

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF FEBRUARY 28, 2018

FILE NO: MPA-18-004

AGENDA ITEM: E-5

STAFF AUTHOR: Hope Sullivan, AICP, Planning Manager

REQUESTS:

To adopt a resolution recommending to the Board of Supervisors approval of a Master Plan Amendment from the Parks Recreation and Open Space Director to amend the Unified Pathways Master Plan, a component of the City's Master Plan, to add language and graphics related to a non-motorized single track trail system.

APPLICANT: Parks Recreation and Open Space Director

RECOMMENDED MOTIONS:

"I move to adopt Resolution No. 2018-PC-R-2 recommending to the Board of Supervisors approval of MPA-18-004, a Master Plan Amendment from the Parks Recreation and Open Space Director to amend the Master Plan, to add language and graphics related to a non-motorized single track trail system, based on the findings contained in the staff report."

RECOMMENDED CONDITIONS OF APPROVAL

None

LEGAL REQUIREMENTS: CCMC 18.02.070 (Master Plan)

KEY ISSUES: Does the request meet the findings required for a Master Plan Amendment?

DISCUSSION:

The Carson City Master Plan was adopted on April 6, 2006. As stated in Chapter 1 of the Master Plan:

"This Master Plan is an officially adopted advisory document that outlines Carson City's vision and goals for the future and provides guidance for elected and appointed officials in making choices regarding the long-range needs of the community. The written goals and guiding principles, policies, and recommended actions, in combination with the Land Use Map, provide guidance for decisions affecting growth, the use and development of land, preservation of open space and the expansion of public facilities and services. The Master Plan consists of both written policy recommendations and maps, which should be used together when making decisions. It is also recognized that this document should be reviewed annually at a public hearing and revised as needed to reflect the availability of new implementation tools, changes in State and Federal law, changes in funding sources, the results of monitoring the effectiveness of existing policies and the impact of past decisions, as well to reflect changes in the community's vision for the future."

The Unified Pathways Master Plan (UPMP) is included as a part of the Carson City Master Plan. It is included in Appendix A of the Master Plan along with other related plans and implementation documents. The UPMP is a comprehensive plan for non-automobile travel routes in and around Carson City. In the plan, "pathways" refers to the different type of routes that are included: trails, sidewalks, bike lanes, off-street multi-use trails, and an aquatic trail related to the Carson River. The trails are designed for various users and modes including

walkers, joggers, roller-bladers, bicyclists, skateboarders, horses, carriages, motorcycles, all – terrain vehicles, kayakers, rafters, etc. The pathways are an integrated system that provides an alternative, non-automobile means to access Carson City's schools, parks, neighborhoods, commercial areas, and open space.

The Carson City Parks, Recreation and Open Space Department is proposing the following amendments to the UPMP.

- Chapter 9: Addition of a Trail Difficulty Rating System is an added bullet point to 9.2.1.
- Chapter 11: Addition of subsection 11.1.5 for specific non-motorized single-track opportunities. Opportunities are prioritized as Tier 1 and Tier 2 as recommended by the Eagle Valley Trail Committee (EVTC) utilizing its scoring criteria.
- Chapter 11: Amendment of 11.2.5 & 11.2.6 to explain that volunteers, organizations, and groups are a critical component to plan implementation. Reference to the Tahoe Rim Trail Association has been moved to be included with other organizations.
- Chapter 11: Addition of 11.2.10 to explain the importance of partnering with adjacent counties.
- Chapter 12: Revised map to show the new "desire" trail locations which are indicated with orange dash lines. Land ownership was also updated.
- Appendix: Addition of 13.2.5, public comments from the trail workshops and online survey conducted by the EVTC, and included in its report.

Of note, the basis of this text amendment is work done by the Eagle Valley Trail Committee (EVTC.) This volunteer, citizen committee reached out to property owners, State agencies, Federal agencies, and Carson City to determine the desirability, feasibility, and design standards for the non-motorized single track trail system. In February 2017, EVTC published the "Community Trail Inventory, Review, Evaluation and User Needs Assessment Report."

The City's Open Space Advisory Commission and the Parks and Recreation Commission both reviewed the proposed Master Plan amendment at their meeting of December 18, 2017. Both voted "to recommend to the Planning Commission approval of the Amendment to the Unified Pathways Master Plan (UPMP) incorporating non-motorized trail system additions to the Plan's map in Chapter 12; Chapter 9, Off-Street Trails; Chapter 11, Implementation; and Appendix 13.2, Public Comments." The Commissions did request a graphic regarding the Trail Difficulty Rating be included, and that is included on Page 9-4.

CCMC Section 18.02.070 identifies the process for amending the Master Plan. The Board of Supervisors has the authority to approve an amendment to the Master Plan. The Planning Commission reviews requests for amendments to the Master Plan and, upon making the four required findings identified in CCMC 18.02.070.10, may adopt a resolution recommending approval of the amendment. A recommendation for approval requires a 2/3s vote the Commission membership.

FINDINGS: MASTER PLAN AMENDMENT

Consistent with CCMC Section 18.02.070.10, when forwarding its decision to the Board for adoption of the amendment, the Commission shall, at a minimum, make the following findings of fact.

a. Consistency with Master Plan

The proposed amendment is consistent with the Master Plan. The philosophy of the Master Plan (Chapter 3) is a balanced land use pattern. Guiding Principal 1 is for a compact and an efficient pattern of growth. This includes balancing development with conservation of the natural environment – particularly where public lands abut the urban interface.

The proposed amendment is also consistent with Goal 1.5: Foster cooperation on Master Plan Issues. The Master Plan speaks to coordination with adjoining counties, State and Federal Agencies, and coordination of services. The proposed amendments address coordination.

Guiding Principal 4 addresses an integrated, comprehensive parks, recreation and open space system. Goal 4.2 discusses expanding recreation opportunities, including pathways and maintaining and expanding recreation partnerships.

b. Compatible Land Use

The proposed amendment will result in compatible land uses. The non-motorized single track trails would be located in the wildland-urban interface areas. These are the most fragile areas of the City. The trail system will utilize sustainable design standards to have the smallest footprint possible.

c. Response to Change Conditions

The Parks Recreation and Open Space Department is receiving increased interest in non-motorized, single track trails. This is most easily illustrated in the Epic Rides event, an off road mountain bike race that was hosted by Carson City last year, and will be held in Carson City again this year. In response to this interest, the amendments which provide clarification regarding the City's policies as related to non-motorize, single track trails are proposed.

d. Desired Pattern of Growth

The proposed amendment is consistent with the City's desired pattern of growth. The proposed trails would be in the wildland urban interface areas where infrastructure to support development doesn't exist. Also, the sustainable design techniques will be compatible with the natural resources and watershed of the area.

Based on the ability to make the required findings, staff recommends that the Planning Commission approve the requested Master Plan amendment.

OTHER CITY DEPARTMENT OR OUTSIDE AGENCY COMMENTS:

Comments were received from various city departments and are outlined below.

Engineering Division:

The Master Plan amendment is not in conflict with the intent of the master plan elements for water, sewer, transportation, or storm water.

Fire Department:

No comments

Environmental Control

No comments

Health Department

No concerns

Attachments

Resolution No. 2018-PC-R-2
Engineering Comments
Application for MPA-18-004

RESOLUTION 2018-PC-R-2

A RESOLUTION RECOMMENDING TO THE BOARD OF SUPERVISORS APPROVAL OF MPA-18-004, A MASTER PLAN AMENDMENT TO ADD LANGUAGE AND GRAPHICS RELATED TO A NON-MOTORIZED SINGLE TRACK TRAIL SYSTEM.

WHEREAS, NRS 278.210 requires that any adoption of a Master Plan Amendment shall be by resolution of the Planning Commission; and

WHEREAS, the Planning Commission has given proper notice of the proposed amendment in accordance with the provisions of NRS and CCMC 18.02.070, and is in conformance with City and State legal requirements; and

WHEREAS, on February 28, 2018, the Planning Commission obtained public testimony and duly considered recommendations and findings for the proposed master plan amendment and approved Master Plan Amendment MPA-18-004 by an affirmative vote of a two-thirds majority of the Commission, at least five members of the seven-member Commission, pursuant to NRS 278.210, based on four findings of fact; and

NOW, THEREFORE, the Carson City Planning Commission hereby recommends to the Board of Supervisors approval of the Master Plan Amendment to add language and graphics related to a non-motorized single track trail system, with text and graphic as appears in Exhibit A.

ADOPTED this 28th day of February, 2018.

VOTE: AYES:

NAYS:

ABSENT:

Mark Sattler, Chairman

ATTEST:

LEE PLEMEL, AICP
Community Development Director

EXHIBIT A

9.1 PROPOSED TRAIL COMPONENTS

There are many more actual trails than shown on the UPMP. The trail alignments shown are intended to represent the primary 'framework,' or major structure of Carson City's trail system. It is intended to serve as the guiding document for the expansion of Carson City's trail system and will be incorporated into the City's overall Master Plan.

For trails on land on which the City does not have jurisdiction (federal, state, Washoe Tribe, Bureau of Indian Affairs (B.I.A.) or adjacent counties), the Plan is intended to reflect proposals or wishes of the City with regard to 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 alignment are the purview of the respective agencies. The City encourages these agencies to consider the designations on the UPMP as input to the decision-making process of each agency. The City stands ready to provide planning and coordinating efforts with these agencies and to cooperate in resolving inconsistencies and in making adjustments to the UPMP that are beneficial to the overall system.

The proposed trail system reflects the general desires of Carson City residents as well as the future recreation and transportation needs of the City. Comments from residents were incorporated into the UPMP as were comments from City staff.

In general, trail alignments were chosen based on the following criteria:

9.1.1 CONNECTING EXISTING TRAIL CORRIDORS

Carson City currently has a number of existing trails. However, these trails are disconnected and do not provide a comprehensive trail system. Many trail alignments are proposed to connect existing trail segments together.

9.1.2 LINKS TO DESTINATIONS

From the public workshops and public meetings, it became evident that Carson City residents desire a trail system that offers linkages to existing destinations. Currently, parks, trails, shopping areas, neighborhoods, and the open lands surrounding Carson City are not accessible from many areas of the City. Many proposed trail corridors create linkages to the City's major destinations from each of the City's neighborhoods.

9.1.3 UPGRADE EXISTING TRAIL CORRIDORS

While Carson City has a number of existing trails, some of the trails must be upgraded to expand their usage. In some cases, this plan proposes enhancing parts of Carson City's trail system by paving existing off-street trails or adding off-street paths to replace existing on-street bike lanes. By upgrading portions of the Carson City trail system, it is hoped that these pathways will become accessible to a greater variety of user groups.

9.1.4 EXISTING RIGHT-OF-WAY

Many of the trail types chosen in this plan reflect existing road right-of-ways. Therefore, in certain portions of the city, trail types may have been restricted to shared street or on-street bicycle lanes due to space limitations. Where existing rights-of-way were wide enough to accommodate off-street trails, paved paths have been recommended.

9.1.5 AVAILABILITY OF RIGHT-OF-WAY

Many of the trail types chosen in this plan reflect existing road right-of-ways. Therefore, in certain portions of the city, trail types may have been restricted to shared street or on-street bicycle lanes due to space limitations. Where existing rights-of-way were wide enough to accommodate off-street trails, paved paths have been recommended.

9.1.6 RESPECTING PRIVATE PROPERTY

Where possible, trail alignments were chosen to be located on federal, state, or City lands to avoid private property or Washoe Tribe lands (Bureau of Indian Affairs (B.I.A.)). The trails proposed in the UPMP take advantage of existing utilities easements; City owned land; and land owned by the BLM, USFS, or the State of Nevada. In some areas, trails do cross through privately owned land. In most cases, the alignments shown are intended to be "desire lines" (flexible) to make crucial linkages in the City's trail system.

For trails on City or private land, the UPMP represents the trails over which the City does (existing trails) or would (proposed trails) intend to provide management responsibility. However, trail alignments shown on the plan do not imply existing legal access rights.

9.1.6 HISTORIC AND NATIONAL TRAILS

There are known routes for (and in some cases actual remnants of) a number of historic trails that once crossed the Carson City area. There are also several significant national and regional trails in the vicinity of Carson City. These trails are indicated on maps in Appendix 13.5 and include:

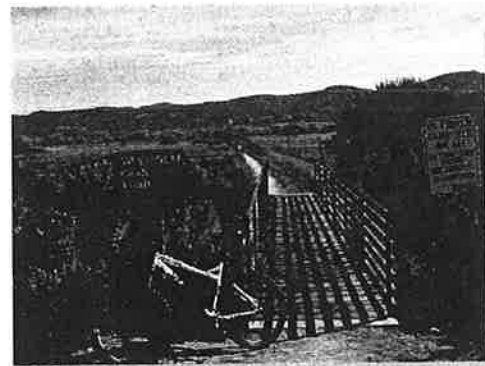
- the Pony Express Trail
- the California / Overland Trail (including Carson Pass and the Johnson cutoff)
- the American Discovery Trail, located to the north of the City,
- the original V&T Railroad now converted to a trail along the western foothills
- the Tahoe Rim Trail
- Kings Canyon Road (The Lincoln Highway)

9.1.7 THE INNER AND OUTER LOOP TRAILS

The inner loop trail travels within Carson City's perimeter. This trail links a number of destinations and can be used for recreational purposes as well as by commuters. The outer loop trail encircles the City an extensive off-road trail circuit



A recreation access to the Pine Nut Mountains, open to OHV's.



Access to Riverview Park and off-limits to OHV's.



Access to Silver Saddle Ranch, which future trail development will make it more accessible to equestrian users.

through the foothills of Carson City. Not only will this challenging trail serve existing Carson City residents, but it can also serve as a tourist attraction, drawing a number of visitors.

9.1.9 OHV AREAS

OHV use is designated for a number of double track trails and several general areas. The areas designated for general OHV use reflect existing use areas in the northeast and southeastern portion of the City—in the Pine Nut Mountain area and the south end of Prison Hill. OHV-designated trails include routes to and between these general OHV use areas, as well as fire roads and other double track trails that are currently used by OHV's.

It is acknowledged that there are other trails, especially single track, that may be currently used by OHVs but are not so designated on the UPMP. The detailed documentation of all trails in the Eagle Valley, and the types of use they experience, is beyond the scope of this Master Plan. It is recommended that detailed trail/use mapping be completed as an early implementation action of the UPMP, followed by a more detailed analysis of OHV needs, opportunities, and compatibilities. This effort should be coordinated with an update of the BLM's Pine Nut Mountain area management plan.

9.1.10 EQUESTRIAN TRAILS

Horses may be ridden legally on any street in Carson City, unless otherwise posted. In the UPMP, horses are also shown as allowed uses on the multi-use trails (soft surface portion) and off-street unpaved trails.

In addition, there are areas of the city that have concentrations of horse properties, and areas in and around Carson City (e.g. southeast quadrant, Prison Hill area) that have traditionally been destinations for equestrian use. For this reason, it is recommended that equestrian signs be installed in these areas to alert automobiles and other types of trail users of the potential for higher-than-usual equestrian use.

9.2 TRAIL AMENITIES

9.2.1 SIGNAGE

Signs add to the enjoyment, convenience, and safety of pathway users. To increase comprehension, it is recommended that the City develop standard types of signs for the pathway system. It may be desirable to develop a theme or logo that can be used on all of the signs along the trail to promote the identity of the pathway. Pathway signs should be created to perform some or all of the following functions:

- ❧ **Direction:** On-street signs to direct people to trail access points. The design of these signs should be coordinated with the City's transportation department. On-street signs generally must conform to the Manual of Uniform Traffic Control Devices and therefore may need to differ in size and style from trailside signs. • **Trailhead:** Identify trail access points and parking areas.



An example of where signage would be helpful to inform users about the purpose of the bollards.

Information: These may include a map with a "you are here" type of orientation and provide information about the trail, places it accesses, trail rules, and seasonal closures. They may also acknowledge groups and individuals that contributed to the funding, maintenance, or construction of the trail.

Guideposts: Small trail markers used to mark points of interest and distances. Guideposts can also be used to provide locational information for emergency response.

Regulatory: On paved trails, small, trail-sized versions of traffic signs (stop, yield, curves, slow, dismount, etc.) may be warranted to alert pathway users to unexpected conditions.

Mile Markers: Identify distances on trails. May be used to deter people from manually marking mileage on trails.

Trail Difficulty Rating: Adoption of a trail difficulty rating system can help trail users make informed decisions, encourage visitors to use trails that match their skill level, manage risk and minimize injuries, improve the outdoor experience for a wide variety of visitors, and aid in the planning of trails and trail systems. A recommended system is one developed by the International Mountain Bicycling Association (IMBA). Their system is widely used and recognized throughout the world and is very easy to understand. It can be found at: www.imba.com.



Trail signage that evidences incompatible uses too close together.

Trail Difficulty Rating System

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

The other trail agencies have their own requirements and limitations for signage. The City will need to work with all of them to develop a consistent system.

9.2.2 TRAIL NAMING SYSTEM

A trail naming system is proposed to differentiate Carson City's numerous trails. The naming/numbering system will be used to designate major trail alignments that traverse the City. Trail names do not take into account trail types and many different trail types may be incorporated into a single trail route. In general, trails that run from north to south should be given an odd number while trails that run from east to west should be given an even number. Some trail names were chosen based on roadways that parallel the trail alignment such as 395 and 50.

9.2.3 TRAILHEADS

The plan designates three types of trail heads: trailheads with parking, trailheads with equestrian trailer parking, and non-parking access points. Trailheads that offer parking are typically located outside of the urban area near trails that are heavily utilized. The amount of parking offered at these trailheads is dependent on trail usage and space availability. Parking may consist of on-street parking or a small parking lot.

Trailheads with equestrian trailer parking are proposed in areas where there are a number of equestrian trails. Parking at these trailheads consists of a small parking lot that is large enough to accommodate the parking and maneuvering of horse trailers.

Non-parking access points are typically located in neighborhood areas. Since these trailheads are located in residential areas, they do not provide parking.

- ❏ **Rules and Regulations:** Rules and regulations should be located at all trailheads. The regulations should include trail etiquette, trash pickup, animal waste clean up, warnings about potential safety hazards, and which uses are permitted in the area.
- ❏ **Trash Cans:** By providing a number of conveniently located trash cans, the amount of litter along Carson City's pathways can be greatly decreased. Trash cans should be located at all City-maintained trailheads. They should also be placed along the heavily used pathways located within the City's urban area.
- ❏ **Dog Waste Disposal Stations:** One of the most effective ways to decrease the amount of dog waste along pathways is by providing dog waste stations. On pathways where dogs are allowed, dog waste stations should be provided at all trailheads. They should also be provided along pathways located within the City's urban area.
- ❏ **Shade Structures with Benches:** Shade structures offer relief from the summer sun and shelter from inclement weather. Where possible, shade structures should be located at the trailheads of heavily utilized trails. The City may also wish to consider placing smaller shade structures along some of its heavily utilized urban pathways.
- ❏ **Lighting:** In areas likely to receive use at night, pathway lighting helps users avoid conflicts at intersections and allows users to better observe trail direction, surface conditions, and obstacles. Lighting can also increase the sense of security along a pathway. Lighting use may vary from no lighting on rural soft surface trails to full coverage lighting in promenade areas.
- ❏ **Restrooms:** A number of Carson City's trails are located in the outskirts of the City, away from restroom facilities. The City should do a demonstration project to test the level of use and service costs of temporary restrooms at the trailheads of its heavily used trails.

9.3 OFF-STREET TRAILS POLICIES

1. Off-street trails shall be designed for multiple uses unless constrained by available land (steepness, ROW width), incompatible adjacent land uses, the comfort and safety of users, or environmental considerations dictate restricted uses. OHV usage shall be on designated trails only.
2. In creating recreational trails, off-street paths are strongly preferred over on-street bike lanes.
3. The City supports the continued designation and use of areas for specific forms of non-automobile usage. An example is the portion of Prison Hill designated for non-motorized use.
4. Horses are allowed on all streets in Carson City. However, in some areas of the City with significant horse ownership, equestrian routes may be signed to alert drivers and other users.
5. The trailhead symbols on the UPMP are inclusive of those below. That is, OHV trail heads include equestrians and other trail users. Equestrian trailheads exclude OHV use, but include parking for hikers, bikes, etc. Pedestrian trail heads exclude OHV and equestrian use. Walk-to trail heads exclude any kind of vehicle parking.
6. In order to impact the least amount of private property possible, off-street trails should generally be aligned along property lines or in locations compatible with existing or proposed land uses, so long as the intent of the pathways system is accomplished.
7. Carson City may periodically close trails for rehabilitation of trails, sensitive lands, and watersheds.

II

IMPLEMENTATION

Due to its limited resources, it is important for the City to carefully manage all existing and potential resources for the development and maintenance of pathways. The following section addresses priorities, partnerships and potential funding sources.

II.I PRIORITIES

II.I.I PRIORITY I: INCREASING PATHWAY CONNECTIVITY—COMPLETING THE MISSING LINKS

The overarching goal of the UPMP is to link Carson City's neighborhoods to destinations such as schools, employment centers, shopping, parks, and surrounding open space. Therefore, the first priority of this plan is to provide the means for everyone in Carson City to access major destinations. This plan recommends that the City focus its efforts on constructing in-town linkages and linkages from existing neighborhoods to recreation areas located outside of the City's developed areas. Pathways leading to Mills Park and the Carson City High School should be given a high priority, as should pathways connecting from the central core area to WNCC.

Within this overall priority are seven specific objectives for implementation by 2015:

First Tier Connectivity Projects

1. Completion of the V&T trail north to the Carson-Tahoe Regional Healthcare facility with continuation to Lakeview Drive. This trail segment will provide an almost continuous north/south trail on the west side of Eagle Valley.
2. Connecting a trail from the Moffat Open Space Property north to the Carson River. This segment will provide a significant north/south trail on the east side of the Eagle Valley from Silver Saddle Ranch to the Empire Ranch Golf Course.
3. Develop an east/west connection from the Carson River to the Downtown and Kings Canyon.

A recommended east-west connection follows the route of E. 5th Street from Carson Street to its eastern terminus at Marsh Road. Carson River Road and the Mexican Ditch Trail provide access to the Carson River and Deer Run Road on the east side of the Carson River. Bike lanes already exist on E. 5th Street from Nevada Street to Saliman Road. Bike lanes are proposed from Saliman Road to its eastern terminus at Marsh Road. Generally, sidewalks exist from Carson Street to Saliman Road and from Carson River Road to Marsh Road, but do not exist between Saliman Road and Carson River Road.

E. 5th Street/King Street/Kings Canyon Road: Kings Canyon Road from Ormsby Boulevard to the west end is designated as a bike route, but not currently signed. King Street from Ormsby Boulevard to Nevada Street has existing bicycle lanes. Nevada Street from King Street to 5th Street is a designated bicycle route, but not currently signed. East 5th Street from Nevada Street to Saliman Road has existing bicycle lanes and sidewalks. East 5th Street from Saliman Road to Carson River Road has no sidewalk or bicycle facilities. Sidewalks exist from Carson River Road to Marsh Road on East 5th Street. Bicycle lanes are proposed on East 5th Street from Saliman Road to Marsh Road.

4. Access to the north and east side of the Carson River can also be developed along the Deer Run Road alignment to Williams Street (US 50). A multi-use path generally exists along Williams Street (US 50) from Deer Run Road to Roop Street, except for the section from Saliman Road to Lompa Lane. A proposed trail along Washington Street will provide access to the Downtown area. Generally, sidewalks exist along Roop Street.

5. Extend the Linear Park Path from Governors Field west to US 395 (Carson Street) and north to the new capital complex.
6. In the future, develop a multi-use path adjacent to the south portion of the Carson City Freeway. With the existing multi-use path along the northern portion of the Freeway, this segment will provide a critical north/south connection through the center of Eagle Valley.
7. In the future, develop a crossing of Carson City Freeway, near Valley View Drive and Edmonds Drive, for non-automobile use. The Freeway will block a number of traditional routes to recreation and open space areas from the neighborhoods of south Carson City. These projects will maintain historic access corresponding to the routes of the California and Overland Trail and the Pony Express Trail.

Second Tier Connectivity Projects

Linkages to WNCC can be provided by the development of pedestrian and/or bicycle facilities on access routes to the campus. These pedestrian and/or bicycle facilities are in place on some of the access routes. Bicycle lanes exist on College Parkway from Lompa Lane to the campus. Generally, there are sidewalks on College Parkway from Lompa Lane to the campus. On the western side of the campus there is a shared-use path from the intersection of Ash Canyon Road and Longview Way south of the campus to the intersection of Murphy Drive and Van Patten Avenue north of the campus. A link between this shared-use path and the campus needs to be developed. Other access routes to WNCC are as follows:

- Bicycle route on Combs Canyon Road from Numaga Pass Road to Ormsby Boulevard, but no signs present
- Bicycle route on Ash Canyon Road from Ormsby Boulevard to Longview Way, but no signs present
- Bicycle route on Kings Canyon Road from Longview Way to Ormsby Boulevard, but no signs present
- Existing bicycle lanes on King Street from Ormsby Boulevard to Nevada Street
- Existing bicycle lanes on Longview Way from Ash Canyon Road to Bedford Way
- Existing bicycle lanes on Winnie Lane from Ormsby Boulevard to Carson Street
- Bicycle lanes are proposed on Ormsby Boulevard from Combs Canyon Road to Winnie Lane
- Bicycle lanes are proposed on Longview Way from Bedford Way to Kings Canyon Road
- A shared-use trail is proposed from the intersection of Ormsby Boulevard and Ash Canyon Road to the intersection of Ormsby Boulevard to Winnie Lane

Linkages to Carson City High School and Mills Park will be discussed together. The linkages can be provided by the development of pedestrian and/or bicycle facilities on access routes to the campus. These pedestrian and/or bicycle facilities are in place on some of the access routes. Generally, the areas around both locations have sidewalks, except for Williams Street (US 50) from Saliman Road to Lompa Lane due to Carson City Freeway construction and E. 5th Street from Saliman Road to Carson River Road. Access to Carson City High School and Mills Park are detailed as follows:

- Bicycle route on Robinson Street from Roop Street to Saliman Road, but no signs present
- Bicycle route on Washington Street from Mountain Street to Roop Street, but no signs present
- Bicycle route on Long Street from Mountain Street to Roop Street, but no signs present
- Existing bicycle lanes on Saliman Road from Long Street to Koontz Lane
- Existing bicycle lanes on East 5th Street from Nevada Street to Saliman Road
- Existing bicycle lanes on Roop Street from Colorado Street to East 5th Street
- Bicycle lanes are proposed on East 5th Street from Saliman Road to Marsh Road
- Bicycle lanes are proposed on Roop Street from East 5th Street to College Parkway
- Bicycle lanes are proposed on Long Street from Roop Street to Saliman Road
- A shared-use path on Williams Street (US 50) from Roop Street to Deer Run Road except for Saliman Road to Lompa Lane due to Carson City Freeway construction

Linkages to all Elementary schools can be provided by the development of pedestrian and/or bicycle facilities along "sug-

gested or safe routes to school” within a radius buffer area complying with school district policy around each school. Bike lanes or routes exist near all the schools except Mark Twain Elementary School and Empire Elementary School. Linkages are recommended to Mark Twain Elementary School and Empire Elementary School as follows:

- Mark Twain Elementary School -
 - Marian Avenue from Long Street to Rolling Hills Drive
 - Lindsay Lane from Joshua Drive to Carriage Crest Drive
 - Carriage Crest Drive from Camille Drive to Wind Ridge Drive
- Empire Elementary School -
 - Gordonia Drive from Airport Road to Monte Rosa Drive
 - Stanton Drive from Monte Rosa Drive to Woodside Drive
 - Monte Rosa Drive from Desatoya Drive to Woodside Drive
 - La Loma Drive from Desatoya Drive to Selby Street

II.I.2 PRIORITY 2: ACCESS TO CARSON RIVER FOR GREATER RANGE OF USERS

The Carson River is a unique attribute in Carson City. It is one of the few areas in the City that offers a natural water feature. All of the City’s residents should be able to enjoy this amenity; therefore, this plan recommends two first-tier trail projects. Several Aquatic Trail improvements are also given 1st tier ranking due to the potential of the Aquatic Trail to become a unique regional resource, the potential economic benefits, and the availability of funding/development partnerships.

First Tier Carson River Projects

1. Trail Improvements
 - Development of a trail system along the northern reach of the river in conjunction with the V&T Railroad Reconstruction Project (V&TRR). This area is currently designated as a ‘study area,’ but the alignment should be determined reasonably soon in order to take advantage of funding opportunities associated with the V&T RR project¹.
 - Where appropriate and practical, provide a concrete or other all-weather surface pathway along portions of the Carson River Trail that are accessible from Riverview Park (via a loop trail) to provide access for user groups of all ability levels².
2. Aquatic Trail Improvements
 - Improvements to the existing Morgan Mill Road River Access Area
 - Carson River signage, in-stream hazard reduction and public outreach/safety education.
 - Upgrades to existing access areas
 - River cleanup

Second Tier Carson River Projects

1. Non-motorized bridge crossing from the Empire Ranch Trail (near the southern end of the Empire Ranch Golf Course) to the Ambrose/Carson River Natural Area.

II.I.3 PRIORITY 3: COMMUTER BIKEWAYS

As the population of Carson City continues to grow, additional traffic will need to be accommodated within the City. One of the ways to alleviate much of Carson City’s traffic is to provide bikeways as an alternative means of transportation. The City must focus its efforts on creating on-street bikeways and other pathways that connect across the City. Bikeways connecting throughout the City can be used by commuters and will offer the City a viable alternative mode of transportation.

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- 1 Generally, these pathways are “recreational” in use, but “transportation-related” pathways should be identified when the V&T rail line route is defined.
 - 2 It should be noted that per the Carson River Master Plan it is intended that the Carson River have a trail on only one side in order to protect riparian habitat areas from public access.

tation. Some of the major bikeways that the City should prioritize include creating bikeways along Carson Street once traffic is re-routed to the new freeway, Curry Street, and Koontz Lane.

First Tier Commuter Link Projects

1. **Carson Street bikeways/sidewalks generally from north of Arrowhead Drive southerly to Old Clear Creek Road.** Currently, no bikeways or multi-use paths exist along Carson Street in this segment.
2. **Curry Street/Mountain Streets bikeways/sidewalks from East 5th Street generally to US 50.** Sidewalks only exist in the Downtown area from about 7th Street to 10th Street (There is construction in progress between East 5th Street to 7th Street). A bike route exists (not signed) from 10th Street to Lake Glen Drive.
3. **Koontz Lane bikeways/sidewalks from Curry Street to Edmonds Drive.** Koontz Lane has bikeways from Curry Street to Silver Sage Drive and has proposed bikeways from Silver Sage Drive to Edmonds Drive. Sidewalks exist from Curry Street to Center Drive only.

Second Tier Commuter Link Projects

Tier 2 projects that provide additional commuter links are shown in Appendix 13.4. Information provided in the table includes a north to south or east to west orientation, functional classification (arterial or collector), end points, and existing and proposed bicycle facilities from the UPMP.

The results of the neighborhood survey were tabulated by combining the "very important" and "important" responses corresponding to "Off Street Walking/Bike Paths" and "On Street Lanes" categories for each neighborhood. These results, as shown in Appendix 13.4, can be considered in the prioritization process.

II.I.4 PRIORITY 4: CARSON CITY LOOP TRAIL

During many of the public meetings and workshops, residents expressed a desire to create a loop trail around Carson City. This plan recommends creating two separate Carson City loop trails, one that skirts the outside of the City's developed areas and one that takes advantage of the open lands surrounding the City.

First Tier Loop Trail Projects

The Tier 1 project for this priority would be the inner loop trail around Carson City. The inner loop trail will consist of on-road and off-road facilities and would be considered a transportation element. Further analysis of the inner loop will be conducted once the specific route has been determined.

II.I.5 PRIORITY 5: INCREASING OFF-STREET/UNPAVED SINGLE-TRACK OPPORTUNITIES

The Eagle Valley Trail Committee, a voluntary community-based group comprised of members representing different trail user groups, led a local effort to improve the non-motorized trail network within the Eagle Valley. Their work included community workshops and an online survey. The end result of this effort is the document titled "The Eagle Valley Trail Committee Community Trail Inventory, Review, Evaluation and User Needs Assessment Report", which can be found online at: www.carson.org/PROSdocuments. The following recommendations are summarized from this report.

Single-track trails should be designed and constructed primarily using the standards established in the U.S. Forest Service Trail Construction and Maintenance Notebook, latest edition. This notebook lists other references that may also be used, including those published by the International Mountain Bicycling Association (IMBA), the Student Conservation Association (SCA), "Natural Surface Trails by Design" (Parker, latest edition), "Building Mountain Bike Trails: Sustainable Singletrack" (Davies and Outka-Perkins, latest edition), "Wilderness and Backcountry Site Restoration Guide" (Therrell and others, latest edition), "Accessibility Guidebook for Outdoor Recreation and Trails"

(Zeller and others, latest edition), and others. Single-track trails should be designed and constructed with the following goals in mind:

- Promote user safety
- Protect natural resources
- Provide high-quality user experiences
- Be sustainable over the long term with low maintenance costs

Trail projects are divided into two tiers with the 'First Tier' being the highest priority. The priorities are to be modified as opportunities, funding, partnerships, or easements become available, or as public needs evolve and change.

First Tier Trail Projects

1. Prison Hill Recreation Area, Golden Eagle Open Space, Mexican Dam Open Space
 - Develop a trail plan for this area
 - Re-align unsustainable sections of the North Loop Trail and the North Loop to 5th Street connection
 - Develop a sustainable trail connection from the Koontz Lane Trailhead to the North Loop Trail. Decommission the existing trail
 - Re-align unsustainable sections of the Dead Truck Canyon Trail
 - Re-align unsustainable sections of the West Loop Trail
 - Develop a sustainable trail connection from Golden Eagle Open Space to Silver Saddle Ranch
 - Improve access around the Mexican Dam and Mexican Ditch diversion
2. Ambrose Carson River Natural Area, Carson River Canyon Open Space, Old Buzzy's Ranch, Morgan Mill Preserve Open Space
 - Develop a trail plan for these areas and evaluate connection opportunities
 - Construct a safe crossing from Old Buzzy's Ranch to Carson River Park
3. Silver Saddle Ranch / East Silver Saddle Ranch
 - Develop a trail plan for this area with consideration for connections
 - Improve trailheads, access points, and signage
 - Establish barrier systems and parking areas at East Silver Saddle Ranch that protect the resources along the river and provide a safe environment for users
4. Ash Canyon
 - Acquire or secure easements for trail use in the Ash Canyon and Vicee Canyon areas
 - Develop a trail connecting the Ash to Kings Trail to the Hobart Road water tank
5. C-Hill
 - Acquire or secure easements for trail use on the southeast side of C-Hill
 - Adopt the EZ Trail into the system
 - Secure public access for the FEMA Trail
 - Re-align unsustainable sections of trails on C-Hill, including the Zorro Trail, Ridge Trail, and trail from Kings Canyon
 - Develop connections between Longview Trail, Ash to Kings Trail, EZ Trail, Voltaire Canyon, FEMA Trail, and Clear Creek
 - Develop a sustainable trail connection from the McKay Drive Trailhead to the Zorro Trail

> Extend the FEMA Trail west to the multi-use trail on the south side of Kings Canyon Road

6. Kings Canyon

- > Acquire easements and permits to construct a trail from the Ash to Kings Trail to Lake Tahoe Nevada State Park
- > Adopt the Longview Trail into the system and extend to the Ash to Kings Trail
- > Develop a trail connecting Kings Canyon to Clear Creek
- > Obtain access for trailhead and connections at the Golf Club Drive/Highway 50 off-ramp
- > Improve the trailhead at the Kings Canyon/Waterfall Trail and improve access for equestrian users

7. Lakeview Area

- > Re-align the Secret Trail to make it sustainable
- > Develop a connection between the Lakeview Trailhead and the Secret Trail
- > Develop a connection between the Lakeview Trailhead and Timberline Subdivision

8. V&T (Coombs Canyon area)

- > Construct V&T connector between Hobart Road and Carson Tahoe Hospital

9. Centennial Park and Goni Canyon

- > Acquire public access to the John D Winters Centennial Park trail system
- > Develop a trail plan to include a stacked loop trail system from Centennial Park to McClellan Peak and connections to Washoe Lake State Park and a lower elevation trail from Goni to I-580
- > Review trailhead opportunities and improvements

Second Tier Trail Projects

1. Prison Hill Recreation Area, Golden Eagle Open Space, Mexican Dam Open Space

- > Review unnamed connector trails for re-alignment or decommissioning
- > Re-align or construct a new sustainable trail to the scenic high point
- > Decommission existing trails on steep slopes and erodible soils
- > Develop a stacked loop system of trails
- > Develop a trail circling Prison Hill and connecting with Silver Saddle Ranch
- > Improve trailheads and access points
- > Construct a bridge across the Carson River connecting with off-street/unpaved/double track including OHV use

2. Ambrose Carson River Natural Area, Carson River Canyon Open Space, Old Buzzy's Ranch, Morgan Mill Preserve Open Space, Silver Saddle Ranch

- > Connect Moffat Open Space to the Empire Ranch Trail
- > Identify a safe crossing on Carson River Road to connect the Mexican Ditch Trail to the Red House at Silver Saddle Ranch
- > Develop a trail parallel to the V&T Railroad connecting to Virginia City

3. East Silver Saddle Ranch

- > Consider developing a loop trail between the river and Sierra Vista Lane

4. Ash Canyon
 - Develop a lower elevation trail connecting Ash Canyon and Kings Canyon
 - Develop connections between trails and links to Washoe Valley and Carson Valley
5. C-Hill
 - Re-align unsustainable sections of the EZ Trail
6. Kings Canyon
 - Construct a lower elevation trail connecting Kings Canyon to Ash Canyon, with the intent of providing a trail loop
 - Improve information for motorized travelers on the dirt segment of King Canyon Road/Old Lincoln Highway
7. JohnD Winters Centennial Park and Goni Canyon
 - Develop a trail from JohnD Winters Centennial Park to Bohr Road

II.2 WORKING WITH PARTNERS

Carson City has the opportunity to work with a variety of agencies to complete its pathways system. The UPMP is intended to show trails in the entire Carson City region. Not only does the plan show trails in the City's developed areas, but it also shows trails in outer-lying areas in public lands managed by the BLM, USFS, surrounding counties, or the State of Nevada. By creating partnerships and utilizing local, regional, county, state, and federal money, the number of pathways that the City can construct will be greatly improved. The City must look into the options of applying for grants, donations, and creating special improvement districts in order to construct proposed pathway alignments.

For trails on land on which the City does not have jurisdiction (federal, state, adjacent counties, Washoe Tribe Land), the Plan is intended to reflect proposals, or wishes of the City with regard to 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 alignment are the purview of the respective agencies. The City encourages these agencies to consider the designations on the UPMP as input to the decision-making process of each agency. The City stands ready to provide planning and coordinating efforts with these agencies and to cooperate in resolving inconsistencies and in making adjustments to the UPMP that are beneficial to the overall system.

II.2.1 NEVADA DIVISION OF STATE PARKS

Nevada Division of State Parks lands are located primarily on the northern side (Washoe Lake State Park) and the western side (Lake Tahoe Nevada State Park) of Carson City. These lands have great potential for connecting Carson City with the Tahoe Rim Trail and other regional trails.

II.2.2 BUREAU OF LAND MANAGEMENT

The Bureau of Land Management has stewardship over vast areas of land on the north and eastern portions of Carson City. This land represents a significant recreation resource to Carson City residents and visitors. Significant areas are used by equestrian and OHV users. The BLM has had challenges effectively managing such a large land area close to the city. Many areas are scarred by heavy use. By partnering with the BLM, Carson City and many user groups have the potential to improve the planning effectiveness and stewardship of the trails, and thus increase the enjoyment of the extensive trail system.

11.2.3 UNITED STATE FOREST SERVICE, CARSON RANGER DISTRICT

The Carson Ranger District recently compiled a landscape analysis and strategy for the Clear Creek/Kings Canyon area, which is directly adjacent to Carson City. Within this study are several recommendations for trailhead locations, non-motorized trail, and motorized trail locations. Many of the recommendations within this document indicate the desire to create a partnership between the Carson Ranger District and Carson City in order to implement the proposed trails. The City would encourage and support a future landscape analysis and strategy for the remaining west side canyons.

The Carson Ranger District is currently in the process of creating a recreational analysis of the Humboldt-Toiyabe National Forest. This study will be used to designate both motorized and non-motorized trails. Completion of this analysis will lead to further partnership possibilities between the Carson Ranger District and Carson City.

11.2.4 NEVADA DEPARTMENT OF TRANSPORTATION

The Nevada Department of Transportation is an important pathway partner on several counts:

- ❑ Implementation of the multi-use path sections included in the design of the northern portion of the Carson City Freeway
- ❑ Implementation of bicycle and pedestrian facilities on City's street and freeway grade separations
- ❑ The design and implementation of pathways in conjunction with existing NDOT roadways, such as Highway 50
- ❑ Implementation of the Linear Park's multi-use path through the freeway corridor near East 5th street
- ❑ Currently, Carson City and NDOT have an agreement not to construct a multi-use path within the right-of-way as a part of Phase 2 (southern leg) of the Carson City Freeway. After construction begins on Phase 2A and 2B of the freeway, the City will pursue planning and construction of a multi-use path adjacent to the freeway.

11.2.5 VOLUNTEERS, ORGANIZATIONS, AND USER GROUPS

Carson City is fortunate to have many volunteers, organizations, and user groups that focus on pathways. In many cases these groups and organizations partner with the City to help provide planning, construction, maintenance, clean-up, courtesy patrols, and community awareness. These groups and organizations include Muscle Powered, Tahoe Rim Trail Association, Eagle Valley Trail Committee, Sierra Front Recreation Coalition, Eastern Sierra Trails Coalition, Pine Nut Mountains Trail Association, Nevada All-State Trail Riders, Friends of Silver Saddle Ranch, and other similar groups.

11.2.6 WASHOE TRIBE

Some of the potential pathway linkages cross tribal lands that are located near "C" Hill (the Carson Colony), the Stewart Colony (near the Edmonds Sports Complex), and individually held lands in the Pine Nut Mountains southeast of the city. The Tribe has indicated that they are doing their own strategic land planning, including evaluating lands that have potential for development. The Tribe has indicated concerns about respecting cultural resources on and off Tribal lands. At the same time, they have expressed an interest in working with the City to develop pathways that will help connect the Tribal communities. There is also a potential to work with the Tribe to identify historic Tribal migratory paths through Eagle Valley to Lake Tahoe and incorporate them into the pathway system (with interpretive signage).

~~11.2.6 THE TAHOE RIM TRAIL ASSOCIATION~~

~~The Tahoe Rim Trail Association has been an active partner with Carson City with regard to the Sierra Front Recreation Coalition and other trail projects.~~

11.2.7 PRIVATE PROPERTY OWNERS

A number of segments of the trails are, or are proposed to be, on private property. The map is for long-range planning purposes. The trail alignments shown do not imply existing legal access rights or exact final locations. It will be important for the City to work closely with property owners in exploring opportunities for trail access and alignments that will be beneficial to the public and the property owner. Property owners will likely have concerns about land value, liability, security, maintenance, respect for property rights, and conflicts between public and private uses. Direct communication and a willingness to see concerns from both sides of the table will go far to reach successful, amicable conclusions.

11.2.8 CARSON AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)

The UPMP will serve as the "umbrella" document for guiding the development of Carson City's sidewalks, bike lanes, and trail system. The portions of the UPMP that relate primarily to transportation ¹ will be exported to and refined in the bicycle and pedestrian elements of the Carson Area Metropolitan Planning Organization (CAMPO). A key purpose of the CAMPO elements is to identify transportation related facilities that can be candidates for funding through federal highway funds.

11.2.9 BUREAU OF INDIAN AFFAIRS (BIA)

The Bureau of Indian Affairs has indicated interest in being a planning partner with Carson City on the Unified Pathways Master Plan. Their lands are critical in planning for connectivity to Douglas County and the Pinenut Mountains.

11.2.10 NEIGHBORING COUNTIES

Partnering with adjacent counties is important in order to expand regional connectivity with our trail system. Washoe County, Douglas County, Lyon County, and Storey County have all expressed a desire to work with Carson City in this effort.

11.3 POTENTIAL FUNDING SOURCES FOR PATHWAYS

There are several potential funding sources for pathways projects in Carson City. Brief descriptions are provided below. More extensive information about several of the programs (noted with an asterix) can be found in the Appendix.

11.3.1 CITY GENERAL FUND ALLOCATIONS

Traditional requests from the City's General Fund are justified by the extremely high and broad public support for pathways as evidenced in the public opinion survey.

11.3.2 QUESTION 18

The Quality of Life Initiative included provision for funding of trails projects. However, there are numerous competing priorities for Q18 funding that have significant fiscal demands and few options for funding.

¹ Largely sidewalks and bike lanes, although many portion of the trail system will also qualify as transportation facilities.

11.3.3 QUESTION 1*

The Nevada Conservation and Resource Protection (Question 1) Grant Program is designed to provide funding to protect, preserve, and obtain the benefits of the natural resources of Nevada. The program publicly funds conservation programs through the issuance of bonds.

Project criteria include the ability to conserve and protect natural resources, enhance recreational opportunities, increase public access to lands and waters, and achieve goals identified in adopted open space plans. Recreational trails qualify.

- o Acquisition of easements and fee simple title to property
- o Operation of educational programs to promote safety and environmental protection

The program provides grants for projects. Planning is eligible only if it is part of an on-the-ground trail project. Grants range from \$4,000 to \$100,000 and are available to organizations, cities, and county governments.

11.3.5 NEVADA COMMISSION ON TOURISM

They provide grants for trailhead amenities, brochures, and trails programs.

11.3.6 GRANTS TO NON-GOVERNMENT ORGANIZATIONS*

There are a number of smaller grants available from a range of organizations such as Kodak American Greenways Grants, REI grants, and the Conservation Alliance. These grants are typically available primarily to citizens and non-government organizations (NGO's).

The Kodak American Greenways Awards Program provides small grants to stimulate the planning and design of greenways in communities throughout America, including mapping; eco-logical assessments; surveying; conferences and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; and/or building footbridges; planning bike paths; or other creative projects. The maximum grant is \$2,500.

The REI (Recreational Equipment, Inc.) grant is to support grassroots efforts to protect public lands, rivers, and trails for muscle-powered outdoor recreation. Grants fall between \$1,000 and \$50,000. One recipient was The Phoenix Parks and Conservation Foundation. REI's support will go toward their work on a new trail, revegetating damaged areas, and completing signage for the barrier-free interpretive trail.

The Conservation Alliance is a non-profit organization of outdoor businesses who support grassroots citizen-action groups and their efforts to protect wild and natural areas where outdoor enthusiasts recreate. Projects focus primarily on direct citizen action and advocacy for recreation, including rivers, trails, and wild lands. Grants are typically between \$10,000 and \$50,000.

11.3.7 FHWA TRANSPORTATION FUNDING

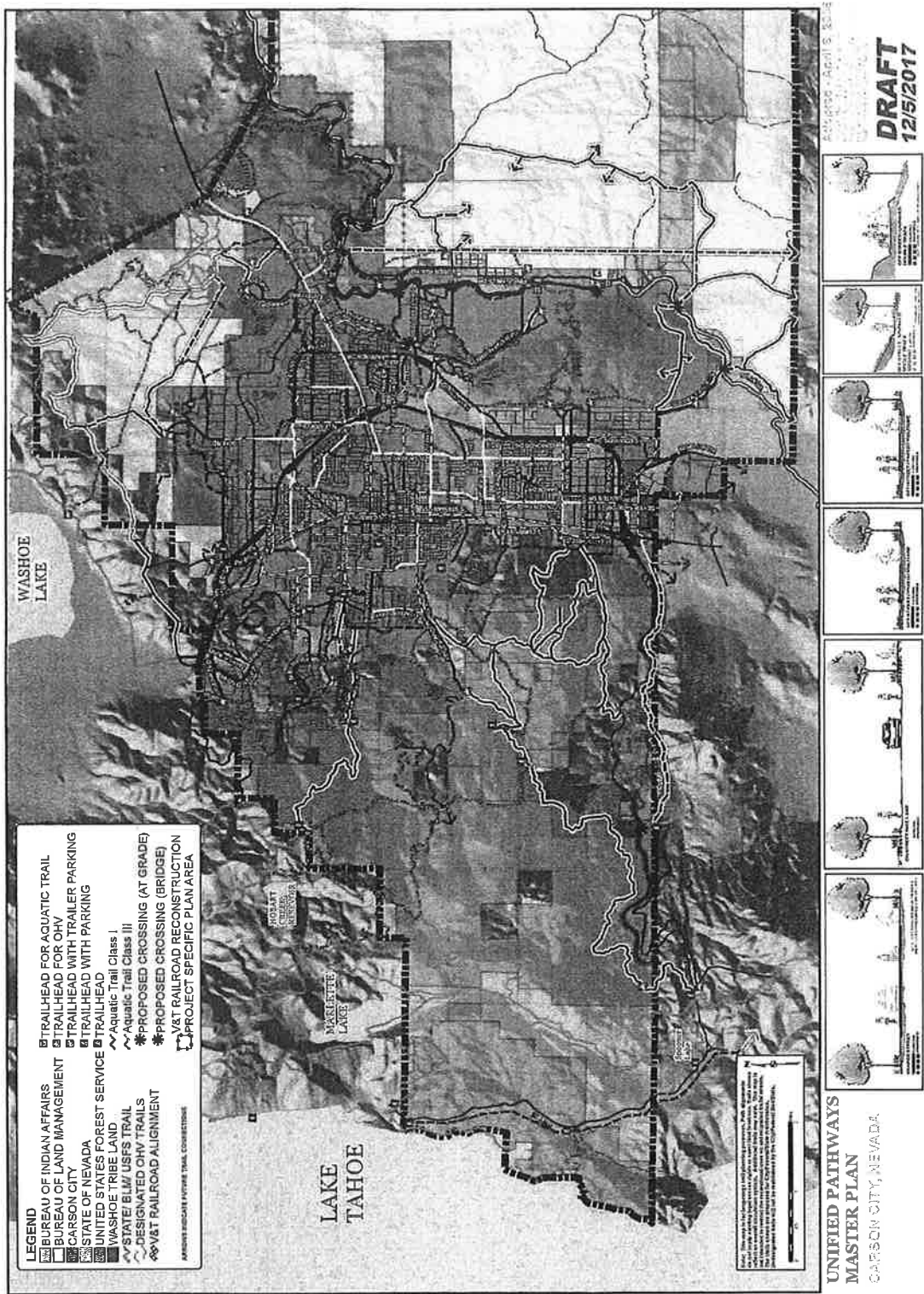
Transportation-related trail projects qualify for federal funding in conjunction with highway construction and transportation enhancements (SAFTEA LU). They include most of the sidewalks and on-street bikeways as well as many of the off-street paved (and potentially unpaved) trails.

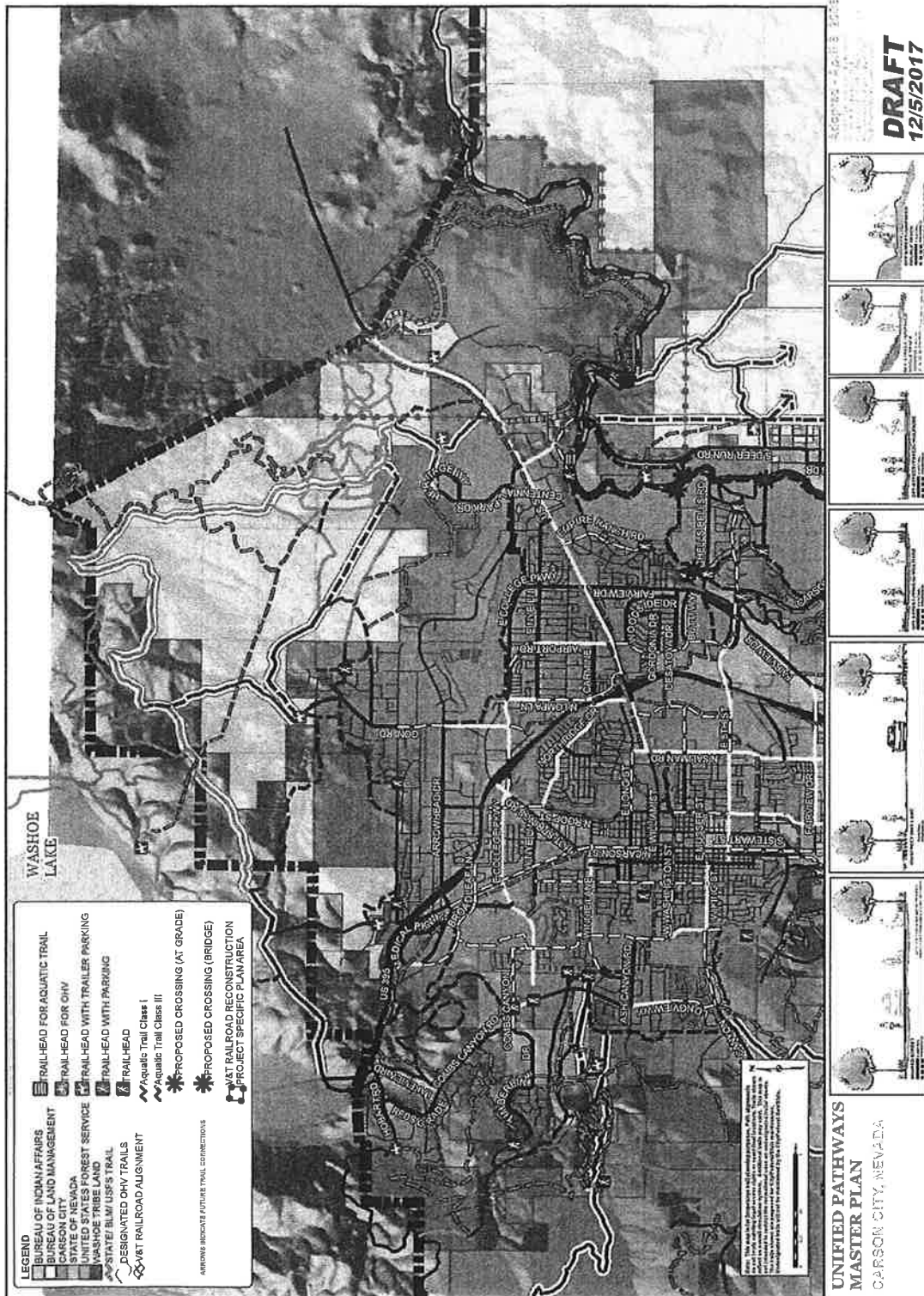
11.3.8 MEMORIALS

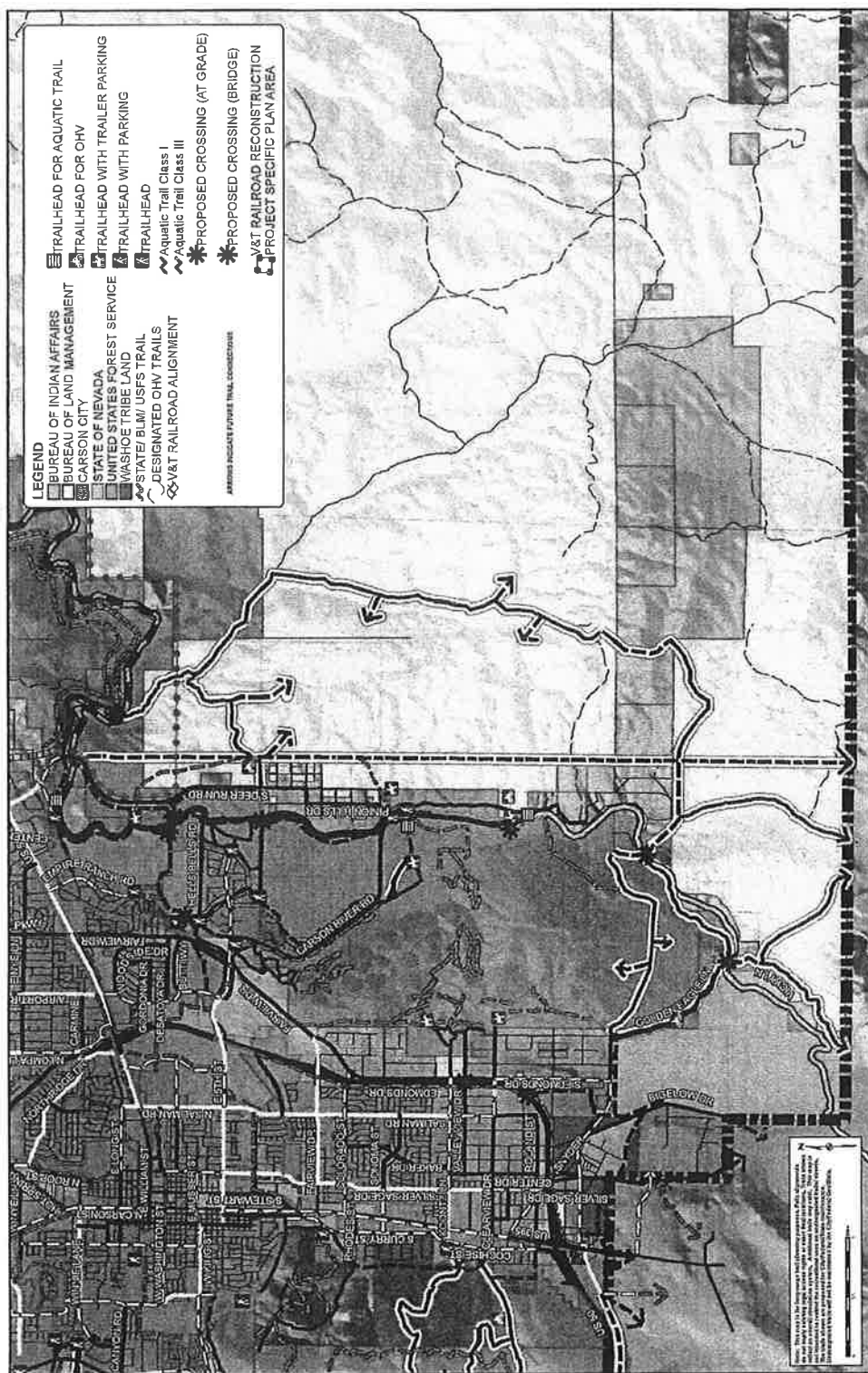
Some communities have had success in providing memorial opportunities to fund individual amenities, such as benches and small garden areas along trails, as well as individual trails. The memorial, usually identified in accordance with Parks & Recreation Department policy, can be for any purpose or limited to specific achievement criteria.

11.3.9 ADOPT-A-TRAIL MATCHING FUNDS

An adopt-a-trail program might provide the opportunity for a volunteer/advocacy group to sponsor a section of a pathway. They could assist in pathway construction or provide pathway maintenance/trash pick-up responsibilities.



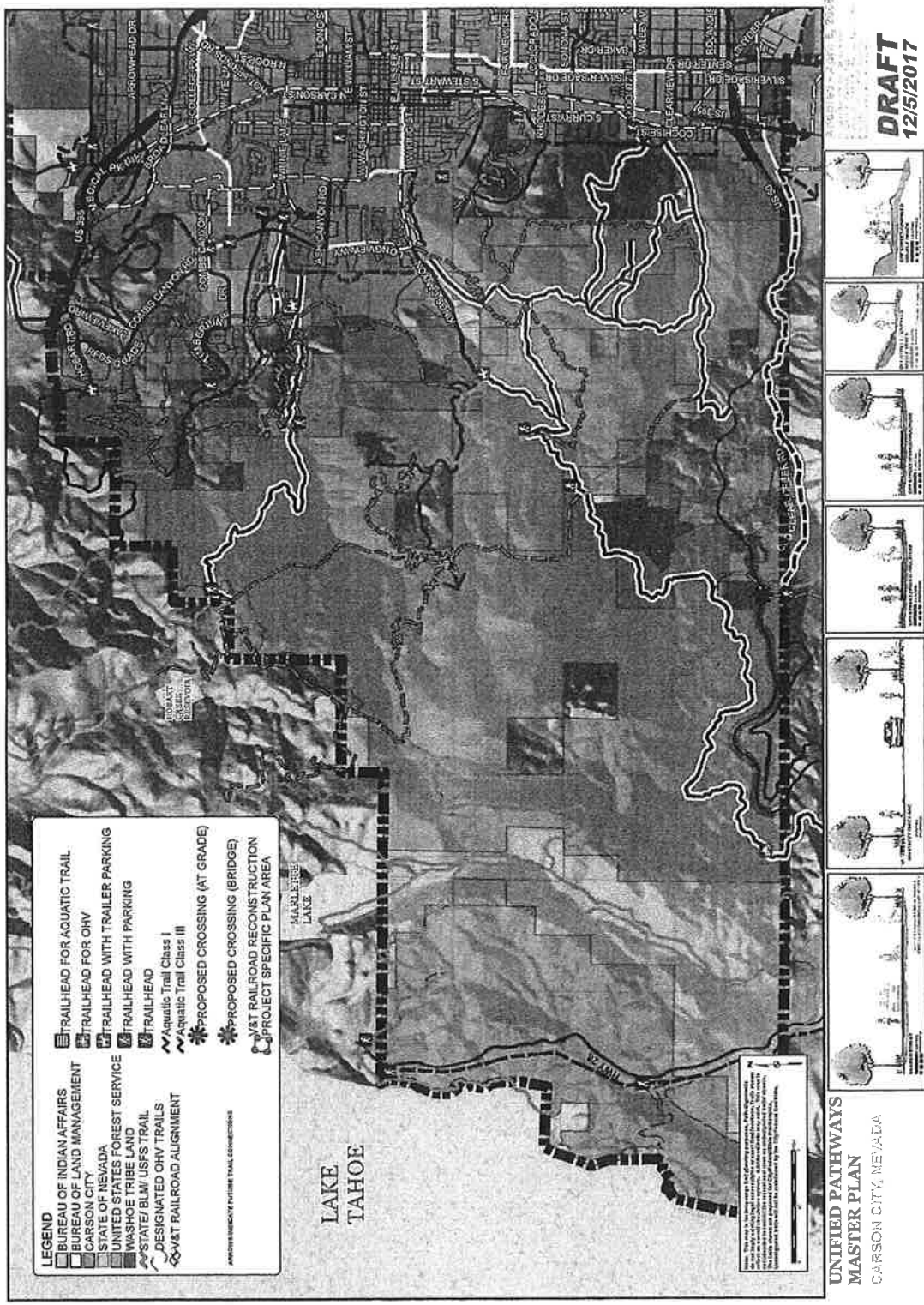




**UNITED PATHWAYS
MASTER PLAN
CARSON CITY, NEVADA**

**DRAFT
12/5/2017**





DRAFT
12/5/2017

**UNIFIED PATHWAYS
MASTER PLAN**
CARSON CITY, NEVADA

APPENDIX 13.2

PUBLIC INPUT COMMENTS

13.2.1 TRAIL WORKSHOP

Trail Issues/Problems

- ⌘ Connectivity
 - North/south corridor
 - West to foothills
 - Schools connected with trails
 - Carson City rim trail with connectivity to Tahoe Rim Trail
 - Trail behind college widened and connect north to south
 - Connect trails to bus routes
- ⌘ Riverview Park
 - Not ADA accessible
 - Consider paving trail
 - Extend trail to river
 - Maintain interpretive signs (vandalism control)
 - Bike lane on East 5th Street needs to connect to Riverview Park
- ⌘ Access
 - Access through developments
 - Access to parks and regional parks
 - Equestrian connection and access
 - Maintain access
 - Trail system through town with access to other trails
 - Keep resources open to public
 - Encourage home owners to allow access behind houses
- ⌘ Trail Etiquette
 - Use conflicts
 - On-going trails committee?
 - Education is key for responsible usage
 - Need place to call for etiquette issues (call agencies that own land)
 - Equestrian responsibility to expose horses to trail users
 - Bells on mountain bikes
- ⌘ Motorized Access
 - Pine Nut Mountain Plan (BLM) is proposing to eliminate motorized use. BLM wants to keep challenging motorized trails
 - Motorcycle access
 - Rock crawling area
 - OHV and equestrians have large economic impacts
 - Pine Nut Trails Association is approved to give classes at the high school
- ⌘ Fire Roads
 - Tie in to public safety (fire access)
 - Fire break trail
 - Develop trails in fire area as part of rehabilitation
 - Use fire clearing as means to create new trails
- ⌘ Trail Alignments
 - Trails with destinations – loop around city
 - Work with surrounding counties
 - Step by step process, address sprawl
 - Work together and with government agencies
 - Urban trails vs. urban interface (hierarchy of trails)
 - Take advantage of city's unique assets

- > West side of town – north/south trail
- > Dirt trail along river
- > Ensure that trail corridors will be preserved
- ❏ Miscellaneous
 - > Balance between paved/unpaved trails
 - > Trail signage
 - > Talk to commissioners
 - > Carson Valley Trails Association (trails ignored by developers)
 - > Involve community in cleanups
 - > Eliminate danger
 - > Continual public input is necessary
 - > Put bike racks at bus stops and on buses

Carson City Trails (urban area)

- ❏ Add urban system sidewalks
- ❏ Identify parks and schools and assess how well the trails serve them
- ❏ Identify appropriate locations for sidewalks based on urban/rural characteristics
- ❏ Split rail fence separation between trail users
- ❏ Require developers to dedicate a portion of each subdivision as open space
- ❏ Dedicated zoning for trails and access and greenways
- ❏ Access from Curry Street to Douglas County
- ❏ Work with Douglas County to develop a north/south route
- ❏ All interchanges should recognize and sign for bicycles
- ❏ Better use of "C" Hill – needs a formalized trail
- ❏ Try to define a better route north and south between Graves Lane and 395
- ❏ Extend path along contours of "C" Hill as part of a "rim" trail
- ❏ Connect the train museum to the V&T Line
- ❏ Improve maintenance on "on system" and "off systems"
- ❏ Local names for individual trails, i.e. V&T Trail
- ❏ Southern end of freeway needs to include a parallel alignment for multi-use trail
- ❏ Linear Park trail develop as a major east-west route
- ❏ Create a fire protection and trail easement (may purchase or tax benefit) behind private property on "C" Hill
- ❏ Goni: There needs to be safe bike access along Goni road.
- ❏ Arrowhead Road: bike lane vanishes at the tightest part of the turn - a biker would get smooshed if they tried to ride there. Make a bike lane along Arrowhead and do something with those roundabouts.
- ❏ Sutro – The road is super narrow, and there are ditches on BOTH sides of the road. Any way to get a walking/bike path on at least one side of the road?
- ❏ Acquire right-of-way for River Trail from Riverview Park to Centennial Recreation area
- ❏ Create pedestrian bridge over Carson River to connect Carson City with BLM area
- ❏ Create pedestrian crossing over/under Highway 50 to create trail to Centennial Park

Western Carson City Trails

- ❏ Improvements to Curry/Cochise to include child-suitable bicycle access (off-street preferred when possible)
- ❏ Contoured greenbelt connecting trails, a north/south trail across the urban/Sierra interface across from Kings Canyon to Lakeview and to Tahoe Rim Trail – Multi-use dirt non-motorized
- ❏ Consider Spooner Summit as access point (future shuttle stop for mass transit)
- ❏ Connect V&T grade trail to Washoe Valley – paved with dirt shoulder

- ☒ Bike lanes from Ormsby Boulevard to continue west on King Street to Long Ranch subdivision
- ☒ Access across Highway 50 east and west
- ☒ Connect from Greenhouse Nursery up canyon to Kings Canyon (see map) Borda Meadow – connect with existing road to dry lake
- ☒ Market a loop trail for tourism – connect to hotels, etc.
- ☒ Abandon dead-end trails where appropriate and develop new, logical trail connections (don't connect existing trails where it doesn't make sense) show trails where you really want them
- ☒ Connect Vicee Trail to Hobart/Lakeview Trail (use existing trails – expand) loop back to Timberline
- ☒ Connection from Vicee Canyon to Ash Canyon, connect to Kings Canyon – improve existing trails
- ☒ Connect through Meason property
- ☒ Connection to Tahoe Rim
- ☒ Spooner Summit maintenance SHFD/sand pit access point for horse parking
- ☒ Connectivity on southern side
- ☒ Parking for horse trailers
- ☒ Mountain bike skills park

Eastern Carson City Trails

- ☒ Prison Hill has no BLM designated trails – either open or closed
- ☒ Bridges across river for trails
- ☒ Paved trail on one side of river and unpaved on the other
- ☒ Washoe Tribe of Nevada/California
 - Lands in valley floor
 - Stewart area (cemeteries and burials)
- ☒ Utilities easements
 - Sierra Pacific (Lee Simpkins)
 - Southwest Gas
 - Paiute Pipeline
 - SBC Nevada phone company
- ☒ Multi-use paved non-motorized trail along freeway corridor from Hwy 50 East to Edmonds Sports Complex and from sports complex to Hwy 50 West / 395
- ☒ Connection from Mexican Dam to Snyder Avenue (dirt, non-motorized)
- ☒ Pedestrian/equestrian crossing of southern portion of freeway to connect southeast Carson to Prison Hill and Carson River
- ☒ Common idea “ring” trail, Multi-use trail around Carson City outside urban area – dirt, non-motorized
- ☒ Keep Prison Hill open to OHV. Maybe even build a track to keep motorcycle riders in the designated area
- ☒ 4x4 trails and rock crawling at Prison Hill and Pine Nut Mountains
- ☒ Check with NDOT about parking
- ☒ Trail “ambassador” program for enforcement
- ☒ Fire road – 12' ideal
 - Wide enough to get something in there (fire/ambulance)
 - Gate it
 - Incorporate into new stuff
 - Trails right behind subdivisions to allow access
 - Turn-arounds
 - Improve existing roads to 4-wheel drive
- ☒ Urban
 - North-south in town
 - Off-road east-west corridor

13.2.2 NEIGHBORHOOD MEETING COMMENTS

Trails

- ☒ More trails and trail connectivity:
 - Longer bike trails
 - Mountain bike
 - Horses
 - Backcountry/non-paved
 - For families
 - For walkers
 - Access Tahoe Rim Trail
 - Along river (adjacent)
- ☒ Prioritize trails
- ☒ Create biker friendly city with stoplights that recognize bikers, less street crossings, and bike lanes
- ☒ Fire area can provide access to back country
- ☒ Pave trails for skaters
- ☒ Trail network with trails throughout city, both in and around residential areas
- ☒ Dirt trail parallel to paved trail
- ☒ Trails from golf courses to vistas (loop)
- ☒ Bike trail on south gateway
- ☒ Underpasses
- ☒ Improve sidewalks
- ☒ Park and school access for kids (trails)
- ☒ Publicize trails map on-line
- ☒ Promote Prison Hill's trails and possible shelter on summit
- ☒ Sign national trails "Pony Express" "American Discovery Trail" and "California/Overland Trail"
- ☒ Need equestrian access over new freeway
- ☒ Equestrian access should have proper design criteria, i.e. height
- ☒ Maintain public access to public lands
- ☒ Develop a "ring" recreation trail around Carson, linking parks
- ☒ Do not remove Mountain Street Trailhead and add trail

Recreation Facilities

- ☒ Year-round swim lessons
- ☒ Individual activities
- ☒ Swimming pool – more public use (afternoons)
- ☒ Challenging activities for kids are needed
- ☒ No one uses playgrounds
- ☒ Enclosed hockey rink
- ☒ New skate park
- ☒ Adult baseball field (Centennial)
- ☒ Disc golf course
- ☒ Basketball facility (covered) (outdoor)
- ☒ Leisure pool needed (Douglas pool)
- ☒ Year-round hockey facility
- ☒ More indoor and outdoor basketball courts
- ☒ More gyms for youth basketball and volleyball
- ☒ Indoor soccer facility
- ☒ Racquetball courts!!

Additional Facilities

- ☒ Expanded concert facility (outdoor) i.e. like Red Rocks

- ☒ Larger fairgrounds with better location – State Fair?
- ☒ Horse facilities – east side of city
- ☒ Stewart facility – explore opportunities with State
- ☒ Retreat center
- ☒ Campgrounds
- ☒ Senior facility for classes (with transportation to site) for large groups
- ☒ Rest stop in town
- ☒ Upgrade Community Center
- ☒ Community garden program that links seniors and youth

Parks

- ☒ Create residential/neighborhood parks with new developments/apartment complexes
- ☒ Charge non-residents fee for park usage
- ☒ Dog parks needed
- ☒ Address dog clean-up
- ☒ Enforce dogs off-leash policies
- ☒ Park in freeway right-of-way (sculptures) “Freedom Park” concept
- ☒ Post regulations
- ☒ Small equestrian parks (horse park)
- ☒ More nature parks with low maintenance (i.e. Riverview Park)
- ☒ Every park should have a restroom
- ☒ Maintain Fuji Park, better access for equestrian use. The arena needs maintenance.
- ☒ Need another multi-purpose park – community park
- ☒ Don’t add more neighborhood parks
- ☒ Patrol Mills Park via carts
- ☒ Mills Park needs renovation including replacing old trees and improving maintenance and cleanliness
- ☒ Keep Edmonds going!
- ☒ More parking on the north end of Edmonds
- ☒ Parks in the northwest part of town
 - Silver Oak, Lakeview, and Arrowhead
 - Natural state, open space (between Lakeview and University Heights)
- ☒ Renovate horseshoe pits at Mills Park

Miscellaneous

- ☒ Greenbelt at Borda Ranch is a good idea
- ☒ Preserve hillsides for open space
- ☒ Lighting needs (preserve night sky)
- ☒ Mitigate freeway impact on residents
- ☒ Girls softball – improve administration
- ☒ Good theater productions
- ☒ Co-op work with Brewery Arts Center
- ☒ Equestrian programs:
 - Horse shows
 - Exercise ring or small riding arena
 - Indoor riding arena
- ☒ Corner of Carson River Road and East of 5th Street
 - Limit off-road vehicles
 - Illegal dumping
- ☒ Concerned about subdividing Bigelow and Koontz – keep at 1+ acre – need to keep property zoned for horses
- ☒ Favorite part of Carson is the PEP

13.2.3 SIDEWALK/BIKEWAY PUBLIC MEETING COMMENTS

ITEMS DISCUSSED:

- ⌘ Introduction to project.
- ⌘ Orth-Rodgers (ORA) is the engineering consultant firm selected for this project.
- ⌘ ORA's responsibility in this project.
- ⌘ Tasks 1-10 were discussed. For further clarification, please see the scope outlined in ORA's proposal.
- ⌘ The public was involved in the pedestrian and bicycle parts of the project. The following items were discussed on the public's "vision" of Carson City, as it relates to bicycles and pedestrians. All comments were provided by the public participants, unless otherwise specified.

Item	Description
1	Continuous sidewalk.
2	Divide between transportation and recreation – setback, etc.
2a	Look at it from a transportation standpoint.
2b	Unified Trail Plan was explained by Jeff Winston.
3	"Carson City is a place where people of all ages and abilities can walk and bike (and all other modes of transportation) in an environment that is safe, comfortable, and convenient as that provided for motor vehicles."
4	Someone can walk to Starbucks from Douglas, if desired.
5	Anyone can ride their bike without risking their life.
6	Equestrian issues.
6a	Definition of "bicycles" by AASHTO
6b	Legal definition of "bicycles" in Nevada Revised Statutes.
6c	A mixed use trail should be constructed to accommodate equestrian use.
6d	Put trails that accommodate equestrian usage where horses are more prominent.
7	A standard is needed for all of these trails. The trails and this project should coordinate.
8	A hike/bike trail along the V&T Railroad is desired.
9	A trail that connects Carson City and Virginia City must be constructed.
10	A mixed-use trail is desired by the community college. This trail would be used heavily. It should then extend to the north to Washoe Valley.
11	Cut off bicycle access to Douglas County. Douglas has its own bike plan. Curry lane extends through Douglas County.
12	Connect interior and exterior spaces (public). Network different kinds of trails (paved and un-paved).
13	Horses are a big issue in this.
14	Carson City should be a nice place to go with a bike. However, the existing trails (equestrian and other) should not be adversely affected with this project. The potential freeway construction should be closely monitored.
15	The funding issue was re-inforced. Cost-benefits should be used to estimate the priorities of future projects.
16	Topsy Lane can get bicyclists from Carson City to Douglas County.
17	Health needs to be a big part of this project.
18	Use equestrian trails as a tourist attraction by providing good access.
18a	The lack of equestrian access can bring the value of properties down.
19	A trail should be tied with historic trails. These include the American Discovery Trail, the Pony Express Trail, and the California Overland Trail. These trail connections could grow in time.
20	Is there funding available for equestrian trails in this Project?

20a	Possibly. Noted by Rich Romer.
21	There should not be a major distinction made between motorized and non-motorized vehicles.
22	All recreational trails are transportation-related. The Virginia City Trail is the only one funded. There should be a definition on what trails are transportation-related.
23	Bicycles should be used as transportation. This includes direct connections to commercial areas, schools, etc.
24	There should be the ability to link all regions; the Capital-to-Capital Trail is an example. The regions around Carson City should be addressed.
25	Accommodate maintenance and cleaning. It seems like trails take a "back seat" to roadways for motorized vehicles. All modes of transportation should be considered.

The following items were discussed on what the public views as "issues" for this project.

Item	Description
1	Transportation and recreation should be separate. Education on how the two differ is desired.
2	Transportation-related trails should have an origin and a destination, not a loop without an origin or destination. Noted by Michael Dulude.
3	The laws of side paths (next to the highway) are an issue. The law states that if a trail is adjacent to a highway, it is required to be a trail.
3a	Expansion joints are difficult to ride a bike over.
3b	This law could be altered or deleted. Smooth side paths are needed.
4	There is a lack of continuity.
5	A safe route to school plan needs to be addressed, specifically as it relates to engineering and education/law enforcement.
6	An inventory should be taken to determine where sidewalk is missing, and where it is needed.
7	Link between land use and pedestrian facilities, especially downtown. A transportation plan and/or land use planning should be used to accomplish this.
8	It is very hard to cross the street, especially downtown, where traffic moves quickly.
9	Educate the public on how to drive when a bicycle or pedestrian is around.
9a	Bicyclists and pedestrians also must adhere to the laws of the road.
10	It seems like things get pushed aside when it comes to trails. Implementation and maintenance are examples of this.
11	The recreation plan and the master plan should be done at the same time, in order to coordinate.
12	There is a statewide survey that provides information on sidewalks, connectivity, trails, etc.
13	Downtown should be decreased to 2 lanes with parking on each side.
14	The I-395 area should be cut off from trails, etc. The old 395/new 395 created an "island" that could be dangerous to pedestrians and bicyclists.
15	The trails should be made more "achievable."

The following items were discussed on what the public views as "policies" for this project.

Item	Description
1	There was a list prepared by the public and provided to CAMPO prior to the meeting.
2	Bicycle policies should be looked at carefully.
3	Coordinate with the recreational plan.

The following items were discussed on the public's ideas for possible funding sources for future projects.

Item	Description
1	There was a 3% increase in taxes in Olympia, WA. Something like this could work locally (the utility tax franchise fee).
2	Projects could be bonded.
3	Health benefits like the Kaiser Foundation could be utilized.
4	Private funding could be used.
5	Tourism money could be used.
6	Question 1 money could be used.
7	Lake Tahoe money could be used.
8	The Open Space Committee could shift the way they do business and build facilities like trails.
9	A prioritized plan should be created in order to achieve efficiency and get more funds.

The following items were discussed on the public's ideas for possible future projects.

Item	Description
1	US 395 Bypass.
2	Capital-to-Capital Trail.
3	Walkable schools.
4	A path along V&T Railroad to Virginia City.
5	Retro-fitting to provide connectivity of sidewalk.
6	Connectivity to Washoe, Douglas, Lake Tahoe.
7	Raised median pedestrian crossings.
8	City-wide traffic calming.
9	Synchronize traffic signals.
10	Non-motorized freeway crossings. Specifically, South Carson, Spooner, Highway 50 E, and the Highway 50/I-395 S area.
11	Prioritization of future projects. This should be done later.

The following items were discussed on what should be included in the next meeting.

Item	Description	Status	Opened	Due	Respond to Issue
1	Maps that show where future projects could go	Open	7/7/05	Next meeting	Rich Romer
2	Any comments or concerns provided by the public between now and the next meeting. Comment sheets were provided to the public.	Open	7/7/05	Next meeting	Rich Romer
Meeting concluded at 9:00 p.m.					

NEXT MEETING

Date to be determined by CAMPO staff, Carson City Staff, and ORA.

ATTACHMENT: Policies provided by the public prior to this meeting

The proceeding minutes are based on ORA's understanding of the above meeting; however, should your recollection differ, please notify us in writing so that corrections can be made.

13.2.4 CARSON RIVER AQUATIC TRAIL PUBLIC INFORMATION MEETING COMMENTS

Santa Maria River Access

- ☒ Access is already available, facilities are not
- ☒ By Spring 2007, river signage should be installed to inform boaters to exit here

River Access above Mexican Dam and below Santa Maria

- ☒ Not recognized as part of this plan
- ☒ Opposition from private landowners and many river hazards
- ☒ In Lyon County, Dayton State Park offers public access but there are many diversion hazards between Santa Maria and the Park.

Boating Rentals

- ☒ Some rentals already available at Sporting Rage in Carson City (Lynn, I know Kevin has lake kayaks, but does he have whitewater kayaks and rafts?)
- ☒ A rental business near the river can offer economic potential and safety education

Great Basin Sports (Pat Fried)

- ☒ Has guided on the East Fork of the Carson River, and can offer boating services here
- ☒ Already gives school presentations on water quality and related water education
- ☒ Already works cooperatively with Paul Pugsley and Dan Kaffer on many programs, including "Kids Don't Float"

Shooting Activities in Carson River Canyon

- ☒ The area is private property, so patrol is difficult
- ☒ When/if there is patrol, radio communication is difficult. Therefore, sheriff's department must send two deputies
- ☒ Class I section had similar problems in past
- ☒ Problems should be mitigated with the V&T Railroad and/or Carson City Open Space property acquisition

Junk Cars

- ☒ Similar to shooting activities, problems should be mitigated with the V&T Railroad and/or Carson City Open Space property acquisition

Residential Neighborhoods and Road

- ☒ Posted speed limit is 25 mph
- ☒ Education on respect of speed limits and related safety

Overnight Camping Along River

- ☒ This is a day-use only facility

Funding Sources

- ☒ \$2.5 million is available from Question 1 to Carson City for property acquisition, environmental and improvement projects, etc.
- ☒ Federal Lands Bill may help with some acquisitions such as Buzzy's Ranch
- ☒ We have money to implement

Reference of Registration and Permitting in Master Plan

- ☒ Users may be requested to register at access areas, which will help track user numbers, etc. Users will not need a permit and there will not be user fees.
- ☒ Clarification that permitting is required for river projects

Rescue and Emergency

- ☒ Interaction with Fire Department for swift water rescue and hasty teams (I know Sheriff Department has a Search and Rescue team. What are their capabilities?)
- ☒ Ensure funding for Fire Department to meet additional needs
- ☒ Additional repeater towers to allow cell phone coverage throughout canyon

Education on River Flows and Safety

- ☒ Install a flow meter on bridges and have a corresponding chart to translate river safety

Liability on Carson City

- ☒ River policy everywhere is "At your own risk"

Miscellaneous

- ☒ I am all for this project and the education "tourism". Advertising it for day use. I can't wait to do this. When can you do this in the year, what months? Work on land trails to combine with this project. Cell phone tower and fire and rescue team.
- ☒ Please consider Repeater Towers for 2-way radios or cell phones service. This allows much better response in the event of an accident. This allows for the public to police the property.
- ☒ Do you have insurance for liability issues? Recommendation to Supervisors prior to developing signage that funding and training be made to the police & fire department developing a hasty team. Ensure this is in the plan and well documented.
- ☒ Kiosk with info and warnings at put-ins.
- ☒ Signage
 - CFS - What is the flow that day
 - Upper limits excerpt
 - Life Vests required (strongly recommended)
 - Holes - How to handle
 - Strainers - How to handle
 - Fall out of boat - How to handle
 - Swim - Upstream Ferry
 - Bike trail along river
 - Homeless structures at beginning of Brunswick Canyon
- ☒ Morgan Mill needs a lot of work to be a take-out at high water. Get the name of the golf course right on the map. It is Empire Ranch (do it right)

13.2.5 ONLINE AND TRAIL WORKSHOP COMMENTS FROM THE EAGLE VALLEY TRAIL COMMITTEE REPORT

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. 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 CHill "service road"/perimeter trail is offensive and an eyesore.-Too much trash/dog poop. ORVtrails 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 unrained 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 bell 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 and 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 Ash, Vicee and Kings canyons trails networks.

⌘ Connect Clear Creek Rd. to Jack's Valley Rd.

**Engineering Division
Planning Commission Report
File Number MPA-18-004**

TO: Hope Sullivan – Planning Commission
FROM: Stephen Pottéy – Development Engineering Division
DATE: February 7, 2018 **MEETING DATE:** February 28, 2018

SUBJECT TITLE:
Action to consider a change in Unified Pathways Master Plan.

RECOMMENDATION:
The Engineering Division has no preference or objection to the Master Plan change, and offers no conditions of approval.

DISCUSSION:
The Engineering Division has reviewed the request within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.070 Master Plan.

CCMC 18.02.070 (10a&e) – Consistency with Present Elements of the Master Plan

The master plan amendment is not in conflict with the intent of master plan elements for water, sewer, transportation, or storm water.

CCMC 18.02.070 (10b-d) – Consistency with Master Plan, Compatible Land Use, Response to Changed Conditions, Desired Pattern of Growth

Development Engineering has no comment on these findings.

FEB 09 2018

Carson City Planning Division
108 E. Proctor Street • Carson City NV 89701
Phone: (775) 887-2180 • E-mail: planning@carson.org

FOR OFFICE USE ONLY:

CCMC 18.02.070

CARSON CITY
PLANNING DIVISION

FILE # MPA - 18 - 18 - 004

APPLICANT	PHONE #
Parks, Recreation and Open Space 775-887-2262	
MAILING ADDRESS, CITY, STATE, ZIP	
3303 Butti Way, Building 9, Carson City, NV 89701	
EMAIL ADDRESS	
JBudge@carson.org	
PROPERTY OWNER	PHONE #
N/A	
MAILING ADDRESS, CITY, STATE, ZIP	
EMAIL ADDRESS	
APPLICANT AGENT/REPRESENTATIVE	
PHONE #	
Gregg Berggren 775-283-7219	
MAILING ADDRESS, CITY, STATE, ZIP	
3303 Butti Way, Building 9, Carson City, NV 89701	
EMAIL ADDRESS	
gberggren@carson.org	

MASTER PLAN AMENDMENT

FEE*: \$3,050.00 + noticing fee
***Due after application is deemed complete by staff**

SUBMITTAL PACKET – 4 Complete Packets (1 Unbound Original and 3 copies) including:

- Application Form
- Written Project Description
- Site Plan
- Master Plan Amendment Findings
- Applicant's Acknowledgment Statement
- Master Plan Policy Checklist
- Documentation of Taxes Paid-to-Date
- Project Impact Reports (Engineering)

CD or USB DRIVE with complete application in PDF

Application Reviewed and Received By:

Submittal Deadline: See attached Planning Commission application submittal schedule. Master Plan Amendment applications are only accepted four times per year and must be submitted by the January, April, July and October deadline dates.

Note: Submittals must be of sufficient clarity and detail for all departments to adequately review the request. Additional information may be required.

Project's Assessor Parcel Number(s):	Street Address	
N/A	N/A	
Project's Master Plan Designation	Project's Current Zoning	Nearest Major Cross Street(s)
N/A	N/A	N/A

Briefly describe your proposed project and the amendment to the master plan that is being requested. In addition to the brief description below, provide additional pages to show a more detailed overview of your project and proposal.

Amendment to the Unified Pathways Master Plan (UPMP) incorporating non-motorized single-track trail system additions.

PROPERTY OWNER'S AFFIDAVIT

I, N/A, being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of, and I agree to, the filing of this application.

N/A
 Signature Address Date

Use additional page(s) if necessary for other names.

STATE OF NEVADA)
 COUNTY)

On _____, 20____, _____, personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

 Notary Public

NOTE: If your project is located within the Historic District or airport area, it may need to be scheduled before the Historic Resources Commission or the Airport Authority in addition to being scheduled for review by the Planning Commission. Planning staff can help you make this determination.

SITE PLAN CHECKLIST AND PROJECT IMPACT REPORTS

The site plan shall be drawn on quality paper (minimum size of 8.5 inches by 11 inches) at an appropriate scale or dimension to depict the parcel. Any site plan larger than 8.5 inches by 11 inches must be folded. The site plan shall include the following information:

1. Show a north point arrow and site plan scale. A bar scale is preferred because when the drawings are reduced, it will still show an accurate scale. A bar scale could appear like this for a project that has a scale of one inch equals twenty feet on the original site plan:



2. Vicinity map must be shown on the site plan. This is a map, not to scale, that you would provide a visitor unfamiliar with the area as directions to get to your property. It will show adjacent streets.
3. Title block in lower right-hand corner including:
 - (a) Applicant's name, mailing address, and daytime phone number (including area code).
 - (b) The name, mailing address, and daytime phone number of the person preparing the site plan, if different from applicant.
 - (c) The name, mailing address, and daytime phone number of the record owner of the subject property, if different from applicant.
 - (d) Assessor Parcel Number(s) (APN) and address (location, if no address) of the subject property.
 - (e) Project title and permit request. (Example: Master Plan Amendment).
4. Property lines of the subject property with dimensions indicated.
5. Show the existing and proposed Master Plan land use designations of the subject property and the adjoining parcels.
6. Show the existing and proposed Zoning Districts of the subject property and the adjoining parcels.
7. Show the Assessor Parcel Number(s) of the subject property and adjoining parcels.
8. PROJECT IMPACT REPORTS – Provide documentation regarding project impacts related to traffic, drainage, water, and sewer, including supportive calculations and/or reports per the Carson City Development Standards Divisions 12, 14 and 15. Contact Development Engineering to determine if these are necessary for your project at (775) 887-2300.

MASTER PLAN AMENDMENT APPLICATION FINDINGS

State law requires that the Planning Commission consider and support the statements below with facts in the record. These are called "FINDINGS". Since staff's recommendation is based on the adequacy of your findings, you need to complete and attach the required findings with as much detail as possible to ensure that there is adequate information supporting your amendment request.

THE FINDINGS BELOW ARE PROVIDED IN THE EXACT LANGUAGE FOUND IN THE CARSON CITY MUNICIPAL CODE (CCMC), FOLLOWED BY EXPLANATIONS TO GUIDE YOU IN YOUR RESPONSE. ON A SEPARATE SHEET TO BE INCLUDED WITH YOUR COMPLETE APPLICATION, LIST EACH FINDING AND PROVIDE A RESPONSE IN YOUR OWN WORDS. ANSWER THE QUESTIONS AS COMPLETELY AS POSSIBLE TO PROVIDE THE PLANNING COMMISSION WITH THE DETAILS NECESSARY TO CONSIDER YOUR REQUEST.

CCMC 18.02.070(10) COMMISSION FINDINGS. When forwarding its decision to the Board for adoption of the amendment, the Commission shall, at a minimum, make the following findings of fact:

- a. Consistency with Master Plan. The proposed amendment is in substantial compliance with the goals, policies and action programs of the Master Plan.**

Explanation: Please review the Goals and Policies listed in the Master Plan Policy Checklist at the back of this packet. Choose as many of the Goals and their accompanying Policies that you can find to support your request for a Master Plan Amendment. After listing each one, state in your own words how your request meets each listed Goal and Policy. For additional guidance, please refer to the Carson City Master Plan document on our website at www.carson.org/planning or you may contact the Planning Division to review the document in our office or request a copy.

- b. Compatible Land Uses. The proposed amendment will provide for land uses compatible with existing adjacent land uses, and will not adversely impact the public health, safety or welfare.**

Explanation: Describe the existing land uses and Master Plan land use designations of the adjacent properties. How will the proposed amendment be compatible with these uses? Explain how the approval of this amendment will not have an adverse impact on the public health, safety or welfare.

- c. Response to Change Conditions. The proposed amendment addresses changed conditions that have occurred since the plan was adopted by the Board and the requested amendment represents a more desirable utilization of land.**

Explanation: Has there been a change in conditions in the area of your property since the Master Plan was adopted by the Board? How will the proposed amendment to the Master Plan address a more desirable utilization of the land as a result of this change in conditions?

- d. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the City and guides development of the City based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.**

Explanation: Explain how your proposed amendment to the Master Plan will promote the desired pattern for orderly physical growth in the City. How will it allow for the efficient expenditure of funds for public services? Explain how the amendment will provide for the least amount of natural resource impairment.

INCLUDE THE FOLLOWING SIGNED ACKNOWLEDGMENT AT THE CONCLUSION OF YOUR FINDINGS:

ACKNOWLEDGMENT OF APPLICANT

I certify that the foregoing statements are true and correct to the best of my knowledge and belief.

See attachment		
Signature of Applicant	Print Name	Date

Master Plan Policy Checklist

Master Plan and Zoning Map Amendments

PURPOSE

The purpose of a development checklist is to provide a list of questions that address whether a development proposal is in conformance with the goals and objectives of the 2006 Carson City Master Plan that are related to Master Plan Map Amendments and Zoning Map Amendments. This checklist is designed for developers, staff, and decision-makers and is intended to be used as a guide only.

Development Name: N/A

Reviewed By: _____

Date of Review: _____

DEVELOPMENT CHECKLIST

The following five themes are those themes that appear in the Carson City Master Plan and which reflect the community's vision at a broad policy level. Each theme looks at how a proposed Master Plan or Zoning Map Amendment can help achieve the goals of the Carson City Master Plan. A check mark indicates that the proposed amendment meets the applicable Master Plan policy. The Policy Number is indicated at the end of each policy statement summary. Refer to the Comprehensive Master Plan for complete policy language.

CHAPTER 3: A BALANCED LAND USE PATTERN



The Carson City Master Plan seeks to establish a balance of land uses within the community by providing employment opportunities, a diverse choice of housing, recreational opportunities, and retail services.

Is or does the proposed amendment:

- ☐ Discourage growth outside areas planned to be served by community water and wastewater facilities as identified in the Water and Wastewater Master Plans (1.1b)?
- ☐ Promote infill and redevelopment in an identified priority area (1.2a)?
- ☐ At adjacent county boundaries, minimize potential land use conflicts with adjacent properties (1.5a)?

- ☒ Adjacent to State or Federal lands, ensure compatibility with planned adjacent uses and access (1.5b)
- ☐ Located to be adequately served by city services including fire and sheriff services, and coordinated with the School District to ensure the adequate provision of schools (1.5d)?
- ☐ Promote a citywide range of mixed-use, residential, commercial and employment uses at a variety of scales and intensities (2.1a)?
- ☐ In identified Mixed-Use areas, promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts)?
- ☐ Discourage rezoning of properties that create "friction zones" between adjacent land uses, particularly industrial and residential uses (2.1d)?
- ☐ Encourage development outside the primary floodplain and away from geologic hazard areas (3.3d, e)?
- ☐ Provide for zoning consistent with the Land Use designation (Land Use table descriptions)?
- ☐ Meet the location criteria for the applicable Land Use designation (Land Use descriptions)?
- ☐ If located within an identified Specific Plan Area (SPA), meet the applicable policies of that SPA (Land Use Map, Chapter 8)?

CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES



The Carson City Master Plan seeks to continue providing a diverse range of park and recreational opportunities to include facilities and programming for all ages and varying interests to serve both existing and future neighborhoods.

Is or does the proposed amendment:

- ☒ Provide opportunities to expand parks and recreation opportunities (4.2a)?
- ☒ Consistent with the Open Space Master Plan and Carson River Master Plan (4.3a)?

CHAPTER 5: ECONOMIC VITALITY



The Carson City Master Plan seeks to maintain its strong diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base, include a broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to a successful community.

Is or does the proposed amendment:

- ☐ Help maintain and enhance the primary job base (5.1)?

- ☐ Encourage a citywide housing mix consistent with the labor force and non-labor force populations (5.1j)
- ☐ Encourage the development of regional retail centers (5.2a)
- ☐ Encourage reuse or redevelopment of underused retail spaces (5.2b)?
- ☐ Support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol (5.4a)?
- ☐ Promote revitalization of the Downtown core (5.6a)?
- ☐ Encourage the incorporation of additional housing in and around the Downtown (5.6c)?

CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS



The Carson City Master Plan seeks to promote safe, attractive and diverse neighborhoods, compact mixed-use activity centers, and a vibrant, pedestrian-friendly Downtown.

Is or does the proposed amendment:

- ☐ Promote compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?
- ☐ If located in an identified Mixed-Use Activity Center or m area, provide for the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?
- ☐ Encourage an appropriate mix of housing models and densities based upon the location, size and surrounding neighborhood context (9.1a)?
- ☐ Discourage "spot" rezoning of parcels within established rural neighborhoods that have not been identified as higher density on the Land Use Map or that are not contiguous with lots zoned for a comparable density (9.4b)?

CHAPTER 7: A CONNECTED CITY



The Carson City Master Plan seeks promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

Is or does the proposed amendment:

- ☐ Promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density) along major travel corridors to facilitate future transit (11.2b)?
- ☐ Promote enhanced roadway connections and networks consistent with the Transportation Master Plan (11.2c)?
- ☒ Provide for appropriate pathways through the development and to surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan and the proposed use and density (12.1a, c)?



Master Plan and Zoning Map Amendment Development Checklist

Proposed amendment to the Unified Pathways Master Plan

The Carson City Parks, Recreation and Open Space Department propose the following amendments to the Unified Pathways Master Plan (UPMP):

- Chapter 9: Addition of a Trail Difficulty Rating System is an added bullet point to 9.2.1.
- Chapter 11: Addition of subsection 11.1.5 for specific non-motorized single-track opportunities. For context, a brief history of the Eagle Valley Trail Committee (EVTC) and reference to the “Community Trail Inventory, Review, Evaluation and User Needs Assessment Report” is included. Opportunities are prioritized as Tier 1 and Tier 2 as recommended by the EVTC and based on their scoring criteria which included consideration of public input.
- Chapter 11: Amendment of 11.2.5 to explain that volunteers, organizations, and groups are a critical component to plan implementation.
- Chapter 11: Deletion of the second 11.2.6 which references the Tahoe Rim Trail Association and is made redundant with the amendment to 11.2.5.
- Chapter 11: Addition of 11.2.10 to explain the importance of partnering with adjacent counties.
- Chapter 12: Revised map to show the new “desire” trail locations, which are indicated with orange lines. Land ownership was also updated.
- Appendix: Addition of 13.2.5, public comments from the trail workshops and online survey conducted by the EVTC, and are copied directly from the EVTC Report.
- City staff will also address a few administrative changes within the Table of Contents, Chapters 9 and 11, and the Appendix.

A copy of the revised chapters is attached, and the specific changes are indicated in italic and underlined.

PROPOSAL QUESTIONNAIRE

a) Consistency with Master Plan.

Balanced Land Use Pattern (1.5b) – By indicating desired locations of non-motorized trails and trailheads this amendment helps to ensure access to both State and Federal lands for recreational purposes.

Equitable Distribution of Recreational Opportunities (4.2a) – The proposed amendment directly expands recreational opportunities by identifying desirable locations throughout rural Carson City for non-motorized single-track trails that will be used by both residents and visitors for hiking, trail running, mountain bike riding, horseback riding, enjoying nature, etc.

Equitable Distribution of Recreational Opportunities (4.3a) – The proposed amendment is consistent with the Open Space Master Plan and Carson River Master Plan, both of which allow non-motorized trails for recreational access to these areas.

Connected City (12.1a, c) – The proposed amendment substantially supports the goals of the Unified Pathways Master Plan by identifying additional recreational opportunities and suggesting linkages between various public lands, parks, and neighborhoods.

b) Compatible Land Uses.

The proposed amendment identifies desirable locations for non-motorized single-track trails throughout Carson City's wildland-urban interface. Trails indicated on public land are consistent with current land uses. For trails indicated on private land the UPMP does not imply existing legal access rights or exact final locations.

c) Response to Change Conditions.

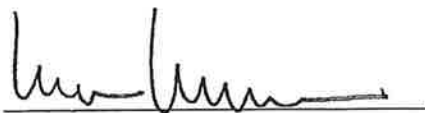
The Unified Pathways Master Plan, last updated in March, 2007, addressed the importance and need for a variety of non-motorized pathways throughout Carson City, but it did not substantially address single-track trails. In recent years the demand by residents for these types of trails has increased significantly. Additionally, the Carson City Culture and Tourism Authority (CTA) recognizes the economic value of these types of trails with regard to tourism. For example, in the last two years the Epic-sponsored Carson City Off-Road mountain bike race has been a very successful event in Carson City. The proposed amendment specifically addresses non-motorized single-track trails for a variety of recreational uses.

d) Desired Pattern of Growth.

The proposed amendment will help to ensure that access to our scenic public lands is retained as Carson City grows. Additionally, this amendment will help to guide development of recreational opportunities for an increasing population. Simultaneously, Carson City's watershed and other natural resources are protected by encouraging the use of well-designed and sustainably-built trails rather than user-built 'social' trails.

ACKNOWLEDGEMENT OF APPLICANT

I certify that the forgoing statements are true and correct to the best of my knowledge and belief.



Signature of Applicant

Nick Marano

Print Name

1/16/18

Date

9.1 PROPOSED TRAIL COMPONENTS

There are many more actual trails than shown on the UPMP. The trail alignments shown are intended to represent the primary 'framework,' or major structure of Carson City's trail system. It is intended to serve as the guiding document for the expansion of Carson City's trail system and will be incorporated into the City's overall Master Plan.

For trails on land on which the City does not have jurisdiction (federal, state, Washoe Tribe, Bureau of Indian Affairs (B.I.A.) or adjacent counties), the Plan is intended to reflect proposals or wishes of the City with regard to 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 alignment are the purview of the respective agencies. The City encourages these agencies to consider the designations on the UPMP as input to the decision-making process of each agency. The City stands ready to provide planning and coordinating efforts with these agencies and to cooperate in resolving inconsistencies and in making adjustments to the UPMP that are beneficial to the overall system.

The proposed trail system reflects the general desires of Carson City residents as well as the future recreation and transportation needs of the City. Comments from residents were incorporated into the UPMP as were comments from City staff.

In general, trail alignments were chosen based on the following criteria:

9.1.1 CONNECTING EXISTING TRAIL CORRIDORS

Carson City currently has a number of existing trails. However, these trails are disconnected and do not provide a comprehensive trail system. Many trail alignments are proposed to connect existing trail segments together.

9.1.2 LINKS TO DESTINATIONS

From the public workshops and public meetings, it became evident that Carson City residents desire a trail system that offers linkages to existing destinations. Currently, parks, trails, shopping areas, neighborhoods, and the open lands surrounding Carson City are not accessible from many areas of the City. Many proposed trail corridors create linkages to the City's major destinations from each of the City's neighborhoods.

9.1.3 UPGRADE EXISTING TRAIL CORRIDORS

While Carson City has a number of existing trails, some of the trails must be upgraded to expand their usage. In some cases, this plan proposes enhancing parts of Carson City's trail system by paving existing off-street trails or adding off-street paths to replace existing on-street bike lanes. By upgrading portions of the Carson City trail system, it is hoped that these pathways will become accessible to a greater variety of user groups.

9.1.4 EXISTING RIGHT-OF-WAY

Many of the trail types chosen in this plan reflect existing road right-of-ways. Therefore, in certain portions of the city, trail types may have been restricted to shared street or on-street bicycle lanes due to space limitations. Where existing rights-of-way were wide enough to accommodate off-street trails, paved paths have been recommended.

9.1.5 AVAILABILITY OF RIGHT-OF-WAY

Many of the trail types chosen in this plan reflect existing road right-of-ways. Therefore, in certain portions of the city, trail types may have been restricted to shared street or on-street bicycle lanes due to space limitations. Where existing rights-of-way were wide enough to accommodate off-street trails, paved paths have been recommended.

9.1.6 RESPECTING PRIVATE PROPERTY

Where possible, trail alignments were chosen to be located on federal, state, or City lands to avoid private property or Washoe Tribe lands (Bureau of Indian Affairs (B.I.A.)). The trails proposed in the UPMP take advantage of existing utilities easements; City owned land; and land owned by the BLM, USFS, or the State of Nevada. In some areas, trails do cross through privately owned land. In most cases, the alignments shown are intended to be "desire lines" (flexible) to make crucial linkages in the City's trail system.

For trails on City or private land, the UPMP represents the trails over which the City does (existing trails) or would (proposed trails) intend to provide management responsibility. However, trail alignments shown on the plan do not imply existing legal access rights.

9.1.6 HISTORIC AND NATIONAL TRAILS

There are known routes for (and in some cases actual remnants of) a number of historic trails that once crossed the Carson City area. There are also several significant national and regional trails in the vicinity of Carson City. These trails are indicated on maps in Appendix 13.5 and include:

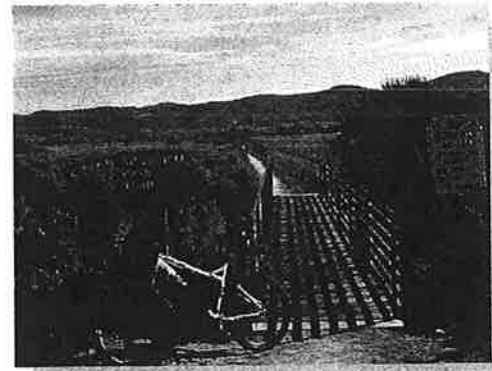
- the Pony Express Trail
- the California / Overland Trail (including Carson Pass and the Johnson cutoff)
- the American Discovery Trail, located to the north of the City,
- the original V&T Railroad now converted to a trail along the western foothills
- the Tahoe Rim Trail
- Kings Canyon Road (The Lincoln Highway)

9.1.7 THE INNER AND OUTER LOOP TRAILS

The inner loop trail travels within Carson City's perimeter. This trail links a number of destinations and can be used for recreational purposes as well as by commuters. The outer loop trail encircles the City an extensive off-road trail circuit



A recreation access to the Pine Nut Mountains, open to OHV's.



Access to Riverview Park and off-limits to OHV's.



Access to Silver Saddle Ranch, which future trail development will make it more accessible to equestrian users.

through the foothills of Carson City. Not only will this challenging trail serve existing Carson City residents, but it can also serve as a tourist attraction, drawing a number of visitors.

9.1.9 OHV AREAS

OHV use is designated for a number of double track trails and several general areas. The areas designated for general OHV use reflect existing use areas in the northeast and southeastern portion of the City—in the Pine Nut Mountain area and the south end of Prison Hill. OHV-designated trails include routes to and between these general OHV use areas, as well as fire roads and other double track trails that are currently used by OHV's.

It is acknowledged that there are other trails, especially single track, that may be currently used by OHVs but are not so designated on the UPMP. The detailed documentation of all trails in the Eagle Valley, and the types of use they experience, is beyond the scope of this Master Plan. It is recommended that detailed trail/use mapping be completed as an early implementation action of the UPMP, followed by a more detailed analysis of OHV needs, opportunities, and compatibilities. This effort should be coordinated with an update of the BLM's Pine Nut Mountain area management plan.

9.1.10 EQUESTRIAN TRAILS

Horses may be ridden legally on any street in Carson City, unless otherwise posted. In the UPMP, horses are also shown as allowed uses on the multi-use trails (soft surface portion) and off-street unpaved trails.

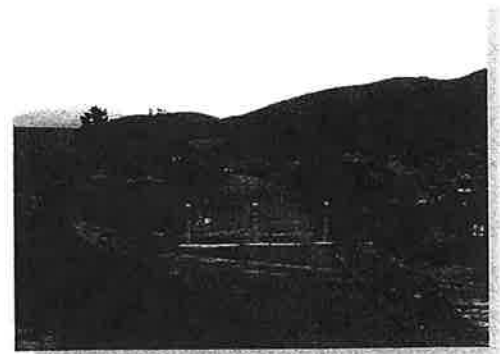
In addition, there are areas of the city that have concentrations of horse properties, and areas in and around Carson City (e.g. southeast quadrant, Prison Hill area) that have traditionally been destinations for equestrian use. For this reason, it is recommended that equestrian signs be installed in these areas to alert automobiles and other types of trail users of the potential for higher-than-usual equestrian use.

9.2 TRAIL AMENITIES

9.2.1 SIGNAGE

Signs add to the enjoyment, convenience, and safety of pathway users. To increase comprehension, it is recommended that the City develop standard types of signs for the pathway system. It may be desirable to develop a theme or logo that can be used on all of the signs along the trail to promote the identity of the pathway. Pathway signs should be created to perform some or all of the following functions:

- ❧ **Direction:** On-street signs to direct people to trail access points. The design of these signs should be coordinated with the City's transportation department. On-street signs generally must conform to the Manual of Uniform Traffic Control Devices and therefore may need to differ in size and style from trailside signs. • **Trailhead:** Identify trail access points and parking areas.



An example of where signage would be helpful to inform users about the purpose of the bollards.

Information: These may include a map with a "you are here" type of orientation and provide information about the trail, places it accesses, trail rules, and seasonal closures. They may also acknowledge groups and individuals that contributed to the funding, maintenance, or construction of the trail.

Guideposts: Small trail markers used to mark points of interest and distances. Guideposts can also be used to provide locational information for emergency response.

Regulatory: On paved trails, small, trail-sized versions of traffic signs (stop, yield, curves, slow, dismount, etc.) may be warranted to alert pathway users to unexpected conditions.

Mile Markers: Identify distances on trails. May be used to deter people from manually marking mileage on trails.

Trail Difficulty Rating: Adoption of a trail difficulty rating system can help trail users make informed decisions, encourage visitors to use trails that match their skill level, manage risk and minimize injuries, improve the outdoor experience for a wide variety of visitors, and aid in the planning of trails and trail systems. A recommended system is one developed by the International Mountain Bicycling Association (IMBA). Their system is widely used and recognized throughout the world and is very easy to understand. It can be found at: www.imba.com.



Trail signage that evidences incompatible uses too close together.

Trail Difficulty Rating System

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

The other trail agencies have their own requirements and limitations for signage. The City will need to work with all of them to develop a consistent system.

9.2.2 TRAIL NAMING SYSTEM

A trail naming system is proposed to differentiate Carson City's numerous trails. The naming/numbering system will be used to designate major trail alignments that traverse the City. Trail names do not take into account trail types and many different trail types may be incorporated into a single trail route. In general, trails that run from north to south should be given an odd number while trails that run from east to west should be given an even number. Some trail names were chosen based on roadways that parallel the trail alignment such as 395 and 50.

9.2.3 TRAILHEADS

The plan designates three types of trail heads: trailheads with parking, trailheads with equestrian trailer parking, and non-parking access points. Trailheads that offer parking are typically located outside of the urban area near trails that are heavily utilized. The amount of parking offered at these trailheads is dependent on trail usage and space availability. Parking may consist of on-street parking or a small parking lot.

Trailheads with equestrian trailer parking are proposed in areas where there are a number of equestrian trails. Parking at these trailheads consists of a small parking lot that is large enough to accommodate the parking and maneuvering of horse trailers.

Non-parking access points are typically located in neighborhood areas. Since these trailheads are located in residential areas, they do not provide parking.

- ❧ **Rules and Regulations:** Rules and regulations should be located at all trailheads. The regulations should include trail etiquette, trash pickup, animal waste clean up, warnings about potential safety hazards, and which uses are permitted in the area.
- ❧ **Trash Cans:** By providing a number of conveniently located trash cans, the amount of litter along Carson City's pathways can be greatly decreased. Trash cans should be located at all City-maintained trailheads. They should also be placed along the heavily used pathways located within the City's urban area.
- ❧ **Dog Waste Disposal Stations:** One of the most effective ways to decrease the amount of dog waste along pathways is by providing dog waste stations. On pathways where dogs are allowed, dog waste stations should be provided at all trailheads. They should also be provided along pathways located within the City's urban area.
- ❧ **Shade Structures with Benches:** Shade structures offer relief from the summer sun and shelter from inclement weather. Where possible, shade structures should be located at the trailheads of heavily utilized trails. The City may also wish to consider placing smaller shade structures along some of its heavily utilized urban pathways.
- ❧ **Lighting:** In areas likely to receive use at night, pathway lighting helps users avoid conflicts at intersections and allows users to better observe trail direction, surface conditions, and obstacles. Lighting can also increase the sense of security along a pathway. Lighting use may vary from no lighting on rural soft surface trails to full coverage lighting in promenade areas.
- ❧ **Restrooms:** A number of Carson City's trails are located in the outskirts of the City, away from restroom facilities. The City should do a demonstration project to test the level of use and service costs of temporary restrooms at the trailheads of its heavily used trails.

9.3 OFF-STREET TRAILS POLICIES

1. Off-street trails shall be designed for multiple uses unless constrained by available land (steepness, ROW width), incompatible adjacent land uses, the comfort and safety of users, or environmental considerations dictate restricted uses. OHV usage shall be on designated trails only.
2. In creating recreational trails, off-street paths are strongly preferred over on-street bike lanes.
3. The City supports the continued designation and use of areas for specific forms of non-automobile usage. An example is the portion of Prison Hill designated for non-motorized use.
4. Horses are allowed on all streets in Carson City. However, in some areas of the City with significant horse ownership, equestrian routes may be signed to alert drivers and other users.
5. The trailhead symbols on the UPMP are inclusive of those below. That is, OHV trail heads include equestrians and other trail users. Equestrian trailheads exclude OHV use, but include parking for hikers, bikes, etc. Pedestrian trail heads exclude OHV and equestrian use. Walk-to trail heads exclude any kind of vehicle parking.
6. In order to impact the least amount of private property possible, off-street trails should generally be aligned along property lines or in locations compatible with existing or proposed land uses, so long as the intent of the pathways system is accomplished.
7. Carson City may periodically close trails for rehabilitation of trails, sensitive lands, and watersheds.

II

IMPLEMENTATION

Due to its limited resources, it is important for the City to carefully manage all existing and potential resources for the development and maintenance of pathways. The following section addresses priorities, partnerships and potential funding sources.

II.1 PRIORITIES

II.1.1 PRIORITY 1: INCREASING PATHWAY CONNECTIVITY—COMPLETING THE MISSING LINKS

The overarching goal of the UPMP is to link Carson City's neighborhoods to destinations such as schools, employment centers, shopping, parks, and surrounding open space. Therefore, the first priority of this plan is to provide the means for everyone in Carson City to access major destinations. This plan recommends that the City focus its efforts on constructing in-town linkages and linkages from existing neighborhoods to recreation areas located outside of the City's developed areas. Pathways leading to Mills Park and the Carson City High School should be given a high priority, as should pathways connecting from the central core area to WNCC.

Within this overall priority are seven specific objectives for implementation by 2015:

First Tier Connectivity Projects

1. Completion of the V&T trail north to the Carson-Tahoe Regional Healthcare facility with continuation to Lakeview Drive. This trail segment will provide an almost continuous north/south trail on the west side of Eagle Valley.
2. Connecting a trail from the Moffat Open Space Property north to the Carson River. This segment will provide a significant north/south trail on the east side of the Eagle Valley from Silver Saddle Ranch to the Empire Ranch Golf Course.
3. Develop an east/west connection from the Carson River to the Downtown and Kings Canyon.

A recommended east-west connection follows the route of E. 5th Street from Carson Street to its eastern terminus at Marsh Road. Carson River Road and the Mexican Ditch Trail provide access to the Carson River and Deer Run Road on the east side of the Carson River. Bike lanes already exist on E. 5th Street from Nevada Street to Saliman Road. Bike lanes are proposed from Saliman Road to its eastern terminus at Marsh Road. Generally, sidewalks exist from Carson Street to Saliman Road and from Carson River Road to Marsh Road, but do not exist between Saliman Road and Carson River Road.

E. 5th Street/King Street/Kings Canyon Road: Kings Canyon Road from Ormsby Boulevard to the west end is designated as a bike route, but not currently signed. King Street from Ormsby Boulevard to Nevada Street has existing bicycle lanes. Nevada Street from King Street to 5th Street is a designated bicycle route, but not currently signed. East 5th Street from Nevada Street to Saliman Road has existing bicycle lanes and sidewalks. East 5th Street from Saliman Road to Carson River Road has no sidewalk or bicycle facilities. Sidewalks exist from Carson River Road to Marsh Road on East 5th Street. Bicycle lanes are proposed on East 5th Street from Saliman Road to Marsh Road.

4. Access to the north and east side of the Carson River can also be developed along the Deer Run Road alignment to Williams Street (US 50). A multi-use path generally exists along Williams Street (US 50) from Deer Run Road to Roop Street, except for the section from Saliman Road to Lompa Lane. A proposed trail along Washington Street will provide access to the Downtown area. Generally, sidewalks exist along Roop Street.

5. Extend the Linear Park Path from Governors Field west to US 395 (Carson Street) and north to the new capital complex.
6. In the future, develop a multi-use path adjacent to the south portion of the Carson City Freeway. With the existing multi-use path along the northern portion of the Freeway, this segment will provide a critical north/south connection through the center of Eagle Valley.
7. In the future, develop a crossing of Carson City Freeway, near Valley View Drive and Edmonds Drive, for non-automobile use. The Freeway will block a number of traditional routes to recreation and open space areas from the neighborhoods of south Carson City. These projects will maintain historic access corresponding to the routes of the California and Overland Trail and the Pony Express Trail.

Second Tier Connectivity Projects

Linkages to WNCC can be provided by the development of pedestrian and/or bicycle facilities on access routes to the campus. These pedestrian and/or bicycle facilities are in place on some of the access routes. Bicycle lanes exist on College Parkway from Lompa Lane to the campus. Generally, there are sidewalks on College Parkway from Lompa Lane to the campus. On the western side of the campus there is a shared-use path from the intersection of Ash Canyon Road and Longview Way south of the campus to the intersection of Murphy Drive and Van Patten Avenue north of the campus. A link between this shared-use path and the campus needs to be developed. Other access routes to WNCC are as follows:

- Bicycle route on Combs Canyon Road from Numaga Pass Road to Ormsby Boulevard, but no signs present
- Bicycle route on Ash Canyon Road from Ormsby Boulevard to Longview Way, but no signs present
- Bicycle route on Kings Canyon Road from Longview Way to Ormsby Boulevard, but no signs present
- Existing bicycle lanes on King Street from Ormsby Boulevard to Nevada Street
- Existing bicycle lanes on Longview Way from Ash Canyon Road to Bedford Way
- Existing bicycle lanes on Winnie Lane from Ormsby Boulevard to Carson Street
- Bicycle lanes are proposed on Ormsby Boulevard from Combs Canyon Road to Winnie Lane
- Bicycle lanes are proposed on Longview Way from Bedford Way to Kings Canyon Road
- A shared-use trail is proposed from the intersection of Ormsby Boulevard and Ash Canyon Road to the intersection of Ormsby Boulevard to Winnie Lane

Linkages to Carson City High School and Mills Park will be discussed together. The linkages can be provided by the development of pedestrian and/or bicycle facilities on access routes to the campus. These pedestrian and/or bicycle facilities are in place on some of the access routes. Generally, the areas around both locations have sidewalks, except for Williams Street (US 50) from Saliman Road to Lompa Lane due to Carson City Freeway construction and E. 5th Street from Saliman Road to Carson River Road. Access to Carson City High School and Mills Park are detailed as follows:

- Bicycle route on Robinson Street from Roop Street to Saliman Road, but no signs present
- Bicycle route on Washington Street from Mountain Street to Roop Street, but no signs present
- Bicycle route on Long Street from Mountain Street to Roop Street, but no signs present
- Existing bicycle lanes on Saliman Road from Long Street to Koontz Lane
- Existing bicycle lanes on East 5th Street from Nevada Street to Saliman Road
- Existing bicycle lanes on Roop Street from Colorado Street to East 5th Street
- Bicycle lanes are proposed on East 5th Street from Saliman Road to Marsh Road
- Bicycle lanes are proposed on Roop Street from East 5th Street to College Parkway
- Bicycle lanes are proposed on Long Street from Roop Street to Saliman Road
- A shared-use path on Williams Street (US 50) from Roop Street to Deer Run Road except for Saliman Road to Lompa Lane due to Carson City Freeway construction

Linkages to all Elementary schools can be provided by the development of pedestrian and/or bicycle facilities along "sug-

gested or safe routes to school" within a radius buffer area complying with school district policy around each school. Bike lanes or routes exist near all the schools except Mark Twain Elementary School and Empire Elementary School. Linkages are recommended to Mark Twain Elementary School and Empire Elementary School as follows:

- Mark Twain Elementary School -
 - Marian Avenue from Long Street to Rolling Hills Drive
 - Lindsay Lane from Joshua Drive to Carriage Crest Drive
 - Carriage Crest Drive from Camille Drive to Wind Ridge Drive
- Empire Elementary School -
 - Gordonia Drive from Airport Road to Monte Rosa Drive
 - Stanton Drive from Monte Rosa Drive to Woodside Drive
 - Monte Rosa Drive from Desatoya Drive to Woodside Drive
 - La Loma Drive from Desatoya Drive to Selby Street

II.1.2 PRIORITY 2: ACCESS TO CARSON RIVER FOR GREATER RANGE OF USERS

The Carson River is a unique attribute in Carson City. It is one of the few areas in the City that offers a natural water feature. All of the City's residents should be able to enjoy this amenity; therefore, this plan recommends two first-tier trail projects. Several Aquatic Trail improvements are also given 1st tier ranking due to the potential of the Aquatic Trail to become a unique regional resource, the potential economic benefits, and the availability of funding/development partnerships.

First Tier Carson River Projects

1. Trail Improvements
 - Development of a trail system along the northern reach of the river in conjunction with the V&T Railroad Reconstruction Project (V&TTRR). This area is currently designated as a 'study area,' but the alignment should be determined reasonably soon in order to take advantage of funding opportunities associated with the V&T RR project¹.
 - Where appropriate and practical, provide a concrete or other all-weather surface pathway along portions of the Carson River Trail that are accessible from Riverview Park (via a loop trail) to provide access for user groups of all ability levels².
2. Aquatic Trail Improvements
 - Improvements to the existing Morgan Mill Road River Access Area
 - Carson River signage, in-stream hazard reduction and public outreach/safety education.
 - Upgrades to existing access areas
 - River cleanup

Second Tier Carson River Projects

1. Non-motorized bridge crossing from the Empire Ranch Trail (near the southern end of the Empire Ranch Golf Course) to the Ambrose/Carson River Natural Area.

II.1.3 PRIORITY 3: COMMUTER BIKEWAYS

As the population of Carson City continues to grow, additional traffic will need to be accommodated within the City. One of the ways to alleviate much of Carson City's traffic is to provide bikeways as an alternative means of transportation. The City must focus its efforts on creating on-street bikeways and other pathways that connect across the City. Bikeways connecting throughout the City can be used by commuters and will offer the City a viable alternative mode of transport-

1 Generally, these pathways are "recreational" in use, but "transportation-related" pathways should be identified when the V&T rail line route is defined.

2 It should be noted that per the Carson River Master Plan it is intended that the Carson River have a trail on only one side in order to protect riparian habitat areas from public access.

tation. Some of the major bikeways that the City should prioritize include creating bikeways along Carson Street once traffic is re-routed to the new freeway, Curry Street, and Koontz Lane.

First Tier Commuter Link Projects

1. **Carson Street bikeways/sidewalks generally from north of Arrowhead Drive southerly to Old Clear Creek Road.** Currently, no bikeways or multi-use paths exist along Carson Street in this segment.
2. **Curry Street/Mountain Streets bikeways/sidewalks from East 5th Street generally to US 50.** Sidewalks only exist in the Downtown area from about 7th Street to 10th Street (There is construction in progress between East 5th Street to 7th Street). A bike route exists (not signed) from 10th Street to Lake Glen Drive.
3. **Koontz Lane bikeways/sidewalks from Curry Street to Edmonds Drive.** Koontz Lane has bikeways from Curry Street to Silver Sage Drive and has proposed bikeways from Silver Sage Drive to Edmonds Drive. Sidewalks exist from Curry Street to Center Drive only.

Second Tier Commuter Link Projects

Tier 2 projects that provide additional commuter links are shown in Appendix 13.4. Information provided in the table includes a north to south or east to west orientation, functional classification (arterial or collector), end points, and existing and proposed bicycle facilities from the UPMP.

The results of the neighborhood survey were tabulated by combining the "very important" and "important" responses corresponding to "Off Street Walking/Bike Paths" and "On Street Lanes" categories for each neighborhood. These results, as shown in Appendix 13.4, can be considered in the prioritization process.

11.1.4 PRIORITY 4: CARSON CITY LOOP TRAIL

During many of the public meetings and workshops, residents expressed a desire to create a loop trail around Carson City. This plan recommends creating two separate Carson City loop trails, one that skirts the outside of the City's developed areas and one that takes advantage of the open lands surrounding the City.

First Tier Loop Trail Projects

The Tier 1 project for this priority would be the inner loop trail around Carson City. The inner loop trail will consist of on-road and off-road facilities and would be considered a transportation element. Further analysis of the inner loop will be conducted once the specific route has been determined.

11.1.5 PRIORITY 5: INCREASING OFF-STREET/UNPAVED SINGLE-TRACK OPPORTUNITIES

The Eagle Valley Trail Committee, a voluntary community-based group comprised of members representing different trail user groups, led a local effort to improve the non-motorized trail network within the Eagle Valley. Their work included community workshops and an online survey. The end result of this effort is the document titled "The Eagle Valley Trail Committee Community Trail Inventory, Review, Evaluation and User Needs Assessment Report," which can be found online at: www.carson.org/PROSdocuments. The following recommendations are summarized from this report.

Single-track trails should be designed and constructed primarily using the standards established in the U.S. Forest Service Trail Construction and Maintenance Notebook, latest edition. This notebook lists other references that may also be used, including those published by the International Mountain Bicycling Association (IMBA), the Student Conservation Association (SCA), "Natural Surface Trails by Design" (Parker, latest edition), "Building Mountain Bike Trails: Sustainable Singlerrack" (Davies and Outka-Perkins, latest edition), "Wilderness and Backcountry Site Restoration Guide" (Therrell and others, latest edition), "Accessibility Guidebook for Outdoor Recreation and Trails"

(Zeller and others, latest edition), and others. Single-track trails should be designed and constructed with the following goals in mind:

- Promote user safety
- Protect natural resources
- Provide high-quality user experiences
- Be sustainable over the long term with low maintenance costs

Trail projects are divided into two tiers with the 'First Tier' being the highest priority. The priorities are to be modified as opportunities, funding, partnerships, or easements become available, or as public needs evolve and change.

First Tier Trail Projects

1. Prison Hill Recreation Area, Golden Eagle Open Space, Mexican Dam Open Space
 - Develop a trail plan for this area
 - Re-align unsustainable sections of the North Loop Trail and the North Loop to 5th Street connection
 - Develop a sustainable trail connection from the Koontz Lane Trailhead to the North Loop Trail. Decommission the existing trail
 - Re-align unsustainable sections of the Dead Truck Canyon Trail
 - Re-align unsustainable sections of the West Loop Trail
 - Develop a sustainable trail connection from Golden Eagle Open Space to Silver Saddle Ranch
 - Improve access around the Mexican Dam and Mexican Dirch diversion
2. Ambrose Carson River Natural Area, Carson River Canyon Open Space, Old Buzzy's Ranch, Morgan Mill Preserve Open Space
 - Develop a trail plan for these areas and evaluate connection opportunities
 - Construct a safe crossing from Old Buzzy's Ranch to Carson River Park
3. Silver Saddle Ranch / East Silver Saddle Ranch
 - Develop a trail plan for this area with consideration for connections
 - Improve trailheads, access points, and signage
 - Establish barrier systems and parking areas at East Silver Saddle Ranch that protect the resources along the river and provide a safe environment for users
4. Ash Canyon
 - Acquire or secure easements for trail use in the Ash Canyon and Vicee Canyon areas
 - Develop a trail connecting the Ash to Kings Trail to the Hobart Road water tank
5. C-Hill
 - Acquire or secure easements for trail use on the southeast side of C-Hill
 - Adopt the EZ Trail into the system
 - Secure public access for the FEMA Trail
 - Re-align unsustainable sections of trails on C-Hill, including the Zorro Trail, Ridge Trail, and trail from Kings Canyon
 - Develop connections between Longview Trail, Ash to Kings Trail, EZ Trail, Voltaire Canyon, FEMA Trail, and Clear Creek
 - Develop a sustainable trail connection from the McKay Drive Trailhead to the Zorro Trail

> Extend the FEMA Trail west to the multi-use trail on the south side of Kings Canyon Road

6. Kings Canyon

> Acquire easements and permits to construct a trail from the Ash to Kings Trail to Lake Tahoe Nevada State Park

> Adopt the Longview Trail into the system and extend to the Ash to Kings Trail

> Develop a trail connecting Kings Canyon to Clear Creek

> Obtain access for trailhead and connections at the Golf Club Drive/Highway 50 off-ramp

> Improve the trailhead at the Kings Canyon/Waterfall Trail and improve access for equestrian users

7. Lakeview Area

> Re-align the Secret Trail to make it sustainable

> Develop a connection between the Lakeview Trailhead and the Secret Trail

> Develop a connection between the Lakeview Trailhead and Timberline Subdivision

8. V&T (Coombs Canyon area)

> Construct V&T connector between Hobart Road and Carson Tahoe Hospital

9. Centennial Park and Goni Canyon

> Acquire public access to the John D Winters Centennial Park trail system

> Develop a trail plan to include a stacked loop trail system from Centennial Park to McClellan Peak and connections to Washoe Lake State Park and a lower elevation trail from Goni to I-580

> Review trailhead opportunities and improvements

Second Tier Trail Projects

1. Prison Hill Recreation Area, Golden Eagle Open Space, Mexican Dam Open Space

> Review unnamed connector trails for re-alignment or decommissioning

> Re-align or construct a new sustainable trail to the scenic high point

> Decommission existing trails on steep slopes and erodible soils

> Develop a stacked loop system of trails

> Develop a trail circling Prison Hill and connecting with Silver Saddle Ranch

> Improve trailheads and access points

> Construct a bridge across the Carson River connecting with off-street/unpaved/double track including OHV use

2. Ambrose Carson River Natural Area, Carson River Canyon Open Space, Old Buzzy's Ranch, Morgan Mill Preserve Open Space, Silver Saddle Ranch

> Connect Moffat Open Space to the Empire Ranch Trail

> Identify a safe crossing on Carson River Road to connect the Mexican Ditch Trail to the Red House at Silver Saddle Ranch

> Develop a trail parallel to the V&T Railroad connecting to Virginia City

3. East Silver Saddle Ranch

> Consider developing a loop trail between the river and Sierra Vista Lane

4.	<u>Ash Canyon</u>
>	<u>Develop a lower elevation trail connecting Ash Canyon and Kings Canyon</u>
>	<u>Develop connections between trails and links to Washoe Valley and Carson Valley</u>
5.	<u>C-Hill</u>
>	<u>Re-align unsustainable sections of the EZ Trail</u>
6.	<u>Kings Canyon</u>
>	<u>Construct a lower elevation trail connecting Kings Canyon to Ash Canyon, with the intent of providing a trail loop</u>
>	<u>Improve information for motorized travelers on the dirt segment of King Canyon Road/Old Lincoln Highway</u>
7.	<u>JohnD Winters Centennial Park and Goni Canyon</u>
>	<u>Develop a trail from JohnD Winters Centennial Park to Bohr Road</u>

II.2 WORKING WITH PARTNERS

Carson City has the opportunity to work with a variety of agencies to complete its pathways system. The UPMP is intended to show trails in the entire Carson City region. Not only does the plan show trails in the City's developed areas, but it also shows trails in outer-lying areas in public lands managed by the BLM, USFS, surrounding counties, or the State of Nevada. By creating partnerships and utilizing local, regional, county, state, and federal money, the number of pathways that the City can construct will be greatly improved. The City must look into the options of applying for grants, donations, and creating special improvement districts in order to construct proposed pathway alignments.

For trails on land on which the City does not have jurisdiction (federal, state, adjacent counties, Washoe Tribe Land), the Plan is intended to reflect proposals, or wishes of the City with regard to 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 alignment are the purview of the respective agencies. The City encourages these agencies to consider the designations on the UPMP as input to the decision-making process of each agency. The City stands ready to provide planning and coordinating efforts with these agencies and to cooperate in resolving inconsistencies and in making adjustments to the UPMP that are beneficial to the overall system.

II.2.1 NEVADA DIVISION OF STATE PARKS

Nevada Division of State Parks lands are located primarily on the northern side (Washoe Lake State Park) and the western side (Lake Tahoe Nevada State Park) of Carson City. These lands have great potential for connecting Carson City with the Tahoe Rim Trail and other regional trails.

II.2.2 BUREAU OF LAND MANAGEMENT

The Bureau of Land Management has stewardship over vast areas of land on the north and eastern portions of Carson City. This land represents a significant recreation resource to Carson City residents and visitors. Significant areas are used by equestrian and OHV users. The BLM has had challenges effectively managing such a large land area close to the city. Many areas are scarred by heavy use. By partnering with the BLM, Carson City and many user groups have the potential to improve the planning effectiveness and stewardship of the trails, and thus increase the enjoyment of the extensive trail system.

11.2.3 UNITED STATE FOREST SERVICE, CARSON RANGER DISTRICT

The Carson Ranger District recently compiled a landscape analysis and strategy for the Clear Creek/Kings Canyon area, which is directly adjacent to Carson City. Within this study are several recommendations for trailhead locations, non-motorized trail, and motorized trail locations. Many of the recommendations within this document indicate the desire to create a partnership between the Carson Ranger District and Carson City in order to implement the proposed trails. The City would encourage and support a future landscape analysis and strategy for the remaining west side canyons.

The Carson Ranger District is currently in the process of creating a recreational analysis of the Humboldt-Toiyabe National Forest. This study will be used to designate both motorized and non-motorized trails. Completion of this analysis will lead to further partnership possibilities between the Carson Ranger District and Carson City.

11.2.4 NEVADA DEPARTMENT OF TRANSPORTATION

The Nevada Department of Transportation is an important pathway partner on several counts:

- ❑ Implementation of the multi-use path sections included in the design of the northern portion of the Carson City Freeway
- ❑ Implementation of bicycle and pedestrian facilities on City's street and freeway grade separations
- ❑ The design and implementation of pathways in conjunction with existing NDOT roadways, such as Highway 50
- ❑ Implementation of the Linear Park's multi-use path through the freeway corridor near East 5th street
- ❑ Currently, Carson City and NDOT have an agreement not to construct a multi-use path within the right-of-way as a part of Phase 2 (southern leg) of the Carson City Freeway. After construction begins on Phase 2A and 2B of the freeway, the City will pursue planning and construction of a multi-use path adjacent to the freeway.

11.2.5 VOLUNTEERS, ORGANIZATIONS, AND USER GROUPS

Carson City is fortunate to have many volunteers, organizations, and user groups that focus on pathways. In many cases these groups and organizations partner with the City to help provide planning, construction, maintenance, clean-up, courtesy patrols, and community awareness. These groups and organizations include Muscle Powered, Tahoe Rim Trail Association, Eagle Valley Trail Committee, Sierra Front Recreation Coalition, Eastern Sierra Trails Coalition, Pine Nut Mountains Trail Association, Nevada All-State Trail Riders, Friends of Silver Saddle Ranch, and other similar groups.

11.2.6 WASHOE TRIBE

Some of the potential pathway linkages cross tribal lands that are located near "C" Hill (the Carson Colony), the Stewart Colony (near the Edmonds Sports Complex), and individually held lands in the Pine Nut Mountains southeast of the city. The Tribe has indicated that they are doing their own strategic land planning, including evaluating lands that have potential for development. The Tribe has indicated concerns about respecting cultural resources on and off Tribal lands. At the same time, they have expressed an interest in working with the City to develop pathways that will help connect the Tribal communities. There is also a potential to work with the Tribe to identify historic Tribal migratory paths through Eagle Valley to Lake Tahoe and incorporate them into the pathway system (with interpretive signage).

~~11.2.6 THE TAHOE RIM TRAIL ASSOCIATION~~

~~The Tahoe Rim Trail Association has been an active partner with Carson City with regard to the Sierra Front Recreation Coalition and other trail projects.~~

11.2.7 PRIVATE PROPERTY OWNERS

A number of segments of the trails are, or are proposed to be, on private property. The map is for long-range planning purposes. The trail alignments shown do not imply existing legal access rights or exact final locations. It will be important for the City to work closely with property owners in exploring opportunities for trail access and alignments that will be beneficial to the public and the property owner. Property owners will likely have concerns about land value, liability, security, maintenance, respect for property rights, and conflicts between public and private uses. Direct communication and a willingness to see concerns from both sides of the table will go far to reach successful, amicable conclusions.

11.2.8 CARSON AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)

The UPMP will serve as the “umbrella” document for guiding the development of Carson City’s sidewalks, bike lanes, and trail system. The portions of the UPMP that relate primarily to transportation ¹ will be exported to and refined in the bicycle and pedestrian elements of the Carson Area Metropolitan Planning Organization (CAMPO). A key purpose of the CAMPO elements is to identify transportation related facilities that can be candidates for funding through federal highway funds.

11.2.9 BUREAU OF INDIAN AFFAIRS (BIA)

The Bureau of Indian Affairs has indicated interest in being a planning partner with Carson City on the Unified Pathways Master Plan. Their lands are critical in planning for connectivity to Douglas County and the Pinenut Mountains.

11.2.10 NEIGHBORING COUNTIES

Partnering with adjacent counties is important in order to expand regional connectivity with our trail system. Washoe County, Douglas County, Lyon County, and Storey County have all expressed a desire to work with Carson City in this effort.

11.3 POTENTIAL FUNDING SOURCES FOR PATHWAYS

There are several potential funding sources for pathways projects in Carson City. Brief descriptions are provided below. More extensive information about several of the programs (noted with an asterix) can be found in the Appendix.

11.3.1 CITY GENERAL FUND ALLOCATIONS

Traditional requests from the City’s General Fund are justified by the extremely high and broad public support for pathways as evidenced in the public opinion survey.

11.3.2 QUESTION 18

The Quality of Life Initiative included provision for funding of trails projects. However, there are numerous competing priorities for Q18 funding that have significant fiscal demands and few options for funding.

¹ Largely sidewalks and bike lanes, although many portion of the trail system will also qualify as transportation facilities.

11.3.3 QUESTION 1*

The Nevada Conservation and Resource Protection (Question 1) Grant Program is designed to provide funding to protect, preserve, and obtain the benefits of the natural resources of Nevada. The program publicly funds conservation programs through the issuance of bonds.

Project criteria include the ability to conserve and protect natural resources, enhance recreational opportunities, increase public access to lands and waters, and achieve goals identified in adopted open space plans. Recreational trails qualify.

- o Acquisition of easements and fee simple title to property
- o Operation of educational programs to promote safety and environmental protection

The program provides grants for projects. Planning is eligible only if it is part of an on-the-ground trail project. Grants range from \$4,000 to \$100,000 and are available to organizations, cities, and county governments.

11.3.5 NEVADA COMMISSION ON TOURISM

They provide grants for trailhead amenities, brochures, and trails programs.

11.3.6 GRANTS TO NON-GOVERNMENT ORGANIZATIONS*

There are a number of smaller grants available from a range of organizations such as Kodak American Greenways Grants, REI grants, and the Conservation Alliance. These grants are typically available primarily to citizens and non-government organizations (NGO's).

The Kodak American Greenways Awards Program provides small grants to stimulate the planning and design of greenways in communities throughout America, including mapping; eco-logical assessments; surveying; conferences and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; and/or building footbridges; planning bike paths; or other creative projects. The maximum grant is \$2,500.

The REI (Recreational Equipment, Inc.) grant is to support grassroots efforts to protect public lands, rivers, and trails for muscle-powered outdoor recreation. Grants fall between \$1,000 and \$50,000. One recipient was The Phoenix Parks and Conservation Foundation. REI's support will go toward their work on a new trail, revegetating damaged areas, and completing signage for the barrier-free interpretive trail.

The Conservation Alliance is a non-profit organization of outdoor businesses who support grassroots citizen-action groups and their efforts to protect wild and natural areas where outdoor enthusiasts recreate. Projects focus primarily on direct citizen action and advocacy for recreation, including rivers, trails, and wild lands. Grants are typically between \$10,000 and \$50,000.

11.3.7 FHWA TRANSPORTATION FUNDING

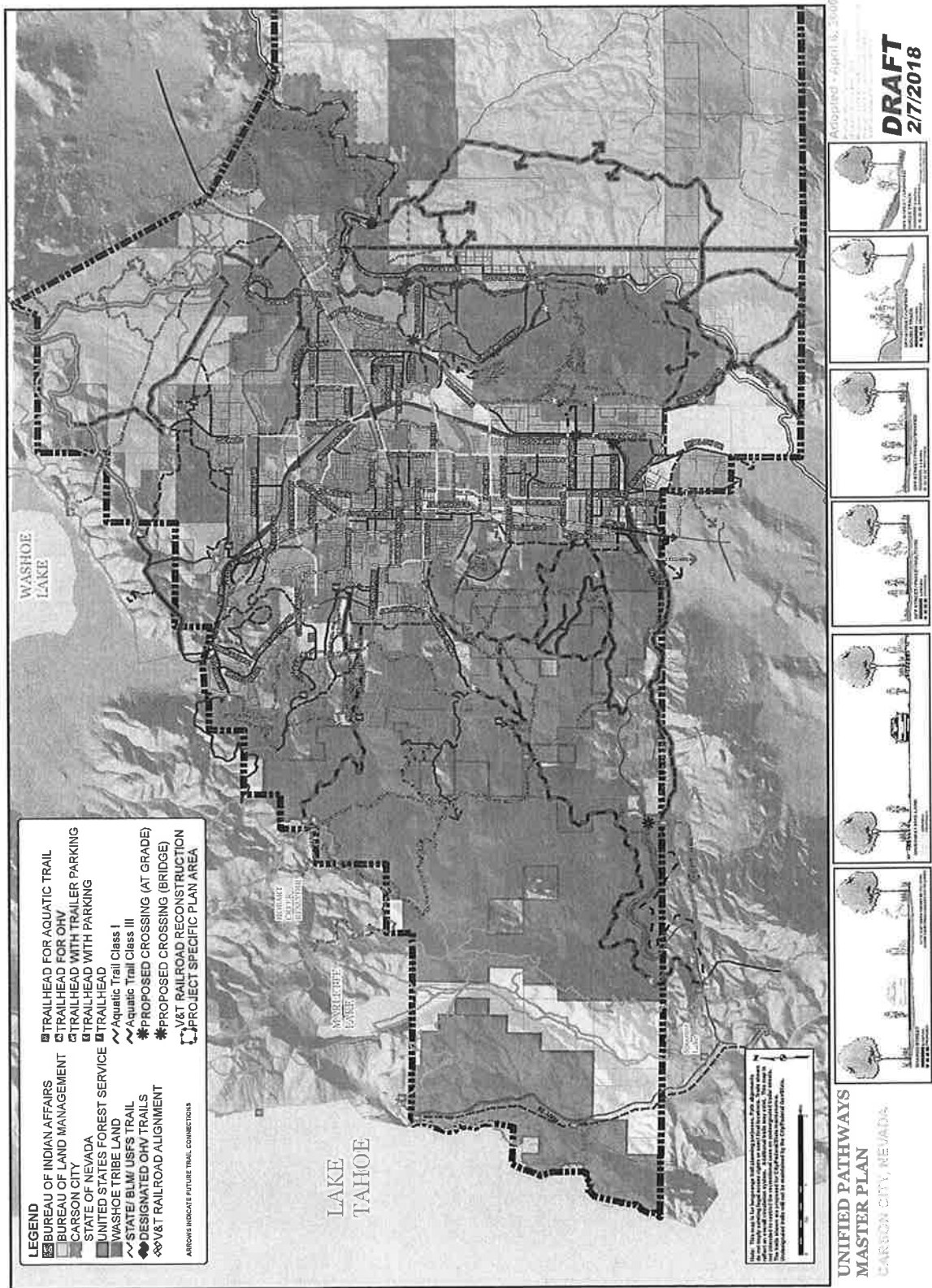
Transportation-related trail projects qualify for federal funding in conjunction with highway construction and transportation enhancements (SAFTEA LU). They include most of the sidewalks and on-street bikeways as well as many of the off-street paved (and potentially unpaved) trails.

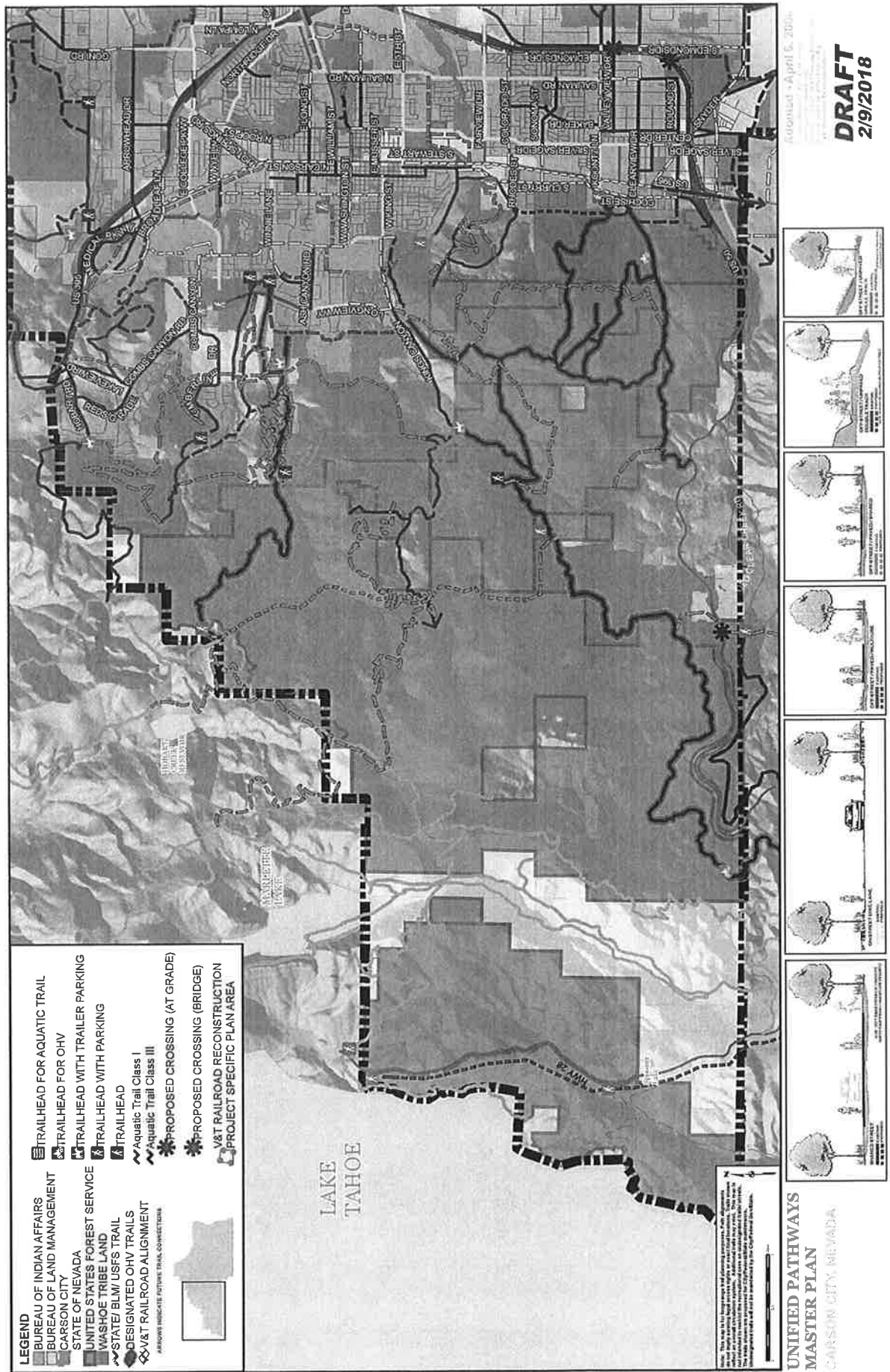
11.3.8 MEMORIALS

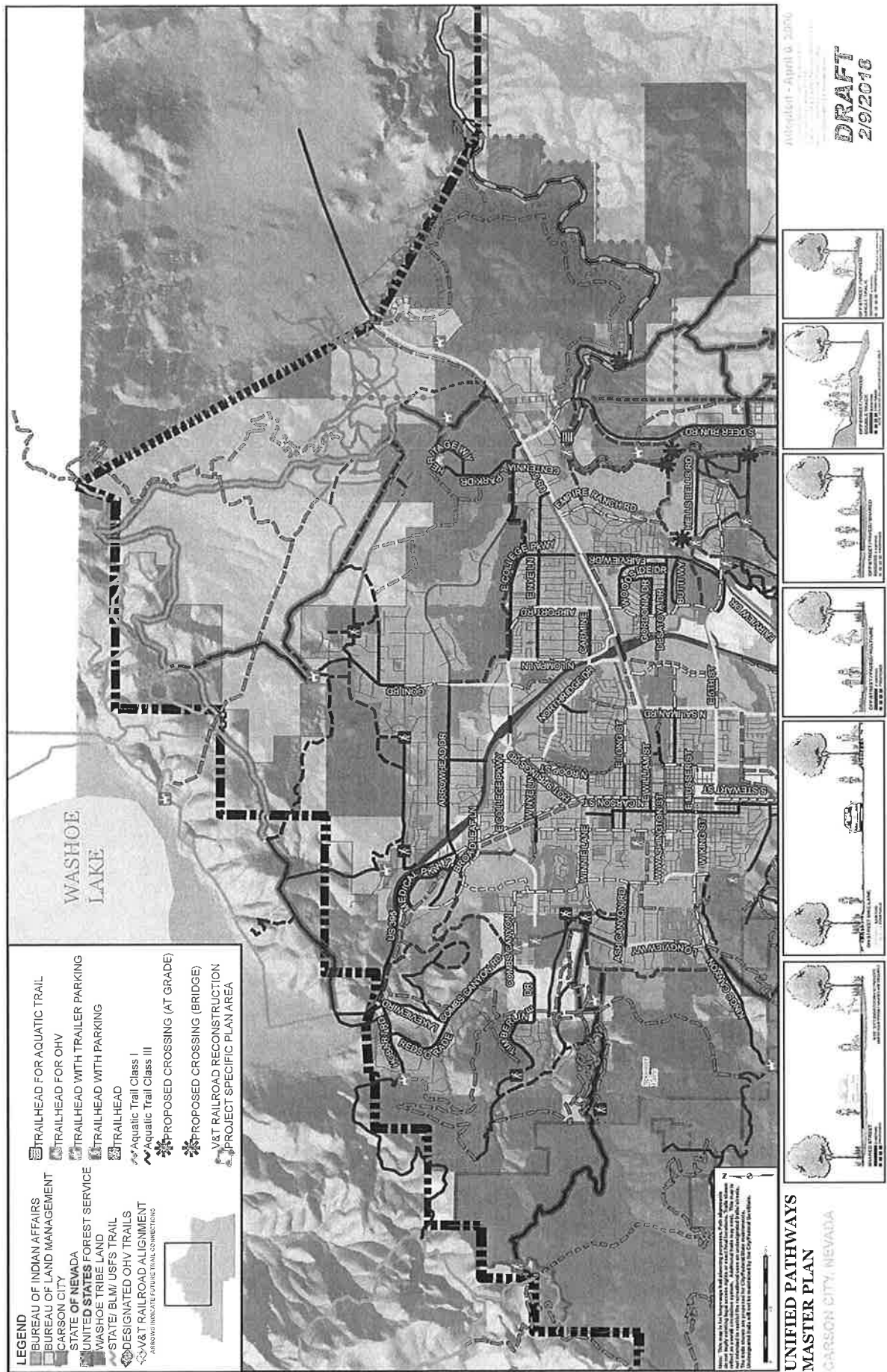
Some communities have had success in providing memorial opportunities to fund individual amenities, such as benches and small garden areas along trails, as well as individual trails. The memorial, usually identified in accordance with Parks & Recreation Department policy, can be for any purpose or limited to specific achievement criteria.

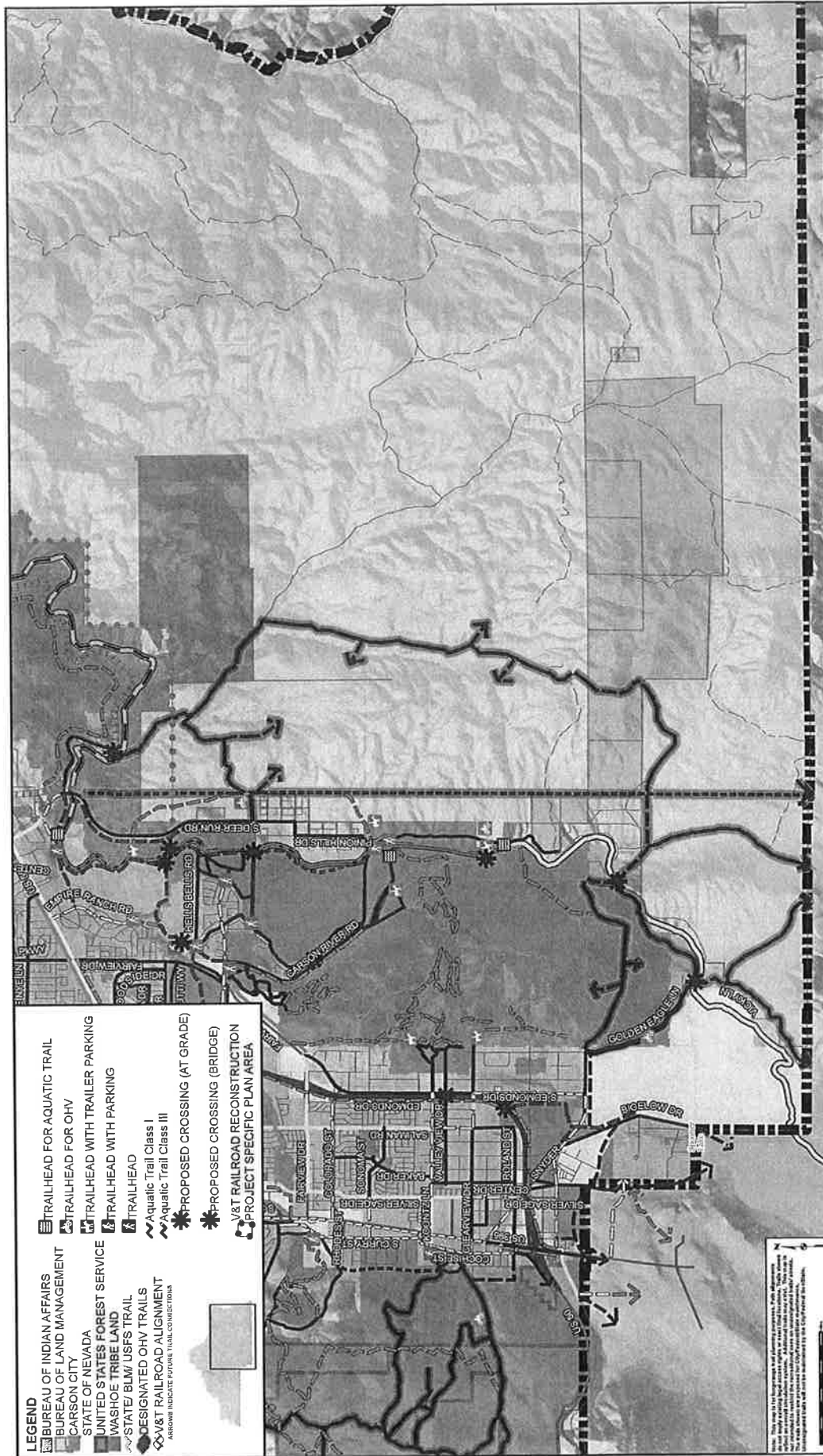
11.3.9 ADOPT-A-TRAIL MATCHING FUNDS

An adopt-a-trail program might provide the opportunity for a volunteer/advocacy group to sponsor a section of a pathway. They could assist in pathway construction or provide pathway maintenance/trash pick-up responsibilities.









UNIFIED PATHWAYS MASTER PLAN
CARSON CITY, NEVADA

Adopted - April 6, 2016

DRAFT
2/9/2018

TRAILHEAD FOR AQUATIC TRAIL
 TRAILHEAD FOR OHV
 TRAILHEAD WITH TRAILER PARKING
 TRAILHEAD WITH TRAILER PARKING
 AQUATIC TRAIL CLASS I
 AQUATIC TRAIL CLASS III
 PROPOSED CROSSING (AT GRADE)
 PROPOSED CROSSING (BRIDGE)
 V&T RAILROAD RECONSTRUCTION PROJECT SPECIFIC PLAN AREA

APPENDIX 13.2

PUBLIC INPUT COMMENTS

13.2.1 TRAIL WORKSHOP

Trail Issues/Problems

- ⌘ Connectivity
 - North/south corridor
 - West to foothills
 - Schools connected with trails
 - Carson City rim trail with connectivity to Tahoe Rim Trail
 - Trail behind college widened and connect north to south
 - Connect trails to bus routes
- ⌘ Riverview Park
 - Not ADA accessible
 - Consider paving trail
 - Extend trail to river
 - Maintain interpretive signs (vandalism control)
 - Bike lane on East 5th Street needs to connect to Riverview Park
- ⌘ Access
 - Access through developments
 - Access to parks and regional parks
 - Equestrian connection and access
 - Maintain access
 - Trail system through town with access to other trails
 - Keep resources open to public
 - Encourage home owners to allow access behind houses
- ⌘ Trail Etiquette
 - Use conflicts
 - On-going trails committee?
 - Education is key for responsible usage
 - Need place to call for etiquette issues (call agencies that own land)
 - Equestrian responsibility to expose horses to trail users
 - Bells on mountain bikes
- ⌘ Motorized Access
 - Pine Nut Mountain Plan (BLM) is proposing to eliminate motorized use. BLM wants to keep challenging motorized trails
 - Motorcycle access
 - Rock crawling area
 - OHV and equestrians have large economic impacts
 - Pine Nut Trails Association is approved to give classes at the high school
- ⌘ Fire Roads
 - Tie in to public safety (fire access)
 - Fire break trail
 - Develop trails in fire area as part of rehabilitation
 - Use fire clearing as means to create new trails
- ⌘ Trail Alignments
 - Trails with destinations – loop around city
 - Work with surrounding counties
 - Step by step process, address sprawl
 - Work together and with government agencies
 - Urban trails vs. urban interface (hierarchy of trails)
 - Take advantage of city's unique assets

- > West side of town – north/south trail
- > Dirt trail along river
- > Ensure that trail corridors will be preserved
- ❏ Miscellaneous
 - > Balance between paved/unpaved trails
 - > Trail signage
 - > Talk to commissioners
 - > Carson Valley Trails Association (trails ignored by developers)
 - > Involve community in cleanups
 - > Eliminate danger
 - > Continual public input is necessary
 - > Put bike racks at bus stops and on buses

Carson City Trails (urban area)

- ❏ Add urban system sidewalks
- ❏ Identify parks and schools and assess how well the trails serve them
- ❏ Identify appropriate locations for sidewalks based on urban/rural characteristics
- ❏ Split rail fence separation between trail users
- ❏ Require developers to dedicate a portion of each subdivision as open space
- ❏ Dedicated zoning for trails and access and greenways
- ❏ Access from Curry Street to Douglas County
- ❏ Work with Douglas County to develop a north/south route
- ❏ All interchanges should recognize and sign for bicycles
- ❏ Better use of "C" Hill – needs a formalized trail
- ❏ Try to define a better route north and south between Graves Lane and 395
- ❏ Extend path along contours of "C" Hill as part of a "rim" trail
- ❏ Connect the train museum to the V&T Line
- ❏ Improve maintenance on "on system" and "off systems"
- ❏ Local names for individual trails, i.e. V&T Trail
- ❏ Southern end of freeway needs to include a parallel alignment for multi-use trail
- ❏ Linear Park trail develop as a major east-west route
- ❏ Create a fire protection and trail easement (may purchase or tax benefit) behind private property on "C" Hill
- ❏ Goni: There needs to be safe bike access along Goni road.
- ❏ Arrowhead Road: bike lane vanishes at the tightest part of the turn - a biker would get smooshed if they tried to ride there. Make a bike lane along Arrowhead and do something with those roundabouts.
- ❏ Sutro – The road is super narrow, and there are ditches on BOTH sides of the road. Any way to get a walking/bike path on at least one side of the road?
- ❏ Acquire right-of-way for River Trail from Riverview Park to Centennial Recreation area
- ❏ Create pedestrian bridge over Carson River to connect Carson City with BLM area
- ❏ Create pedestrian crossing over/under Highway 50 to create trail to Centennial Park

Western Carson City Trails

- ❏ Improvements to Curry/Cochise to include child-suitable bicycle access (off-street preferred when possible)
- ❏ Contoured greenbelt connecting trails, a north/south trail across the urban/Sierra interface across from Kings Canyon to Lakeview and to Tahoe Rim Trail – Multi-use dirt non-motorized
- ❏ Consider Spooner Summit as access point (future shuttle stop for mass transit)
- ❏ Connect V&T grade trail to Washoe Valley – paved with dirt shoulder

- ☒ Bike lanes from Ormsby Boulevard to continue west on King Street to Long Ranch subdivision
- ☒ Access across Highway 50 east and west
- ☒ Connect from Greenhouse Nursery up canyon to Kings Canyon (see map) Borda Meadow – connect with existing road to dry lake
- ☒ Market a loop trail for tourism -- connect to hotels, etc.
- ☒ Abandon dead-end trails where appropriate and develop new, logical trail connections (don't connect existing trails where it doesn't make sense) show trails where you really want them
- ☒ Connect Vicee Trail to Hobart/Lakeview Trail (use existing trails – expand) loop back to Timberline
- ☒ Connection from Vicee Canyon to Ash Canyon, connect to Kings Canyon -- improve existing trails
- ☒ Connect through Meason property
- ☒ Connection to Tahoe Rim
- ☒ Spooner Summit maintenance SHFD/sand pit access point for horse parking
- ☒ Connectivity on southern side
- ☒ Parking for horse trailers
- ☒ Mountain bike skills park

Eastern Carson City Trails

- ☒ Prison Hill has no BLM designated trails – either open or closed
- ☒ Bridges across river for trails
- ☒ Paved trail on one side of river and unpaved on the other
- ☒ Washoe Tribe of Nevada/California
 - > Lands in valley floor
 - > Stewart area (cemeteries and burials)
- ☒ Utilities easements
 - > Sierra Pacific (Lee Simpkins)
 - > Southwest Gas
 - > Paiute Pipeline
 - > SBC Nevada phone company
- ☒ Multi-use paved non-motorized trail along freeway corridor from Hwy 50 East to Edmonds Sports Complex and from sports complex to Hwy 50 West / 395
- ☒ Connection from Mexican Dam to Snyder Avenue (dirt, non-motorized)
- ☒ Pedestrian/equestrian crossing of southern portion of freeway to connect southeast Carson to Prison Hill and Carson River
- ☒ Common idea “ring” trail, Multi-use trail around Carson City outside urban area – dirt, non-motorized
- ☒ Keep Prison Hill open to OHV. Maybe even build a track to keep motorcycle riders in the designated area
- ☒ 4x4 trails and rock crawling at Prison Hill and Pine Nut Mountains
- ☒ Check with NDOT about parking
- ☒ Trail “ambassador” program for enforcement
- ☒ Fire road – 12' ideal
 - > Wide enough to get something in there (fire/ambulance)
 - > Gate it
 - > Incorporate into new stuff
 - > Trails right behind subdivisions to allow access
 - > Turn-arounds
 - > Improve existing roads to 4-wheel drive
- ☒ Urban
 - > North-south in town
 - > Off-road east-west corridor

13.2.2 NEIGHBORHOOD MEETING COMMENTS

Trails

- ☒ More trails and trail connectivity:
 - > Longer bike trails
 - > Mountain bike
 - > Horses
 - > Backcountry/non-paved
 - > For families
 - > For walkers
 - > Access Tahoe Rim Trail
 - > Along river (adjacent)
- ☒ Prioritize trails
- ☒ Create biker friendly city with stoplights that recognize bikers, less street crossings, and bike lanes
- ☒ Fire area can provide access to back country
- ☒ Pave trails for skaters
- ☒ Trail network with trails throughout city, both in and around residential areas
- ☒ Dirt trail parallel to paved trail
- ☒ Trails from golf courses to vistas (loop)
- ☒ Bike trail on south gateway
- ☒ Underpasses
- ☒ Improve sidewalks
- ☒ Park and school access for kids (trails)
- ☒ Publicize trails map on-line
- ☒ Promote Prison Hill's trails and possible shelter on summit
- ☒ Sign national trails "Pony Express" "American Discovery Trail" and "California/Overland Trail"
- ☒ Need equestrian access over new freeway
- ☒ Equestrian access should have proper design criteria, i.e. height
- ☒ Maintain public access to public lands
- ☒ Develop a "ring" recreation trail around Carson, linking parks
- ☒ Do not remove Mountain Street Trailhead and add trail

Recreation Facilities

- ☒ Year-round swim lessons
- ☒ Individual activities
- ☒ Swimming pool – more public use (afternoons)
- ☒ Challenging activities for kids are needed
- ☒ No one uses playgrounds
- ☒ Enclosed hockey rink
- ☒ New skate park
- ☒ Adult baseball field (Centennial)
- ☒ Disc golf course
- ☒ Basketball facility (covered) (outdoor)
- ☒ Leisure pool needed (Douglas pool)
- ☒ Year-round hockey facility
- ☒ More indoor and outdoor basketball courts
- ☒ More gyms for youth basketball and volleyball
- ☒ Indoor soccer facility
- ☒ Racquetball courts!!

Additional Facilities

- ☒ Expanded concert facility (outdoor) i.e. like Red Rocks

- ⌚ Larger fairgrounds with better location – State Fair?
- ⌚ Horse facilities – east side of city
- ⌚ Stewart facility – explore opportunities with State
- ⌚ Retreat center
- ⌚ Campgrounds
- ⌚ Senior facility for classes (with transportation to site) for large groups
- ⌚ Rest stop in town
- ⌚ Upgrade Community Center
- ⌚ Community garden program that links seniors and youth

Parks

- ⌚ Create residential/neighborhood parks with new developments/apartment complexes
- ⌚ Charge non-residents fee for park usage
- ⌚ Dog parks needed
- ⌚ Address dog clean-up
- ⌚ Enforce dogs off-leash policies
- ⌚ Park in freeway right-of-way (sculptures) “Freedom Park” concept
- ⌚ Post regulations
- ⌚ Small equestrian parks (horse park)
- ⌚ More nature parks with low maintenance (i.e. Riverview Park)
- ⌚ Every park should have a restroom
- ⌚ Maintain Fuji Park, better access for equestrian use. The arena needs maintenance.
- ⌚ Need another multi-purpose park – community park
- ⌚ Don’t add more neighborhood parks
- ⌚ Patrol Mills Park via carts
- ⌚ Mills Park needs renovation including replacing old trees and improving maintenance and cleanliness
- ⌚ Keep Edmonds going!
- ⌚ More parking on the north end of Edmonds
- ⌚ Parks in the northwest part of town
 - > Silver Oak, Lakeview, and Arrowhead
 - > Natural state, open space (between Lakeview and University Heights)
- ⌚ Renovate horseshoe pits at Mills Park

Miscellaneous

- ⌚ Greenbelt at Borda Ranch is a good idea
- ⌚ Preserve hillsides for open space
- ⌚ Lighting needs (preserve night sky)
- ⌚ Mitigate freeway impact on residents
- ⌚ Girls softball – improve administration
- ⌚ Good theater productions
- ⌚ Co-op work with Brewery Arts Center
- ⌚ Equestrian programs:
 - > Horse shows
 - > Exercise ring or small riding arena
 - > Indoor riding arena
- ⌚ Corner of Carson River Road and East of 5th Street
 - > Limit off-road vehicles
 - > Illegal dumping
- ⌚ Concerned about subdividing Bigelow and Koontz – keep at 1+ acre – need to keep property zoned for horses
- ⌚ Favorite part of Carson is the PEP

13.2.3 SIDEWALK/BIKEWAY PUBLIC MEETING COMMENTS

ITEMS DISCUSSED:

- ❧ Introduction to project.
- ❧ Orth-Rodgers (ORA) is the engineering consultant firm selected for this project.
- ❧ ORA's responsibility in this project.
- ❧ Tasks 1-10 were discussed. For further clarification, please see the scope outlined in ORA's proposal.
- ❧ The public was involved in the pedestrian and bicycle parts of the project. The following items were discussed on the public's "vision" of Carson City, as it relates to bicycles and pedestrians. All comments were provided by the public participants, unless otherwise specified.

Item	Description
1	Continuous sidewalk.
2	Divide between transportation and recreation – setback, etc.
2a	Look at it from a transportation standpoint.
2b	Unified Trail Plan was explained by Jeff Winston.
3	"Carson City is a place where people of all ages and abilities can walk and bike (and all other modes of transportation) in an environment that is safe, comfortable, and convenient as that provided for motor vehicles."
4	Someone can walk to Starbuck's from Douglas, if desired.
5	Anyone can ride their bike without risking their life.
6	Equestrian issues.
6a	Definition of "bicycles" by AASHTO
6b	Legal definition of "bicycles" in Nevada Revised Statutes.
6c	A mixed use trail should be constructed to accommodate equestrian use.
6d	Put trails that accommodate equestrian usage where horses are more prominent.
7	A standard is needed for all of these trails. The trails and this project should coordinate.
8	A hike/bike trail along the V&T Railroad is desired.
9	A trail that connects Carson City and Virginia City must be constructed.
10	A mixed-use trail is desired by the community college. This trail would be used heavily. It should then extend to the north to Washoe Valley.
11	Cut off bicycle access to Douglas County. Douglas has its own bike plan. Curry lane extends through Douglas County.
12	Connect interior and exterior spaces (public). Network different kinds of trails (paved and un-paved).
13	Horses are a big issue in this.
14	Carson City should be a nice place to go with a bike. However, the existing trails (equestrian and other) should not be adversely affected with this project. The potential freeway construction should be closely monitored.
15	The funding issue was re-inforced. Cost-benefits should be used to estimate the priorities of future projects.
16	Topsy Lane can get bicyclists from Carson City to Douglas County.
17	Health needs to be a big part of this project.
18	Use equestrian trails as a tourist attraction by providing good access.
18a	The lack of equestrian access can bring the value of properties down.
19	A trail should be tied with historic trails. These include the American Discovery Trail, the Pony Express Trail, and the California Overland Trail. These trail connections could grow in time.
20	Is there funding available for equestrian trails in this Project?

20a	Possibly. Noted by Rich Romer.
21	There should not be a major distinction made between motorized and non-motorized vehicles.
22	All recreational trails are transportation-related. The Virginia City Trail is the only one funded. There should be a definition on what trails are transportation-related.
23	Bicycles should be used as transportation. This includes direct connections to commercial areas, schools, etc.
24	There should be the ability to link all regions; the Capital-to-Capital Trail is an example. The regions around Carson City should be addressed.
25	Accommodate maintenance and cleaning. It seems like trails take a "back seat" to roadways for motorized vehicles. All modes of transportation should be considered.

The following items were discussed on what the public views as "issues" for this project.

Item	Description
1	Transportation and recreation should be separate. Education on how the two differ is desired.
2	Transportation-related trails should have an origin and a destination, not a loop without an origin or destination. Noted by Michael Dulude.
3	The laws of side paths (next to the highway) are an issue. The law states that if a trail is adjacent to a highway, it is required to be a trail.
3a	Expansion joints are difficult to ride a bike over.
3b	This law could be altered or deleted. Smooth side paths are needed.
4	There is a lack of continuity.
5	A safe route to school plan needs to be addressed, specifically as it relates to engineering and education/law enforcement.
6	An inventory should be taken to determine where sidewalk is missing, and where it is needed.
7	Link between land use and pedestrian facilities, especially downtown. A transportation plan and/or land use planning should be used to accomplish this.
8	It is very hard to cross the street, especially downtown, where traffic moves quickly.
9	Educate the public on how to drive when a bicycle or pedestrian is around.
9a	Bicyclists and pedestrians also must adhere to the laws of the road.
10	It seems like things get pushed aside when it comes to trails. Implementation and maintenance are examples of this.
11	The recreation plan and the master plan should be done at the same time, in order to coordinate.
12	There is a statewide survey that provides information on sidewalks, connectivity, trails, etc.
13	Downtown should be decreased to 2 lanes with parking on each side.
14	The I-395 area should be cut off from trails, etc. The old 395/new 395 created an "island" that could be dangerous to pedestrians and bicyclists.
15	The trails should be made more "achievable."

The following items were discussed on what the public views as "policies" for this project.

Item	Description
1	There was a list prepared by the public and provided to CAMPO prior to the meeting.
2	Bicycle policies should be looked at carefully.
3	Coordinate with the recreational plan.

The following items were discussed on the public's ideas for possible funding sources for future projects.

Item	Description
1	There was a 3% increase in taxes in Olympia, WA. Something like this could work locally (the utility tax franchise fee).
2	Projects could be bonded.
3	Health benefits like the Kaiser Foundation could be utilized.
4	Private funding could be used.
5	Tourism money could be used.
6	Question 1 money could be used.
7	Lake Tahoe money could be used.
8	The Open Space Committee could shift the way they do business and build facilities like trails.
9	A prioritized plan should be created in order to achieve efficiency and get more funds.

The following items were discussed on the public's ideas for possible future projects.

Item	Description
1	US 395 Bypass.
2	Capital-to-Capital Trail.
3	Walkable schools.
4	A path along V&T Railroad to Virginia City.
5	Retro-fitting to provide connectivity of sidewalk.
6	Connectivity to Washoe, Douglas, Lake Tahoe.
7	Raised median pedestrian crossings.
8	City-wide traffic calming.
9	Synchronize traffic signals.
10	Non-motorized freeway crossings. Specifically, South Carson, Spooner, Highway 50 E, and the Highway 50/I-395 S area.
11	Prioritization of future projects. This should be done later.

The following items were discussed on what should be included in the next meeting.

Item	Description	Status	Opened	Due	Respond to Issue
1	Maps that show where future projects could go	Open	7/7/05	Next meeting	Rich Romer
2	Any comments or concerns provided by the public between now and the next meeting. Comment sheets were provided to the public.	Open	7/7/05	Next meeting	Rich Romer
Meeting concluded at 9:00 p.m.					

NEXT MEETING

Date to be determined by CAMPO staff, Carson City Staff, and ORA.

ATTACHMENT: Policies provided by the public prior to this meeting

The proceeding minutes are based on ORA's understanding of the above meeting; however, should your recollection differ, please notify us in writing so that corrections can be made.

13.2.4 CARSON RIVER AQUATIC TRAIL PUBLIC INFORMATION MEETING COMMENTS

Santa Maria River Access

- ⓧ Access is already available, facilities are not
- ⓧ By Spring 2007, river signage should be installed to inform boaters to exit here

River Access above Mexican Dam and below Santa Maria

- ⓧ Not recognized as part of this plan
- ⓧ Opposition from private landowners and many river hazards
- ⓧ In Lyon County, Dayton State Park offers public access but there are many diversion hazards between Santa Maria and the Park.

Boating Rentals

- ⓧ Some rentals already available at Sporting Rage in Carson City (Lynn, I know Kevin has lake kayaks, but does he have whitewater kayaks and rafts?)
- ⓧ A rental business near the river can offer economic potential and safety education

Great Basin Sports (Pat Fried)

- ⓧ Has guided on the East Fork of the Carson River, and can offer boating services here
- ⓧ Already gives school presentations on water quality and related water education
- ⓧ Already works cooperatively with Paul Pugsley and Dan Kaffer on many programs, including "Kids Don't Float"

Shooting Activities in Carson River Canyon

- ⓧ The area is private property, so patrol is difficult
- ⓧ When/if there is patrol, radio communication is difficult. Therefore, sheriff's department must send two deputies
- ⓧ Class I section had similar problems in past
- ⓧ Problems should be mitigated with the V&T Railroad and/or Carson City Open Space property acquisition

Junk Cars

- ⓧ Similar to shooting activities, problems should be mitigated with the V&T Railroad and/or Carson City Open Space property acquisition

Residential Neighborhoods and Road

- ⓧ Posted speed limit is 25 mph
- ⓧ Education on respect of speed limits and related safety

Overnight Camping Along River

- ⓧ This is a day-use only facility

Funding Sources

- ⓧ \$2.5 million is available from Question 1 to Carson City for property acquisition, environmental and improvement projects, etc.
- ⓧ Federal Lands Bill may help with some acquisitions such as Buzzy's Ranch
- ⓧ We have money to implement

Reference of Registration and Permitting in Master Plan

- ⓧ Users may be requested to register at access areas, which will help track user numbers, etc. Users will not need a permit and there will not be user fees.
- ⓧ Clarification that permitting is required for river projects

Rescue and Emergency

- ⓧ Interaction with Fire Department for swift water rescue and hasty teams (I know Sheriff Department has a Search and Rescue team. What are their capabilities?)
- ⓧ Ensure funding for Fire Department to meet additional needs
- ⓧ Additional repeater towers to allow cell phone coverage throughout canyon

Education on River Flows and Safety

- ⓧ Install a flow meter on bridges and have a corresponding chart to translate river safety

Liability on Carson City

- ⌘ River policy everywhere is "At your own risk"

Miscellaneous

- ⌘ I am all for this project and the education "tourism". Advertising it for day use. I can't wait to do this. When can you do this in the year, what months? Work on land trails to combine with this project. Cell phone tower and fire and rescue team.
- ⌘ Please consider Repeater Towers for 2-way radios or cell phones service. This allows much better response in the event of an accident. This allows for the public to police the property.
- ⌘ Do you have insurance for liability issues? Recommendation to Supervisors prior to developing signage that funding and training be made to the police & fire department developing a hasty team. Ensure this is in the plan and well documented.
- ⌘ Kiosk with info and warnings at put-ins.
- ⌘ Signage
 - CFS - What is the flow that day
 - Upper limits excerpt
 - Life Vests required (strongly recommended)
 - Holes - How to handle
 - Strainers - How to handle
 - Fall out of boat - How to handle
 - Swim - Upstream Ferry
 - Bike trail along river
 - Homeless structures at beginning of Brunswick Canyon
- ⌘ Morgan Mill needs a lot of work to be a take-out at high water. Get the name of the golf course right on the map. It is Empire Ranch (do it right)

13.2.5 ONLINE AND TRAIL WORKSHOP COMMENTS FROM THE EAGLE VALLEY TRAIL COMMITTEE REPORT

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. 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 CHill "service road"/perimeter trail is offensive and an eyesore. Too much trash/dog poop. ORVtrails 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 unrained 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.
- ⌘ Bicyclists 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 and 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 solitude 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 Ash, Vicee and Kings canyons trails networks.

Connect Clear Creek Rd. to Jack's Valley Rd.