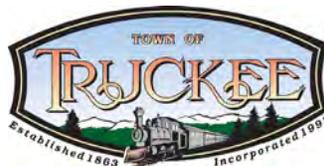




TRUCKEE
TRAILS & BIKEWAYS
M A S T E R P L A N

September 2015



Acknowledgements

Town of Truckee Trails and Bikeways Master Plan

Amended November 13, 2012 (Town Council Resolution 2012-10)

Amended May 17, 2007 (Town Council Resolution 2007-20)

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Development of the 2015 Trails & Bikeways Master Plan involved a diverse team of community volunteers. Their hard work and dedication is acknowledged by the Town of Truckee and appreciated by the community.

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- Patrick Flora, Truckee Town Council
- Forrest Huisman, Tahoe Donner Association
- Dan Warren, Glenshire Devonshire Residents Association
- Alexis Ollar, Mountain Area Preservation
- Nancy Woolf/Dave Schotzco, Truckee Trails Foundation
- Bob Bell, Our Truckee River Legacy Foundation
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CHAPTER 1: VISION

Truckee residents, visitors, and workers will recreate and travel year-round on a complete and connected network of bikeways, walkways, and dirt trails. The network will showcase the Town's natural beauty, access open space in a way that respects the natural environment, and serve everyday destinations such as shops, schools, and parks. By providing access to areas of natural beauty and everyday destinations, the network of bikeways, walkways and dirt trails will be used by people of all ages and abilities for recreation and transportation. The network will contribute to a high quality of life for residents and a great visitor experience.

The network will contribute to a high quality of life for residents and a great visitor experience.



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CHAPTER 2: INTRODUCTION

BENEFITS OF TRAILS, BIKEWAYS, & WALKWAYS

Trails, bikeways, and walkways are the foundation of a comprehensive active transportation network. They offer recreation and transportation opportunities for walking, bicycling, and other recreation types or active transportation modes. Residents, visitors, and workers benefit from a network of paved and dirt trails and bikeways whether travelling to work, going for a family bike ride to the park or library, or enjoying a longer outing to Donner Lake or along the Truckee River. Additionally, trails and bikeways promote public health by providing opportunities for recreation and opportunities for physically active transportation modes.

As trail and bikeway networks are implemented, they offer alternative modes of transportation to the automobile. Increasing walking and bicycling as a means of transportation results in reduced traffic, improved air quality, and reduced greenhouse gas emissions.

BENEFITS OF PAVED TRAILS & DIRT TRAILS

Paved and dirt trails can have unexpected value by serving as a buffer for open spaces, wetlands and wildlife habitat, and even preserving clean water and aquifers. Along with these environmental benefits, trails offer educational opportunities through interpretation of the environment that they pass through.

The creation of more trails in Truckee can raise property values, provide common space for social interactions and supplement existing recreational opportunities. Trails have proven to be safe places that encourage healthy lifestyles and improve the livability of a community. They attract users of all ages and abilities. They are a marker of a welcoming and visionary community.

TRAIL, BIKEWAY, AND WALKWAY TYPES

Dirt Trails

Dirt trails are facilities for use exclusively by non-motorized users such as bicyclists, pedestrians, equestrians, and other non-motorized users, with minimal cross-flow by motor vehicles. As defined in this plan, trails have a dirt surface (dirt, decomposed granite, etc.). Dirt trail width generally varies between two feet to four feet.



Dirt Trail
Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians. Has an earthen surface (dirt, decomposed granite, etc.).

Paved Trails

Paved trails are facilities for use exclusively by bicyclists, pedestrians, and other non-motorized users, with minimal cross-flow by motor vehicles. As defined in this plan, paved trails have a hard surface (asphalt or concrete). They are almost always located in an exclusive right-of-way.



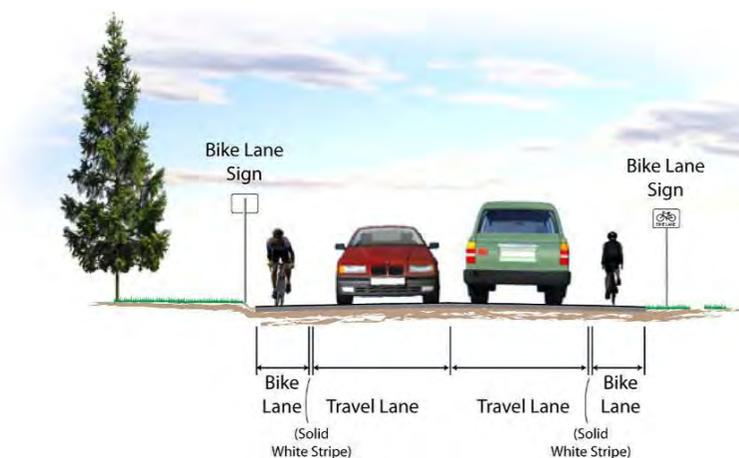
Paved Trail
Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.



MUTCD R44A (CA)

Bike Lanes

Bike lanes are areas within paved streets that are identified with striping, stencils, and signs for preferential (semi-exclusive) bicycle use.



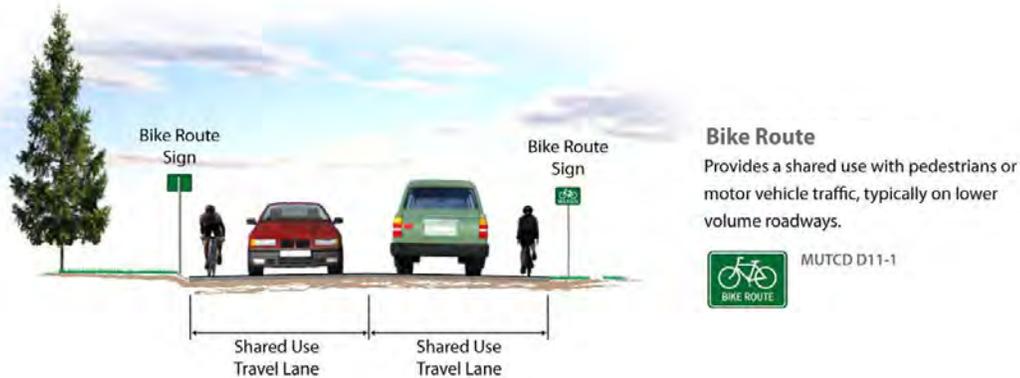
Bike Lane
Provides a striped lane for one-way bike travel on a street or highway.



MUTCD R81 (CA)

Bike Routes

Bike routes are on-street routes intended to provide continuity to the bikeway system. Bike routes are designated by signs or permanent marking and are shared by motorists. Many bike routes provide shoulders that can be used by bicyclists or pedestrians.



Sidewalks

A sidewalk is a walkway along the side of a road. Sidewalks are separated from the roadway travel lanes by a vertical curb and sometimes a strip of landscaping. As defined in this plan, sidewalks have a hard surface (asphalt or concrete). Sidewalks are intended for use by pedestrians and are not designed for bicycle travel.

PLAN PURPOSE

GENERAL PLAN CONSISTENCY

The Town of Truckee 2025 General Plan provides a framework for the Trails & Bikeways Master Plan. Many land use, circulation, and conservation and open space policies contained within the General Plan encourage the implementation of a non-motorized network that creates recreation and transportation opportunities in Truckee and beyond. Specifically, General Plan Conservation & Open Space Action 1.2 directs that “Establishment of trail and bikeway easements shall continue to be subject to the provisions set forth in the Trails & Bikeways Master Plan”. The purpose of the Trails & Bikeways Master Plan is to implement the directly related goals, policies, and actions contained within the General Plan.

Consistent with the General Plan, the following “Purpose Statement” was developed to describe the intent of the Master Plan:

A community-based planning effort promoting the implementation of a local dirt trail, bikeway, and walkway network designed to increase recreational, educational, and active transportation opportunities for

the benefit of Truckee area residents, visitors, and workers. The network will link the Town's historic downtown, residential and commercial areas, and recreational, educational, natural and historic resources and plan for connections to regional public lands, trails, and bikeways.

Development of the Trails & Bikeways Master Plan was primarily driven by the Town of Truckee; however, it is a community plan to be used by public and private entities proposing development of dirt trails, bikeways, or walkways within the boundaries of the plan. It is intended to be used as a guide for future local, state, and federal roadway improvement projects and future dirt trail projects, and to identify general trail corridors. When reasonable and warranted, all local, state, and federally sponsored projects with an opportunity to implement the objectives of the plan are strongly encouraged to expand or modify the scope of these individual projects to be consistent with the plan.

CALIFORNIA ACTIVE TRANSPORTATION PROGRAM CONSISTENCY

The California Active Transportation Program (ATP), administered by the Department of Transportation (Caltrans), funds infrastructure projects and education, encouragement, enforcement, and planning activities that encourage increased use of active modes of transportation. As a part of the Active Transportation Program Guidelines, the California Transportation Commission identifies 17 elements of an Active Transportation Plan. Future ATP call for projects may require the Town to have an adopted plan that addresses the 17 elements of an Active Transportation Plan. To conform to these upcoming requirements, the Truckee Trails & Bikeways Master Plan addresses these 17 elements. Appendix B includes a complete list of these elements and the location within this plan where each element is addressed.

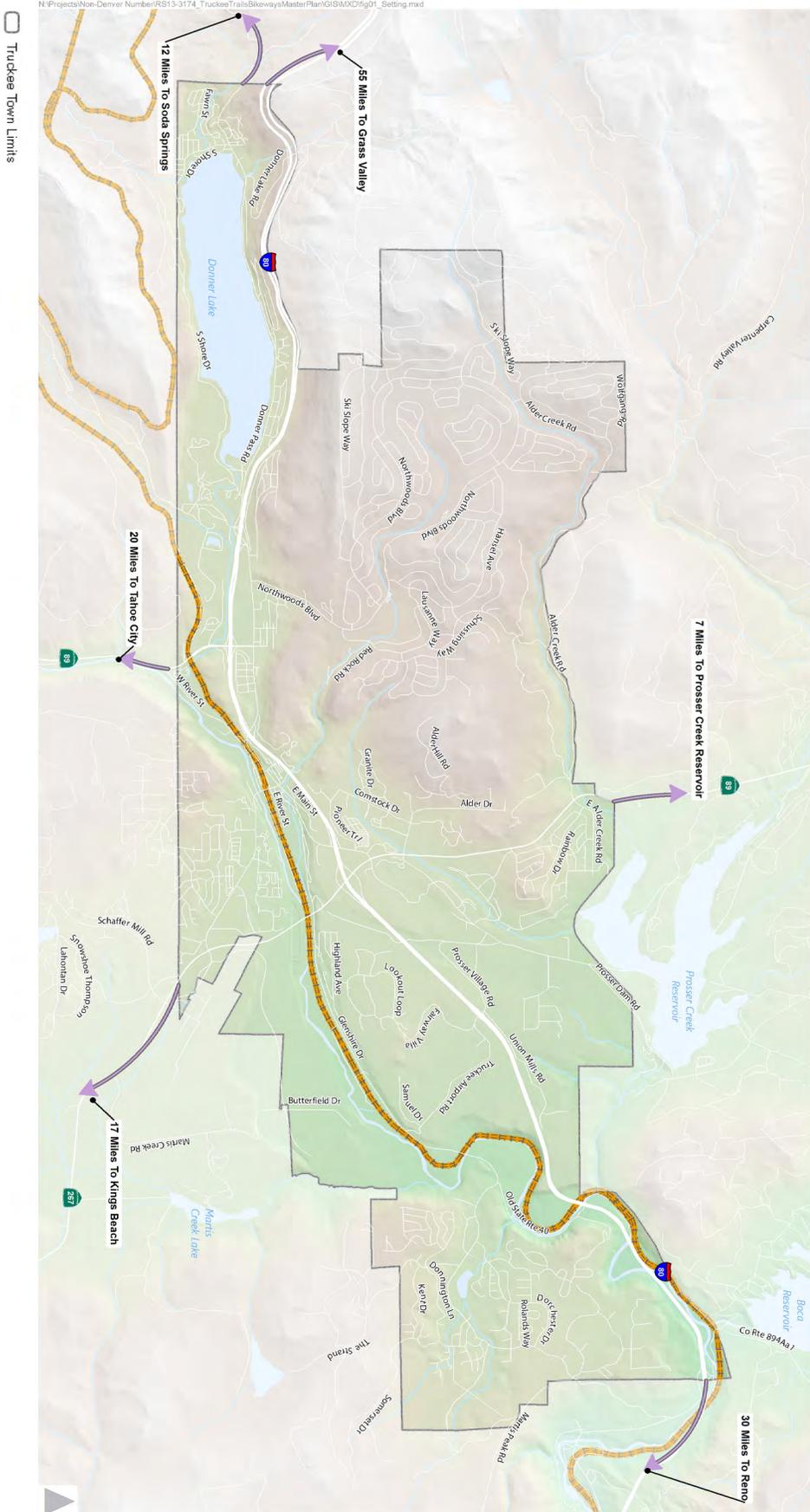
PLAN BOUNDARIES

The Town of Truckee's jurisdictional boundaries, established with incorporation of the Town in March 1993, are the limits of this plan's focus. The Trails & Bikeways Master Plan is not a regional plan. Although the scope of the plan is solely contained within the incorporated Town limits, the plan recognizes that the Town of Truckee is an integral part of the larger Truckee/North Lake Tahoe region and considers the planned network within a regional context. The Town of Truckee coordinates with its neighboring jurisdictions on regional connections. Additionally, relevant portions of the Town's Trails & Bikeways Master Plan are incorporated in the Nevada County Bicycle Master Plan. Figure 1 shows the plan boundaries and regional connections.

The following "Planning Area Description" is consistent with the necessary local scope of the Trails & Bikeways Master Plan and recognizes the necessary coordination with the regional dirt trail and bikeway network:

The planning area includes and focuses on all lands within \ the Town of Truckee, considering and planning for linkages to public lands and the dirt trail and bikeway network within the Truckee and North Lake Tahoe region.

Figure 1: Plan Boundaries and Regional Setting



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PLAN SCOPE & DETAIL

The Trails & Bikeways Master Plan's scope is comprehensive, but not specific. The plan has been designed and developed as a long-range planning document for paved and dirt trails, bikeways, and walkways recognizing the many environmental, political and social issues associated with its implementation. The goal of the plan development process was to create a framework for the creation of a town-wide network, involving a holistic analysis of the opportunities and constraints affecting its creation and implementation. The plan is designed to promote connections between the Town's many distinct areas and resources, not specific connections within these individual areas or resources.

The plan does not attempt to provide answers or solutions to all specific issues associated with its implementation. The large scope of the plan boundaries warranted a "broad stroke" plan development philosophy and the deferment of project-level analyses to subsequent public processes. The most representative example of this plan development philosophy is the "corridor" planning methodology used for the shared use path and dirt trail planning process further described in Chapter 5: Existing Conditions. Although the plan does not contain a specific analysis of every issue associated with its implementation, it does identify these yet-to-be resolved issues and creates a public process intended to ensure the open discussion and resolution of any remaining issues and unanswered questions specific to each individual proposal.



April 2014 Workshop

IMPLEMENTATION TIMING & PROCESS

Completion of the network envisioned within the Trails & Bikeways Master Plan will happen incrementally as financial resources permit. The plan is used as a tool to guide the development of specific projects as resources and opportunities arise. A range of financial resources, from dedicated budgeted monies, public-private partnerships, and grant funding will contribute to the implementation of individual projects and completion of the planned network. Specific funding sources and their

requirements can impact the selection and timing of projects. The Town is committed to implementation of the plan, both through the allocation of its own resources and encouragement and cooperation with other private and public entities.

Since the Trails & Bikeways Master Plan's initial adoption in 2002, several miles of paved trails and bike lanes have been built within the Town's limits. These projects were constructed with a variety of local funds, development projects, and grant funds.

PLANNING PROCESS

PREVIOUS PLANS

The first Trails & Bikeways Master Plan was developed between 1997 and 2002. Development of the 2002 plan involved representatives of many diverse dirt trail and bikeway interests in Truckee: local hiking, biking, equestrian, and active transportation interests; five residential subdivisions; and local public agencies, private districts, and interest groups. Minor updates were made to the plan in 2007 and 2012.

PLANNING PARTICIPANTS

The 2015 Trails & Bikeways Master Plan was developed with guidance from a Stakeholder Committee. The Stakeholder Committee reviewed goals and policies, developed a public outreach strategy, and provided feedback on the draft plan. Eight Stakeholder Committee meetings were held, two of which also served as community workshops.

COMMUNITY INPUT

Two community workshops were held as a part of the 2015 Trails & Bikeways Master Plan development. Additionally, two online surveys were administered to augment the community workshops.

The first workshop was on February 26, 2014 at Truckee Town Hall. Approximately 50 participants completed interactive exercises to gauge trends such as: preferences for bikeway type; top priorities for new paved and dirt trails, bikeways, and walkways; favorite places to walk or bike; and recommendations for winter maintenance. Additionally, participants identified desired project corridors and areas of need on aerial maps of the Town.



February 2014 Workshop

The second workshop was on April 16, 2014 at Truckee Town Hall. The Town and its consultants delivered a short presentation to the approximately 25 participants. Then, participants voted for their highest priority paved and dirt trail, bikeway, and walkway projects.

Two separate online surveys were developed to solicit feedback similar to each community workshop. Over 160 respondents completed the first online survey and over 100 respondents completed the second online survey.



Trout Creek Trail Alignment Planning

FORMAL & FINAL PLANNING COMMISSION ACTION

At its August 2015 hearing, the Planning Commission reviewed the draft Master Plan and unanimously recommended approval to the Town Council.

FORMAL & FINAL TOWN COUNCIL ACTION

At its hearing on September 22, 2015, the Town Council reviewed the draft Master Plan and unanimously adopted the Plan.

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CHAPTER 3: RELATIONSHIP TO OTHER PLANS

TOWN OF TRUCKEE PLANS

TOWN OF TRUCKEE 2025 GENERAL PLAN (2006)

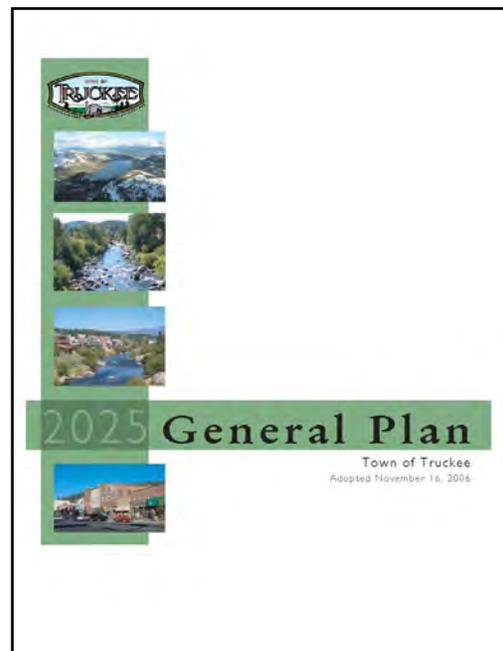
The Town of Truckee 2025 General Plan provides direction on how Truckee might best fulfill its community vision and how the Town wishes to develop in the future. Implementing the Trails and Bikeways Master Plan is a mechanism for achieving several goals of the 2025 General Plan, including:

Circulation Goal 9 – Reduce vehicle trips as a means to minimize demands on the existing roadway system, reduce the future need for new or expanded road facilities, and reduce energy consumption and air pollution.

Circulation Goal 10 – Provide a safe, comprehensive, and integrated system of facilities for pedestrians and cyclists and other non-motorized modes of transportation.

Conservation and Open Space Goal 9 – Link open space areas in Truckee through a well-connected network of open space corridors and dirt trails.

Conservation and Open Space Goal 10 – Create a greenway or parkway that extends from Donner Lake, along Donner Creek and the Truckee River, to the eastern Town Limit.



Several policies and actions from the 2025 General Plan provide additional direction on the purpose and content of the Trails and Bikeways Master Plan.

DOWNTOWN SPECIFIC PLAN (1997)

The Town of Truckee Downtown Specific Plan was adopted by the Truckee Town Council in November 1997 to implement the Town of Truckee General Plan within the boundaries of the Downtown Study Area. The circulation elements of the Downtown Specific Plan include several infrastructure and program guiding policies for pedestrians and bicyclists:

- Two pedestrian/bicycle crossings of the Union Pacific Railroad:
 1. Between Donner Pass Road and West River Street at Spring Street
 2. Between the Railyard Master Plan Area and East River Street approximately 1,800 feet east of Bridge Street
- New pedestrian/bicycle bridge crossing(s) over the Truckee River
- Develop and implement a snow removal plan for important sidewalks
- Link the Truckee River Regional Park to the Hilltop Master Plan Area with a trail

Since the adoption of the Downtown Specific Plan, several subsequent plans have been developed to address sub-areas of the Downtown Specific Plan.

Hilltop Master Plan and Design Guidelines (2008)

The Hilltop Master Plan Area is a planning sub-area of the Downtown Specific Plan generally located south of Brockway Road and west of Palisades Drive. The Hilltop Master Plan and Design Guidelines were adopted in August 2008 and provide policies and implementation measures to guide future development of the area.

The Hilltop Master Plan and Design Guidelines includes multiple provisions for bicyclists and pedestrians, including the proposed Legacy Trail on the south side of Brockway Road, a shared use path on the south and west sides of Palisades Drive, and dirt trails in the southwest portion of the plan area.

Truckee Railyard Master Plan (2009)

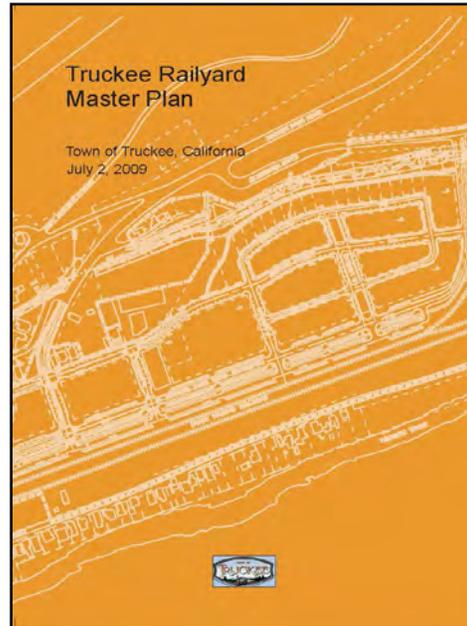
The Railyard Master Plan Area is a planning sub-area of the Downtown Specific Plan generally bounded by Bridge Street to the west, East River Street to the south, and Glenshire Drive to the north. The Truckee Railyard Master Plan describes the Town's vision for the Railyard Area to guide its future redevelopment.

The Circulation Concept Plan for the Railyard Master Plan Area includes a grid network of arterial, collector, local, and alley streets. The Master Plan envisions an area where people choose to walk or bike rather than drive and includes a network of paved trails, bike lanes, and walkways. The Master Plan also identifies a study area for an

undercrossing of the Union Pacific Railroad approximately 1,800 feet east of Bridge Street.

Downtown River Revitalization Strategy (2005)

The Downtown River Revitalization Strategy provides strategic direction to implement the Downtown Specific Plan along the edges of the Truckee River through Downtown Truckee. The Downtown River Revitalization Strategy outlines a framework for circulation, including circulation for pedestrians and bicyclists. The framework includes a pedestrian figure-eight loop of the Truckee River from Donner Creek to Trout Creek that builds upon the three pedestrian/bicycle bridge crossings over the Truckee River identified in the Downtown Specific Plan.

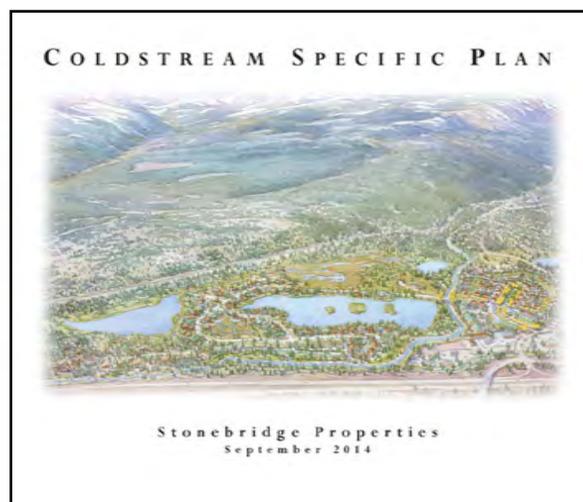


GRAYS CROSSING SPECIFIC PLAN (2004)

The Gray’s Crossing Specific Plan is a planned community located north of Interstate 80 and on both sides of State Route 89. The Specific Plan includes a variety of land uses and a trails plan for paved trails and dirt trails. As of 2014, a majority of the paved trails and dirt trails have been constructed.

COLDSTREAM (PLANNED COMMUNITY 1) SPECIFIC PLAN & TENTATIVE MAP (2014)

The Coldstream Specific Plan is a planned community located south of Interstate 80, east of Donner Memorial State Park, and west of State Route 89. The approved tentative map includes residences, a mixed-use village, open space, and a variety of dirt trails and paved trails.



JOERGER RANCH (PLANNED COMMUNITY 3) SPECIFIC PLAN (2015)

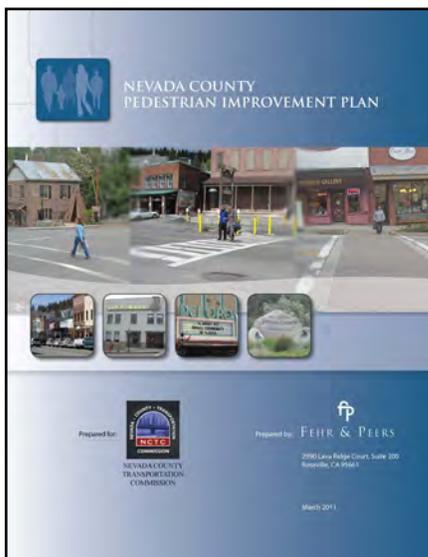
The Joerger Ranch Specific Plan is a planned community located at the four corners of the State Route 267/Brockway Road/Soaring Way intersection. The specific plan includes commercial uses, industrial uses, multi-family residences, and open space. Additionally, the draft specific plan includes paved trails or bike lanes on several roadways within the specific plan area.

TRUCKEE DONNER RECREATION & PARK DISTRICT MASTER PLAN (1991)

The Truckee Donner Recreation and Park District adopted a Ten-Year Master Plan for the community in 1991 to facilitate the establishment of a balanced park, recreation and open space system. The unmet recreational needs of the community were identified by the District through a survey of the residents and users of the District facilities and programs, concluding the development of paved trails and dirt trails as the highest community priority. Because the scope of the Master Plan included more than just dirt trail and bikeway facility planning, a detailed analysis of dirt trails and paved trails was not included within the Plan. The TDRPD Plan appropriately deferred implementation of on-street bikeways to the Nevada County Transportation Commission and provided only general direction to create a recreational dirt trail system to accommodate casual, passive and low speed uses by many types of users.

PLANS FROM NEIGHBORING JURISDICTIONS

NEVADA COUNTY BICYCLE MASTER PLAN (2013)



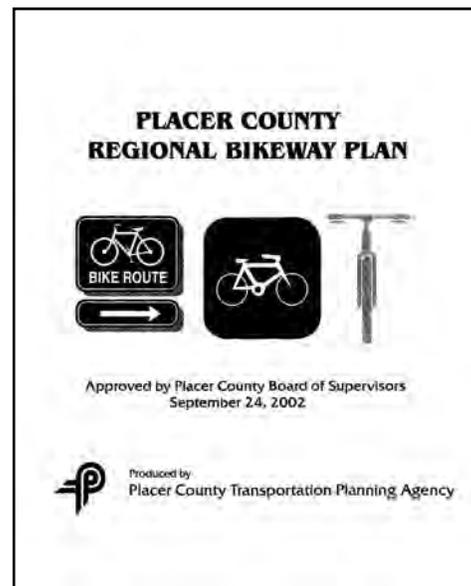
The Nevada County Bicycle Master Plan was adopted in 2013 by the Nevada County Transportation Commission. The Bicycle Master Plan primarily addresses the needs of Grass Valley, Nevada City, and unincorporated Nevada County. For each of these jurisdictions, the Bicycle Master Plan includes an evaluation of existing conditions, a proposed network of bikeways, and priorities for project implementation. The Nevada County Bicycle Master Plan describes Truckee’s existing and proposed dirt trails and bikeways network; however, the Town of Truckee develops and adopts these plan elements independently through the Trails and Bikeways Master Plan.

NEVADA COUNTY PEDESTRIAN IMPROVEMENT PLAN (2011)

The Nevada County Pedestrian Improvement Plan was adopted in 2011 by the Nevada County Transportation Commission. The Pedestrian Improvement Plan addresses the needs of Truckee, Grass Valley, Nevada City, and unincorporated Nevada County. For each jurisdiction, the Pedestrian Improvement Plan includes an inventory of existing pedestrian infrastructure, an analysis of pedestrian-vehicle collisions, and a proposed sidewalk network. The Town of Truckee was a participant in the development of the Pedestrian Improvement Plan. The Pedestrian Improvement Plan's proposed sidewalk network and project prioritization list was used as a starting point for pedestrian elements of the Trails and Bikeways Master Plan; however, the pedestrian elements of the Trails and Bikeways Master Plan supersede the Pedestrian Improvement Plan.

PLACER COUNTY REGIONAL BIKEWAY PLAN (2002)

The Placer County Regional Bikeway Plan provides for a regional system of bikeways for transportation and recreation purposes. The Regional Bikeway Plan proposed bike lanes on State Route 89 between Truckee and Squaw Valley and on State Route 267 between Truckee and Tahoe Vista.



TRUCKEE RIVER CORRIDOR ACCESS PLAN (2012)

The Truckee River Corridor Access Plan serves as the guiding vision for the Truckee River corridor between Lake Tahoe and Truckee.

The plan's purpose is to help agencies and organizations direct land management activities; enhance, restore, and protect natural resources; and develop dirt trails, staging areas, and other potential low-intensity recreational facilities. The Truckee River Corridor Access Plan identifies a potential shared use path along the Truckee River between Tahoe City and Truckee. The path segment between Tahoe City and Squaw Valley is already complete.

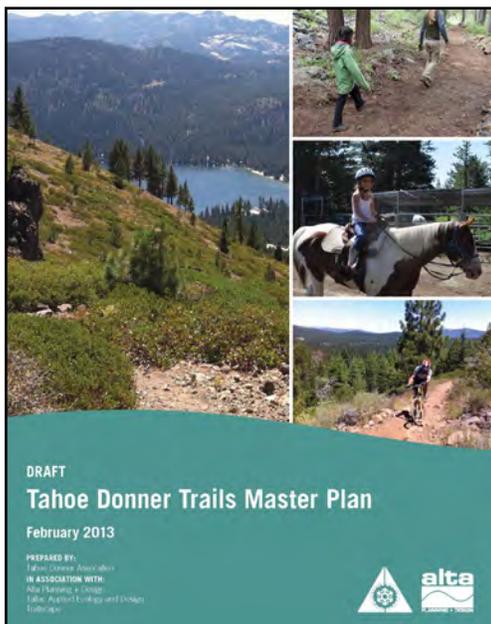
MARTIS VALLEY COMMUNITY PLAN (2003)

Martis Valley is a geographic area bisected by Martis Creek, which flows to the Truckee River, generally located south of the Town of Truckee, north of Brockway Summit on State Route 267, south and east of the Truckee River, and west of the Nevada state line. The Martis Valley Community Plan sets forth goals, policies, assumptions, guidelines, standards, and implementation measures to guide the physical, social, and

economic development of the Martis Valley area.

The Martis Valley Community Plan includes a network of existing and proposed dirt trails and paved trails. Dirt trails that connect to the Town of Truckee are proposed on the south and east sides of Sierra Meadows, on the south side of Schaffer Mill Road, and on the south side of State Route 267 east of Schaffer Mill Road. Additionally, the Martis Valley Community Plan proposed an dirt trail and a shared use path between Truckee Tahoe Airport and Martis Creek Lake north of State Route 267 towards the Truckee River.

TAHOE DONNER TRAILS MASTER PLAN (2013)



Tahoe Donner is a community in northwest Truckee generally located north of Interstate 80 and west of State Route 89. In addition to housing, Tahoe Donner includes a variety of recreational amenities, including an dirt trail system. The Town of Truckee maintains roadways within Tahoe Donner, as well as several bike lanes located on Northwoods Boulevard, Ski Slope Way, Hansel Avenue, Lausanne Way, and part of Schussing Way. The Tahoe Donner Association released a draft of its Trails Master Plan in 2013. The Trails Master Plan identifies existing and proposed dirt trails within Tahoe Donner. It includes connections to two paved trails proposed by the Town of Truckee: the Trout Creek Trail, which will connect Northwoods Boulevard to Downtown Truckee along Trout Creek, and a second shared use path

north of the Trout Creek Trail connecting Downtown to Truckee to Mougale Lane.

PLAN CONFLICTS

The Master Plan was developed to provide the necessary consistency with the General Plan and other relevant planning documents in reasonably foreseeable conditions and circumstances. However, conflicts may exist because these documents are policy-setting in nature. In cases where there may be a perceived conflict between the Trails and Bikeways Master Plan and the General Plan, Downtown Specific Plan, or other plan, the Community Development Director will make a determination as to which policy prevails. This determination will be subject to the appeal procedures of the Truckee Development Code contained within Chapter 18.140, Appeals.

CHAPTER 4: GOALS AND POLICIES

GOALS AND POLICIES – WHAT ARE THEY?

The Trails and Bikeways Master Plan Goals and Policies are important tools. They provide guidance for an efficient planning process. The Goals and Policies will affect decisions involving implementation of specific dirt trail and bikeway projects in the future. These goals and policies, in conjunction with the maps contained within the Master Plan, relevant design guidance, and findings from each project’s environmental review process, will be used to guide the type, design and specific alignment of future dirt trail and bikeway projects within the community.

ORGANIZATION AND FORMAT

The Master Plan Goals and Policies are organized in three distinct groups – Planning, Development and Management. The Master Plan goals are broad statements of 13 primary objectives of the Plan. The Master Plan policies are more specific statements implementing the respective goal statement.

The Planning Goals and Policies provide guidance on the type, design and general location of dirt trail or shared use path corridors and policy direction on potential use and user conflicts, relationship of the planned system with private lands, effect upon community resources, and generating support for the Plan. The Planning Goals and Policies will be most utilized during the planning and design phases of proposed dirt trail and bikeway projects.

The Development Goals and Policies provide guidance to be applied during the construction phase of new dirt trail and bikeway projects. The Development Goals and Policies also provides guidance for the funding and financing of construction and policy direction on the reservation and protection of dirt and paved trail corridors associated with new commercial and residential development



Truckee River Legacy Trail

within the Town. Further, the Development Goals and Policies generally set forth the necessary planning process for new dirt trail and bikeway projects to ensure a well-considered project and consistency with the Master Plan.

The Management Goals and Policies are equally as important in considering the development of a dirt trail or bikeway project. It is critical that proposed dirt trail and bikeway projects consider, plan and provide for efficient and continued management and maintenance of the project to ensure its long-term success.

PLANNING GOALS AND POLICIES

PLANNING GOAL 1: TRAIL, BIKEWAY, AND WALKWAY SYSTEM

The trails and bikeway system should provide a full range of safe and convenient recreation and active transportation opportunities for multiple users.

Policies

- The system should be planned for multiple users wherever possible, considering user safety, environmental and physical constraints, and land use compatibility.
- The system should be planned primarily for non-motorized use, recognizing the need for motorized use on some dirt trail or paved trail segments when (i) alternative routes are unavailable, (ii) necessary to access planned or existing public motorized recreation and (iii) consistent with the safety, land use compatibility and environmental protection goals of the Plan.
- The active transportation system should create logical and safe linkages within the Town transportation network and frequently connect with those portions of the system planned for recreational use.
- The bikeway and walkway system should provide opportunities for winter use where appropriate, considering environmental conditions, availability of access and parking, safety and maintenance needs.
- The system should be accessible to the physically challenged wherever possible.

PLANNING GOAL 2: CONNECTIVITY AND CONTINUITY

The system should link the Town's historic downtown, residential and commercial areas, and recreational, educational, natural and historical resources utilizing public and private lands as necessary and appropriate.

Policies

The system should:

- Utilize existing public lands, public easements and other public rights-of-way wherever possible.
- Utilize established routes and boundaries and existing natural corridors wherever possible.
- Be planned through private lands when necessary to (i) ensure connectivity and continuity of the system, (ii) provide access to resources or (iii) link the system with major access points.
- Be considerate of bisecting property with no or limited development potential.
- Consider the aesthetic value of the surrounding landscape and incorporate interest into the system by providing access and views to interesting sites, prominent features and other scenic resources.
- Avoid existing or future negative visual impacts, unnatural alignments, corridors adjacent to incompatible land uses and areas with little recreational and/or aesthetic value.
- Include easily accessible and highly visible access points providing recognizable and safe gateways into the system.
- Incorporate an on-street bikeway network providing a safe, convenient and effective alternative to the automobile for bicycle traffic within the Town and linked with existing and planned regional bikeway systems and transit facilities.
- Incorporate continuous sidewalks, especially in commercial areas.
-

PLANNING GOAL 3: DESIGN

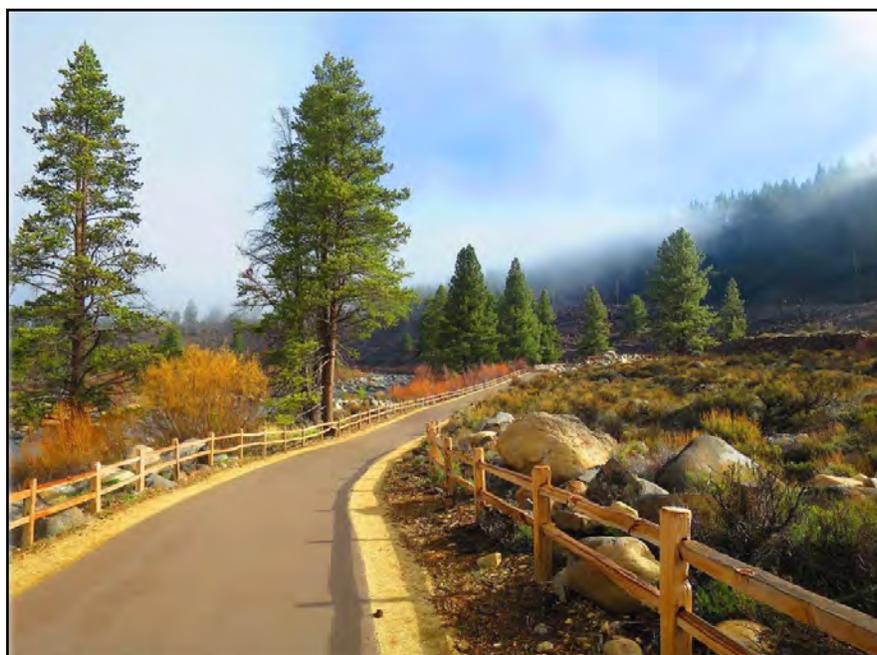
The system design should adhere to a consistent design format to promote the development of a safe, recognizable and uniform system in keeping with the mountain character of Truckee.

Policies

- The system should incorporate a consistent design between dirt or paved trail segments, but allow enough flexibility to adapt to changing community needs and to promote creative adaptations to achieve superior outcomes.
- Dirt and paved trails should be of the highest quality design, yet cost-effective, functional, low impact and easily maintained.
- Dirt and paved trail design should be based upon the character of the corridor and surrounding lands, the intended and varying needs of the users, and the expected volume of use by both residents and visitors.
- Supporting system facilities such as bike parking, trailheads, and restrooms

should be planned for the dirt and paved trail system to maximize its utility.

- Supporting system facilities such as bike parking, trailheads, and restrooms for dirt and paved trail users should complement the natural landscape and be located closer to existing developed areas.
- Alignments should primarily be dictated by natural landforms, features and destinations, not man-made features. Dirt and paved trails should seem as if they are an integral part of the environment, conforming to the natural landscape and seeking the least resistant and most interesting path.
- The dirt trail system should be designed using relevant standard and guidance, including the Trails & Bikeways Master Plan's Design Guidelines.
- Dirt and paved trail design and selection of surface material should reflect the projected type of user and volume of use.
- Dirt and paved trails should be designed to be safe given the expected type and volume of users.
- The bikeway system should be designed to minimize conflicts with vehicles and other users, utilizing the design standards and guidelines contained in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and Caltrans' Highway Design Manual (HDM). Where appropriate, the Town should apply design guidance from best-practices documents such as the American Association of State Highway Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.



Truckee River Legacy Trail

- Paved trails and bike lanes should be implemented wherever feasible and appropriate, considering the projected type of user and volume of use.
- Dirt and paved trail design will encourage users to respect the privacy of adjacent private properties from visual and physical intrusion.
- The system should be accessible to persons with disabilities as required by the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design; where accessibility to the system is not required by the ADA, the system should be accessible to persons with disabilities wherever possible.



State Route 89 Roundabout

PLANNING GOAL 4: PRIVATE LANDS

The Town, appropriate public agencies and community groups should work collaboratively and cooperatively with affected private and public agency landowners to effectively implement the goals of the Plan.

Policies

- Unless required for development approval, private landowners providing dirt or paved trail dedications should inherit no additional liability and be provided the same liability protection afforded to public dirt trail or paved trails ownership entities.
- One or more public entities should accept private land dedications and the responsibility for public use liability.
- Existing developed areas should be encouraged to provide lands within their respective developments necessary to provide a through connection, connecting spur or supporting facilities contributing to the continuity of the system.
- The Town should work jointly with responsible agencies, Truckee Donner Land Trust, homeowner's groups and other interested community groups to

develop a land acquisition program to facilitate the acquisition of private lands necessary to establish a continuous system, employing a variety of equitable and innovative acquisition methods and using the most cost-effective methods available.

PLANNING GOAL 5: LAND USE AND USER CONFLICTS

The system should be planned to minimize land use and user conflicts to provide a safe and enjoyable experience for the user.

Policies

- The Town should develop rules and regulations for the use of dirt and paved trails.
- Dirt and paved trail corridors, alignments, and design details should be reviewed by responsible emergency service providers to ensure adequate emergency access to the system.
- The Town should coordinate with emergency responders to develop and implement an emergency response plan.
- The Town should coordinate with local agencies and special districts to ensure emergency evacuation plans are in place.
- A user education program should be developed and promoted throughout the system to encourage proper use and etiquette.
- The system and associated facilities should have minimal impact on adjacent private and public lands and preserve the right of privacy for these lands.

PLANNING GOAL 6: COMMUNITY RESOURCES

The system should seek to access, protect and enhance the natural and historic resources of Truckee.

Policies

- The protection of Truckee's scenic, natural, historic, cultural, geologic, open space, wildlife, floodplain and wetland resources should be a primary consideration over other goals of the Plan.
- The system should seek to access and pass through a variety of ecosystems and natural and historic resources when the presence of the dirt trail or paved trails and its users does not adversely affect these resources.
- Dirt or paved trail corridors containing sensitive or fragile environmental resources and habitats should be avoided to the extent possible.

- The system should provide for educational opportunities and experiences, including educational facilities such as interpretive signage and kiosks.
- The system should support both active lifestyles and utilitarian trips by being accessible to most Truckee homes and businesses for a majority of the year.
- The Town should monitor the number of system users on a regular basis to determine the system's impact on public health and the environment.

PLANNING GOAL 7: PLAN SUPPORT

Community and responsible agency support is critical to successful implementation of the planned system. Open and consistent involvement and education in the final planning and implementation of the Plan should be encouraged and regularly provided.

Policies

A public education program encouraging public involvement and promoting the benefits and opportunities of the planned system should be developed to encourage use and support of the system.

- Develop a user-friendly bikeways and walkways map for planning non-motorized trips.
- Public support for the planned system should be promoted through visible and expedient implementation of the Plan, including the phased construction of dirt and paved trail, bikeway, and walkway segments to facilitate incremental completion of the system.
- User feedback should regularly be sought to monitor the success of the system and to identify areas for improvement.



Construction of the Truckee River Legacy Trail

- The Town and responsible agencies should seek opportunities to present and promote the goals of the Plan to all interested agencies and community groups.
- The Town should consider participation in the League of American Bicyclists' (LAB) Bicycle Friendly America program.
- The Town should consider applying to relevant state or national advocacy organizations for the recognition of one of its dirt or paved trails or of its entire system of dirt and paved trails, bikeways, and walkways.
- The Town should partner with related organizations to implement education and encouragement efforts to increase use and familiarity of the system of dirt and paved trails, bikeways, and walkways.

DEVELOPMENT GOALS AND POLICIES

DEVELOPMENT GOAL 1: NEW DEVELOPMENT

New development should provide for dirt and paved trail or bikeway alignment reservations, dedications and/or construction when trail or bikeway corridors are identified within the Plan through these private lands.

Policies

- New development should be reviewed by all responsible agencies for potential conflicts to planned connections.
- The Town should work with Nevada County and Placer County to review development proposals outside the Town boundaries to ensure the protection of future connections with existing and planned regional dirt and paved trail, bikeway, and walkway systems.
- New development should provide dedications, reservations or other legal land entitlement when necessary to implement the overall goals of the Plan, including adequate area for the network design, supporting facilities, construction and environmental protection. New development should also construct and the Town may maintain at a cost to the owner the facilities on-site and may be required to construct such facilities off-site.
- Incentives and innovative public/private partnerships should be developed and provided to new development to promote the funding and incremental construction of the dirt and paved trail, bikeway, and walkway system by private development.

DEVELOPMENT GOAL 2: FUNDING

All available funding sources should be identified and diligently pursued for all projects implementing the goals of the Plan.

Policies

- All sources of funding, both public and private, should be sought to support the planning, development and management of the system.
- Volunteers should be encouraged to participate in dirt trail construction and maintenance, where appropriate.

DEVELOPMENT GOAL 3: CONSTRUCTION

The system should be constructed consistent with the goals of the Plan and incorporate measures to ensure protection of the natural environment.

Policies

- Dirt and paved trails widths should accommodate the anticipated level of use. A minimum width may be acceptable for low-use facilities but high-use facilities will require width in excess of the minimum.
- Areas disturbed during dirt or paved trail construction should be re-vegetated and restored to a state similar to the previously existing natural condition.
- Best Management Practices should be utilized for all dirt or paved trails construction to prevent increased soil erosion and instability, substantially changed drainage patterns and negative effects on adjacent lands and facilities.
- Every effort should be made to minimize the short-term impact of construction activities upon neighboring lands.

DEVELOPMENT GOAL 4: PROJECT PLANNING

Careful project-specific planning is necessary to ensure consistency with the goals of the Plan and should be made a mandatory element of all dirt trail, bikeway, and walkway construction projects.

Policies

- Pre-construction project planning meetings should be conducted with the responsible agencies to consider the feasibility of construction, including the identification of any necessary special design features, unusual constraints and costs, and sensitive environmental resources.

MANAGEMENT GOALS AND POLICIES

MANAGEMENT GOAL 1: STEWARDSHIP

Cooperation and coordination with both public and private entities should be established to ensure the careful and responsible management of the system.

Policies

- Every reasonable effort should be made to responsibly manage and minimize potential long-term impacts upon neighboring property owners associated with use of the system.
- Maintenance and management responsibilities should be generally defined for the system as a whole and specifically defined for individual segments as part of the project approval process.

MANAGEMENT GOAL 2: MAINTENANCE

Quality and consistent long- and short-term maintenance of the active transportation system is paramount to its success.

Policies

- A maintenance entity should be identified and established prior to the development of dirt and paved trails projects.
- The necessary maintenance and management needs and responsibilities, future maintenance needs, likely management issues, and the availability of current and future management resources should be identified prior to development of the system.
- Regular system maintenance and frequent inspections should be ensured to prevent incremental degradation, ensure continued safety and promote the maximum life of individual segments and the system as a whole.
- The Town should consider winter maintenance for selected portions of heavily used facilities to sustain use year-round for a variety of users.
- Volunteers should be encouraged and an Adopt-a-Trail program should be established for organizations, businesses, and residents to volunteer to help maintain the trails. The program may be designed to also generate publicity for the groups' services.
- Existing developed areas should have funding responsibility through the Town to maintain facilities that provide direct benefit to their respective development.

- Maintenance activities should include weed abatement and invasive species removal along the system of dirt and paved trails.
- Establish a comprehensive entity, consolidated under the Town, that will manage dirt or paved trails maintenance; existing developed areas shall contribute to trails maintenance as required by their development agreements, conditions of approval, or other land use approval documents. Desired maintenance activities and standards are outlined in the “Corridor Maintenance” section of the Trails & Bikeways Master Plan.

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CHAPTER 5: PROPOSED TRAILS, BIKEWAYS, WALKWAYS & PROGRAMS

PURPOSE AND INTENT

BIKE LANES & BIKE ROUTES

A linked network of bike lanes and bike routes provides opportunities for bicycling as a mode of transportation or for recreation to Truckee residents, visitors, and workers. The intent of the planned network of bike lanes and bike routes is to reduce automobile trips by providing safe and convenient routes that link the many residential neighborhoods, commercial areas, and public facilities and services. The network of bike lanes and bike routes is also designed to connect with the network of paved and dirt trails.

PAVED & DIRT TRAILS

Paved and dirt trails are primarily intended to provide recreational opportunities, but can also provide opportunities for alternative transportation dependent upon their design and location. Paved trails are defined in this plan as having a hard surface (asphalt or concrete). Dirt trails are defined in this plan as having a dirt surface (natural dirt, decomposed granite, etc.); exact surface type depends on site-specific conditions, projected use, and other factors.

CORRIDOR VERSUS ALIGNMENT PLANNING

The proposed network of paved and dirt trails is based on a “corridor” planning methodology. Proposed paved and dirt trail segments are intended to illustrate planned connections between two points contained within a broad corridor. For each paved or dirt trail segment, a detailed alignment analysis that involves the use of area-specific environmental and topographic information will be necessary. However, a detailed alignment analysis is beyond the scope of this plan.

All proposed trail segments are based upon a general understanding of the physical

conditions of the corridor. Some segments are more specific than others due to their intended utilization of existing rough graded roads, informal dirt trails, previously planned dirt trails or obvious natural constraints.

Specific alignment planning is the next step for each trail segment. The alignment planning will involve a more detailed study of the opportunities and constraints within each corridor. Alignment planning includes design alternatives, environmental analysis, and public review. The Trails & Bikeways Master Plan’s goals, policies, and design guidelines are used to determine the best possible alignment for paved trails or dirt trails.

PROPOSED TRAILS & BIKEWAYS

Appendix A provides a description of existing facilities. The proposed facilities in Figures 2 and 3 are a continuous network of dirt and paved trails, bike lanes, and bike routes that connect to numerous local destinations and provide vast opportunity for recreation. Additionally, the network connects to the regional bikeway system. Table 1 summarizes the mileage of existing, funded, and proposed paved and dirt trails and bikeways by facility type.

TABLE 1 LENGTH OF DIRT TRAILS AND BIKEWAYS BY CLASSIFICATION

| Classification | Existing Mileage | Proposed Mileage |
|------------------------|------------------|------------------|
| Dirt Trail | 13 ¹ | 27 |
| Paved trails (Class I) | 18 | 17 |
| Bike Lane (Class II) | 38 ² | 19 |
| Bike Route (Class III) | 32 | 4 |
| Total | 101 | 67 |
| GRAND TOTAL | 168 miles | |

¹ Does not include Tahoe Donner Association trails

² One-way total of bike lanes

Source: Fehr & Peers, 2014

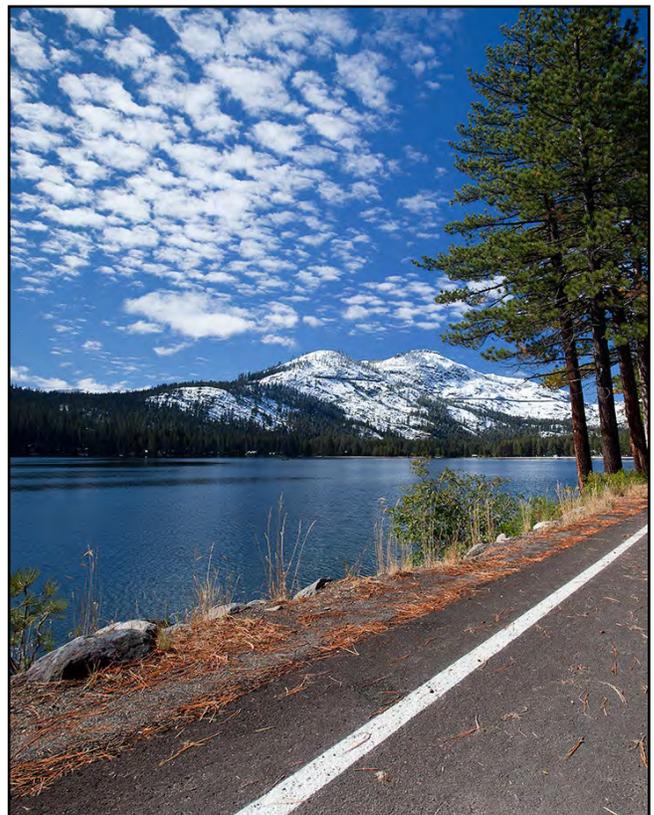
DIRT TRAILS

Dirt trails are proposed primarily along corridors of existing but informal recreational activity. Many dirt trail segments access high quality recreational destinations, including Donner Lake, Alder Hill, Prosser Creek Reservoir, and the Truckee River.

PAVED TRAILS

Paved trails are commonly proposed along waterways and within other open spaces and scenic areas. Paved trails are also proposed to connect existing bikeways with other bikeways or roadways to create direct routes between different parts of Truckee that will be comfortable for all levels of bicyclists. Highlights of the proposed network of trails are discussed below:

- Truckee River Legacy Trail – This proposed paved trail will connect Donner Lake at the west to Glenshire at the east. The portions of the Truckee River Legacy Trail between Truckee River Regional park and Glenshire already exist. West of Truckee River Regional park, the Truckee River Legacy Trail will parallel Brockway Road, pass through the Hilltop Master Plan area, cross the Truckee River near the West River Street/State Route 89 intersection, go underneath the Union Pacific Railroad at the Mini Mousehole, and pass through the Coldstream Planned Community.
- Trout Creek Trail & Tahoe Donner Trail – This paved trail system will connect Downtown Truckee to Northwoods Boulevard in Tahoe-Donner on an alignment adjacent to Trout Creek.
- Pioneer Trail Extension to Frates Lane – This proposed paved trail will connect the Pioneer trail at its western terminus to Frates Lane, behind the Gateway at Donner Pass shopping center. This trail will make it possible for residents of Gray's Crossing to access commercial destinations on Donner Pass Road without riding on Donner Pass Road itself. Additionally, this trail will improve access to the Truckee Community Recreation Center for Truckee residents who live off of Donner Pass Road between Northwoods Boulevard and Levon Avenue.
- Brockway Road/State Route 267 Trail Extension and Connection to Truckee River Legacy Trail – This proposed paved trail will extend the Brockway Road Trail from its terminus at Martis Valley Road along State Route 267 to the southern Town limits. The Town will coordinate with Placer County to connect this trail to Truckee Tahoe Airport Road. Additionally, this trail



Donner Pass Road Bike Lanes

includes a connection between Brockway Road and the Truckee River Legacy Trail along the current Martis Drive alignment.

- Old Greenwood-Glenshire Drive Bridge Connector – This proposed paved trail will connect the Overland Trail/Fairway Drive intersection to the informal parking areas on the south side of the Glenshire Drive bridge over the Truckee River. It will significantly improve route directness between the Glenshire Drive bridge and areas north of Interstate 80.

BIKE LANES

The proposed Truckee bikeways network includes several new, extended, or improved bike lanes, designed to capitalize upon previous investments in bike lanes and increase the viability of utilitarian and recreational bicycling. Many of these bike lanes connect with one or more of the previously discussed paved trails. The plan includes new and/or improved bike lanes connecting to Downtown Truckee, on State Highways, and on some of Truckee’s busier roadways.

The proposed bikeways network includes bike lanes on Glenshire Drive near Truckee’s eastern Town limits. When complete, these bike lanes will connect the Tahoe-Pyramid Bikeway from its alignment in Nevada County to the Truckee River Legacy Trail. Nevada County and the Tahoe-Pyramid Trail leadership currently have two concept plans for the Tahoe-Pyramid Bikeway east of Truckee. One alignment would follow Hinton Road between Glenshire Drive and the Truckee River. The other alignment would follow Hirschdale Road between Glenshire Drive and the Truckee River. Either connection will use the same bikeways within the Town of Truckee.

BIKE ROUTES

The proposed Truckee network of bike routes includes two projects. The first is a bike route with sharrows on Donner Pass Road through Downtown Truckee to encourage motorists and bicyclists to share the road on through this busy corridor. The second is bike routes on Sierra Drive and Palisade Street to connect the residences off of those roadways to Donner Pass Road.



Bike Route

PROPOSED WALKWAYS

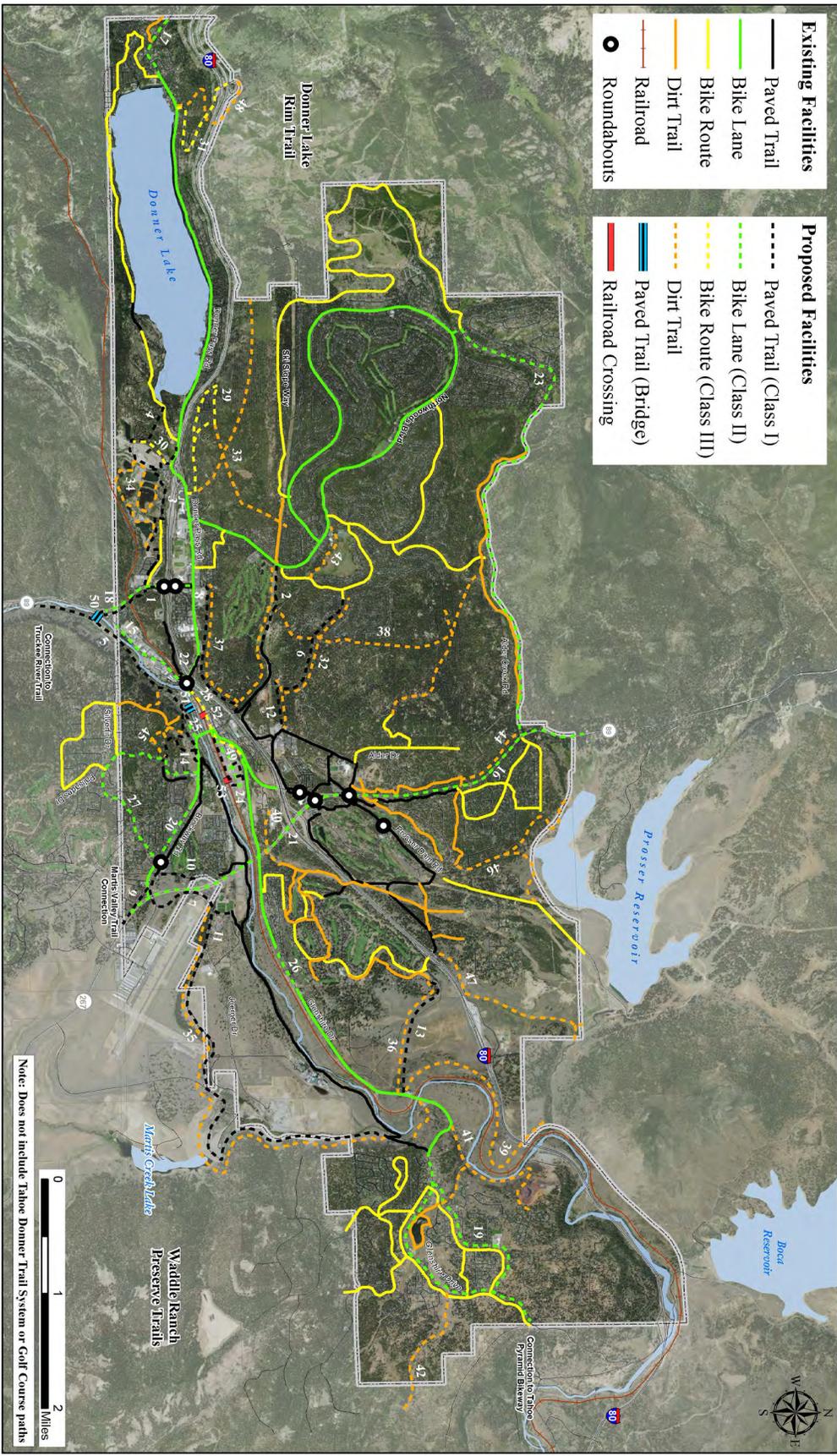
The proposed network of walkways provides pedestrian infrastructure in areas of Truckee with the highest amount of walking. Additionally, the proposed network of walkways connects to many of Truckee's primary trip generators and attractors. Key walkways include sidewalks on Donner Pass Road between Coldstream Road and Donner Pass Road south of Pioneer Paved trails, on various roadways in Downtown Truckee, on West River Street and East River Street, and on Bridge Street and Brockway Road connecting to Truckee River Regional Park. In some cases, the network of walkways relies on the network of paved trails previously discussed.



Sidewalk at Roundabout

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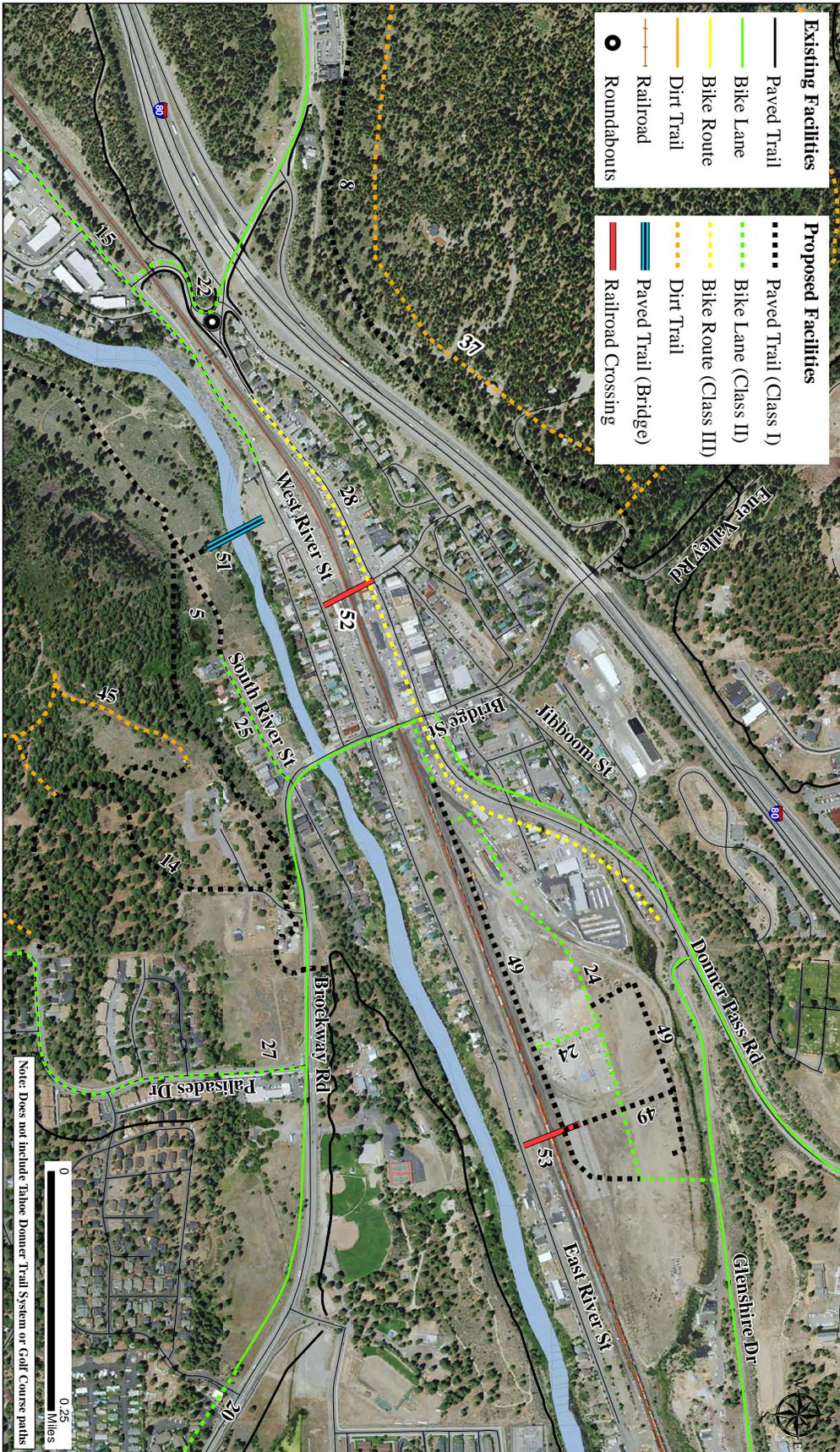
FIGURE 2: Existing and Proposed Trail and Bikeway Network



Plan: 14111:enviromat/development/CIS/State/online/Engineering/Map/2015 Trails and Bikeways Master Plan/figure 2 Existing and Proposed Trail and Bikeway Network, 2015.mxd

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FIGURE 3: Downtown Existing and Proposed Trail and Bikeway Network



Path: \\MT\proj\GIS\MapServer\Eng\2015\Trails and Bikeways Master Plan\Figure 3 Downtown Existing and Proposed Trail and Bikeway Network 2015.mxd



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CHAPTER 6: IMPLEMENTATION

COST ESTIMATES

Unit cost estimates for various facilities were developed on a linear foot or linear mile basis based on construction bids for projects recently constructed in Truckee. Right-of-way acquisition is not included in the unit cost estimates. Table 2 shows the unit costs estimates for each facility type.

TABLE 2 UNIT COST ESTIMATES

| Project Type | Unit Cost |
|---------------------------|--------------------------------------|
| Dirt Trail | 200,000 per mile |
| Paved Trails | \$1.5 million-\$2.5 million per mile |
| Bike Lane | \$700,000-\$1.5 million per mile |
| Bike Route | \$5,000 per mile |
| Sidewalk, Curb and Gutter | \$70 per linear foot |

Source: Fehr & Peers, 2014

Table 3 shows the cost estimates by facility type.

TABLE 3 PROJECT COST ESTIMATES

| Project Type | Unit Cost |
|----------------------------|------------------------|
| Dirt Trail | \$5.9 million |
| Paved trails (Class I) | \$42.4 million |
| Bike Lane (Class II) | \$22.8 million |
| Bike Route (Class III) | \$18,000 |
| Sidewalk, curb, and gutter | \$4.3 million |
| Total | \$106.6 million |

Source: Fehr & Peers, 2014

As shown in Table 3, the total capital cost of the proposed network of paved and dirt trails, bikeways, and walkways is approximately \$106.6 million.

PRIORITIZATION

Each proposed project was prioritized based on its community benefit and community support. The community benefit scoring criteria were based on input received at public workshops and through online surveys. The community benefit scoring criteria for paved and dirt trail, bikeway, and walkway projects include:

- Connects directly to an existing paved/dirt trail/bikeway (closes a critical gap)
- Part of the recreational network of paved and dirt trails
- Facilitates utilitarian use by directly accessing key destinations
- Facilitates bicycling/walking to school
- Location of multiple vehicle-pedestrian collisions (walkway projects only)

Projects were sorted according to their community benefit scores and the level of community support they received through public workshops and online surveys. Appendix D provides the community benefit scores and community support scores for proposed projects. High priority projects include:

- Truckee River Legacy Trail Phase 4 and Gap Closures – Amongst paved and dirt trail and bikeway projects, completion of the Truckee River Legacy Trail received the highest level of community support through workshops and online surveys. The completion of the paved trails would expand upon the Town’s existing investment in the Truckee River Legacy Trail, provide a recreational connection to Donner Lake, and improve utilitarian bicycling from west Truckee to Downtown Truckee.
- Pioneer Paved Trails Extension to Frates Lane – This project received a high community benefit score because it closes a gap between northeast Truckee and the commercial areas off of Donner Pass Road, is part of the recreational system of paved trails, could be used for utilitarian bicycling, and would improve access to the schools on Donner Pass Road.
- Bridges over the Truckee River – Two bridges, one at westerly West River Street and another connecting the Truckee River Legacy Trail and West River Street in the vicinity of Riverside



Trail Wayfinding Signage

Drive, received medium levels of community support and relatively high community benefit scores amongst paved and dirt trail and bikeway projects. They would increase connectivity between Downtown Truckee and the Truckee River Legacy Trail.

- Sidewalks on Donner Pass Road and West River Street – Sidewalks on Donner Pass Road and West River Street in Downtown Truckee received the highest level of community support amongst walkway projects. Additionally, sidewalks on Donner Pass Road between Coldstream Road and McIver Crossing received the highest community benefit score because they would close gaps in the existing sidewalks on Donner Pass Road, would serve significant utilitarian use, access several schools on Donner Pass Road, and would hopefully improve pedestrian safety in areas with a history of vehicle-pedestrian collisions.

DESIGN STANDARDS & GUIDANCE

The design of facilities in Truckee will be done in accordance to a variety of design standards and guidance documents.

The California Manual on Uniform Traffic Control Devices (CAMUTCD) includes uniform standards and specifications for traffic control devices (pavement markings, signs, traffic signals, etc.) in accordance with Section 21400 of the California Vehicle Code. Part 9 of the CAMUTCD includes standards and specifications for traffic control for bicycle facilities.

Caltrans' Highway Design Manual and the American Association of State Highway Transportation Officials' (AASHTO) A Policy on the Geometric Design of Highways and Streets (Green Book") and Guide for the Development of Bicycle Facilities include design guidance for roadways and bikeways.

The National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide is a best-practices document for bikeway design in urban settings. Additionally, the NACTO Urban Street Design Guide is a best-practice document for roadway geometric design in urban settings.



Mountain biking on a local dirt trail

Appendix E includes detailed design guidance for dirt trails and bikeways in Truckee.

TRAIL & BIKEWAY PROPOSAL & EVALUATION PROCESS

DIRT & PAVED TRAILS

The Trails & Bikeways Master Plan aims to provide a consistent and recognizable network throughout Truckee, while at the same time promoting unique and interesting designs and user experiences considering the site, dirt or paved trails, user and purpose of the proposed dirt or paved trails segment within the larger context of the plan's goals and policies. All paved and dirt trail projects within the incorporated boundaries of the Town of Truckee will be required to demonstrate consistency with the objectives of the Trails & Bikeways Master Plan.

What Type of Trail?

The Trails & Bikeways Master Plan distinguishes between dirt trails (unpaved) and paved trails (paved). However, the Trails & Bikeways Mater Plan does not identify the specific design for each dirt or paved trail segment. The Trails & Bikeways Master Plan relies on the evaluation process to determine the most appropriate alignment and design considering the objectives and guidelines of the plan and the ideas, thoughts and concerns of the community. Community participation in the evaluation process will be critical to ensure the development of a particular segment that is best suited for the site, anticipated users and surrounding community.

ON-STREET BIKEWAYS

On-street bikeways include bike lanes and bike routes. A Most bike lane and bike route projects, with the exception of projects on state highways initiated by Caltrans, will be initiated by the Town of Truckee. The Town is responsible for implementing the on-street bikeway proposal and evaluation process, involving a varying degree of public notification and environmental review dependent upon the scope of the proposed on-street bikeway project.

Many bike lane or bike route projects will entail only striping and/or signing of the existing roadway. These projects may not be subject to the review requirements of the California Environmental Quality Act (CEQA), including public notification, public hearings, workshops, or advertisements. Simple signing and/or striping of the existing roadway to implement bike lane or bike route projects contained within the Trails & Bikeways Master Plan can be completed without additional formal public notification.

PRIVATE LANDS

Successful implementation of the Trails & Bikeways Master Plan will require the protection of existing dirt paved trail connections and the reservation of planned dirt and paved trail connections throughout Town. Although many of the trail corridors are intended to utilize public lands consistent with the goals and policies of the plan, acquisition of trail corridors on private lands will be necessary to successfully implement the plan. Many options are available to the Town, public agencies, non-profits and private landowners to ensure the protection/reservation of these critical corridors. The objective of the Trails & Bikeways Master Plan is to provide a menu of available options to both public agencies and private landowners, promoting flexibility and creativity in the negotiation process. Careful crafting of transactions between private landowners and public agencies can and should produce mutually beneficial results.

RESERVATIONS & DEDICATIONS FOR NEW DEVELOPMENT

The Town Development Code requires the preservation of trail corridors with new residential development with or without corresponding open space areas. Right-of-way reservations for facilities will be required of new residential development consistent with the General Plan Circulation Element, Public Improvement and Engineering Standards and/or this Plan. An offer of dedication is required when a reasonable relationship is demonstrated between the need for the dedication and the



Donner Pass Road

characteristics and impacts of the proposed development. In all cases, a 30 foot wide area should be used as a beginning guideline for new development with flexibility provided for the necessary width dependent upon the site or project specific trail needs, including possible maintenance, buffering, fencing, slope easements, and landscaping.

The Town Development Code also provides incentives to new development to

encourage implementation of the Trails & Bikeways Master Plan. Reductions in required open space area and fee waivers are two specific incentives offered within the Development Code for public trail reservations and dedications beyond that required of any new development. Additional flexibility is provided for new development within the Planned Development provisions of the Development Code, promoting the highest quality development in concert with the public need and benefit derived from creative and innovative development proposals. The Planned Development provisions provide flexibility for the Town Planning Commission and Town Council in adjusting or modifying any development standard where justified based upon a resultant superior development project than that which would have occurred with the strict application of these standards. Reductions in required project parking and flexibility in internal project circulation layout are two examples specifically cited within the Planned Development provisions and potentially justified with the reservation/dedication of lands in support of the planned network of paved and dirt trails, bikeways, and walkways.

EXISTING DEVELOPMENT

In cases where facilities shown on the Trails & Bikeways Master Plan intersect with existing developed areas, the acquisition of lands will be necessary to create connectivity with adjoining corridors. Acquisition can be accomplished through a variety of forms – outright purchase of property, purchase of easements, donations or condemnation. A variety of acquisition forms may be employed, however the Town will seek the most cost effective method to secure an appropriate public interest when necessary and warranted. Public-private negotiations for outright purchase of private lands will be necessary in some instances; however, the purchase of easements or partial/restricted property rights at less cost to the public will be encouraged.

CONDEMNATION POLICY STATEMENT

Condemnation, a mechanism provided to government entities by state law for the purpose of acquiring lands necessary to implement or complete a public need, is an acquisition tool available to the Town of Truckee and other local government entities. Although condemnation will remain an option available to the Town, it is not the preferred or desirable path to implementation of any component of the Plan. Condemnation is a tool to be used a “last resort” in the event good faith negotiation is unsuccessful and the private land area in question is vital to the Trails & Bikeways Master Plan. If condemnation is a method of land acquisition supported by the Town Council or other local government entity with condemnation authority, fair market value will be paid for the property to be condemned.

Beyond the statutory limitations and procedures for the use of condemnation under existing California law, the Town Council has committed the Town to additional local procedural requirements to ensure property owners are being treated fairly and that ongoing communication is established and maintained. These additional procedural steps include:

- Requirements for invitation to a face-to-face meeting with the property owner(s) and representatives, the Town’s designated negotiator, and the appraiser before the appraisal process starts at the property to “walk through” the process, solicit any valuation information the property owner desires to have considered, and set a date by which the Town valuation process will be concluded.
- Provide a “plain English” guide to the process for distribution with a specific individual to answer questions on behalf of the Town.
- Establish as policy in this Trails & Bikeways Master Plan that the condemnation process will be instituted only after:
 - The property owner has received the Town’s offer and a copy of the appraisal upon which it is based and a meeting has been held with the property owner and the property owner’s representatives in an attempt to resolve any concerns.
 - The property owner’s appraisal (if prepared) will be fully and fairly considered in the course of such a meeting and good faith negotiations conducted based upon the two appraisals.
 - If no agreement is reached, offer the opportunity for mediation using a jointly selected professional at a shared cost, prior to Town Council consideration of a condemnation resolution, assuming doing so will not unreasonably delay the proposed project.

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CHAPTER 7: MAINTENANCE

As the network of facilities is implemented, a high standard of maintenance is a key ingredient to a successful active transportation system. Beyond the need for a safe environment, the psychological effects of good maintenance can be a highly effective deterrent to vandalism and littering. As a neighbor to the various communities through which the planned network of facilities will pass, the Town has an ongoing relationship with those communities and the quality and commitment of maintenance along the trails is an important reflection of that relationship.

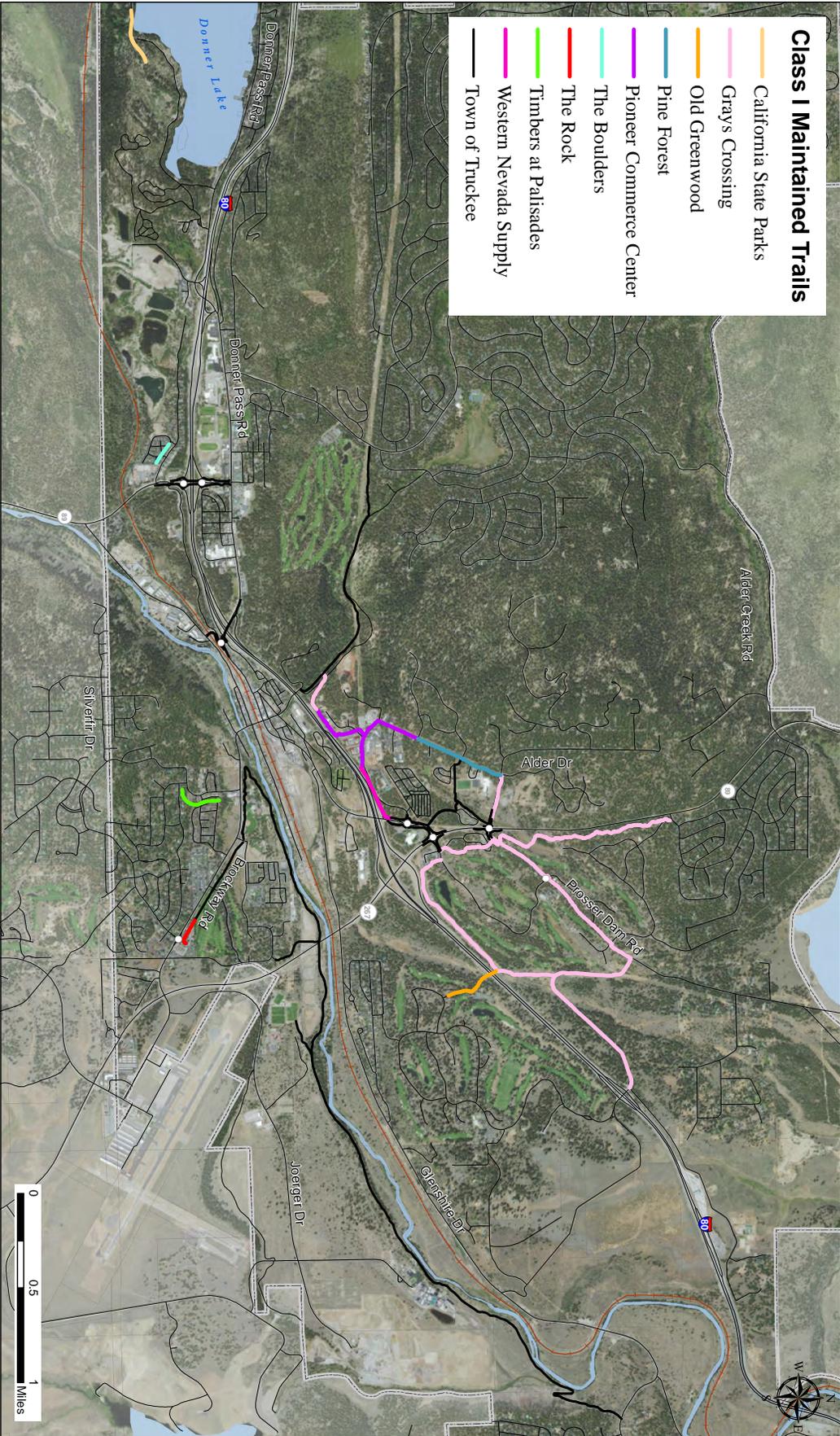
The Trails & Bikeways Master Plan does not identify a single maintenance or managing entity for the expanse of facilities included within the Plan, although the Town has had discussions focused on forming a single maintenance entity. With few exceptions, the Town will be responsible for maintenance of bike lanes and bike routes as the land owner of most roadways. Dirt and paved trails are currently managed and maintained by a number of different public, private and/or non-profit entities. The intent of this chapter is to outline the options for maintenance and management and to identify the specific needs for the different types of facilities contained within the Trails & Bikeways Master Plan. In all cases, a responsible maintenance and management entity must be identified and secured prior to construction of any new facility. Figure 4 shows the maintenance entities for existing paved trails in Truckee.



Construction of the Truckee River Legacy Trail

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Maintenance Responsibilities - Class I Trail Maintenance



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PROPERTY MANAGEMENT OF TRAILS & PAVED TRAILS

Along dirt and paved trails segments, needs may arise for unrelated use such as utility installations, private driveway access, and roadways that will impact the dirt or paved trails system. A separate set of policies and procedures that outline the details of property management for the planned system should be developed and implemented to protect the quality of the user experience. Key elements of this policy are summarized below:

ROADWAYS

Each motorized vehicle crossing of the dirt or paved trails presents an interruption to the user and a potential hazard. For this reason, approval for new crossing agreements should be limited to those that are absolutely necessary, such as land locked parcels with no alternative access available. Existing crossings should be formalized with new agreements, and where possible, consolidated with other crossings. Where anticipated traffic volumes are high, grade separation of new crossings should be pursued.

ENCROACHMENTS

Given the public nature of the planned system, private encroachments should not be overlooked. Resolving encroachment issues to minimize their impact on future trails and bikeways should be a priority for all affected parties.

UTILITIES/SHARED USAGE

Compatible utility and shared use agreements may be of benefit to both the planned system and the requesting party. For example, underground fiber optic cables will not interrupt use of the dirt or paved trails while providing an annual rental fee for maintenance of the facility. Utilities should not be granted exclusive use of the right-of-way but would be expected to share use with other compatible and even competing utilities. It is strongly recommended that a utility corridor be defined and conduits running the length of the corridor be installed as each phase of trails is built. This will minimize construction and design impacts to the trails as future utilities are installed. Under-grounding of utilities is encouraged whenever feasible.

TRAIL ETIQUETTE

Rather than creating a restrictive set of rules for trail facilities, it is recommended that common trail etiquette be followed for users of the trail network. This includes an emphasis on courtesy and cooperation with others rather than a restrictive set of edicts. The recommended trail etiquette is outlined below:

- Clean up after pets and horses

- Stay to the right except when passing
- Give a clear, audible warning signal before passing
- As a courtesy to other dirt or paved trail users and neighbors, refrain from loitering near adjacent homes
- Bicyclists yield to pedestrians and equestrians. Pedestrians yield to equestrians.
- When entering or crossing dirt or paved trails, yield to those on the dirt or paved trail.
- Help keep the dirt trail or paved trails clean. Pack it in, pack it out.
- Exercise caution and obey all traffic laws at all intersections
- Dog owners are encouraged to carry a leash and be ready to use it as traffic warrants.

This etiquette is based upon successful projects in other areas. At this time, it is not proposed that a speed limit be established or a set of hours for the trails to be open. Trailheads and parking areas, however, should be designed with the ability to close them, typically with a sunset to sunrise closure policy. This etiquette should be posted conspicuously at trailheads, parking areas, and other major access points along the dirt or paved trails. Development of a trails brochure with a map and a list of etiquette should be pursued.

While no formal trail rules are being adopted as part of the Master Plan, the trail network is restricted to non-motorized users, with the exception of emergency and maintenance vehicles.



Pedestrians Using Paved Trail

ENFORCEMENT

The most effective and most visible enforcement on the trails will be other users. Getting as many “eyes on the trail” is a key deterrent to undesirable activity. There are several components to accomplishing this as outlined below:

- Provide good access to the trails – Wherever feasible, public access should be provided. Access ranges from providing conveniently located trailheads, building sidewalk linkages at intersections, to accommodating access from private developments adjacent to the trail. Access point should be inviting and signed so as to welcome the public onto the trail.
- Good visibility from adjacent neighbors – Neighbors adjacent to the trail potentially provide 24-hour surveillance of the trails. Though some screening of the trail is needed for privacy of adjacent neighbors, complete blocking out of the facility from neighborhood view should be discouraged. This eliminates the potential of neighbor’s “eyes on the trail,” and could result in a “tunnel effect” on the trails.
- High level of maintenance – A well-maintained trail sends a message to the public that the community really cares about this place. This message by itself will discourage undesirable activity along the facility.
- Programmed events – Events along the trail will help increase public awareness of the facility and thereby bring more people to the trails. A friends group in support of the development of the facility has already been formed. This group can help initiate numerous public events along the trail in an effort to raise public awareness and increase support for the facility. Events might include a day-long clean up or a series of short interpretive walks led by the friends group.
- Community projects – The support generated through the friends group could be further capitalized on by involving neighbors and friends of the trail in a community project along the facility. Ideas for community projects that have been successful on other trail projects include volunteer planting events, art projects (often associated with adjacent schools), interpretive research projects, or even bridge-building events. These community projects are the strongest means of creating a sense of ownership along the facility which is perhaps the strongest single deterrent to undesirable activity.
- Local law enforcement agency staff – Local law enforcement staff must be in tune to the trail and its development plans. As each segment of trail is developed, early involvement of law enforcement staff is critical. Trail projects often do not follow roadways, and law enforcement staff often have difficulty responding to a call because it is difficult to reference a location along the facility, or local law enforcement staff may think the call site is in someone else’s jurisdiction. To overcome this obstacle, law enforcement staff should be involved early in the design process and give a basic orientation of the facility. They should be invited to join the friends group on any planned events on the site.
- Input should be sought on the best public safety measures that can be taken along the trail. This might include physical improvements along the facility such as emergency call boxes and lighting, and might also include maintenance practices such as vegetative pruning to allow easy surveillance of “trouble spots”. Local law enforcement staff may also have key knowledge of unique challenge areas along the

facility and then addressed through appropriate design solutions.

- Adopt-a-Trail Program – Numerous business and residential communities abut trails. As neighbors to the facility, they often see the benefit of their involvement in its development and maintenance. Many developments may view the trail as an integral piece of their campus and taking on some level of responsibility for the facility becomes a source of civic pride. Creation of an Adopt-a-Trail program should be explored to capitalize on this opportunity.

CORRIDOR MAINTENANCE

Maintenance is as important in property management as property acquisition is to development. It includes such activities as pavement preservation, landscape maintenance, facility upkeep, sign replacement, fencing, mowing, litter removal, painting, and pest control. However, the effects of a good maintenance program are not limited to the physical and biological features of the trail:

- A high standard of maintenance is an effective way of helping advertise and promote the trails as a regional and state recreational resource.
- The psychological effects of good maintenance can be an effective deterrent to vandalism, litter, and encroachments.
- Good maintenance is necessary to preserve positive public relations between the adjacent land owners and government.
- Good maintenance can help make enforcement of regulations on the trails more efficient. Local clubs and interest groups will take pride in “their” trails and will be more apt to assist in protection of the system.



Vegetation Along Truckee River Legacy Trail

A successful maintenance program requires continuity and a high level of citizen involvement. Regular, routine maintenance on a year-round basis will not only improve safety, but will also prolong the life of the trails. Maintenance activities required for safe operations should always receive top priority. The following should be part of the maintenance checklist:

Paved Surface Maintenance

Cracks, ruts and water damage will have to be repaired periodically. In addition,

vegetation control including tree pruning, shrub pruning and mowing will be necessary on a regular basis.

Where drainage problems exist along the paved trails, ditches and drainage structures will need to be kept clear of debris to prevent wash outs. Checks for erosion along the paved trails should be made monthly during the wet season, and immediately after any storm that brings flooding to the local area.

The paved trail surface should be kept free of debris, especially broken glass and other sharp objects, loose gravel, leaves and stray branches. Paved trail surfaces should be swept periodically. Pavement shall be preserved with periodic application of slurry seals. Pavement rehabilitation will be performed as needed.

Pest and Vegetation Management

The trails system moves through a variety of landscape settings ranging from low scrub vegetation, meadows and dense forested areas. Some basic measures should be taken to best protect the trails investment. This includes an annual mowing along both sides of the facility to prevent invasion of plants into the pavement area. Wherever possible, weed control should be accomplished by mechanical means. This is especially true along drainage ways crossing the facility. Innovative weed control methods such as grazing and steaming should be explored. Use of chemical sprays should be limited to use only on those plants that are harmful to the public.

When applicable, vegetation that intrudes on the equestrian travel way must be controlled. A minimum vertical clearance of 10 feet must be maintained.

Litter & Illegal Dumping

Litter along trails should be removed by staff. Litter receptacles should be placed at access points such as trailheads. Litter should be picked up twice a week (usually just before and after the weekend) and after any special events.

Illegal dumping should be controlled by vehicle barriers, regulatory signage and fines as much as possible. When it does occur, it must be removed as soon as possible in order to prevent further dumping. Neighborhood volunteers, friends groups, alternative community service crews and inmate labor should be used in addition to maintenance staff.

Signage

Signage will be replaced along the trails on an as-needed basis. A monthly check on the status of signage should be performed with follow-up as necessary.

Bridges

A structural engineer should be retained to assess the integrity of all existing bridges

and inspections of bridge structures should take place at regular intervals based upon the structural engineer’s recommendations.

Fencing

Use of fencing for border control (for residential security) is strongly discouraged. The first preference will be to plant shrubs, trees and use temporary fencing to establish privacy. As the need arises, fencing requests should be evaluated on a case-by-case basis. Property lines should be clearly surveyed and field marked in a way that is useful for the maintenance staff and neighbors.

Trailheads

Thespecializedfacilitiesattrailheadswillrequirefrequentinspectionsandmaintenance. Restrooms must be cleaned on a daily basis. Site furniture and lighting should be kept in good repair.

MAINTENANCE/OPERATIONS IMPLICATIONS

A permanent trails maintenance entity should be created with primary duties to include coordination of volunteer efforts and maintenance. Volunteer assistance should be sought to assist with maintenance of the dirt trail system. Though volunteer effort will most likely be ongoing, it is not intended to be a long-term solution to facility maintenance.

Ongoing maintenance could be partially offset if adequate utility lease agreements are arranged, or licenses or easement fees are available. Other possibilities include “Adopt-a-Trail” sections by adjacent businesses, business associations, residential communities, or community service organizations.



Snow removal on Truckee River Legacy Trail

WINTER MAINTENANCE

On average, Truckee receives over 200 inches of snow per year. Winter maintenance on the network in an extreme winter climate can achieve a variety of outcomes and winter maintenance is a goal of the Trails & Bikeways Master Plan. Snow clearance can keep facilities open and functional for users. Pedestrians can benefit from cleared sidewalks and bicyclists can benefit from cleared paved trails and bike lanes. Alternatively, dirt and paved trails can be groomed for Nordic skiing. However, grooming dirt or paved trails for Nordic skiing precludes them from snow clearance.

Throughout the public outreach process of the Trails & Bikeways Master Plan's development, Truckee residents were asked about winter maintenance. Truckee residents overwhelmingly preferred clearing snow from paved trails as opposed to grooming them for Nordic skiing. Residents that included Nordic skiers raised concerns over the level of sun received by paved trails in Truckee and the high-quality facilities already available in the North Lake Tahoe region.

In June 2014, Truckee residents voted in favor of Measure R, a sales tax increase dedicated specifically to dirt and paved trails construction and maintenance. On October 14, 2014, Town Council adopted a proposal to use a portion of Measure R funds for winter maintenance of paved trails. Winter maintenance includes snow removal and application of deicing and traction control materials in ice prone areas on certain Town-maintained paved trails. Snow removal will occur as determined by the Public Works Department after storm events, and deicing and traction control material applications will occur periodically as necessary.

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CHAPTER 8: FINANCING

OPPORTUNITIES

Securing adequate funding is a challenge in the creation of a local system of paved and dirt trails, bikeways, and walkways. Funding sources are needed for the acquisition, development, operation and maintenance of an active transportation system; therefore a combination of creative methods and sources must be explored to achieve the goals of the Trails & Bikeways Master Plan. The Town of Truckee is committed to identifying and diligently pursuing all available funding and financing sources that will contribute to implementation of the plan, which may include use of Town funds.

A multitude of funding possibilities is available in support of implementation of the planned system. Funding might be obtained from grants made by federal, state or local government, as well as from private sources.

Grant funding opportunities for individual projects providing an alternative transportation benefit are more numerous than those available for projects design solely for recreational use. The grant funding opportunities provided through the federal Transportation Alternatives Program of the Moving Ahead for Progress in the 21st Century Act (MAP-21) are the most representative example of a funding source for alternative transportation. Although the funding availability or opportunities should not be the driving force behind the design (i.e., surfacing, widths) of a new paved or dirt trail, bikeway, or walkway project, this should always be considered in the planning and design process to ensure eligibility for the broadest range of funding opportunities.

Using funding from the Transportation Alternatives Program, Caltrans administers the Active Transportation Program (ATP) which provides funding for projects that encourage increased use of active modes of transportation. The ATP aims to increase



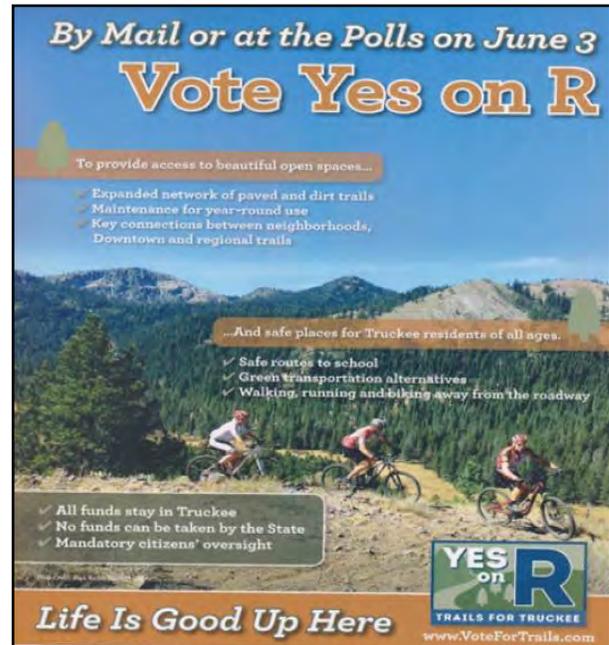
Kickoff of Truckee River Legacy Trail Phase 3B Construction

the bicycling and walking mode share, increase safety and mobility for pedestrians and bicyclists, reduce greenhouse gas (GHG) emissions, enhance public health, benefit disadvantaged communities, and to provide a broad spectrum of projects to benefit many types of active transportation users. Funds through the program are competitive.

Additionally, some Transportation Alternatives Program funding is set aside for the Recreational Trails Program (RTP) administered through the California Department of Parks and Recreation.

MEASURE R

In June 2014, Truckee residents voted in favor of Measure R, a sales tax increase dedicated specifically to dirt and paved trails. The measure allows the funds to be used for planning, construction, operation, and maintenance of trails. Measure R is expected to provide approximately \$10 million over the next ten years. One purpose of this plan is to identify and prioritize trail projects for Measure R funding.



Measure R Flyer

NON-PROFIT/FOUNDATION OPPORTUNITIES

The Truckee-Donner Land Trust, as the region’s local private land trust, could play a significant role in acquiring, assembling and configuring parcels of land for the dedication to the Truckee Trails & Bikeways System. There are several factors that have contributed to the recent rise in popularity of local private land trusts as partners to local governments interested in improving their parks and recreational facilities. Those factors include an increasing lack of federal financial support for local parks, an unfortunate tendency of cities to cut park budgets, and a need for the rejuvenation of urban parks.

The Truckee Donner Land Trust could assist with a number of critical pieces of the Plan. They have the expertise and ability to undertake the complexities of assembling urban parkland. They could also raise money and administer financial transactions in order to quickly expedite the land transfer process.

The Truckee Trails Foundation and the Our Truckee River Legacy Foundation could assist with paved trails or dirt trail maintenance, or dirt trail construction. Nonprofit organizations such as these are particularly effective at organizing volunteers.

PUBLIC-PRIVATE PARTNERSHIPS

It has become a growing belief in recreation planning circles that the most successful parks, which include trails, emerge from broad community participation. Those parks will contribute significant value not only to the community health and spirit but also bankable value to nearby residential and commercial districts. Successful park partnerships have the widest range of stakeholders: the most common of which are government, business, and non-profit foundations.

Public-private partnerships can be established for the purpose of ongoing coordination, joint development, and the funding of a trails system. Often such successful partnerships are created through a structured association of public agencies, community groups, businesses and individuals who are dedicated to the purpose of developing and maintaining a system. Partnerships with private developers are highly encouraged and will be sought throughout the life of the Plan.

MAINTENANCE

On October 14, 2014, Town Council adopted a proposal to use a portion of Measure R funds for maintenance of all Town maintained paved trails. Routine maintenance during spring, summer, and fall months will include removal of debris from trail surfaces, trash removal from trash receptacles, graffiti removal, inspection and repair of trail side amenities, inspection and repair of railings and signage, and general inspections of paved trails conditions. Additional preventative maintenance may include vegetation removal from paved trails shoulder areas, crack sealing, surface



Ribbon Cutting for Truckee River Legacy Trail Phase 3B

treatments, drainage rehabilitation, and pavement surface patching. Generally speaking, winter maintenance includes snow removal and application of deicing and traction control materials in ice prone areas on certain Town maintained paved trails. As determined by the Public Works Department, snow removal will occur after storm events, and deicing and traction control material applications will occur periodically as necessary.

As shown in Figure 4, a variety of property owners and maintenance entities are responsible for paved trails maintenance in Truckee. A future consideration may be to consolidate all paved trails maintenance under the Town. Under this model, the Town would provide maintenance for all paved trails in Truckee with the responsible property owners, developers, or maintenance entities paying a fair share of the costs.

FINANCING TECHNIQUES

Like many other small local communities, Truckee cannot afford to immediately dedicate all the required resources to pay for the implementation of every aspect of the Truckee Trails & Bikeways Master Plan. It will be important to consider the link between open space and economic development and to take advantage of opportunities to acquire or reserve critical pieces of property as they become available. In order to do so, there are a number of different financing options to consider throughout this process.