunning 360-degree scenic views. Elevations range between 4,680 and 5,724 feet.

Location and Access

Prison Hill is bordered by Golden Eagle Lane to the south, Edmonds Drive/Fairview Drive to the west, the Nevada State Prison and 5th Street to the north, and Carson River Road and the Silver Saddle Ranch to the east.

Historical Use

The Prison Hill Recreation Area has two distinct parts: the northern and central section with non-motorized recreational uses and the southern section with motorized recreational use on roads and trails.

Sustainability

Most of the multi-use single-track system inventoried recently as part of this report for Carson City is unsustainable. Many of the trails need to be realigned and/or rehabilitated.

Golden Eagle Open Space

Ownership:

Carson City Open Space

19.3 acres. Golden Eagle Open Space lies near the southeast corner of Prison Hill in the southeast area of Carson City.

Location and Access

The property is bordered to the west and north by the Prison Hill Recreation Area; to the northeast by a residential parcel; and the south and southeast by the Carson River. From the Snyder Avenue and Gentry Lane intersection, travel south on Golden Eagle Lane for approximately 2.2 miles. The road surface changes from asphalt to a graded dirt road. Golden Eagle Open Space begins near the t-post on the left (north) side of the road and continues approximately 0.4 miles just past the vertical rock cliff adjacent to the road.

Mexican Dam Open Space

Ownership:

Carson City Open Space

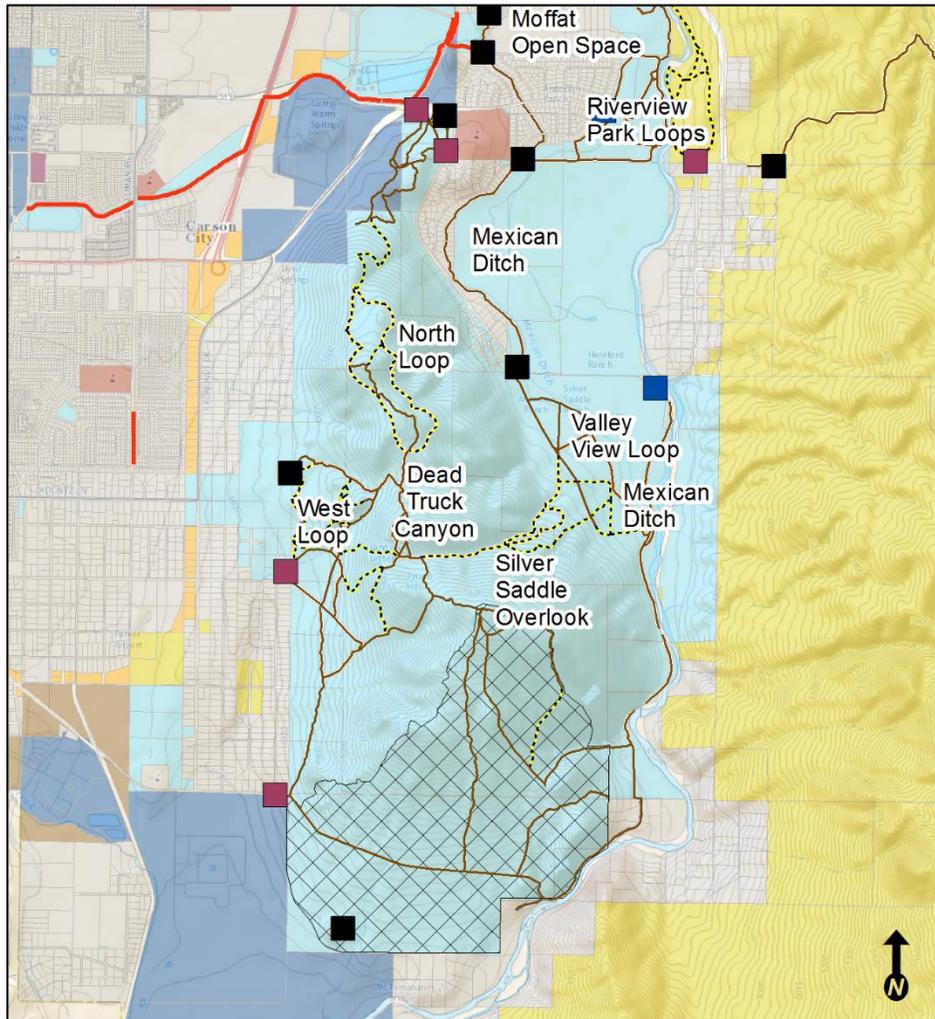
64.3 acres. The Carson River is adjacent to the property along the eastern boundary, and about 20-30% of the property falls within the boundaries of the 100-year floodplain

Location and Access

Mexican Dam Open Space is located at the northern terminus of Golden Eagle Lane, in the southeast area of Carson City. The Mexican Ditch begins near the north end of the property.

Existing Facilities

Two unpaved trails exist on the property. From the southern boundary, a two-track trail ends after approximately one-third mile with limited area to turn around. A single-track trail continues north through the property to Mexican Dam.



Base from USGS Topo Service, The National Map, 2015. Nevada West State Plane US Feet (FIPS 2703), North American Datum of 1983.

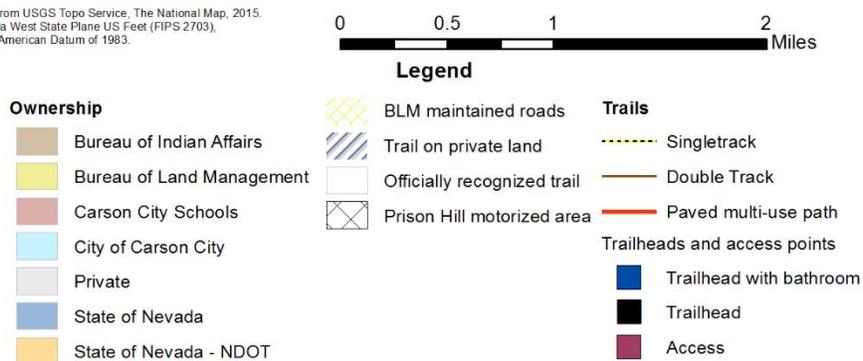


Figure 16. Prison Hill, Golden Eagle, and Mexican Dam

Table 5. Prison Hill, Golden Eagle, and Mexican Dam Summary of Recommended Actions

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ¹)
Trail Re-alignment			
Prison Hill	1/ Med	CC	<ol style="list-style-type: none"> 1. Unsustainable sections of North Loop Trail [WS] 2. North Loop to 5th St Trail [WS] 3. Dead Truck Trail [WS] 4. Unsustainable sections of West Loop Trail [WS]
Prison Hill	2/ Med	CC	<ol style="list-style-type: none"> 1. Unnamed connector trails [EVTC]
Golden Eagle	2 / Not Rated	CC	<ol style="list-style-type: none"> 1. Close the single-track trails from Golden Eagle Lane – due to steep slopes and erodible soils impacting the road and the Carson River. Realign or construct a new sustainable single-track trail for non-motorized users to the scenic lookout point [OS]
New Trail			
Prison Hill	1/ Med	CC	<ol style="list-style-type: none"> 1. Replace unsustainable access from Koontz trailhead to North Loop trail. Decommission current access [OS]
Prison Hill	2/ Med	CC	<ol style="list-style-type: none"> 1. Create sustainable trail connection from North Loop to West Loop area and from Dead Truck Trail south to create a southern west loop [WS] 2. Loop trail system to replace unsustainable roads at North Prison Hill [WS] 3. Base trail connecting Koontz to 5th St trailhead [WS] 4. Base Trail Connecting 5th St trailhead to Silver Saddle Ranch [WS] 5. Develop a south loop trail – like the north loop trail [WS] 6. Develop a loop trail circling Prison Hill and connecting with Silver Saddle Ranch [OS]
Golden Eagle	1 / Not Rated	CC	<ol style="list-style-type: none"> 1. Develop a trail plan for Golden Eagle to improve connectivity with Silver Saddle Ranch [OS]

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ¹)
Trailhead Improvements and Signage			
Prison Hill	1/ Med	CC	1. Improve signage to designate the boundary between non-motorized and motorized [WS] 2. Add signage at all trails and trail junctions- sign plan [WS] 3. Include trail name and mileage on signs [WS] 4. Trailhead placed on Eastside of Prison Hill [UPMP]
Prison Hill	2/ Med	CC	1. Improve all trailhead and access points [OS]
Golden Eagle	1/ Not Rated	CC	1. Review opportunities for trailhead parking at Golden Eagle or terminus of dirt road near Silver Saddle Ranch [EVTC]
Other			
Golden Eagle	2/ Not Rated	CC	1. A bridge across the Carson River connecting with off-street / unpaved / double track including OHV use [UPMP] 2. Install a destination marker [OS]

1

BLM = Bureau of Land Management
 CC = Carson City
 Doug Co = Douglas County
 NSL = Nevada State Lands

2

CAMPO = Carson Area Metropolitan Planning Organization
 CRMP = Carson River Advisory Committee. 1996, Revised 2001. Carson River Master Plan.
 CR 2016 = Carson City, 2016. Master Plan for Carson City Open Space and Parks in the Carson River Area
 EVTC = Eagle Valley Trail Committee
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 UPMP = Carson City. 2006, Revised 2007. Unified Pathways Master Plan.
 WS = From EVTC Work Shop and Public Survey

Silver Saddle Ranch/East Silver Saddle Ranch

Ownership:

Carson City operates under a conservation easement on the 703-acre Silver Saddle Ranch.

Historical Use

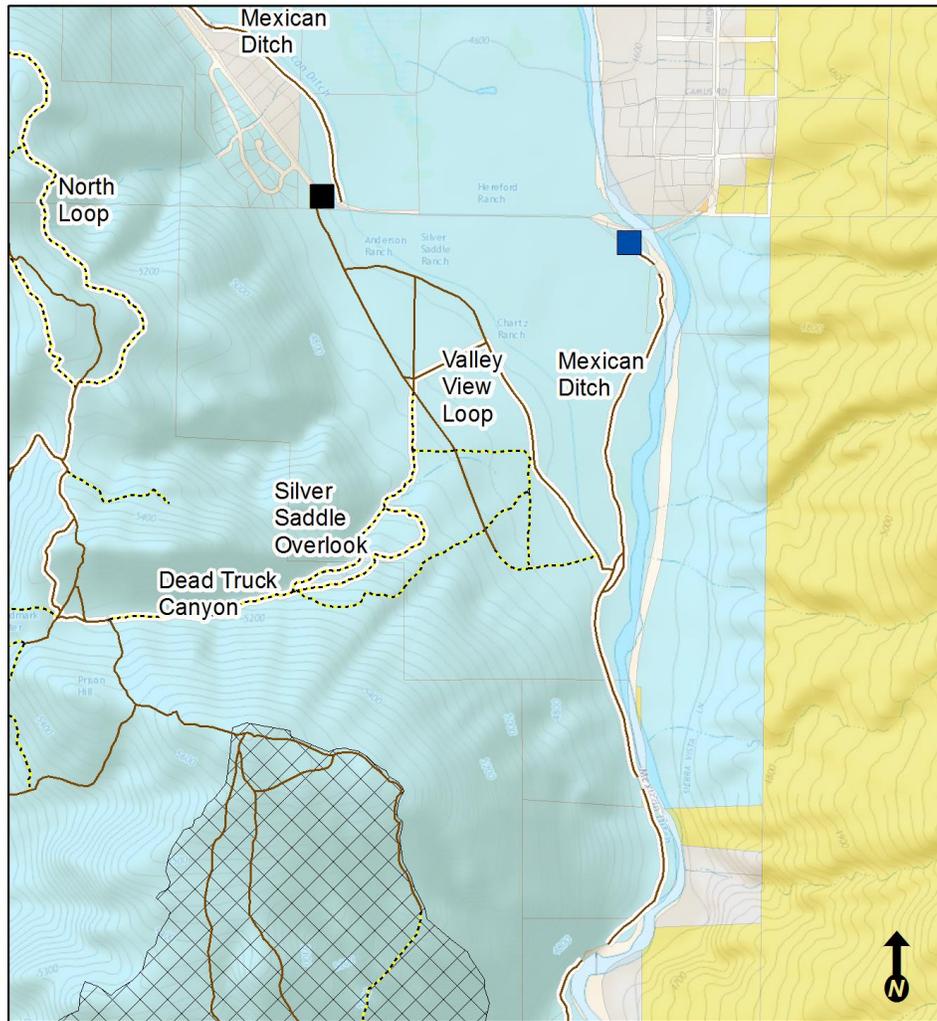
Silver Saddle Ranch

Silver Saddle Ranch is 703 acres. Visitor amenities include trailhead parking, one picnic area and two vault toilets. There are several trails throughout the ranch including the Mexican Ditch Trail and trails leading to the Prison Hill Recreation Area.

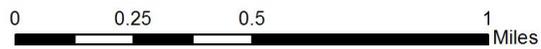
East Silver Saddle Ranch

In total, there are approximately 115 acres located along the Carson River and both sides of Sierra Vista Lane. BLM constructed an unpaved multiple-use trailhead on the east side of Sierra Vista Lane. The trailhead is primarily used by OHVs to connect with the power line road and other roads leading into the Pine Nut Mountains. On the west side of Sierra Vista Lane, an existing unpaved road on the southern boundary provides vehicle access to a small parking area. The Carson River frontage area has sandy beaches and good access for visitors.





Base from USGS Topo Service, The National Map, 2015.
 Nevada West State Plane US Feet (FIPS 2703),
 North American Datum of 1983.



Legend

- | | | |
|--|---|---|
| <p>Ownership</p> <ul style="list-style-type: none"> Bureau of Land Management City of Carson City Private State of Nevada - NDOT | <ul style="list-style-type: none"> Trail on private land Officially recognized trail Prison Hill motorized area | <p>Trails</p> <ul style="list-style-type: none"> Singletrack Double Track <p>Trailheads and access points</p> <ul style="list-style-type: none"> Trailhead with bathroom Trailhead |
|--|---|---|

Figure 17. Silver Saddle Ranch/East Silver Saddle Ranch

Table 6. Silver Saddle Ranch / East Silver Saddle Ranch Summary of Recommended Actions

Area	Tier / Rating	Land Manager ¹	1. Project Description (with Comment Source Reference ²)
Trail Re-alignment			
Silver Saddle Ranch	1 / Med	CC	<ol style="list-style-type: none"> 1. A trail plan needs to be completed for Silver Saddle Ranch [EVTC] 2. Restore the trail south of the Red House Complex currently obstructed by the equestrian arena (Valley View Loop) [OS] 3. Dead Truck Canyon Trail (Prison Hill access to Silver Saddle Ranch) [EVTC]
New Trail			
Silver Saddle Ranch	1 / Med	CC	<ol style="list-style-type: none"> 1. Complete the Mexican Ditch Trail between Carson River Road and the Red House [WS] 2. A trail connection from Silver Saddle Ranch to Golden Eagle [WS] 3. Develop trail connecting Silver Saddle Ranch to 5th St trailhead (base trail) [WS] 4. Improve access around Mexican Dam and Mexican Ditch inlet
East Silver Saddle Ranch	2 / Med	CC	<ol style="list-style-type: none"> 1. Consider developing a loop trail between the river and Sierra Vista Lane [OS]
Trailhead Improvements and Signage			
East Silver Saddle Ranch	1 / Med	CC	<ol style="list-style-type: none"> 1. Improve trailheads and access points [EVTC] 2. Improve OHV trailhead for trail access to BLM lands. Improve for equestrians also [EVTC]
Silver Saddle Ranch	2 / Med	CC	<ol style="list-style-type: none"> 1. Add a trailhead and restrooms at Silver Saddle Ranch [EVTC] 2. Improve the V Gates [OS]

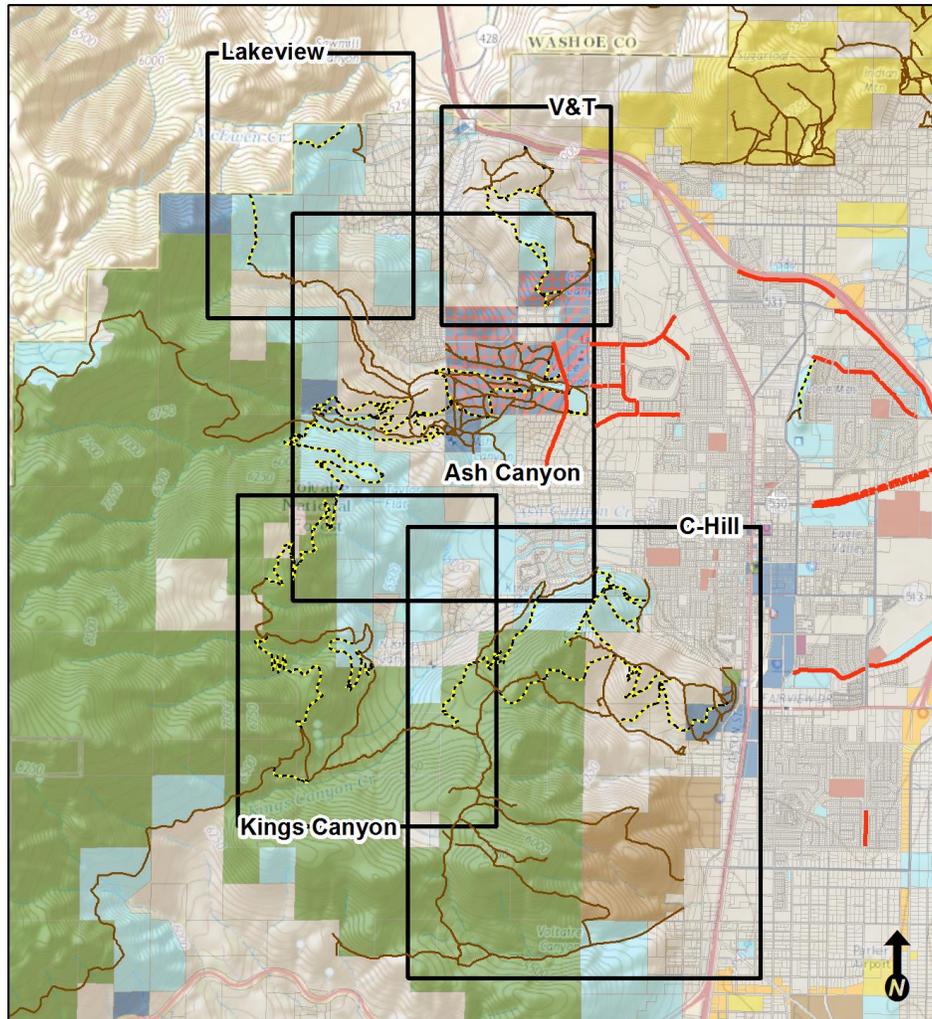
Area	Tier / Rating	Land Manager ¹	1. Project Description (with Comment Source Reference ²)
Other			
East Silver Saddle Ranch	1 / Med	CC	1. Establish barrier systems & parking areas that protect the resources along the River & provide a safe environment [WS]

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 WS = From EVTC Work Shop and Public Survey

Eagle Valley West

Eagle Valley West includes Ash Canyon, C-Hill, Kings Canyon, Lakeview and the V&T Railroad grade as described on the following figure and sections.



Base from USGS Topo Service, The National Map, 2015.
 Nevada West State Plane US Feet (FIPS 2703),
 North American Datum of 1983.



Legend

Ownership

- Bureau of Indian Affairs
- Bureau of Land Management
- Carson City Schools
- City of Carson City
- Private

- State of Nevada
- State of Nevada - School Trust
- State of Nevada - University
- State of Nevada - NDOT
- U.S. Forest Service
- U.S. Government

Trails

- Singletrack
- Double Track
- Paved multi-use path

Figure 18. Eagle Valley West Map Index

Ash Canyon

Ownership:

Carson City/U.S.F.S./Nevada State Lands/Western Nevada College /Private

Location and Access

The main access point for the Ash Canyon trails is the Foothill Drive trailhead. Two other access points are Murphy Drive trailhead located at the north end of the V&T multi-use path, and above the water tanks on Ash Canyon Rd known by locals as the "Square Pond".

Water bars installed on the new paved road to control water runoff virtually cut off all equestrian use in the Ash Canyon area.

Historical Use

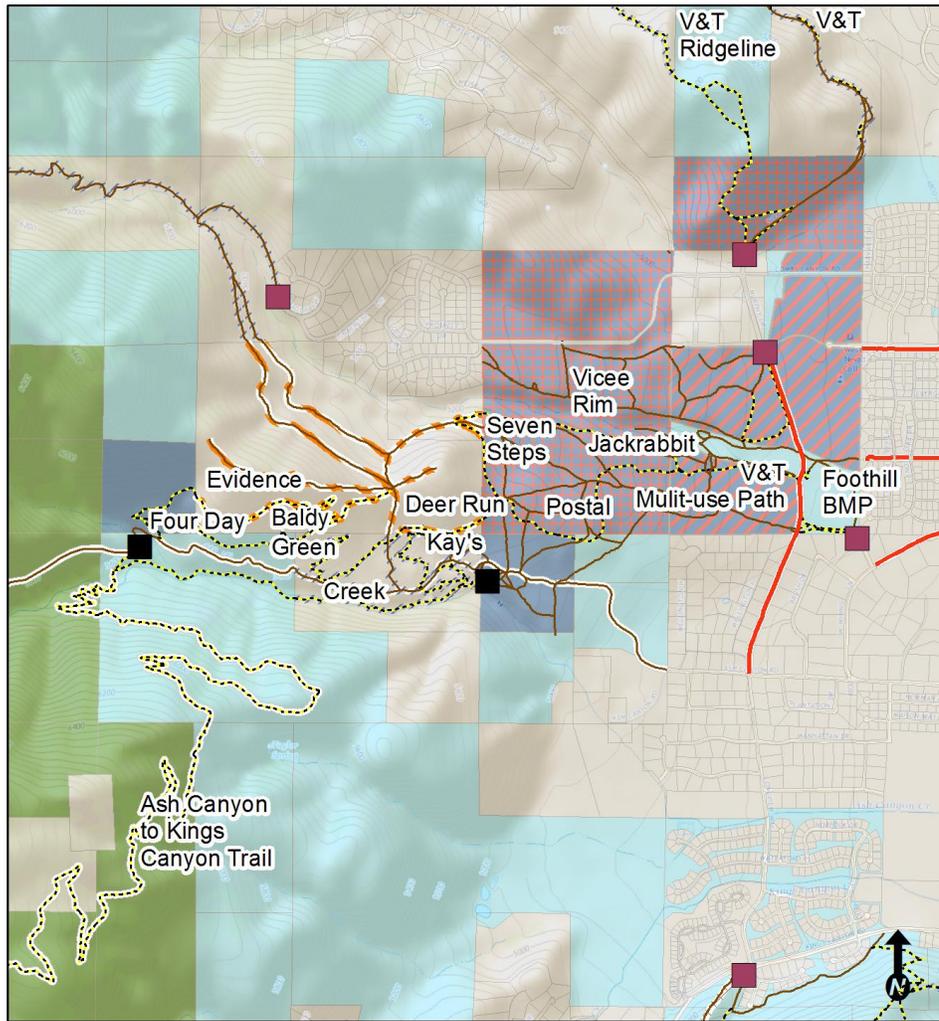
The Ash Canyon road is the only motorized access up to Lake Tahoe Nevada State Park. The road is also the only access to Hobart Reservoir. There is an access area but no developed trailhead at the end of the road. This access road is for 4-wheel drive high clearance vehicles only.

The public has recreated in Ash Canyon for many years mistakenly perceiving all the open space west of WNC as public land. While this is true of the higher elevations, the land immediately west of the college is primarily under State ownership or private.

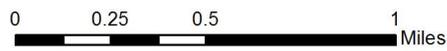
There are approximately 22.5 miles of double and single-track in the Ash Canyon study area of which only approximately 4.9 miles are approved trails and roads or, if not approved, are identified as potential trails on the UPMP. Though this report's focus is on single-track, the Ash Canyon area has many redundant double track, and double track that causes erosion, the EVTC finds it difficult to ignore the double tracks negative impact on the area, both esthetically and environmentally (see recommendations below).

Sustainability

Most of the single-track meets sustainability guidelines while most the double track does not. The 7 miles of non-system trails are in good condition though require routine maintenance.



Base from USGS Topo Service, The National Map, 2015.
 Nevada West State Plane US Feet (FIPS 2703),
 North American Datum of 1983.



Legend

- | | | | |
|--------------------------------|-----------------------------------|----------------------|-----------|
| Ownership | | Trails | |
| City of Carson City | USFS designated motorized route | Singletrack | Trailhead |
| Private | Trail on private land - No Access | Double Track | Access |
| State of Nevada | Trail on private land | Paved multi-use path | |
| State of Nevada - School Trust | Officially recognized trail | | |
| State of Nevada - University | | | |
| U.S. Forest Service | | | |

Figure 19. Ash Canyon Area

Table 7. Ash Canyon Summary of Recommended Actions

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
Adoption as System Trails and Property Acquisition			
Ash Canyon	1 / High	CC NSL USFS PP	1. Purchase or secure easements for trail use on State Lands, WNC and private property west of WNC [WS] 2. Creek Trail [WS]
Trail Re-alignment			
Ash Canyon	1 / High	CC NSL	1. If Hamm property is not resolved, realign trail working with State Lands [EVTC]
Ash Canyon	2 / High	CC NSL	1. A 400' section of the Vicee Rim Trail needs a reroute as it exceeds the recommended grade/slope standard and is showing signs of erosion [EVTC] 2. Vicee Rim Trail is also in need of a minor reroute close to the intersection of Jackrabbit/Postal Trail to slow user speeds and mitigate the potential for erosion [EVTC]
New Trail			
Ash and Kings Canyon	1 / High	CC USFS	1. Develop trail connecting Ash to Kings Trail to Hobart Road water tanks [UPMP] 2. Need more connections. Link to Rim Trail, Washoe Valley, and under US50 to Clear Creek and Carson Valley [WS]
Ash and Kings Canyon	2 / High	CC USFS PP	1. Develop base trail connecting Ash and Kings Canyons. (Would require easement or land purchase from Joost family. Bridge might be required to cross lower Ash Creek) [UPMP][WS] 2. Add E-W connection from Mountain St trailhead to Ormsby and continuing to Longview (Drive)[WS] 3. Connect Longview/EZ Trail to Voltaire Canyon [WS]

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
Trailhead Improvements and Signage			
Ash and Kings Canyon	1 / High	CC USFS	1. Add trail information and signage at all access points and trails [EVTC] 2. With limited equestrian trailhead options on the west side expand the Waterfall trailhead to accommodate equestrian use (see Kings Canyon) [EVTC]
Ash Canyon	2 / High	CC	1. Expand Foothill Drive Trailhead along the east border of the retention basin to the WNC parking lot to allow for equestrians and to discourage unauthorized OHV use [EVTC]
Other			
Ash Canyon	2 / High	CC NSL WNC	1. Mitigate redundant and erosion causing double track (possibly realign to accommodate the suggestion below) [EVTC] 2. A flow track that starts from behind the college retention pit, parallels the north boundary of Wellington housing development to the lower ash canyon trail. There is a wash in there that presents some topography to create a fun downhill filled with whoops and jumps [WS]

1. BLM = Bureau of Land Management
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 WS = From EVTC Work Shop and Public Survey

C-Hill

Ownership –

B.I.A./Carson City/U.S.F.S./Private

Location and Access

The C-Hill area is between Kings Canyon Road to the west, Voltaire Canyon to the south, Terrace Street and Crain Street to the north and Borda Meadow to the west. Access is gained from Ormsby Blvd, Terrace St, McKay Dr. and S. Curry St.

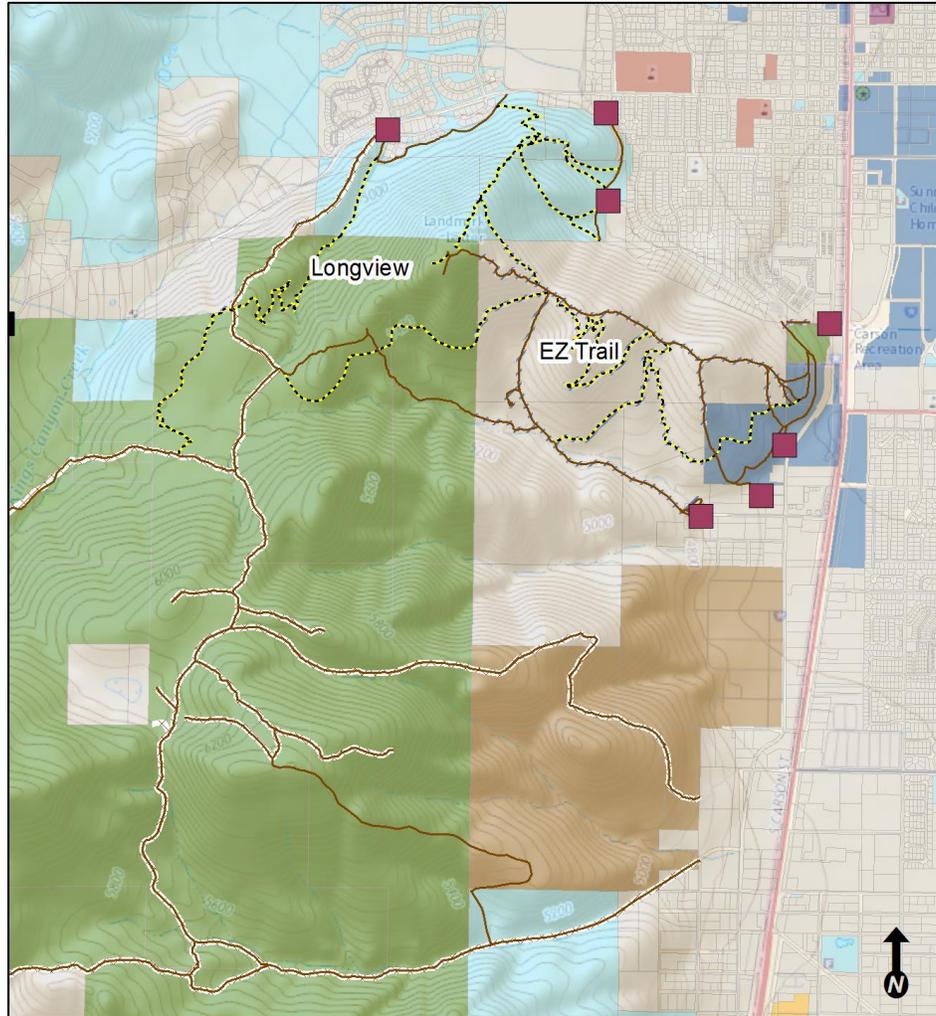
Historical Use

The trail most used is a Class IV fire road (FEMA Trail) which connects the southern access point, S. Curry St (behind the train museum) to Ormsby Blvd. The area is mostly used by hikers, runners, and mountain bikers making a loop on the popular Longview and EZ Trails.

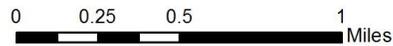
There are a few social trails ascending to a saddle which divides Kings Canyon and Terrace St. From the saddle users either ascend the ridge line to the top of C-Hill or descend to Kings Canyon Rd via the Zorro trail.

Sustainability

- The Longview and EZ Trails are sustainable though in some areas need realignment due to exceeding maximum sustainable grade.
- The Zorro trail needs realignment as the entire trail exceeds maximum sustainable grade and shows signs of erosion.
- The social trails leading to the saddle separating Kings Canyon Rd and Terrace St. are all unsustainable and need to be mitigated and new trails aligned to satisfy user needs.



Base from USGS Topo Service, The National Map, 2015.
 Nevada West State Plane US Feet (FIPS 2703),
 North American Datum of 1983.



Legend

Ownership		State of Nevada	USFS designated motorized route	Trailheads and access points	
Bureau of Indian Affairs	State of Nevada - NDOT	U.S. Forest Service	Trail on private land	Trailhead	Access
Carson City Schools	U.S. Government	Trails			
City of Carson City		Singletrack	Double Track		
Private					

Figure 20. C-Hill

Table 8. C-Hill Summary of Recommended Actions

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
Adoption as System Trails			
C-Hill	1/ High	CC USFS PP	1. Adopt the EZ trail into the system [EVTC] 2. Adopt Longview Trail into the system. City/U.S.F.S. (ongoing) [EVTC]
C-Hill	2/ High	CC USFS PP	1. Secure permissions for public access to the FEMA Trail [EVTC]
Property Acquisition			
C-Hill	1/ High	NSL PP	1. Purchase or secure easements for trail use on State Lands and private properties on the east side of C-Hill [EVTC]
C-Hill	2 / High	NSL	1. Secure easement from State Lands for new trail connecting Service Rd off S. Curry St. access point (behind Shell station) to S. Curry St access point (behind Train museum). New trail would take users off the narrow and dangerous section of S Curry St. behind the U.S.F.S. office [WS]
Trail Re-alignment			
C-Hill	1 / High	CC	1. Re-route the ridge trail on north side of C Hill to have safer grade [WS] 2. Trail that goes up C hill from Kings canyon side is awful--right up the fall line but there are segments tied to it that are in good condition--improving that segment would make a great loop and decrease erosion on a popular trail. [WS] 3. Realign Zorro Trail [EVTC]
C-Hill	2 / Low	CC	1. EZ Trail - Realign sections which exceed maximum sustainable grade [EVTC]

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
New Trail			
C-Hill- Ash and Kings Canyon	1 / High	CC USFS	<ol style="list-style-type: none"> 1. Connect Longview Trail to the southern access point of the Ash to Kings Trail. [UPMP][WS] 2. Connect Longview/EZ Trail to Voltaire Canyon [WS] 3. C-Hill should connect to Ash to Kings. Also, connect to Clear Creek via trail, not road. [WS] 4. Extend FEMA trail from Ormsby Blvd to bottom of Zorro Trail [EVTC] 5. Develop sustainable trail from McKay Dr. access to saddle at the top of Zorro Trail [EVTC]
Trailhead Improvements and Signage			
C-Hill	1 / High	CC	<ol style="list-style-type: none"> 1. Add trail information and signage at all access points and trails [EVTC] 2. Add the six other access points listed above to the UPMP [EVTC]
Other			
C-Hill	1 / not rated	CC	<ol style="list-style-type: none"> 1. Add all social trail recommendations and new trail recommendations to the UPMP [EVTC]

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 USFS = U.S. Forest Service
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 WS = From EVTC Work Shop and Public Survey

Kings Canyon

Ownership –

Carson City/U.S.F.S./NDOT/State Lands/Private

Location and Access

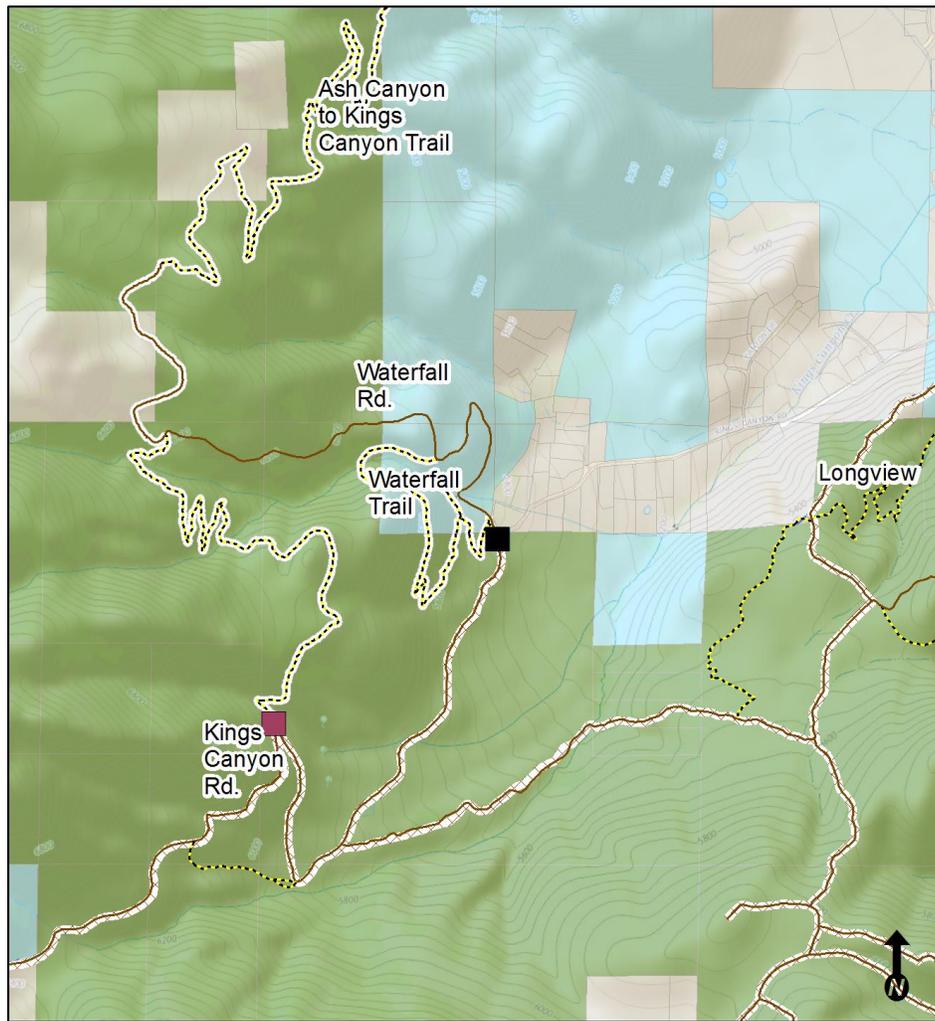
Carson City and the USFS are responsible for the Waterfall Trailhead, a small trailhead at the end of paved Kings Canyon Rd. There is approximately space for about 6-8 cars, with additional parking along the roadway. 1.8 miles west of the Waterfall Trailhead is the access point for the Ash to Kings Trail. There is space for approximately 4 vehicles at this access point.

Historical Use

Kings Canyon Road is part of the historic Lincoln Highway and it meets Highway 50 about ½ mile from the Spooner Lake Trailhead. The Waterfall trail system includes a sustainable trail up to the first waterfall and an upper loop for visitors to have a longer trail experience with outstanding views of Eagle Valley. Completed in 2015, the Ash to Kings Trail connects Kings Canyon to Ash Canyon providing the community with a backcountry trail which at its highest elevation reaches 6,750ft. Along the trail users have views of Eagle Valley, Washoe Valley, Carson Valley and Carson Plains.

Sustainability

Trails in the Kings Canyon area meet current sustainability guidelines.



Base from USGS Topo Service, The National Map, 2015.
 Nevada West State Plane US Feet (FIPS 2703),
 North American Datum of 1983.



Legend

Ownership		Trails		Trailheads and access points	
City of Carson City	USFS designated motorized route	Singletrack	Trailhead	Access	
Private	Trail on private land	Double Track			
U.S. Forest Service	Officially recognized trail				

Figure 21. Kings Canyon

Table 9. Kings Canyon Summary of Recommended Actions

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
Adoption as System Trails			
Kings Canyon	1 / High	CC USFS	1. Adopt Longview trail into the system [UPMP][WS]
Property Acquisition			
Kings Canyon	1 / High	CC USFS NSL PP	<ol style="list-style-type: none"> 1. Purchase or secure easement for the Long Property (APN-00706102) allowing for a more desirable alignment from the Ash to Kings Trail to Nevada State Park [EVTC] 2. Renegotiate conservation easement on the Fagen property to allow non-motorized public access adjacent to Golf Course Drive Hwy 50 off ramp. The property is imperative for a sustainable connection to the Clear Creek Trail [EVTC] 3. Secure easement to allow public use on the NDOT property adjacent to Golf Course Drive Hwy 50 off ramp. The property is imperative for a sustainable connection to the Clear Creek Trail [EVTC]
Kings Canyon	2 / High	CC PP	1. Secure easement from the Joost family to allow public access on the western border of their property to establish an off-highway multi-use trail connecting Kings Canyon to Ash Canyon.
New Trail			
Kings Canyon	1 / High	CC USFS NSL PP	<ol style="list-style-type: none"> 1. Develop trail connecting Ash to Kings to Lake Tahoe Nevada State Park [UPMP][WS] (in process) 2. Capital to TRT - continue to evaluate for a potential build. Represents a great level of outside connection to the park [WS] 3. Extend Longview Trail to the Ash to Kings Trail [UPMP][WS] (in process) 4. Develop Trail connecting Kings Canyon to the Clear Creek Trail [WS]

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
Ash and Kings Canyon	2 / High	CC PP	1. Develop base trail connecting Kings Canyon to Ash Canyon [UPMP][WS]
Trailhead Improvements and Signage			
Kings Canyon	1 / High	CC	1. Develop new trailhead at the end of Kings Canyon Rd to replace the congested Waterfall trailhead and to improve access for equestrian users [EVTC]
King Canyon	2 / High	CC	1. Improve information for motorized users traveling on Lincoln Hwy warning of possible hazardous road conditions [WS]

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 WS = From EVTC Work Shop and Public Survey

Lakeview

Ownership –

Carson City, USFS, State Parks, Private

Location and Access

Lakeview Estates - end of Hobart Road.

Historical use

The trailhead has a turnaround and limited parking for two horse trailers. The trailhead is signed “Equestrian Parking Only” however vehicles from other trail users frequently ignore the signs as parking at the end of the street is limited. Popular use area for non-motorized access to Lake Tahoe State Park

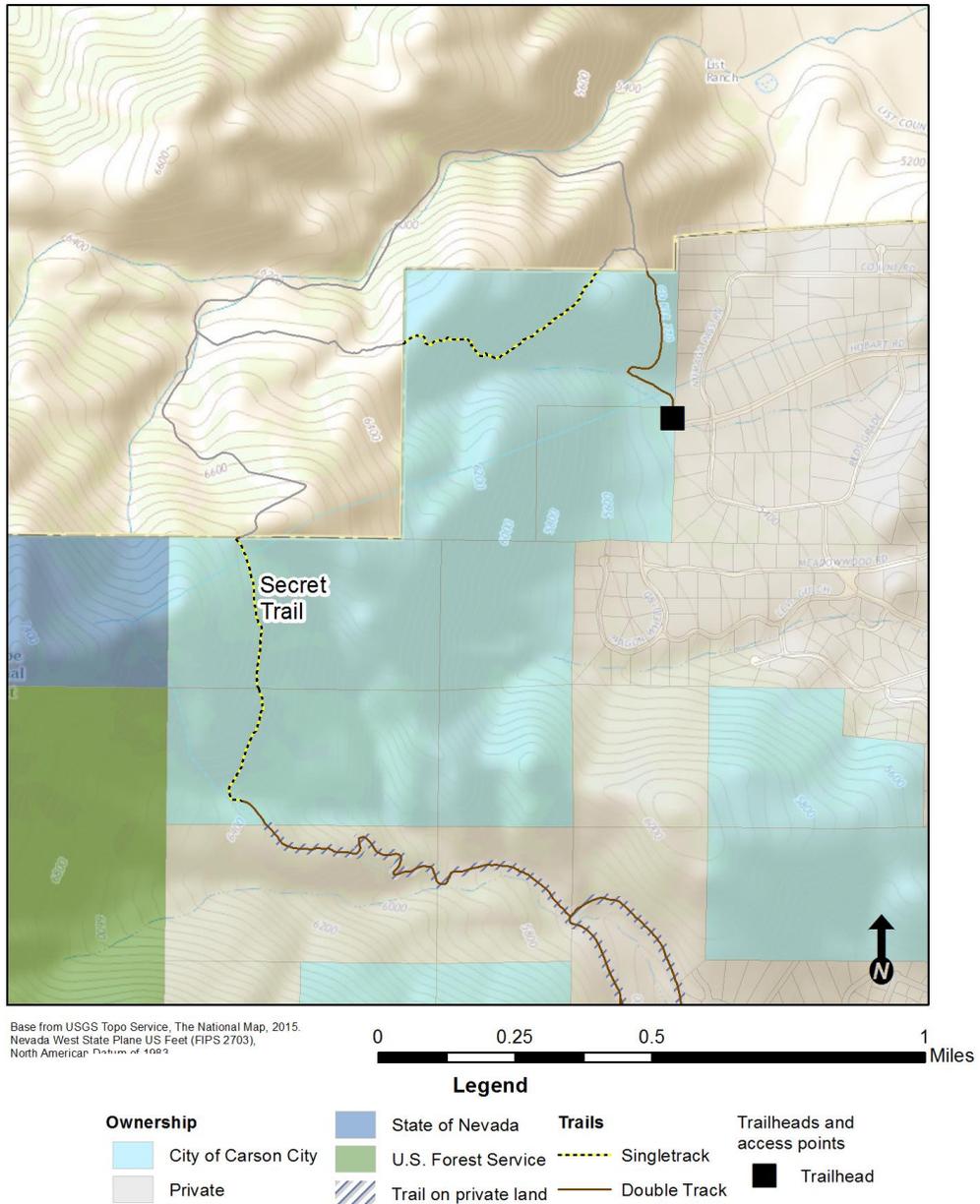


Figure 22. Lakeview Area

Table 10 Lakeview Summary of Recommended Actions

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
Adoption as System Trail			
Lakeview	1 / Low	CC	1. Secret Trail [EVTC]
Trail Re-alignment			
Lakeview	1 / Low	CC	1. "Secret Trail" Northern half of trail utilizes old roadbed and is sustainable. The southern half of trail is unsustainable and requires realignment [EVTC]
New Trail			
Lakeview	1 / Low 1 / High	CC PP	1. Connect Lakeview trailhead to "Secret Trail" [EVTC] 2. Develop trail connecting Timberline to Lakeview trailhead [UPMP]
Trailhead Improvements and Signage			
Lakeview	1 / Low	CC	1. The trailhead expansion needs to be revisited for a better resolution for parking off pavement for equestrians, more parking and a possible restroom [EVTC]

1. CC = Carson City
PP = private property
2. EVTC = Eagle Valley Trail Committee
UPMP = Carson City. 2006, Revised 2007. Unified Pathways Master Plan.
WS = From EVTC Work Shop and Public Survey

V&T

Ownership –

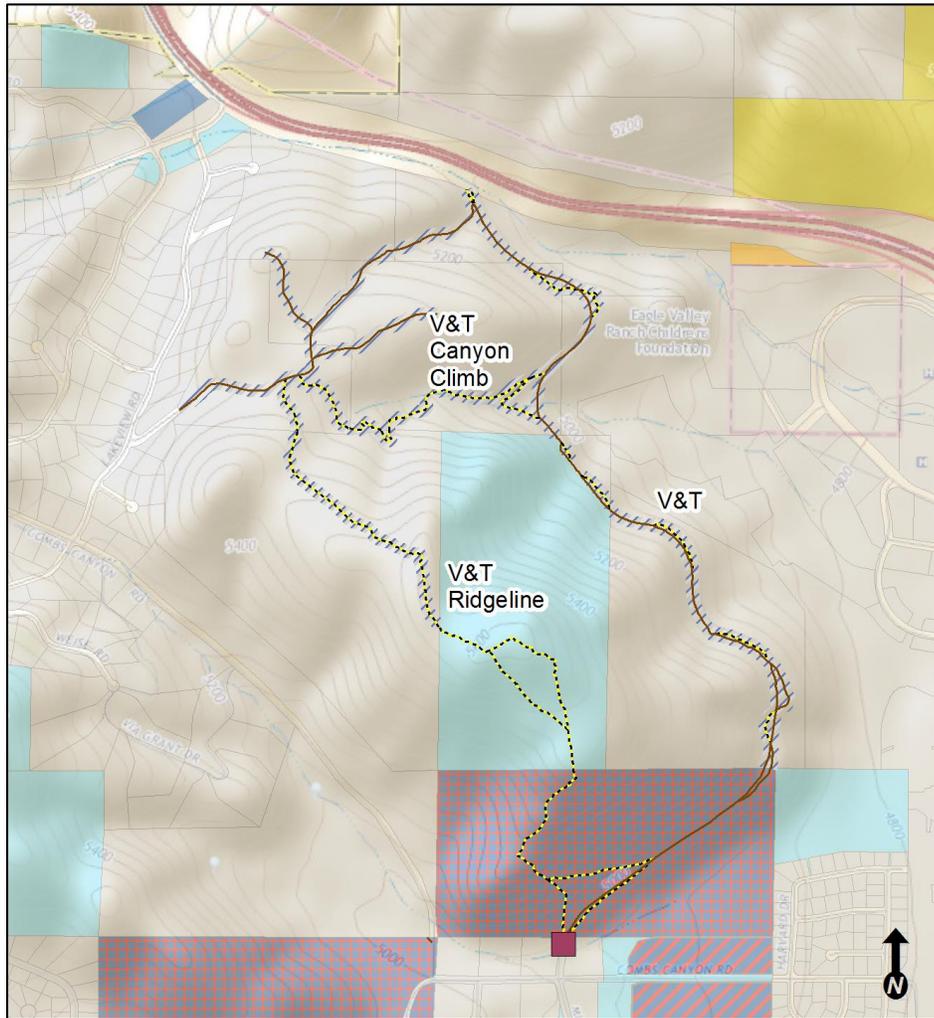
State Lands, Carson City, Private

Location and Access

The V&T is a historic and very accessible rail bed that starts at Combs Canyon and ends about 1,500 ft. south of Hobart Rd. Carson City has initiated communication with the land owners to secure an easement for the width of the railway and to continue the rail bed north to Hobart Rd. A trail connecting the north end of the V&T to the Carson Tahoe Cancer Center, bypassing the road is currently used by the public on land owned by the Children’s Home, and is in the final stages of approval.

Historic Use

The historic V&T rail bed from Combs Canyon to I-580 has been used by the community for years for hiking, running and biking. The users also use other old roadways or unsustainable trails on the private properties adjacent to the rail bed.



Base from USGS Topo Service, The National Map, 2015.
 Nevada West State Plane US Feet (FIPS 2703),
 North American Datum of 1983.

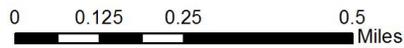


Figure 23. V&T Area

Table 11. V&T Summary of Recommended Actions

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
Property Acquisition			
V&T	1 / Med	CC NSL PP NDOT	1. V&T connector to Hobart Rd. [WS] (In process with Open Space for V&T and received approval for NDOT encroachment from V&T to Hobart Rd.)
New Trail			
V&T	1 / Med	CC NDOT PP	1. Continue V&T to Hobart Rd [UPMP] 2. Construct trail from V&T to Carson Tahoe Hospital [EVTC]
V&T	2 / Med	CC PP	1. Develop Trail from south V&T to Lakeview (Combs Cyn Rd) [WS] 2. Develop Trail from north V&T to Lakeview (Combs Cyn Rd) Combined, both trails would provide a much-desired loop option [EVTC]
Trailhead Improvements and Signage			
V&T	1 / Med	CC	1. Signage needed at southern access to the V&T [EVTC]

1. CC = Carson City
NDOT = NV Dept. of Transportation
NSL = Nevada State Lands
PP = private property

2. WS = Workshop Comments
UPMP = United Pathways Master Plan

Eagle Valley North

Eagle Valley North includes Centennial Park and Goni Canyon as described on the following figure and sections.

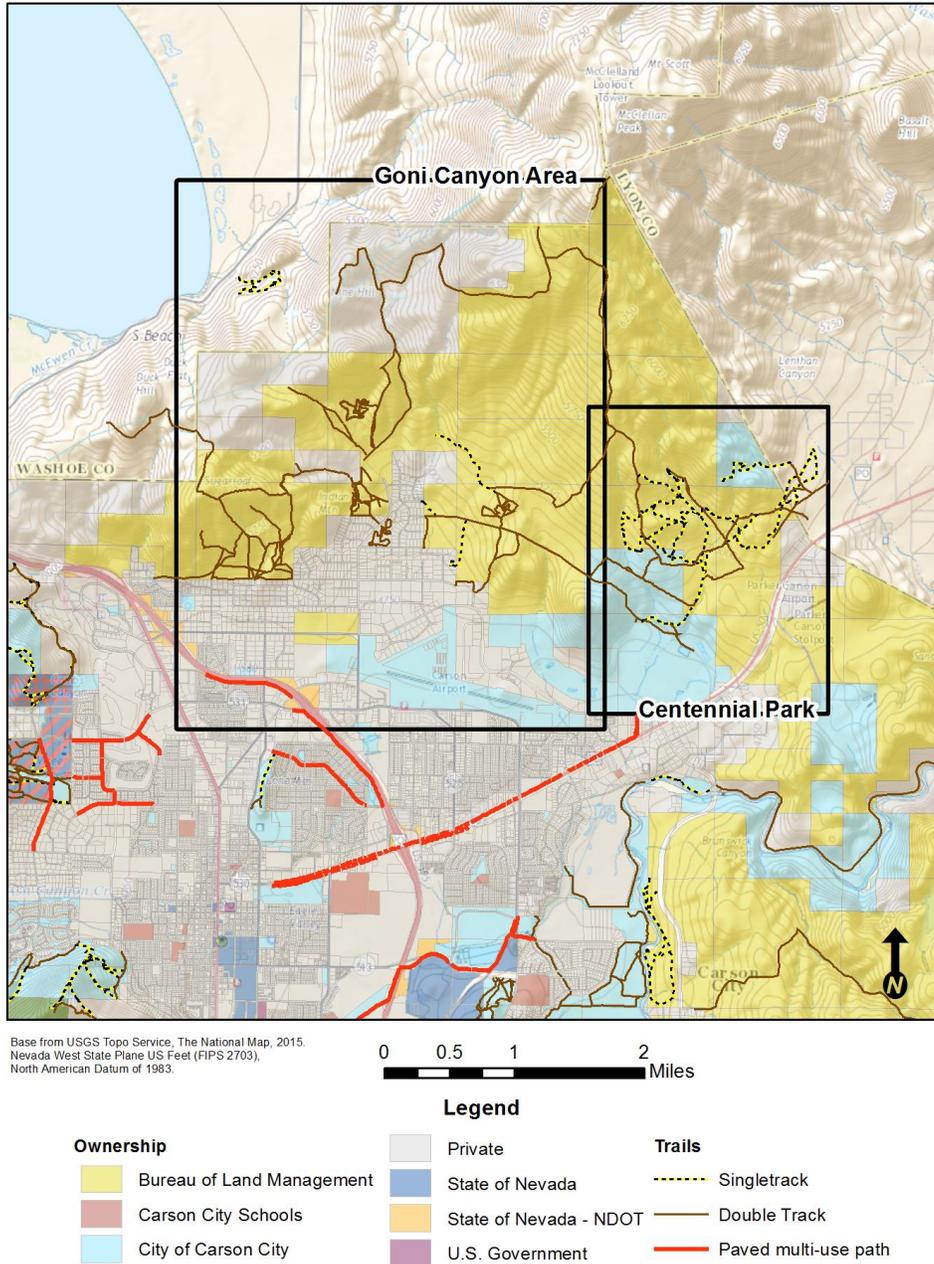


Figure 24. Eagle Valley North

Centennial Park

Ownership –
Carson City/BLM

Location and Access

The Centennial park area is located north of Hwy 50, west of the Lyon County line and east of Goni Rd.

The east parking area for the Centennial Park ball fields is the main access point for the Centennial Park Trails. The facility has parking areas, restrooms and trash cans. The area is also accessed from Bohr Rd near Goni Rd, and Linehan Rd in Lyon County.

Historical Use

The City and BLM lands along the northern corridor of the Highway 50 on the east side of Carson City are very popular with recreational trail user groups. The single-track trails east of Centennial Park see use from the mountain bike and hiking/running user groups, and moderate equestrian use.

Sustainability

All trails need maintenance. Most of the single-track meets sustainability guidelines though a few trails need realignment, one trail needs mitigation and two should be abandoned.

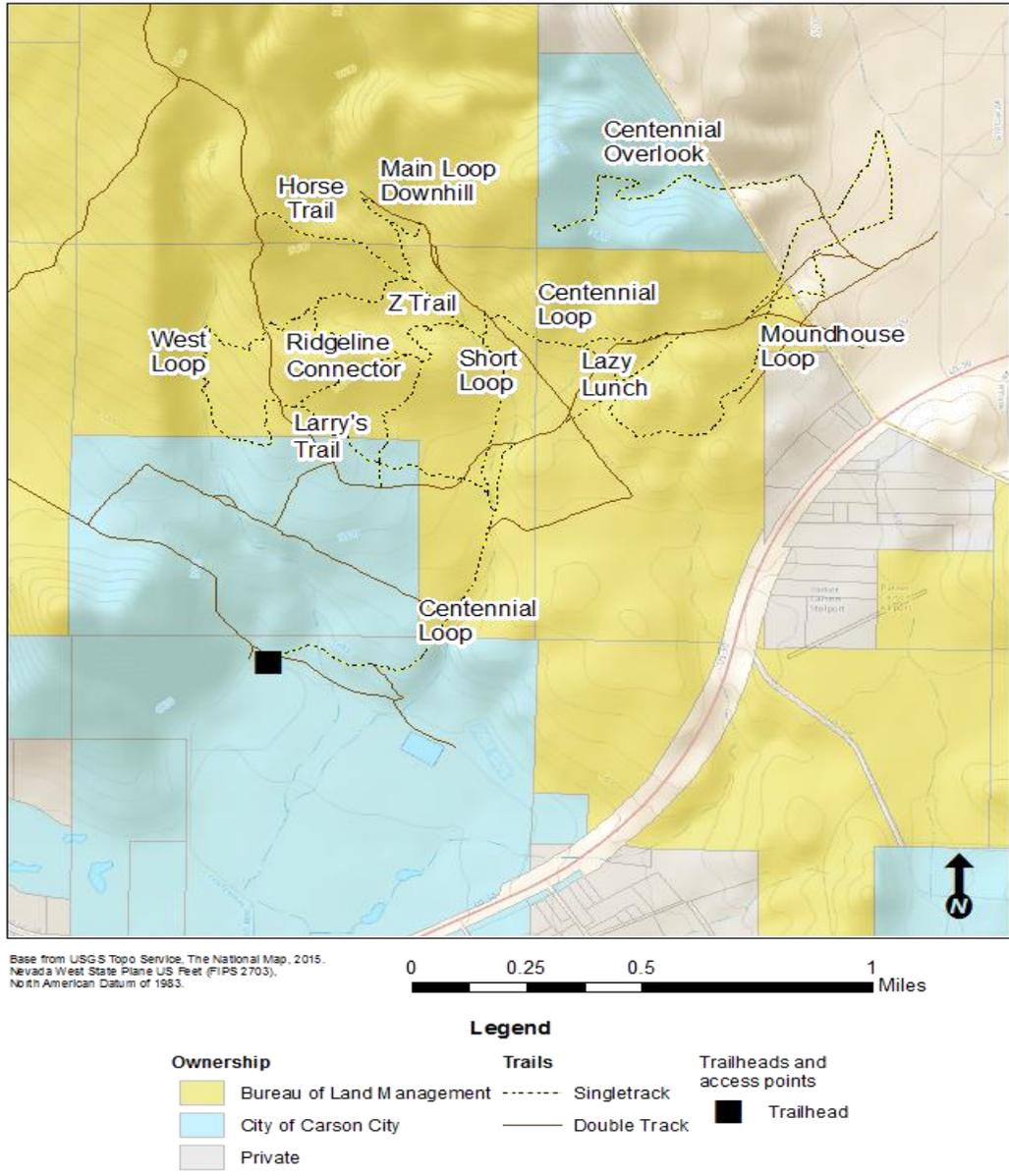


Figure 25. Centennial Park

Table 12. Centennial Summary of Recommended Actions

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
Trail Re-alignment			
Centennial	1 / High	BLM	1. Short Loop, Z Trail, West Loop, Ridgeline Connector [EVTC]
Trail Abandon			
Centennial	1 / High	BLM	1. Horse Trail, Centennial Overlook, Main Loop Downhill [EVTC]
New Trail			
Centennial	1 / High	BLM NSL CC PP	1. Adopt current social trails into the system, realign where necessary and begin maintenance program. [UPMP] 2. Connect additional trail from parking area to upper trails [WS] 3. Connect existing trails to Washoe State Park [WS] 4. Develop one shared use single-track connecting Centennial to Goni area [WS] 5. Develop stacked loops up to McLellan Peak [WS]
Centennial	2 / High	BLM CC	1. Develop base trail from Centennial to Bohr Road [UPMP]
Trailhead Improvements and Signage			
Centennial	1 / High	CC BLM	1. Add trail information and signage at all access points and trails [EVTC]
Other			
Centennial	1 / High	CC BLM	1. Single-track is for non-motorized use, though allow OHV corridor on current roads from Lyon County to Goni area [EVTC]

1. CC = Carson City
BLM = Bureau of Land Management
NSL = Nevada State Lands
PP = private property
2. WS = Workshop Comments
EVTC = Eagle Valley Trail Committee
UPMP = United Pathways Master Plan

Goni Canyon

Ownership –
BLM, Private

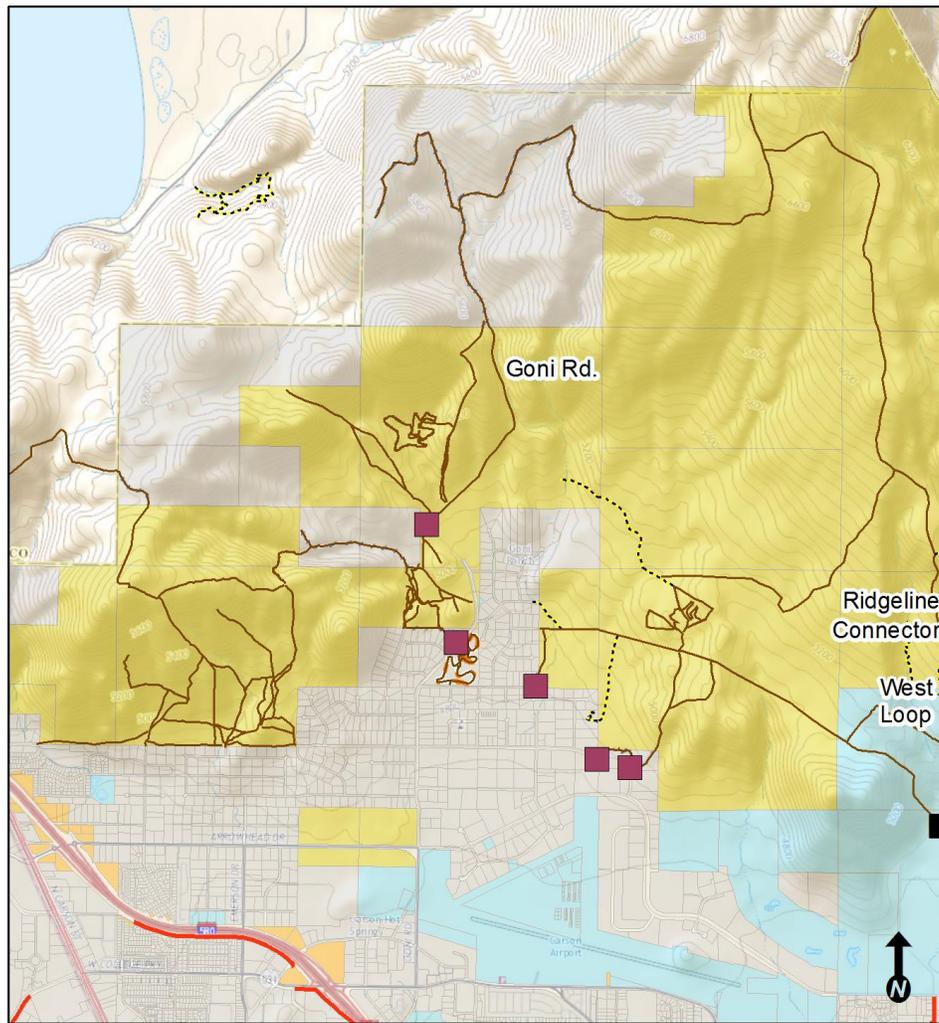
Location and Access

Goni Canyon is located on the north side of Carson City between Centennial and Washoe Lake State Park. Goni Road is the primary access to this area and this road continues as a dirt road all the way to McClellan Peak.

Historical Use

The private property is surrounded by public lands and there are Class IV roadways used by the recreating public. There is one mile long public trail within the Goni residential area that is on land owned by the Goni Canyon Preservation League.

There is a public desire to connect a single-track trail from Washoe State Park to Centennial Park. Due to the high volume of motorized use, and the difficulty in managing a non-motorized trail in this area, our recommendation is a partnership with local motorized use organizations to design and construct a shared-use single-track trail connecting the two facilities.



Base from USGS Topo Service, The National Map, 2015.
 Nevada West State Plane US Feet (FIPS 2703),
 North American Datum of 1983.



Legend

Ownership

- Bureau of Land Management
- City of Carson City
- Private
- State of Nevada - NDOT

- Trail on private land - No Access
- Trail on private land
- Officially recognized trail

Trails

- Singletrack
- Double Track
- Paved multi-use path

Trailheads and access points

- Trailhead
- Access

Figure 26. Goni Canyon Area

Table 13. Goni Canyon Summary of Recommended Actions

Area	Tier / Rating	Land Manager ¹	Project Description (with Comment Source Reference ²)
New Trail – See Centennial Park for other trail recommendations			
Goni	1 / Not Rated	CC BLM PP	1. A trail plan prepared for the public land area to support connecting Washoe Lake State Park to Centennial Park and other CC single-tracks [EVTC]
Trailhead Improvements and Signage			
Goni	2 / Not Rated	BLM	1. Opportunity for a trailhead reviewed in the area - possibly just above Cinderlite pit access road [EVTC]
Other			
Goni	1 / Not Rated	CC BLM	1. Develop a non-motorized base trail from Goni to I-580 [EVTC]

1. CC = Carson City
BLM = Bureau of Land Management
PP = private property
2. EVTC = Eagle Valley Trail Committee

Mountain Bike Skills Park and Youth Race Course

EVTC received comments to establish a mountain bike skills park in Eagle Valley for the latest mountain bike facility. Bijou Bike Park in South Lake Tahoe is an outstanding example of a successful bike park that has been requested to be duplicated in Eagle Valley. EVTC supports this facility.



Most respondents to the online survey indicated support for a mountain bike skills park for youth. EVTC also received comments during the workshops, and via e-mail, suggesting potential locations; The lot adjacent to the dog park on Roop St, John Mankins Park, Centennial Park, Mills Park, Riverview Park and WNC.

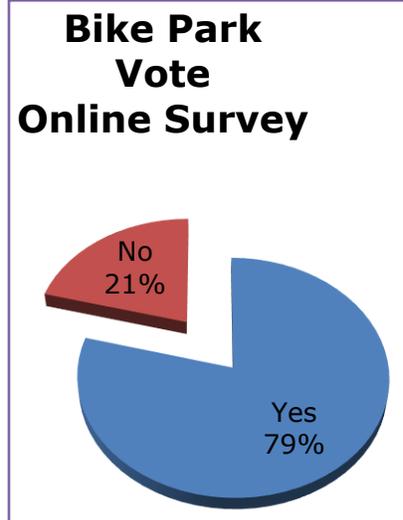
A Mountain Bike Skills Park can be as little as a trailhead skills area with graduated features structured for the novice rider looking to hone their mountain bike skills, to a full-on facility with jumps, rollers, pump track, bathrooms, picnic area and more. Though the focus of this Report is single-track, the EVTC wishes to identify suitable locations for both a skills park and a skills area. Further, the EVTC will be happy to assist the Parks, Rec & Open Space, non-profit or private citizens who desire to make a skills park a reality.

A race course that can handle many participants is a great need for the National Interscholastic Cycling Association which is the organization that works with High School students. These courses that have enough miles and low elevation gains to support the race are not common in most communities and a lot

of races take place on private land since there are not many courses set-up on public land. The primary need is the logistics to support the participants, loop options, low elevation gain and parking available for the event. Centennial park is the only facility in Carson City that meets these requirements on public land.

Workshop and Survey Comments

- I would like a bike skills & pump track in Carson. The lot defined by Roop St. just north of the back of NV Dept. Of Ed., next to the dog park would be perfect! Large trees for shade, close to downtown etc.
- A bike park to improve the biking skills for all ages would be a great addition. Locals are going to Truckee or now south shore to gain that experience.
- I seem to recall on the survey a question about the need for a bike park. I have always thought that the property between John Mankins Park, College Drive and Sierra Place Senior Living would be a great location for one. There are already some gradients there that would be useful as a starting point, and there is already a park there with ample parking (could be expanded).
- Bike park - Kids on Bikes! Possibilities: Centennial Park, Behind WNC, Mills Park, Riverview Park



Possible Site Reviews

Centennial Park

Pros

- Parking and restrooms
- Good soils
- Adjacent to trail network
- City owned
- Natural features on site desirable for tiered skills development

Cons

- Distance from neighborhoods

Prison Hill

Pros

- City owned
- Good soils
- Parking
- Two potential locations; 5th St trailhead and Koontz trailhead
- 5th St trailhead near Carson Middle School
- Close to large class IV trail network

Cons

- Primary hiking and running area, no bathrooms

WNC

Pros

- Land owned by WNC
- Parking
- Adjacent to trail network

Cons

- Poor soils
- No bathroom

EVTC Recommendations

Centennial Park and the WNC are both suitable locations for a bike park.

One of the requirements of the National Interscholastic Cycling Association is a maximum elevation gain per lap of 600ft. The Centennial Park Trails provide this requirement plus many loop options. This combined with parking and restrooms make this an ideal location for a youth race course.

7.0 EVTC Recommendations Summary by Stakeholder

Eagle Valley Trail Committee

- Finalize a public trail map for Eagle Valley and surrounding areas that are connected for single-track multi-use trails with land managers' approval.
- Advocate for a quality, sustainable multi-use single-track trail system in Eagle Valley.
- Host an annual trail meeting with land managers and stakeholders that focuses on reviewing all trail and trailhead projects including discussion on upcoming projects, funding and priorities.

Muscle Powered

- Partner with agencies and establish procedures on needed assistance for proposed new trails or trail maintenance.
- Develop a trail and sign plan for each trail project to be reviewed by the respective land manager before any project will proceed. This will be detailed in MOU's with the land managing agencies.
- Support or request grants, if needed, for trail projects with Great Basin Institute or other entities.
- Work with agencies on grants for in-kind matches.

Land Management Agencies

- Support private land property purchases /easements with land managers.
- Support a standard sign plan.
- Develop MOU agreement with Muscle Powered for approved trail work and projects.
- Support and attend an EVTC/Muscle Powered sponsored annual trail meeting for all stakeholders in off-season for discussion of trail and trailhead projects within Eagle Valley.
- Establish an agency program to identify system trails within the BLM, State of Nevada and Carson City properties.
- Work with Muscle Powered to establish priorities for maintenance and construction.
- Consider developing trails support budgets and suggest funding sources for projects.
- Support contracts with Great Basin Institute AmeriCorps program and other entities for trail work within Eagle Valley

Carson City Parks, Recreation and Open Space

- Continued support for single-track trails within Open Space in Eagle Valley.
- Support a review of Trailheads and Access points with the appropriate entrance areas for the trail system and establish a public geospatial data set.
- Partner with BLM at Centennial Park for designated parking and trailhead.
- Partner with BLM for a stacked loop trail system and National Interscholastic Cycling Association Race Course at Centennial Park.
- Partner with agencies on an expanded Kings Canyon Trailhead.
- Update the UPMP to include the existing and future single-track recommendations contained in this report.

Bureau of Land Management

- Partner with Carson City at Centennial Park for designated parking and trailhead.
- Partner with Carson City for a stacked loop trail system and National Interscholastic Cycling Association Race Course at Centennial Park.
- NEPA compliance support for trails recommended by EVTC.

US Forest Service

- Partner with Carson City on an expanded Kings Canyon Trailhead.
- NEPA support for trails recommended by EVTC.

Lake Tahoe Nevada State Park

- Support new trailhead design at the top of Ash Canyon roadway to protect resources.
- Support connectors from Eagle Valley to:
 - Lake Tahoe Nevada State Park near the Laxalt Flat/Tahoe Rim Trail junction.
 - Single-track connection to Hobart Reservoir.

Western Nevada College

- Consider support for a mountain bike skills area.
- Support public use of existing and proposed trails within Western Nevada College boundaries.

Nevada State Lands

- Consider support of possible trail easements and projects considering School Trust Lands regulations and community needs.

Timeline and Next Steps

The findings from this report will be presented and discussed with the land management agencies before the DRAFT report is brought forward for public comments. The presentation will include recommendations to the agencies to meet the project's mission and vision. As stated in the objectives, the EVTC and Muscle Powered will support the agencies, as needed, to implement the plan.

Summer 2015: Meetings with agencies

October 2015: Public Workshop

October 2016: Draft Report Review

December 2016: Present final report

- After review by the land management agencies, the EVTC will present the draft report to the Carson City Open Space Advisory Committee and Parks and Recreation Commission, to receive community input to the draft document.
- Other stakeholder presentations may be made by the EVTC as needed.
- The EVTC will gather community ideas and feedback on the draft document.
- The comments received will be reviewed, documented and revisions completed.
- Adopt Report into the UPMP

After presentation to the Carson City Open Space Committee and Parks and Recreation Commission, and recording public comments, the report will be considered final and a concerted effort will be made with the agencies to implement the recommendations made in this report.

References

Carson City. 2006. Carson City Master Plan.

Carson City. 2000. Open Space Plan.

Carson City. 2006. Parks and Recreation Master Plan.

Carson City. 2006, Revised 2007. United Pathways Master Plan.

Carson River Advisory Committee. 1996, Revised 2001. Carson River Master Plan.

Carson Water Subconservancy District. 2007. Carson River Watershed, Adaptive Stewardship Plan.

Carson City. 2016. Management Plan for Carson City Open Space and Parks in the Carson River Area.

Appendices

Appendix A Collaborative Sponsorships

A. Financial

\$25-\$100 Trail Partner

Friends of Silver Saddle Ranch	High Desert Horsemen
--------------------------------	----------------------

\$101-\$250 Trail Supporters

Muscle Powered	Ascent Runs Ventures
Backcountry Horsemen – Carson Valley Chapter	

\$251-\$500 Trail Guardians

Nevada All-State Trail Riders Inc.

\$500-\$2500 Trail Angels

Sierra Front Recreation Coalition

B. In-Kind - Individual

Mapping, trail inventory, evaluations

Toby Welborn

Trail inventory and evaluations

Jeff Potter	Oliver Lieder	Donna Inversin
Lynn Zonge	Shannon Hataway	Brett Long
Toby Welborn		

Survey Monkey, trail evaluations and inventory

Brett Long

Workshop Volunteers

Jeff Potter	Lynn Zonge	Oliver Lieder
Juan Guzman	Toby Welborn	Donna Inversin
Michael Bish	Michaele Tristam	Brett Long
Craig Swope	Kathy Silva	

Report writing

Lynn Zonge	Mark Kimbrough	Jeff Potter
Donna Inversin		

C. In-Kind - Business

Tangerine Design - Shannon Hataway

Gnomon -Eric Ingbar

WashoZephyr Consulting - Mark Kimbrough

Resource Concepts Inc.- Lynn Zonge

D. Agency Financial Support

Carson City Visitors Bureau

Carson City Parks, Recreation and Open Space

Appendix B Private Property Owner Letter

September 15, 2015

Land Owner

APNs#

Subject: Eagle Valley Trail Committee Trails Plan

Outreach to Private Landowners with existing trails

Dear Property Owner,

The Eagle Valley Trail Committee [EVTC] is a volunteer community group interested in producing a community Trail Plan for a single-track, non-motorized trail system that is viable, sustainable and legal in Eagle Valley. EVTC is currently completing an inventory of existing trails in the Eagle Valley area. We are contacting you because your property was found to have existing trails on it that are currently being used by the public as illustrated on the attached map.

The EVTC understands the sensitivity of trespass trails on private property. One of EVTC's primary project goals is to respect private property and to ensure that any trail plan for the community does not include any private property unless agreed upon by the owner. We have attached an informational brochure that describes EVTC and its goals, mission and vision or you can visit our website at carsoncitytrails.org

For your information, the State of Nevada NRS 41.510 protects land owners with trails on their property to be excluded from liability for public use. There are currently landowners in Eagle Valley that have agreed to have public trails on their property. Use of trails on your property by the public does not encumber your property and the trail can be closed by the landowner at any time. NRS 41.510 is also included with this letter.

We have scheduled a land owner meeting on Friday, October 2nd. We would like to meet with you and discuss this and explain how a recognized designated trail on your property can protect your property as opposed to an illegal trail.

The EVTC has met with all the public land management agencies (US Forest Service, Bureau of Land Mgmt., Nev. State Lands, WNC and Carson City) and been given their support for this trail planning effort.

The EVTC will hold public meetings this fall in October for review and discussion on the trail inventory maps. We would like to show as many existing trails as possible. However, if you do not want the trails on your property to be displayed, please let us know by filling out the attached form. If we don't hear from you then we will show the property as private, but the trail/s will be shown on the map.

We have attached a self-addressed stamped envelope to inform the EVTC of your wishes. If you have questions please call Mark Kimbrough, EVTC project coordinator at 720-4732 or email info@carsoncitytrails.org

Sincerely,

Mark Kimbrough

Project Coordinator for the Eagle Valley Trail Committee

CC: Carson City Response Letter to Eagle Valley Trail Committee

Property Owner(s)

APN/s

Please check all that apply.

EVTC may not show the trails on my property on the inventory maps.

I can attend the October 2nd Meeting

I cannot attend the October 2nd meeting and I would like the EVTC to contact me to discuss ways that approval of designated trails may help to protect my property. Please contact me at: _____

Signature

Date

Appendix C Trail Evaluation Criteria and Results

During 2014 and 2015, the EVTC volunteer members mapped existing trails in Eagle Valley using GPS equipment and evaluated them per a set of developed criteria. Guidelines used for evaluating trails in Eagle Valley were based on information provided in the publications; Natural Surface Trails by Design: Physical and Human Design Essentials of Sustainable, Enjoyable Trails, Natureshape, Boulder CO Parker, Troy S. 2004; Trail Solutions: IMBA's Guide to Building Sweet Single-track, International Mountain Biking Association, Boulder, CO Felton, Vernon 2004; and personnel experience.

Trail segments were labeled using the respective area's abbreviation, followed by an identification number. PH001 refers to Prison Hill trail number one. When/if a trail segment reached an intersection a new trail identification number was assigned.

There were nine categories used to determine trail sustainability; Large Tread Size; Steep Cross Slopes; High Runoff Potential; Weather, Climate or Microclimate; Wide Tread Width; High Trail Use (compaction & displacement); Steep Tread Grade; and Long Tread Length Between a Dip and Crest. Evaluators hiked their assigned areas and evaluated the trails using the criteria below.

Large Tread Drainage Size: Captures water from a larger upslope area onto the tread of the trail. Example: On the Prison Hill map, trail PH0001 is a good example of an unsustainable trail due to Large Tread Drainage size. It also qualifies for unsustainable in the Steep Slopes, High Runoff Potential, Steep Tread Grade and Long Tread Length categories. A good example of a sustainable trail in the same area look no further than PH030. This trail correctly addresses the many tread watersheds and is a sustainable trail.

Steep Cross Slopes: Steeper slopes that increase the potential energy and erosional force of runoff.

High Runoff Potential: Little vegetation and or rocky landscape with low infiltration rates that have the potential to direct water directly onto a trail.

Weather, Climate, or Microclimate: Geographical or physical location for a trail to be adversely affected by downpours, heavy snow, or rapid snowmelt. I think our entire project area is affected by this and might be the most important component in our survey.

Poor Tread Texture: Easily displaced and/or graded materials (all one size), no larger particles, too many smaller rounded particles, or a wet or saturated tread.

Wide Tread Width: A non-planned or engineered width leading to larger non-vegetated surface area susceptible to the adverse effects of runoff.

High Trail Use (compaction & displacement): Compaction and displacement forces from the amount of use and/or from an individual or collection of user groups (i.e. equestrian, mountain bike, motorcycle, ATV, or etc.).

Steep Tread Grade: Rise/run (slope) of the tread. Example: On the Lakeview map, trail TL005 is unsustainable because the tread grade is too steep. It also qualifies for unsustainable in the Steep Slopes, High Runoff Potential, Weather-Climate-- Microclimate, Poor Tread Texture and Long Tread Length categories.

Long Tread Length Between a Dip and Crest: Tread length between dip and crest, concentrating flow on a trail portion. Example: On the Ash Cyn map, the western section of trail AC006 (Fourday) has a long section which captures water. AC007 also captures water and is a good example of Long Tread Length.

Trail Evaluation can be viewed at the EVTC website:

<http://www.carsoncitytrails.org/trail-information/trail-evaluations/>

Appendix D– Land Ownership and Trail Type by Area

Land Ownership by Area

Area	Ownership	Distance of Trail Type Owned in Area			Percentage of Trail Type Owned in Area		Percentage of Total Cataloged in Area		
		Total Miles Double Track and Singletrack Combined	Double Track (miles)	Singletrack (miles)	Double Track	Singletrack	Double Track and Singletrack Combined	Double Track	Singletrack
Ambrose	BUREAU OF LAND MANAGEMENT	0.25		0.25	0.0%	100.0%	38.5%		38.5%
	CITY OF CARSON CITY	0.39		0.39	0.0%	100.0%	61.5%		61.5%
Total		0.64		0.64					
Ash Canyon	U.S. FOREST SERVICE	0.45		0.45	0.0%	100.0%	2.0%		5.2%
	CITY OF CARSON CITY	4.13	1.87	2.25	45.3%	54.7%	18.3%	13.5%	26.2%
	PRIVATE	7.68	4.33	3.35	56.4%	43.6%	34.2%	31.2%	39.0%
	STATE OF NEVADA	10.24	7.69	2.55	75.1%	24.9%	45.5%	55.4%	29.6%
Total		22.50	13.89	8.60					
C Hill	STATE OF NEVADA	1.82	1.38	0.44	75.9%	24.1%	11.3%	16.5%	5.6%
	CITY OF CARSON CITY	3.36	1.23	2.13	36.7%	63.3%	20.7%	14.7%	27.2%
	U.S. FOREST SERVICE	4.87	2.42	2.45	49.7%	50.3%	30.0%	28.9%	31.3%
	PRIVATE	6.15	3.34	2.80	54.4%	45.6%	38.0%	39.9%	35.9%
Total		16.20	8.38	7.82					
Centennial Park	CITY OF CARSON CITY	4.04	2.68	1.35	66.4%	33.6%	28.5%	43.8%	16.8%
	BUREAU OF LAND MANAGEMENT	10.14	3.44	6.70	33.9%	66.1%	71.5%	56.2%	83.2%
Total		14.17	6.12	8.05					
Combs Canyon	STATE OF NEVADA	0.33	0.01	0.32	3.2%	96.8%	15.6%	0.6%	66.0%
	CITY OF CARSON CITY	0.86	0.81	0.05	94.0%	6.0%	41.1%	50.2%	10.7%
	PRIVATE	0.90	0.79	0.11	87.6%	12.4%	43.2%	49.1%	23.3%
Total		2.08	1.60	0.48					
Goni Road Area	PRIVATE	1.03	1.03		100.0%		100.0%	100.0%	
Kings Canyon	PRIVATE	1.05	0.73	0.32	69.3%	30.7%	9.2%	12.9%	5.5%
	CITY OF CARSON CITY	2.22	0.82	1.41	36.8%	63.2%	19.4%	14.5%	24.3%

Land Ownership by Area (cont.)

Area	Ownership	Distance of Trail Type Owned in Area			Percentage of Trail Type Owned in Area		Percentage of Total Cataloged in Area		
		Total Miles Double Track and Singletrack Combined	Double Track (miles)	Singletrack (miles)	Double Track	Singletrack	Double Track and Singletrack Combined	Double Track	Singletrack
	U.S. FOREST SERVICE	8.17	4.10	4.07	50.2%	49.8%	71.4%	72.7%	70.2%
	Total	11.44	5.65	5.80					
Lakeview	PRIVATE	0.74	0.74		100.0%		33.8%	62.7%	
	CITY OF CARSON CITY	1.45	0.44	1.01	30.4%	69.6%	66.2%	37.3%	100.0%
	Total	2.19	1.18	1.01					
Mexican Dam/Mexican Ditch	PRIVATE	0.44	0.44		100.0%		11.3%	11.3%	
	BUREAU OF LAND MANAGEMENT	1.66	1.66		100.0%		43.0%	43.0%	
	CITY OF CARSON CITY	1.77	1.77		100.0%		45.8%	45.8%	
	Total	3.87	3.87						
Morgan Mill/New Empire	PRIVATE	0.61	0.57	0.04	93.5%	6.5%	25.1%	29.3%	8.2%
	CITY OF CARSON CITY	1.80	1.36	0.44	75.6%	24.4%	74.9%	70.7%	91.8%
	Total	2.41	1.93	0.48					
Prison Hill	PRIVATE	0.42	0.42		100.0%		1.7%	2.7%	
	STATE OF NEVADA	0.75	0.75		100.0%		3.1%	4.8%	
	CITY OF CARSON CITY	0.88	0.88		100.0%		3.7%	5.7%	
	BUREAU OF LAND MANAGEMENT	21.86	13.38	8.49	61.2%	38.8%	91.5%	86.8%	100.0%
	Total	23.90	15.42	8.49					
River View	CITY OF CARSON CITY	2.99	2.99		100.0%		100.0%	100.0%	
Silver Saddle Ranch	BUREAU OF LAND MANAGEMENT	2.95	2.22	0.73	75.2%	24.8%	100.0%	100.0%	100.0%
V&T	CITY OF CARSON CITY	0.70	0.14	0.56	20.0%	80.0%	12.7%	5.3%	19.6%
	STATE OF NEVADA	1.12	0.46	0.65	41.6%	58.4%	20.1%	17.3%	22.7%
	PRIVATE	3.74	2.08	1.67	55.5%	44.5%	67.2%	77.4%	57.8%
	Total	5.57	2.68	2.88					

Trail Type by Area

Area	Distance of Trail Type by Area			Percentage of Trail Type by Area	
	Total Miles Double Track and Singletrack Combined	Double Track	Singletrack	Double Track	Singletrack
Ambrose	0.64		0.64	0.0%	100.0%
Ash Canyon	22.50	13.89	8.60	61.8%	38.2%
C Hill	16.20	8.38	7.82	51.7%	48.3%
Centennial Park	14.17	6.12	8.05	43.2%	56.8%
Combs Canyon	2.08	1.60	0.48	77.1%	22.9%
Goni Road Area	1.03	1.03		100.0%	0.0%
Kings Canyon	11.44	5.65	5.80	49.4%	50.6%
Lakeview	2.19	1.18	1.01	53.9%	46.1%
Mexican Dam/Mexican Ditch	3.87	3.87		100.0%	0.0%
Morgan Mill/New Empire	2.41	1.93	0.48	80.1%	19.9%
Prison Hill	23.90	15.42	8.49	64.5%	35.5%
River View	2.99	2.99		100.0%	0.0%
Silver Saddle Ranch	2.95	2.22	0.73	75.2%	24.8%
V&T	5.57	2.68	2.88	48.2%	51.8%
Totals	111.93	66.96	44.97	59.8%	40.2%

Appendix E –Workshop Outreach

October 5th, 2015

For Immediate Release:

Contact: Mark Kimbrough, 775-720-4732, info@carsoncitytrails.org

*****MEDIA ADVISORY*****

EAGLE VALLEY TRAIL COMMITTEE HOLDS PUBLIC WORKSHOPS

FOR CARSON CITY TRAIL PLANNING

WHO: The Eagle Valley Trail Committee is a volunteer community group interested in producing a Carson City community Trail Plan for a single-track, non-motorized trail system that is viable, sustainable and legal in Eagle Valley. The Eagle Valley Trail Committee has completed a draft inventory of existing trails in the Eagle Valley area and is seeking public comment on the draft trail maps.

Collaborating Land Management partners will also be present: US Forest Service, Nevada State Lands, Bureau of Land Managers, Carson City Parks, Recreation and Open Space, Nevada State Parks and Western Nevada College.

WHAT: Eagle Valley Trail Committee invites all trail users i.e., hikers, runners, equestrians, dog walkers, walkers, mtn. bikers of all ages to a trail workshop to gain valuable public input regarding trails and trailheads in the Carson City area. This will allow a community driven plan that focuses on the appropriate priorities with the land managers for implementation. Another primary goal is to develop a trail brochure of sustainable, public and/or legal trails for all users in Eagle Valley. Trailhead improvements and amenities comments will also be used to develop priorities with the appropriate agencies.

“The Eagle Valley Trail Committee’s focus is for non-motorized passive recreation opportunities, however the workshop welcomes comments from motorized recreationists as well.” commented Mark Kimbrough, project coordinator.

WHERE: Carson City Community Center - 851 E. Williams Street, Carson City

WHEN: Saturday October 17th from 1:30 to 3:30 pm in the Sierra Room

Tuesday October 27th from 5:30 to 7:30 pm in the Bonanza Room

Additional Information:

Those who cannot attend one of the meetings are encouraged to visit the website at www.CarsonCityTrails.org and take the on-line survey. “Public input is critically important to this planning process” said Kimbrough.

The trail planning project findings will help the committee to develop a community driven plan to begin to work toward the goals and vision established from the community input. The goals and objectives of the EVTC are on the website for public review also. The implementation of the trail recommendations will be contingent upon attracting outside funding sources such as grants and donations, motivating local volunteers, and building stakeholder consensus. Many of the existing trails may just need some minimal work to bring up to standard or just signage to be a part of the proposed trail system. Creating the entire trail network will be gradual and incremental. Most importantly, the process will involve the input off local citizens, businesses, and landowners.

The Committee has met with the land management agencies and has their support and input for this trail planning effort. “In addition we contacted private landowners that have trails across their property”, added Kimbrough. The vision is a trail network that that connects the Carson City community within and the surrounding public lands.

The Committee also has collaborative representation from the motorized community to insure open discussion on areas in Eagle Valley that have both motorized and non-motorized recreational activities.

The Committee is made up primarily of community members from different user groups: runners, equestrians, mountain bikers, hikers and walkers. These members represent local non-profits and social groups such as Friends of Silver Saddle, Muscle Powered, Tahoe Mountain Milers, Sierra Front Recreation Council, Nevada All State Trail Riders, High Desert Horseman. The motorized members are primarily represented by the Pine Nut Mountain Trails Association. The Carson City Parks, Recreation & Open Space Department also is an active supporting member of this Committee.

For more information visit www.CarsonCityTrails.org or call Mark Kimbrough, EVTC project coordinator, at 775-720-4732 or email info@carsoncitytrails.org

Appendix F - Public Survey – Online Results and Comments

General

- Is it possible to remove the plastic protectors that were used to reforest Kings Cyn after the waterfall fire? They're kind of an eyesore - I could help take them away.
- I have only utilized the trails in Washoe valley. I plan starting to use Carson trails this fall, so cannot really rank the above trails.
- More trails for mountain biking. If you build it the tourists will come.
- Carson City has some of the best trails anywhere. Let's keep it that way! It's part of the reason I choose to live here.
- I don't know why there are so many trails that you must learn about 'word of mouth'.

Signage/Maps

- Trail system is not well marked in system; might consider way finding signs along routes.
- While I appreciate the trail from Morgan Mill south is a work in progress, it's too easy to miss the south bound trail at the first westward intersection.
- I think from Curry Street the trail systems should be marked and connect all the way to Ash Canyon.
- I want a map that shows the Carson trails.
- Would like maps available for each area.
- Need more signage (mileage, names at turns & intersections, maps more available. Love the trails! Well maintained!
- Lots of user trails/roads that are steep, washed out / no markings.

Trail Conditions

- The "poor" for the waterfall trail is because the trail to the base of the waterfall is marked/signed as closed.
- Trails lack maintenance.
- Too much trash/dog poop. ORV trails ALL need extensive maintenance, and restoration.
- OHV's have done a lot of damage to the Carson River Corridor which greatly contributes to flash flooding and a high sediment load entering the Carson River. Also, allowing vehicles and OHV's direct access to the Carson River, east of Silver Saddle, has damaged the riparian area and the scenic quality.
- The ridge trail on north side of C Hill is dangerous. Needs to be rerouted to have safer grade.
- Would ride the centennial park trail if the trail was less rocky.
- Some of the Centennial/Moundhouse trails are showing erosion in spots.
- Recently, in the Ash Canyon area OHV traffic, specifically motorcycles and quads, have led to a decline in trail condition.
- Lots of user trails/roads that are steep, washed out / no markings.
- Prison Hill trails are in great shape now, but need to be rerouted before next big flood (and fix up existing trail drainage to prevent washouts into homes west of Prison Hill).
- C-Hill trails are in very poor condition, especially with the anticipated wet winter. Too steep, no water bars.
- C Hill trail beginning from shoulder to top is in terrible condition and needs improvements. Prison Hill is sandy at base and could use improvements for mountain biking.
- We are clearly using old roads and social trails as our trails. they need to be rerouted and built to sustainable standard to be able to handle the increased use. Some of these "trails" I don't use because they are "pitiful? Inherited these Carson City did! We can make them awesome!

- Some of the trails would be easier to trail run on if they were less rocky.
- The Prison Hills OHV trails are pretty torn up. But the OHV users may prefer the trails in that condition.
- Centennial trails need some attention.
- C-Hill needs work for hike to the peak and to the "C".
- Prison Hill trails are very sandy, and I cannot ride my mountain bike on them.
- NE ridge on C hill. Heavy use to the flag. Bad trail.
- I would love to see the roads going to Ash and Kings fixed so walkers can have safe access. I love C hill and the Prison Hill area. I live near Centennial and love all the open space up there. Want to see the Empire to Riverview loop finished.
- Damage due to thunder storms.
- It is difficult to tell where trail segments are--not labelled on the map. Trail that goes up C hill from Kings canyon side is awful--right up the fall line but there are segments tied to it that are in good condition--improving that segment would make a great loop and decrease erosion on a popular trail.
- The "Epic Mtn. Bike" event organizer should be responsible for "re-habing" Carson City's trail system post event?
- Silver Saddle Ranch trails have improved recently after a summer of neglect.
- Trails at Silver Saddle and the south side of Ambrose were washed out and need repair.
- The Creek Trail in Ash Canyon should become an official trail and be maintained better. Centennial needs a lot of trail maintenance.
- I'm very concerned about the non-sustainable (and numerous social trails) that cause erosion.

Conflicts

- On two separate occasions, I have stumbled upon young people doing drugs and on another occasion found a drug pipe along the empire ranch trail.
- Safety. From ATVs, Motorcycles, Bikes and Bike riders and vicious dogs.
- I don't like crowded trails, so I tend to focus my trips on weekdays.
- OHV riders on NON OHV trails.

Pets

- Dog crap on C-Hill "service road"/perimeter trail is offensive and an eyesore.
- Too much trash/dog poop. ORV trails ALL need extensive maintenance, and restoration.
- Way too much dog poop on the Riverview Park trails!
- COYOTES are attacking my dogs, I love the wildlife. Lived here all my life with dogs, but lately the coyotes are a HUGE PROBLEM even with my big dogs. My Siberian Husky has been bitten and attacked numerous times in North Carson and at the end of 5th and Silver Saddle Ranch. I used to be anti-hunting, but I can hardly hike with my BIG dogs anymore without constant issues with them. I do think they need to be culled in some areas unfortunately. I live at the edge of BLM in North Carson and all predators are a fact of life here...we gave up on cats and small dogs... but coyotes attacking BIG dogs in broad daylight with humans with yards is really scary and causing a lot of problems :(

Local and regional Connectivity

- I think from Curry Street the trail systems should be marked and connect all the way to Ash Canyon.
- Let's get well designed single-track trail connections made between the Carson Valley and Tahoe (TRT)!

- It would be nice to have an alternate trail at the beginning of the Centennial Park trail by the baseball fields that bypasses the very rocky section (for mountain biking).
- A trail up and around private property where SSR trail, east, ends. road base a must.

Trail Use

- I primarily hike and bike the trails, but also have an ATV. I like the idea of designated and separate areas for these activities, as I don't think they are compatible.
- Use the linear trail from Fremont school east to Airport Road, Salomon street along to governor's field.
- Please fund more mountain bike trails.

Trail Experience

- Location, convenience, and access to desirable destinations - mountain peaks or lakes. High quality trail is more important than challenge. Challenge for biking can be increased by adding dirt/rock features like jumps, berms, rails or rollers.
- Maintenance and trash control especially on ohv trails.
- Well implemented trail systems incorporate all of the above. Loop trail are preferable, but a lengthy valley to ridge trail is also highly desirable (but shorter out and backs get "old" to ride). Non-motorized multi use trails are fine, but an occasional bike specific designed trail is even better! A well-designed trail will require less maintenance, but if let go, will slowly erode the trail's popularity / use. Well used trails do diminish a user's experience if it reflects an outdoor version of commute traffic. Finally, a visitor from out of town should be able to find their way on the trail system, without asking a favor from a local!
- I appreciate that many of the trail have minimum elevation gain.
- The Ash to Kings trail is a great example of a high-quality trail experience. Kudos to all that made it possible! I primarily bike and hike, but also have an ATV. Unfortunately, not all ATVers follow the rules (or the rules aren't in place) which results in damage to the environment. I would like to see more education on proper trail use. I also like the idea of separate and designated trails for ATVs.
- I'm tired of looking over my back for other inconsiderate users, especially those on bikes.
- Access & Parking are important too.
- Restricted use to same users: Unless you are talking OHV. Hiking and OHV must be separate.
- Dog poop is removed much more frequently on high dog use trails such as Riverview park. Also, removal of goat head plants earlier in the season.
- I like connections/options to mix up the route or make it shorter or longer.
- Addition of a long (10+ miles) flat trail would be great for long runs! I mostly value opportunity for solitude and nature appreciation.
- Make specific equestrian trails to limit encounters with bikes and maintain quality of trail for hikers and bikers
- A well-built and well-designed trail that can handle water runoff.
- Proximity is key for local users, as is flexibility (ability to tailor outing by using loops and interconnects).
- Restricting OHV use only (peds and bikes okay).
- Well built, signed and maintained!!!
- Make trailheads encouraging to school busses.
- My experience with mountain bikers has been that they do not share the trails well, nor do they follow the rules if you prohibit them on certain days. I don't mind sharing with horses.
- I do not mind sharing the trails with other users except I avoid trails that are shared with OHV traffic whenever possible.

- I appreciate multiple use trails. I believe over developing trails takes away from the intent of getting out into nature.
- I don't think OHV and non-OHV are compatible on the same trail system.
- Make sure trails are open to all.
- Love hiking trails not on roads - also bird/nature watching opportunities.
- Variety of trail is nice. Some challenging sections, some cruising sections.
- 2 - 4 miles & less than 500 ft. altitude gain.
- Informational/educational brochures about area plants, wildlife, soil, biology and the value and threats for each.
- Non bike/ohv use.
- I am an equestrian. There are no horse staging areas in Carson. The west side is primarily bikes.
- Connectivity with other trails/areas of town.
- Linking the trail systems throughout the Eagle Valley to the extent possible would be fantastic.

Safety/Conflicts

- Occasionally runners must pass other trail users, and hopefully those other users when they are startled understand that runners may not have the ability to call out or signal a pass.
- Motorcycles in Ash Canyon area riding off the designated roads and destroying vegetation and causing major erosion problems.
- Certain dogs off leash on Carson River Trail that owner can't control. In my experience owner apologizes then continues to do the same thing week after week. Combination of unrestrained untrained dogs, clumps of walkers and cyclists can be challenging when all meet with lack of trail etiquette mixed in. A noticeable number of people don't keep to their right on trails and family groups or dog walkers will take up whole width of trail.
- I think spelling out proper etiquette is important, over regulating is too California. Isolated problems should not become a burden that prevents enjoyment by most. I have an overly friendly golden who was attacked by a border collie on C Hill. It could have happened walking with him in my neighborhood too.
- The use of firearms within congested recreation areas is increasing. I've had 3 occasions on Prison Hill of people shooting directly towards houses and people. Better posting and enforcement should stop the problem.
- The majority of trail incidents seem to involve a lack of knowledge regarding trail etiquette. Education of all trail users as to their responsibilities would eliminate most conflicts.
- Motorcycles on non-motorized use trails.
- Any negative experiences I have had have been dwarfed by positive ones.
- Generally people are great. Bitten deeply- did not require ER visit though. Owner was appalled.
- Some morons cut the lower Ash-Kings trail (on the Ash Cyn side) between turns 3 and 6; the trail building crew noticed it about a month ago; also, noticed some skidding into turns on that same section of trail about a month ago.
- Local trail users really seem excited to see other users and seem to appreciate and welcome all users.
- When building trails, please make them "extra wide" for the safety of hikers and bikers. Erosion narrows the trails over time so please start wide especially along steep areas.
- Lack of education and signage.
- I have more safety issues with mountain bikers speeding and not calling out than with dogs. The mountain bikers tend to be extremely rude, while the people with aggressive dogs seem simply clueless.
- Other than some bicyclists not knowing to call out as they approach on single-track, my only conflict involving other trail users was one incident of an uncontrolled dog biting one of my dogs by the water tank approach on Prison Hill.

- I tend to have great encounters on trail because I try to be positive and respect multiple use.
- For safety, some trails with incline and limited line of sight should be off-limits to bicycles at least part of the week. I haven't had any close calls in Carson but had several before they addressed that issue on North Canyon Road up above Spooner Lake by creating a no-bikes trail (Marlette Creek Trail) paralleling the road.
- Dirt bikes on trail system just west of V&T paved path.
- When I've observed instances of these they haven't necessarily become "conflicts", just instances.
- The shooters in Brunswick freak me out.
- Bicyclist are not required to "call out" every instance they over take a pedestrian. 10+ incidents are in reference to WNC path, where some user education is necessary.
- I prefer not to have bicyclist on hiking trails. Bicycles tend to disrupt the wilderness experience when one is seeking the solitude and tranquility of hiking.
- Motorcycles on trails and areas where they are not allowed is a common problem.
- COYOTES big problem lately, they are attacking big dogs in daylight now. I love that Carson is mostly dogs off leash allowed, but there are some breeds and dogs that should be leashed and muzzled unfortunately. I choose friendly dog breeds and love that I can let them off leash at almost any trail. I avoid any trails that have car access for safety reasons (I am a woman and do not want a car approaching me in a semi-deserted road).
- Cyclists need to remember that hearing impaired hikers may not hear their ball bearings in their wheels -- please make noise so we can hear you and not be startled by your sudden appearances.
- I have witnessed OHV users on hiking/biking/horse trails in Ash Canyon where they should not be.
- People not controlling their dogs, bicyclists not warning (bells would be nice), OHV's kicking up dust, smells, and stones, shooters.

End Comments

- Carson City has a good trails network, but it suffers from connectivity to neighborhoods, especially when it comes to on-street infrastructure. Recreational trails are great, but there are some important safety barriers that reduce use. Carson City is a smaller city and could easily improve its on-street bike and pedestrian corridors so that recreational/fitness/commuter users can use the trail/lane/sidewalk network with confidence. Ideally, a biker or pedestrian should be able to access trailheads, do a quick run/hike/walk loop, or commute to work without worrying about whether there is a sidewalk, or a bike lane/shoulder marked on their route. Many of these improvements are low cost, and are as simple as street signage and painting, and don't require bricks-and-mortar improvements.
- There are already many places that youth can mountain bike in or near Carson City. That said, if there is open space/quality of life funding available that seems reasonable. The main thing I am looking for is access to public lands so that trespassing is not required. The second thing that I am looking for is biking and running trails/lanes that are safe - probably a good one to consider would be Winnie Lane/Ormsby Boulevard since many walkers, runners, and bikers use that road (and at least one runner was hit/injured by a car).
- I would like a bike skills & pump track in Carson. The lot defined by Roop St. just north of the back of NV Dept. Of Ed., next to the dog park would be perfect! Large trees for shade, close to downtown etc.
- I was born and raised here, and am now raising my two sons here. A major part of my upbringing and now my family's normal recreation is exploring these trails. Thank you for taking the worn down, dilapidated trails and rebuilding them for the community. Keep up the great work!
- My husband, son and I hike and run the surrounding trails all the time. we are so impressed w/the trails you have created, connected and maintained - thank you so much.
- I greatly appreciate what Carson City Parks has already done with the Prison Hill trail system. Good job. The one regret I have is that we don't have access to tribal land trails above the end of Koontz. If some agreement could be made that would be a huge asset to Carson City.
- It's amazing how quickly a 10-mile bike ride can pass and I'd appreciate extended loops.

- A bike park to improve the biking skills for all ages would be a great addition. Locals are going to Truckee or now south shore to gain that experience.
- I've used trails in this town for over 35 years. I've ridden my bike to work for 25 of those years and each time out I took my life in my hands. Now when I walk my dogs I always have to keep a look out for bicyclists and I see a lot of trails being created around town which are destroying what little plant and wildlife we have. It's not a matter of more trails, it's a matter of using the ones we have better. The parks and rec dept. do a very poor job of maintaining what we have. We should not build more until we can maintain what we have. And we should be educating the public on how to deal with bicyclists and how to care for their pets. Aren't you glad you asked?
- Thanks, all the work you're doing putting the package and process together. All existing trails that are old roadways that erode during storms should have new environmentally sound trails installed and then the old roads rehabbed.
- There is a skater who swings clean across the trail on both sides of center and forces hikers, bicycles and dogs to avoid being hit. Please commend city employees who install and service mutt mitt holders and empty trash Also, thanks to those who eliminated tagging in 40 minutes from reporting.
- Need more connections. Link to Rim Trail, Washoe Valley, and under US50 to Clear Creek and Carson Valley.
- Connectivity: Lets prioritize so this is reality, especially on the flat. Sustainable: I understand EVTC has looked at about all the 'bootleg' trails and is determining which should be closed because their use constitutes an erosion hazard or cannot sustain large water flow. This process needs to be done while the CC pathways plan is being updated. Allowance for OHV: Needs to be made and advertised so people use these rather than non-OHV trails. Make them 'fun', steep, turns, whatever.
- The Ash Canyon trails have significantly improved life in Carson City. I think they are a major attraction for both tourism and for professionals considering moving to the area. I think further development, linking the Ash Canyon trails to Rim/Flume trail, improving the Centennial trails are important goals.
- Would like to see trails designed for all users so everyone can enjoy the trails regardless of their mode of travel.
- I would like to see better printable maps, or color printed maps available at the trailheads that include mileage. I would also be interested in helping with trail building days.
- I'm on Jeff Potter's email list already for trail building through Muscle Powered. Would like to see some thought given to building the trailhead at the upper end of the Clear Creek Trail (but that may be in CVTA's area of responsibility). A connector between upper Kings Canyon over to the Clear Creek trail would be great as well.
- Thank you for caring about mountain biking. More trails would boost the economy and quality of life here in Carson.
- We need more trails!
- Let's go, time to make Carson trails awesome!!!! increase quality of life for all!
- Continue coordinating with adjacent entities in all directions. Keep up the good work.
- On #14, I don't care--I don't know what this is. #20, sometimes Thank you for all your time and effort. It is organizations like this that make living in Carson City great! Keep up the good work!
- We live in Dayton, but work in Carson. Much of our exercise is done in Carson on many of these trails after work. We really enjoy getting out on the trails!!
- Many of the great trails in Ash Canyon area need to be made "official" or approved before they are closed to public use.
- Thank you for doing this. It's important to advocate for a safe, healthy community.
- Carson City does an awesome job with trail concerns and improvements! Thank you!
- Keep up the great work - build more trails! Even though we live in Tahoe with lots of great trails of our own, trails like Ash to Kings Canyon are worth traveling to, especially in the times of year when snow is covering our trails up in the Tahoe Basin. We spend our money in Carson City - Food, gas, supplies, repairs, etc.

- Keep up the good work. Would be nice to have a technical MTB trail and maybe a single-track that connects to the Genoa & TRT trail systems.
- Overall the trails of in and around Carson are most impressive. Although, I prefer the old days when fewer people were on the trails. There was more solicitude and tranquility. The trails are a victim of their success.
- We need good trail maps, and good info on trail access. You can't get to the Kings Canyon access with a car--that isn't said anywhere. Cold Creek from Jacks Valley is so sandy you must have at least 2 inch tires, and Fat Bikes are best--but there's no warning as to how sandy it is. Things like this make the trails a crapshoot until you try them out. Some of the above trails I've never even heard of, never knew they existed. Other trails I know about don't seem to be mentioned.
- Weekend rides are critically important to both my physical and mental health. Eventually, I may retire, and then I'll ride every day, so I suppose my daily rides will become even more critical.
- I would like to see equestrian trails preserved and developed. There are no horse trailer parking areas other than Ambrose, and even that is not officially set up for horse trailers, and Silver Saddle. We need one south past Mexican Ditch area and one on the west side so we can enjoy the trails over there. Thanks.
- I would like to see more trails in general, more linked trail systems, and more trail maintenance. The Creek Trail in Ash Canyon should become an official trail and be maintained better. Ash Canyon and/or Ash to Kings should be connected to the Tahoe Rim Trail. A single-track trail should be constructed to bypass the fire road at the top of the Ash to Kings trail. A single-track trail should be constructed to connect the Ash to Kings trail to the Longview and EZ Trails. Trails in Centennial Park need a lot of maintenance. Thank you very much for all your hard work.
- We would be happy to ride trails for you to check out their suitability for equestrians.

Other Trail Workshop Comments

- ❖ Complete the Freeway Multi-Use Path all the way to 395/50 intersection
- ❖ Need a non-motorized freeway crossing near the Edmonds Sports Complex
- ❖ Trails in Brunswick Canyon area (Loop) trailhead at Deer Run Rd.
- ❖ Connect Curry St. to Jacks Valley Rd.
- ❖ Signage all trails; Kiosk - trail conditions
- ❖ Loop options - sensible
- ❖ Work with Tribal Lands to create trail access.
- ❖ Addressing the Mountain Street Trail Head (to nowhere) - when we first moved to Carson City 14 years ago, we were so stoked to see this trail head right near where we lived. We, like many others we have talked to, got suckered and searched around the parking lot, only to be baffled. Was this some kind of practical joke? Where were the hidden cameras? In my opinion, this is a key property not only for open space (which I understand is beyond the trail committee's purview), but more importantly for an ADA compliant loop trail with connectors to the Ash, Vicee and King's canyons trails networks.
- ❖ Connect Clear Creek Rd. to Jack's Valley Rd.

Appendix G – TRAIL Safety and Etiquette

Report any problems or vandalism to the respective land management agency or to Carson City Parks, Recreation and Open Space Park Ranger or other staff. The following etiquette guidelines can be used at public trailheads and in trail brochures or maps.

Share the Trail – Multi Use	Bikers yield to hikers and horses
Hikers yield to Horses	Respect other users
Expect other users	Show courtesy
Keep the noise to a minimum	Clean up after pets
Stay on Trail	Don't cut switchbacks
Show courtesy	

- ❖ Anticipate other trail users around corners and blind spots
- ❖ When hiking in a group, yield to single or pair hikers. It's harder for a group to get off the trail so often times singles will stop and let you all pass, but it's their call.
- ❖ Leave no trace - Pack It In - Pack It Out.
- ❖ Stay on the trail. Do not cut switchbacks or take shortcuts.
- ❖ When overtaking someone be friendly and courteous. Greet other folks with a simple "Hello!" or "Nice day today!" let them know you are approaching and will be passing on their left. You may hear a biker call out, "On your Left!" as he comes up from behind. That means you should stay to your right.
- ❖ Whenever you stop for a view, a rest, or to yield, move off the trail so it is free for others.
- ❖ Hikers going uphill are working hard and should be given the right of way over hikers coming downhill.
- ❖ Leave only footprints and take only pictures AKA leave no trace
- ❖ Don't use the trail when it's wet! Give the trail a chance to dry out and recover after rainstorms.
- ❖ When meeting a horse:
 - Get off the trail on the downhill side. Horses will tend to bolt uphill when spooked. Also, you waiting on the uphill side look more like a predator waiting to pounce.
 - Quietly greet the rider and ask if you are ok where you are.
 - Stand quietly while the horses pass.

- ❖ Don't leave any markers when hiking off-trail. Cairns, ducks, or little piles of rocks are not needed.
- ❖ Report any problems or vandalism to the park
- ❖ Be considerate, keep dogs under control at all times. Other trail users don't know your dog is friendly.
- ❖ Be prepared. Don't become a casualty by heading out unprepared. Bring water, snacks, maps, a light source, matches, and other equipment you may need. Think ahead and bring the essentials.

Appendix H - FHWA 12 Principles

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.

This report provides 12 principles for minimizing conflicts on multiple-use trails

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

Appendix I IMBA Trail Rating System

Rate Technical Challenge Only.

The system focuses on rating the technical challenge of trails, not the physical exertion. It is not practical to rate both types of difficulty with one system. Consider, for example, a smooth, wide trail that is 20 miles long. The technical challenge of this trail is easy, yet the distance would make the physical exertion difficult. The solution is to independently rate technical challenge, and indicate physical exertion by posting trail length, and possibly even elevation change.

Collect Trail Measurements.

Use the accompanying table and collect trail measurements for each criteria. There is no prescribed method for tallying a "score" for each trail. Evaluate the trail against the table and combine with judgment to reach the final rating. It is unlikely that any particular trail will measure at the same difficulty level for every criteria. For example, a certain trail may rate as a green circle in three criteria, but a blue square in two different criteria.

Include Difficulty and Trail Length on Signs and Maps.

Trail length is not a criterion of the system. Instead, trail length should be posted on signs in addition to the difficulty symbol. A sign displaying both length and difficulty provides lots of information, yet it is simple to create and easy to understand.

Likewise, elevation change is not a criterion. The amount of climbing on a trail is more an indicator of physical exertion than technical difficulty. Mountainous regions may consider including the amount of climbing on trail signs.

Evaluate Difficulty Relative to Local Trails.

Trails should be rated relative to other trails in the region. Don't evaluate each trail in isolation. Consider all the trails in a region and how they compare to one another. This will help you rank the relative difficulty of each trail and will help trail users select an appropriate route. Trails will rate differently from region to region. A black diamond trail in one region may rate as a blue square in another region, but the ratings should be consistent locally.

Use Good Judgment.

Rating a trail is not 100 percent objective. It's best to combine tangible data with subjective judgment to reach the final rating. For example, a trail may have a wide range of tread surfaces - most of the trail is easy, but some sections are more difficult. How would you rate it? Use your personal experience to consider all elements and select a rating that best matches the style of trail.

Consider Other Trail Qualities.

Don't forget to consider trail qualities beyond the objective criteria. A wide variety of features could contribute to a trail's difficulty. For example, exposure - the feeling of empty space next to and below the trail tread - provides an added psychological challenge beyond the steepness or roughness of the trail. A 3-inch rock seems like a boulder when a 50-foot drop looms on your side! Other qualities to think about are corridor clearance and turn radius.

Use Common Sense and Seek Input.

No rating system can be totally objective or valid for every situation. This system is a tool to be combined with common sense. Look at trails with a discerning eye, and seek input from trail users before selecting the rating. Remember, a diverse trail network with a variety of trail styles is a great way to ensure happy visitors. Provide both easy and difficult trails to spread visitors and meet a range of needs. By indicating the length and difficulty of trails with a clear signage system, visitors will be able to locate their preferred type of trail easily.

*Criteria to Consider***Tread Width and Tread Surface**

The material and stability of the tread surface is a determining factor in the difficulty of travel on the trail. Some descriptive terms include: hardened (paved or surfaced), firm, stable, variable, widely variable, loose and unpredictable.

Trail Grade (maximum and average)

Maximum grade is defined as the steepest section of trail that is more than approximately 10 feet in length and is measured in percent with a clinometer. Average grade is the steepness of the trail over its entire length.

Natural Obstacles and Technical Trail Features

Objects that add challenge by impeding travel. Examples include: rocks, roots, logs, holes, ledges, drop-offs, etc. The height of each obstacle is measured from the tread surface to the top of the obstacle. If the obstacle is uneven in height, measure to the point over which it is most easily ridden.

Technical Trail Features are objects that have been introduced to the trail to add technical challenge. Examples include: rocks, logs, elevated bridges, teeter-totters, jumps, drop-offs, etc. Both the height and the width of the technical trail feature are measured.

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 obstacles 8" tall or less Avoidable obstacles may be present	Unavoidable obstacles 15" tall or less Avoidable obstacles may be present	Unavoidable obstacles 15" tall or greater Avoidable obstacles may be present
		Unavoidable bridges 36" or wider	Unavoidable bridges 24" or wider TTF's 2' high or less, width of deck is greater than 1/2 the height	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	May include loose rocks Unavoidable bridges 24" or narrower TTF's 4' high or greater, width of deck is unpredictable
				Short sections may exceed criteria	Many sections may exceed criteria

Appendix J – Trailheads and Access Points Inventory

	Trailhead	Access Point	Ownership	Parking Spaces	Any facilities or amenities	Notes
Eagle Valley East						
Hidden Meadows	X		CC	10+	Garbage can	Trailhead for Mexican Ditch Trail-close to Riverview
Empire Trailhead	X			8+	None	Paved turn around and dirt parking area at the end of Empire Ranch Rd – Access to the Empire trail
Ambrose	X		CC	20+	Garbage Can- - portable toilet for EE*	Open Space Plan has proposed new amenities- parking for school buses
Carson River Park	X		CC	20+	All amenities	Parks and Recreation Site – also small boat launch
Hells Bells Road	X		CC	8+	Some amenities no RR*	Parking primarily for the paved class IV trail system
Morgan Mill	X		CC	10+	All the amenities	Parking for water trail and access to Empire Trail system
Lepire Dr.	X		CC	5+	A few amenities	Access to Mexican Ditch Class IV trail
Prison Hill North	X		CC	15+	Signage	Access to prison Hill – recently fenced to stop OHV trespass
Prison Hill water tanks	X		CC	10+	Signage	Access to Prison Hill trails
Sedge Road		X	?	5+	None	Access to Brunswick Canyon – primarily used by motorized
SSR entrance		X	CC	6+	None	Parking outside the gate – used by locals

	Trailhead	Access Point	Ownership	Parking Spaces	Any facilities or amenities	Notes
SSR	X		CC	20+	Signage/RR	Primarily for park users –not trail users
Snyder St		X	CC	5+	None	Primarily used by motorized but if establish connector could be used by non-motorized
Riverview	X		CC	20+	All the amenities	Access to Mexican Ditch/Riverview and connectors to SSR and Empire
Eagle Valley West						
Foothill Drive		X	WNC?	10+		Almost big enough to be called a trailhead- access to trails near WNC
Lower Ash Canyon	X		CC?	20+	None	Near water basin – not signed as trailhead Dirt parking area
Ash to Kings – Ash Cyn.	X		CC?	5	Kiosk	Small dirt turnout
King St-Kingsview		X	?	4+	None	Dirt turnout with steep access up to C-hill Trails and Long View Trail and the Class IV behind the homes
Carson Tahoe Hospital		X	CTH?	5+	None	This area has not been approved by CTH for use and will be getting use by users on the new NDOT ROW /Children’s Home Trail
Hobart Road		X	CC	5+	None	Hasn’t been used for parking but once NDOT ROW trail built should be improved for parking and add some amenities
Kings Cyn – Ash to Kings Trailhead	X		USFS	4+	Kiosk	Dirt pull out with minimal parking

	Trailhead	Access Point	Ownership	Parking Spaces	Any facilities or amenities	Notes
Kings Canyon Waterfall	X		CC USFS	10+	Garbage/Kiosk	In need of repair and an improved parking area for the heavy use at the site.
Koontz St		X	?	2+	None	A gated dirt road that could provide access but is currently not used
Lakeview	X		CC	6+	Signage	Needs to be improved to meet demand
Mountain St	X		CC	20+	None	A trailhead that needs to have connectors for proper use
McKay Drive		X	CC	5+	None	Need improvement amenities - access to C-Hill
Rhodes ST		X	?	10+	None	Access to C-Hill area – not currently used very much
S. Curry St		X	CC	5+	None	Access to C-Hill behind the RR museum
S. Curry ST		X	?	10+	None	Steep gated Paved Road that dead-ends that connects to C-Hill Trails
V&T – Combs Canyon		X	CC	5+	Some Signage	Not improved but used by public for V&T trail
Voltaire Canyon		X	?	10+	None	Not currently used much but has potential with improvements
WNC Parking		X	WNC	25+	None	Off or shoulder season parking
S. Ormsby		X	?	5+	None	End of street connecting to C-hill trails
Upper Timberline		X	?	5+	None	Need to know ownership

Eagle Valley South

	Trailhead	Access Point	Ownership	Parking Spaces	Any facilities or amenities	Notes
Golden Eagle	X		CC	3	None	Dirt area
Old Clear Creek Rd		X	?	?	None	Need to establish a trailhead for access to the Jack's Creek Trail and the future connector from Kings Canyon
Eagle Valley North						
Centennial	X		CC		All amenities need signage for a Trailhead	No specific section set aside or signed as trailhead – Work with BLM since access to their property
Bryce and Conestoga		X	?	2	None	Primarily used by motorized – but has connector trail to Goni for non-motorized
Garnett		X	?	0	None	Primarily used by motorized – but has connector trail to Goni for non-motorized
Deer Run – both sides of roadway	X		?	15+	Some signage for motorized primarily	Roadside parking primarily used by motorized – access to Carson River Canyon and Morgan Mill Trail – near USGS/BLM offices
Goni Road		X	?	3+	None	At junction to Cinderlite pit – users travel up dirt road to State Parks and McClellan Peak
Imus Drive		X	?	+	None	Not currently used or mapped as an access
Conestoga		X	?	2+	None	Connects to Power Line Road
Bohr Drive		X	?	5+	None	Connects to trails to Centennial from Goni subdivision
*EE-Environmental Education [school groups] *RR- Restroom						

Appendix K – Washoe County Greenbook Class IV

MULTI-PURPOSE TRAIL

DEFINITION: A MULTI-PURPOSE TRAIL IS OPEN TO ALL NON-MOTORIZED USERS.

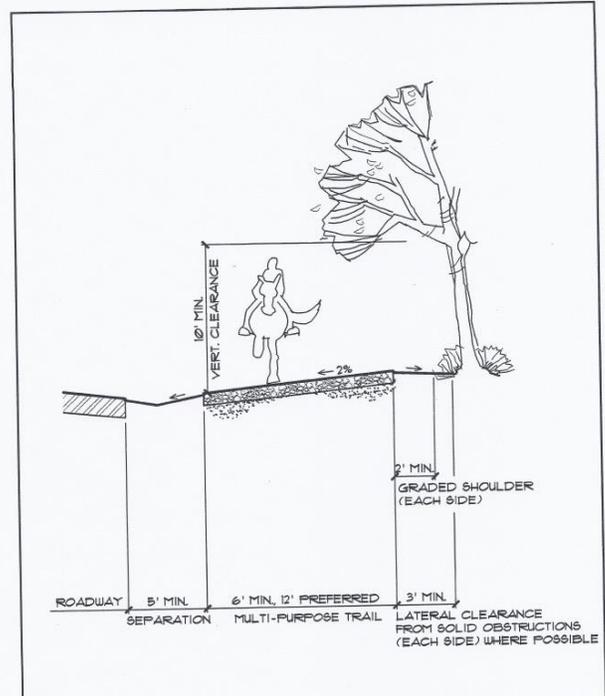
DESIGN CRITERIA:	URBAN HIGH VOLUME COMMUTER USE	RURAL/ RECREATIONAL USE	WILDLAND TRAIL
TRAIL SURFACE: *			
-acceptable (minimum)	PAVED W/GRAVEL SHOULDER	GRANULAR STONE	CLEARED NATIVE MATERIAL
-preferred	PAVED W/GRAVEL SHOULDER	ASPHALT PAVED	CLEARED NATIVE MATERIAL
TRAIL WIDTH:			
-two way (minimum)	10' PAVED, 5' GRAVEL	6'	3'
-two way (optimum)	12' PAVED, 6' GRAVEL	12'	--
-graded shoulder width (min.)	3'	2'	--
-ROW width Typical	20'-30'	20'-30'	20'-30'
-ROW width Stream 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:	150'	50'	30'

SIGNAGE:
-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	MULTI-PURPOSE TRAIL CRITERIA	SECTION
				TRAILS
				DRAWING NO.
				TR-5
ADOPTED: 10/97				DATE
				MAR 1996



Standard Details for Park and Open Space Construction

NO.	REVISION	DATE	MULTI-PURPOSE TRAIL	SECTION
				TRAILS
				DRAWING NO.
				TR-6
ADOPTED: 10/97				DATE
				MAR 1996