WASHOE COUNTY

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DA	N/A
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HR	N/A
Comptroller	MS

STAFF REPORT
BOARD MEETING DATE: December 8, 2015

DATE: November 13, 2015

TO: Board of County Commissioners

FROM: Cheryl Surface, Natural Resource Planner, Community Services Department Regional Parks, 328-2039, csurface@washoecounty.us

THROUGH: William H. Whitney, Division Director, Planning and Development Community Services Department, 328-3617, bwhitney@washoecounty.us

SUBJECT: Approve the Mount Rose Scenic Byway Corridor Management Plan and the Washoe Valley Scenic Byway Corridor Management Plan. (Commission Districts 1 & 2.)

SUMMARY

A corridor Management Plan is a public process document that provides a Scenic Byway's roadmap for action. It addresses issues as diverse as tourism development, roadway safety, highway signage, or the preservation of historic or natural features. It is also a requirement for national Scenic Byway designation. The Mount Rose Scenic Byway and Washoe Valley Scenic Byway are both currently State Scenic Byways. A Corridor Management Plan:

- Identifies the corridor's most valuable intrinsic qualities
- Establishes goals to manage and preserve valued qualities
- Addresses issues related to safety, access, visitor experience and environmental gain
- Identifies opportunities for wayfinding and signage
- Creates marketing and promotion strategies
- Identifies implementation and management strategies to achieve the goals and vision.

The Corridor Management plans identify future projects, marketing strategies and funding opportunities that align with the vision of the community.

Washoe County Strategic Objective supported by this item: Stewardship of our community.

PREVIOUS ACTION

January 27, 2015, the Board of County Commissioners (Board) approved a Consulting Agreement between Washoe County and Design Workshop [$112,510] for Mount Rose and Washoe Valley Scenic Byways Corridor Management Plans (funded by Federal Highways Administration National Scenic Byways Program and Tahoe Regional Planning Agency on Our Way Grants).

June 24, 2014, the Board approved an On Our Way Community Grant Program Sub-Recipient Agreement between Washoe County and Tahoe Regional Planning Agency

[$109,733 - no matching funds required] for the period of June 24, 2014, through June 30, 2016; and if accepted, authorized the Director of the Community Services Department to execute the Sub-Recipient Agreement and all associated grant related documents; and directed Finance to make the necessary budget adjustments. $46,233 of this grant award was for the SR 431 Mt. Rose Scenic Byway Corridor Management Plan to hire a third-party consultant to work with byway stakeholders on a corridor plan to address tourism, economic development, cultural and natural resources, roadway safety, and other community needs.

May 28, 2013, the Board accepted two National Scenic Byway Grants [$33,320 grant – Washoe Valley Scenic Byway Corridor Management Plan, $9,947 *County in-kind match*], [$43,797 grant -Mount Rose Scenic Byway Corridor Management Plan, *$13,616 County in-kind match*].

BACKGROUND

Washoe County, through its Community Services Department, retained Design Workshop, to assist Washoe County and community stakeholders in the development of two Corridor Management Plans (CMP), one plan for Washoe Valley Scenic Byway and one for Mount Rose Scenic Byway. The CMPs focus on preservation and promotion of the byways, while addressing tourism, historic and natural resource preservation, roadway safety and economic development, focusing on the Federal Highways Administration 14-point requirements as a guide. The CMPs address visitor needs and expectations; identification and resolution of safety concerns that could potentially hinder visitor experiences; enhancement of fundamental qualities; visual appeal and beautification opportunities; identify points of interest, unique features and recreation opportunities; all with the goal of capturing the collective community vision.

CMPs are required prior to applying for National Scenic Byway status and to qualify for additional funding for improvements along these popular travel corridors.

At the Boards direction, Washoe County, through its Community Services Department, conducted a comprehensive Request for Qualifications process to select a third party consultant. A total of four firms submitted Statements of Qualifications and were evaluated by a team comprised of six diverse individuals (1-Washoe County Planner, 1-Washoe County Open Space and Regional Parks Commissioner, 1-Tahoe Transportation District, 1-Washoe Valley Alliance, 1-Tahoe Regional Planning Agency, 1-Nevada Department of Transportation). Design Workshop was the top scoring firm and hired to complete the two Corridor Management Plans.

The two Scenic Byway Corridor Management Plans were funded through two grants:

National Scenic Byway Grant: The National Scenic Byway federal grant program administered locally through the Nevada Department of Transportation and provided through the Transportation Equity Act for the 21st Century (SAFETEA-LU) which provides funding for all modes of transportation through its Enhancement Funding provisions. The Washoe Valley Scenic Byway Grant is $33,320 with a $9,947 County in-kind match. The Mount Rose Scenic Byway Grant is $43,797, with a $13,616 County in-kind match.

TRPA On Our Way Grant: The Tahoe Regional Planning Agency on behalf of the Tahoe Metropolitan Planning Organization considered applications as part of the On Our Way Community Grant Program. The purpose of the Grant Program as a whole is to help Lake Tahoe communities identify neighborhood-level transportation and community improvements to meet Region-wide sustainability goals of creating walkable, mixed use centers that, encourage biking, walking, and transit use, support economic vitality and reduce impacts to the environment. The outcomes of the Grant Program will support the update of the Lake Tahoe Regional Transportation Plan and Regional Plan.

Washoe County submitted three successful proposals for the Grant Program totaling $109,733 ($10,000 Parking Meter Survey, $53,500 Signage Master Plan for SR-28 and Nevada Stateline to Stateline, and $46,233 for SR 431 Mt. Rose Scenic Byway Corridor Management Plan).

The two Corridor Management Plans will allow Washoe County to be eligible for National Scenic Byway status, and allow Washoe County to qualify for funding to construct much needed improvements along these heavily traveled corridors.

FISCAL IMPACT

There is no specific fiscal impact with the possible approval of the Corridor Management plans. Since the impacts and funding mechanisms for any identified future projects, marketing strategies and funding opportunities such as grants, that align with the vision of the community and plan will be included in appropriate budget requests or specifically brought back to the Board for implementation.

RECOMMENDATION

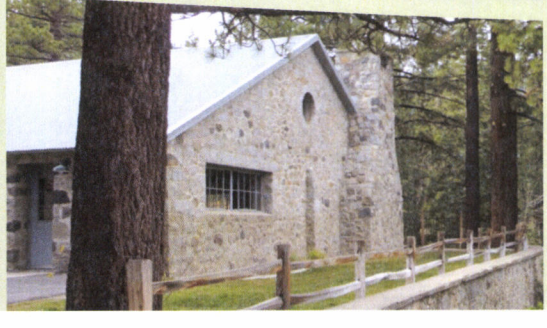
It is recommended the Board of County Commissioners approve the Mount Rose Scenic Byway Corridor Management Plan and the Washoe Valley Scenic Byway Corridor Management Plan.

POSSIBLE MOTION

Should the Board agree with staff's recommendation, a possible motion would be: "Move to approve the Mount Rose Scenic Byway Corridor Management Plan and the Washoe Valley Scenic Byway Corridor Management Plan."

Mount Rose Scenic Byway Corridor Management Plan

Highway to the Sky



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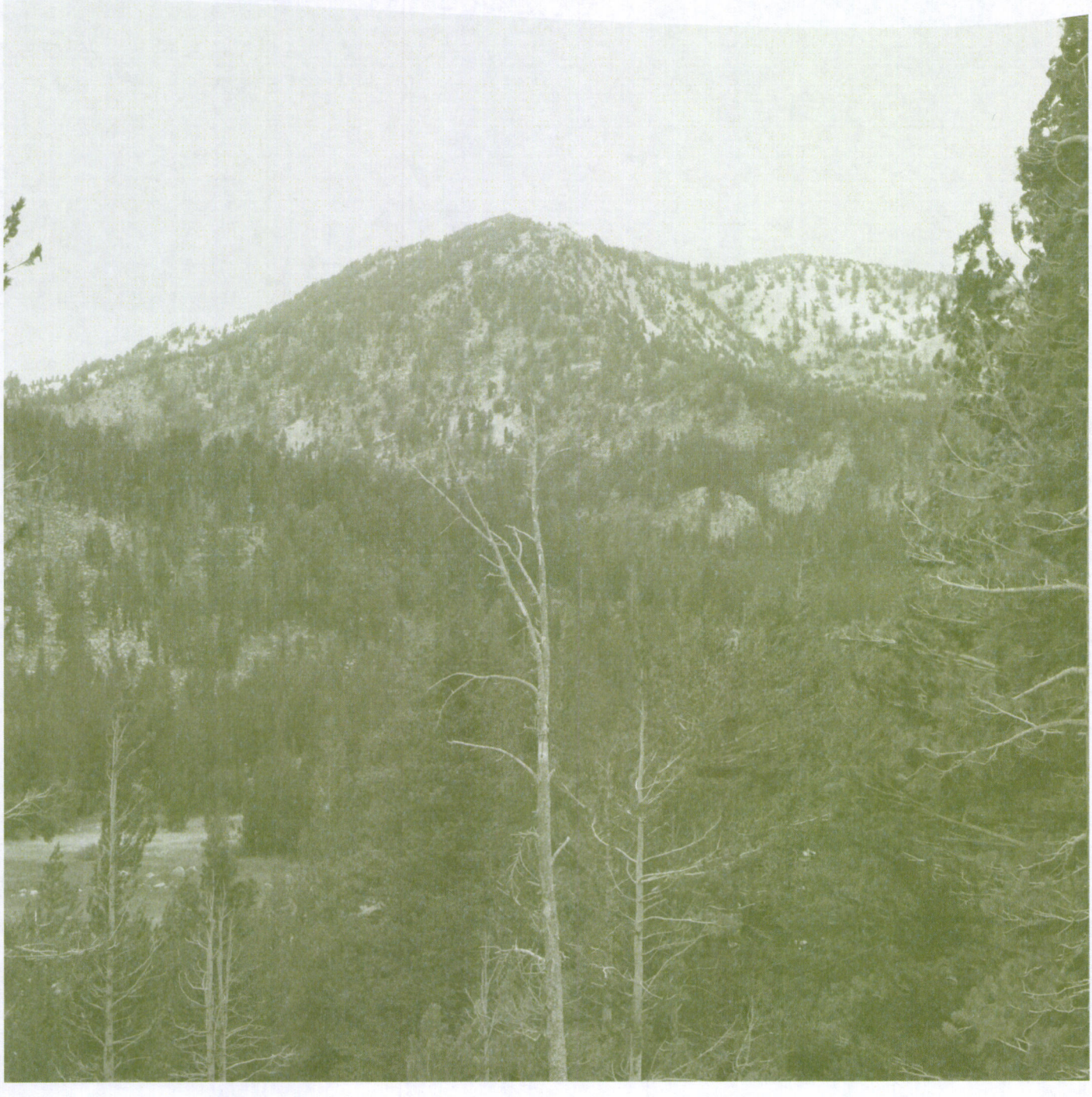
1 CHAPTER ONE PURPOSE & VISION



The Corridor Management Plan identifies goals, objectives and potential enhancements to improve the Mount Rose Scenic Byway.

PLAN PURPOSE

The Mount Rose Scenic Byway is officially named the "Highway to the Sky" and offers travelers an exciting ascent over the Sierra Nevada from the sage-covered slopes of the eastern Sierra west to Lake Tahoe. Not only does the highway connect travelers to a variety of recreation destinations and cultural and natural resources along the Byway, it also serves as a minor arterial connecting both tourists and commuters from Reno to Lake Tahoe.

Balancing the needs of recreation travelers and commuters along the winding two-lane road is challenging. Safety and traffic needs must be met while ensuring the Byway's scenic quality is not diminished and Mt. Rose's important watersheds are protected.

The Mount Rose Scenic Byway Corridor Management Plan (CMP) focuses on identifying partnerships to manage and preserve the surrounding natural environment and developing solutions for a safe, multi-modal highway in order to provide opportunities for people to experience the scenic beauty and recreational opportunities. The CMP identifies goals, objectives and potential enhancements to improve the Byway.

The planning process included public outreach and stakeholder coordination through traditional in-person meetings and on-line surveys. Input from both the public and land managers led to the development of the proposed Byway improvements.

The intent of the CMP is to provide Washoe County, other land managers, governing agencies/organization and the surrounding communities a tool for managing and preserving the Byway's special and unique qualities.

The plan is designed to help agencies address shared issues and provide a resource for seeking grant funding for the Byway's projects.

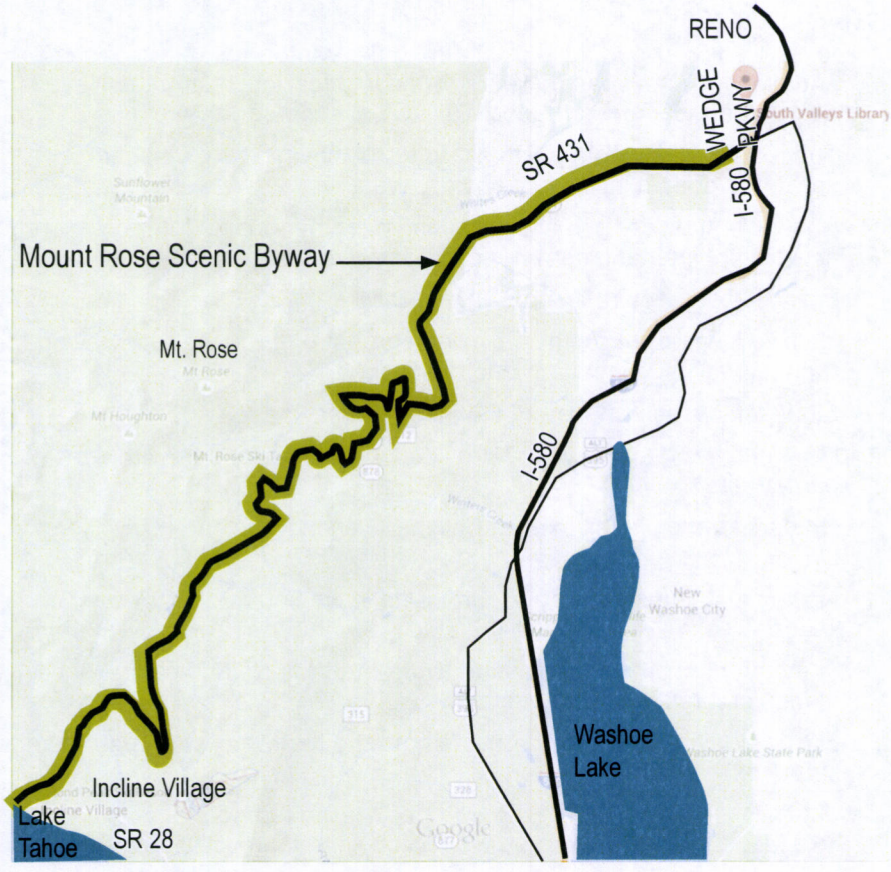
CORRIDOR MANAGEMENT PLAN PURPOSE

A Corridor Management Plan is a community-based document that outlines the goals and strategies for protecting and enhancing a scenic byway's intrinsic qualities. The CMP achieves the following:

- Identifies the Corridor's most valuable intrinsic qualities.
- Establishes goals to manage and preserve valued qualities.
- Address issues related to safety, access, visitor experience, and aesthetics.
- Identifies opportunities for wayfinding and signage.
- Creates marketing and promotion strategies.
- Identifies implementation and management strategies to achieve the goals and vision.

CORRIDOR SETTING

The Mount Rose Scenic Byway includes 23 miles of SR 431 connecting Lake Tahoe to Reno through the Lake Tahoe National Forest and over the summit of Mount Rose into Reno. A designated Nevada State Scenic Byway, it begins at the SR 431/SR 28 roundabout in Incline Village and climbs to almost 9,000 feet at the Mount Rose Summit before descending to the Reno area. The Byway ends at Wedge Parkway just west of the Reno city limits.



The Mount Rose Scenic Byway includes 23 miles of SR 431 connecting Lake Tahoe to Reno.

Safety, recreation access, visual quality and resource protection issues confront the Corridor.

The Corridor includes more than the highway and the immediate right-of-way. Although issues and opportunities affecting the Corridor may be most easily seen along the roadway, management strategies are identified on a more contextual level to include the road itself, facilities within the immediate right-of-way and natural and developed areas within the viewshed seen from the highway.

This contextual planning approach does not supersede individual jurisdictions' plans, but rather allows for a coordinated approach and understanding of projects and efforts. Plan partners can collaborate more effectively to identify shared challenges and joint projects and recognize opportunities for shared benefits within the Corridor.

CORRIDOR SIGNIFICANCE

The Mount Rose Highway reaches an elevation of 8,911 feet, the highest pass in the Sierra that is maintained year-round. Home to numerous developed and informal recreation areas, the Corridor is also rich in history and culture. Named the "Highway to the Sky" when construction began in the early 1950's, the Byway passes primarily through National Forest lands filled with exceptional beauty. Mountain peaks and valley floors, forests and meadows, a vast array of plants and animals, unusual geology and the dazzling splendor of Lake Tahoe offer the traveler something new behind every switchback.

CHALLENGES FACING THE CORRIDOR

The challenges facing the Corridor include safety, recreation access, visual quality and resource protection.

Safety

- Icy and snowy conditions exist during the winter; the depth of snow and blowing snow can make it challenging for drivers and the Nevada Department of Transportation's (NDOT's) snow removal crews.
- The roadway is winding with sharp turns that can be cause for accidents both in inclement and dry weather.
- Roadside/shoulder parking or parking over the fog line for recreation access in winter and summer can be hazardous.
- Few marked pedestrian crossings exist.
- No bike lanes exist on the 19-mile segment of two-lane roadway and the roadway is a popular biking destination.
- Slow-vehicle pull-offs are not signed and may be too short.
- No emergency turn-outs are provided in a steep section with concrete barrier rails.
- No deceleration lanes exist at Callahan Ranch Road and Edmonton Drive.
- No left turn lanes exist at Country Club Drive and the Mt. Rose - Ski Tahoe Area.
- The current chain up area located in front of the NDOT maintenance station creates conflicts with snow plows.
- Flash flooding of streams impacts both the highway infrastructure and safety of the highway.
- The two-lane segment of the Corridor has limited right of way and the adjacent topography is steep which can limit improvements.

- Development of small, adjoining parcels can create potential safety issues along the Corridor: it is difficult to achieve adequate distance between each parcel's access point to allow for turning movements and it is difficult to provide the appropriate length of acceleration and deceleration lanes.
- During emergencies the traffic on the two-lane segment of the Corridor can block emergency vehicle access or delay motorists for hours on the highway.
- The northbound Lake Tahoe viewpoint is located on a hairpin turn.

Visual Quality

- The northeastern portion of the Corridor is located close to the City of Reno. Growth pressure from Reno has been felt with new residential and commercial developments that can affect the area's visual quality.
- Cell phone towers and large wind turbines can create visual detractions from the mountain views.
- Landscape treatments from neighboring developments can grow to block mountain views.
- Light pollution from street lights, parking lot lights, local signage and development can interrupt the night skies enjoyed by both residents and visitors.
- Mass grading, rock cuts and the stabilization of rock cuts from development and road construction can impact views.
- Water tanks from neighboring developments can impact views.
- Large commercial digital signage can be distracting.

Resource Protection

- The highway is surrounded by Sierra pine forests and transitions to Great Basin sagebrush. Fire risk exists for both vegetation communities in the arid landscape.
- The Corridor is surrounded by significant watersheds that drain into the Lake Tahoe Basin or into the Truckee Meadows. Protecting water resources for their ecological, recreational, wildlife and human values is important.
- Noxious weeds can easily spread and increase the risk of wildfire and damage native wildlife habitat.
- Drought can increase the risk of wildfire, impact wildlife and recreation facilities.

The Corridor Vision is to provide all Byway users a safe and scenic experience that highlights, manages and preserves the Corridor's natural, cultural and recreational qualities and resources.

- Drought has increased the need for low water use and native plant materials.
- Bark Beetle continues to impact the pine forest.
- Aquatic invasive species impact water bodies.
- Sensitive meadow and stream environments need to be monitored to protect them from future over use.
- Cultural resources in the northern, developed section of the Corridor have at times been compromised by development.
- Fishing is popular in local streams, lakes and ponds. These limited resources need to be enhanced and protected.
- The highway traverses through deer and bear habitat requiring appropriate wildlife crossings.
- Small wildlife such as squirrels and chipmunks can be trapped in the roadway where barrier rails do not provide passages.

Recreation Access and Experience

- The Corridor is heavily used for access to hiking, biking, skiing, snowboarding, sledding, snowmobiling, cross country skiing and other activities. Inadequate off-highway parking exists, forcing users to park along the highway.
- Trails connect across the highway with parking on the opposite side. There are no crosswalks or signage indicating pedestrian traffic.
- Mt. Rose - Ski Tahoe and Sky Tavern ski areas have plans for summer and or winter expansion with no left turn lanes or acceleration/ deceleration lanes accessing either location.
- Motorists often seek a safe location to pull over and take pictures.
- Motorists and recreation visitors have limited access to information on use of the Corridor for an enhanced experience.
- There is no information on how the surrounding Scenic Byways can be enjoyed by visitors in a single or multiple day trip.
- Local businesses are not aware of the Scenic Byway or its value to their businesses.

VISION AND GOALS

CORRIDOR VISION

Provide all Byway users a safe and scenic experience that highlights, manages and preserves the Corridor's natural, cultural and recreational qualities and resources.

GOALS AND OBJECTIVES

The following goals and objectives were established to address the challenges facing the Corridor. Specific project recommendations are described in Chapter 4 to help realize the goals.

Preserve the Scenic Quality and Natural Resources

- Define the sense-of-place.
- Enhance the Corridor's environmental assets.
- Balance the demand for recreation with the need for natural resource protection.
- Protect cultural resources and views from growth and development.
- Ensure water quality and watershed protection are maintained through best management practices.

- Minimize erosion and disruption to the environment.
- Provide for fuels treatment and noxious weed removal to reduce risk of catastrophic wildfire.

Balance Recreation Access with Transportation and Safety Needs

- Formalize and screen off-highway parking where possible for safe access to trails and viewpoints.
- Provide for safe pedestrian and bike access to reduce motorist conflicts.
- Identify multi-seasonal recreation opportunities.
- Include opportunities for accessibility.
- Provide vistas and photo-opportunities.
- Identify emergency pull-off locations.
- Explore opportunities for additional emergency access through the use of Old SR 431 (Old Mount Rose Highway).

Connect People with the Corridor

- Highlight the many points of discovery such as Galena Regional Park, Tahoe Meadows, trailheads, recreation access and scenic viewpoints.
- Increase signage and wayfinding to destinations.
- Provide interpretive opportunities for natural, cultural and historic resources.
- Identify transit and park-n-ride opportunities.

Promote Tourism

- Market the Corridor to attract visitors en route to Lake Tahoe and as part of a cohesive roadway experience (SR 431 to SR 28 to Washoe Valley) enticing visitors to stay longer and explore the region.
- Promote the rich historical and cultural resources.

Identify Implementation and Management Strategies

- Collaborate with other entities to leverage funding and resources.

STAKEHOLDER AND PUBLIC OUTREACH

An outreach effort was conducted as part of the planning effort to engage Plan Partners, stakeholders and the community. Outreach events included traditional public open houses as well as online surveys and website updates to increase the number of people engaged in the planning process.

PLAN PARTNERS

A number of agencies manage, administer and/or operate lands within the Corridor. The majority of the highway travels through public lands managed by the U.S. Forest Service (USFS). The highway itself is operated by the Nevada Department of Transportation (NDOT). The CMP creates a platform for a coordinated approach between agencies and stakeholders to develop viable solutions and future collaborations so they may operate more effectively and efficiently within the Corridor.

Plan Partners are those agencies who have a stake in the Corridor. They were invited to participate as part of the Technical Advisory Committee and include the following:

- Washoe County
- Nevada Department of Transportation
- Nevada Division of Wildlife

Plan Partners, those agencies who have a stake in the Corridor, were invited to participate as part of the Technical Advisory Committee.

- U.S. Forest Service – Humboldt Toiyabe, Carson Ranger District
- U.S. Forest Service – Lake Tahoe Basin Management Unit
- Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization
- Tahoe Transportation District
- Incline Village General Improvement District
- City of Reno
- State of Nevada Department of Tourism and Cultural Affairs
- University of Nevada, Reno – Redfield Campus

STAKEHOLDER MEETINGS

Two stakeholder open house meetings were held at the South Valleys Library. Invitations were sent to the Plan Partners, other local business people and interested property owners. The meetings encouraged additional collaboration and input from those who may partner in the developing Corridor outcomes.

Representatives from the following organizations, businesses, groups and community representatives were invited:

- Desert Research Institute
- Great Basin Institute
- Incline Village Crystal Bay Convention and Visitors Bureau
- Friends of Incline Trails
- NV Energy
- NV Land Trust
- Reno-Sparks Convention and Visitors Authority
- Sierra Front Recreation Coalition
- Sierra Fire Protection/Truckee Meadows Fire
- Sky Tavern Ski Program
- State Historic Preservation Office
- Scenic Nevada
- Tahoe Rim Trail
- University Nevada Reno Redfield Campus
- Washoe County School District – Galena High School
- Washoe Tribe
- ORMAT Geothermal Plant
- Reindeer Lodge
- Mount Rose Ski Tahoe
- Raleys
- Procrastinating Peddlers
- Reno Wheelman
- Reno Tahoe Open Golf Tournament
- Snowmobilers
- Callahan Family Members

- Saint James Village
- Callahan Ranch 5 acre tracts owners
- Montreux Homeowners Association
- Galena Forest Estates
- Lower northeast subdivisions owners
- 5-acre tract south
- South Truckee Meadows/Washoe Valley Community Advisory Board

PUBLIC MEETINGS AND ON-LINE SURVEYS

Two public meetings were held at the South Valley's Library. The meetings were conducted using an as open house format to allow for broad community input. Follow-up surveys were provided on-line after each public meeting as another option for community members to provide comments.

FIRST PUBLIC MEETING AND PUBLIC SURVEY

The goal of the first meeting was to gather community feedback on their wishes and worries for the Corridor, to understand what types of activities they enjoyed along the Corridor and to receive overall opinions. Attendees were able to complete comment cards and provide direct input.

Meeting One Results

- 12 people attended the meeting
- The top goals identified by attendees included first, Preserving the Scenic Quality and Natural Resources and second, Balancing Recreation Access with Transportation and Safety Needs
- Concerns included:
  - Expansion of commercial areas and development in the Corridor
  - Roadway safety for bicyclists and pedestrians
  - Unattractive parking areas without landscape buffering
  - Trash

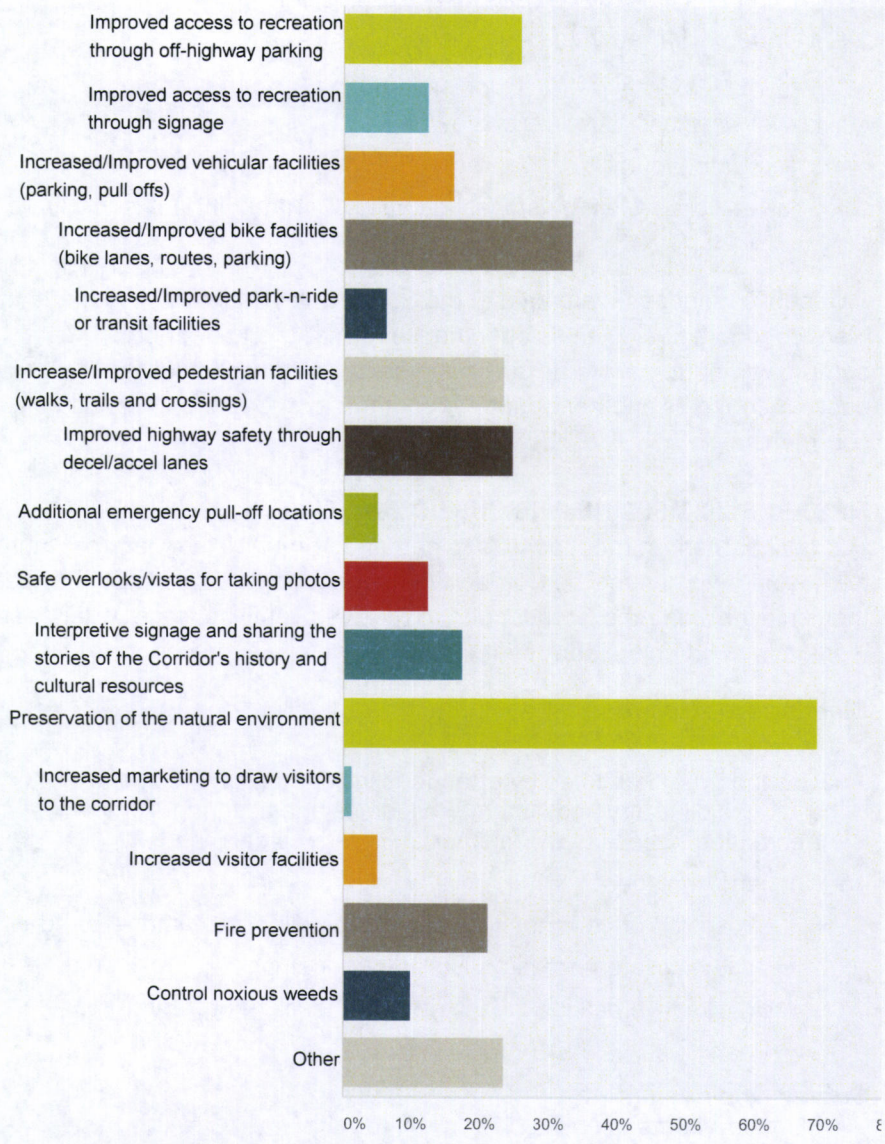
Survey One Results

- 81 respondents overall
- Questions
  - What are your wishes for the Byway?
  - What are your worries for the Byway?
  - What are your activities along the Byway?
  - Prioritize the draft goals.
  - Any other comments.

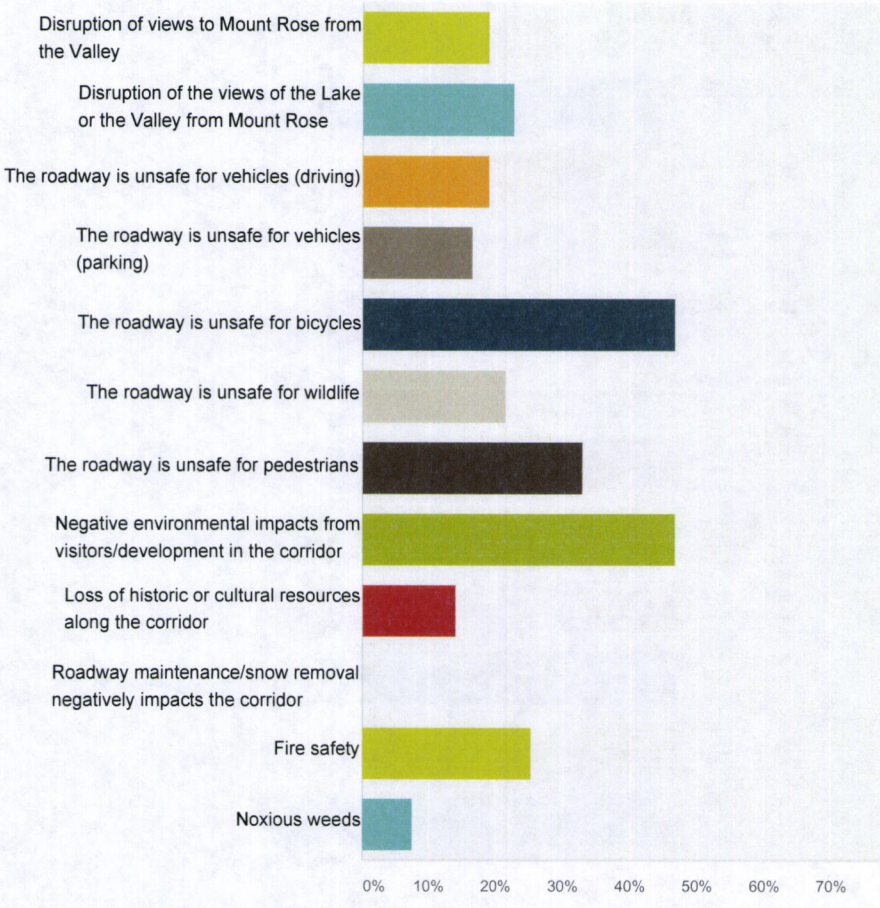
What are your wishes for the Byway?

- 69%– Preservation of the natural environment
- 33% – Improved bike lanes, bike routes
- 25%– Improved highway safety (decel/accel lanes)
- 23% – Improved pedestrian walks, trails, crossings
- 23% – Other (wildlife corridors as a high write-in response)
- 21%– Fire Prevention

What are your wishes for the Byway?



What are your worries for the Byway?



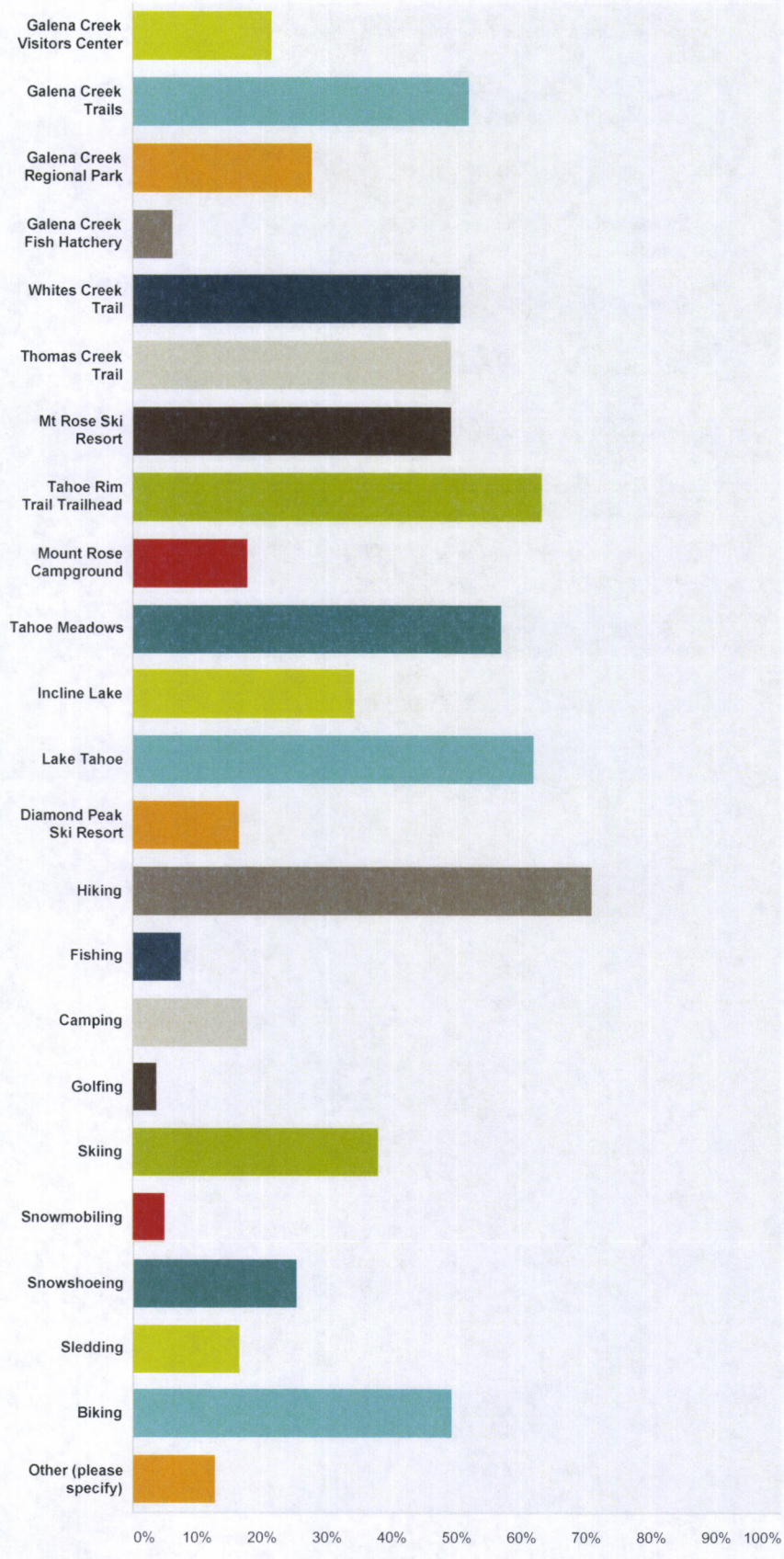
What are your worries for the Byway?

- 47% – Negative environmental impacts from visitors
- 47% – Road is unsafe for cyclists
- 33% – Road is unsafe for wildlife
- 25% – Fire safety
- 23% – Disruption of views of the Lake or the Valley from Mount Rose
- 22% – Road is unsafe for pedestrians

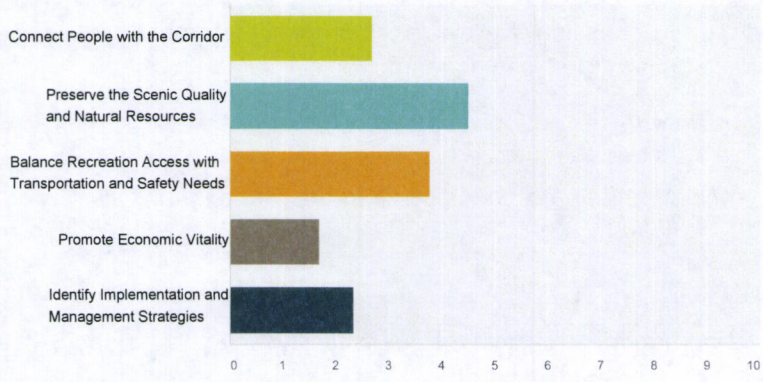
What are your favorite places and activities along the Byway?

- 71% – Hiking
- 63% – Tahoe Rim Trail
- 62% – Lake Tahoe
- 57% -- Tahoe Meadows
- 51% – Whites Creek Trail
- 49% – Thomas Creek Trail
- 49% – Mount Rose Ski Resort
- 49% – Biking

What are your favorite places and activities along the Byway?



Prioritize the goals in the order you would believe would be most important for the Byway.



	1	2	3	4	5	Total	Score
Connect People with the Corridor	1.23% 1	22.22% 18	30.86% 25	35.80% 29	9.88% 8	81	2.69
Preserve the Scenic Quality and Natural Resources	67.90% 55	20.99% 17	7.41% 6	1.23% 1	2.47% 2	81	4.51
Balance Recreation Access with Transportation and Safety Needs	24.69% 20	39.51% 32	25.93% 21	8.64% 7	1.23% 1	81	3.78
Promote Economic Vitality	1.23% 1	3.70% 3	7.41% 6	38.27% 31	49.38% 40	81	1.69
Identify Implementation and Management Strategies	4.94% 4	13.58% 11	28.40% 23	16.05% 13	37.04% 30	81	2.33

Prioritize the Goals in the Order You Would Believe Would be Most Important for the Byway.

- #1 – Preserve Scenic Quality and Natural Resources as #1
- #2 – Balance Recreation Access with Transportation and Safety Needs
- #3 – Connect People with the Corridor
- #4 – Identify Implementation and Management Strategies
- #5 – Promote Economic Vitality

Write-in Responses: Other Thoughts/ Concerns

- 28 respondents
- Top trending comments
  - Wildlife crossings
  - Safety
  - Commercialization/ development
  - Medical marijuana facility

SECOND PUBLIC MEETING AND PUBLIC SURVEY

A short presentation was provided at the second meeting to summarize the Corridor's goals and recommendations. Attendees participated in a question and answer session, were able to complete comment cards and provided direct input to the planning team.

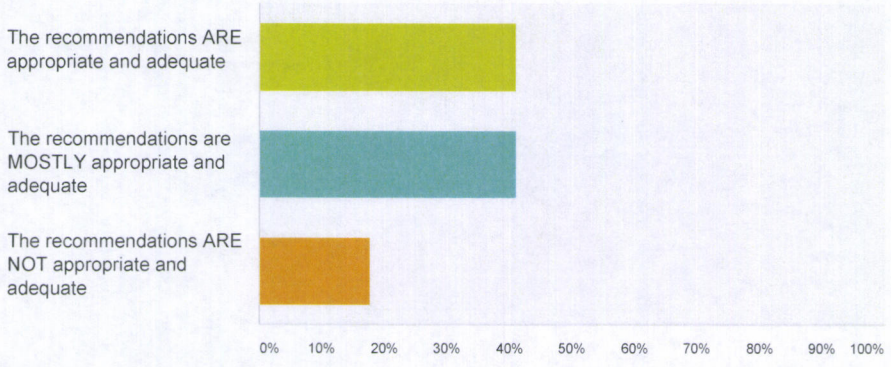
Meeting Two Results

- 40 people attended the meeting
- A large majority of the attendees came to the meeting to voice concerns regarding a proposed medical marijuana facility at the Old Galena Lodge
- Concerns included:
  - Development of a medical marijuana facility anywhere along SR 431
    - Safety issues that could be increased because of the road's sharp curves
    - Traffic impacts
    - Aesthetics of the development
  - Addition of any billboards or converting billboards and signs to digital signs
  - New development along the highway

Survey Two Results

- 34 respondents overall
- Questions
  - Considering the proposed recommendations for "Preserve the Scenic Quality and Natural Resources" of the Mount Rose Scenic Byway shown on the graphic below, how do you feel regarding the recommendations?
  - Considering the proposed recommendations for "Balance Recreation Access with Transportation and Safety Needs" of the Mount Rose Scenic Byway shown on the graphic below, how do you feel regarding the recommendations?
  - Considering the proposed recommendations for "Connect People with the Corridor"of the Mount Rose Scenic Byway as shown on the graphic below, how do you feel regarding the recommendations?
  - Considering the proposed recommendations for "Promote Economic Vitality" of the Mount Rose Scenic Byway shown on the graphic below, how do you feel regarding the recommendations?
  - Do you have any other thoughts or recommendations you would like to share?

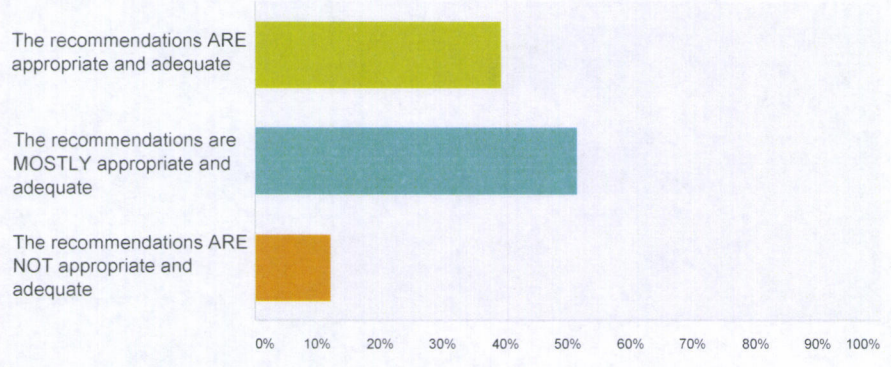
How do you feel regarding the recommendations for "Preserve the Scenic Quality and Natural Resources"?



How do you feel regarding the recommendations for "Preserve the Scenic Quality and Natural Resources"?

- 41% – The recommendations ARE appropriate and adequate
- 41% – The recommendations MOSTLY appropriate and adequate
- 18% – The recommendations ARE NOT appropriate and adequate
- Comments included concern for development, the inappropriateness of medical marijuana dispensaries along the Corridor, the need to encourage wind turbines for clean energy, impacts of billboards, and the need for additional safety improvements.

How do you feel regarding the recommendations for "Balance Recreation Access with Transportation and Safety Needs"?



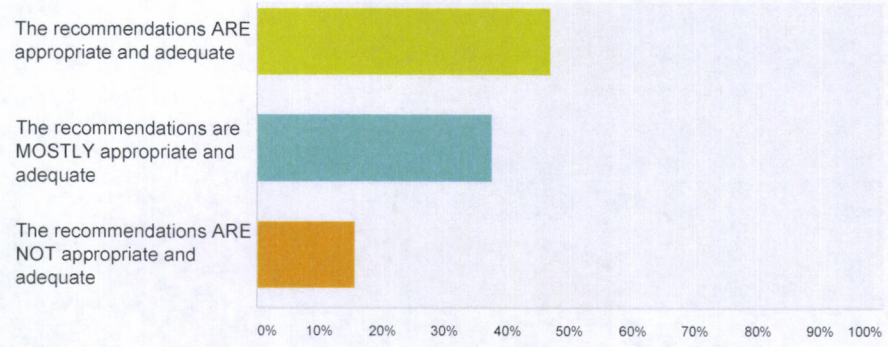
How do you feel regarding the recommendations for "Balance Recreation Access with Transportation and Safety Needs"?

- 39% – The recommendations ARE appropriate and adequate
- 52% – The recommendations MOSTLY appropriate and adequate
- 12% – The recommendations ARE NOT appropriate and adequate
- Comments included concern for development of medical marijuana dispensaries along the Corridor, support for Corridor improvements and additional thoughts on potential safety enhancements.

How do you feel regarding the recommendations for "Connect People with the Corridor"?

- 47% – The recommendations ARE appropriate and adequate
- 38% – The recommendations MOSTLY appropriate and adequate
- 16% – The recommendations ARE NOT appropriate and adequate
- Comments included concerns about increased traffic through promotion of the Byway, too much additional signage and the development of medical marijuana dispensaries along the Corridor. Support for recommendations was also mentioned.

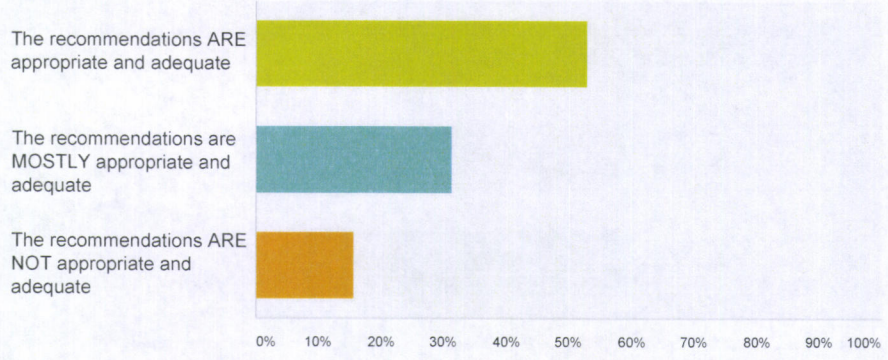
How do you feel regarding the recommendations for "Connect People with the Corridor"?



How do you feel regarding the recommendations for "Promote Economic Vitality"?

- 53% – The recommendations ARE appropriate and adequate
- 31% – The recommendations MOSTLY appropriate and adequate
- 16% – The recommendations ARE NOT appropriate and adequate
- Comments included concerns about increased traffic through promotion of the Byway and the development of medical marijuana dispensaries along the Corridor. Support for recommendations was also provided.

How do you feel regarding the recommendations for "Promote Economic Vitality"?



Additional comments, thoughts:

- Medical marijuana facilities and other similar businesses should not be allowed: safety concerns and scenic issues.
- Corridor is great.
- Additional improvements to accommodate wildlife corridors are needed.
- Too much signage would not be desirable.
- Alternative energy sources are desirable and should not be restricted.
- Safety improvements should occur – improved passing lanes.

2 CHAPTER TWO MOUNT ROSE SCENIC BYWAY'S INTRINSIC VALUES

Over 19 miles of SR 431 is a two-lane roadway curving its way through steep terrain as it climbs from Lake Tahoe to the summit and descends into the Reno area.

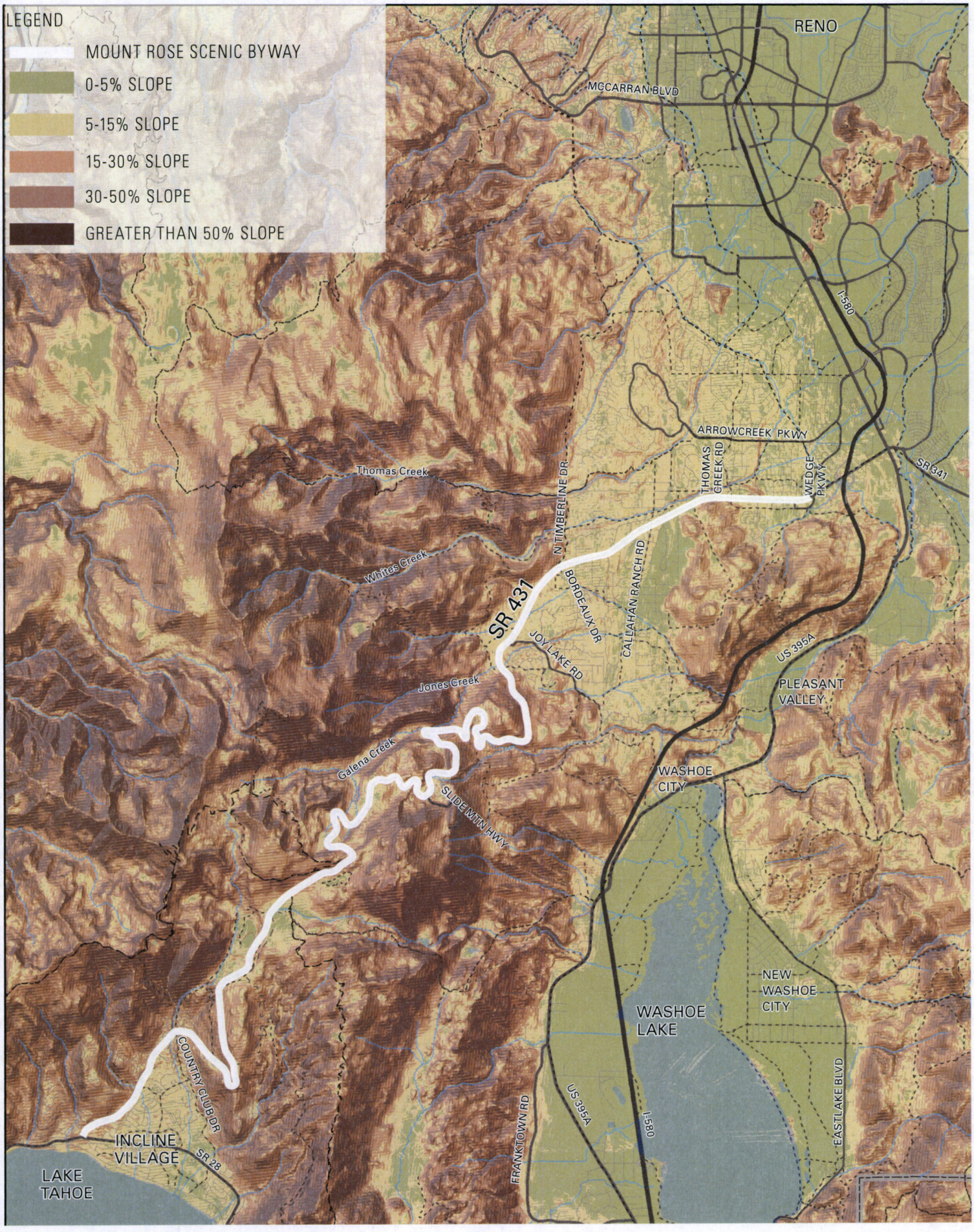
The Mount Rose Scenic Byway Corridor possesses many intrinsic qualities that make it unique. The Byway passes through several ecosystems ranging from high desert to subalpine and includes historical and cultural, scenic, natural and recreational resources. Analysis of the current conditions helps inform the recommendations made in Chapter 4.

TERRAIN

At 10,776 feet elevation, Mount Rose is one of the highest peaks in the Carson Range. Traveling east from Incline Village, SR 431 climbs nearly 2,500 feet before it reaches the Sierra's highest year-round summit (elevation of 8,911 feet) and then descends into the Reno area at 4,500 feet.

Mount Rose, on the north side of SR 431, is named after the "Rose" of the mountain. The silhouette of Rose's face can be seen gazing skyward. Slide Mountain lies to the south of SR 431 and is the home of Mt. Rose - Ski Tahoe. Slide Mountain garnered its name for large rock slides on its southeastern slope. In 1983, a large rock slide occurred that destroyed homes in Washoe valley, causing one fatality. The remains of this slide can still be seen today.

The Steamboat Hills are part of a northeast trending line of four rhyolite domes that erupted between one and three million years ago. Steamboat Hills are one of the many unique indicators of geologic processes that continue to shape the range of the Great Basin and Lake Tahoe. Millions of years of geology have supported geothermal energy and abundant hot springs.

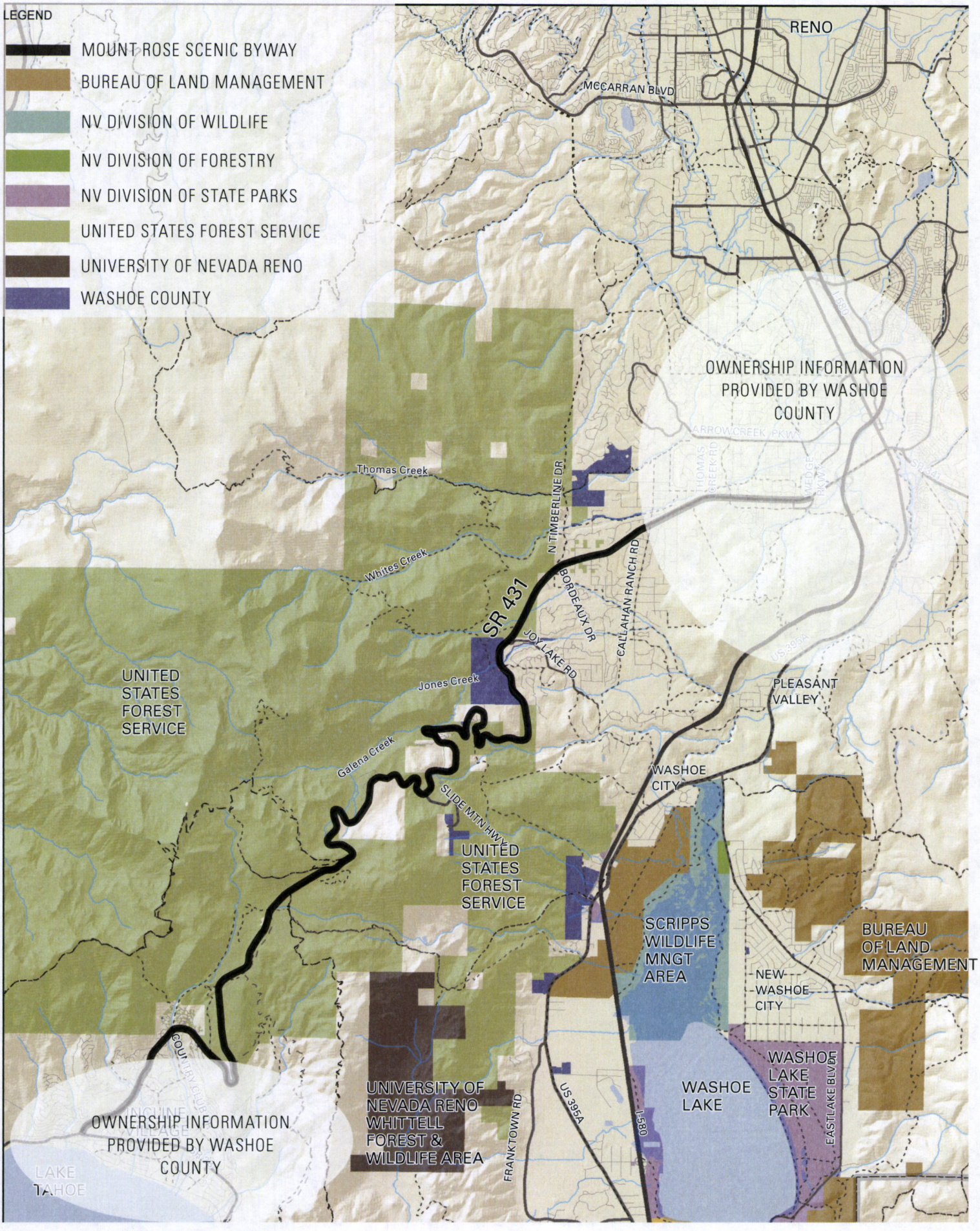

LEGEND
MOUNT ROSE SCENIC BYWAY
0-5% SLOPE
5-15% SLOPE
15-30% SLOPE
30-50% SLOPE
GREATER THAN 50% SLOPE
RENO
MCCARRAN BLVD
I-580
ARROWCREEK PKWY
THOMAS CREEK RD
WEDGE PKWY
SR 341
N TIMBERLINE DR
Thomas Creek
Whites Creek
SR 431
BORDEAUX DR
CALLAHAN RANCH RD
JOY LAKE RD
US 395A
Jones Creek
PLEASANT VALLEY
Galena Creek
SLIDE MTN HWY
WASHOE CITY
NEW WASHOE CITY
WASHOE LAKE
EASTLAKE BLVD
COUNTRY CLUB DR
INCLINE VILLAGE
SR 28
LAKE TAHOE
FRANKTOWN RD

The majority of the Corridor is managed by the USFS. Privately owned lands are primarily located in the developed areas of Incline Village and the Galena/Callahan Ranch/Rolling Hills area near Reno.

OWNERSHIP

The Corridor includes land owned and managed by the Humboldt-Toiyabe National Forest (HTNF) and the Lake Tahoe Basin Management Unit (LTBMU), Washoe County and the City of Reno as well as privately owned parcels. A large portion of the lands adjacent to the Byway are owned by USFS/LTBMU/HTNF. Privately owned lands are primarily located in the developed areas of Incline Village to the west and the Galena/Callahan Ranch/Rolling Hills area to the east.

The larger recreation facilities managed by public entities includes Washoe County's Galena Creek Regional Park, the City of Reno's Sky Tavern ski area, the U.S. Forest Service (USFS) Summit Campground and Incline Village General Improvement District's (IVGID) Diamond Peak ski area. The Mt. Rose - Ski Tahoe ski area is privately-owned and operated.


LEGEND
MOUNT ROSE SCENIC BYWAY
BUREAU OF LAND MANAGEMENT
NV DIVISION OF WILDLIFE
NV DIVISION OF FORESTRY
NV DIVISION OF STATE PARKS
UNITED STATES FOREST SERVICE
UNIVERSITY OF NEVADA RENO
WASHOE COUNTY
RENO
McCARRAN BLVD
OWNERSHIP INFORMATION PROVIDED BY WASHOE COUNTY
ARROWCREEK PKWY
THOMAS CREEK RD
Thomas Creek
N TIMBERLINE DR
Whites Creek
SR 431
BORDEAUX DR
CALLAHAN RANCH RD
JOY LAKE RD
US 395A
Jones Creek
UNITED STATES FOREST SERVICE
PLEASANT VALLEY
Galena Creek
WASHOE CITY
SLIDE MTN HWY
UNITED STATES FOREST SERVICE
SCRIPPS WILDLIFE MNGT AREA
BUREAU OF LAND MANAGEMENT
NEW WASHOE CITY
WASHOE LAKE STATE PARK
EASTLAKE BLVD
WASHOE LAKE
I-580
US 395A
FRANKTOWN RD
UNIVERSITY OF NEVADA RENO WHITTELL FOREST & WILDLIFE AREA
OWNERSHIP INFORMATION PROVIDED BY WASHOE COUNTY
INCLINE VILLAGE
LAKE TAHOE

Incline Village to the southwest and the commercial and residential developments in the northeast make up the majority of developed areas along the Corridor.

LAND USE AND COMMUNITY RESOURCES

The Mount Rose Scenic Byway connects Incline Village and Crystal Bay to the developed area near Galena High School in the northeastern portion of the Byway. The 2015 overall population of the Corridor is approximately 17,600. This includes residents of Incline Village and other residential areas within 2 miles of the Byway.

According to ESRI in 2015 the population of Incline Village was approximately 9,900. The town offers a number of commercial and institutional developments, including Sierra Nevada College, UC Davis Tahoe Environmental Research Center, Lake Tahoe School, Incline High School, Incline Middle and Elementary schools and Incline Village Community Hospital. The resort bed base in Incline Village and Crystal Bay include anchors such as the Hyatt, Biltmore and Cal Neva.

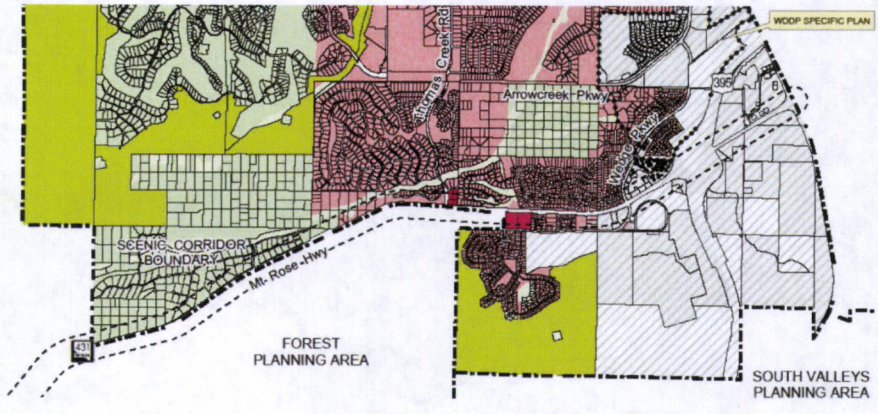
The Mt. Rose - Ski Tahoe resort is located east of the summit on the southern side of SR 431. Mt. Rose - Ski Tahoe owns the land where the base facilities are located on both sides of the mountain and operates much of the ski terrain under a lease agreement with the USFS. A small area of commercial land use is designated northeast of the Reindeer Lodge and the old Christmas Tree sites. Continuing to the northeast, the next commercial designation is just west of Timberline Drive.

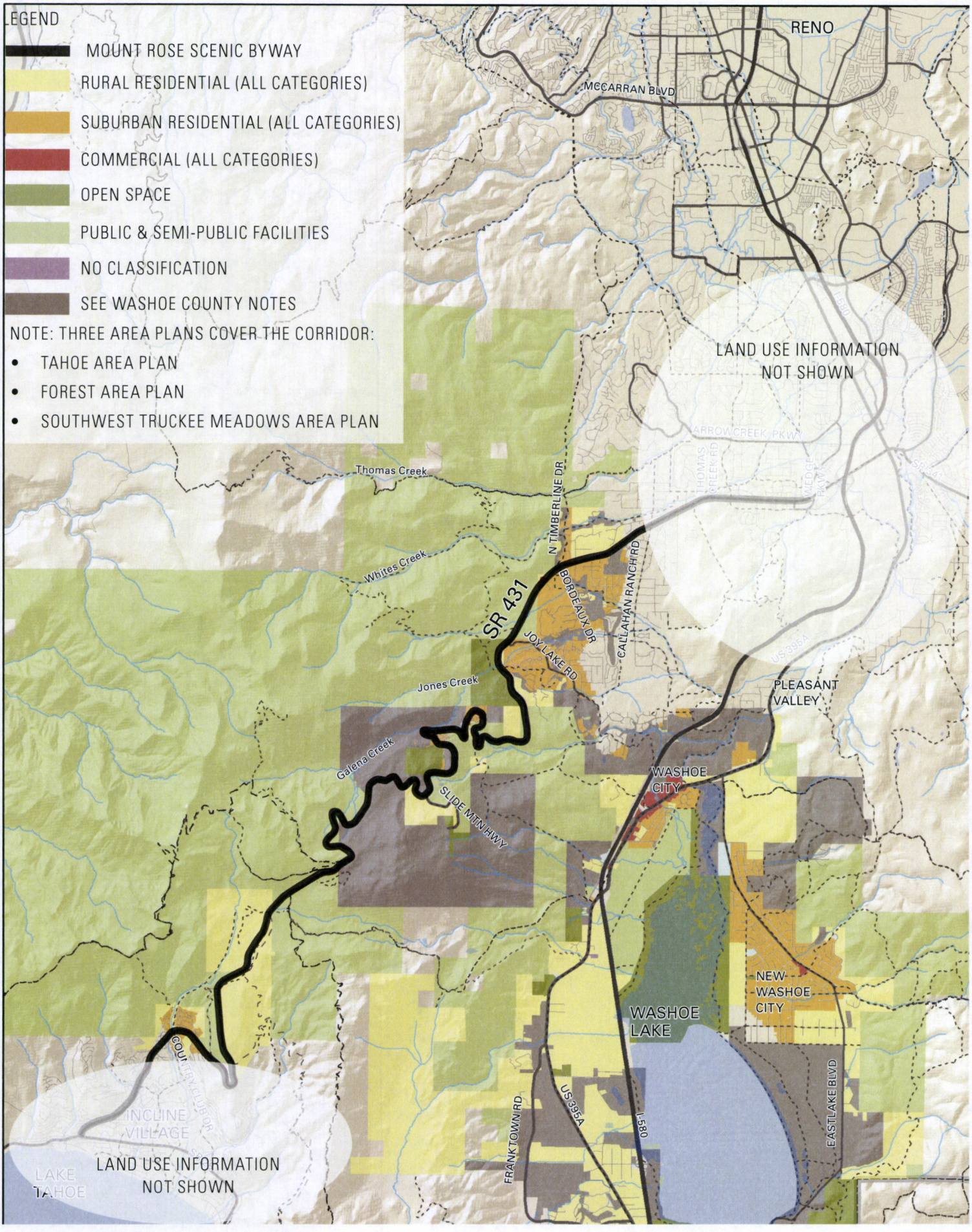
The northeast section of the Corridor includes a number of residential, commercial and institutional developments. Residential areas include Galena Forest Estates, St. James Village, Montreux, Estates at Mount Rose, Callahan Ranch, Saddlehorn, Monte Rosa, Rolling Hills, Galena Estates and others. Commercial uses include gas stations and shopping centers with grocery stores and restaurants. Commercial land uses are designated near Wedge Parkway, at Edmonton Drive and at Thomas Creek Road. Galena High School, the Redfield Campus (a collaborative effort between the University of Nevada, Reno, Truckee Meadows Community College, the Redfield Foundation and local businesses) and Saint Mary's medical facility are all located in the northeastern section of the Corridor near Wedge Parkway.

SOUTHWEST
MASTER PLAN MAP

- RURAL
- RURAL RESIDENTIAL
- SUBURBAN RESIDENTIAL
- URBAN RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- OPEN SPACE

Three area plans cover the Byway: the Tahoe Area Plan, the Forest Area Plan and the Southwest Truckee Meadows Area Plan. The vision statement in the 2010 Southwest Truckee Meadows Area Plan describes managing growth to prevent the spread of commercial development west of the Thomas Creek Road/SR 431 intersection.




LEGEND
MOUNT ROSE SCENIC BYWAY
RURAL RESIDENTIAL (ALL CATEGORIES)
SUBURBAN RESIDENTIAL (ALL CATEGORIES)
COMMERCIAL (ALL CATEGORIES)
OPEN SPACE
PUBLIC & SEMI-PUBLIC FACILITIES
NO CLASSIFICATION
SEE WASHOE COUNTY NOTES
NOTE: THREE AREA PLANS COVER THE CORRIDOR:
• TAHOE AREA PLAN
• FOREST AREA PLAN
• SOUTHWEST TRUCKEE MEADOWS AREA PLAN
RENO
McCARRAN BLVD
LAND USE INFORMATION NOT SHOWN
ARROW CREEK PKWY
THOMAS CREEK RD
WEDGE PKWY
SR 341
Thomas Creek
N TIMBERLINE DR
Whites Creek
SR 431
BORDEAUX DR
CALLAHAN RANCH RD
JOY LAKE RD
US 395A
Jones Creek
PLEASANT VALLEY
Galena Creek
SLIDE MTN HWY
WASHOE CITY
NEW WASHOE CITY
WASHOE LAKE
EASTLAKE BLVD
I-580
US 395A
FRANKTOWN RD
INCLINE VILLAGE
LAKE TAHOE
LAND USE INFORMATION NOT SHOWN

Defining visual elements along the Mount Rose Scenic Byway include Lake Tahoe and the surrounding mountains, the Sierra Nevada mountains and forests and Steamboat Hills.

VISUAL QUALITY

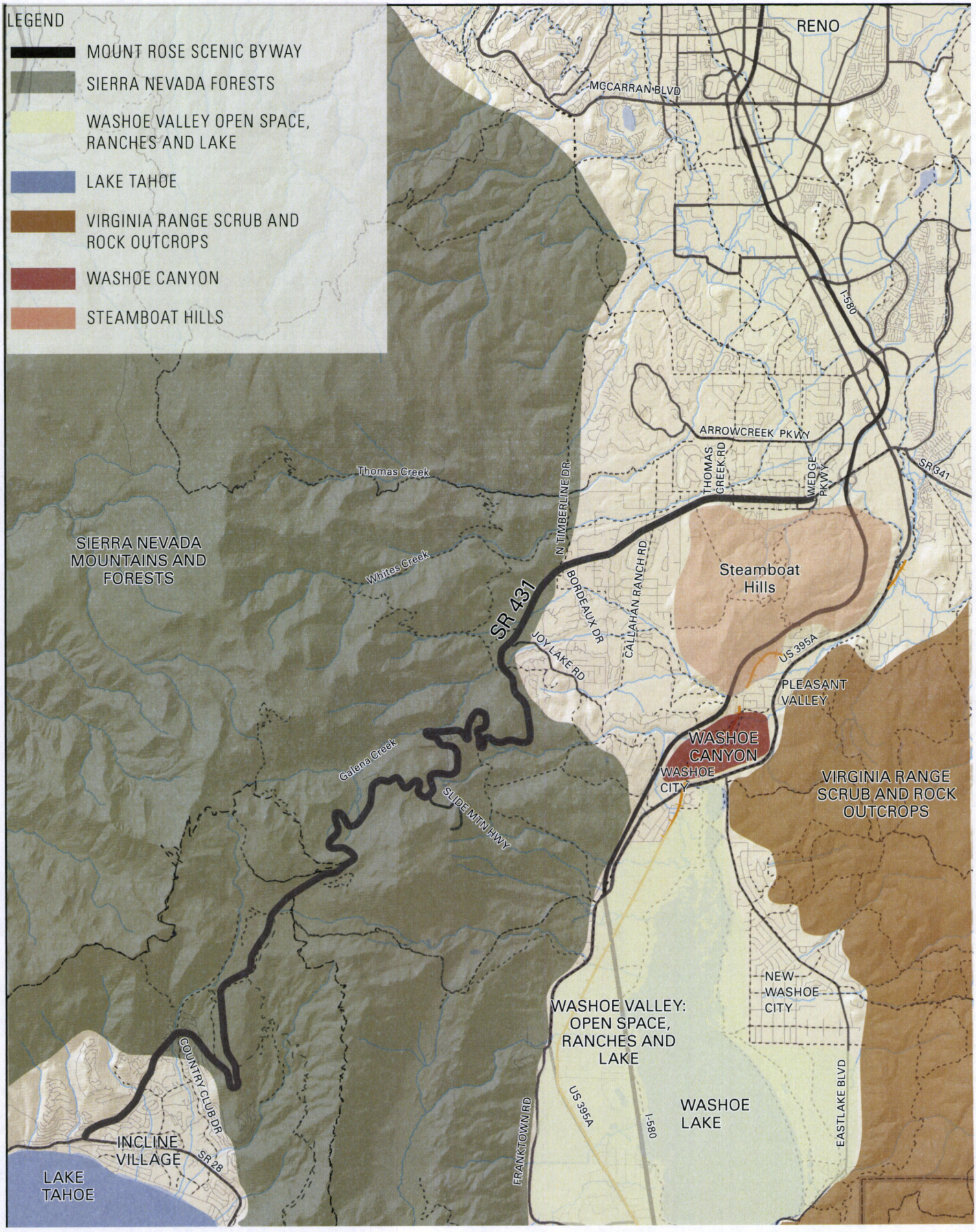
A natural quality is defined as a feature in the visual environment that is in a relatively undisturbed state. A scenic quality is the heightened visual experience derived from the view of natural and man-made elements along the Corridor.

Defining visual elements along the Mount Rose Scenic Byway include Lake Tahoe and the surrounding mountains, the Sierra Nevada mountains and forests and Steamboat Hills. Views of Lake Tahoe are prominent near Incline Village whereas mountain, forest and meadow views dominate the route from Country Club Drive near Incline Village to Timberline Drive in the Truckee Meadows.

At the summit of Mt. Rose there are stunning views in all directions across the expansive Tahoe Meadows into Lake Tahoe and the Truckee Meadows' valley floor. The summit's subalpine environment allows visitors to experience the harshness of nature and see the effects of wind and snow on the Krumholtz pine trees and see unique plant life such as the Tahoe Yellow Cress.

Near the Mt. Rose - Ski Tahoe resort, vista opportunities exist. Views of Reno and Washoe Valley can be seen from different vantage points. On clear days you can see to the Stillwater Range near Fallon, Nevada.

Looking west from the Galena/Montreux area sweeping mountain views of the eastern slope of the Sierras/Carson Range create a stunning backdrop and photo opportunity. From this area as you look south along the Carson Range, views continue past both Washoe Valley and Carson City. Looking north and east one can view Peavine Mountain north of Reno. As the highway descends into Reno, views to the east highlight the Virginia Range and provide visitors a glimpse of Geiger Grade as it climbs up to historic Virginia City (elevation 7.000 feet). As visitors reach the end of the scenic corridor, the Steamboat Hills to the south offer beautiful rolling hills that are rich in geothermal activity and host unique plant life like the Steamboat Buckwheat. This area is rural in character with some residential development and Galena High School.


LEGEND
MOUNT ROSE SCENIC BYWAY
SIERRA NEVADA FORESTS
WASHOE VALLEY OPEN SPACE, RANCHES AND LAKE
LAKE TAHOE
VIRGINIA RANGE SCRUB AND ROCK OUTCROPS
WASHOE CANYON
STEAMBOAT HILLS
RENO
MCCARRAN BLVD
I-580
ARROWCREEK PKWY
THOMAS CREEK RD
WEDGE PKWY
SR 341
N TIMBERLINE DR
Thomas Creek
Whites Creek
SIERRA NEVADA MOUNTAINS AND FORESTS
SR 431
BORDEAUX DR
CALLAHAN RANCH RD
JOY LAKE RD
Steamboat Hills
US 395A
PLEASANT VALLEY
WASHOE CANYON
WASHOE CITY
VIRGINIA RANGE SCRUB AND ROCK OUTCROPS
Galena Creek
SLIDE MTN HWY
NEW WASHOE CITY
WASHOE VALLEY: OPEN SPACE, RANCHES AND LAKE
WASHOE LAKE
US 395A
I-580
EASTLAKE BLVD
FRANKTOWN RD
COUNTRY CLUB DR
INCLINE VILLAGE
SR 28
LAKE TAHOE

POINTS OF INTEREST

(Many of the Corridor's other scenic points of interest are described in other sections of the CMP as they also provide cultural, recreational, hydrologic or vegetative interest. The list below identifies significant mountain views and viewpoint pull-offs).

Lake Tahoe Viewpoint

This existing lookout point offers one of the best panoramic views of Lake Tahoe. It is located about four miles east of Incline village along the northbound side of the highway at an elevation of 7,562 feet. A kiosk gives the names and locations of the surrounding mountain peaks. A southbound viewpoint is also located approximately 1.5 miles north of the northbound viewpoint.

Mount Rose

Mount Rose is located on the northwestern side of SR 431 and is the highest mountain in Washoe County. Visually prominent, the mountain resembles the silhouette of a woman's ("Rose's") face gazing skyward. It is unclear whether the name came from early 1800's settler Jacob H. Rose, who built a lumber mill near Franktown, or Rose Hickman, a friend of Washoe City newspaper editor H.S. Ham.

Slide Mountain

Slide Mountain stands south of Mount Rose. Mt. Rose - Ski Tahe ski resort is located on Slide Mountain. The mountain garnered its name from large rock slides on its southeastern slope. In 1983, a large rock slide occurred that destroyed homes in Washoe Valley and caused one fatality. The remains of this slide can still be seen today.

Washoe Valley and Truckee Meadows Viewpoints

Informal pull-off areas along SR 431 and Slide Mountain Highway offer expansive views of Washoe Valley and the Truckee Meadows/Reno area.

SIGNAGE

The majority of Byway signage includes standard traffic control signs, a NDOT Intelligent Transportation System (digital) sign, historic site markers, and monument entry signs at parks and recreation areas. A standard NDOT scenic byway sign is located just west of Wedge Parkway. Roadway signs also identify each creek and river crossing.

One billboard is located along the Corridor at Edmonton Drive. Any new signs must adhere to the CMP recommendations as well as Washoe County's sign regulations which both limit the placement of new billboards. Washoe County's updated sign code also intends to address and limit digital signage.

The highway was not formally paved until the popularization of skiing in the 1950's and the emergence of ski resorts such as the Reno Ski Bowl (now the Slide Mountain side of Mt. Rose - Ski Tahoe).

Dr. James Edward Church

CULTURAL RESOURCES

The region was originally occupied by the Washoe and Paiute tribes. They lived a nomadic life – hunting, fishing and gathering – and often traveled through the Byway region during seasonal migrations between Washoe Valley and the Truckee Meadows up to Lake Tahoe.

By the 1850's settlers from the east began reaching the area. At first very few emigrants settled permanently in the region, as many were passing through on their way to California. In June 1859 the Comstock Lode was discovered near current day Virginia City. The lode was the first major silver ore discovery in the United States and it put the region on the map. As miners flocked to the area the Mount Rose area was one of many to supply timber to the mining sites.

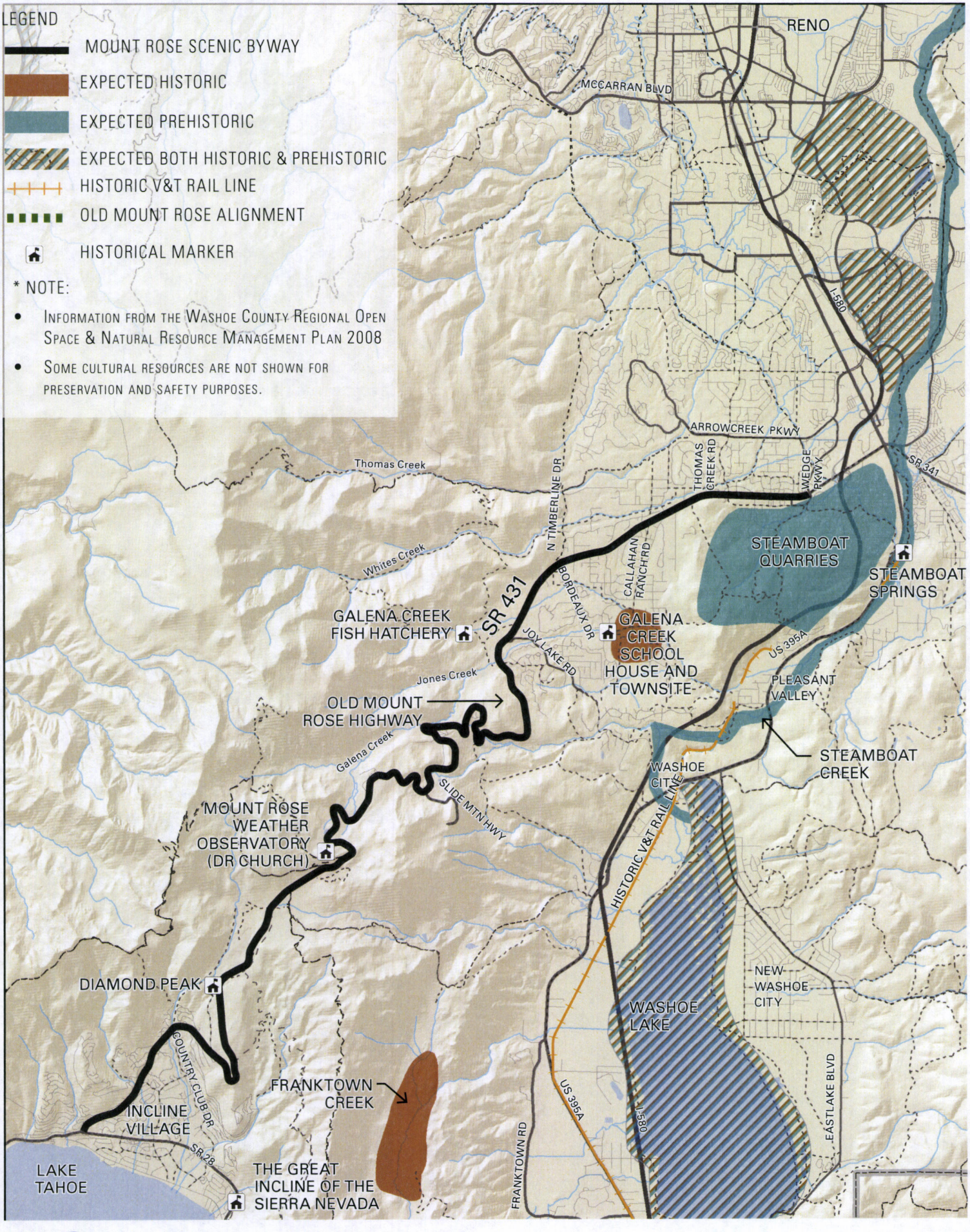
In 1882 Sierra Wood and Lumber Company established the town of Incline Village, then just known as Incline. The town was named after the steep tramline that hauled lumber 1,600 feet up in elevation and deposited it into a flume that took it to the Virginia & Truckee (V&T) Railroad located in Lakeview/Washoe Valley where it would then be transported to the Virginia City-Comstock area for use in the mines.

On New Year's Day in 1895 Dr. James Edward Church of the University of Nevada became the first Euro-American to make a winter ascent of Mount Rose. Dr. Church went on to earn an international reputation for his theory and technique in determining the water content of snow. His technique and methodology were used to predict water resources for coming summer months. The "Mt. Rose Stick" is used worldwide to measure the water content in the snow pack. Dr. Church made several assents of Mt. Rose each winter in an effort to prove his theory. A cabin was built at 9,200 feet as a safe haven should he get caught in a storm. Remnants of the cabin still exist. Dr. Church would take the V&T train from Reno to Pleasant Valley and walk up Galena Canyon staying at Phillip and Annie Callahan's Ranch before making his ascent up the mountain.

INCLINE VILLAGE HISTORY

George Whittell purchased the land that later became Incline Village in 1935. Whittell frequently sold parcels of the 40,000 acre purchase to private owners for commercial and residential development. In response to the growing trend of large-scale commercial and residential development in the basin starting in the mid-1950's, George Whittell sold nine thousand acres for $5 million to an investment company in 1959. This group of investors from Oklahoma, Kansas, and Hawaii sold the land to the Crystal Bay Development Company the next year for a 500 percent profit. The land was developed as the new town of Incline Village, located near the Incline tramline that had operated in the area during the Bonanza-mining days of the Comstock Lode.

In 1960, the developers subdivided the parcel into 1,700 lots. By 1968, over three thousand homes had been built in Incline Village. The Incline Village sale, more than any other transaction made by Whittell, directly contributed to the development boom that occurred at the lake after 1955.


LEGEND
MOUNT ROSE SCENIC BYWAY
EXPECTED HISTORIC
EXPECTED PREHISTORIC
EXPECTED BOTH HISTORIC & PREHISTORIC
HISTORIC V&T RAIL LINE
OLD MOUNT ROSE ALIGNMENT
HISTORICAL MARKER
* NOTE:
• INFORMATION FROM THE WASHOE COUNTY REGIONAL OPEN SPACE & NATURAL RESOURCE MANAGEMENT PLAN 2008
• SOME CULTURAL RESOURCES ARE NOT SHOWN FOR PRESERVATION AND SAFETY PURPOSES.
RENO
MCCARRAN BLVD
I-580
ARROWCREEK PKWY
THOMAS CREEK RD
WEDGE PKWY
SR 341
Thomas Creek
N TIMBERLINE DR
CALLAHAN RANCH RD
STEAMBOAT QUARRIES
STEAMBOAT SPRINGS
Whites Creek
SR 431
BORDEAUX DR
GALENA CREEK FISH HATCHERY
GALENA CREEK SCHOOL HOUSE AND TOWNSITE
JOY LAKE RD
US 395A
Jones Creek
OLD MOUNT ROSE HIGHWAY
PLEASANT VALLEY
STEAMBOAT CREEK
Galena Creek
WASHOE CITY
SLIDE MTN HWY
MOUNT ROSE WEATHER OBSERVATORY (DR CHURCH)
HISTORIC V&T RAIL LINE
NEW WASHOE CITY
DIAMOND PEAK
WASHOE LAKE
COUNTRY CLUB DR
FRANKTOWN CREEK
INCLINE VILLAGE
SR28
EASTLAKE BLVD
LAKE TAHOE
THE GREAT INCLINE OF THE SIERRA NEVADA
FRANKTOWN RD

Old Mount Rose Highway parallels much of the existing SR 431.

TOWN OF GALENA HISTORY (GALENA: SPANISH FOR LEAD)

Galena was originally founded as a gold mining property. Because of the high lead sulfate mix it wasn't very economical to mine here so the area was turned into a lumber center. The town was linked to the V&T Railroad in Pleasant Valley via a short wagon trail down the canyon. The town was abandoned after 1867, following two disastrous fires. A roadside historic marker is located on the east side of Callahan Road at Galena Creek bridge and describes the historic townsite.

Washoe County's Phillip and Annie Callahan Park is located across from the historic marker honoring Phillip and Annie Callahan who settled in the area to ranch the meadow lands. The Callahan's formerly owned a brickyard in Virginia City before moving to Galena to ranch. They raised nine children on the ranch and set aside one acre for the schoolhouse. Many Callahan grandchildren attended the one room Galena schoolhouse and family members still reside in the area today. The Galena Schoolhouse is owned by Washoe County with plans to preserve it as an interpretive center.

POINTS OF INTEREST

Old Mount Rose Highway

In 1906, the first county road was built along Galena Creek. This route of old SR 431 is similar to the current highway alignment and still exists today. The harsh winters demolished the road and the city abandoned maintenance. The highway was not formally paved until the popularization of skiing in the 1950's and ski resorts such as the Reno Ski Bowl (now part of Mt. Rose - Ski Tahoe on the Slide Mountain side) emerged.

Northern/Incline Flume

In the late 1870's the Sierra Nevada Wood & Lumber Company expanded operations to Incline. The profitable operation milled 75,000 board feet of lumber a day at the base of Incline Mountain. A flume transported water to move the lumber from the Incline area along the granite crest ridgeline and into the Lakeview Station in Washoe Valley. The lumber would then be transferred to the V&T railroad on to Carson City and up to the Comstock.

Mount Rose/Dr. Church Weather Observatory
In 1905, Dr. James Edward Church established one of America's first high-altitude meteorological observatories on the summit of Mount Rose. His studies revolutionized snow surveys which are still used throughout the world today to predict sessional water flow from snow pack.

Galena Creek Fish Hatchery
Washoe County operated the Galena Fish Hatchery from 1931 to 1949 as an attempt to mitigate the effects of the Comstock Lode on the region's ecosystem. The hatchery represents the beginning of a trend for the conservation of habitat and recreational lands.

Galena Creek Historic School House
The Galena Creek School House was listed on the National Register of Historic Places in 2011. Joanne de Longchamps, Nevada's famous poet, lived in the schoolhouse and published *The Schoolhouse Poems.*

Steamboat Hot Springs
These natural hot springs got their name because early emigrants thought they looked like a steamboat from afar because of their puffing steam. The springs reached their popularity during the Comstock era. Many thought that the hot springs had curative properties which led Dr. Joseph Ellis to build bathhouses and a hospital at the spring in 1861-1862. With the failure of the Comstock mines in the 1880's, attendance at the springs waned.

Steamboat Hot Springs is one of the more extensively studied geothermal areas in all of Nevada and historically, one of the most written about in the world. The reason is the extremely rare mineral content and the way the bench moves water from one vent to another. The sinter flows just southwest of the main terrace (believed to be the largest in the world) to the rhyolite domes and the underlying massive magma chamber. At one time the geyser on the main terrace would shoot 85 feet into the air and was considered the largest geyser in the U.S.

The combination of these geological oddities gave scientists years of data to study and research. Much of the research is still being studied at the site by geothermal companies who have drilled holes and begun to extract the steam to generate electricity. Some geologists believe there is enough energy below Steamboat and a line extending north all the way to Lawton's to power the entire Truckee Meadows. Four geothermal plants derive energy from the springs. Mineral spas offer a variety of therapeutic services and pools feed with spring waters.

Steamboat Quarries
Native Americans historically used the obsidian rock in the area for their arrowheads, drills and spear points. The rhyolite lava and pumice in the area is mostly composed of quartz and alkali, but it also harbors many other minerals including silver, gold, arsenic, copper, boron and more. These vents and cracks on the top ledge of the Steamboat area are also filled with sulfur and cinnabar. For a time, the area was mined for both of these substances. Sulfur was used in the production of gunpowder and cinnabar was melted down for mercury and used by miners. A dynamite factory was in the area during the late 1970's. Today the area is mined for gemstones.

Steamboat Hot Springs and quarries lie just east of the Corridor and provide additional natural and cultural resources.

Photo by Larry Garside Nevada Bureau of Mines

Recreational resources provide opportunities for hiking, biking, mountain biking, fishing, horseback riding, camping, skiing and more.

RECREATIONAL RESOURCES

The Mount Rose highway became a significant transportation corridor after skiing increased in popularity during the 1950's. Today the area is still a recreational hot spot offering skiing and snowshoeing in the winter and hiking, camping and golfing in the summer.

POINTS OF INTEREST & ACTIVITIES

Parks and Recreation Areas

Tahoe Meadows

Tahoe Meadows is a high elevation meadow with an interpretive loop boardwalk accessible trail. During the winter the meadows are great for snowshoeing, sledding and cross-country skiing. Snowmobilers utilize the north side of the meadow for winter play access.

Mount Rose Wilderness

Mount Rose Wilderness was added to the National Wilderness Preservation System by the U.S. Congress in 1989. The 30,000 acres encompass the rugged high-elevation portion of the Carson Range and Mount Rose. Recreation opportunities include hiking, backpacking, camping, nature viewing and fishing.

Mount Rose Summit Welcome Plaza

At an elevation of 9,000 feet the Mount Rose welcome plaza sit at the highest summit maintained year round. The plaza is a trailhead for the Tahoe Rim trail and the Mount Rose Summit Trail.

Slide Mountain Trailhead

A one-mile loop trail from the Washoe County trailhead leads to stunning views of Mount Rose, Slide Mountain, Washoe Valley and Reno.

Galena Creek Recreation Area and Visitor Center

The facilities include the Washoe County Galena Creek Regional Park, historical Galena Creek Fish Hatchery and the Galena Creek Visitor Center. The site is a cooperative project between Washoe County and the USFS. It is operated by the Great Basin Institute. Nestled in a forested area on the eastern slope of the Sierra, the park is popular year-round and offers hiking (with interpretive trails), fishing, horseback riding, picnicking and snowshoeing.

The park is the gateway to a network of trails connecting to White's and Thomas Creek Canyons, Dry Pond and Church's Pond. Galena Creek flows through the center of the park. Trailheads provide access to Jones-White Creek loop trails and portals to the Mount Rose Wilderness Area. Camp We Ch Me overnight group camping lodge and Marilyn's Pond are also located in the park facilities.

Phillip and Annie Callahan Park

This 25-acre park offers picnic areas, horseshoe pits, and playgrounds. It is also the site of the historic Galena School House and provides access to the Galena Creek Trail.

Skiing and Mountain Activities

Diamond Peak Ski Resort

With 655 acres of skiable terrain, the resort provides access for skiing and snowboarding. Operated by IVGID, the facilities are available to anyone who purchases a pass. Diamond Peak recently updated its Master Plan to revisit the potential for future development of the facility as a community recreational resource and to provide additional summer operations.

Mt. Rose - Ski Tahoe

A privately-operated ski resort, Mt. Rose - Ski Tahoe includes 1,200 acres of terrain. Over 60 trails and three terrain parks are provided for skiing and snowboarding.

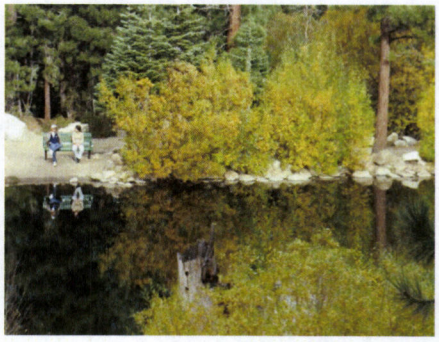
Sky Tavern Ski Area

The Sky Tavern Ski area is a nonprofit ski area that focuses on teaching children how to ski and/or snowboard. It recently expanded into mountain biking as well. The City of Reno purchased the 143-acre property in 1968 for the exclusive use of teaching children winter sports. The nonprofit group consists of dedicated parents who manage the program and maintain the facilities year round.

Golfing

Five golf courses are located near or accessed via the Corridor. These include:

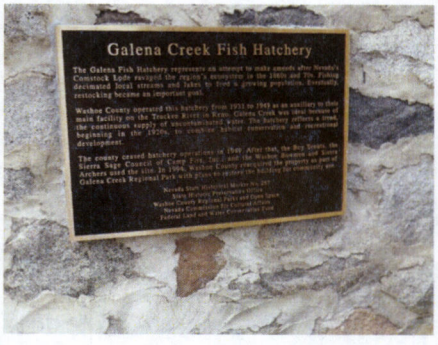
- Incline Village Golf Courses
  - Mountain Course
  - Par-72 Championship Course
- Montreux Golf and Country Club every August hosts the PGA Barracuda Championship
- Arrowcreek Country Club
- Wolf Run Golf Club



Camping

Mount Rose Campground

Mount Rose Campground is the only campground along the Mount Rose Highway and is open during summer (approximately July 1st) thru early fall. Located in the Humboldt-Toiyabe National Forest, available activities include fishing in Ophir Creek, swimming, boating and sightseeing. Hiking is also available on several area trails including Tahoe Meadows trails, Tahoe Rim Trail, Mount Rose Wilderness Trail and the Mount Rose Summit Trail. The campground contains single and double-family sites, as well as one triple-family site. Picnic tables and fire rings are provided, as are restrooms and potable water.



Trail Systems

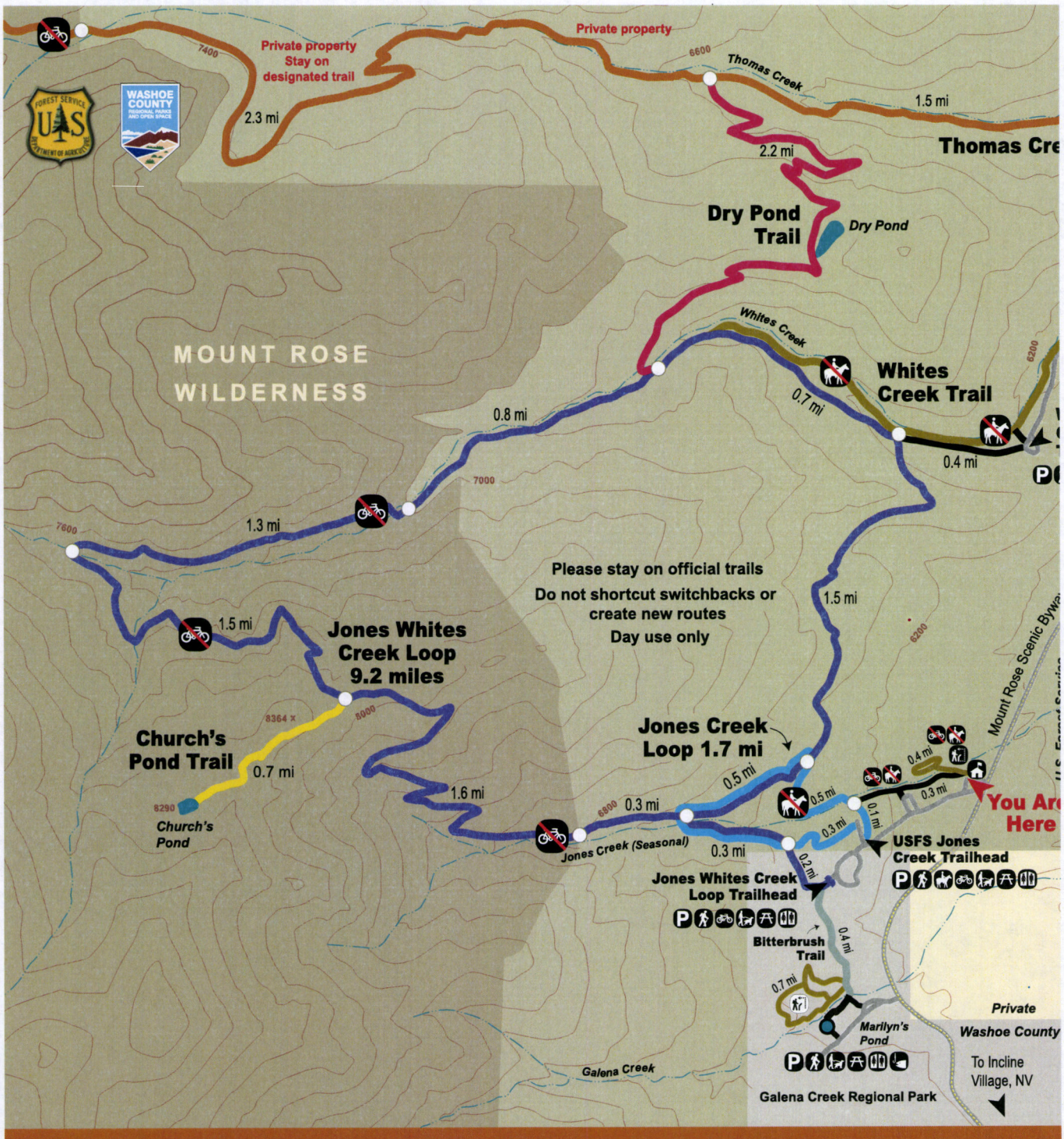
Tahoe Rim Trail

The Tahoe Rim Trail is known as the "ring around the jewel." The trail was completed in 2001 and travels 165 miles along high ridges encircling Lake Tahoe. It passes through two states, four national forests and Lake Tahoe Nevada State Park. The trail provides challenging terrain and rewarding scenic vistas of Lake Tahoe. It can be accessed from a trailhead near the Mount Rose Summit Welcome Plaza or at the west end of the Tahoe Meadows.

Other Trail Systems

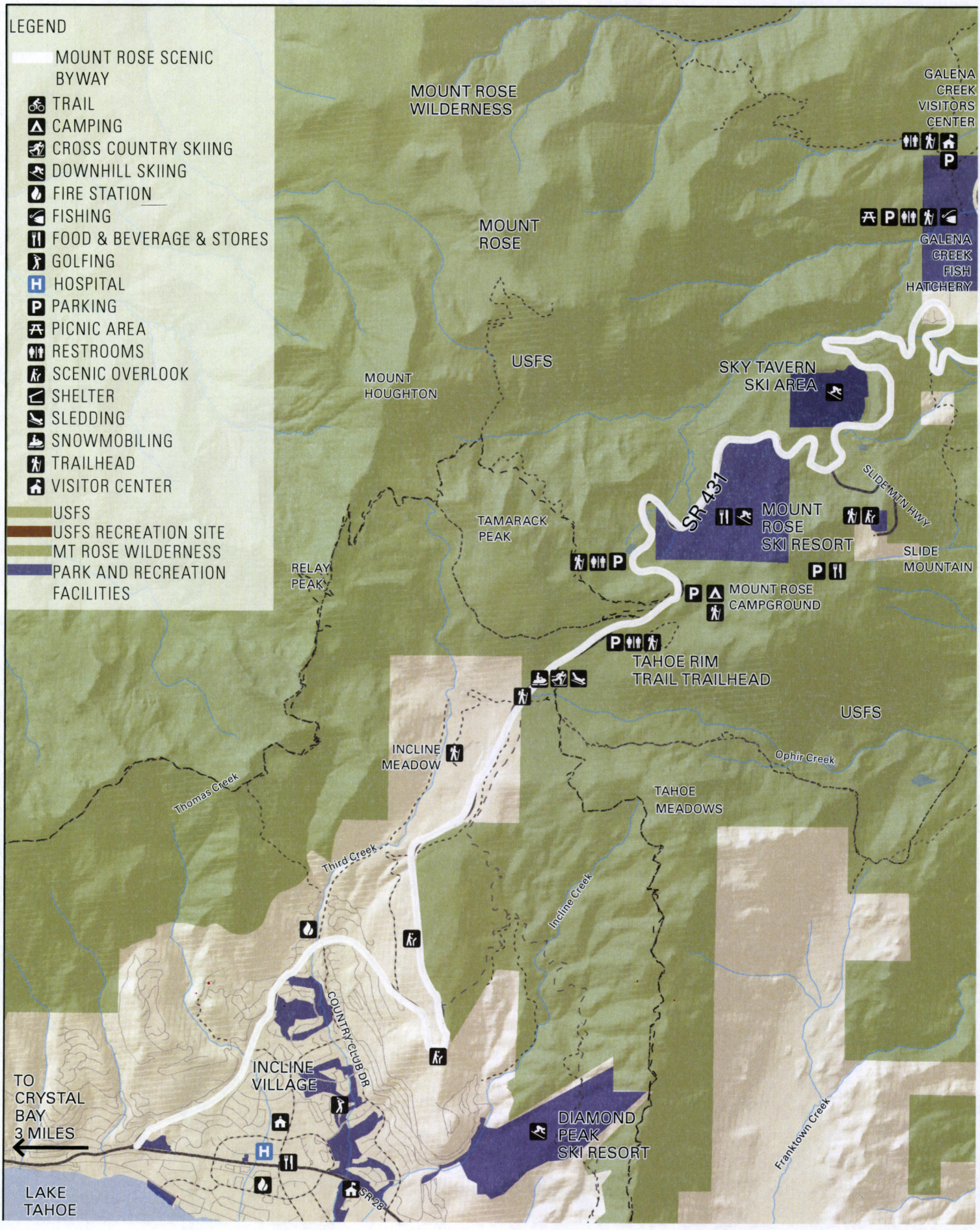
In addition to the Tahoe Rim Trail, a number of trail systems can be quickly accessed from the Corridor, including the following:

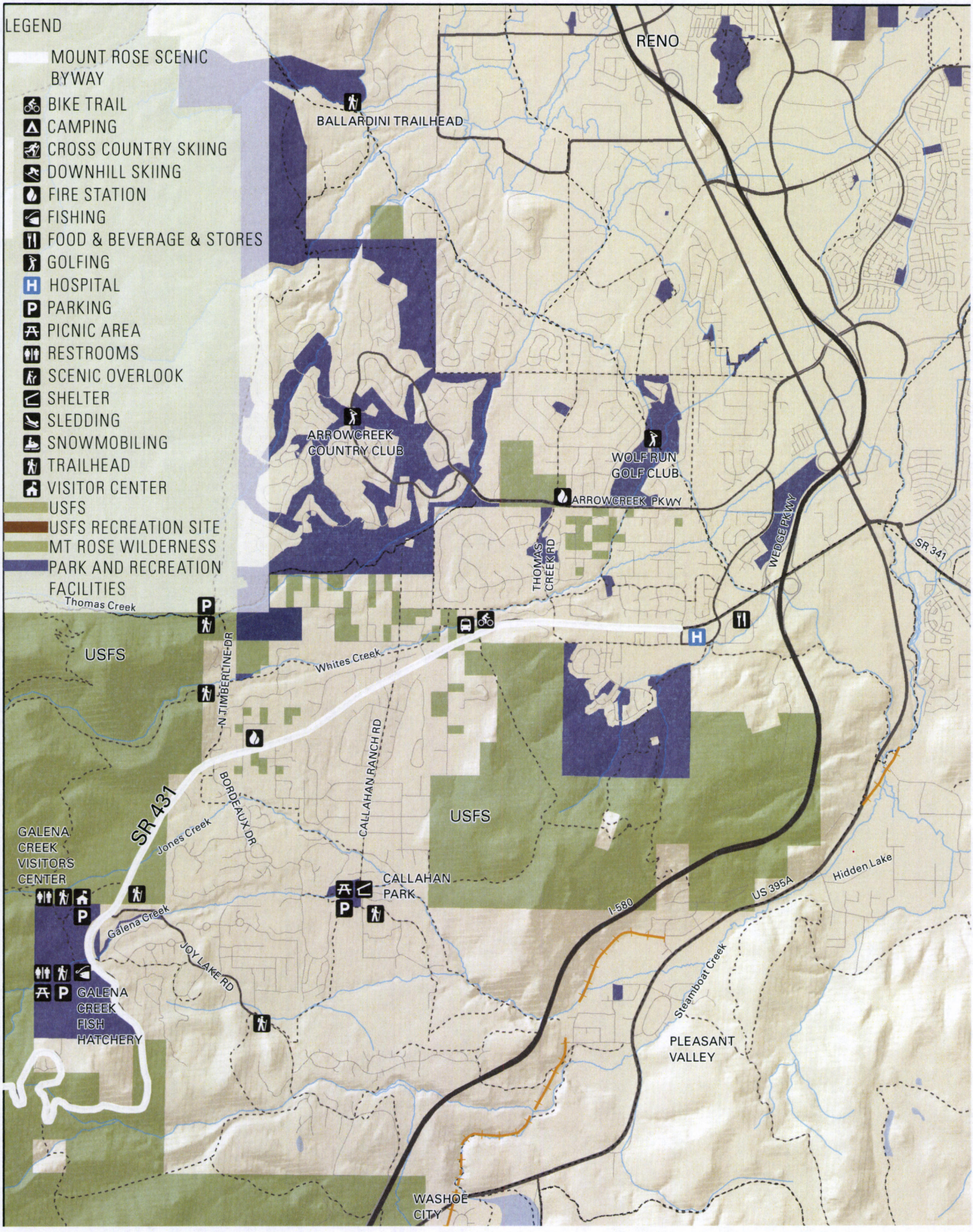
- Galena Creek Trail System (including Jones Creek Trail)
- Jones-White Creek Loop Trail
- Whites & Thomas Creek Canyons
- Ballardini Ranch Trailhead
- Brown's Creek Trail
- Incline Flume/North Flume Trail
- Incline Lake/Meadows trails
- Tahoe Meadows trails
- Mount Rose Wilderness Trail
- Mount Rose Summit Trail
- Ophir Creek Trail
- Rim to Reno Trail



Jones/Whites/Thomas Creeks Trail System

FREE COPIES of this map can be downloaded from the Humboldt-Toiyabe National Forest website or by calling the US Forest Service Carson Ranger District at (775) 882-2766. Map created September 2010.


LEGEND
MOUNT ROSE SCENIC BYWAY
TRAIL
CAMPING
CROSS COUNTRY SKIING
DOWNHILL SKIING
FIRE STATION
FISHING
FOOD & BEVERAGE & STORES
GOLFING
HOSPITAL
PARKING
PICNIC AREA
RESTROOMS
SCENIC OVERLOOK
SHELTER
SLEDDING
SNOWMOBILING
TRAILHEAD
VISITOR CENTER
USFS
USFS RECREATION SITE
MT ROSE WILDERNESS
PARK AND RECREATION FACILITIES
MOUNT ROSE WILDERNESS
GALENA CREEK VISITORS CENTER
MOUNT ROSE
GALENA CREEK FISH HATCHERY
USFS
MOUNT HOUGHTON
SKY TAVERN SKI AREA
SR 431
SLIDE MTN HWY
MOUNT ROSE SKI RESORT
TAMARACK PEAK
SLIDE MOUNTAIN
RELAY PEAK
MOUNT ROSE CAMPGROUND
TAHOE RIM TRAIL TRAILHEAD
USFS
INCLINE MEADOW
Ophir Creek
Thomas Creek
TAHOE MEADOWS
Third Creek
Incline Creek
COUNTRY CLUB DR
INCLINE VILLAGE
TO CRYSTAL BAY 3 MILES
DIAMOND PEAK SKI RESORT
Franktown Creek
SR 28
LAKE TAHOE


LEGEND
MOUNT ROSE SCENIC BYWAY
BIKE TRAIL
CAMPING
CROSS COUNTRY SKIING
DOWNHILL SKIING
FIRE STATION
FISHING
FOOD & BEVERAGE & STORES
GOLFING
HOSPITAL
PARKING
PICNIC AREA
RESTROOMS
SCENIC OVERLOOK
SHELTER
SLEDDING
SNOWMOBILING
TRAILHEAD
VISITOR CENTER
USFS
USFS RECREATION SITE
MT ROSE WILDERNESS
PARK AND RECREATION FACILITIES
RENO
BALLARDINI TRAILHEAD
ARROWCREEK COUNTRY CLUB
WOLF RUN GOLF CLUB
ARROWCREEK PKWY
THOMAS CREEK RD
WEDGE PKWY
SR 341
Thomas Creek
USFS
N TIMBERLINE DR
Whites Creek
SR 431
BORDEAUX DR
CALLAHAN RANCH RD
USFS
GALENA CREEK VISITORS CENTER
Jones Creek
CALLAHAN PARK
Galena Creek
JOY LAKE RD
GALENA CREEK FISH HATCHERY
I-580
US 395A
Hidden Lake
Steamboat Creek
PLEASANT VALLEY
WASHOE CITY

On the east side of the Corridor a number of creeks define the various canyons and are signed where they cross the highway. Trails have been developed between the creek systems.

HYDROLOGY

In addition to the iconic water body of Lake Tahoe, numerous seeps and springs and creeks are sprinkled throughout the Mount Rose landscape.

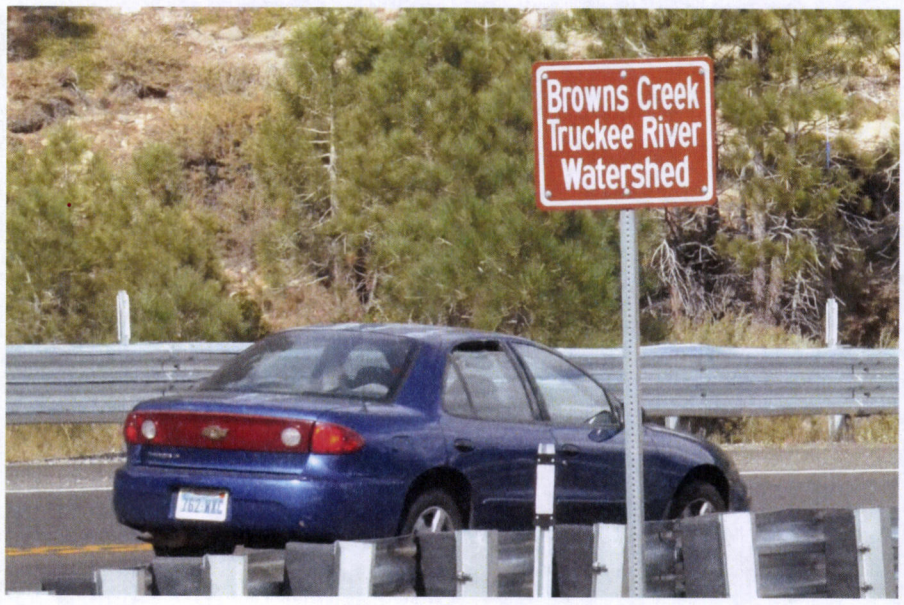
Within the Tahoe Basin and Incline Village area First Creek, Second Creek, Third Creek, Incline Creek and Mill Creek flow into Lake Tahoe. On the east side of the Corridor a number of creeks define the various canyons. These creeks include:

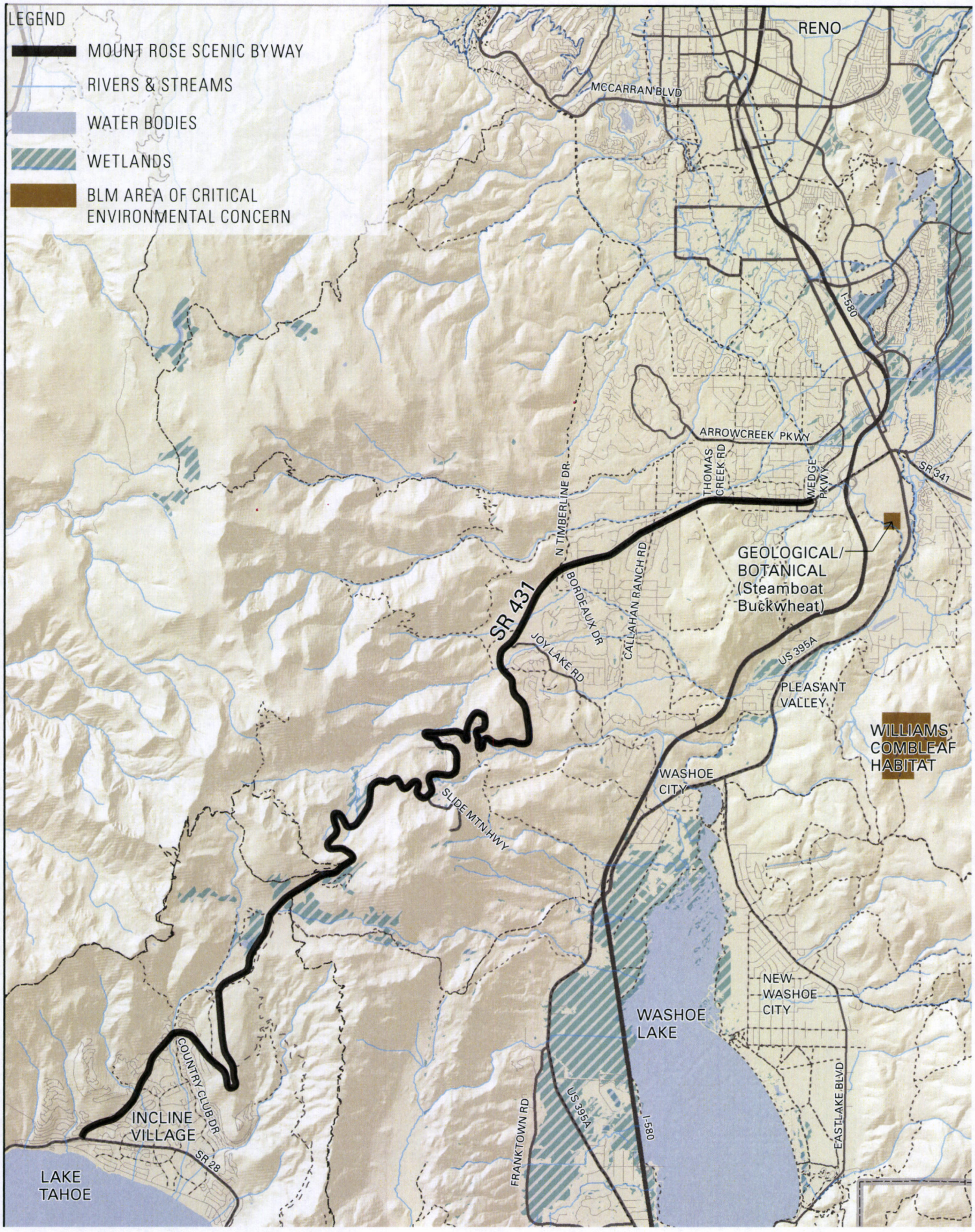
- Thomas Creek
- Whites Creek
- Jones Creek
- Galena Creek
- Browns Creek
- Winters Creek

The area's water resources include both surface water and groundwater. The majority of the residential development in the northeastern portion of the Corridor is currently supplied by groundwater wells. A surface water treatment plant is planned for the near future. Water resources are primarily supplied by winter snow.

Snow surveying in the United States began on Mount Rose. Dr. Church used the mountain as an ``outdoor laboratory'' in his study of snow in all of its phases.

In the early 1900's, as an offshoot of his original work, Dr. Church devised a method of measuring depth and water content of snow. The first practical application of this method ended the so-called ``Tahoe Water War.'' Through the use of Dr. Church's data, a good correlation was found between water content of the snow on Mount Rose and the spring rise of Lake Tahoe. Thus, releases could be regulated to prevent both flooding and waste of water– putting an end to battles between local land owners and downstream users.




LEGEND
MOUNT ROSE SCENIC BYWAY
RIVERS & STREAMS
WATER BODIES
WETLANDS
BLM AREA OF CRITICAL ENVIRONMENTAL CONCERN
RENO
MCCARRAN BLVD
I-580
ARROWCREEK PKWY
THOMAS CREEK RD
WEDGE PKWY
SR 341
N TIMBERLINE DR
BORDEAUX DR
CALLAHAN RANCH RD
SR 431
JOY LAKE RD
US 395A
GEOLOGICAL/ BOTANICAL (Steamboat Buckwheat)
PLEASANT VALLEY
WILLIAMS COMBLEAF HABITAT
WASHOE CITY
SLIDE MTN HWY
NEW WASHOE CITY
WASHOE LAKE
COUNTRY CLUB DR
INCLINE VILLAGE
SR 28
LAKE TAHOE
FRANKTOWN RD
EAST LAKE BLVD

The Byway region is part of a unique ecotone between the Sierra Nevada and the Great Basin.

VEGETATION COMMUNITIES AND WILDLIFE

The Byway region is part of a unique ecotone between the Sierra Nevada and the Great Basin. Located in a transition zone between the Sierra Nevada province and the Basin and Range province, the Corridor includes four life zones and is home to plants and animals that only occur within its lands.

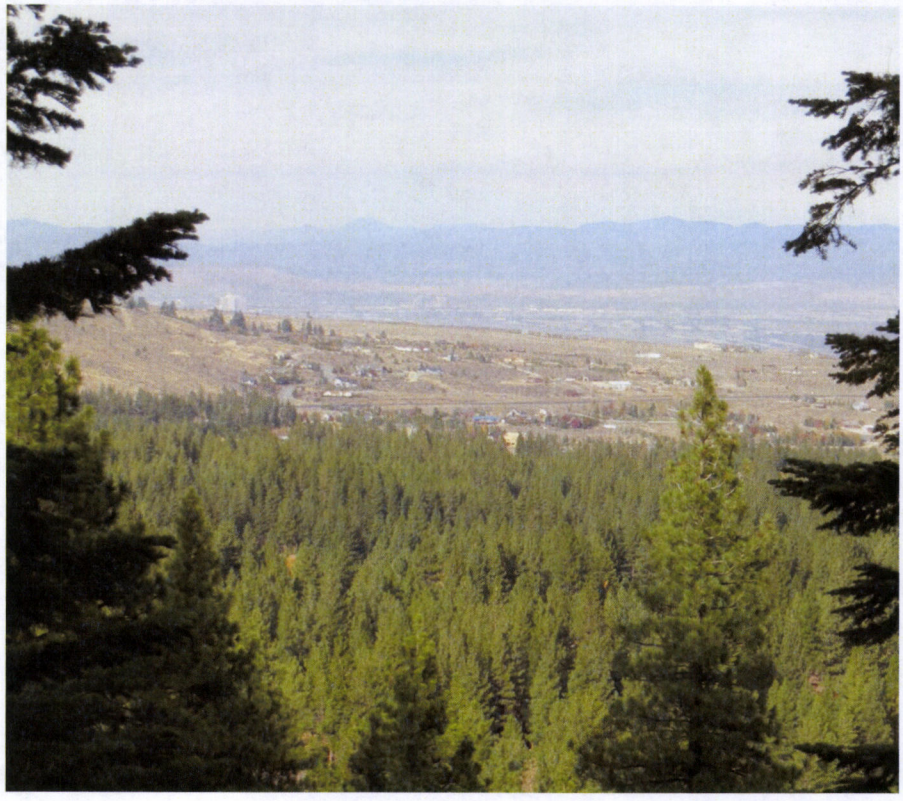
The Mount Rose Highway begins in the ponderosa pine forests of Incline Village and travels up the mountain through various ecosystems and past alpine meadows. Once the highway crests the summit it drops down the eastern side of the Sierra into the sagebrush and semidesert ecosystem of Reno and Washoe Valley.

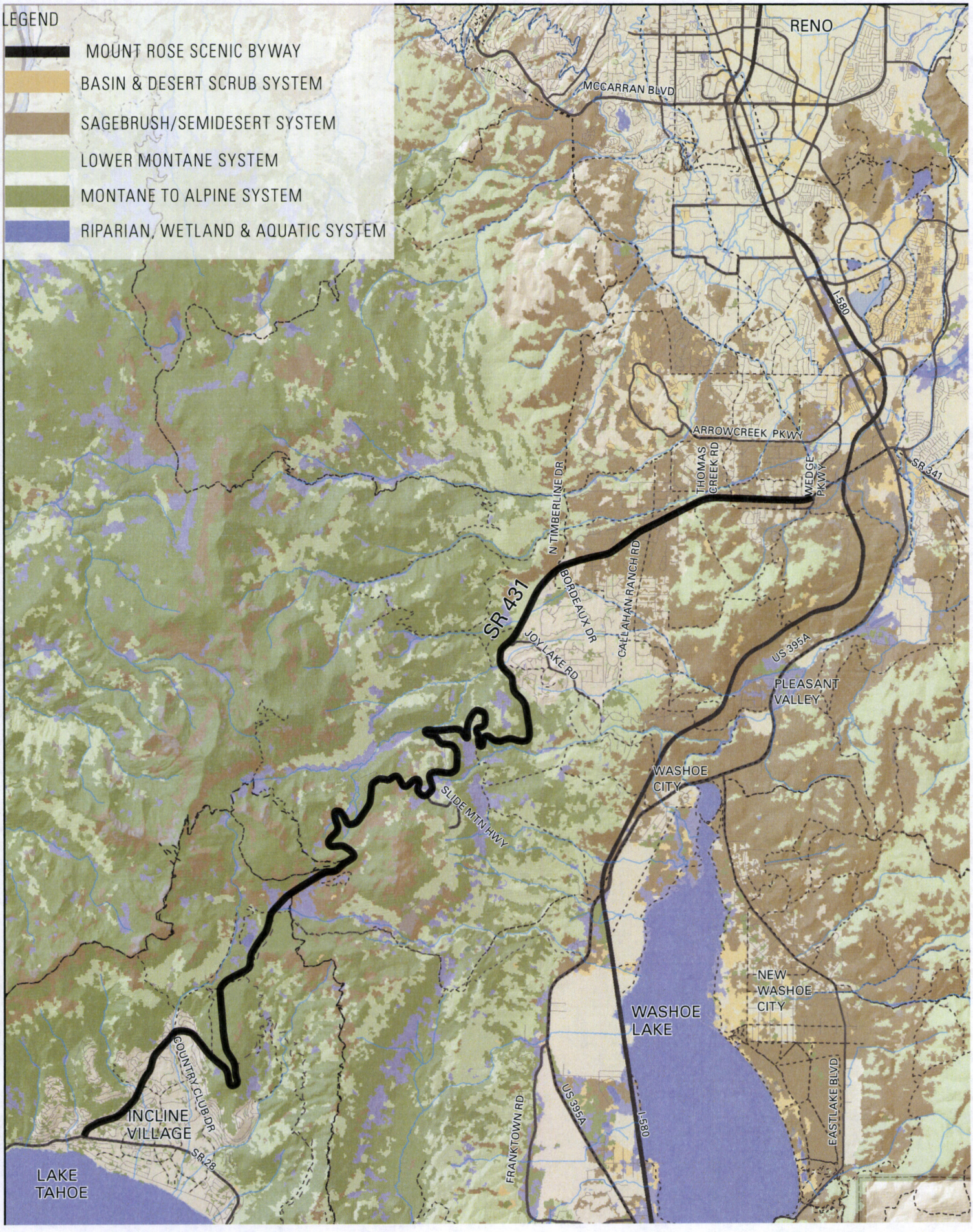
A few of the wildlife and vegetation species of interest in the Corridor region include Tahoe draba, Steamboat Buckwheat, Washoe Pine and Yellow Legged Frog.

POINT OF INTEREST

Mount Rose Wilderness

Mount Rose Wilderness is located between the Carson Range and the Great Basin. It is 30,000 acres of protected land with numerous hiking trails, including a portion of the Tahoe Rim Trail, and scenic views. It provides relatively easy access for the average recreation user. It is one of the few wilderness areas that provides that respite of wilderness close to a large population base.




LEGEND
MOUNT ROSE SCENIC BYWAY
BASIN & DESERT SCRUB SYSTEM
SAGEBRUSH/SEMIDESERT SYSTEM
LOWER MONTANE SYSTEM
MONTANE TO ALPINE SYSTEM
RIPARIAN, WETLAND & AQUATIC SYSTEM
RENO
MCCARRAN BLVD
I-580
ARROWCREEK PKWY
THOMAS CREEK RD
WEDGE PKWY
SR 341
N TIMBERLINE DR
BORDEAUX DR
CALLAHAN RANCH RD
SR 431
JOY LAKE RD
US 395A
PLEASANT VALLEY
WASHOE CITY
SLIDE MTN HWY
NEW WASHOE CITY
WASHOE LAKE
EASTLAKE BLVD
FRANKTOWN RD
US 395A
I-580
COUNTRY CLUB DR
INCLINE VILLAGE
SR 28
LAKE TAHOE

The fire hazard rating for the Corridor includes areas categorized as extreme, high and moderate.

FUEL MANAGEMENT AND FIRES

The Corridor's forests and sagebrush plant communities make it prone to fire. Typically small fires play an important role in maintaining the region's forest health and biodiversity. Recent fires have increased in size and intensity, damaging the natural resources and surrounding development. Washoe County's 2008 *Open Space and Natural Resource Plan* shows that almost all of Washoe County has burned over the past century. The Mount Rose Byway has seen a handful of fires over the past decade.

The management of forest health, invasive species and fire risk is critical to safeguarding the watersheds of both the Tahoe Basin and the Truckee Meadows. In September 2015, a Summit on Nevada's Collaborative Approach to the National Strategy of resilient landscapes, fire adaptive communities and a safe and effective wildland fire response was held in Reno. As these strategies are rolled out they should be implemented wherever possible along the Corridor.

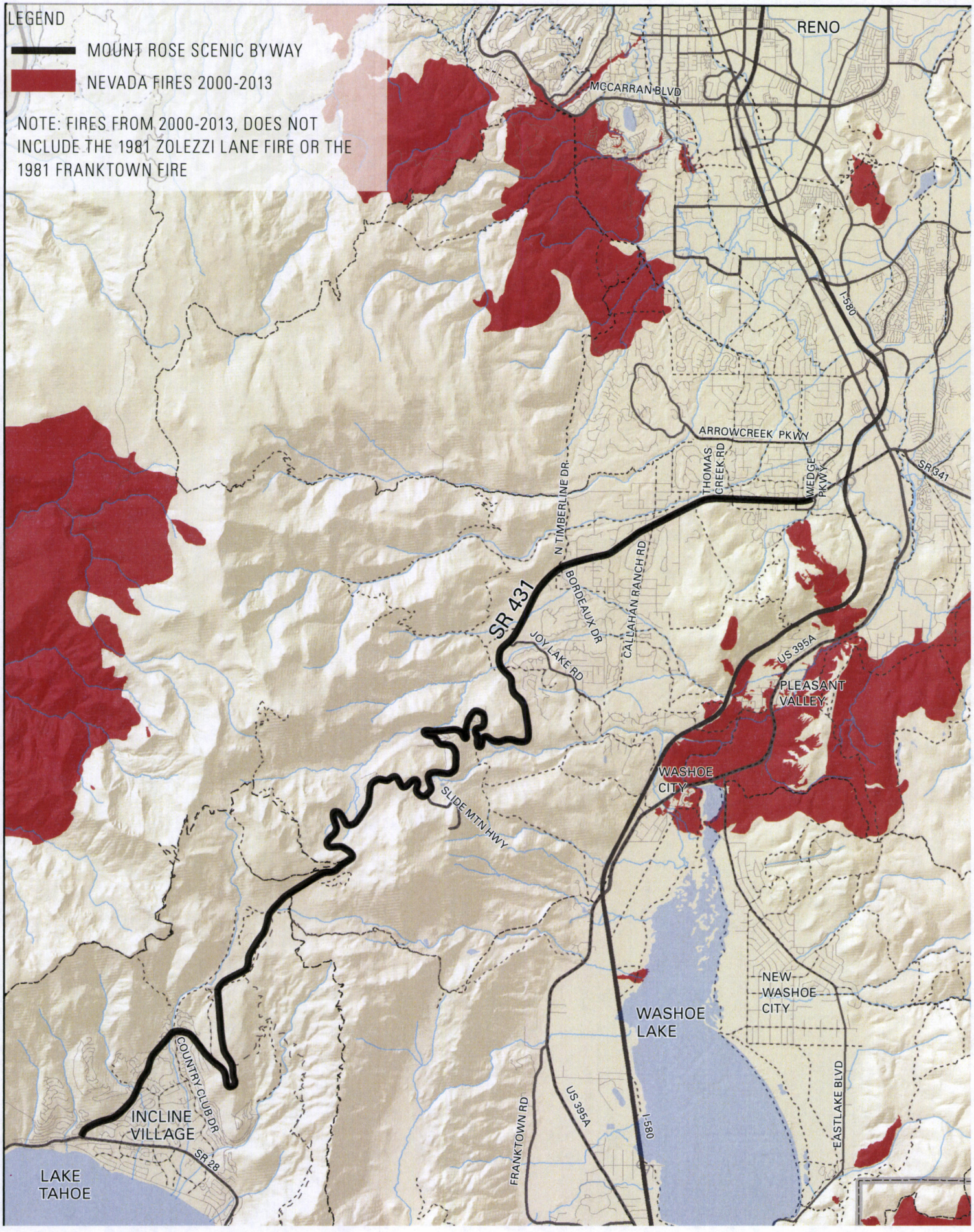
The 2005 *Washoe County Fire Plan* lays out risk and hazard recommendations for each community within Washoe County. The fire plan separates the Corridor into three areas. Lands within the Tahoe Basin are referred to as North Lake Tahoe. Lands between the summit and Galena Creek Regional Park are classified as the Mount Rose Corridor Community. Lands east of Galena Creek Regional Park are referred to as Galena. Respectively, the fire hazard rating for each area is categorized as extreme, high and moderate.

The fire plan recommends defensible space and fuel reduction treatments, including the removal of brush understory along SR 431. Other recommendations include the construction of shaded fuel breaks and the reduction of ladder fuels. A 500-foot wide fuel break along SR 431 is recommended for Washoe County Parks.

The Corridor includes a significant amount of land owned and maintained by the USFS. The Forest Service works to minimize fire risks by clearing dense vegetation through the process of fuel reduction and controlled burns. The USFS has done a number of major fuel reduction projects in the Brown's Creek, White's Creek and Thomas Creek areas and near Galena Creek Park. NDF, in coordination with Washoe County, is working on reducing the fuels within Galena Creek Regional Park.

The forests between Incline Village and the edge of the Mount Rose Corridor community is managed by the North Lake Tahoe Fire Department. Since the year 2000 they have completed 1,300 acres of fuel reduction within their jurisdiction, including areas surrounding Incline Village and the Mount Rose Highway.

The local communities have actively supported defensible space fuel reduction programs around private homes. They have participated in community-wide fire drills. The area has a high potential for fires either starting within a community and travelling to the adjacent forest and watersheds or vice versa. Therefore, it is critical that the communities collaborate and participate in the fire adaptive communities program.


LEGEND
MOUNT ROSE SCENIC BYWAY
NEVADA FIRES 2000-2013
NOTE: FIRES FROM 2000-2013, DOES NOT INCLUDE THE 1981 ZOLEZZI LANE FIRE OR THE 1981 FRANKTOWN FIRE
RENO
MCCARRAN BLVD
I-580
ARROWCREEK PKWY
THOMAS CREEK RD
WEDGE PKWY
SR 341
N TIMBERLINE DR
SR 431
BORDEAUX DR
CALLAHAN RANCH RD
JOY LAKE RD
US 395A
PLEASANT VALLEY
WASHOE CITY
SLIDE MTN HWY
NEW WASHOE CITY
WASHOE LAKE
EASTLAKE BLVD
FRANKTOWN RD
COUNTRY CLUB DR
INCLINE VILLAGE
SR 28
LAKE TAHOE

3 CHAPTER THREE THE HIGHWAY AS A TRANSPORTATION FACILITY

From the SR 28 roundabout in Incline Village, SR 431 is a two-lane roadway for about 19 miles until it transitions to a four-lane roadway with a center two-way left-turn lane in the northeast section near Reno.

EXISTING ROADWAY CONFIGURATION

Note: Information in this chapter begins with highway marker 0.0 in Incline Village and ends at Wedge Parkway. The highway generally runs from a southern point in Incline Village to a northeasterly point in Reno.

State Route (SR) 431 begins as a two-lane roadway at its intersection with SR 28 in Incline Village and continues to the northeast for about 19 miles in that capacity with turn lanes provided at the Joy Lake Road, Galena Creek Visitor Center and Jackilda Lane areas. There are many slow vehicle turnouts provided along this stretch of roadway in both the uphill and downhill directions, but there are no slow moving vehicle lanes. A central two-way left-turn lane is provided from east of mile marker 19 near Bordeaux Drive for four miles to Wedge Parkway. Also within that section, one additional travel lane is provided in each direction (for a five-lane cross section with four travel lanes and a center turn lane). The average grade from SR 28 to Mount Rose Summit is 6 percent with a maximum grade estimated to be 13 percent. From Mount Rose Summit to Wedge Parkway, the average grade is 5 percent and the maximum grade is almost 13 percent.

There are three main intersections along the SR 431 Corridor, as follows:

- Roundabout at the southern terminus of the Corridor at SR 28
- Traffic signal at the intersection with Thomas Creek Road
- Traffic signal at the northern terminus of the Corridor at Wedge Parkway

The posted speed limits along the Corridor vary from a maximum of 55 miles per hour to a minimum of 45 miles per hour. A '25 mph when flashing' advisory sign and beacon is located in the Tahoe Meadows area just west of the summit to slow traffic during the winter when vehicles park along the roadway to access winter recreation opportunities.

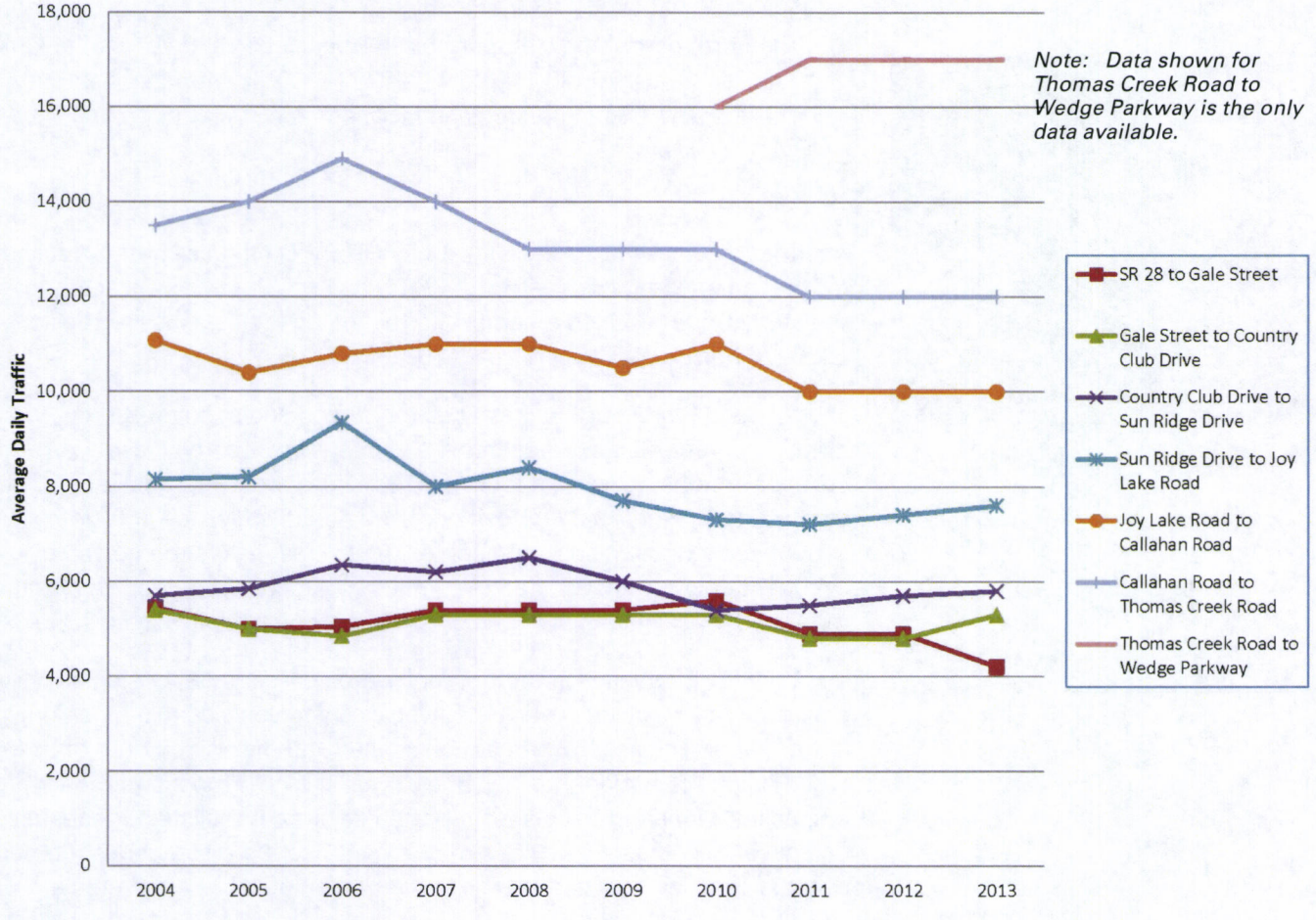
EXISTING TRAFFIC VOLUMES AND TRENDS

Existing and historical traffic volumes were obtained from the NDOT website. Existing traffic volumes were acquired for the most recent year available, which is 2013. In general the traffic volumes are low (under 6,000 vehicles per day) in the southern part of the Corridor and they increase to the north, with the highest volume (up to 17,000 vehicles per day) in the northern part of the Corridor. Annual average daily traffic (AADT) volumes throughout the Corridor are provided in Figure 1.

Historical AADT volumes are available annually and were obtained for the most recent 10 years (2004 through 2013). A review of this data indicates that traffic along the Corridor has generally declined as shown in Figure 1. Considering all count locations as a whole, annual AADT volumes fell by approximately 10 percent in the past 10 years, reflecting a one percent annual decline. The largest decline was in the southern part of the Corridor with a 3 percent annual decline, followed by the northernmost part of the Corridor with a 1.3 percent decline, while in the middle segments of the Corridor the volumes remained relatively unchanged.

In general the traffic volumes are lowest (under 6,000 vehicles per day) around Incline Village or southern part of the Corridor and highest in the Callahan Road to Wedge Parkway or northern part of the Corridor (up to 17,000 vehicles per day).

Figure 1 Mount Rose Scenic Byway Historic Traffic Volumes



The Byway is the highest mountain pass in the Sierra, making it attractive to road bikers wanting to make the Summit. The two-lane portion of the Byway is a designated bike route, but the shoulders are narrow. Safety for bicyclists was one of the top concerns of the community.

EXISTING TRANSIT SERVICES

There are few public and private transportation services available in the SR 431 Corridor, as discussed below.

North Lake Tahoe Express – A year-round service is provided to/from the Reno Tahoe International Airport and serves several different locations throughout North Lake Tahoe. The Blue Route travels on SR 431 between Incline Village and the airport. Three round-trips are provided in the summer and winter peak seasons while two round-trips are provided in the spring and fall shoulder seasons. The price per ride starts at $49 per person and 24-hour advanced reservations are required.

Regional Transportation Commission (RTC)– Does not operate in the Mount Rose Corridor, but the Intercity Route passes by the end of the Corridor on US 395. One pilot project to provide service over the summit resulted in the knowledge that RTC's current fleet of buses is not equipped to handle the long, steep hills in the Corridor.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Bicycle facilities in the Mount Rose Corridor are limited to the following:

- The Tahoe Metropolitan Planning Organization (TMPO) is updating its bicycle and pedestrian master plan to include a bike lane in the existing wide shoulder from the junction of SR 28/SR 431 to the highway summit
- The majority of the Corridor is a designated bike route where bikes share the road with the motorists
- The north part of the Corridor from Bordeaux Drive to Wedge Parkway a bike lane is provided in both directions
- There are no existing pedestrian facilities

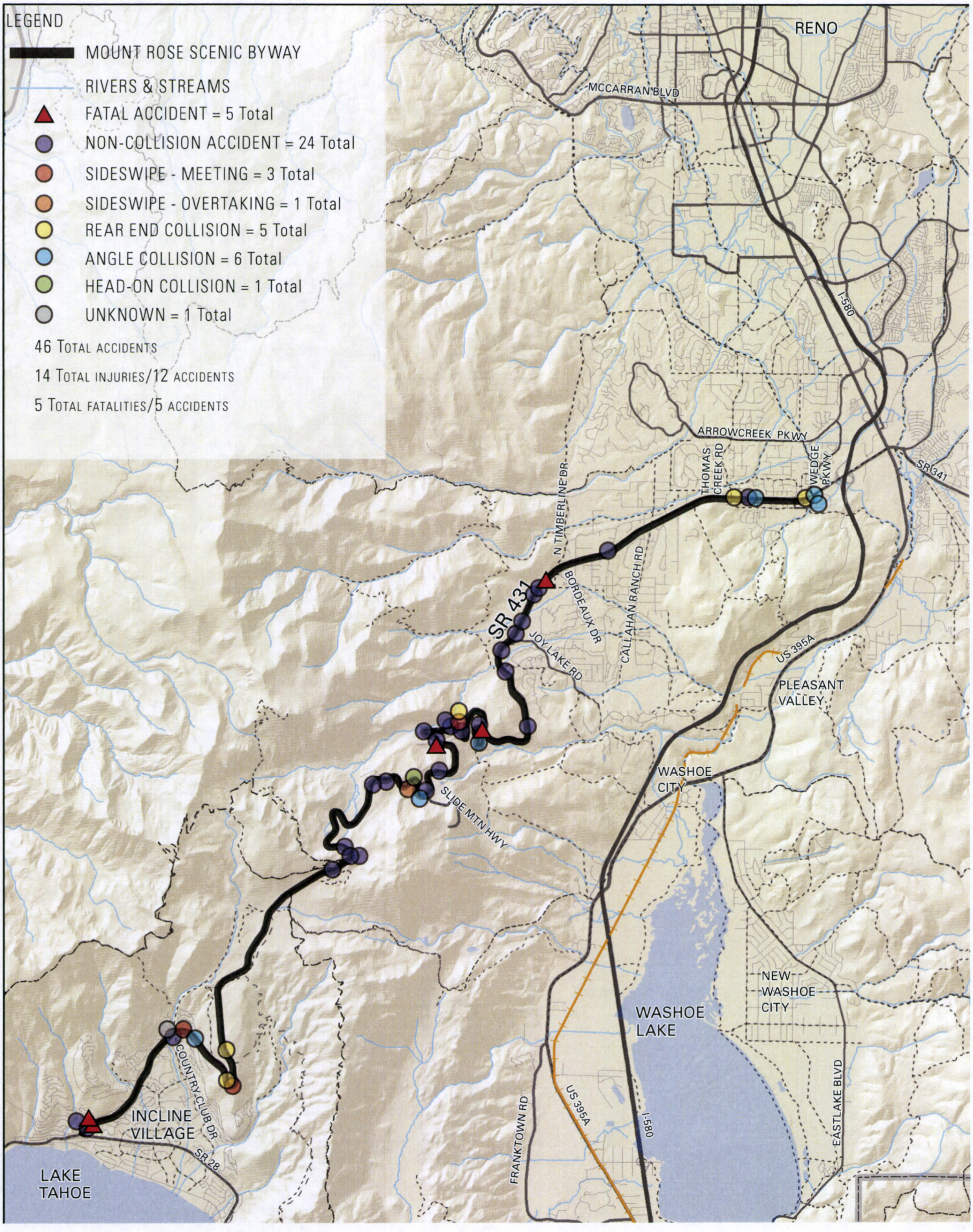
EXISTING TRAFFIC SAFETY

CRASH DATA

Information on traffic crashes is kept by NDOT. Data on all traffic crashes for the most recent five years (July 2009 to July 2014) was collected for the study Corridor. Supplemental information on fatal crashes was also obtained from NDOT for the years 2000-2015.

Tables 1 and 2 present the crash data organized and summarized by different criteria. Table 1 presents the data summarized by crash type and crash severity. As shown, a total of 46 crashes were reported. Ten out of the 46 total crashes on Mt. Rose occurred during snow, ice or blowing snow weather conditions, although only two crashes were reported to occur under icy or snowy road conditions (dry roads were reported for the remaining 44 crashes). Only one crash was reported to involve wildlife.

The majority of crashes in the Corridor were non-collision (or single vehicle) crashes, which includes overturned vehicles and vehicles that hit an object. In total, approximately 57 percent of crashes in the Corridor were of this type. Sideswipes, rear-ends and angle were the next most common type of crashes. None of the crashes reported involved bicyclists or pedestrians. The severity of crashes can be broken down into three categories: property damage only, injury and fatal. The lower portion of Table 1 presents a


LEGEND
MOUNT ROSE SCENIC BYWAY
RIVERS & STREAMS
FATAL ACCIDENT = 5 Total
NON-COLLISION ACCIDENT = 24 Total
SIDESWIPE - MEETING = 3 Total
SIDESWIPE - OVERTAKING = 1 Total
REAR END COLLISION = 5 Total
ANGLE COLLISION = 6 Total
HEAD-ON COLLISION = 1 Total
UNKNOWN = 1 Total
46 Total accidents
14 Total injuries/12 accidents
5 Total fatalities/5 accidents
RENO
MCCARRAN BLVD
I-580
ARROWCREEK PKWY
THOMAS CREEK RD
WEDGE PKWY
SR 341
N TIMBERLINE DR
BORDEAUX DR
CALLAHAN RANCH RD
SR 431
JOY LAKE RD
US 395A
PLEASANT VALLEY
WASHOE CITY
SLIDE MTN HWY
NEW WASHOE CITY
WASHOE LAKE
EASTLAKE BLVD
FRANKTOWN RD
COUNTRY CLUB DR
INCLINE VILLAGE
SR 28
LAKE TAHOE

A total of 46 crashes were reported from July 2009 - July 2014. The majority of crashes in the Corridor are non-collision (or single vehicle) crashes, which includes overturned vehicles and vehicles that hit an object. In total, approximately 57 percent of crashes in the Corridor were of this type. Sideswipes, rear-ends and angle were the next most common type of crashes.

summary of crashes in the Corridor by severity. Overall, 63 percent of reported crashes resulted in property damage only and 26 percent resulted in injuries. Five, or 11 percent, of the crashes resulted in a fatality.

Table 2 shows the fatality crash data between January 2000 and August 2015 obtained from NDOT. Fourteen fatal crashes occurred in the Corridor with a total of 15 fatalities. Five fatalities occurred during the time period of July 2009 through 2014. Non-collision crashes were the most common, comprising 57 percent of all fatal crashes. Reviewing the location of the 14 crashes, two crashes occurred about a quarter mile east of the Highway 28/SR 431 intersection near the existing runaway truck ramp. Both crashes involved tractor trailers trucks and both are considered non-collision crashes as no other vehicles were involved. NDOT has plans to modify the runaway truck ramp to address this safety concern. The intersection of SR 431 and SR 28 has also been reconfigured as a roundabout since the 2004 collision which occurred at that location. No other fatalities have occurred at the roundabout intersection since it was constructed.

Table 3 presents the crash rates by highway segment. The first group of columns represents the observed crash rate for each segment of the Corridor. Next, the applicable statewide average was determined based on roadway type (Mt. Rose Highway is a minor arterial). Finally, the observed rate and the statewide rate are compared, as shown in the last group of columns. Any value in these columns over 100 percent would indicate that the observed rate is greater than the statewide average. The segment from the SR 28 intersection to Gale Street exceeds the statewide average and includes the location of the runaway truck ramp which NDOT has plans to improve.

Table 1: Mount Rose: Crashes in Corridor by Type and Severity

CRASH TYPE	NUMBER	PERCENT
Angle	7	15%
Head-on	2	4%
Non-Collision	26	57%
Rear End	5	11%
Sideswipe	5	11%
Unknown	1	2%
TOTAL	**46**	**100%**
CRASH SEVERITY	**NUMBER**	**PERCENT**
Property Damage	29	63%
Injury	12	26%
Fatality	5	11%
Total	**46**	**100%**

Note: Based on NDOT crash data and additional fatality data from July 2009 through July 2014.

Note: There were no reported crashed involving bicyclists or pedestrians.

Table 3: Mount Rose: Fatal Crashes from January 1, 2000 Thru August 1, 2015

CRASH YEAR	CRASH DATE	MILE POST	WEATHER	FATALITIES	INJURED	CRASH TYPE	TOTAL VEHICLES
2000	26-Oct-2000	17.50	RAIN	1	1	UNKNOWN	2
2001	29-Mar-2001	12.30	CLEAR	1		NON-COLLISION	1
2001	08-May-2001	9.00	CLEAR	1		NON-COLLISION	1
2001	14-Oct-2001	6.04	CLOUDY	1		NON-COLLISION	1
2001	15-Dec-2001	21.60	CLOUDY	2	1	HEAD-ON	2
2001	28-Dec-2001	3.30	SNOW	1		NON-COLLISION	1
2004	20-Mar-2004	0.00	CLEAR	1	1	NON-COLLISION	1
2005	11-Mar-2005	19.00	CLEAR	1	1	NON-COLLISION	2
2010	18-Jun-2010	0.00	CLEAR	1		NON-COLLISION	1
2011	02-Sep-2001	15.35	CLEAR	1		SIDESWIPE, MEETING	2
2012	23-Apr-2012	0.00	CLOUDY	1		NON-COLLISION	1
2012	03-Sep-2012	13.00	CLEAR	1		HEAD-ON	2
2012	21-Dec-2012	19.00	SNOW	1	2	ANGLE	2
2015	01-Jan-2015	4.00	CLEAR	1	4	HEAD-ON	2

Table 2: Mount Rose: Analysis of Crash Rate by Highway Segment (2009-2014)

						OBSERVED CRASH RATES		
MILE POST	FROM	TO	TOTAL CRASHES	SEGMENT LENGTH (MILES)	MVM	TOTAL CRASHES PER MVM	FATAL + INJURY CRASHES PER MVM	FATALITY VICTIMS PER 100 MVM
0.0	SR 28	to Gale Street	1	0.6	5.3	0.57	0.38	0.00
0.6	Gale Street	to County Club Dr.	2	1.6	15.5	0.13	0.00	0.00
2.2	Country Club Drive	to Sun Ridge Drive	22	11.9	128.2	0.18	0.04	0.00
14.1	Sun Ridge Drive	to Joy Lake Road	5	3.3	46.1	0.13	0.11	0.00
17.4	Joy Lake Road	to Callahan Road	5	3.1	58.0	0.10	0.10	0.00
20.5	Callahan Road	to Thomas Creek Rd,	0	1.4	23.0	0.00	0.00	0.00
21.9	Thomas Creek Rd.	to Wedge Parkway	6	1.3	39.2	0.15	0.05	0.00
	Total Corridor		41	23.2	324.3			

			STATEWIDE AVERAGE			PERCENT OF STATEWIDE AVERAGE		
MILE POST	FROM	TO	TOTAL CRASHES PER MVM	INJURY CRASHES PER MVM	FATALITY VICTIMS PER 100 MVM	TOTAL CRASHES PER MVM	FATAL + INJURY CRASHES PER MVM	FATALITY VICTIMS PER 100 MVM
0.0	SR 28	to Gale Street	0.96	0.3	1.35	59%	126%	0%
0.6	Gale Street	to County Club Dr.	0.96	0.3	1.35	13%	0%	0%
2.2	Country Club Drive	to Sun Ridge Drive	0.96	0.3	1.35	19%	13%	0%
14.1	Sun Ridge Drive	to Joy Lake Road	0.96	0.3	1.35	14%	36%	0%
17.4	Joy Lake Road	to Callahan Road	0.96	0.3	1.35	11%	34%	0%
20.5	Callahan Road	to Thomas Creek Rd.	0.96	0.3	1.35	0%	0%	0%
21.9	Thomas Creek Rd.	to Wedge Parkway	0.96	0.3	1.35	16%	17%	0%

Note: MVM = Million Vehicle Miles

Note: Based on NDOT crash data and additional fatality data from July 2009 through July 2014.

Five fatalities were reported during the 5-year time period analyzed. The observed crash rates are below the statewide average for all but the section between the SR 28/ SR 431 intersection and Gale Street. NDOT has plans to improve the runaway truck ramp where both fatalities occurred.

ROADWAY SAFETY ASSESSMENTS

NDOT regularly performs roadway safety assessments (RSA) on roadways throughout the state. Three such RSA's were completed on various sections of the Mt. Rose Corridor. The most recent was in August 2013 from mile post (MP) 18.694 to MP 23.050 (this is approximately from Galena Creek Visitor Center to I-580). A high level of 'run off the road' crashes were found in this area and the report recommended rumble strips and variable speed limit signs. Also to improve intersection sight distance, the report recommended trimming vegetation at Bordeaux Drive and Callahan Ranch Road. Pedestrian crossing improvements were recommended at the intersection of Thomas Creek Road.

An RSA was performed on Mt. Rose Highway in June 2011 from MP 6 to MP 8 (Tahoe Meadows area). There were several recommendations for improved signage, including a 25 mph alternative speed limit for the recreation area around Tahoe Meadows. Upgraded painted edgelines were suggested to better delineate the shoulder parking area. Additionally, several items were recommended to be considered including the following: improve bus shuttle service, install monitoring cameras, extend the shoulder widening, install snow fencing, provide separate parking for snowmobilers, and possibly build off-highway parking lot. Some of the improvements were subsequently installed.

Another RSA was performed in June 2010 from MP 8.174 to MP 18.694 (approximately from the Summit to Galena Creek Visitor Center) and from MP 23.050 to MP 24.413 (this section is past Wedge Parkway and therefore is not included in the CMP). Safety recommendations from this RSA include: review signal timing, add a centerline rumble strip, widen shoulders for bike lanes and add edgeline rumble strips, and add left and right turn lanes into Mt. Rose - Ski Tahoe ski resort main lot. At present a centerline rumble strip has been installed.

SAFETY CONSIDERATIONS ASSOCIATED WITH LAND USE AND PARCEL SIZE

The Corridor contains areas of small adjoining individual parcels zoned Tourist Commercial (at the Old Tanenbaum along SR 431), Neighborhood Commercial or Residential. Development of small parcels can create potential safety issues along the Corridor. It is difficult to achieve adequate distance between each parcel's access point to allow for turning movements and it is difficult to provide the appropriate length of acceleration and deceleration lanes.

Previously, the cumulative impacts of land use designations and development have not been addressed along the Corridor. Development or Tentative Map approvals are considered separately which hinders the ability to provide safety improvements such as frontage roads or shared access points, appropriate acceleration and deceleration lanes, turn pockets and other highway safety improvements.

Additionally, segments of the Corridor, particularly the two lane segments, lack adequate right of way to widen the road or provide necessary safety improvements.

SUMMARY

Overall, the majority (63 percent) of reported crashes resulted in property damage only. There were five fatalities during the 5-year time period analyzed. None of the crashes reported involved bicyclists or pedestrians. The observed crash rates are below the statewide average rates for all but one area. No existing transportation safety deficiencies are identified, with the exception of the driver sight distance concerns at Bordeaux Drive and Callahan Ranch Road.

EXISTING PARKING AREAS

Roadside parking occurs at the following formal and informal locations:

- Paved pullout at approximately mile post 4 on the lake side (east side) of the road at the Scenic Overlook
- Paved pullout at approximately mile post 4.2 on the west side of the road
- Widened paved shoulder in the Tahoe Meadows recreation area from approximately mile post 7 to 8 (about 1 mile in length) with a small curb separated trailhead parking area at the northern end of the recreation area: this parking area can become very busy during winter weekends.
- Paved off highway parking area at Mount Rose Summit with about 28 striped spaces plus additional parking along the widened shoulder
- There are seven additional widened paved shoulder areas (between mile post 4 and 11) that are used for parking to access recreational areas

PLANNED ROADWAY IMPROVEMENTS

- Mt. Rose repaving and improvements project - This project will repave the highway and install guardrail, drainage and safety improvements from Mt. Rose Junction (near Summit Mall) to Mt. Rose Summit. Rumble strips will be installed to enhance driving safety in residential areas at the base of the highway. The approximately $10 million project will also include nearly 18,000 linear feet of new guardrail, as well as rock removal and mesh cover to reduce erosion-caused rock fall on one roadside slope. Construction began June 2, 2014 and is currently scheduled to end in Fall 2015.
- Mt. Rose truck ramp improvement project - The Nevada Department of Transportation plans to improve the run-away truck ramp just north of the intersection with Highway 28 in Incline Village. The project would convert the current gravel surface to concrete and add seven drag nets to 'catch' a run-away truck. The ramp improvements are scheduled to occur in 2016.

Roadside parking occurs in both formal and informal locations. The widened shoulder in the Tahoe Meadows recreation area section can become very busy during winter weekends. Vehicles also park in other shoulder locations and adjacent unpaved areas to access recreation opportunities.

4 CHAPTER FOUR ENHANCING THE BYWAY FOR VISITING, LIVING & DRIVING

STRATEGIES & ACTION ITEMS

The Corridor Plan recommendations presented in Chapter 4 identify strategies and action items to achieve the goals and objectives identified in Chapter 1.

The challenges facing the Corridor include safety, visual quality, resource protection and recreation access. The Corridor Plan recommendations presented in Chapter 4 identify strategies and action items to achieve the goals and objectives identified in Chapter 1:

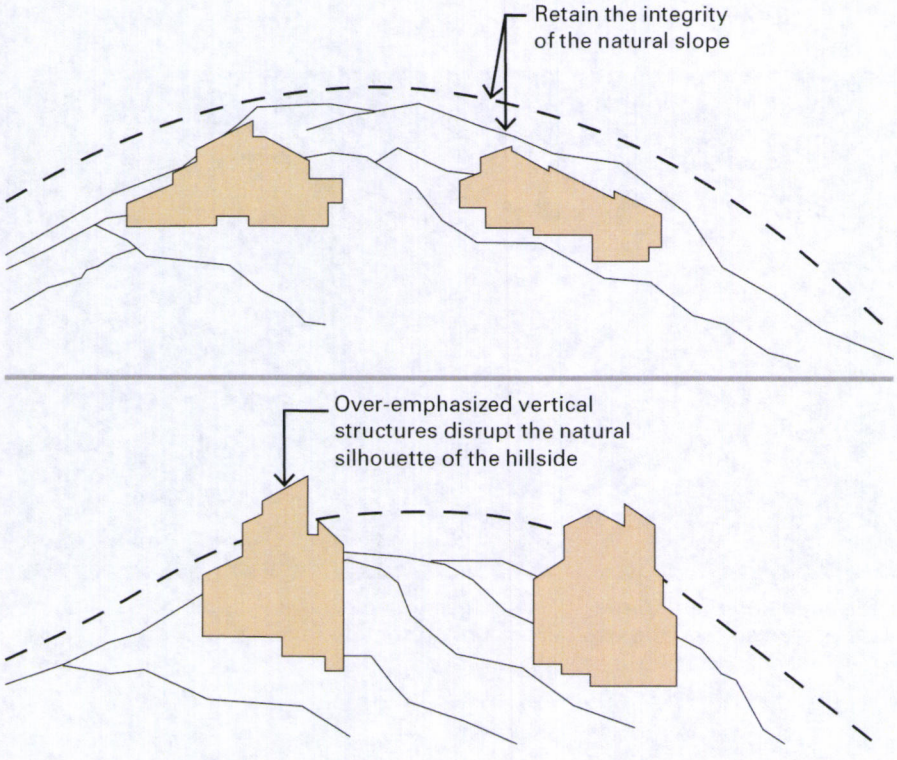
- Preserve the Scenic Quality and Natural Resources
- Balance Recreation Access with Transportation and Safety Needs
- Connect People with the Corridor
- Promote Tourism
- Identify Implementation and Management Strategies

PRESERVE THE SCENIC QUALITY AND NATURAL RESOURCES

STRATEGIES & ACTION ITEMS

Preserve Views and Scenic Vistas/Protect Viewsheds

- Manage development and grading to preserve mountain views and avoid mass grading and large rock cuts visible from the highway.
- Maintain current and proposed outdoor advertising standards to manage billboards and on-site signs so they do not detract from scenic views or night skies.
- Manage cell towers and wind turbines that may be visible from the Corridor to ensure they do not detract from the area's visual quality.
- Focus development along the easternmost portion of the Corridor.
- Develop design guidelines to ensure development maintains the area's visual quality.



Development on hillsides and mountains should retain the integrity of the natural slope and not extend above the hillside.

GUIDELINES: GRADING & ROCK CUTS

- Grading should minimize the visual impact of all residential and non-residential hillside development, including road cuts and driveways.
- Grade to create natural-looking slopes where feasible. Have diversity in gradient and profile rather than uniform slopes.
- Create landforms that respond to the uniqueness of the site, the surrounding landscape and the roadway travel experience.
- Utilize naturalized retaining and terracing where needed.
- Create smooth landform transitions that blend with the natural terrain.
- Development should be designed to follow the natural contours when possible.

GUIDELINES: GRADING & ROCK CUTS (CONTINUED)

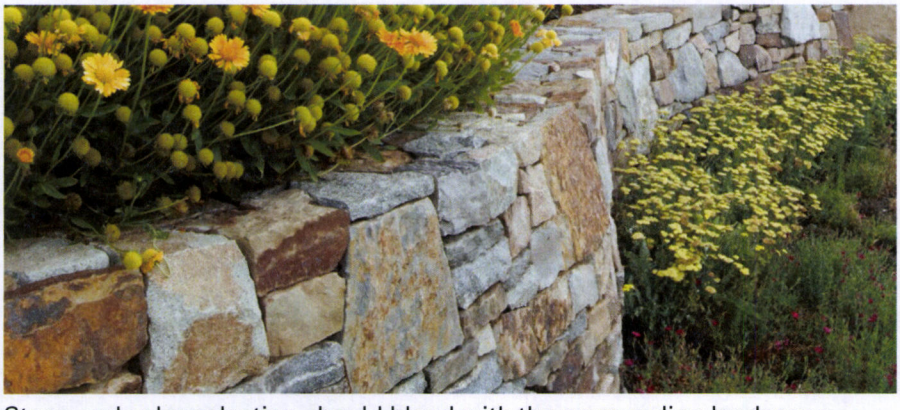
- Conduct careful rock geology, site, and cost analysis, and design rock cuts to avoid the need for rock fall protection fencing.
- Design rock cuts to be natural in form, texture, and color in relationship to the surrounding landforms.
- Blend rock cuts to match natural rock forms and use naturalized bedding planes to avoid creating an unnatural rock face .
- Ensure all designed landforms are natural in appearance and blend with the topography and geology of the surrounding landscape.
- Match new rock and soil excavations with existing rock and soil using rock staining, soil-coloring treatments, and/or accelerated weathering techniques.
- Utilize naturalized grading and terracing where possible instead of rock fall protection fencing.

Naturalized rock cuts are preferred over the use of rock fall protection fencing.

Terraced and planted rock cuts such as those used on US 50 in Lake Tahoe are preferred over the use of rock fall protection fencing.

Site planning for multiple buildings should incorporate public spaces for seating and gathering.

Authentic building materials such as wood treated with fire resistant coating or wood tone material and stone should be used.

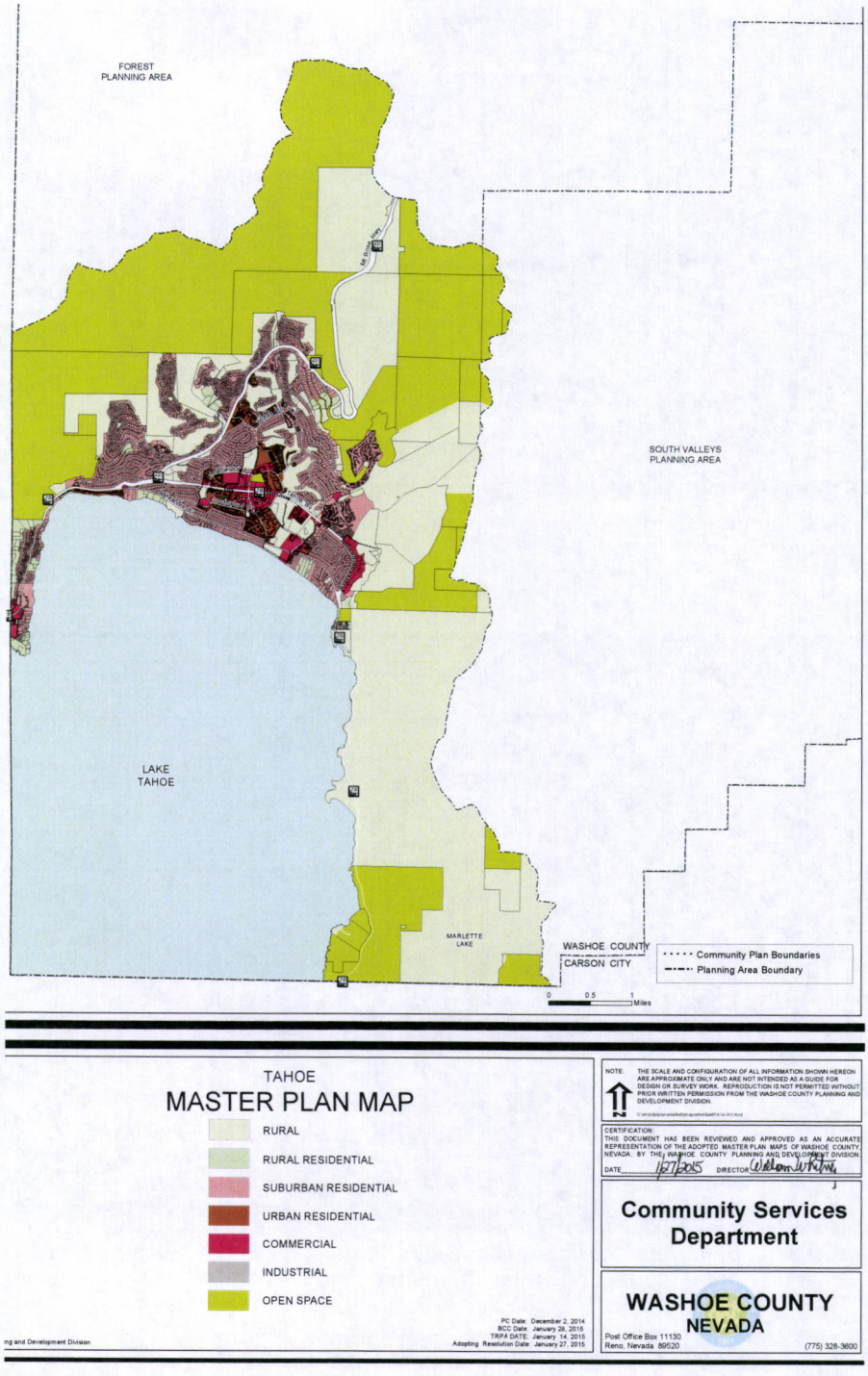


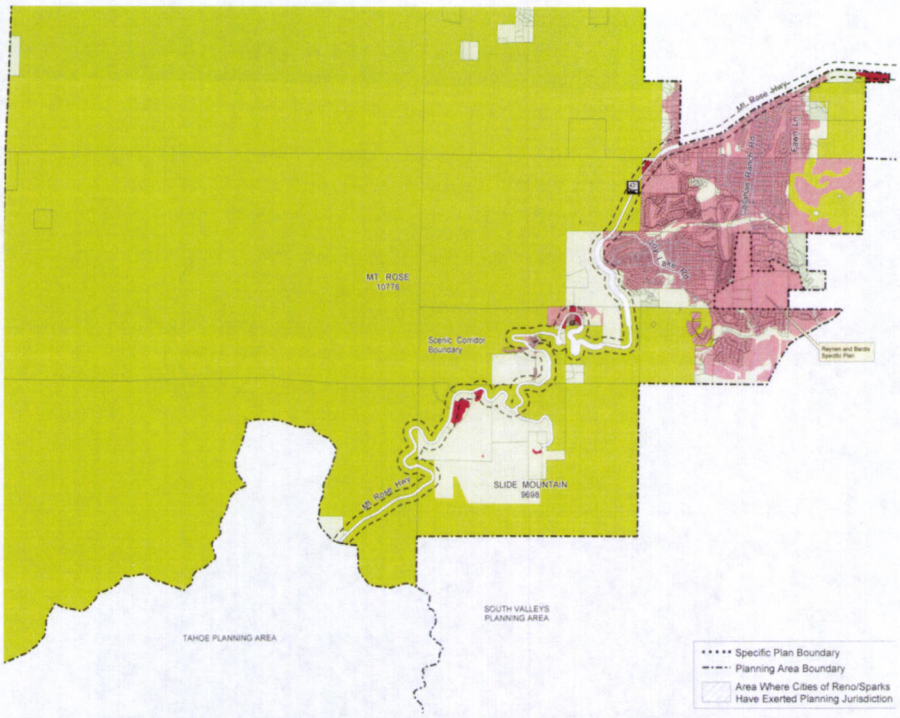
Stone and color selection should blend with the surrounding landscape.

GUIDELINES: ARCHITECTURAL CHARACTER

- Development along the Byway should be built in a way as to retain the visual quality of the highway.
- Authentic building materials such as wood pillars or beams and stone should be used.
- Colors should be limited to earth tones so that the color blends in with natural surroundings. Brighter accent colors may be used but should be limited so that the overall building blends with the environment.
- Roofs should be fire resistant material and earth tone in color. Do not use shiny metal roofs.
- Buildings should be designed to complement rather than dominate their surroundings.
- Highly reflective materials are undesirable because of their tendency to create uncomfortable glare conditions.
- The use of standardized "corporate" architectural designs associated with chain or franchise buildings is strongly discouraged and alternative designs should be explored.

- Three Area Plans cover the Mount Rose Scenic Byway. Open space is the primary land use identified along the Corridor. The Southwest Truckee Meadows Area Plan's vision also describes preventing the spread of commercial development west of the Thomas Creek Parkway and SR 431 intersection.





FOREST
MASTER PLAN MAP

- RURAL
- RURAL RESIDENTIAL
- SUBURBAN RESIDENTIAL
- URBAN RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- OPEN SPACE

PC Date: May 20, 2010
BCC Date: July 13, 2010

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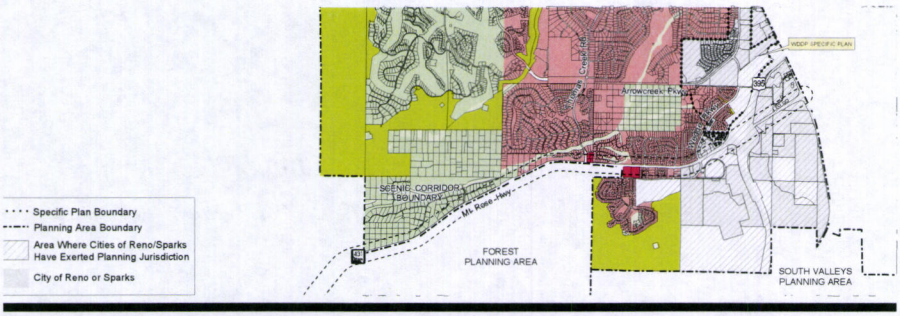
CERTIFICATION
THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ADOPTED MASTER PLAN MAPS OF WASHOE COUNT NEVADA, BY THE WASHOE COUNTY COMMUNITY DEVELOPMENT DEPARTMEN

DATE 12/28/2010 DIRECTOR

Department of Community Development

WASHOE COUNTY
NEVADA

Post Office Box 11130
Reno, Nevada 89520
(775) 328-360



SOUTHWEST
MASTER PLAN MAP

- RURAL
- RURAL RESIDENTIAL
- SUBURBAN RESIDENTIAL
- URBAN RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- OPEN SPACE

PC Date: March 4, 2014
BCC Date: April 8, 2014
RPC Adoption Date: May 14, 2014

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DATE 5/15/2014 DIRECTOR William Whitney

Community Services Department

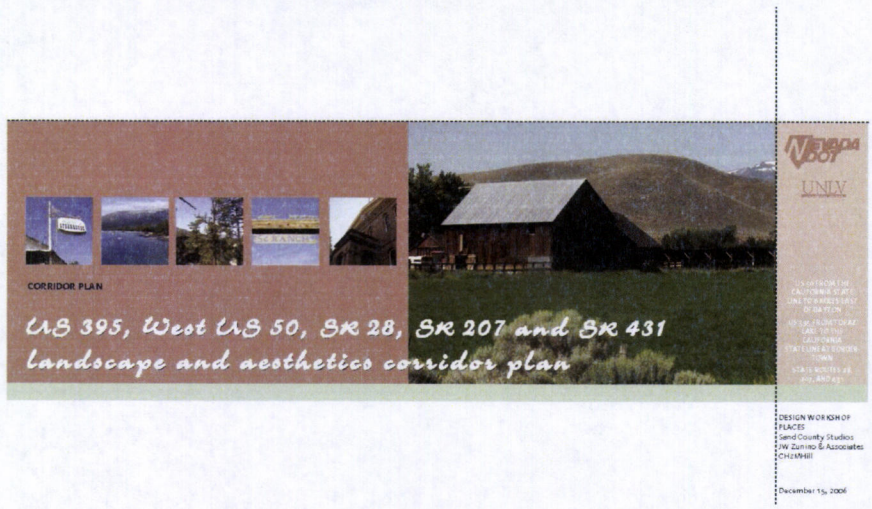
WASHOE COUNTY
NEVADA

Post Office Box 11130
Reno, Nevada 89520
(775) 328-3600

- Utilize NDOT's *Landscape and Aesthetics Corridor Guidelines* to enrich highway facility aesthetics.
- Guidelines are provided for a number of facilities, including:
  - Community gateways
  - Viewpoints and pull-offs
  - Signage
  - Pedestrian crossings
  - Bicycle facilities
  - Barriers and guard rails
  - Lighting
  - Fencing
  - Grading and retaining walls
  - Rock cuts and excavation
  - Drainage
  - Erosion control
  - Water harvesting
  - Irrigation
  - Softscape types and treatments
  - Wildlife crossings and protection

Enhance Aesthetics of Roadside Facilities

- Utilize NDOT's *Landscape and Aesthetics Corridor Guidelines* to continue the enhancement of highway facility aesthetics, including truck runaway ramps, rock cuts and barrier rails.
- Encourage the use of native landscaping and low-water use plant materials and the removal/replacement of high-water use ornamental landscape along the Corridor to minimize impacts to area wells.
- Select and arrange adjacent plant materials to avoid blocking views of the Carson Range from the eastern section of SR 431.
- Reference "bee-friendly" or beneficial insect pollinator habitat planting lists such as the *Native Plants Pesticide Free* list from the U.S. Fish and Wildlife Service to develop pollinator friendly corridors.



NDOT"s *Landscape and Aesthetics Corridor Plan* sets forth aesthetic guidelines for a variety of roadside facilities. The plan includes a list of native and adapted native plants which could be used along the Corridor to minimize water use.

Highway facilities should fit seamlessly within the landscape. Roadways should be sensitively sited and designed within areas of scenic importance.

Colors and simple patterning of walls and barrier rails should be the standard in areas of national significance.

- NDOT's *Landscape and Aesthetics Corridor Guidelines* identify additional recommendations for the scenic byways in Lake Tahoe, including SR 431, as follows:
  - Highlight the experience of the surrounding Sierra Nevada mountains, Lake Tahoe, drainages, meadows, forests, plants, animals, and people.
  - Establish a model for future highways in environmentally sensitive areas and project a system of the highest quality.
  - Provide access to highly utilized recreation destinations.
  - Elevate the scenic byways within and around Lake Tahoe to a level equal to the status of the landscape through which it passes.

- Targeted fuels reduction efforts can reduce the amount, height and distribution of fuel in a specific area in order to decrease the spread and size of wildfires.
- Fuels reduction efforts along the highway are considered beneficial to the Corridor's overall visual quality.

Manage and Maintain Natural Resources

- Manage and maintain forest health to reduce fire risk as a critical component of safeguarding the watersheds of Tahoe and the Truckee Meadows.
- Maintain and enhance fire breaks where needed.
- Evaluate trails for use as fire breaks and as emergency fire access.
- Promote and support the removal of noxious weeds.
- Promote and support Nevada's collaborative approach to resilient landscapes, fire adapted communities and a safe and effective wildland fire response.

Photo from Resource Concepts Inc. Washoe County Fire Plan

Adequate defensible space mitigates a moderate fuel hazard condition created by low accumulations of dead and down woody material near the Mt. Rose - Ski Tahoe ski resort.

Photo from Resource Concepts Inc. Washoe County Fire Plan

Dead and down woody fuels create a high fuel hazard in the Jeffrey pine and white fir stands near the Sky Tavern ski area. The *Washoe County Fire Plan* assessment estimated fuel loads as ranging between ten and twenty tons per acre.

Enhance Wildlife Habitat and Connectivity

- Identify, maintain and enhance wildlife crossings.
- Provide passages or breaks in barrier rails and fencing to avoid trapping small wildlife within the roadway.

Barrier rails with scuppers installed at every fifth barrier facilitate small animal passage through the barrier according to a study by Caltrans.

Facilitate movement through wildlife passages by utilizing natural surfacing. The crossing may be coordinated with creek crossings when appropriate. The natural streambank should be maintained through the structure.

GUIDELINES: WILDLIFE CROSSINGS

- Engage appropriate agencies in the planning and design of wildlife crossings.
- Use ecologically-appropriate wildlife crossing structures that meet the needs of specific wildlife species in order to improve movement and safety along the Corridor.
- Design wildlife crossing structures to blend with the surrounding landscape.
- Manage the amount and type of human activity near crossing structures.
- Utilize fencing as appropriate to direct wildlife to crossing locations.

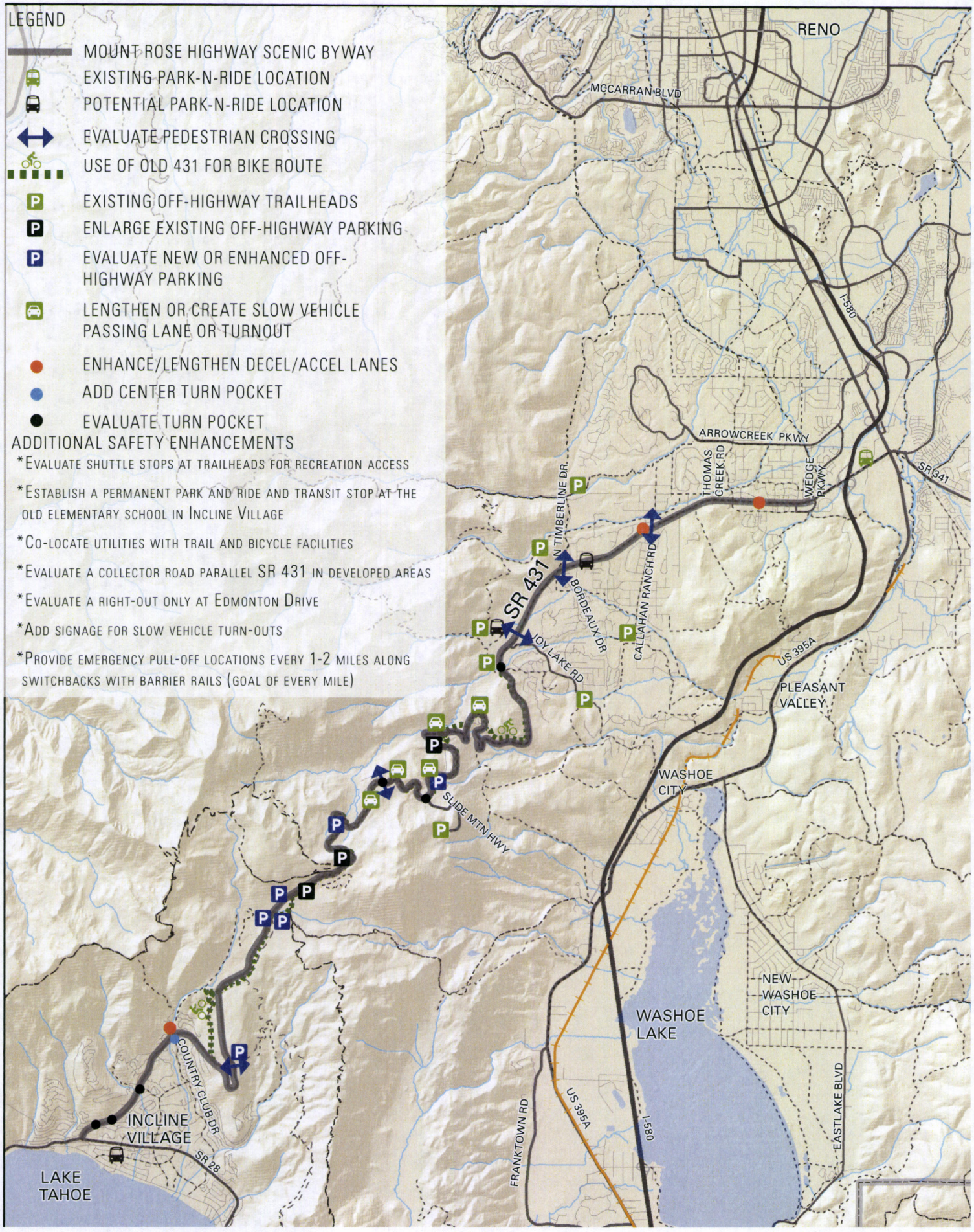
The CMP aims to improve safety while maintaining appropriate recreation access and enhancing active transportation facilities.

BALANCE RECREATION ACCESS WITH TRANSPORTATION AND SAFETY NEEDS

STRATEGIES & ACTION ITEMS

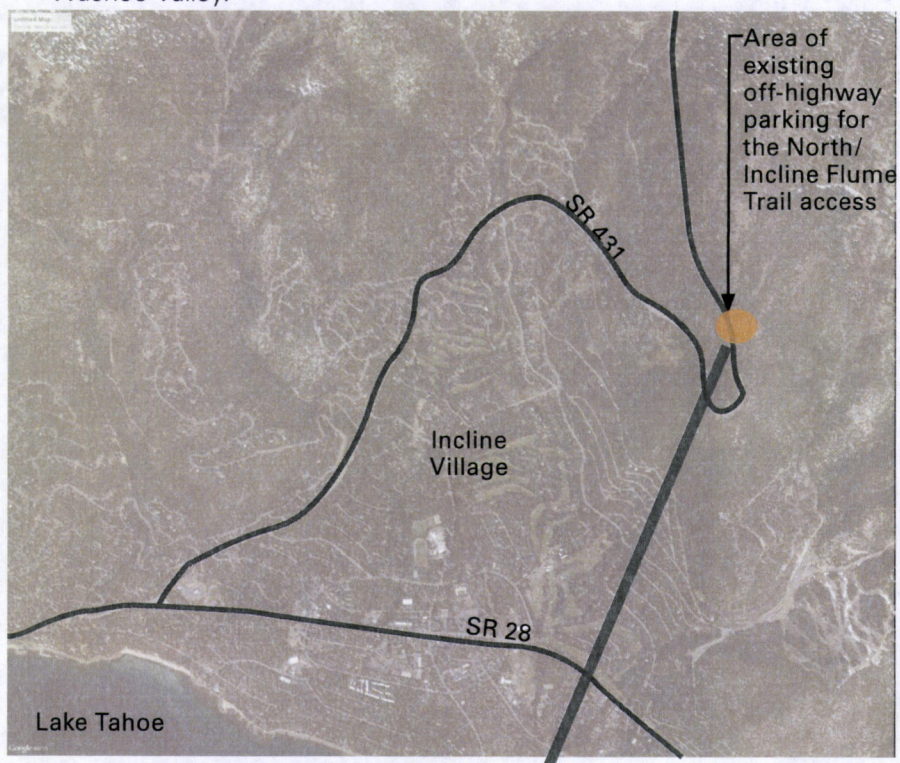
Enhance Recreation Access

- Formalize or enhance off-highway parking locations.
  - Evaluate options for off-highway parking at the North/Incline Flume Trail.
  - Provide trailhead parking for hiking, x-country skiing and picnicking at Incline Meadow.
  - Provide for off-highway larger parking lots at the west end of Tahoe Meadows for snowmobilers and cross-country skiers to work towards eliminating the need for recreation access parking along the highway.
  - If required to meet parking needs, enhance trailhead parking by creating a median dividing the parking from the highway along the Tahoe Meadows corridor on both sides of the highway.
  - Evaluate options to expand parking for the Tahoe Rim Trail.
  - Evaluate the opportunity for additional parking at the Summit Visitor Center.
  - Evaluate the opportunity to shift the parking near Tamarack Lake from the south side to the north side in order to position recreationists on the correct side of the highway.
  - Evaluate the opportunity to formalize off-highway parking across from Bums Gulch chairlift.


LEGEND
MOUNT ROSE HIGHWAY SCENIC BYWAY
EXISTING PARK-N-RIDE LOCATION
POTENTIAL PARK-N-RIDE LOCATION
EVALUATE PEDESTRIAN CROSSING
USE OF OLD 431 FOR BIKE ROUTE
EXISTING OFF-HIGHWAY TRAILHEADS
ENLARGE EXISTING OFF-HIGHWAY PARKING
EVALUATE NEW OR ENHANCED OFF-HIGHWAY PARKING
LENGTHEN OR CREATE SLOW VEHICLE PASSING LANE OR TURNOUT
ENHANCE/LENGTHEN DECEL/ACCEL LANES
ADD CENTER TURN POCKET
EVALUATE TURN POCKET
ADDITIONAL SAFETY ENHANCEMENTS
*EVALUATE SHUTTLE STOPS AT TRAILHEADS FOR RECREATION ACCESS
*ESTABLISH A PERMANENT PARK AND RIDE AND TRANSIT STOP AT THE OLD ELEMENTARY SCHOOL IN INCLINE VILLAGE
*CO-LOCATE UTILITIES WITH TRAIL AND BICYCLE FACILITIES
*EVALUATE A COLLECTOR ROAD PARALLEL SR 431 IN DEVELOPED AREAS
*EVALUATE A RIGHT-OUT ONLY AT EDMONTON DRIVE
*ADD SIGNAGE FOR SLOW VEHICLE TURN-OUTS
*PROVIDE EMERGENCY PULL-OFF LOCATIONS EVERY 1-2 MILES ALONG SWITCHBACKS WITH BARRIER RAILS (GOAL OF EVERY MILE)
RENO
MCCARRAN BLVD
I-580
ARROWCREEK PKWY
THOMAS CREEK RD
WEDGE PKWY
SR 341
N TIMBERLINE DR
SR 431
BORDEAUX DR
CALLAHAN RANCH RD
JOY LAKE RD
US 395A
PLEASANT VALLEY
WASHOE CITY
SLIDE MTN HWY
NEW WASHOE CITY
WASHOE LAKE
EASTLAKE BLVD
FRANKTOWN RD
COUNTRY CLUB DR
INCLINE VILLAGE
SR 28
LAKE TAHOE

- Evaluate options for off-highway parking near Sky Tavern with a trail connection to mountain recreation opportunities to eliminate the roadside parking occurring on the curve below NDOT maintenance station 2.
  - Evaluate the opportunity to provide a trail connection from Sky Tavern to the forest service trails to the east.
- Evaluate shuttle stops to key trailheads to create a recreation access system.
- Evaluate opportunities designated for snow play areas with associated parking.
- Improve trails at Mount Rose Campground.
- Create a defined trail system that connects the Mount Rose Corridor to Washoe Valley.

- North/Incline Flume Trail potential for formalized off-highway parking.
  - Parking to be evaluated for either north and south location.
  - Consider south location in order to reduce the need for pedestrians to cross the highway or incorporate a pedestrian crossing with the north location.
  - Information kiosk to be incorporated as part of the parking area.
  - Work with the Forest Service to meet any property acquistiion requirments.
- Evaluate shuttle stop opportunity.



Context map of potential North/Incline Flume Trail off-highway parking area.

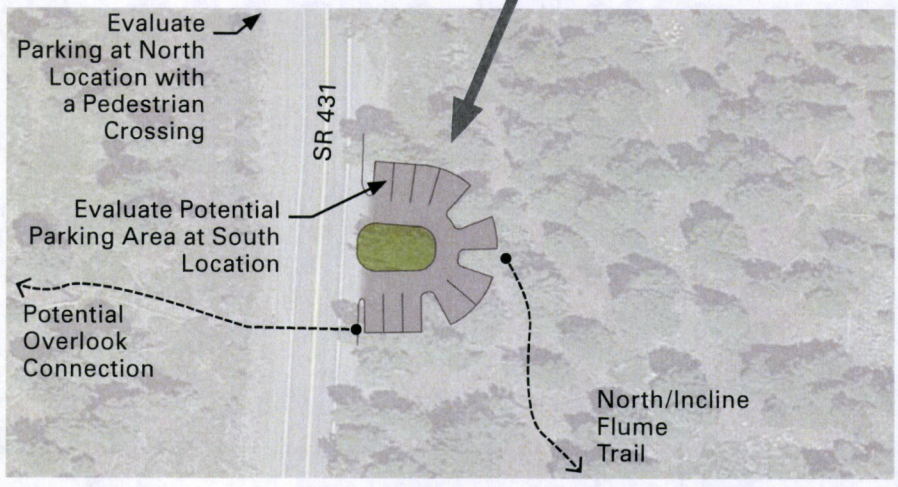
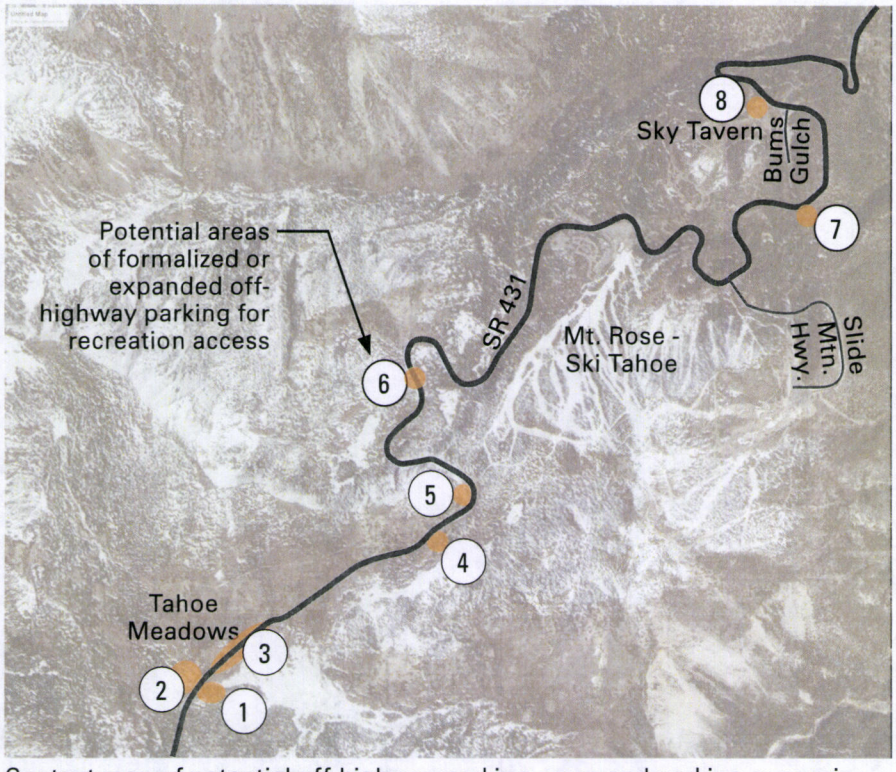
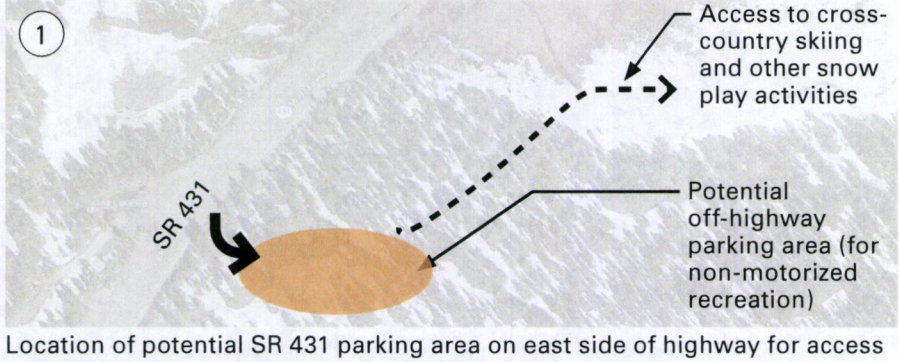


Diagram of potential North/Incline Flume Trail off-highway parking area.



Context map of potential off-highway parking areas and parking expansion areas (not including the North/Incline Flume Trail off-highway parking location). Diagrams and enlargements of parking locations are located on the following pages and can be referenced by the number located on the map.

- Off-highway parking opportunities to enhance recreation access and safety occur throughout the Corridor. A concentration of off-highway parking occurs from Tahoe Meadows to Sky Tavern.



Location of potential SR 431 parking area on east side of highway for access to cross country and other low impact snow play activities.

- Recreation access to the southeast side of SR 431 at Tahoe Meadows provides off-highway parking for access to snow play and hiking.

- Off-highway parking opportunities exist for trailers and vehicular parking at the west end of Tahoe Meadows which could provide access to the children's recreation area, snowmobiling and horseback riding.
- The NDOT Road Safety Audit indicated parking demand often exceeds the supply during the winter months. The concentration of pedestrians and vehicles parked along the Tahoe Meadows area combined with through traffic movements, contributes to safety issues from congestion and pedestrian conflicts.

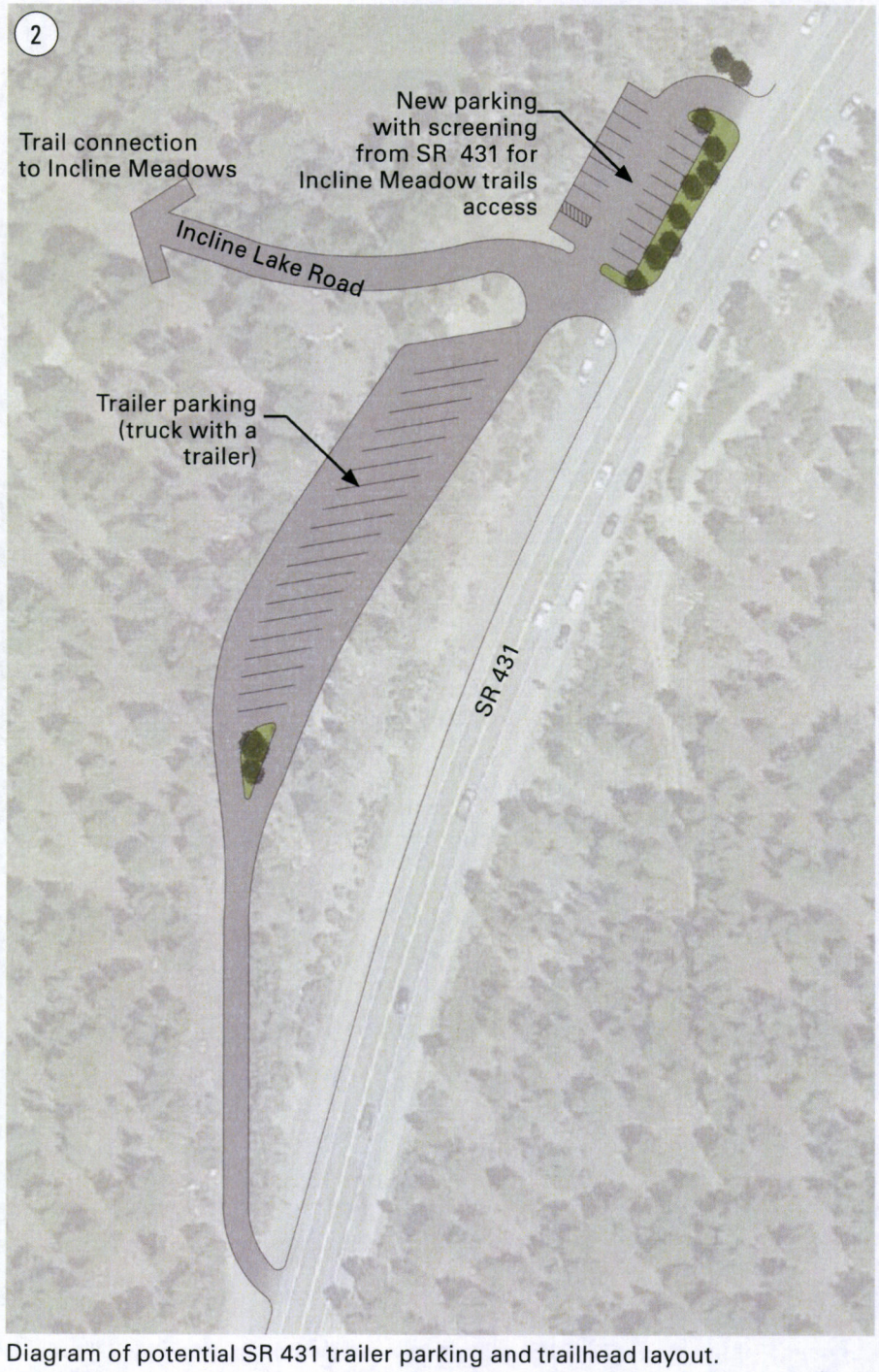
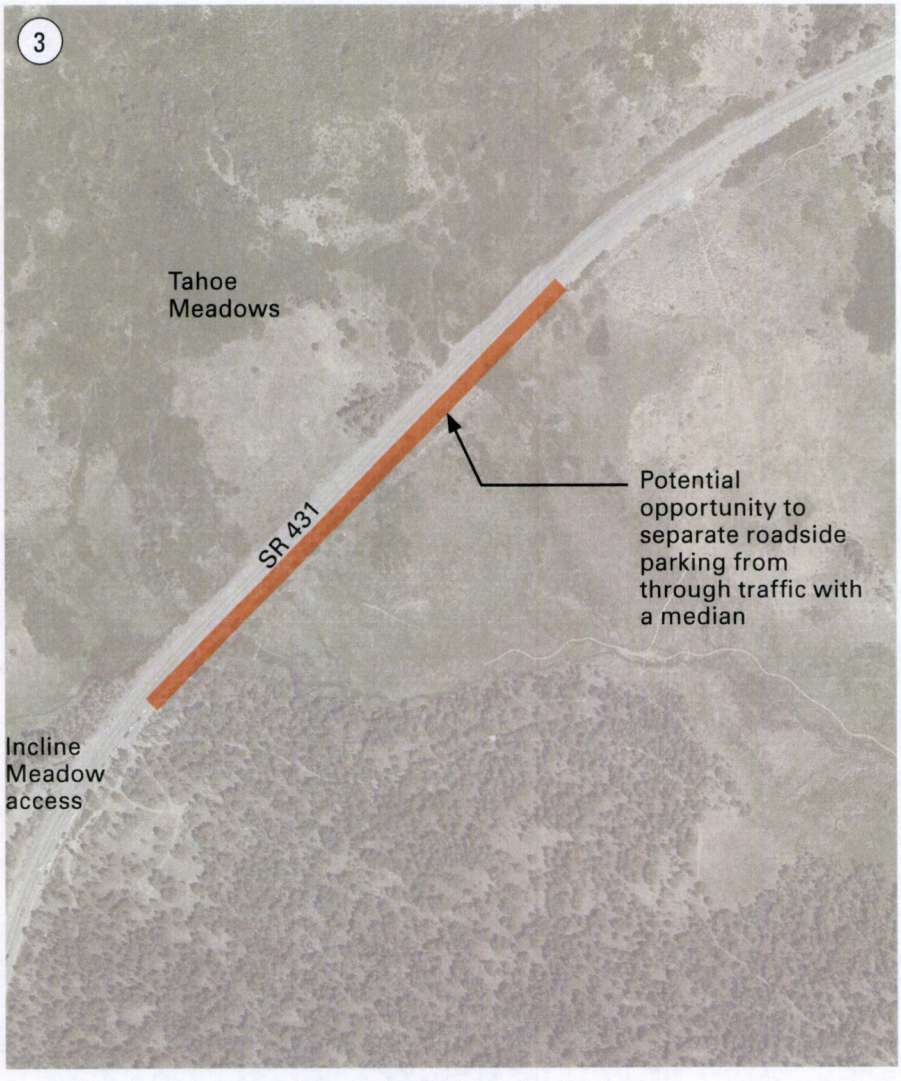


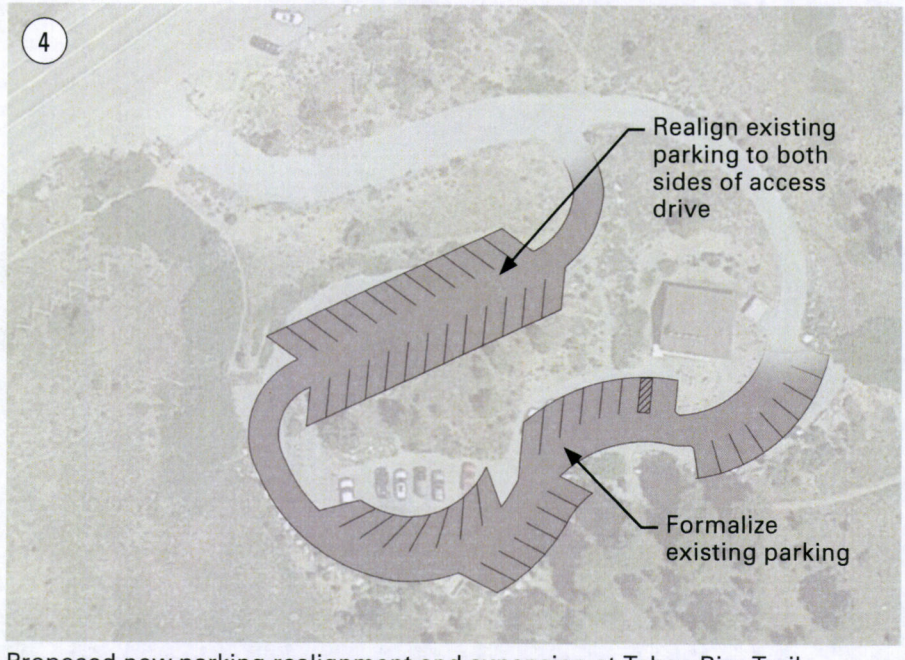
Diagram of potential SR 431 trailer parking and trailhead layout.



Enhanced parking along SR 431 at Tahoe Meadows could include a median to separate off-highway parking from through traffic.

- Evaluate parking needs and the ability to accommodate vehicles in off-highway parking areas to the extent feasible.
- If needed to meet parking needs, enhance trailhead parking by creating a median dividing the parking from the highway along the Tahoe Meadows corridor on both sides of the highway.

- Tahoe Rim Trail trailhead potential parking expansion.



Proposed new parking realignment and expansion at Tahoe Rim Trail trailhead.

- Summit Visitor Center potential parking expansion and transit or shuttle unloading area near plaza/ restroom area.

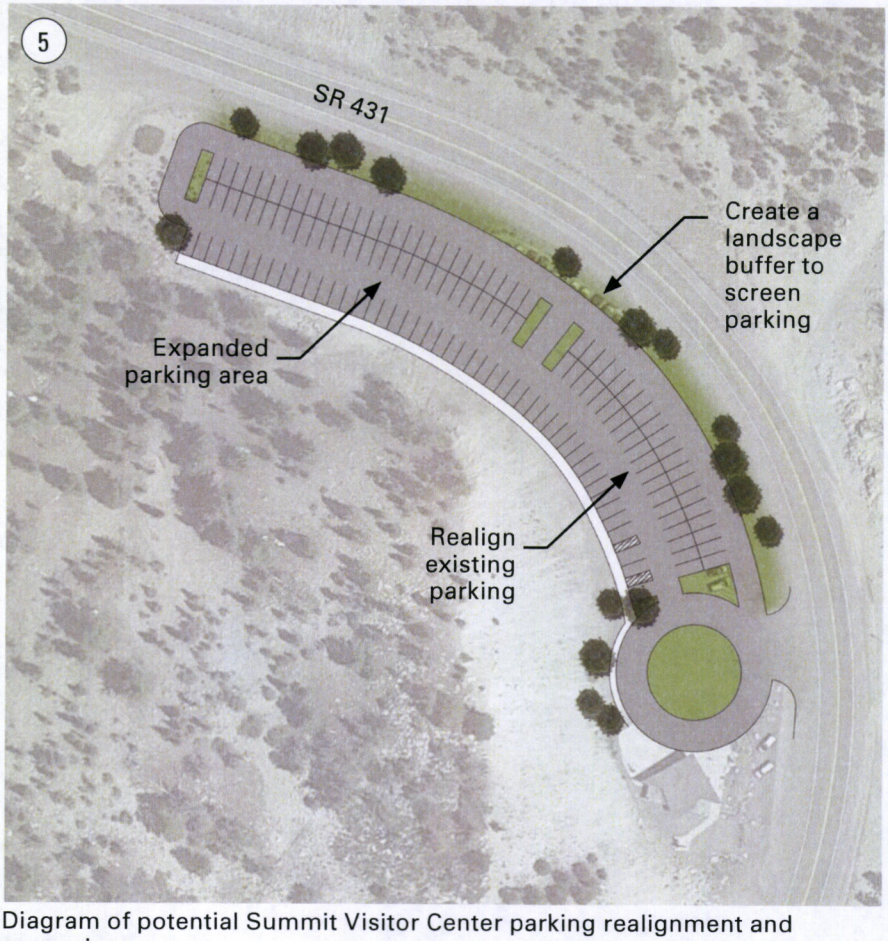
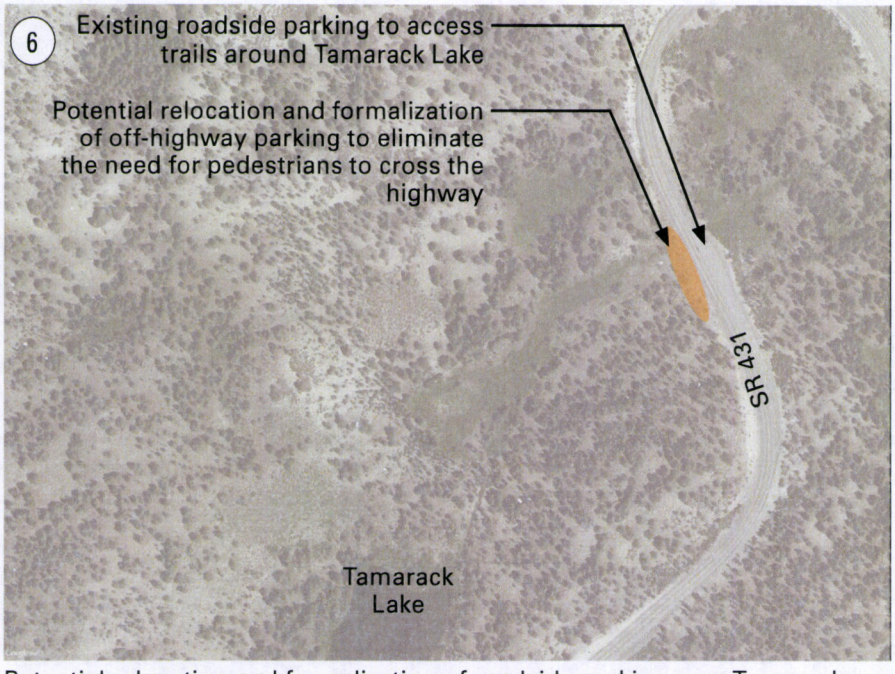
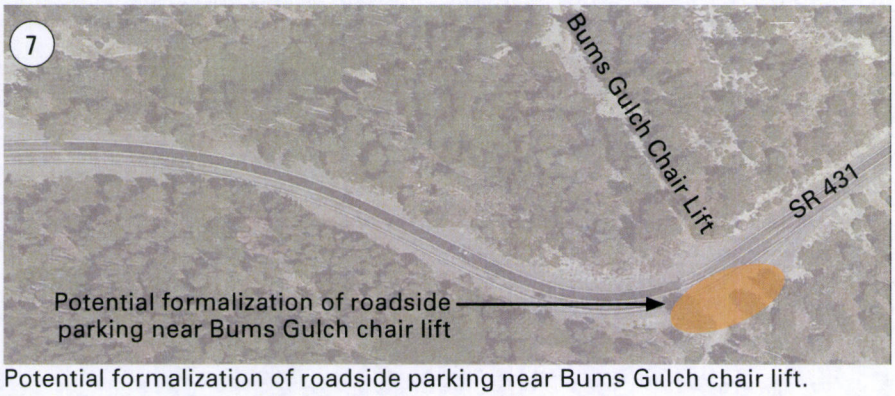


Diagram of potential Summit Visitor Center parking realignment and expansion.



Potential relocation and formalization of roadside parking near Tamarack Lake.



Potential formalization of roadside parking near Bums Gulch chair lift.

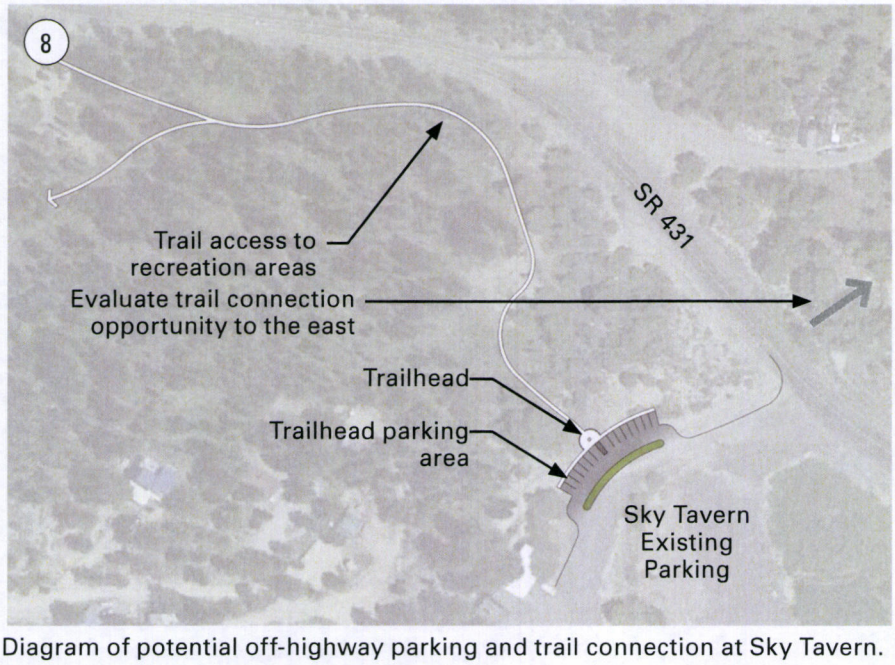
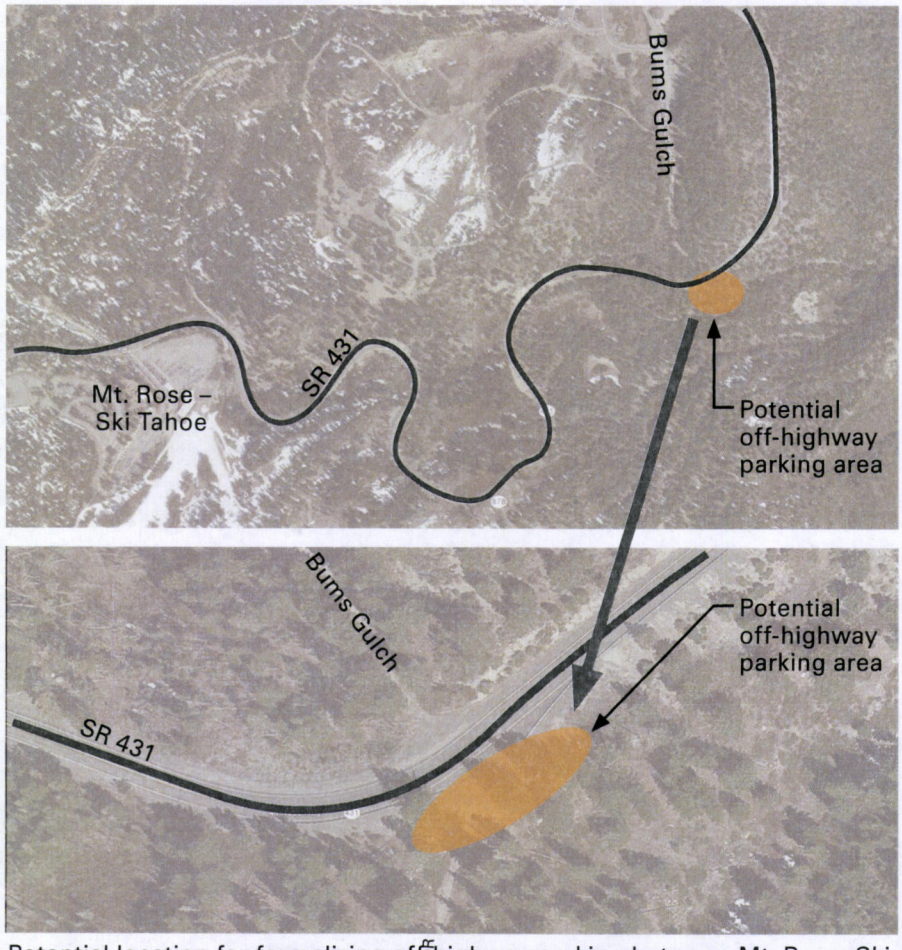


Diagram of potential off-highway parking and trail connection at Sky Tavern.

- Off-highway parking opportunities at Tamarack Lake and Bums Gulch chairlift.

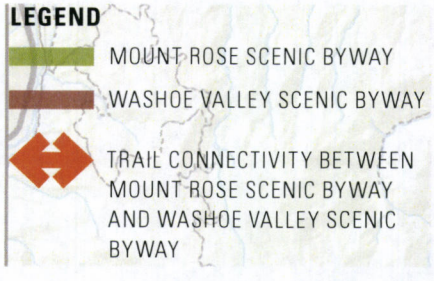
- Potential off-highway parking and trail connection at Sky Tavern using the existing paved area to provide hiking access to nearby recreation areas.
- Evaluate the opportunity to provide a trail connection to the forest service trails to the east.

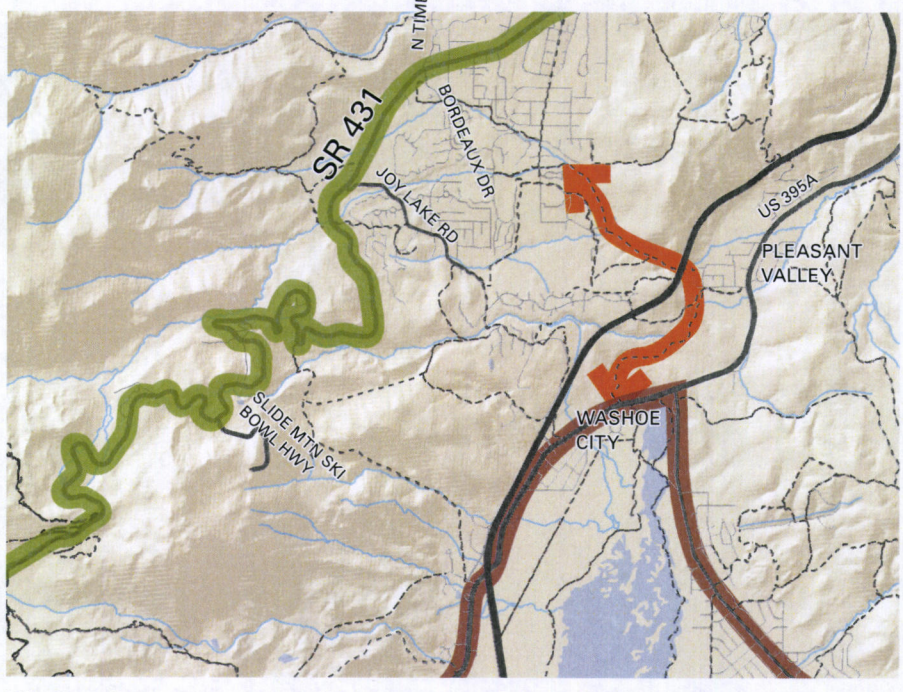
- Evaluate other opportunities to formalize or develop off-highway parking to work towards eliminating the need for roadside parking for recreation access. Potential location for parking across from Bums Gulch is shown.



Potential location for formalizing off-highway parking between Mt. Rose -Ski Tahoe and Bums Gulch.

- Create a trail route through Washoe/Allen's Canyon that connects the Mount Rose Scenic Byway to the Washoe Valley Scenic Byway.





Washoe County has a flexible easement through Washoe/Allen's Canyon to develop a trail that connects the Mount Rose Byway to the Washoe Valley Byway.

Provide Mobility and Transportation Facilities

Enhance Bicycle & Pedestrian Facilities for Safety and Access

- Explore the opportunity to utilize old highway 431 for biking/hiking and emergency access.
- Create a designated bike lane along SR 431 from Incline Village to the summit using the existing wide shoulder. Provide signage and any necessary pavement markings.
- Explore areas to widen SR 431, where possible, to allow for a safer bike riding and motorist experience from the summit to the existing bike lane at Timberline Drive.
- Work with Mt. Rose - Ski Tahoe on their proposed bridge crossing so materials blend with the forest environment.

Old highway 431 is located within close proximity of the Mount Rose Scenic Byway. It provides an opportunity for a separated bike path which could also be used for emergency access when needed.

- Improve old highway 431 for bike access.

Existing condition along old highway 431.

Adequate shoulder width for a bike lane exists along the highway from Incline Village to the summit.

- Sign and stripe a bike lane from Incline Village to the summit.

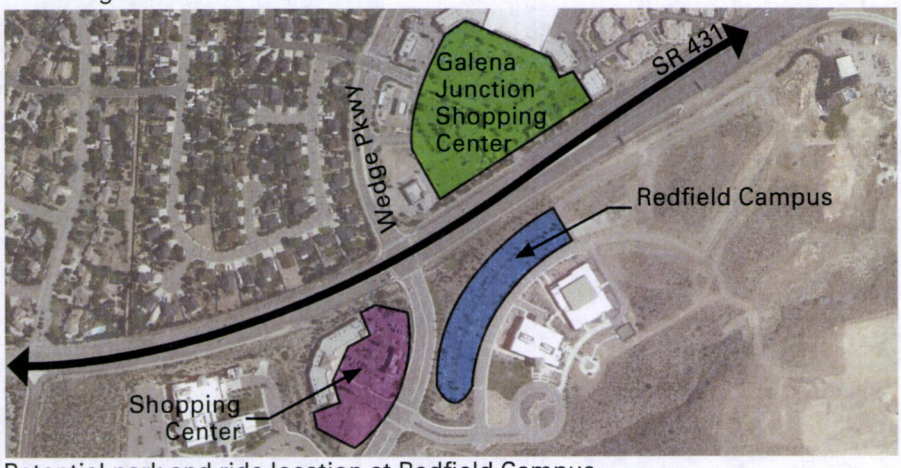
- Underground utilities where possible and co-locate trails and bicycle facilities.
- Evaluate enhanced pedestrian crossings (signage, striping, pedestrian hybrid beacon, or separated crossing) at the following locations:
  - Timberline Drive to connect to Whites Creek and Thomas Creek trails
  - Callahan Road
  - Galena Creek Regional Park (underpass at Galena Creek to connect Callahan Park to Galena Creek Regional Park through Joy Lake open space)
  - Mt. Rose – Ski Tahoe (potential skier bridge that may be used by hikers/pedestrians in summer)
  - North/Incline Flume Trail

- The recommended pedestrian crossing facility will vary based on additional study. A pedestrian hybrid beacon is distinct from pre-timed traffic signals and flash warning beacons because it is only activated by pedestrians when needed. They have been shown to significantly reduce pedestrian crashes and can fill the gap between unprotected crosswalks and full traffic signals to serve pedestrians.

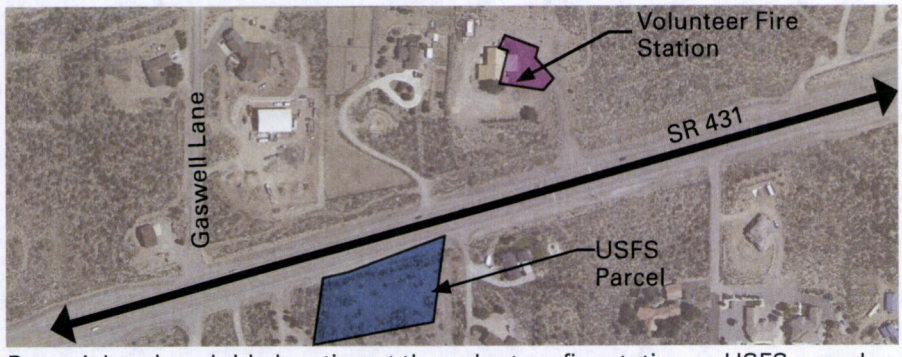
Pedestrian crossing facilities may range from flashing signage and striping (shown in the first image above) to pedestrian hybrid beacons (shown in the image above). A hybrid beacon would be considered for the five-lane highway section.

Enhance Transit Facilities

- Evaluate park and ride locations that better serve the Truckee Meadows residents traveling to Tahoe and for those who live along Mount Rose Highway; consider the following locations:
  - Galena Creek Visitor Center
  - Between Thomas Creek and Montreaux (volunteer fire station or USFS parcel)
  - Lower commercial area/Redfield Campus area
- Maintain the existing park and ride at the Summit shopping center.
- Create shuttle stops for Mt. Rose - Ski Tahoe shuttles at the park and rides.
- Enhance school bus stop waiting areas to improve safety.
- Evaluate shuttle stops at key trailheads along SR 431 such as the North Flume Trail and Tahoe Rim Trail.
- Reinstate transit service from Reno to Incline Village and connect with the East Shore Express.
- Work with Washoe County School District to establish a permanent park and ride and transit stop at the old elementary school in Incline Village.



Potential park and ride location at Redfield Campus.



Potential park and ride location at the volunteer fire station or USFS parcel.

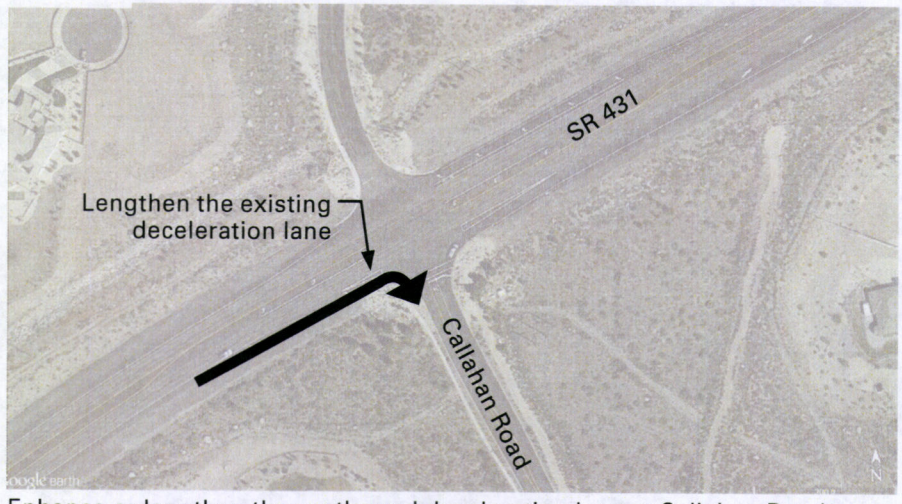
Potential park and ride location at the Galena Creek Visitors Center.

- The current park and ride located at the Summit shopping center does not serve many potential users along SR 431 as it requires them to backtrack down the highway when they would prefer meeting further to the west. Potential locations could be evaluated to coincide with existing parking areas and public property sites.

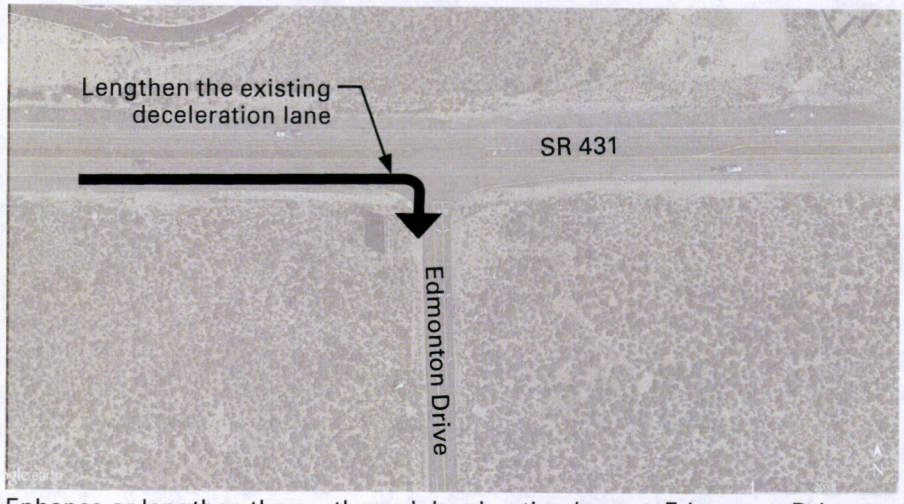
Evaluate Opportunities for Safety Enhancement Projects

- Enhance/lengthen the deceleration lanes at Callahan Road and Edmonton Drive.
- Add a center turn pocket and acceleration lane at Country Club Drive.
- Evaluate center turn pockets at the following locations:
  - Kelley Drive
  - McCourry Boulevard
  - College Drive
  - Mt. Rose - Ski Tahoe Area
  - Slide Mountain Road
  - Douglas Fir Road

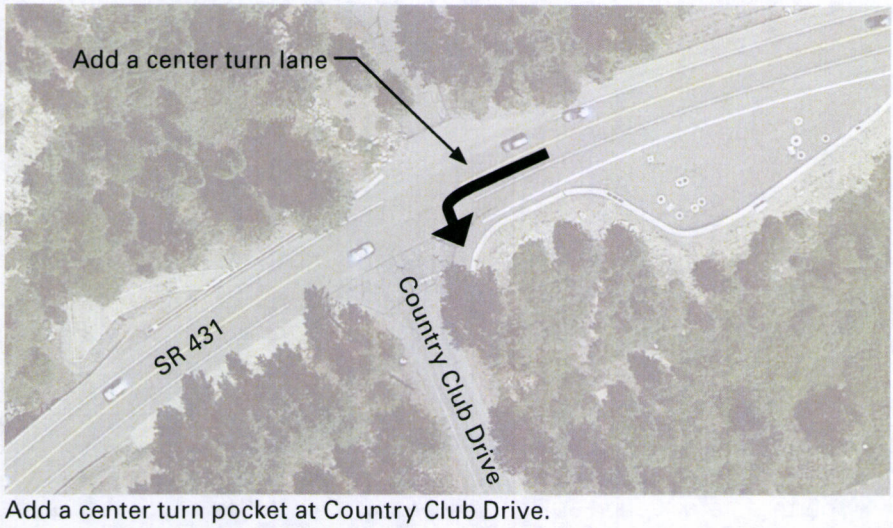
- Eastbound traffic descending the summit can gain speed and increase the potential for rear-end collisions in the northeastern section of the Corridor, especially in winter snow conditions. Lengthening deceleration lanes at highly used intersections may reduce that potential.



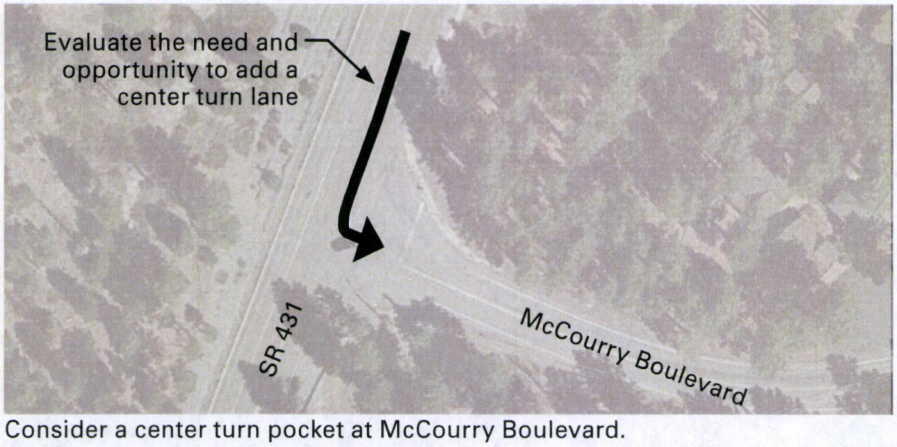
Enhance or lengthen the eastbound deceleration lane at Callahan Road.



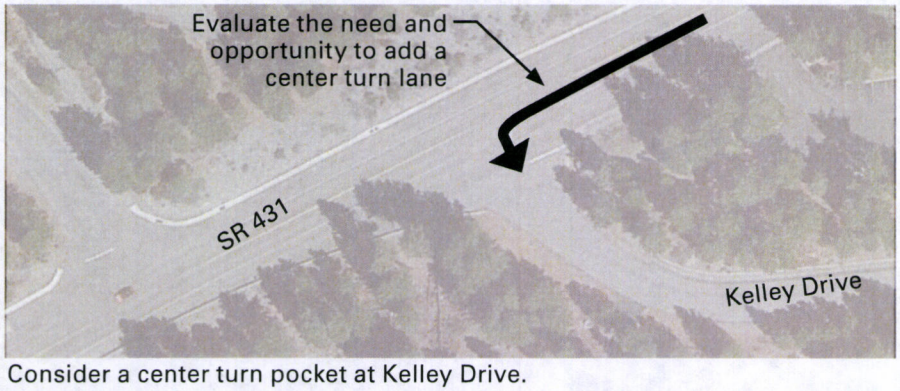
Enhance or lengthen the eastbound deceleration lane at Edmonton Drive.



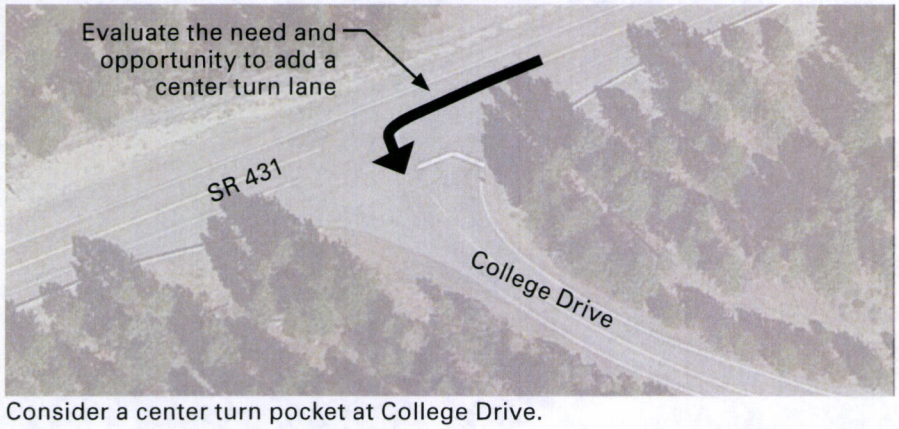
Add a center turn pocket at Country Club Drive.



Consider a center turn pocket at McCourry Boulevard.



Consider a center turn pocket at Kelley Drive.



Consider a center turn pocket at College Drive.

- Center turn lanes may be beneficial at locations such as Country Club Drive, McCourry Boulevard, Kelley Drive, College Drive, Slide Mountain Road, Mt. Rose - Ski Tahoe and Douglas Fir Road. Turn lanes should be evaluated at these and other intersections.

- Evaluate passing or slow traffic lanes with signage indicating passing lane "x miles" ahead at the following locations:
  - Reindeer Lodge
  - Below maintenance station #2
  - Top of Bum's Gulch near old chairlift tower
  - Above and below Mt. Rose - Ski Tahoe Area
- Evaluate a right-out only from Edmonton Drive if Thomas Creek Road is extended south.
- Provide emergency pull-off locations along switchbacks with barrier rails (every one to two miles with a goal of every one mile).
- Add signage for slow vehicle turnouts.
- Manage and reduce the addition of multiple driveway access points along the highway where possible – require a collector road in the northeastern section of the Corridor that new and existing subdivisions share.
- Near Timberline Road mile marker 19 add a "No Passing Next 1/2 Mile" sign.
- Relocate the chain up sign from the first NDOT maintenance station to the Galena Visitor Center area and enforce chain-up and chain down areas.
- Evaluate safety and transportation issues, including lighting and traffic volumes, when considering proposed development along the Byway.

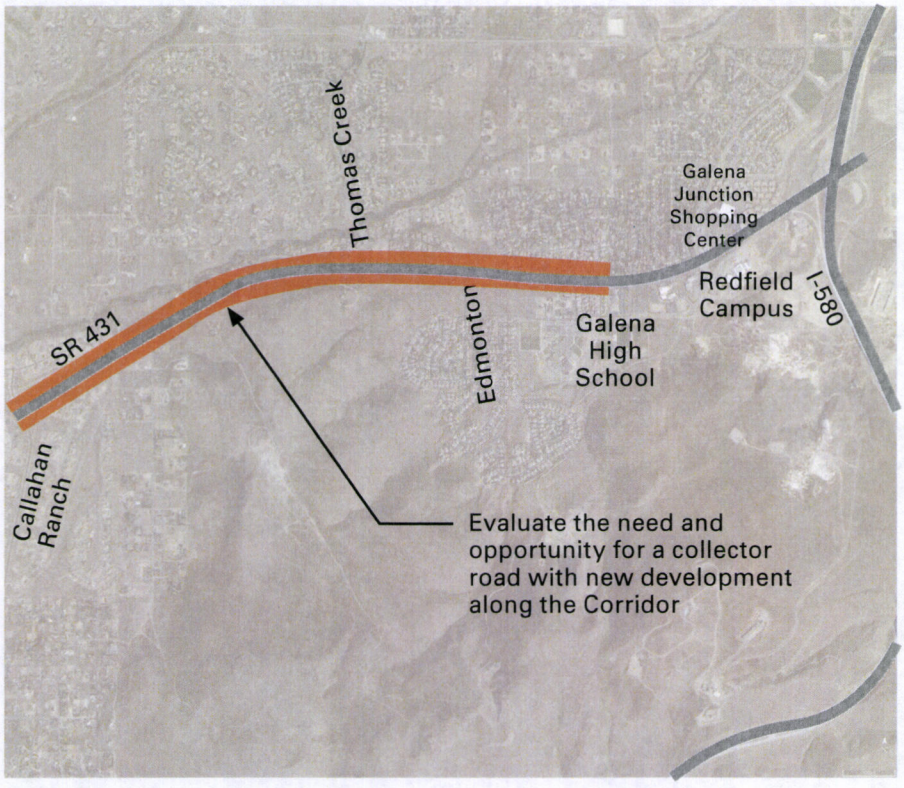
- Slow vehicle turnouts can be lengthened where possible and signed to allow slow vehicles to easily pull off and on the road while other vehicles pass.
- Slow vehicle turnouts can be lengthened in some locations to add a slow vehicle passing lane.

Existing pull-off location is not signed.

Traffic often queues behind slow-moving vehicles ascending the summit. Slow vehicle turnouts can be enhanced to improve traffic flow and create slow vehicle passing lanes where possible.

Emergency pull-off locations should be identified every one to two miles through the switchbacks east of Slide Mountain Road.

- Provide emergency pull-off locations along switchbacks with barrier rails (every one to two miles with a goal of every one mile).



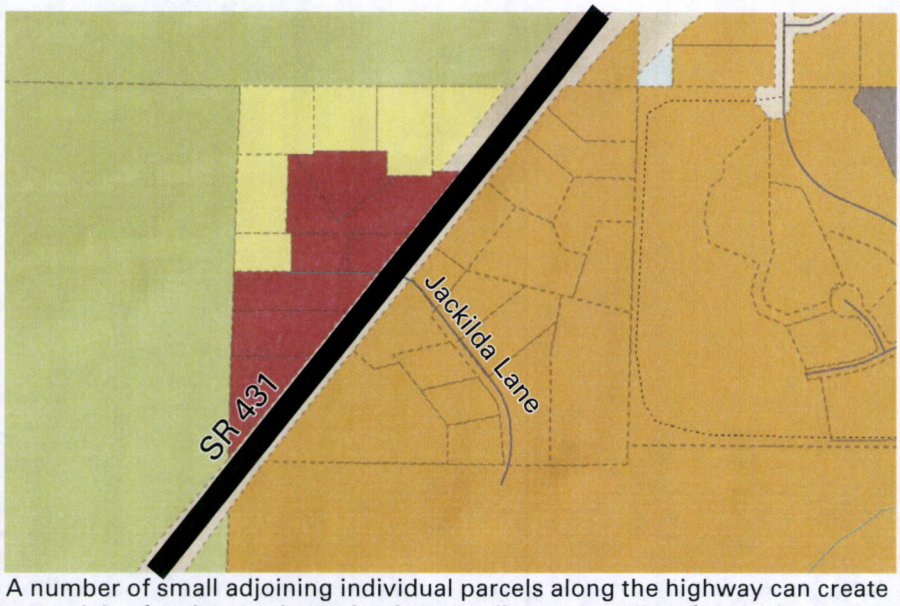
Within the developed areas in the northeastern section of the Corridor, a collector road may serve to reduce driveway access onto the highway and increase safety.

- A collector road can help reduce the number of intersections and driveways fronting the highway.

- Cumulative impacts of land use and development need to be considered along the Corridor in order to maintain or improve safe access.

Consider the cumulative impact of land use and development along the Corridor in order to maintain or improve safe access along the highway.

- Limiting the average daily trips or peak traffic movements may be necessary to maintain or improve the highway safety in areas of multiple adjoining small parcels.
- NDOT and Washoe County are encouraged to work together to evaluate and consider cumulative safety impacts as part of land use designations.
- NDOT and Washoe County are encouraged to work together to evaluate and consider the cumulative safety impacts as part of the review of development proposals, including but not limited to:
  - Requiring appropriate length of acceleration and deceleration lanes for highway access;
  - Encouraging frontage roads or connectivity of multiple small parcels with interior street; and
  - Limiting the number highway access points and encouraging shared access points.
- NDOT is encouraged to review and reduce the speed limit to 45 mph on the two lane segment of the highway from Joy Lake Road to the four lane segment at Timberline Road.
- NDOT is encouraged to review "No Passing" signage between Galena Visitor Center to Bourdeaux Drive and consider



A number of small adjoining individual parcels along the highway can create potential safety issues due to inadequate distance to allow for turning movements. Cumulative impacts and coordination with NDOT and Washoe County is encouraged to evaluate and consider the safety impacts of development proposals.

LEGEND

- MOUNT ROSE SCENIC BYWAY
- RURAL RESIDENTIAL (ALL CATEGORIES)
- SUBURBAN RESIDENTIAL (ALL CATEGORIES)
- COMMERCIAL (ALL CATEGORIES)
- PUBLIC & SEMI-PUBLIC FACILITIES
- SEE WASHOE COUNTY NOTES

Vista points, interpretive information, Byway signage and visitor centers all play a role in connecting travelers to the Corridors intrinsic resources.

CONNECT PEOPLE WITH THE CORRIDOR

ENHANCE OVERLOOKS AND VISTA POINTS

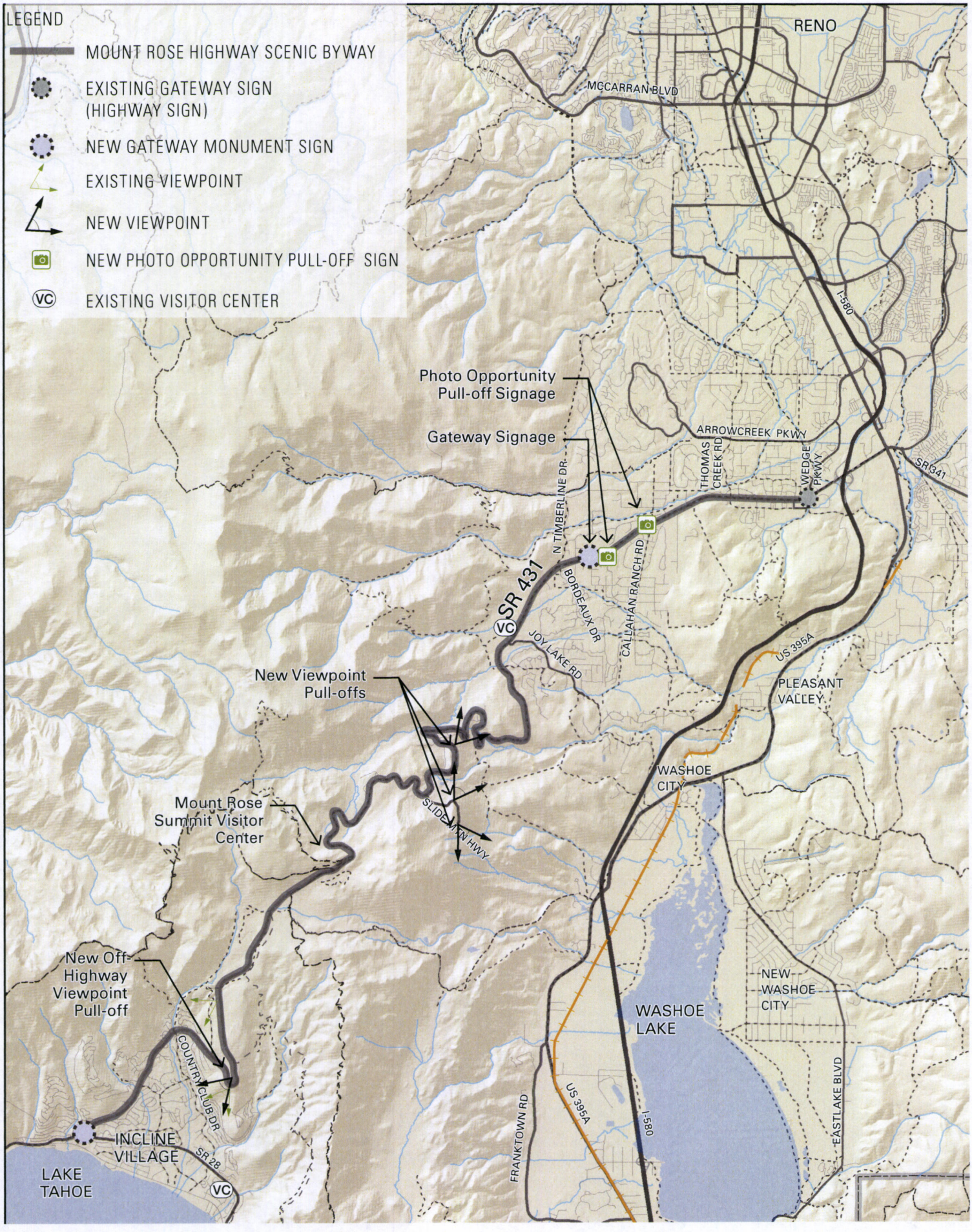
- Develop additional viewpoints – add signage and interpretive information.
  - Slide Mountain Road – views of Washoe Valley
  - West of Bums Gulch Road – views of Reno/Truckee Meadows
- Create an off-highway vista point of Lake Tahoe near the existing pull-off east of Incline Village.
- Provide signage for photo-opportunity pull-offs at Thompson Lane and Mountain Ranch Road.

PROVIDE BYWAY SIGNAGE TO ENHANCE WAYFINDING AND STRENGTHEN THE BYWAY'S SENSE OF PLACE

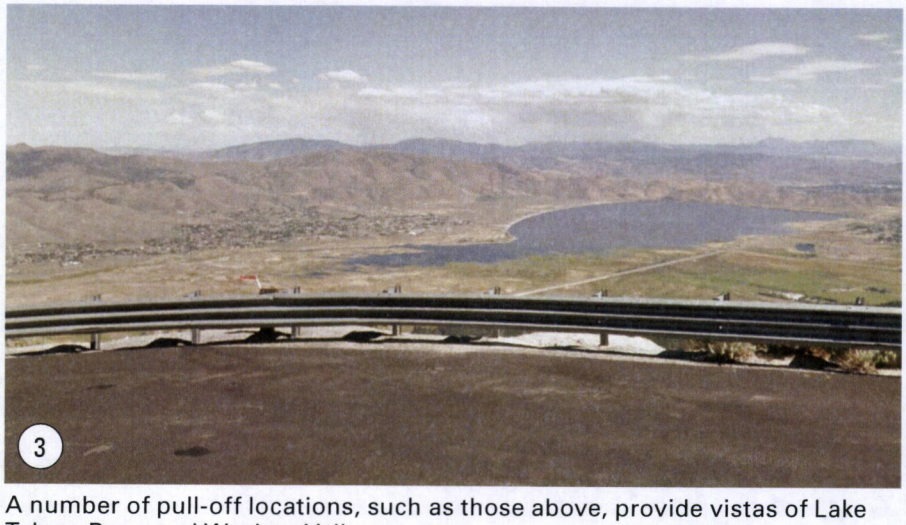
- Provide monument signage to announce the Corridor (near Thompson Lane and near Incline Village).
- Evaluate locations and provide a digital sign for transit and recreation area parking. This sign would be used approximately 60 days per year to alert motorists and reduce u-turn movement and trolling for parking. An example of the message is as follows:
  - Winter: Mount Rose parking full, use Slide Mountain parking
  - Summer: Sand Harbor parking full, use East Shore Express
- Enhance signage for scenic vista points and recreation resources.
- Evaluate the need to have large street signs in order to keep signage visually unobtrusive.

HIGHLIGHT THE CORRIDOR'S VISITOR CENTERS

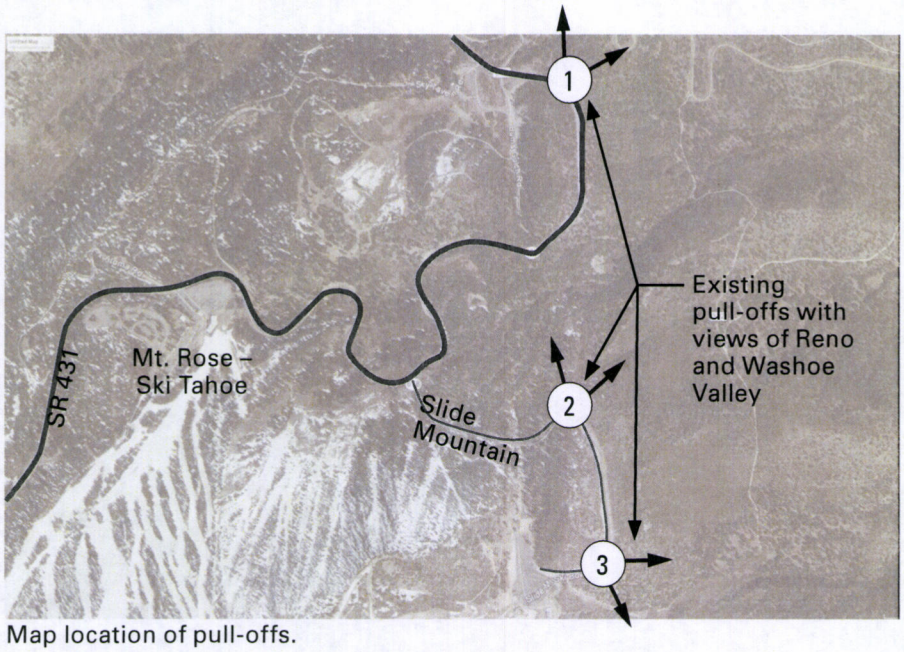
- Utilize and promote Galena Creek Visitor Center as a gateway to the Byway.


LEGEND
MOUNT ROSE HIGHWAY SCENIC BYWAY
EXISTING GATEWAY SIGN (HIGHWAY SIGN)
NEW GATEWAY MONUMENT SIGN
EXISTING VIEWPOINT
NEW VIEWPOINT
NEW PHOTO OPPORTUNITY PULL-OFF SIGN
EXISTING VISITOR CENTER
RENO
MCCARRAN BLVD
I-580
Photo Opportunity Pull-off Signage
Gateway Signage
ARROWCREEK PKWY
THOMAS CREEK RD
WEDGE PKWY
SR 341
N TIMBERLINE DR
BORDEAUX DR
CALLAHAN RANCH RD
SR 431
JOY LAKE RD
US 395A
PLEASANT VALLEY
New Viewpoint Pull-offs
WASHOE CITY
Mount Rose Summit Visitor Center
SLIDE MTN HWY
New Off-Highway Viewpoint Pull-off
COUNTRY CLUB DR
NEW WASHOE CITY
WASHOE LAKE
EASTLAKE BLVD
FRANKTOWN RD
INCLINE VILLAGE
SR 28
LAKE TAHOE

- Existing pull-offs that offer nice views of Lake Tahoe, Reno and Washoe Valley could be enhanced through signage and the incorporation of interpretive information.



A number of pull-off locations, such as those above, provide vistas of Lake Tahoe, Reno and Washoe Valley.



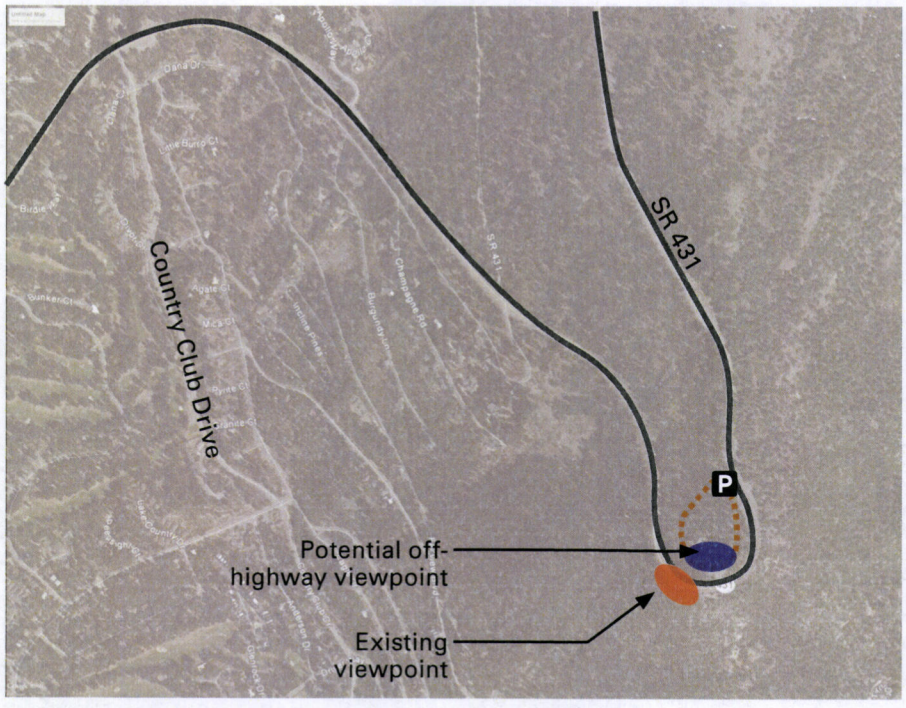
Map location of pull-offs.

Positive messaging should notify motorists of upcoming viewpoints, parking, and emergency turnouts located along the highway.

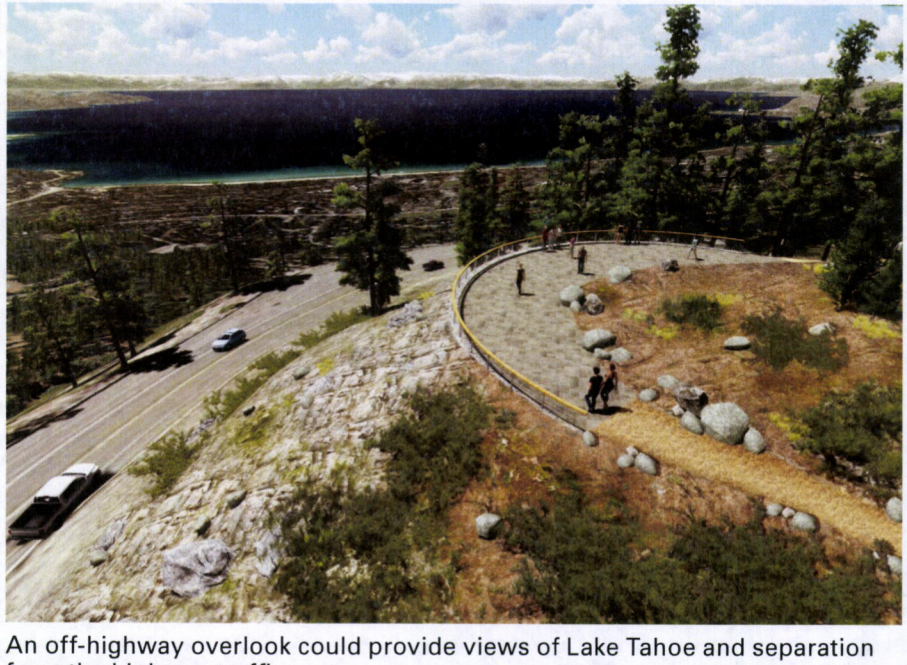
Potential signage at viewpoints.

- Signage should identify viewpoints, parking and slow vehicle turnouts but not be overused and detract from the Corridor's scenic quality.
- Signage can help visitors navigate quickly to viewpoints and photo opportunities and reduce the tendency for motorists to travel slowly and search for pull-off locations.

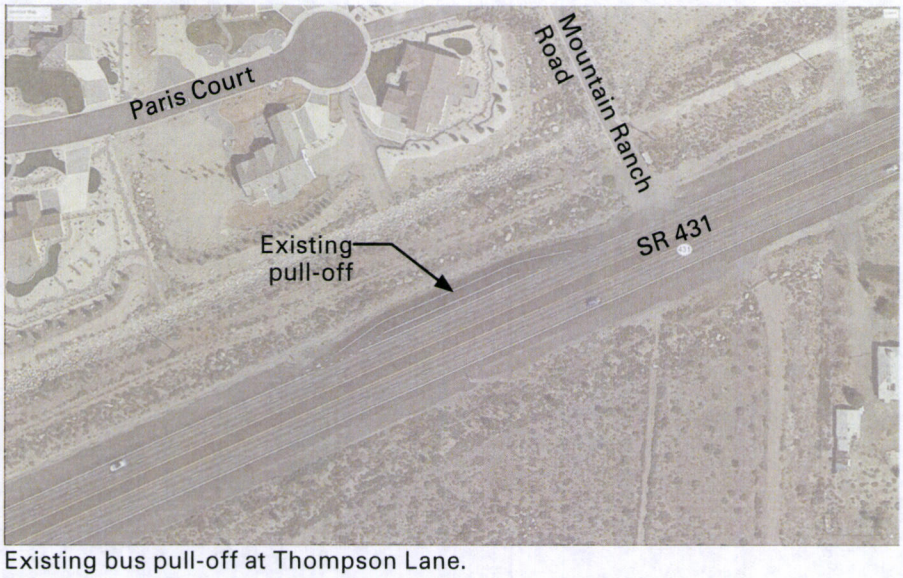
- The existing Lake Tahoe viewpoint just east of Incline Village could be improved through the creation of an off-highway location.
- Work with the USFS to meet the Santini/Burton Act requirements for the parking access.



The existing viewpoint offers easy access to eastbound travelers, but it is a challenging location for westbound travelers. A new viewpoint that is located off the roadway could provide an enhanced opportunity.

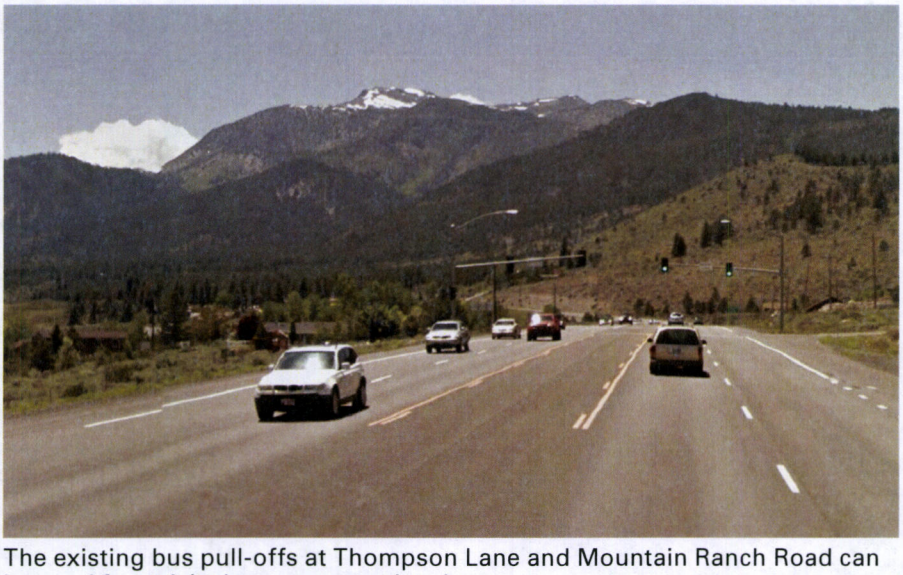


An off-highway overlook could provide views of Lake Tahoe and separation from the highway traffic.



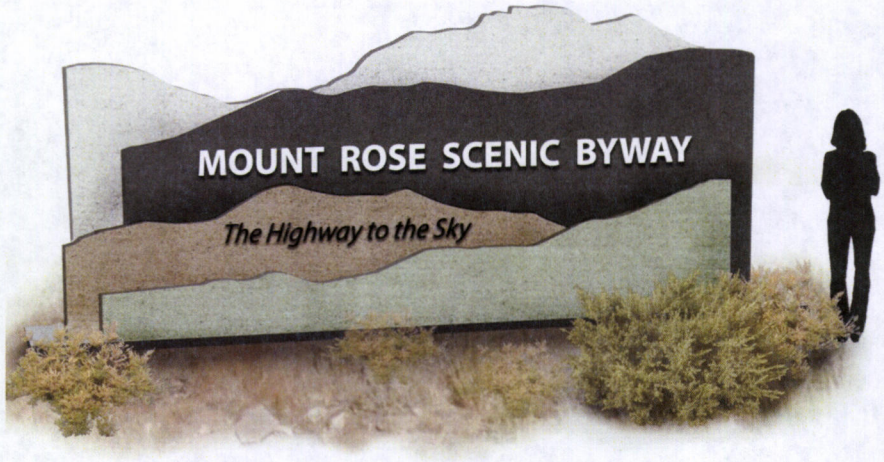
Existing bus pull-off at Thompson Lane.

The mountain view from Mountain Ranch Road bus pull-off.

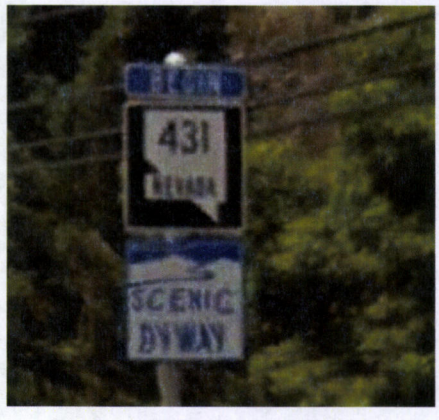

The existing bus pull-offs at Thompson Lane and Mountain Ranch Road can be used for quick photo-opportunity sites.

- In the northeastern portion of the Corridor, travelers are known to use bus pull-offs for photo-opportunities of Mount Rose and the Carson Range.

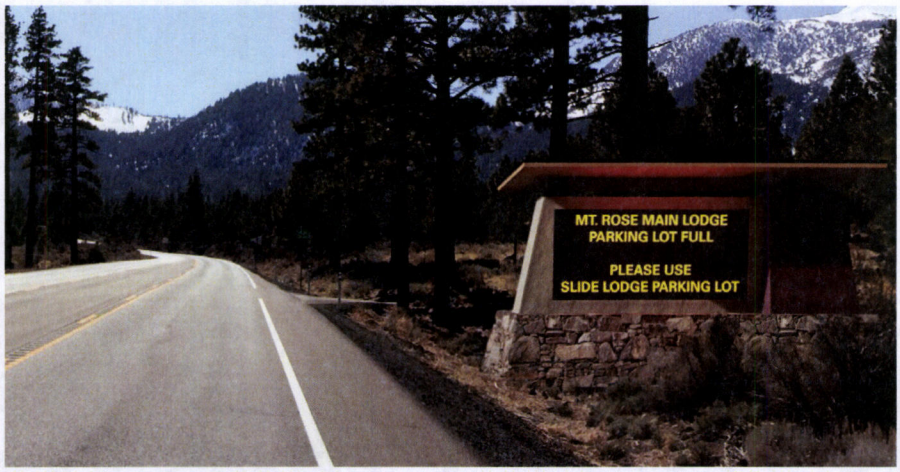
- Scenic byway monument signage, in conjunction with the existing scenic byway sign, can help welcome travelers to the Corridor.



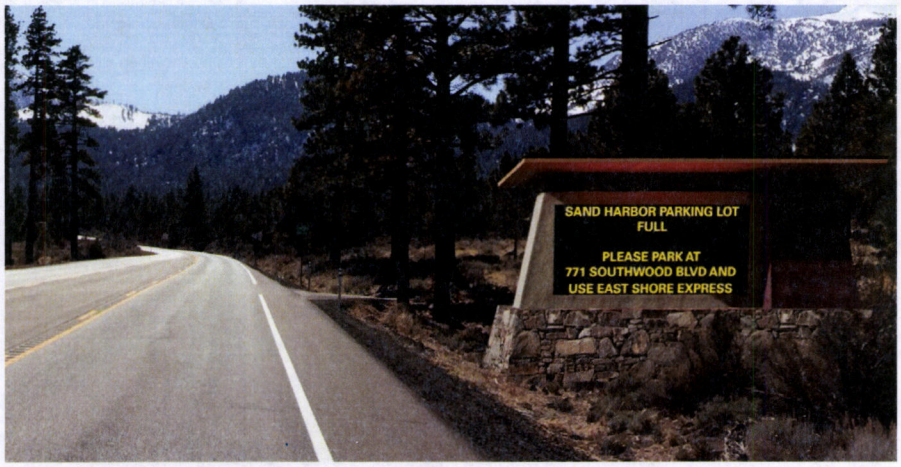
An off-highway overlook could provide views of Lake Tahoe and separation from the highway traffic.



A standard NDOT scenic byway sign is located just west of Wedge Parkway.

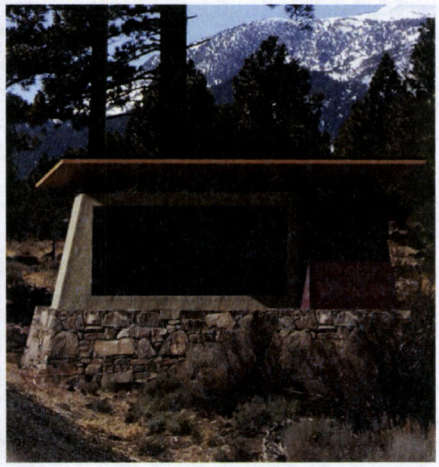


During the winter the sign could notify travelers when the Mt. Rose parking area was full.



During the summer the sign could notify travelers when Sand Harbor parking area was full and promote the use of the East Shore Express.

- Provide digital signage to notify travelers about transit use and recreation access.



The sign would be off when not needed.

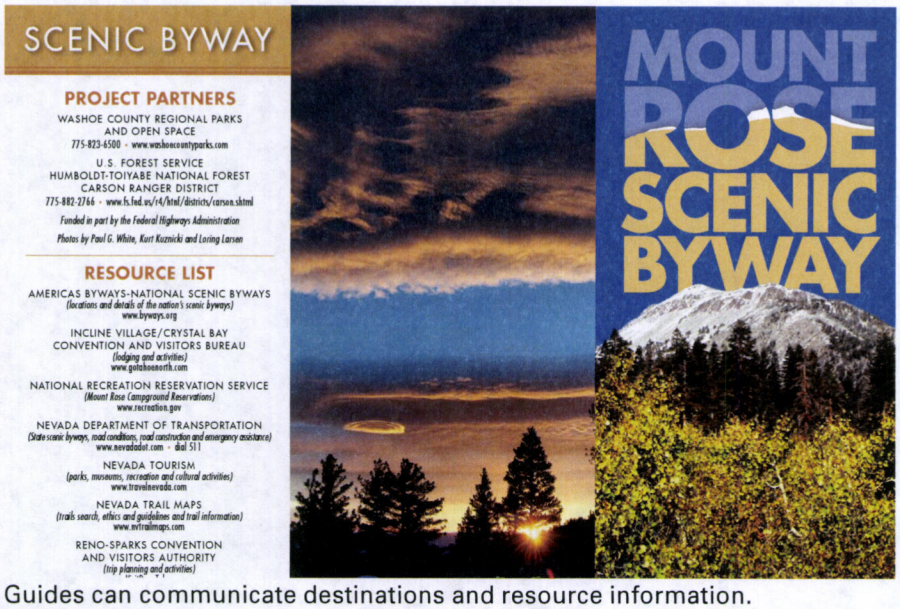
The Galena Creek Visitor Center is well-located in the northeastern portion of the Corridor to serve as a gateway to the Byway for travelers coming from the Reno area.

- Position the existing Galena Creek Visitor Center as the gateway visitor center. Provide interpretive and travel materials regarding the Byway.

- Utilize technology to manage and provide tourism information.

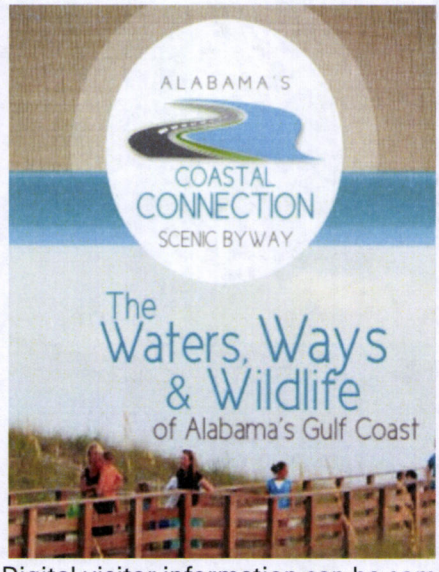
PROMOTE TOURISM

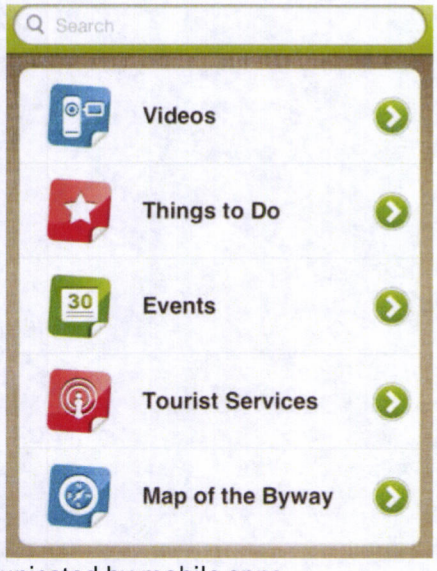
- Utilize technology to manage and provide tourism information.
- Provide links and referrals to corridor commercial areas (similar to the National Geographic Tourism program).
  - Highlight and connect people to recreation opportunities.
  - Develop an auto tour guide of historic and recreation resources.
    - Highlight Galena's history and the natural resources of Mt. Rose and the Tahoe Basin.
    - Provide visitors with information on how to be stewards of the region's resources.
- Market the corridor as a method to lengthen the visitor's stay.
  - Reach out to Reno Tahoe Convention and Visitors Authority, Incline Village Crystal Bay Convention and Visitors Authority and Nevada Commission on Tourism to promote the Corridor.
  - Make the Byway tour part of the Reno-Tahoe experience.
  - Work with Reno-Sparks Convention and Visitors Authority, Carson City Visitors Bureau, Incline Village Crystal Bay Visitors Bureau and the Nevada Commission on Tourism to communicate the Byway's relationship to the larger region and its system of scenic byways and historic sites and provide local and visitor links.
  - Develop a byway logo/brand.



Guides can communicate destinations and resource information.

- Mount Rose Scenic Byway's brochure can be enhanced to provide auto tour information that identifies appropriate pull-offs and recreation opportunities.

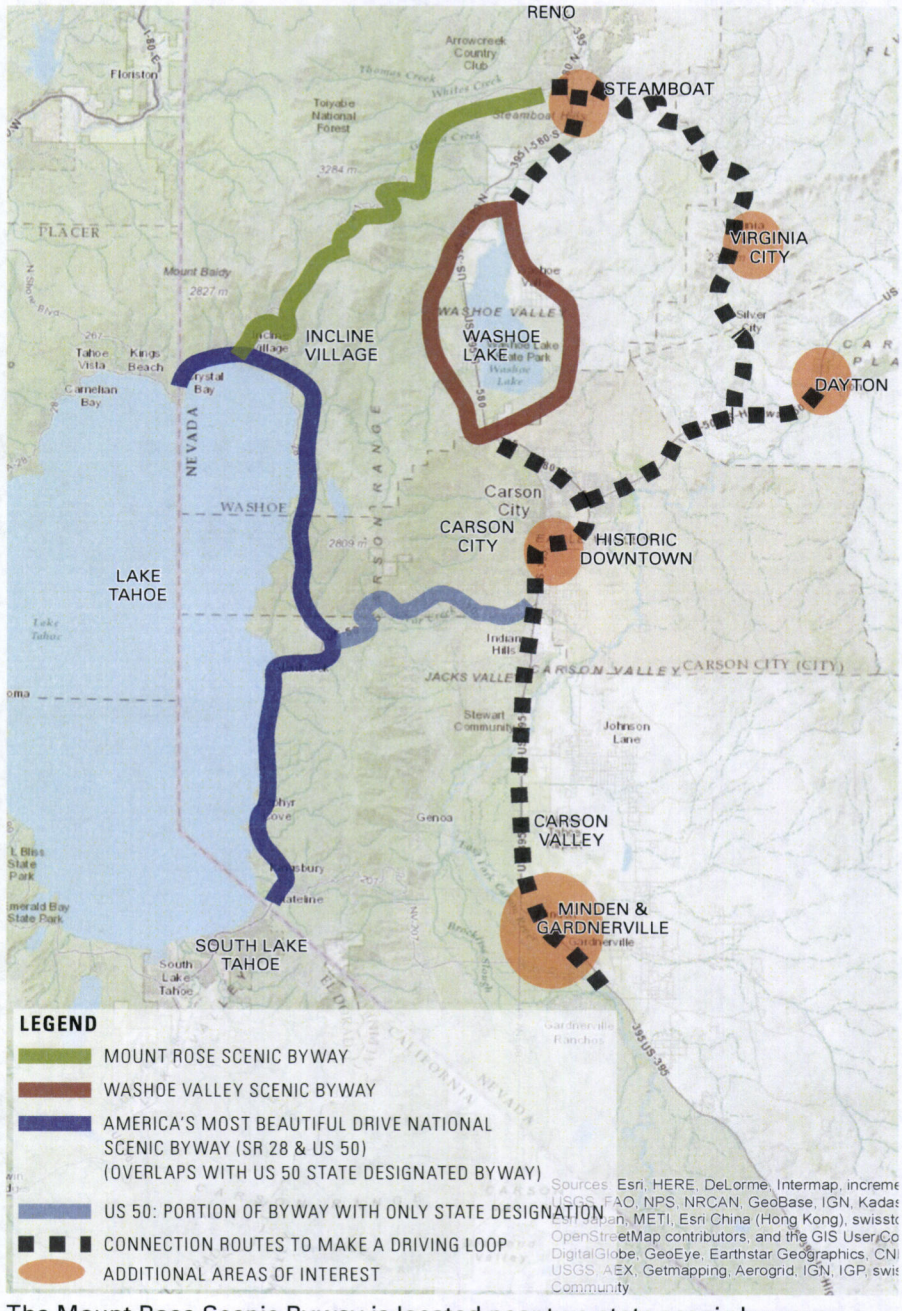




Digital visitor information can be communicated by mobile apps.

- Develop digital guides that can be accessed by computer or mobile phones (byway websites and mobile applications (apps)).

- Communicate the Byway's relationship to the larger region and system of byways and historic sites (e.g., SR 28, US 50, Mt. Rose Highway, Washoe Valley, Virginia City, Carson City and Steamboat) – work with Reno-Sparks Convention and Visitors Authority, Carson City Visitors Bureau, Incline Village Crystal Bay Visitors Bureau and Nevada Commission on Tourism.



The Mount Rose Scenic Byway is located near two state scenic byways, a national scenic byway and numerous areas with cultural, historical, recreational and natural interest. A loop system could be identified to connect the byways and other regional areas of interest.

GEOTOURISM AND COMMUNITY VITALITY

The Corridor Management Plan's intent for enhancing tourism is based on the geotourism principles presented by National Geographic as part of their support of local cultures and resources. As the Reno area continues to grow, it is recognized that increases in tourism traffic should be monitored in coordination with increased commuter traffic in order to minimize environmental and transportation concerns associated with increased traffic volumes. Some of the key geotourism principles relevant to Mount Rose are described below.

PRINCIPLES OF GEOTOURISM

- Integrity of a Place: Enhance the geographical character of the destination by developing and improving it in ways distinctive to the locale. Encourage market differentiation and cultural pride in ways that are reflective of natural and cultural heritage.
- Community Involvement: Local businesses and civic groups join to provide a distinctive, authentic visitor experience.
- Community Benefit: Encourage micro- to medium-size enterprises and tourism business strategies that emphasize economic and social benefits to involved communities, especially poverty alleviation, with clear communication of the destination stewardship policies required to maintain those benefits.
- Conservation of Resources: Encourage businesses to minimize water pollution, solid waste, energy consumption, water usage, landscaping chemicals and overly bright nighttime lighting. Advertise these measures in a way that attracts the large, environmentally sympathetic tourist market.
- Protection and Enhancement of Destination Appeal: Encourage the destination to sustain natural habitats, heritage sites, aesthetic appeal and local culture. Prevent degradation by keeping the volume of tourists within maximum acceptable limits. Seek business models that can operate profitably within those limits.
- Interactive Interpretation: It informs both visitors and hosts. Residents discover their own heritage by learning that things they take for granted may be interesting to outsiders.
- Market Selectivity: Encourage growth in tourism market segments most likely to appreciate, respect and disseminate information about the distinctive assets of the locale.
- Evaluation: Establish an evaluation process to be conducted on a regular basis by an independent panel representing all stakeholders' interests and publicize evaluation results.

5 CHAPTER FIVE
CORRIDOR STEWARDSHIP

Management agencies must meet their individual goals and needs for area natural resources. Coordination of management strategies may offer previously unseen benefits as well as avoiding unintended effects.

MANAGING PARTNERS

Managing resources along the Mount Rose Highway requires agencies and organizations to continue working together to implement projects, resolve issues that may arise, and coordinate funding sources.

The primary agencies who own lands, manage facilities or operate transit along or in close proximity to the Corridor include:

- Washoe County
- Nevada Department of Transportation
- U.S. Forest Service – Humboldt Toiyabe, Carson Ranger District
- U.S. Forest Service – Lake Tahoe Basin Management Unit
- Incline Village General Improvement District
- City of Reno
- Tahoe Transportation District
- Regional Transportation Commission Washoe

These entities recognize it will not only take a collaborative effort to accomplish many of the projects, but that future infrastructure and maintenance and operation costs also need to be included.

FUNDING AND PROJECT IMPLEMENTATION

Implementation of projects is based on available funding. Funding through the public sector is typically uncertain. Private sector investments and public support is encouraged to help the projects become reality. Mutually beneficial projects can also be incorporated as part of other planned projects such as maintenance overlays or trail maintenance.

MANAGING PARTNERS ROLES & RESPONSIBILITIES

The CMP describes five main goals with corresponding objectives and strategies for managing and enhancing the Corridor. As the CMP moves forward, each managing partner will have different roles and responsibilities. Table 3 identifies which of the managing partners would be involved to help achieve each goal.

TRPA's primary role is permitting and monitoring the management/ maintenance activities and, therefore, they are not listed in the table. In particular, they are the regulatory agency overseeing best management practices by all other agencies. Tahoe Metropolitan Planning Organization (TMPO), the transportation arm of TRPA, oversees the development of the Tahoe region's Regional Transportation Plan and the bicycle and pedestrian master plan.

COMMUNITY ORGANIZATIONS

Community groups may also be involved in the implementation and monitoring of the CMP. Community engagement with the Byway is an important element of a Corridor's success. As new projects come forward, local groups can help engage stakeholders and other community groups so that the Byway's resources and challenges are considered. No one entity can achieve success on its own. Leveraging the human capacity of community organizations can build a strong foundation for Byway success.

Agencies must continue to work together to create attractive grant funding applications, leverage resources, and create projects that have Corridor-wide benefit.

Table 4 Managing Partner's and Community Organization's Roles & Responsibilities

GOALS & STRATEGIES	WASHOE COUNTY	NDOT	USFS	IVGID	CITY OF RENO	TTD	RTC	COMMUNITY ORGANIZATIONS
Preserve the Scenic Quality and Natural Resources								
Preserve Views and Scenic Vistas/Protect Viewsheds	X	X	X		X			
Enhance Aesthetics of Roadside Facilities	X	X	X					X
Manage and Maintain Natural Resources	X	X	X	X	X			X
Enhance Wildlife Habitat and Connectivity	X	X	X					
Balance Recreation Access and Transportation and Safety Needs								
Enhance Recreation Access	X	X	X	X	X			X
Provide Mobility and Transportation Facilities	X	X	X			X	X	X
Evaluate Opportunities for Safety Enhancement Projects	X	X	X	X		X		X
Connect People with the Corridor								
Enhance Overlooks and Vista Points	X	X	X					X
Provide Byway Signage to Enhance Wayfinding	X	X						
Highlight the Corridor's Visitor Centers	X		X					X
Promote Tourism								
Promote Tourism	X	X	X	X	X			X
Identify Implementation and Management Strategies								
Collaborate with other entities to leverage funding and resources	X	X	X	X	X	X	X	X

CURRENT RESOURCE MANAGEMENT DOCUMENTS

Following is an initial list of resource management documents and a summary of particular elements that relate to, are consistent with, or may have influence on the Corridor. The list is not inclusive. It is meant to represent the type of documents management agencies should reference when planning Corridor projects.

WASHOE COUNTY GENERAL PLAN VOL. 1

The Master Plan is used to determine the most desirable location of each type of development. The plan includes policies and maps that define development suitability and conservation of natural resources(e.g. protect critical environmental areas, define water resources, enhance visual and scenic corridors, etc.). It also includes growth forecasts as well as policies and maps reflecting desires related to land uses and transportation. Finally, the Master Plan has standards and maps to guide provision of public services and facilities. The public services and facilities are implemented through the Capital Improvements Program. The plan addresses the following areas:

- Conservation and Open Space
- Housing
- Land Use and Transportation
- Open Space and Natural Resource Management
- Population
- Public Services and Facilities

WASHOE COUNTY GENERAL PLAN – TAHOE AREA PLAN

The *Tahoe Area Plan* acts as a guide for the Board of County Commissioners, the Washoe County Planning Commission, TRPA and the community on matters of growth and development within the Tahoe planning area.

Specific issues described in the Conservation section include the following:

- Potential for severe wildfires
- Development on steep slopes
- Development in riparian areas

The discussion of scenic areas includes the following:

- The Tahoe Meadows area lies in the northern portion of the planning area and is dissected by SR 431. The meadow and the ridges overlooking Lake Tahoe are an undeveloped scenic area that is easily accessible to the public. It should be preserved in its natural state because of its great scenic and recreational value.
- SR 431, as it winds its way down into the Tahoe Basin, offers spectacular views of the lake and the surrounding mountains. Views from this highway should be protected and enhanced whenever possible. Future development in this area should be designed with the intent of preserving the views. The overall scenic quality of the Tahoe planning area should be recognized and preserved to the greatest extent possible. The attainment and maintenance of Tahoe Regional Planning Agency (TRPA) scenic quality thresholds is encouraged.

Some of the items discussed in the Public Services and Facilities section include:

- Funding, maintaining and expanding the bike path system
- Enhancing parks and recreation opportunities

Transportation improvements described for the Mount Rose Highway includes the following:

- The planned use of numerous and frequent shuttle buses is an important factor for the future.
- Improvements to the Mount Rose Highway should include additional turnouts, roadside parking and turning lanes in the Incline Village area.

WASHOE COUNTY GENERAL PLAN – FOREST AREA PLAN

The *Forest Area Plan* responds to a citizen-based desire to identify, implement and preserve the community character that has evolved throughout the Forest Planning Area over time. Through cooperation with the Washoe County Board of County Commissioners and the Washoe County Planning Commission, the communities of the Forest Planning Area will maintain and apply objective standards and criteria that serve to manage growth and development in a manner that:

- Respects the heritage of the area by encouraging architectural and site design standards that are responsive to this heritage;
- Prevents the spread of commercial development outside existing nodes west of the intersection of Thomas Creek Parkway and SR 431;
- Respects private property rights;
- Provides a range of housing opportunities;
- Maintains the scenic quality of the SR 431 Corridor;
- Provides ample open space and recreational opportunities;
- Promotes the educational and scientific opportunities inherent in the area's natural history and rural character;
- Addresses the conservation of natural, scenic and cultural resources;
- Ensures that infrastructure is coincident with development and appropriate in scale and character to the community character articulated below; and,
- Coordinates resource availability with the construction of infrastructure through the implementation of facilities and resources plans.

The primary vision of this plan is to maintain, preserve, and facilitate the planning area's desired character. Management guidelines and policies for private, commercial, residential and public lands will be implemented in a fashion that respects the rights of wildlife, residents, land owners and business owners; herein identified as the major stakeholders in this essential planning document.

Though most existing development can be characterized as suburban with a rural complexion, there remain vast amounts of undeveloped or developed areas that are more truly rural in nature. The suburban, rural, and resort areas come together to create a planning area characterized by spectacular mountain vistas, abundant wildlife and a prevalent feeling of openness.

The vision is to continue the direction of the original Forest Area Plan by preserving, protecting and enhancing the scenic Mount Rose area for those who live here, those who recreate here and those who visit here. By preserving the area for all to enjoy, the regional assets of the gateway to Lake Tahoe and the Sierra Nevada Mountains will be protected. The plan seeks to preserve the region's high quality of life, a primary reason that people choose to live and work in the Truckee Meadows, and invest in its cities and county.

Goals that are specifically relevant to the scenic byway include the following:

- Goal 3: Manage the location, intensity and mix of uses for Commercial Regulatory Zones in a manner that implements the goals and policies of the Washoe County Land Use and Transportation Element and ensures the scenic quality, traffic safety, and gateway character of the planning area is preserved and improved.

Relevant Policies

- F.3.1 The Forest Area Plan update provides for limited new commercial opportunities adjacent to SR 431. Future creation of new commercial areas adjacent to SR 431 by rezoning to a Commercial Regulatory Zone or by granting of special use permits is not consistent with the desired character of the community.
- F.3.3 In order to recognize the important gateway function of the Forest Planning Area, the Mount Rose Scenic Highway Commercial Overlay District (MRSHCOD) is established. All property within or adjacent to the Mount Rose Scenic Corridor and designated with a Commercial Land Use regulatory zone must be within this overlay district. All development activities within this overlay district are subject to the following additional policies.

- F.3.4 The intent of the MRSHCOD is to ensure that commercial development in and adjacent to the Mount Rose Scenic Highway will:
  - Contribute to the community character, promote neighborhood and create a sense of place founded in the quality of life that comes with environmental and community responsibility.
  - Be compatible with and enhance the scenic quality of the Mt. Rose Highway corridor.
  - Enhance the safety of SR 431.
  - Ensure that architectural styles enhance and contribute to the gateway function of the site and function to present a unified, integrated appearance.

- Goal 5: The regional and local transportation system in the Forest planning area will be a safe, efficient, multi-modal system providing access to commercial services, public lands and recreational opportunities and efficient connections to the greater region.
- Goal 6: Resources key to the preservation and implementation of the character described in the Character Statements will be protected and where possible, enhanced.
- Goal 7: Maintain open vistas and minimize the visual impact of hillside development in a manner that implements the community character described above.
- Goal 8: Maintain and enhance the scenic value of the SR 431 Corridor.

Relevant Policies

- F.8.1 The SR 431 Corridor through the planning area is designated a Scenic Corridor as depicted on the Forest Character Management Plan map.
- The intent of the Scenic Corridor is to:
  - a. Promote the preservation and enhancement of the scenic nature of the Corridor.
  - b. Limit and manage the establishment of uses incompatible with the scenic nature of the Corridor.
  - c. Ensure that development within the corridor does not diminish the distant vistas available along the Corridor.
  - d. Ensure that development within the corridor enhances the near vistas available along the Corridor and does not create a tunnel effect.
  - e. Promote the Corridor as a community and regional asset.
- F.8.2 Washoe County will adopt further standards to enhance and maintain the value of the Corridor as a scenic area. At a minimum, these standards will address landscaping, building height and setback, lighting and signage. The standards will limit the establishment of new commercial land uses, including those established by special use permit, on SR 431 between the intersections of Thomas Creek Parkway and Timberline Drive. Further standards will address the use of interpretive displays for travelers along the roadway. Signage may be lighted, but not in such a way that it impacts the dark sky goals of the County.
- Bright internal lighting, neon lighting, or signs that move are discouraged.
- F.8.3 Enhance the visitor and resident experience, Washoe County will encourage recreational facilities such as trails, trailheads and scenic view points.
- F.8.4 Washoe County will encourage visitor information promoting the Mount Rose Scenic Corridor as the gateway to Lake Tahoe and information on Lake Tahoe's tourist amenities.

- Goal 9: Public and private development will respect the value of cultural and historic resources in the community.
- Goal 10: The Forest Planning Area will contain an extensive system of trails that integrates other recreational facilities; the Regional Trail System, including the urban core of Reno and Sparks, public lands, schools and transit facilities; and contributes to the preservation and implementation of the community character.
- Goal 14: Public and private development will respect the value of wildlife and wildlife habitat to the community.

WASHOE COUNTY GENERAL PLAN – SOUTHWEST TRUCKEE MEADOWS AREA PLAN

The *Southwest Truckee Meadows Area Plan* responds to a citizen-based desire to identify, implement and preserve the community character that has evolved throughout the Southwest Truckee Meadows over time. It presents goals and strategies to achieve the following vision:

Through cooperation with the Washoe County Board of County Commissioners and the Washoe County Planning Commission, the South Valleys community will maintain and apply objective standards and criteria that serve to manage growth and development in South Valleys in a manner that:

- Respects the heritage of the area by encouraging architectural and site design standards that are responsive to this heritage;
- Prevents the spread of commercial development west of the Thomas Creek Parkway and SR 431 intersection;
- Respects private property rights;
- Provides a range of housing opportunities;
- Maintains the scenic quality of the SR 431 Corridor;
- Provides ample open space and recreational opportunities;
- Promotes the educational and scientific opportunities inherent in the area's natural history and rural character;
- Addresses the conservation of natural, scenic and cultural resources;
- Ensures that infrastructure is coincident with development and appropriate in scale and character to the community character articulated below; and,
- Coordinates resource availability with the construction of infrastructure through the implementation of facilities and resources plans.

Specific goals and policies describing the Corridor include the following:

- Goal 3: The regional and local transportation system in the Southwest Truckee Meadows planning area will be a safe, efficient, multi-modal system providing access to commercial services, public lands and recreational opportunities, as well as efficient connections to the greater region.
- Goal 5: Maintain open vistas and minimize the visual impact of hillside development in a manner that implements the community character described above.
- Goal 6: Maintain and enhance the scenic value of the SR 431 Corridor.

Relevant Policies

  - SW.6.1 The SR 431 Corridor through the planning area is designated a Scenic Corridor.
  - SW.6.2 Development Standards along the Corridor will be consistent with the implementation of the corridor study as described in policy SW.3.7.
  - SW.6.3 Washoe County will adopt further standards to enhance and maintain the value of the Corridor as a scenic area. At a minimum, these standards will prohibit the establishment of new commercial land uses west of the intersection of SR 431 and Thomas Creek Parkway.

- Goal 7: Public and private development will respect the value of cultural and historic resources in the community.
- Goal 8: The Southwest Truckee Meadows planning area will contain an extensive system of trails that integrates other recreational facilities, the Regional Trail System, public lands, schools and transit facilities. This trail system will contribute to the preservation and implementation of the community character.
- Goal 9: Cooperate with state and federal agencies in the management of public lands in the planning area.
- Goal 11: The built environment will minimize the destructive potential of any identified natural hazard, including but not limited to wildland fire, earthquakes and land slides.
- Goal 12: Public and private development will respect the value of wildlife and wildlife habitat to the community.

WASHOE COUNTY REGIONAL OPEN SPACE AND NATURAL RESOURCE MANAGEMENT PLAN

The *Washoe County Regional Open Space and Natural Resource Plan* provides the framework, goals and policies for the management of natural resources and open spaces in southern Washoe County. The plan strives to protect the region's natural resources and open space through a series of goals and policies that address the following concerns:

- Biodiversity
- Cultural Resources
- Natural Hazards
- Recreational Resources
- Visual and Scenic Character
- Water Resources

Biodiversity

- Goal 1: Protect and re-establish migration corridors.
- Goal 2: Acquire and restore critical vegetation communities.
- Goal 3: Achieve species restoration goals through cooperative efforts.

Cultural Resources and Sensitive Landscapes

- Goal 1: Ensure that culturally and environmentally sensitive lands are adequately buffered from development.
- Goal 2: Protect and manage cultural resources within the region's urban, rural and urban interface areas.
- Goal 3: Teach citizens about the history, legacy and uniqueness of the region's cultural and sensitive resources.
- Goal 4: Native American tribes will have access to areas used for cultural purposes.
- Goal 5: Secure public funding for acquisition and protection of culturally sensitive lands.
- Goal 4: Control invasive non-native species in the region.
- Goal 5: Protect important habitats from impacts or loss due to development.

Natural Hazards

- Goal 1: Emphasize fire suppression through the use of defensible space and native habitat restoration.
- Goal 2: Achieve an awareness of the private responsibility for fuels management.
- Goal 3: Develop, fund and carry out a region-wide fuels management program.
- Goal 4: Integrate regional open space and natural resource management with flood management where appropriate.
- Goal 5: Maintain excellent air quality in the region.
- Goal 6: Wildlife conflicts will be minimized within transportation corridor and in the urban interface.

Recreational Resources

- Goal 1: Sustain effective and ongoing interagency and interjurisdictional working relationships to address the planning, development, operations and maintenance of regional recreational resources and foster an integrated approach to resource management.
- Goal 2: Leverage existing infrastructure opportunities for regional trail corridors and connections.
- Goal 3: Preserve valuable properties and make strategic acquisitions.
- Goal 4: Create a major regional trail corridor system.
- Goal 5: Provide appropriate opportunities and facilities for motorized recreation.
- Goal 6: Minimize resource pressures posed by development near open space areas.
- Goal 7: Promote the use and support of the region's park and recreation facilities and services.

Visual and Scenic Character

- Goal 1: Protect the region's visual and scenic resources.
- Goal 2: Preserve and protect the visual integrity of our region's hillsides, ridges and hilltops.
- Goal 3: Preserve the remaining integrity of our region's dark night sky.

- Goal 4: Protect the region's visual resources from impacts of illegal activities (such as dumping, abandoned vehicles and illegal trail creation).
- Goal 5: Educate the public on the values of the region's scenic resources.

Water Resources

- Goal 1: Preserve and acquire water rights to support healthy fish and wildlife populations.
- Goal 2: Provide sufficient water resources to support natural functions of open space.
- Goal 3: Integrate open space acquisition with water resource management where feasible.

Sustainability and Ecosystem Services

- Goal 1: Institutionalize the concept of ecosystem services within the region.
- Goal 2: Manage open space and natural resources for "no net loss."
- Goal 3: Ensure future open space and natural resource land acquisitions meet as many goals and policies as possible from this Plan.

NDOT US 395, WEST US 50, SR 28, SR 207 AND SR 431 CORRIDOR LANDSCAPE AND CORRIDOR PLAN

The *NDOT Landscape and Corridor Plan* establishes the vision for the landscape and aesthetics of the U.S. 395, West US 50, SR 28, SR 207 and SR 431 Corridor. The vision synthesizes historic, current, and future conditions into a comprehensive guide to improve the visual appearance of the highway corridors through communities, rural landscapes and scenic environments. It describes landscape treatment types applicable for the area and establishes a set of guidelines for highway facilities.

2035 REGIONAL TRANSPORTATION PLAN – REGIONAL TRANSPORTATION COMMISSION WASHOE

The *2035 Regional Transportation Plan* (RTP) identifies the long-term transportation investments that will be made in the urbanized area of Reno, Sparks and Washoe County, Nevada. The plan includes transportation projects, programs and services for walking, biking, driving and riding transit. In addition, the plan provides for maintaining existing infrastructure in good condition and improving the operation of existing services.

The goals of the RTP, which are discussed further in each chapter of the plan, include the following:

- Improve safety
- Integrate land use and economic development
- Promote healthy communities and sustainability
- Manage existing systems efficiently
- Integrate all types of transportation
- Focus on regional connectivity
- Promote equity and environmental justice
- Improve freight and goods movement
- Invest strategically

Programmatic Investments

In support of these guiding principles and goals, the RTP includes four programmatic investments that will be ongoing throughout the life of the plan. These investments, as described below, received consistently strong support at all community outreach events.

- Accessibility improvements under the Americans with Disabilities Act (ADA) — Ongoing implementation of the ADA Transition Plan is a priority for the RTC. With the segment of the population over 75 years old being the fastest growing demographic in the region, the importance of accessible pedestrian facilities will continue to grow. Annual funding will be programmed for spot improvements throughout the region to upgrade sidewalks, crosswalks and curb ramps. The project needs were identified through an extensive data collection effort and prioritized based on proximity to transit routes, medical services and senior facilities.

- Pedestrian and bicycle facility improvements —Ongoing implementation of the Reno-Sparks Bicycle Pedestrian Master Plan will be funded throughout the RTP planning horizon. These spot improvements will enhance the safety and regional connectivity of the pedestrian and bicycle network.
- Traffic Signals and Intelligent Transportation Systems – (ITS) Operations — Technology and traffic operations strategies promote faster travel times on the existing roadway network. Investments in ITS have proven to be a cost-effective alternative to adding road capacity. The plan identifies annual funding to upgrade traffic signals and associated communications technologies.
- Pavement Preservation — Maintaining roads and bridges in good condition and extending the useful life of pavement on regional roads is a proven way to minimize long-term costs. The RTP identifies annual funding to apply the appropriate pavement preservation treatment to regional roads and bridge decks, which can include surface seals, crack seals, patching, resurfacing or reconstruction. RTC partners with the NDOT Highway Bridge Program to provide funding to replace or rehabilitate substandard bridges.

TAHOE METROPOLITAN PLANNING ORGANIZATION (TMPO) REGIONAL TRANSPORTATION PLAN (RTP): MOBILITY 2035

The *Regional Transportation Plan* (RTP) is the transportation element of the Lake Tahoe Regional Plan and provides a blueprint for a regional transportation system and guides transportation improvements. It includes objectives for reducing reliance on the private automobile and investing in multi-modal facilities and emphasizes coordinating projects and funding to transform Corridors into complete streets.

It identifies the following Corridor projects:

- Bike lane from Incline Village to the Mount Rose Highway summit
- Separated bike path from North/Incline Flume Trail to the Mount Rose Highway summit
- Inter-regional transit service from Reno to North Lake Tahoe communities
- Parking management strategies

TRPA REGIONAL PLAN

Provides an update to the *1987 Regional Plan* with a focus on restoration of sensitive lands and environmental improvement projects to repair past damage and promote community through goals and policies, codes and ordinances, land use and area plans.

Key Related Elements:

- Emphasizes implementation of Environmental Improvement Program to achieve erosion control on roadways and restore forests and wetlands.
- Prioritizes increasing alternative transportation options.
- Integrates with the RTP to support sidewalk and bike trail projects.
- Creates coverage exemptions for bike trails.

Key Related Goals & Policies

- Provide public access to scenic views.
- Coordinate a multi-agency effort to prioritize and fund water quality improvement projects through the Environmental Improvement Program.
- Promote transportation enhancements that increase the viability of transit systems.
- Construct, upgrade, and maintain pedestrian and bicycle facilities.
- Implement new technology to increase the efficiency and effectiveness of the transportation network and promote usage of alternative transportation.
- Strengthen transportation options into and out of the Lake Tahoe region.
- Encourage the development of parking management strategies. Encourage programs that provide incentives to fund improvements benefiting transit users, pedestrians and bicyclists. Encourage strategies tailored to the needs of each specific location and promote pedestrian and transit use.
- Incorporate transit stops and bicycle and pedestrian facilities in roadway improvement projects.
- Use transportation system management measures to improve the existing transportation system.
- Preserve existing viewpoint turnouts along scenic highways to maintain traffic flow and safety.

- Integrate transportation improvement programs into the environmental improvement program.
- Engage in collaborative and cooperative planning efforts – leveraging resources and executing transportation improvements.
- Scenic viewpoints from roadways should be identified and pull-off facilities provided on public property, wherever desirable.
- Signs should be placed along the roadways, as appropriate, to identify photo sites and scenic turnouts.
- Time limits for parking at roadside turnouts should be established.
- Bike trails should be expanded to provide an alternative for travel in conjunction with transportation systems.
- Parking along scenic corridors shall be restricted to protect roadway views and roadside vegetation.

TMPO LAKE TAHOE BICYCLE AND PEDESTRIAN PLAN WITH DECEMBER 2014 TECHNICAL AMENDMENT

It presents a guide for planning, constructing and maintaining a regional bicycle and pedestrian network and support facilities and programs. The document includes prioritized project lists for the bicycle and pedestrian network and lays out policies for local governing bodies and transportation agencies. It identifies potential funding sources and specifies preferred designs to encourage consistency and safety. An update of the 2010 plan is underway as of September 2015.

Key Goals:

- Complete a bicycle and pedestrian network that provides convenient access to Region destinations and destinations outside the Region.
- Provide environmental, economic, and social benefits to the Region through increased bicycling and walking.
- Identifies the following as proposed Corridor facilities:
  - Bike lane/widened shoulder from SR 431/SR 28 intersection to Mount Rose Highway summit
  - Shared-use path improvements along a portion of SR 431

TRPA ENVIRONMENTAL THRESHOLDS

The threshold evaluation is completed every five years to measure carrying capacity targets to be achieved set forth by the Lake Tahoe Regional Plan. The nine thresholds studied are: water quality, air quality, scenic resources, soil conservation, fish habitat, vegetation, wildlife habitat, noise, and recreation.

Monitoring and surveys completed as part of the Threshold Report may be used to support monitoring efforts of the Corridor to achieve the goals.

TRPA ENVIRONMENTAL IMPROVEMENT PROGRAM

The program identifies projects designed to achieve and maintain environmental thresholds. Corridor projects included in the list as of September 2015:

- Scenic corridor viewpoint turnouts
- Interpretive and educational programs/signage
- Hazardous fuels reduction and healthy forest restoration
- Basinwide transit operations
- Inter-regional transit service operational enhancements and capital enhancements
- Washoe County Master Plan bike/ped improvements

TRPA REGIONAL RECREATION PLAN

The plan balances the demands for utilization and preservation of the region's resources and provides a sustainable vision for personnel and budget for resource planning, management and maintenance. It provides existing recreational facility analysis, considerations, proposed opportunity and constraints, and recommendations in defined planning areas including Mt. Rose Wilderness and Incline Village.

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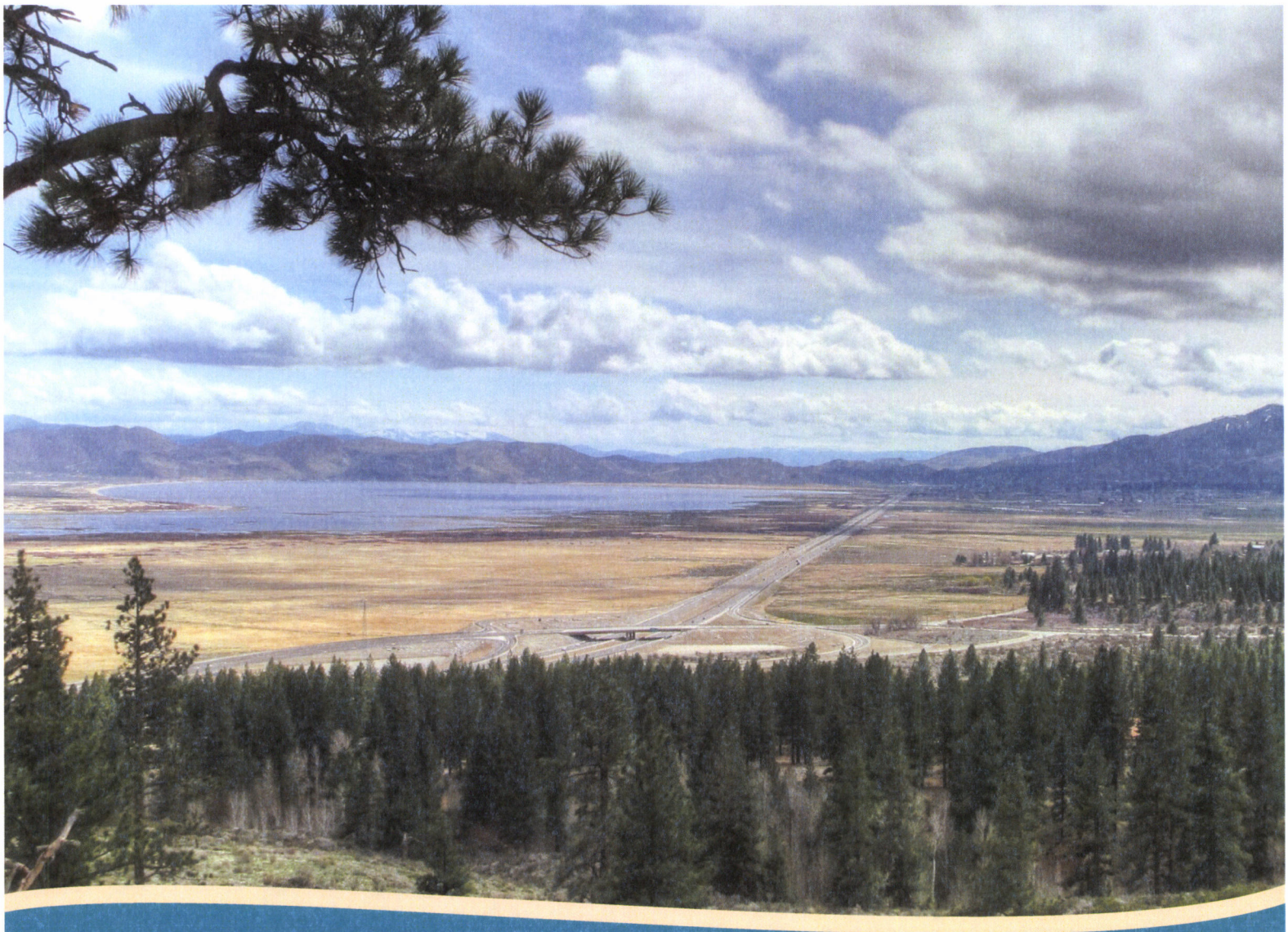
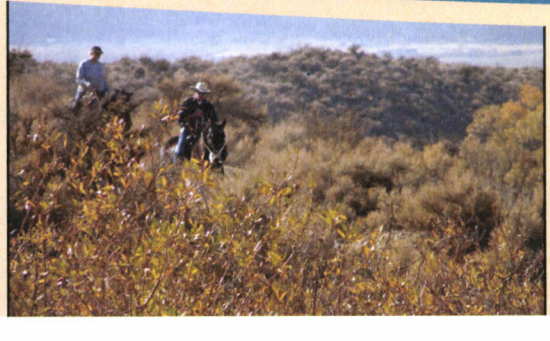


Washoe Valley Scenic Byway Corridor Management Plan

A Recreation, Open Space and Wildlife Haven



Cover Photos and Chapter Divider Photos by Rick Cooper

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1 CHAPTER ONE PURPOSE & VISION

Photo by Rick Cooper

The Corridor Management Plan identifies goals, objectives and potential enhancements to improve the Washoe Valley Scenic Byway.

PLAN PURPOSE

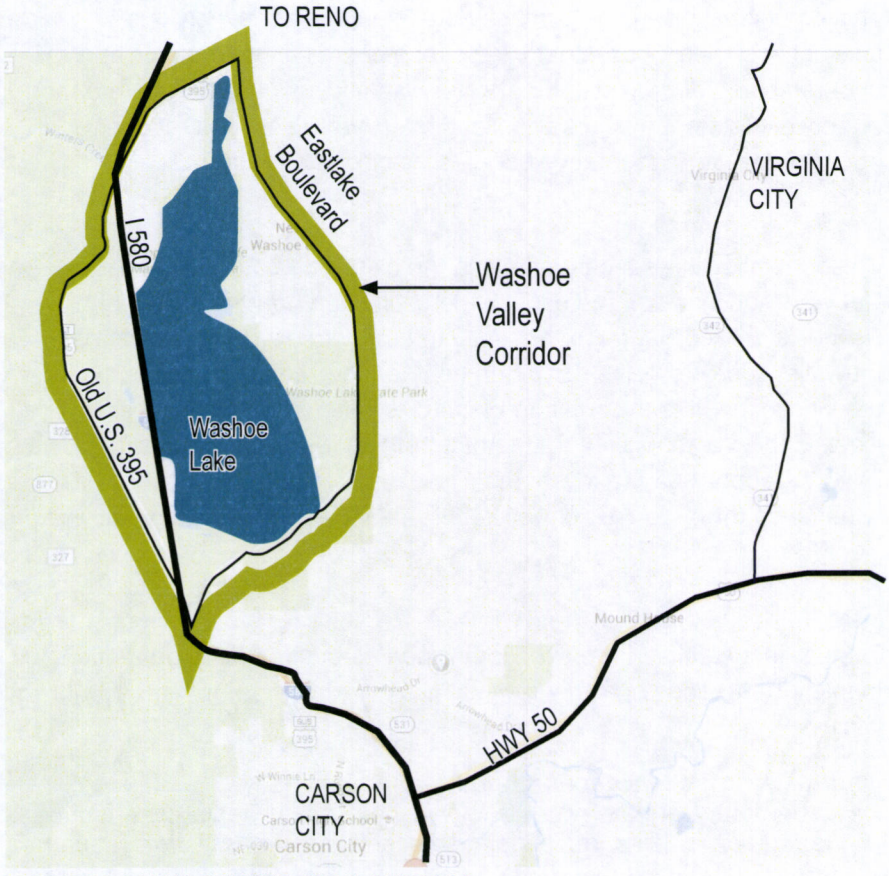
"Twelve miles long and seven wide, Washoe Valley, enfolding Washoe Lake, was completely encircled by hills and mountains like a precious stone in a pendant." Myra Sauer Ratay, Pioneers of the Ponderosa, 1973.

Referred to as a recreation, open space and wildlife haven, Washoe Valley's rich history and resources are subtly revealed. The Washoe Valley Scenic Byway encircles Washoe Lake and provides a route for visitors and community members alike to take a journey back in time and to appreciate the area's scenic beauty, abundant wildlife and historical structures.

The Washoe Valley Scenic Byway Corridor Management Plan (CMP) focuses on identifying partnerships to manage and preserve the surrounding natural environment and open space while developing solutions for a safe, multi-modal highway in order to provide opportunities for people to experience the scenic beauty, cultural history, natural resources and recreational opportunities . The CMP identifies goals, objectives and potential enhancements to improve the Byway.

The planning process included public outreach and stakeholder coordination through traditional in-person meetings and on-line surveys. Input from both the public and land managers led to the development of the proposed Byway improvements.

The intent of the CMP is to provide Washoe County, other land managers, governing agencies/organizations and the surrounding communities a tool for managing and preserving the Byway's special and unique qualities. The plan is designed to help agencies address shared issues and provide a resource for seeking grant funding for the Byway's projects.



The Washoe Valley Scenic Byway provides a picturesque loop around Washoe Lake at the base of the Carson and Virginia Mountain Ranges.

CORRIDOR MANAGEMENT PLAN PURPOSE

A Corridor Management Plan is a community-based document that outlines the goals and strategies for protecting and enhancing a scenic byway's intrinsic qualities. The CMP achieves the following:

- Identifies the Corridor's most valuable intrinsic qualities.
- Establishes goals to manage and preserve valued qualities.
- Address issues related to safety, access, visitor experience, and aesthetics.
- Identifies opportunities for wayfinding and signage.
- Creates marketing and promotion strategies.
- Identifies implementation and management strategies to achieve the goals and vision.

CORRIDOR SETTING

The Washoe Valley Scenic byway is located between Carson City and Reno along Old U.S. 395 and Eastlake Boulevard providing a scenic loop around Washoe Lake. The Byway starts 5 miles north of Carson City, wrapping around the valley along Eastlake Boulevard and then west along Old U.S. 395.

The Corridor includes more than the highway and the immediate right-of-way. Although issues and opportunities affecting the Corridor may be most easily seen along the roadway, management strategies are identified on a more contextual level to include the road itself, facilities within the immediate right-of-way and natural and developed areas within the viewshed seen from the highway.

Natural resource protection and management, open space and visual quality, bicycle safety and economic vitality issues confront the Corridor.

This contextual planning approach does not supersede individual jurisdictions' plans, but rather allows for a coordinated approach and understanding of projects and efforts. Plan partners can collaborate more effectively to identify shared challenges, joint projects and recognize opportunities for cooperative benefits within the Corridor.

CORRIDOR SIGNIFICANCE

Washoe Valley plays a central role in the history of both the Washoe Native Americans and the early settlers. Nestled between the Sierra Nevada's Carson Range to the west and the Virginia Range to the east, the valley today remains rural. Remnant ranches and open space typify the landscape. It is this mixture of culture, history, open space, scenic views and diverse wildlife that attract both its residents and visitors. The Byway's opportunity to reveal the valley's story and provide a one-of-a-kind experience for motorists, bicyclists, hikers and equestrians is what makes it significant.

CHALLENGES FACING THE CORRIDOR

The challenges facing the Corridor include natural resource protection and management, open space and visual quality, bicycle safety and economic vitality.

Natural Resource Protection and Management

- In drought years the water from Washoe Lake is depleted, affecting vegetation, wildlife, recreation and scenic resources. Some years the lake is completely dry. Climate change, lack of water rights and the number of users and reservoirs are also primary factors in the lake's depletion.
- High winds through the valley often divert truck traffic to the Scenic Byway.
- Icy and snowy conditions exist during the winter. The depth of snow and the blowing snow can make it challenging for both the motorist and for NDOT snow removal crews.
- I-580 crosses through Washoe Valley, separating deer winter and summer ranges as well as bisecting recreational opportunities. Developed wildlife crossings are required.
- The highway is surrounded by Sierra pine forests on the west and transitions to Great Basin sagebrush on the east. Fire risk exists for both vegetation communities in the arid landscape.
- Noxious weeds can easily spread and increase the risk of wildfire and damage wildlife habitat.
- Flooding has historically occurred in the valley with the lake and streams overflowing their banks which impacts the road infrastructure and safety of the highway.
- Two major landslides from Slide Mountain over a 100 year period have impacted the Ophir Creek area and Old U.S. 395.
- Bark Beetle continues to impact the pine forest.
- Aquatic invasive species impact water bodies.
- Drought has increased the risk of wildfire.
- Drought has increased the need for using low water and native plant materials.
- In drought conditions water sources for wild horses are affected. Horses cross Eastlake Boulevard to access Little Washoe Lake,

impacting bird habitat and native vegetation maintenance and creating hazardous conditions for drivers.

Open Space and Visual Quality

- The northeastern portion of the Corridor is located close to the City of Reno. Growth pressure from Reno could spread to the south, but current development guidelines are in place to discourage the growth.
- New cell phone towers and large wind turbines could visually diminish the mountain views.
- Light pollution from street lights, parking lot lights, local signage and development can interrupt the night skies enjoyed by both residents and visitors.
- Digital signs can be distracting.
- Mass grading and rock cuts from new development, mining and road construction could impact views.
- Landscape treatments from neighboring development can grow to block mountain views.
- New signage along I-580 could detract from views.

Recreation Access and Experience

- The Corridor is heavily used for access to hiking, biking, equestrian, all terrain vehicle, hunting, fishing, bird watching, water sports, camping and other activities. Inadequate off-highway parking exists, forcing users to park along the highway.
- Additional trailheads should be developed connecting trails to parking locations.
- Many trails and roads have been closed or have limited access due to private property issues. Future development should allow access to recreational opportunities.
- Motorists and recreation visitors have limited access to information on how to use the corridor for an optimal experience.
- There is no information on how the surrounding Scenic Byways can be enjoyed by visitors in a single or multi-day trip.
- Adequate equestrian parking areas should be identified, or existing parking modified to allow horse trailer parking.
- Fishing and wildlife viewing areas have not been highlighted.
- Motorists pull off the road to view and photograph the area's deer herd. People climb the fence and trespass onto private property which can be dangerous. Any solutions must involve the property owner to address trespassing issues and protect the deer herd.
- The number of trails and roads at Bellevue Road creates impacts due to the lack of vehicle management.

The Corridor vision is to enhance and preserve Washoe Valley's scenic, natural and cultural resources in a way that protects the existing communities while enriching the visitor experience and promoting appropriate economic development within existing commercial nodes.

Agencies who have a stake in the Corridor, were invited to participate as part of the Technical Advisory Committee and are referred to as Plan Partners.

Bicycle Safety

- Old U.S. 395 and Eastlake Boulevard are heavily used by bicyclists. Old U.S. 395 is signed as a bike route. Eastlake Boulevard has no bicycle designation and there is little shoulder room for bicyclists.
- I-580, a high speed arterial roadway, cuts through the valley and creates a barrier for bicyclist, pedestrian and equestrian movement. Little opportunity exists for bicyclists to ride between recreation destinations on the east and west sides of the valley.
- No park and ride facilities exist to encourage residents and visitors to share a ride to their recreation or business destinations.

Economic Vitality

- The construction of I-580 significantly reduced traffic through Washoe City (referred to as Old Washoe City in the plan) and most of the previous businesses have closed.
- No signage exists to announce or invite visitors to the Byway.
- No auto tour or bike tour guides exist to highlight the natural and cultural resources of the Byway and guide visitors to the appropriate bike routes, trails or recreation destinations.
- There is no information on how the surrounding Scenic Byways can be enjoyed by visitors in a single or multiple day trip.
- Local businesses are not aware of the Scenic Byway or its value to their business.
- Historical features have not been promoted and protected.

VISION AND GOALS

CORRIDOR VISION

Enhance and preserve Washoe Valley's scenic, natural and cultural resources in a way that protects the existing communities while enriching the visitor experience for all users, including motorists, bicyclists, equestrians and hikers, while promoting appropriate economic development within two existing neighborhood commercial areas.

GOALS AND OBJECTIVES

Preserve and Enhance the Natural Environment and Wildlife Habitat

- Identify and increase critical habitat and natural resource areas.
- Acknowledge Washoe Lake as a special natural and visual resource.
- Recognize the potential impact of recreation on wildlife habitats.
- Improve the east/west connectivity of wildlife habitat areas.
- Protect and enhance the watershed.
- Manage fuels to reduce fire risk.
- Control noxious weeds and invasive aquatic species.
- Manage wild horses to limit impact to areas not previously within their range and to help protect other sensitive species.

Protect the Sense of Community

- Identify and safeguard views to the mountains.
- Keep the dramatic sense of rural open space.
- Preserve the Valley's special sense-of-place and rural ranching character.
- Connect to the deep-rooted history of mining, logging and ranching.
- Protect the visual open space as a defining characteristic.

Improve Active-Transportation Facilities

- Identify safe bike and pedestrian connections to communities and recreation facilities.
- Enhance the east-west connectivity of bicyclists and pedestrians and provide an appropriate crossing of I-580.
- Provide bicycle lanes on Eastlake Boulevard.
- Provide pedestrian and bike connectivity between Washoe Canyon and Little Washoe Lake (Washoe Lake State Park) and link through Washoe Canyon to Pleasant Valley to Galena Creek.
- Explore a bike and pedestrian loop connecting along the old V&T right of way from Bowers Mansion to New Washoe City and back along the frontage road to Davis Creek Park and connecting back to Bowers. Use this opportunity to make the Old Washoe City business area a walkable and bikeable area and take pressure off other transportation facilities.
- Provide motorist pullouts for photo opportunities, and wildlife viewing.
- Provide park n ride facilities at north and south end of valley to encourage sharing rides to recreation, business and work destinations.

Promote the Economic Vitality

- Highlight the Valley's Scenic, Historical, Recreational, Archeological and Natural Qualities.
- Promote and utilize Washoe Lake State Park, Washoe County's Bowers Mansion and Davis Creek Regional Parks, Scripps Wildlife Refuge and other recreation destinations as significant resources.
- Allow visitors to experience and share in the special place of Washoe Valley.
- Define a sightseer program that informs visitors of corridor recreation and scenic opportunities as well as the importance of protecting the environment and natural resources.
- Use signage to invite visitors into commercial nodes that have been 'cut off' by the construction of I-580.
- Highlight active and passive recreation opportunities and events that promote enjoyment of the natural environment.
- Address visitor needs and expectations through technology, signage and roadway facilities.
- Provide visitor amenities such as vistas, pull-offs and trailheads to enhance corridor enjoyment.

STAKEHOLDER AND PUBLIC OUTREACH

An outreach effort was conducted as part of the planning effort to engage Plan Partners, stakeholders and the community. Outreach events included traditional public open houses as well as online surveys and website updates to increase the number of people engaged in the planning process.

PLAN PARTNERS

A number of agencies manage, administer and/or operate lands surrounding the Corridor. Several land acquisitions have occurred in the valley to preserve open space. The most recent purchase with the Southern Nevada Public Lands Management Act (SNPLMA)funding acquired the area to the east of Bowers Mansion. Total possession of ranch land was around 1,000 acres – preserving water rights and open space along Old U.S. 395.

An earlier 12,000-acre land swap, on the east side of the valley, consolidated Bureau of Land Management (BLM) lands along the Virginia Range to Virginia City. Both of these were important land acquisitions to preserve the rural nature and the history of the Comstock. There have been smaller purchases in the Washoe/Allen Canyon area to preserve the V&T railroad corridor.

Old U.S. 395 is managed by the Nevada Department of Transportation (NDOT) and Eastlake Boulevard is managed by Washoe County. The CMP creates a platform for a coordinated approach between agencies and stakeholders to develop viable solutions and future collaborative efforts to more effectively and efficiently manage the Corridor.

Plan Partners are those agencies who have a stake in the Corridor. They were invited to participate as part of the Technical Advisory Committee and include the following:

- Washoe County
- Nevada Department of Transportation
- Nevada Department of Wildlife
- Nevada State Parks
- Nevada Land Trust
- Bureau of Land Management
- U.S. Forest Service – Humboldt Toiyabe, Carson Ranger District
- State of Nevada Department of Tourism and Cultural Affairs

STAKEHOLDER MEETINGS

Two stakeholder open house meetings were held at the South Valleys Library. Invitations were sent to the Plan Partners, other local business people and interested property owners. The meetings encouraged additional collaboration and input from those who may partner in developing the Corridor outcomes.

Representatives from the following organizations, businesses, groups and community representatives were invited:

- Washoe Valley Alliance
- Truckee Meadows Fire Protection/Sierra Fire Protection
- Nevada Division of Forestry
- Nevada State Lands
- Audubon Society
- UNR Cooperative Extension: Living with Fire
- Scenic Nevada
- Sierra Front Recreation Coalition
- State Historic Preservation Office
- University Nevada, Reno – Whittell Forest and Wildlife Area
- Washoe Tribe
- Greil Ranch
- Chocolate Factory
- Dry Creek Nursery

- Canine Rehabilitation Center and Sanctuary
- Krause's Feed Store, Eastlake
- Procrastinating Peddlers
- Reno Wheelman
- V&T Railroad Group
- South Truckee Meadows/Washoe Valley Community Advisory Board

PUBLIC MEETINGS AND ON-LINE SURVEYS

Two public meetings were held at the Nevada Division of Forestry Eastlake facility. The meetings were conducted in an open house format to allow for broad community input. Follow-up surveys were provided on-line after each public meeting as another option for community members to provide comments.

FIRST PUBLIC MEETING AND PUBLIC SURVEY

The goal of the first meeting was to gather community feedback on their wishes and worries for the Corridor, to understand what types of activities they enjoyed along Corridor and to receive overall opinions. Attendees were able to complete comment cards and provide direct input.

Meeting One Results

- 12 people attended the meeting
- The top goals identified by attendees included first: Preserve and Enhance the Natural Environment and Wildlife Habitat and second: Protect the Sense of Community
- Concerns included:
  - Loss of open space and wildlife habitat
  - Disruption of mountain and valley views
  - Disruption of wildlife habitat and connectivity
  - Roadway safety for bicyclists
  - Washoe Lake will remain dry

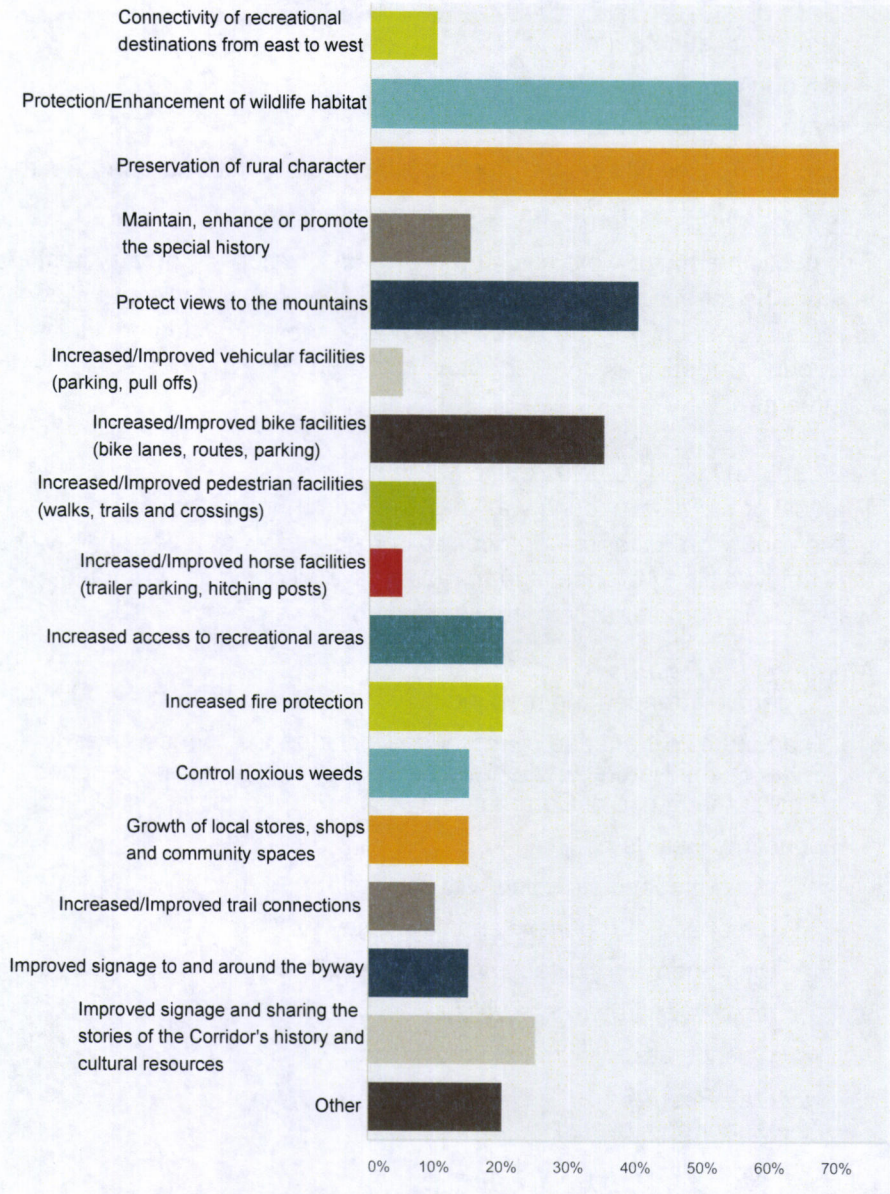
Survey One Results

- 20 respondents overall
- Questions
  - What are your wishes for the Byway?
  - What are your worries for the Byway?
  - What are your activities along the Byway?
  - Prioritize the draft goals.
  - Any other comments.

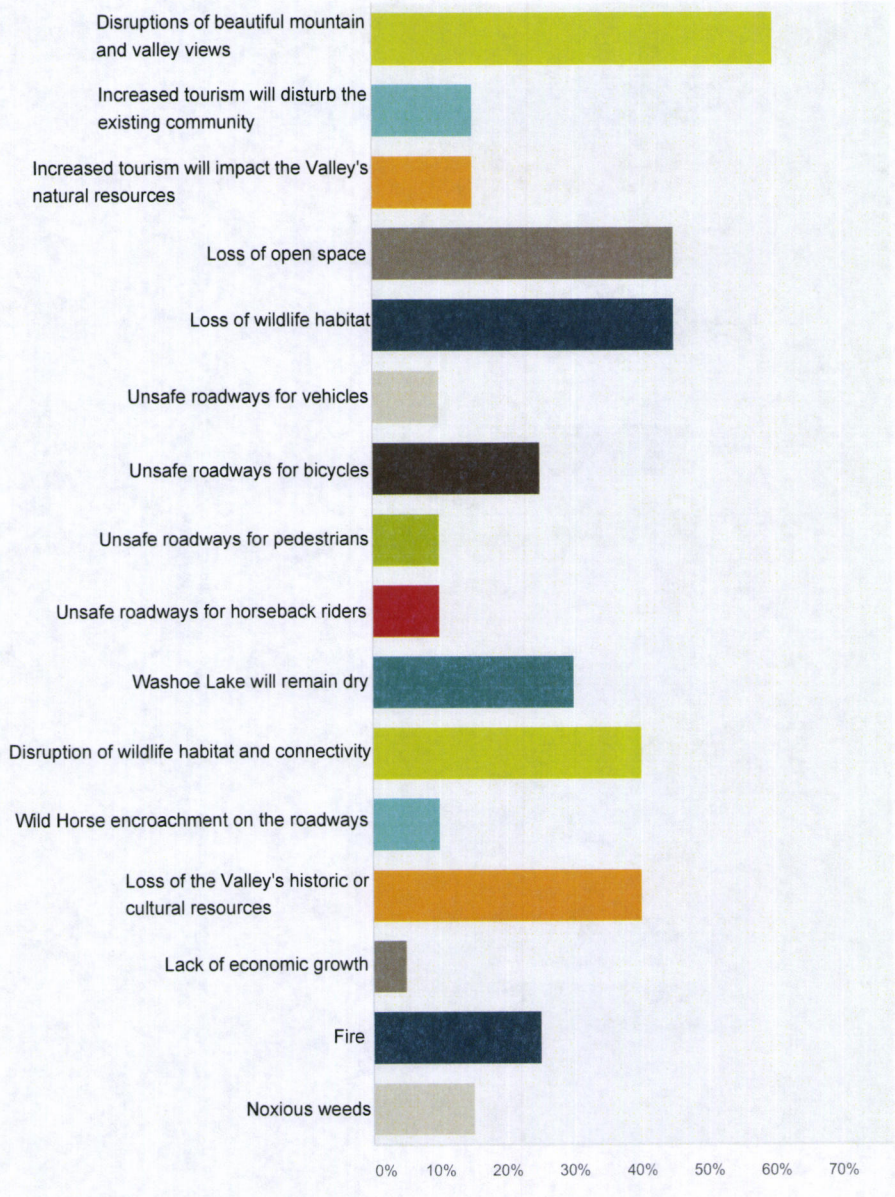
What are your wishes for the Byway?

- 70% – Preservation of rural character
- 55% – Protection/Enhancement of wildlife habitat
- 40% – Protect views to the mountains
- 35% – Increased/improved bike lanes and bike routes

What are your wishes for the Byway?



What are your worries for the Byway?



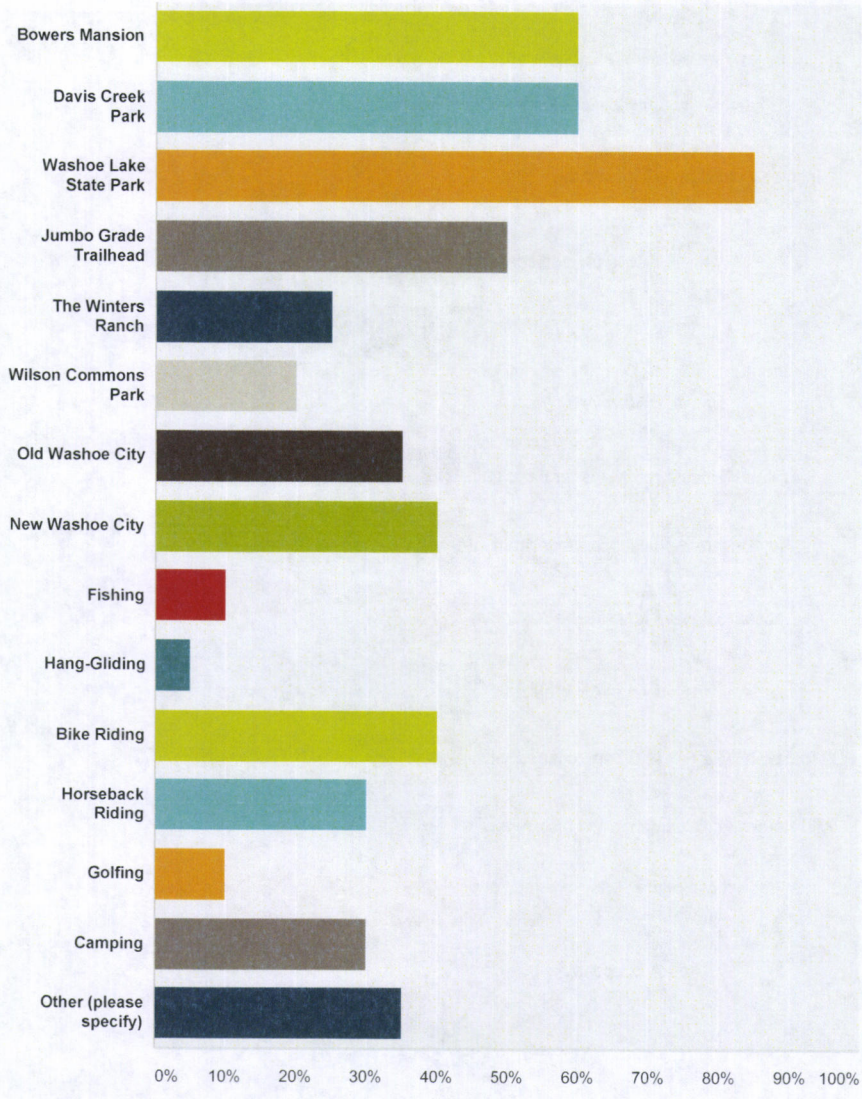
What are your worries for the Byway?

- 60% – Disruption of beautiful mountain and valley views
- 45% – Loss of open space
- 45% – Loss of wildlife habitat
- 40% – Disruption of wildlife habitat and connectivity
- 40% – Loss of the Valley's historic or cultural resources

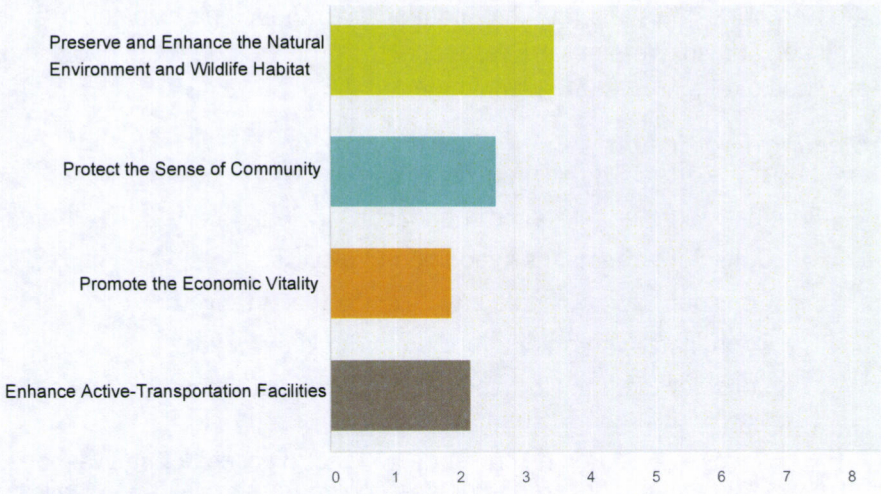
What are your favorite places and activities along the Byway?

- 50% – Jumbo Grade Trailhead
- 40% – New Washoe City
- 40% – Bike Riding
- 35% – Old Washoe City
- 35% – Other (hiking listed most often)
- 30% – Camping
- 30% – Horseback Riding

What are your favorite places and activities along the Byway?



Prioritize the goals in the order you would believe would be most important for the Byway.



Prioritize the Goals in the Order You Would Believe Would be Most Important for the Byway.

- 65% – Preserve and Enhance the Natural Environment and Wildlife Habitat as #1
- #2 – Protect the Sense of Community
- #3 – Enhance Active-Transportation Facilities
- #4 – Promote Economic Vitality

Write-in Responses: Other Thoughts/Concerns

- 7 respondents
- Top trending comments
  - BLM should establish a management plan for livestock grazing within old Winters Ranch
  - Improve Davis Creek RV Campground
  - Connect Davis Creek/ Bowers Mansion and Washoe Lake with a bike trail for families
  - Avoid sign pollution
  - Protect middle and background views

SECOND PUBLIC MEETING AND PUBLIC SURVEY

A short presentation was provided at the second meeting to summarize the Corridor's goals and recommendations. Attendees participated in a question and answer session, were able to complete comment cards and provided direct input to the planning team.

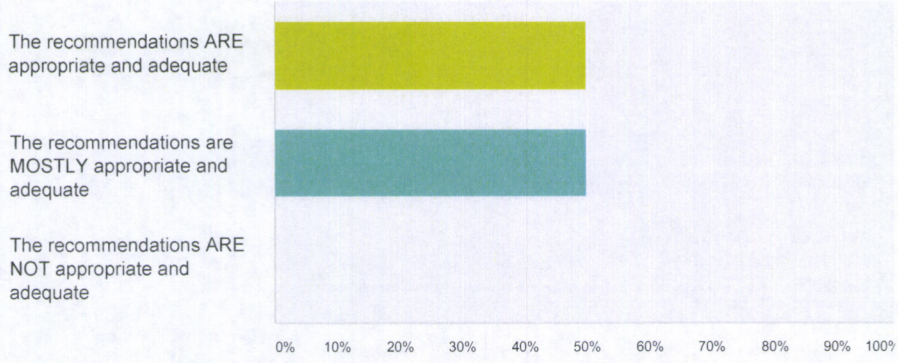
Meeting Two Results

- 11 people attended the meeting
- Feedback on the draft recommendations included:
  - Consider equestrians in addition to bicyclists
  - Consider how to handle private lands that are overgrazed
  - Coordinate with other agencies for fuels reduction
  - Consider that the Corridor is one of the most beautiful places for bicycling and hiking in the State
  - Consider wild horses crossing the road to access Little Washoe Lake – neighbors are currently stopping traffic to allow the wild horses to cross the road and others are stopping to view the wild horses

Survey Two Results

- 3 respondents overall
- Questions
  - Considering the proposed recommendations for "Preserve and Enhance the Natural Environment and Wildlife Habitat" of the Washoe Valley Scenic Byway shown on the graphic below, how do you feel regarding the recommendations?
  - Considering the proposed recommendations for "Protect the Sense of Community" of the Washoe Valley Scenic Byway shown on the graphic below, how do you feel regarding the recommendations?
  - Considering the proposed recommendations for "Promote the Economic Vitality - Tourism Promotion" of the Washoe Valley Scenic Byway as shown on the graphic below, how do you feel regarding the recommendations?
  - Considering the proposed recommendations for "Promote Economic Vitality - User Experience" of the Washoe Valley Scenic Byway shown on the graphic below, how do you feel regarding the recommendations?
  - Considering the proposed recommendations for "Enhance Active Transportation Facilities" of the Washoe Valley Scenic Byway shown on the graphic below, how do you feel regarding the recommendations?
  - Do you have any other thoughts or recommendations you would like to share?

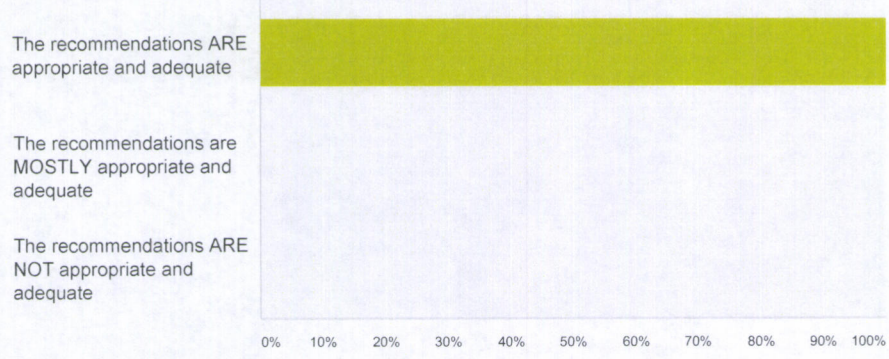
How do you feel regarding the recommendations for "Preserve and Enhance the Natural Environment and Wildlife Habitat"?



How do you feel regarding the recommendations for "Preserve and Enhance the Natural Environment and Wildlife Habitat"?

- 50% – The recommendations ARE appropriate and adequate
- 50% – The recommendations MOSTLY appropriate and adequate
- 0% – The recommendations ARE NOT appropriate and adequate
- 1 comment questioned why Franktown Road was not considered

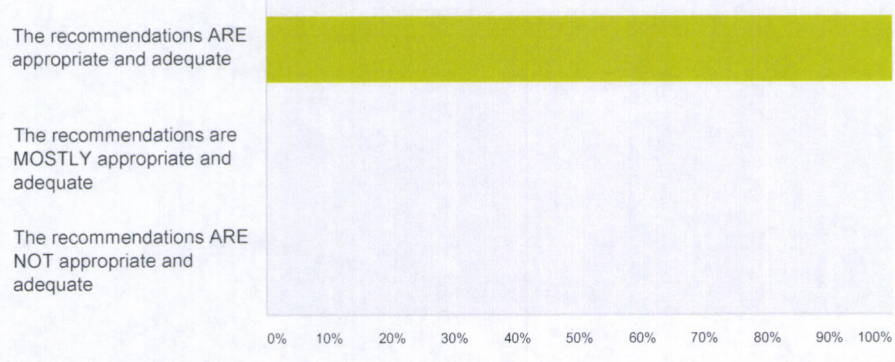
How do you feel regarding the recommendations for "Protect the Sense of Community"?



How do you feel regarding the recommendations for "Protect the Sense of Community"?

- 100% – The recommendations ARE appropriate and adequate
- 0% – The recommendations MOSTLY appropriate and adequate
- 0% – The recommendations ARE NOT appropriate and adequate

How do you feel regarding the recommendations for "Promote the Economic Vitality – Tourism Promotion"?



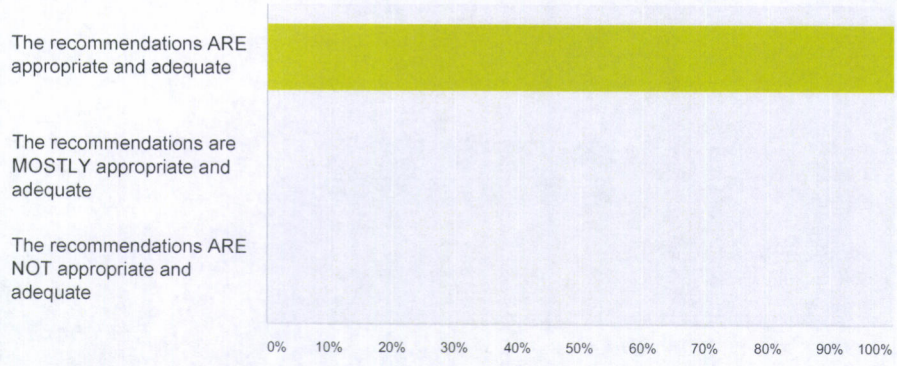
How do you feel regarding the recommendations for "Promote the Economic Vitality – Tourism Promotion"?

- 100% – The recommendations ARE appropriate and adequate
- 0% – The recommendations MOSTLY appropriate and adequate
- 0% – The recommendations ARE NOT appropriate and adequate

How do you feel regarding the recommendations for "Promote the Economic Vitality – User Experience"?

- 100% – The recommendations ARE appropriate and adequate
- 0% – The recommendations MOSTLY appropriate and adequate
- 0% – The recommendations ARE NOT appropriate and adequate
- 1 comment questioned why Franktown Road was not considered

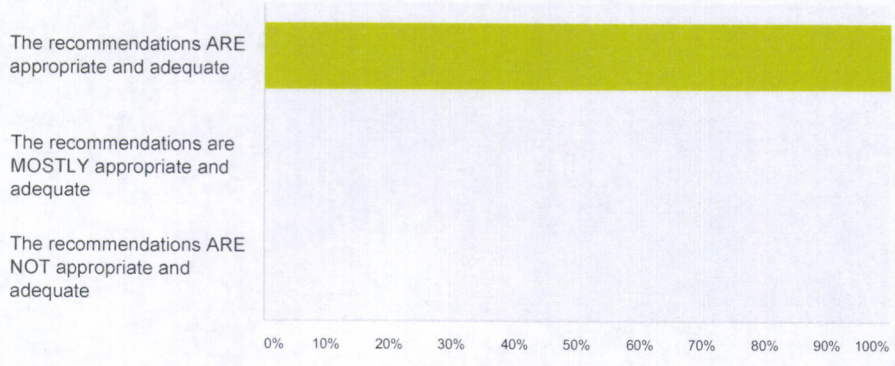
How do you feel regarding the recommendations for "Promote the Economic Vitality – User Experience"?



How do you feel regarding the recommendations for "Enhanced Active Transportation Facilities"?

- 100% – The recommendations ARE appropriate and adequate
- 0% – The recommendations MOSTLY appropriate and adequate
- 0% – The recommendations ARE NOT appropriate and adequate

How do you feel regarding the recommendations for "Enhanced Active Transportation Facilities"?



Additional comments, thoughts:

- Consider coordination with the Nevada Land Conservancy which also has done a great job in the preservation of Washoe Valley.

2 CHAPTER TWO WASHOE VALLEY SCENIC BYWAY'S INTRINSIC VALUES

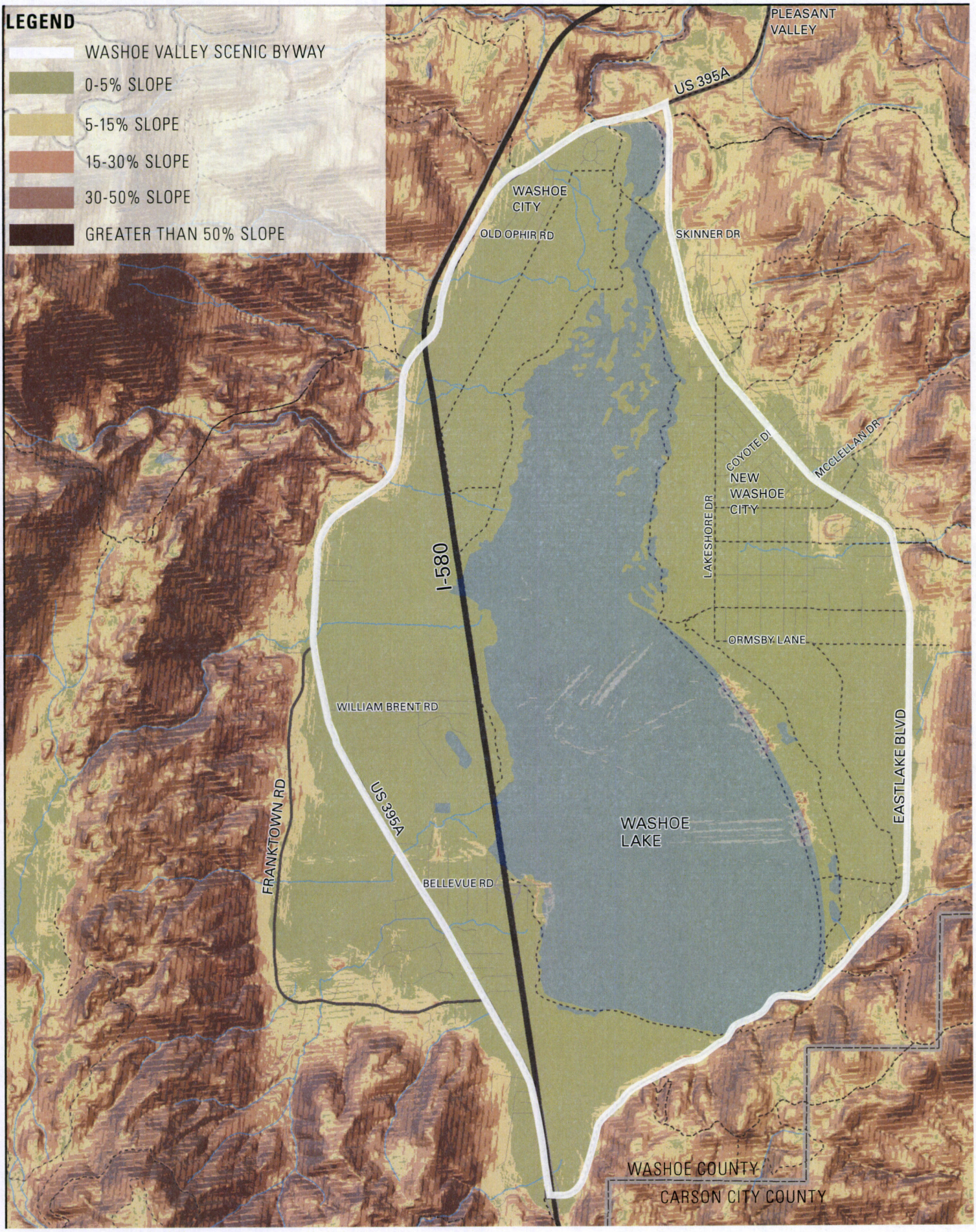
Photo by Rick Cooper

The contrast between the open valley floor and the surrounding mountain topography creates scenic views throughout the Corridor.

The Washoe Valley Scenic Byway Corridor possesses many intrinsic qualities that make it unique; including striking views of the Sierra Nevada Range, many recreational opportunities and historical sites from the Virginia City Comstock era. Analysis of the current conditions helps inform the recommendations made in Chapter 4.

TERRAIN

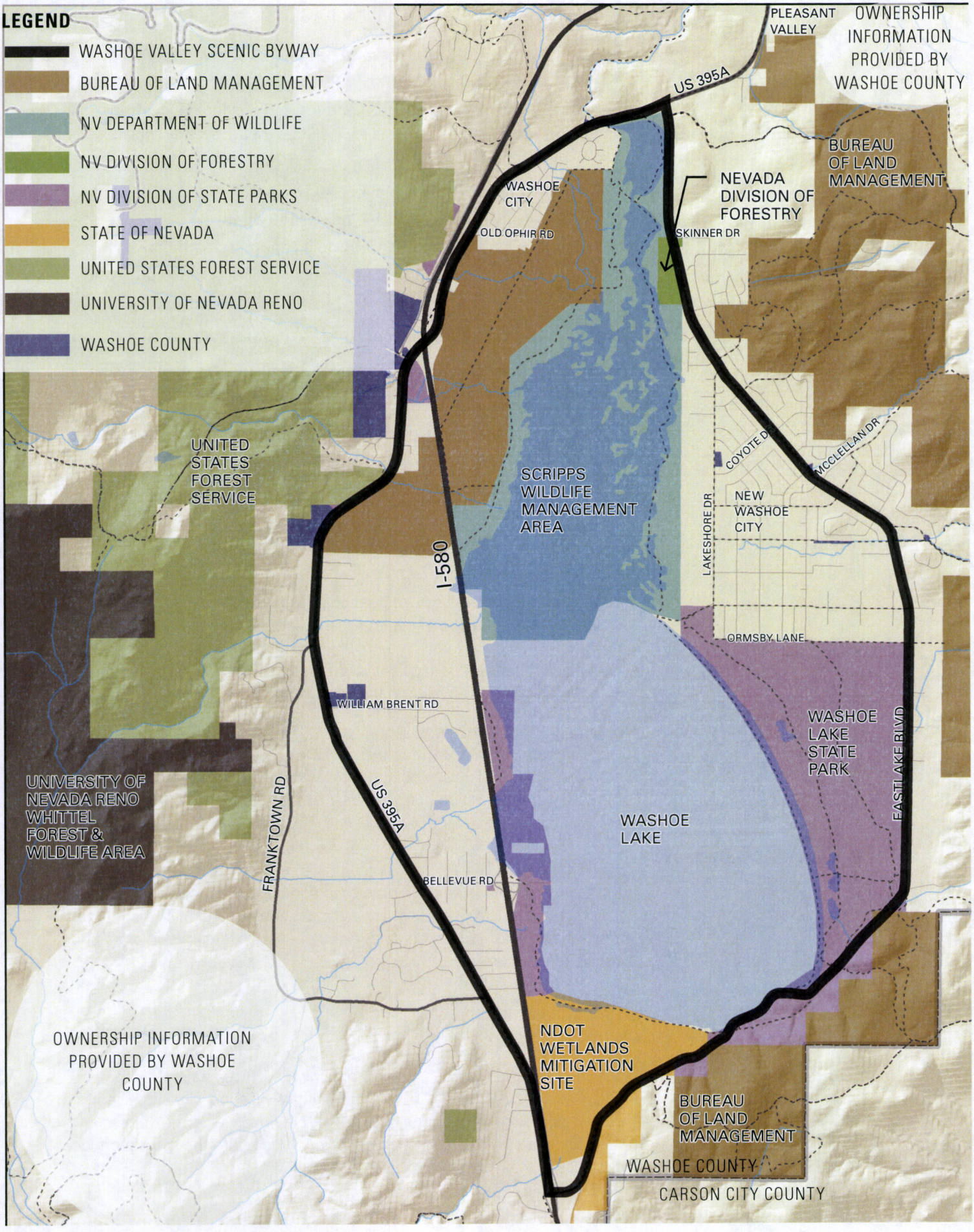
The Washoe Valley Scenic Byway delineates the valley, running along the western base of the Sierra Nevada Carson Range with a maximum elevation about 9,900 feet to the eastern base of the Sierra Nevada Virginia Range with an elevation about 7,500 feet. This contrast between the open valley floor and the surrounding mountain topography creates scenic views throughout the Corridor.


LEGEND
WASHOE VALLEY SCENIC BYWAY
0-5% SLOPE
5-15% SLOPE
15-30% SLOPE
30-50% SLOPE
GREATER THAN 50% SLOPE
PLEASANT VALLEY
US 395A
WASHOE CITY
OLD OPHIR RD
SKINNER DR
COYOTE DI
MCCLELLAN DR
NEW WASHOE CITY
LAKESHORE DR
I-580
ORMSBY LANE
WILLIAM BRENT RD
EASTLAKE BLVD
US 395A
FRANKTOWN RD
WASHOE LAKE
BELLEVUE RD
WASHOE COUNTY
CARSON CITY COUNTY

The valley's publicly-owned land provides invaluable open space and recreational opportunities for the surrounding community as well the preservation of valuable habitat.

OWNERSHIP

The Byway runs through land owned by a variety of jurisdictions including the Bureau of Land Management (BLM), Nevada Department of Wildlife (NDOW), Nevada Division of Forestry (NDF), the State of Nevada (Lands and Parks), Washoe County and the United States Forest Service (USFS). The land owned by these jurisdictions provides invaluable open space and recreational opportunities for the surrounding community as well the preservation of valuable habitat. Washoe Lake State Park, Scripps Wildlife Management Area and the Washoe Lake Wetlands Project area are all protected habitat areas.


LEGEND
WASHOE VALLEY SCENIC BYWAY
BUREAU OF LAND MANAGEMENT
NV DEPARTMENT OF WILDLIFE
NV DIVISION OF FORESTRY
NV DIVISION OF STATE PARKS
STATE OF NEVADA
UNITED STATES FOREST SERVICE
UNIVERSITY OF NEVADA RENO
WASHOE COUNTY
OWNERSHIP INFORMATION PROVIDED BY WASHOE COUNTY
PLEASANT VALLEY
US 395A
WASHOE CITY
OLD OPHIR RD
NEVADA DIVISION OF FORESTRY
SKINNER DR
BUREAU OF LAND MANAGEMENT
UNITED STATES FOREST SERVICE
SCRIPPS WILDLIFE MANAGEMENT AREA
I-580
COYOTE D
MCCLELLAN DR
LAKESHORE DR
NEW WASHOE CITY
ORMSBY LANE
WILLIAM BRENT RD
WASHOE LAKE STATE PARK
EASTLAKE BLVD
UNIVERSITY OF NEVADA RENO WHITTEL FOREST & WILDLIFE AREA
FRANKTOWN RD
US 395A
WASHOE LAKE
BELLEVUE RD
OWNERSHIP INFORMATION PROVIDED BY WASHOE COUNTY
NDOT WETLANDS MITIGATION SITE
BUREAU OF LAND MANAGEMENT
WASHOE COUNTY
CARSON CITY COUNTY

The valley hosts mainly rural and suburban residential uses with two small commercial areas within Washoe City and New Washoe City.

LAND USE AND COMMUNITY RESOURCES

The valley hosts mainly rural and suburban residential uses. Zoning generally restricts residential development and encourages ongoing agricultural development. The valley includes the following regulatory zones for residential development:

- General Rural (GR): One unit per 40 acres
- Low Density Rural (LDR): One unit per 10 acres
- Medium Density Rural (MDR): One unit per 5 acres
- Low Density Suburban (LDS): One unit per 1 acre (limited to areas designated LDS as of the effective date of the Area Plan)
- High Density Rural (HDR): One unit per 2.5 acres (limited to areas designated HDR as of the effective date of the Area Plan)

The valley's three Character Management Areas include the following residential zoning categories:

Old Washoe City Historic District	**West Washoe Valley Rural Character Management Area**	**East Washoe Valley Rural Character Management Area**
• LDR	• GR	• GR
• MDR	• LDR	• LDR
• LDS	• MDR	• MDR
• HDR	• HDR	• LDS
		• HDR

In addition to the land use designations described above, the code of ordinances states that parcels less than five acres in size should not be developed in the East Lake area of the Washoe Valley Hydrographic Basin until a new imported surface or groundwater source from a different hydrographic basin is available and approved by the County

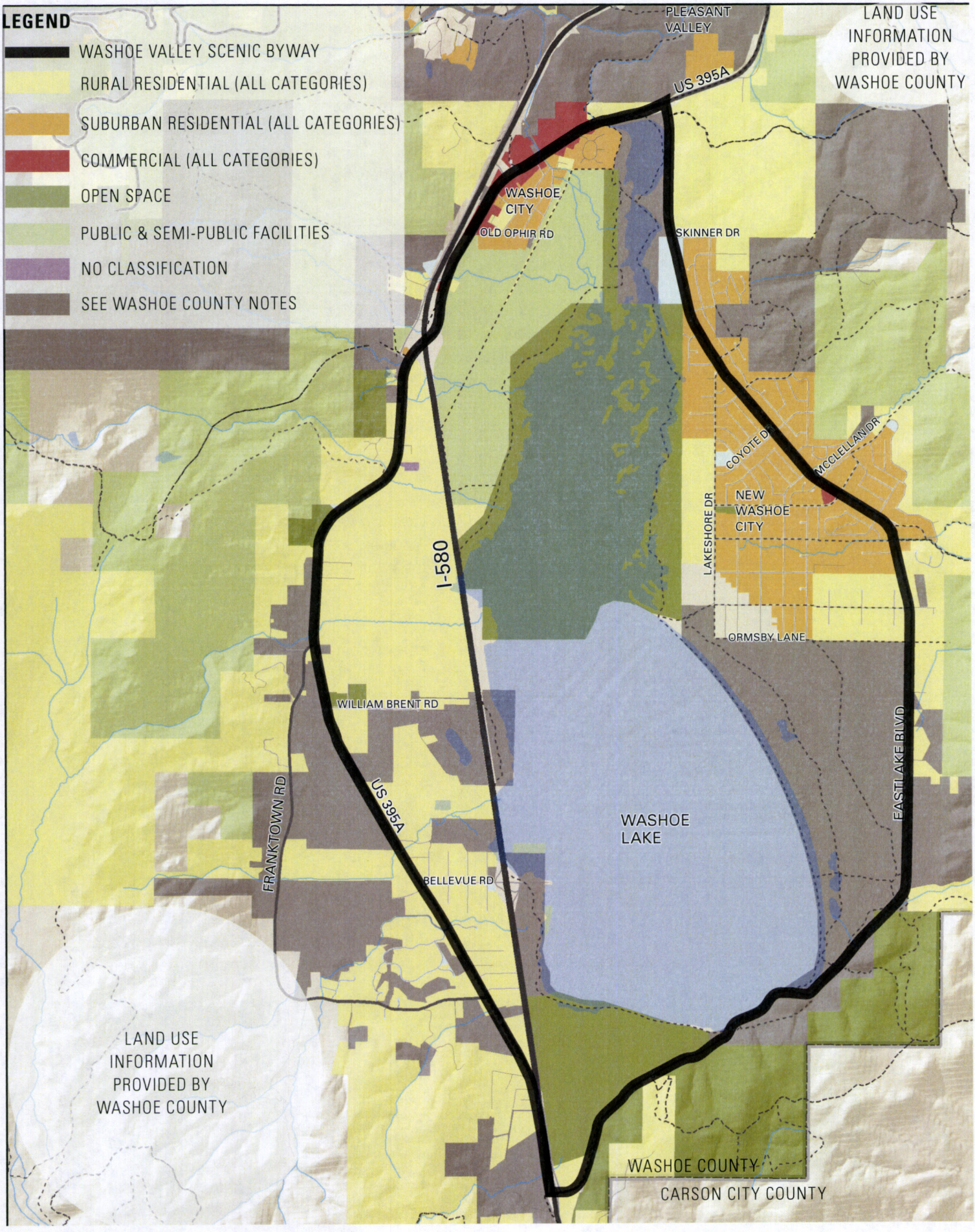
As of 2010 the valley's population was 12,382 people. The population has remained around 13,000 people as of 2015. Most of the population resides around the suburban community of New Washoe City on the east side of the valley and a small cluster near Washoe City to the north. There are two small commercial areas within Washoe City and New Washoe City.

NEW WASHOE CITY

New Washoe City is an unincorporated community located on the eastern side of Washoe Lake. In 2010 it had a population of 3,019. The community offers a few bars and restaurants, a church, livestock and feed store and convenience store.

WASHOE CITY

The small suburban community of Washoe City sits at the northwest side of Washoe Valley. The area hosts a handful of homes and a small commercial strip. Potential for commercial growth exists in Washoe City. The construction of I-580 to the west of Washoe City significantly impacted the majority of businesses that previously existed. Currently, the Chocolate Factory and Washoe Valley Storage are the most prominent businesses that remain.


LEGEND
WASHOE VALLEY SCENIC BYWAY
RURAL RESIDENTIAL (ALL CATEGORIES)
SUBURBAN RESIDENTIAL (ALL CATEGORIES)
COMMERCIAL (ALL CATEGORIES)
OPEN SPACE
PUBLIC & SEMI-PUBLIC FACILITIES
NO CLASSIFICATION
SEE WASHOE COUNTY NOTES
LAND USE INFORMATION PROVIDED BY WASHOE COUNTY
PLEASANT VALLEY
US 395A
WASHOE CITY
OLD OPHIR RD
SKINNER DR
COYOTE DR
MCCLELLAN DR
NEW WASHOE CITY
LAKESHORE DR
I-580
ORMSBY LANE
WILLIAM BRENT RD
FRANKTOWN RD
US 395A
WASHOE LAKE
EASTLAKE BLVD
BELLEVUE RD
LAND USE INFORMATION PROVIDED BY WASHOE COUNTY
WASHOE COUNTY
CARSON CITY COUNTY

Any new signs must adhere to the CMP recommendations as well as Washoe County's sign regulations which both manage the placement of new billboards.

VISUAL QUALITY

A natural quality is defined as a feature in the visual environment that is in a relatively undisturbed state. A scenic quality is the heightened visual experience derived from the view of natural and man-made elements within the Corridor. The Byway's defining visual characteristics include the mountain ranges flanking the valley open space, Washoe Lake and ranches.

POINTS OF INTEREST

Slide Mountain

Slide Mountain stands south of Mount Rose. Mount Rose Ski Resort is located on Slide Mountain. The mountain garnered its name from large rock slides on its southeastern slope. In 1983, almost 100 years after the last recorded slide, a large rock slide occurred that destroyed homes in Washoe Valley, causing one fatality. The remains of this slide can still be seen today.

Dog Rock

Dog Rock is a rock on Eastlake Boulevard that an artist painted to look like a dog.

Washoe Lake and Little Washoe Lake

Washoe Lake and Little Washoe Lake to the north are the gems of the valley, providing views of the mountain landscape through their reflective waters.

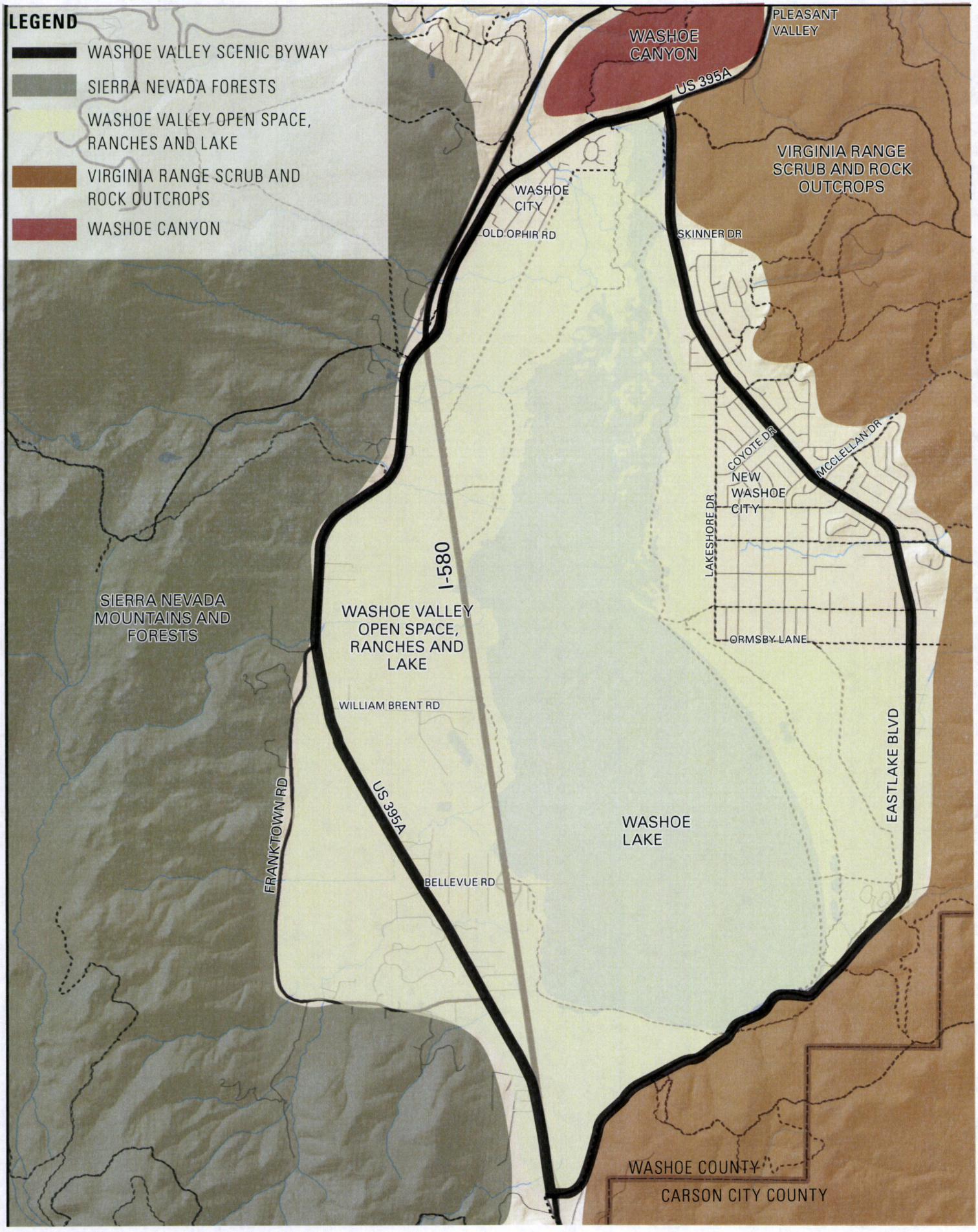
Mt. Davidson

Mt. Davidson is the highest and most prominent mountain in the Virginia Range. It forms a backdrop for Virginia City and can be viewed from the Corridor.

SIGNAGE

Traveling north on I-580, signs mark the exits for Old U.S. 395 and Eastlake Boulevard, but the Byway is not yet signed as a State Scenic Byway. Signs along the Byway include standard traffic control signs, historic site markers, and monument entry signs at significant parks or historical spots such as Bower's Mansion and Washoe Lake State Park.

Four billboards (outdoor advertising signs) are located along Old U.S. 395 in Washoe City along with a few wooden commercial signs and temporary signs. Any new signs must adhere to the CMP recommendations as well as Washoe County's sign regulations which both limit the placement of new billboards.


LEGEND
WASHOE VALLEY SCENIC BYWAY
SIERRA NEVADA FORESTS
WASHOE VALLEY OPEN SPACE, RANCHES AND LAKE
VIRGINIA RANGE SCRUB AND ROCK OUTCROPS
WASHOE CANYON
WASHOE CANYON
PLEASANT VALLEY
US 395A
VIRGINIA RANGE SCRUB AND ROCK OUTCROPS
WASHOE CITY
OLD OPHIR RD
SKINNER DR
COYOTE DR
MCCLELLAN DR
NEW WASHOE CITY
LAKESHORE DR
ORMSBY LANE
I-580
SIERRA NEVADA MOUNTAINS AND FORESTS
WASHOE VALLEY OPEN SPACE, RANCHES AND LAKE
WILLIAM BRENT RD
FRANKTOWN RD
US 395A
BELLEVUE RD
WASHOE LAKE
EASTLAKE BLVD
WASHOE COUNTY
CARSON CITY COUNTY

The Byway gives travelers a chance to step back through time.

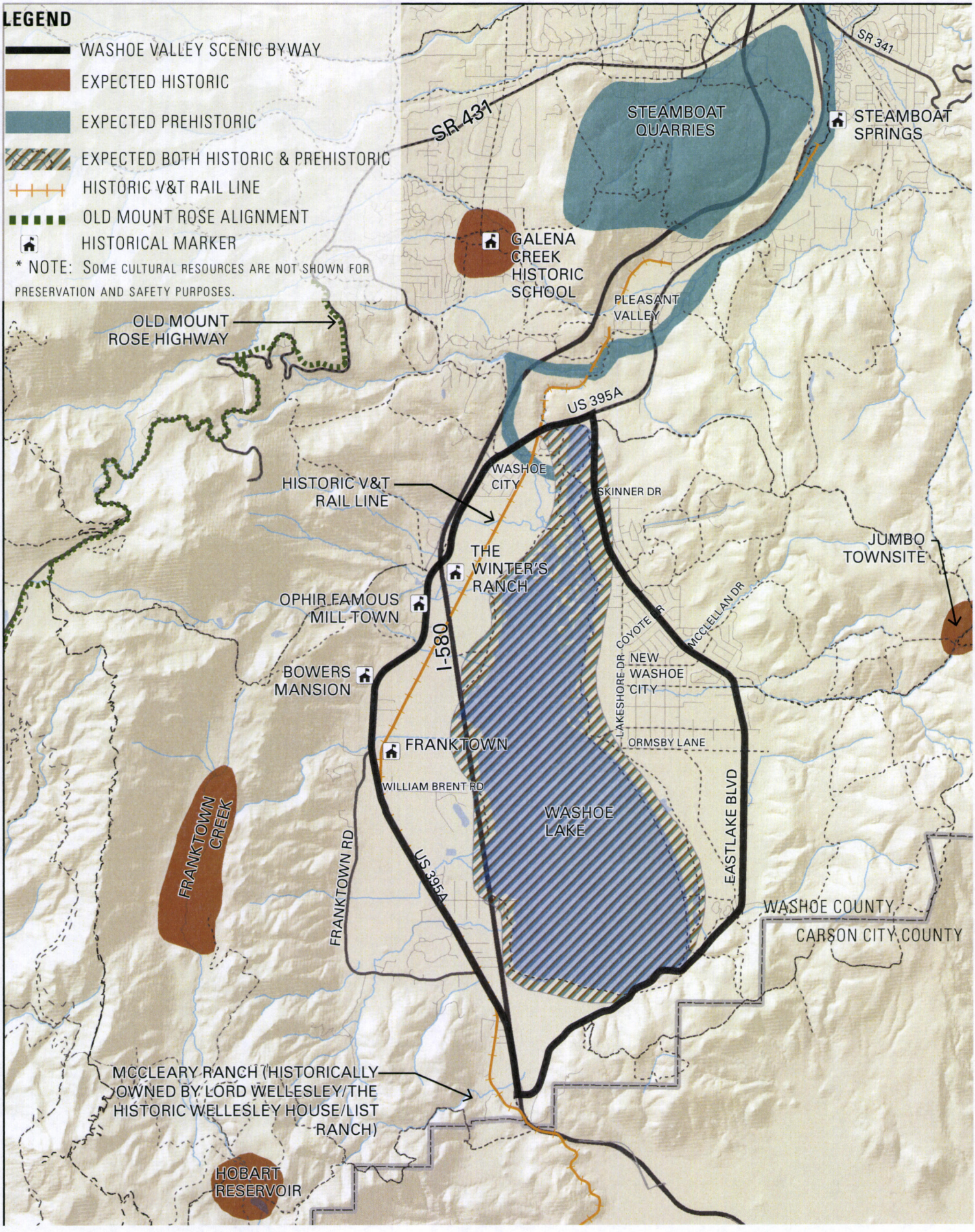
CULTURAL RESOURCES

Cultural, historical and archeological resources are all similar in that they make up the historical significance of an area. The National Scenic Byways Program defines cultural qualities as the evidence, or expressions, of the customs or traditions of a distinct group of people. An archeological quality is similar in that it is evidence of historic or prehistoric human life or activities that are visible and capable of being inventoried and interpreted. A historic quality is one that encompasses legacies of the past and are distinctly associated with physical elements of the landscape, whether natural or man-made. These elements are of such historic significance that they educate the viewer and stir an appreciation for the past. Many points of interest that fit these intrinsic qualities are located directly off of or are easily accessible from the Washoe Valley Byway.

WASHOE VALLEY HISTORY

Traveling by many historically significant landmarks, the Byway gives travelers a chance to step back through time. The region was originally occupied by the Washoe Native Americans who lived a nomadic life of hunting, fishing and gathering. The Washoe people used willows and cattails from the Washoe Lake wetlands to weave elaborate baskets. Once immigrants came to the area the Washoe began selling high bunch grasses as feed for livestock. The Washoe still have a presence in the region with their tribal office located to the south in Minden/Gardnerville.

By the 1850's settlers began reaching the Washoe Valley region. At first, very few emigrants settled permanently. They simply passed through on their way to California. However, Mormon settlers came seeking additional property to add to their Utah holdings. Brigham Young called the Mormon settlers back to Utah in 1857 leaving their property in Washoe Valley behind. This changed when, in June of 1859, the Comstock Lode was discovered near current day Virginia City and Washoe Valley became a supporting region for the area. The Comstock Lode was the first major silver ore discovery in the United States and it put the Washoe Valley region on the map.


LEGEND
WASHOE VALLEY SCENIC BYWAY
EXPECTED HISTORIC
EXPECTED PREHISTORIC
EXPECTED BOTH HISTORIC & PREHISTORIC
HISTORIC V&T RAIL LINE
OLD MOUNT ROSE ALIGNMENT
HISTORICAL MARKER
* NOTE: SOME CULTURAL RESOURCES ARE NOT SHOWN FOR PRESERVATION AND SAFETY PURPOSES.
SR 341
SR 431
STEAMBOAT QUARRIES
STEAMBOAT SPRINGS
GALENA CREEK HISTORIC SCHOOL
PLEASANT VALLEY
OLD MOUNT ROSE HIGHWAY
US 395A
WASHOE CITY
SKINNER DR
HISTORIC V&T RAIL LINE
THE WINTER'S RANCH
JUMBO TOWNSITE
OPHIR FAMOUS MILL TOWN
I-580
MCCLELLAN DR
COYOTE DR
LAKESHORE DR
NEW WASHOE CITY
BOWERS MANSION
FRANKTOWN
ORMSBY LANE
WILLIAM BRENT RD
WASHOE LAKE
EASTLAKE BLVD
FRANKTOWN CREEK
FRANKTOWN RD
US 395A
WASHOE COUNTY
CARSON CITY COUNTY
MCCLEARY RANCH (HISTORICALLY OWNED BY LORD WELLESLEY/THE HISTORIC WELLESLEY HOUSE/LIST RANCH)
HOBART RESERVOIR

Points of interest include historic ranches and mansions, townsites, mills, and the old Virginia & Truckee Railroad corridor.

As miners flocked to the area the lumber business boomed and nearby sawmill-towns flourished. Ophir Mill was constructed on the west side of Washoe Lake and was accessed via an elevated causeway across the Washoe Marsh, the area between Little Washoe Lake and Washoe Lake. Nearby towns such as Franktown and Old Washoe City flourished. Old Washoe City grew quickly and in 1850 it was named the Washoe county seat and was home to 2,000 inhabitants.

The area continued to flourish up until the 1870's when the mining boom began to settle. The completion of the Virginia & Truckee (V&T) Railroad pushed the remaining sawmills out of business by streamlining the lumber business. The railroad hauled ore to reduction sites and lumber back to the mining camps. By 1872 most of the area's energy had moved north and Reno was named the new county seat in 1872.

The Byway travels through many points of interest dating from the 1850's to the 1980's. Four Nevada State Historic Markers are located along the western portion of the valley, highlighting significant relics of the Comstock era.

POINTS OF INTEREST

Franktown

Franktown was established by Orson Hyde, the probate judge of Carson County in 1855. A sawmill was constructed in 1859 and supplied timber to the Comstock mines. The mill lost business with the construction of the railroad between Carson and Virginia City in 1869 and the town declined.

Bowers Mansion

Lemuel S "Sandy" & Eilley Orrum Bowers were some of the first millionaires that came out of the Comstock Bonanza. After striking a rich vein they had the mansion built in 1862. The mansion offers seasonal tours and recreation facilities including picnic areas and a public swimming pool are located nearby.

The Winters Ranch

Built around 1864, this structure was the ranch home of Theodore and Maggie Winters and their seven children. Theodore and his brother purchased the ranch from the Mormons with money they gained from the Comstock and employed Washoe Native Americans as part of the staff. Winters raised race horses, cattle for beef, work horses, sheep and had a large dairy operation. Race horses were shipped to Washoe Valley from San Francisco to take part in the events. Remnants on the property include foundations for the dairy farm. Old orchards are located along Franktown Road, opposite the Winters Ranch house.

Jumbo Townsite & Jumbo Trail

The Jumbo Trail (originally called Ophir Grade) was built as a wagon road between the Ophir Mill and the Comstock mines in Virginia City. The V&T Railroad from Carson City to Virginia City replaced the wagons and the road was no longer needed. In the early 20th century, a couple decades after the Comstock bonanza, a few mines popped up in the area but were fairly unsuccessful. The miners lived in the Jumbo mining camp. Today, the Jumbo trail leads to the Jumbo mining camp, a ghost town with little remaining.

Hobart Reservoir

Hobart Reservoir is located east of Washoe Lake in the Carson Range of the Sierra Nevada mountains. The reservoir covers about 10 acres and supplies water to Virginia City. The damn was initially completed in 1877 and rebuilt in 1956 after a washout. Today the reservoir is a great place for fishing. Rainbow trout, brook trout, cutthroat trout and hybrids have all been introduced to the reservoir. The reservoir can be reached from the south from Carson City or from the north from Hobart Rd. off of US 395 in Lakeview Estates.

Old Washoe City Ghost Town

In the 1860's Washoe City was the county seat and was a bustling town with 15 sawmills. Miners would stop here to gamble and drink before pushing on to the Comstock. In 1865 the city had about 2,000 inhabitants and a large brick courthouse. The completion of the Virginia and Truckee Railroad and reduced demand for lumber caused the town to slowly disappear. In 1871, the county seat was transferred to Reno. Pieces of a jail, historic Washoe City cemetery and a tumbledown log cabin remain.

Ophir City

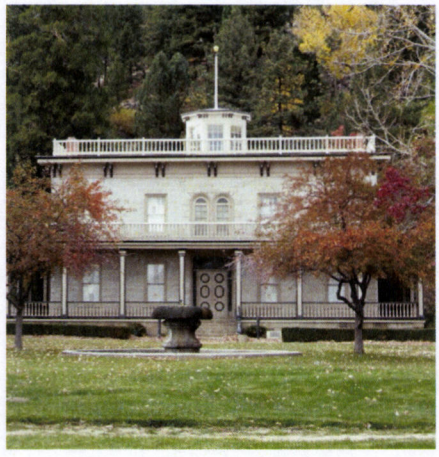
The town of Ophir is located about three miles south of Old Washoe City and one mile north of Franktown. Murphy mine was a leading silver producer in the area. Around 1870, the town was home to about 400 people. The town hosted a church, a few stores, a school, a fraternal lodge and a few saloons. Tough rock caused the extraction cost for silver to be too high and the mine declared bankruptcy in 1868. The mine reopened in 1872 when they discovered a new ore body and it produced until the beginning or 1894. Stone foundations of old buildings and walls and an old graveyard remain.

Virginia & Truckee Railroad Corridor – Trestle and Rail Bed

The V&T Railroad once ran through Washoe Valley, connecting Reno to Carson City and Virginia City. The railroad hauled ore to quartz reduction mills and lumber back to mining sites. In 1872, a 31-mile segment was extended from Carson City through Franktown, Washoe City and Steamboat Spring to the transcontinental rail service in Reno. The last Bonanza short line ran on May 31, 1950, and the tracks were removed shortly after. The scar of the tracks runs along the western side of the valley. The alignment travels through Washoe Canyon north to the Pleasant Valley area.

Literary History

The valley has a history associated with notable public and literary figures. Eleanor Roosevelt stayed at Flying ME and one morning walked over to the Heidenreichs who lived in the house above the red barn. Walter Van Tilburg Clark potentially wrote *Track of the Cat* in Washoe Valley. Mark Twain wrote columns on visiting Winters new house and also going to a meeting in Washoe City. Will James wrote from his home at Washoe Pines and Bob Laxalt lived in the valley.



Washoe Valley offers biking, hiking, camping, fishing, swimming, boating, horseback riding, camping, picnicking and many other recreation opportunities.

RECREATIONAL RESOURCES

Washoe Valley offers a variety of recreation opportunities, many located directly off of the byway. Visitors to the valley can find opportunities to hike, camp, fish and ice skate depending on the season.

POINTS OF INTEREST

Washoe Lake State Park

Washoe Lake State Park was established in 1977 to preserve a portion of the scenic Washoe Valley. The park provides 8,053 acres divided nearly equally between land and water for year-round recreational use, including horseback riding, picnicking, boating, hiking, fishing, hunting and tent and R.V. camping.

Davis Creek Regional Park

Located 20 miles south of Reno, Davis Creek Regional Park offers picnic areas, bird watching opportunities, hiking trails, equestrian trails, amphitheater, fishing ponds, 62 camp sites, group camping, and views of Washoe Lake and Slide Mountain.

Bowers Mansion Regional Park

Historically significant Bowers Mansion is located on Old U.S. 395 two miles south of Davis Creek Regional Park. Expansive sunny lawn areas and numerous shade trees make this a perfect spot for picnics. Bowers Mansion Pool and historic Bowers Mansion are both open seasonally with interpretive displays in an old root cellar and historic cemetery.

New Washoe City Park

New Washoe City Park is located off Eastlake Boulevard near the intersection of Lakeshore and White Pine Drives. The park features a baseball field, basketball, volleyball and tennis courts; a new playground and picnic areas.

Jumbo Grade Trail

The Jumbo Grade Trail starts as Jumbo Grade Road and turns into a rocky and rutted road. The trail leads through the ruins of the Jumbo mining town to Virginia City.

Wilson Commons Park

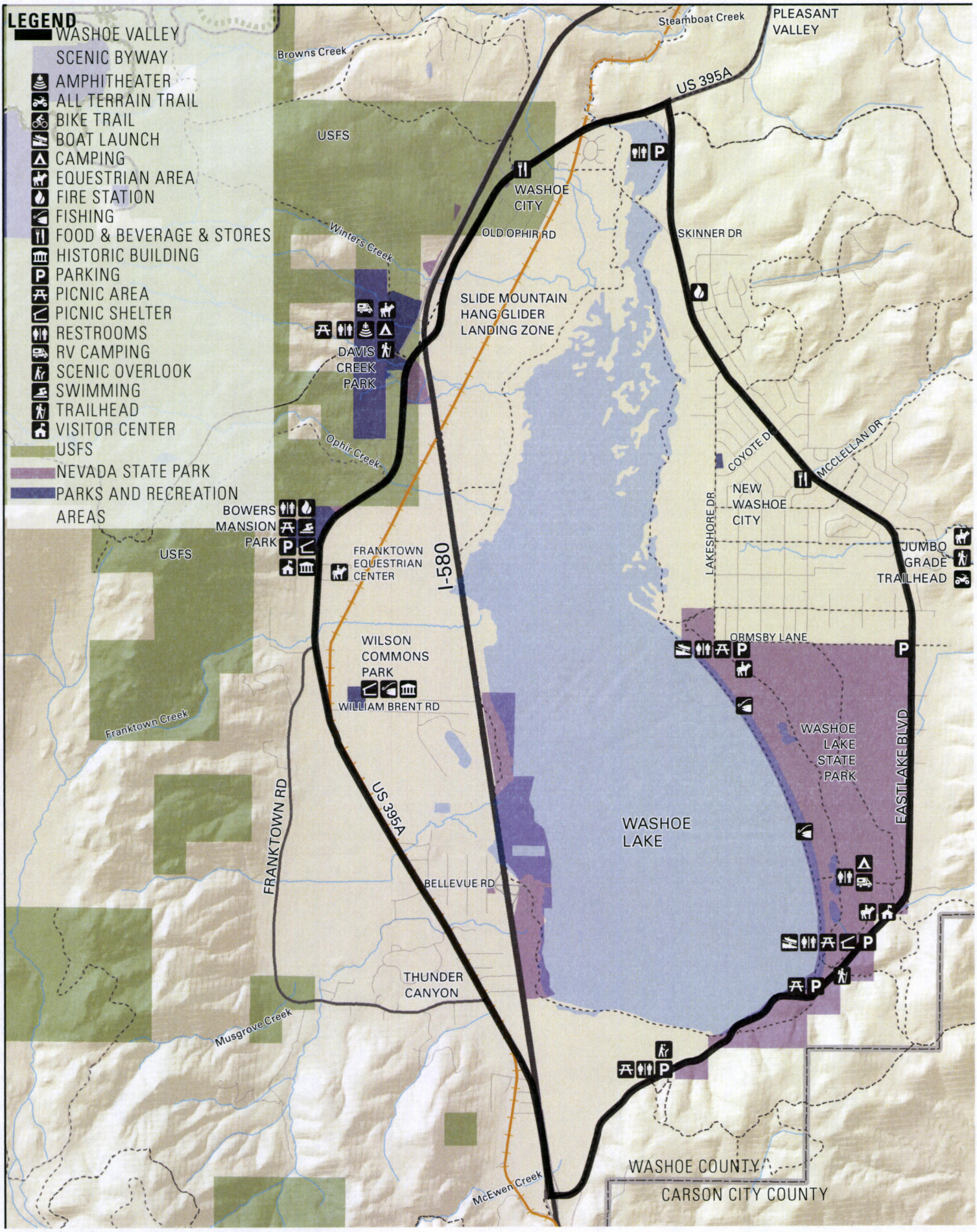
Wilson Commons park features remnant historic barn and stone ranch structures, a tennis court, picnic area, horseshoe pits, volleyball, and a fishing pond. The site was used in the movie the Pink Cadillac.

Franktown Equestrian Center

The Franktown Meadows Equestrian Center is a boarding and training facility. They offer horse-back-riding lessons and host horse shows.

Deadman's Creek Trail & Gazebo

The trailhead is near the south entrance to Washoe Lake State Park off Eastlake Boulevard. The moderately steep 2.4-mile loop trail leads to a gazebo with views looking out over Washoe Lake, the valley and Slide Mountain.


LEGEND
WASHOE VALLEY SCENIC BYWAY
AMPHITHEATER
ALL TERRAIN TRAIL
BIKE TRAIL
BOAT LAUNCH
CAMPING
EQUESTRIAN AREA
FIRE STATION
FISHING
FOOD & BEVERAGE & STORES
HISTORIC BUILDING
PARKING
PICNIC AREA
PICNIC SHELTER
RESTROOMS
RV CAMPING
SCENIC OVERLOOK
SWIMMING
TRAILHEAD
VISITOR CENTER
USFS
NEVADA STATE PARK
PARKS AND RECREATION AREAS
Steamboat Creek
PLEASANT VALLEY
Browns Creek
US 395A
USFS
WASHOE CITY
OLD OPHIR RD
SKINNER DR
Winters Creek
SLIDE MOUNTAIN HANG GLIDER LANDING ZONE
DAVIS CREEK PARK
Ophir Creek
COYOTE D
MCCLELLAN DR
NEW WASHOE CITY
LAKESHORE DR
BOWERS MANSION PARK
USFS
FRANKTOWN EQUESTRIAN CENTER
I-580
JUMBO GRADE TRAILHEAD
ORMSBY LANE
WILSON COMMONS PARK
WILLIAM BRENT RD
Franktown Creek
WASHOE LAKE STATE PARK
EASTLAKE BLVD
FRANKTOWN RD
US 395A
WASHOE LAKE
BELLEVUE RD
THUNDER CANYON
Musgrove Creek
McEwen Creek
WASHOE COUNTY
CARSON CITY COUNTY

Marshy wetland areas around Washoe Lake provide critical forage and nesting habitat for diverse populations of migratory birds and waterfowl.

HYDROLOGY AND WETLANDS

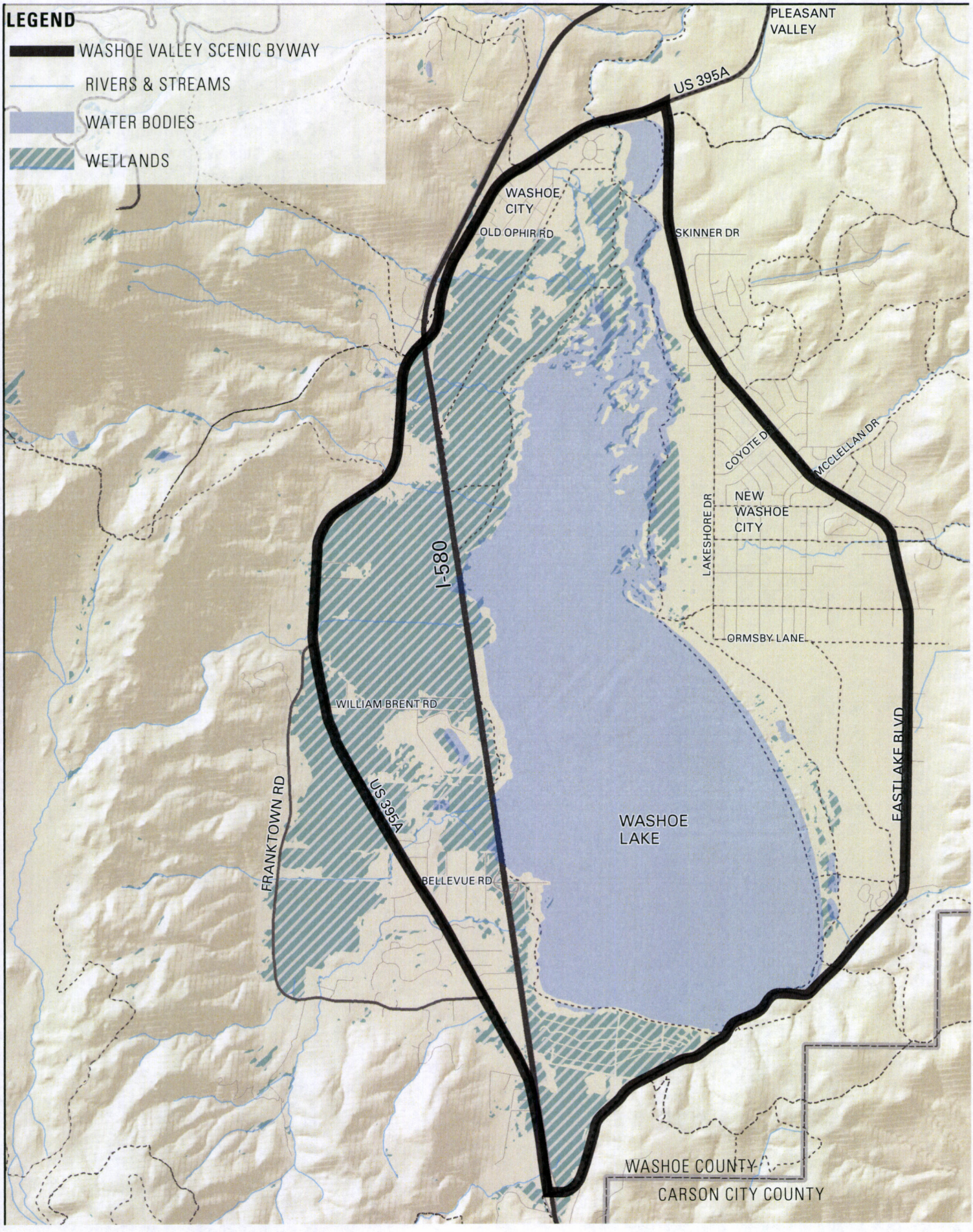
The Washoe Valley is a triangular structural depression located along the western edge of the Great Basin. The total hydrographic area covers approximately 81 square miles, with 28 square miles making up the valley floor. The valley floor sits at an elevation of 5,000 feet with its bounding mountain ranges reaching altitudes of almost 10,000 feet. The prominence of the landforms contrasted against the flat valley floor leads to striking views as travelers navigate the byway.

Washoe Lake sits at the center of the valley floor feeding northward into Little Washoe Lake and out of the valley through Steamboat Creek and into the Truckee river. During years with considerable rain, Washoe Lake, its wetlands and Little Washoe Lake form a single body of water. However, drought conditions can cause most of Washoe Lake and its surrounding wetlands to dry out.

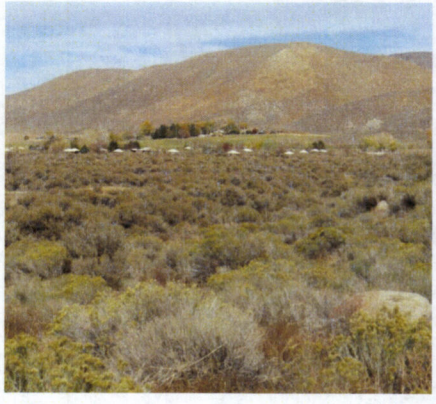
Franktown Creek and Ophir Creek enter the valley from the west and Jumbo Creek enters from the east. Three small interbasin diversions enter the valley – from Galena and Browns Creek basins, from Third Creek basin and from Marlette Lake. The first two imports are for agricultural use. Water from Marlette Lake is used as the primary domestic water source for the Virginia City area and a portion of Carson City.

Marshy wetland areas are located in the Scripps Wildlife Management Area, around Washoe Lake and in the Washoe Lake Wetland Project. These areas also provide critical forage and nesting habitat for diverse populations of migratory birds and waterfowl on the Pacific Flyway.

Photo by Rick Cooper

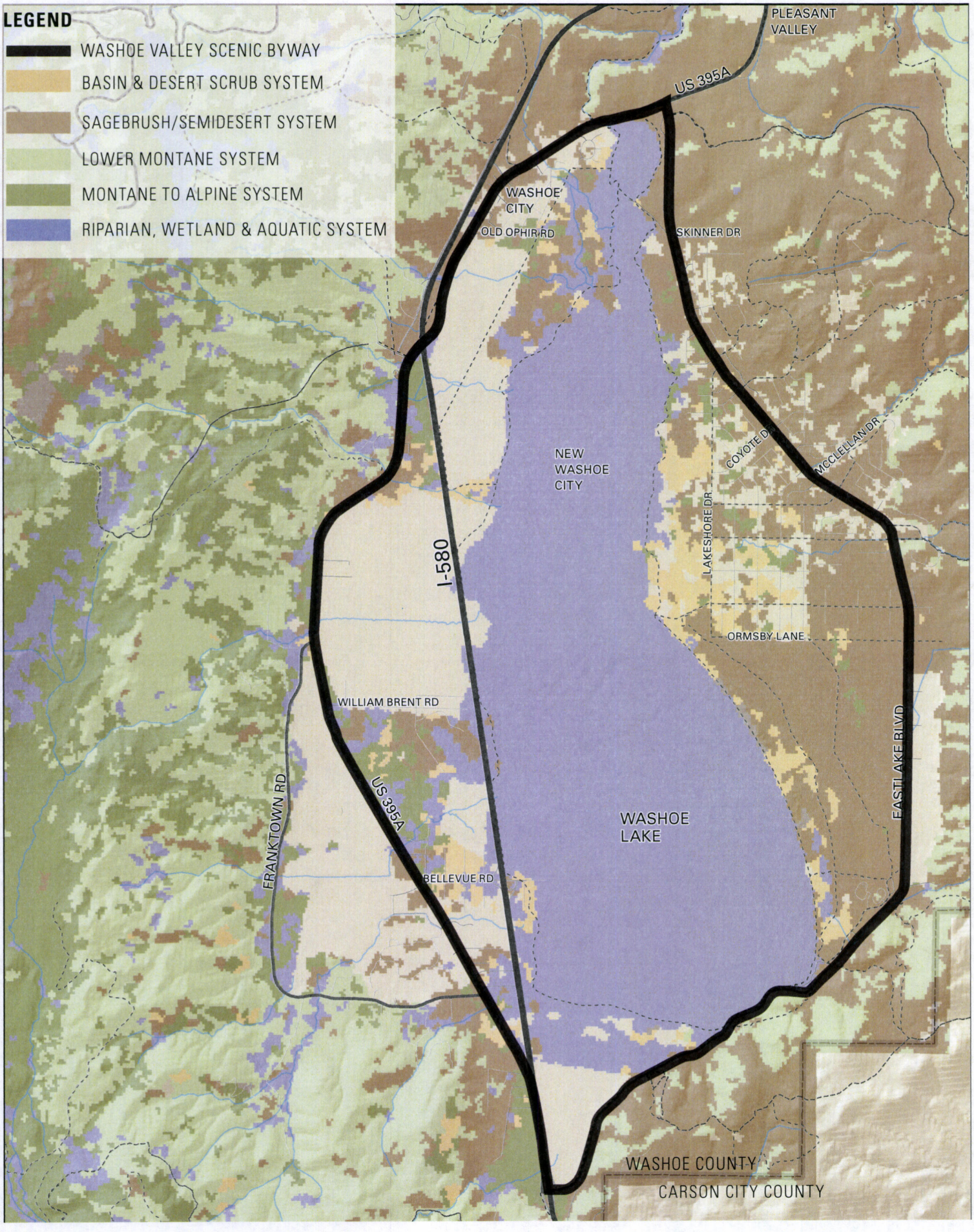

LEGEND
WASHOE VALLEY SCENIC BYWAY
RIVERS & STREAMS
WATER BODIES
WETLANDS
PLEASANT VALLEY
US 395A
WASHOE CITY
OLD OPHIR RD
SKINNER DR
COYOTE DR
MCCLELLAN DR
NEW WASHOE CITY
LAKESHORE DR
I-580
ORMSBY LANE
WILLIAM BRENT RD
EASTLAKE BLVD
FRANKTOWN RD
US 395A
WASHOE LAKE
BELLEVUE RD
WASHOE COUNTY
CARSON CITY COUNTY

Alpine forests cover the slopes of the Carson Range to the west and sagebrush/ semidesert plant communities blanket the Virginia Range to the east.



VEGETATION COMMUNITIES

Washoe Valley is home to a variety of plant species. Washoe Lake sits just below the tree line in open sage brush country. Along the western side of the valley the byway passes through pasture lands, wetlands, montane and alpine plant communities. Alpine mountain forests cover the Carson Range to the west. On the east side of the valley, the vegetation transitions to a sagebrush/semidesert community.


LEGEND
WASHOE VALLEY SCENIC BYWAY
BASIN & DESERT SCRUB SYSTEM
SAGEBRUSH/SEMIDESERT SYSTEM
LOWER MONTANE SYSTEM
MONTANE TO ALPINE SYSTEM
RIPARIAN, WETLAND & AQUATIC SYSTEM
PLEASANT VALLEY
US 395A
WASHOE CITY
OLD OPHIR RD
SKINNER DR
COYOTE DR
MCCLELLAN DR
NEW WASHOE CITY
LAKESHORE DR
I-580
ORMSBY LANE
WILLIAM BRENT RD
FRANKTOWN RD
US 395A
EASTLAKE BLVD
WASHOE LAKE
BELLEVUE RD
WASHOE COUNTY
CARSON CITY COUNTY

Marshy wetland areas around Washoe Lake provide critical forage and nesting habitat for diverse populations of migratory birds and waterfowl.

Photo by Rick Cooper

Photo by Rick Cooper

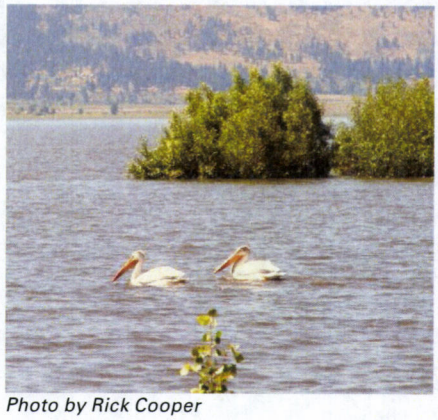


Photo by Rick Cooper

WILDLIFE HABITAT

The wetlands surrounding Washoe Lake provide critical foliage and nesting habitat for migratory birds and waterfowl. Both the Scripps Wildlife Management Area and the NDOT Wetlands Mitigation Site are closed to the public from February 1st through July 15th during bird nesting season. Pelicans, great blue herons, white-faced ibis and bald eagles can all be found around Washoe Lake. Other common birds include mountain bluebirds, red winged blackbirds, magpies, rufous-sided towhees and killdeer. Reptiles are also well represented although rattlesnakes are seldom seen.

In addition to the abundance of birds, wildlife common to the Great Basin, such as deer, coyotes and bear can be found within Washoe Valley. Deer utilize the Carson Range for summer habitat and the Virginia Range for winter habitat. Wild horses can be seen grazing on the vegetation along the eastern side of Washoe Lake and mule deer utilize the Greil Ranch fields for forage year around.

POINTS OF INTEREST

NDOT Wetlands Mitigation Site – Washoe Lake Wetland Observation Platform

A man-made wetland area, the observation platform and other pull-off sites are available to view birds. The platform is closed during breeding season.

Scripps Wildlife Management Area (WMA)

Ponds provide habitat for shorebirds, waterfowl, nesting Marsh Wren, Virginia Rail and Calling Sora. A Great Blue Heron, Black-crowned Night-Heron, and Snowy Egret rookery is situated about one-half mile north of the entrance. The portion of the WMA south of Little Washoe Lake is closed during breeding season from February 15 through August 15.

Washoe Lake State Park

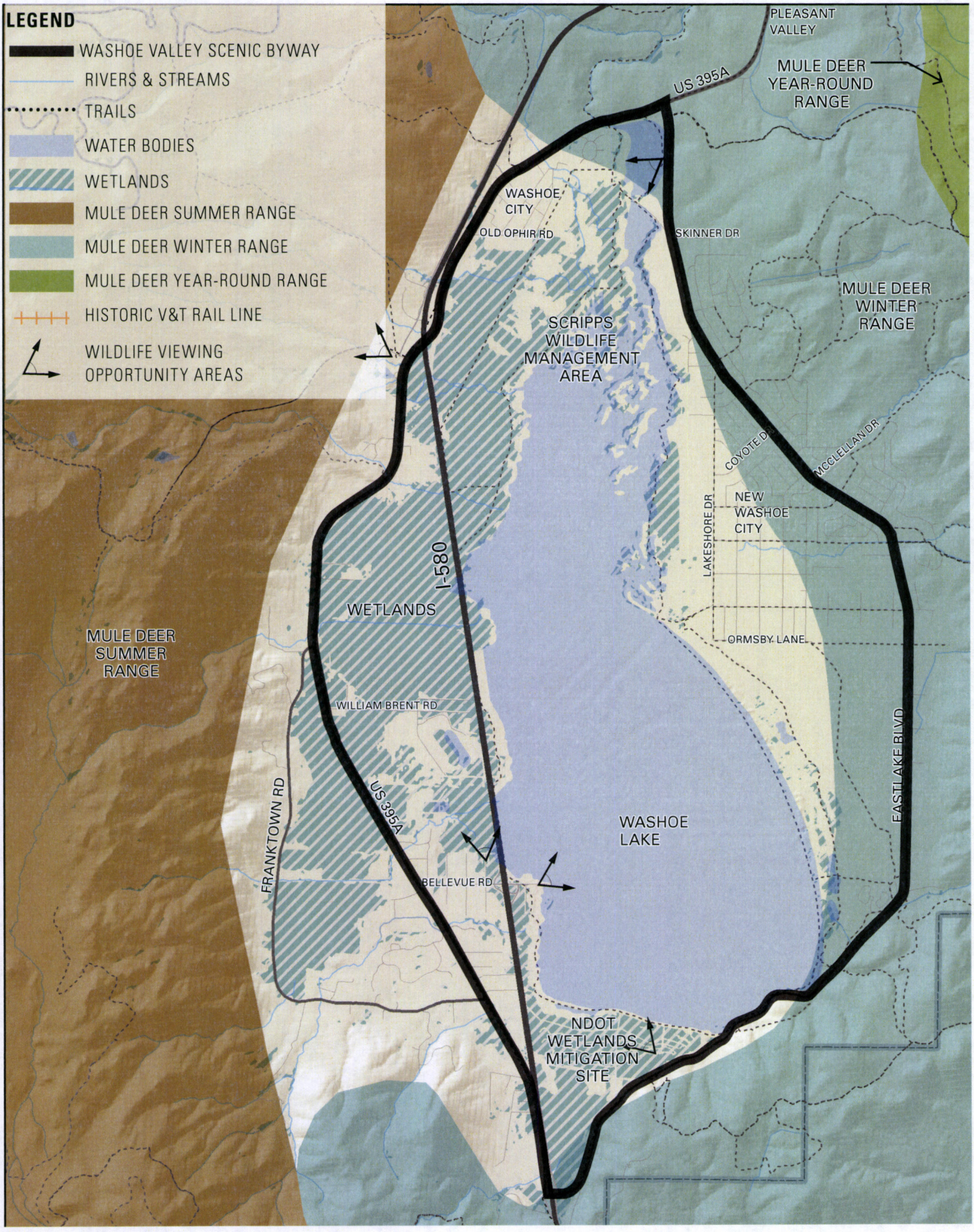
Waterfowl, gulls, terns, Wilson's, Swallows and Red-necked Phalarope can be spotted in Washoe Lake.

Bellevue Road Lookout Point and Whitman Street Turnout

Waterfowl, shorebirds, gulls and three species of blackbirds can be found in Washoe Lake and the marshy ponds.

Davis Creek Regional Park

Mountain birds, including woodpeckers, sapsuckers, nuthatches, Western Tanagers, and various swallows and warblers make their home in the Jeffrey pines, shrubs and pond areas. Calliope Hummingbird, Blue-gray Gnatcatcher, Bushtit, Mountain Chickadee and various warblers frequent the willows and surrounding bitterbrush. Mule deer can be spotted along with an occasional bear.


LEGEND
WASHOE VALLEY SCENIC BYWAY
RIVERS & STREAMS
TRAILS
WATER BODIES
WETLANDS
MULE DEER SUMMER RANGE
MULE DEER WINTER RANGE
MULE DEER YEAR-ROUND RANGE
HISTORIC V&T RAIL LINE
WILDLIFE VIEWING OPPORTUNITY AREAS
PLEASANT VALLEY
US 395A
MULE DEER YEAR-ROUND RANGE
WASHOE CITY
OLD OPHIR RD
SKINNER DR
MULE DEER WINTER RANGE
SCRIPPS WILDLIFE MANAGEMENT AREA
COYOTE DR
MCCLELLAN DR
LAKESHORE DR
NEW WASHOE CITY
I-580
WETLANDS
MULE DEER SUMMER RANGE
ORMSBY LANE
WILLIAM BRENT RD
FRANKTOWN RD
US 395A
WASHOE LAKE
EASTLAKE BLVD
BELLEVUE RD
NDOT WETLANDS MITIGATION SITE

The Washoe County Fire Plan identifies the western portion of Washoe Valley with high/extreme hazardous fuel conditions.

FUEL MANAGEMENT AND FIRES

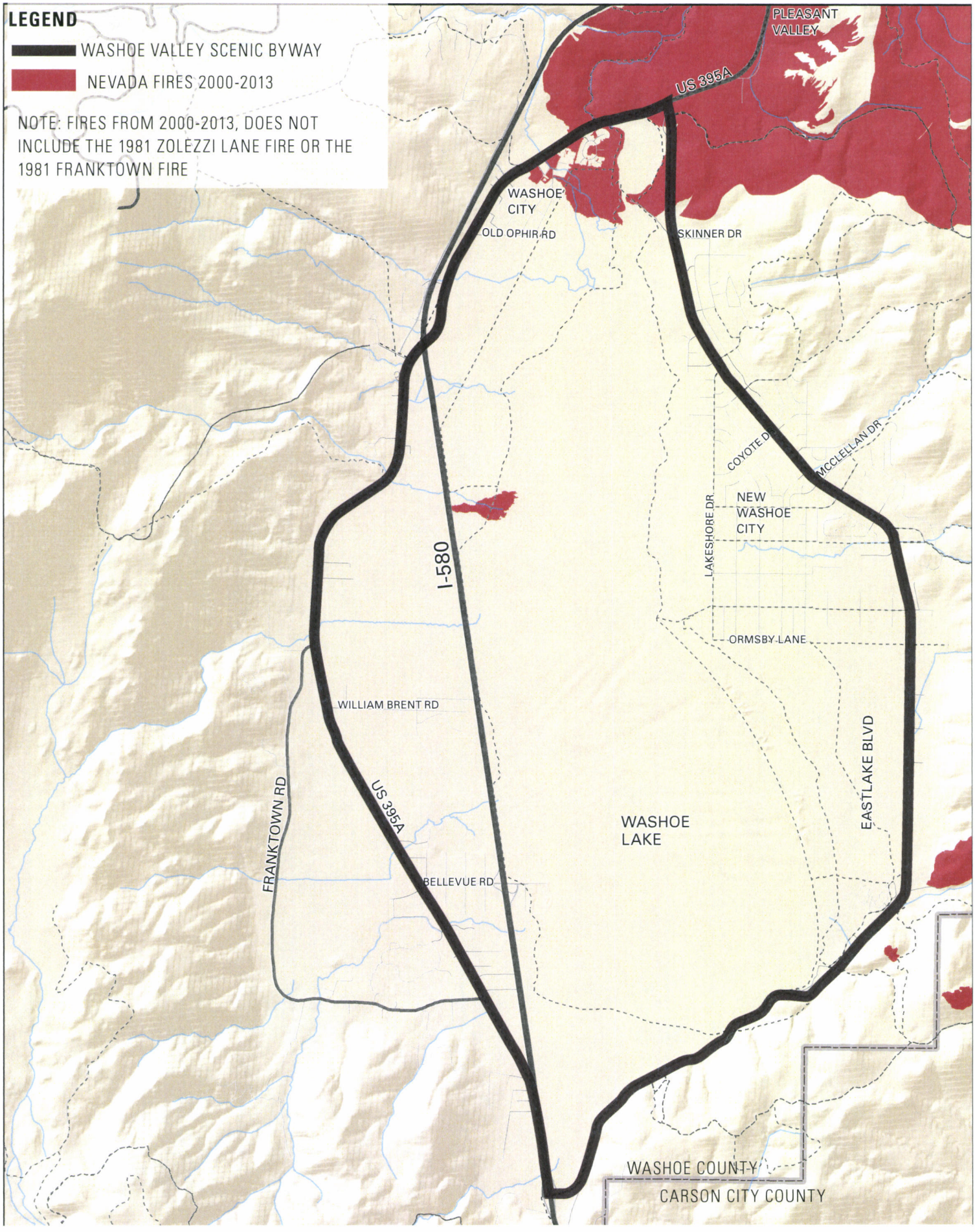
The Washoe Valley's sagebrush plant communities make this area prone to fires. Typically small fires play an important role in maintaining the region's health and biodiversity, but fires have been increasing in size and severity. Washoe County's 2008 *Open Space and Natural Resource Plan* shows that almost all of Washoe County has burned over the past century. Washoe Valley has seen a few small fires around the lake and several large fires along both the western and eastern sides of Washoe Lake. On January 19, 2012, the Washoe Drive fire broke out, burning 3,177 acres and damaging or destroying 46 buildings. One life was lost in this fast moving, wind-driven fire that burned from Old Washoe City, through Pleasant Valley to the Galena area of South Reno.

Currently the USFS, NDF and BLM work to minimize fire risk by clearing dense and invasive vegetation through mechanical removal and controlled burns. Invasive and fire prone species such as cheatgrass have posed a significant challenge for fire managers since it aggressively establishes in disturbed areas.

The management of forest health, invasive species and fire risk is critical to safeguarding the watersheds of the valley. In September 2015, a Summit on Nevada's Collaborative Approach to the National Strategy of resilient landscapes, fire adaptive communities and a safe and effective wildland fire response was held in Reno. As these strategies are rolled out they should be implemented wherever possible along the Corridor.

The 2005 *Washoe County Fire Plan* also lays out risk and hazard recommendations for each community. The fire plan identifies the western portion of Washoe Valley with high/extreme hazardous fuel conditions. Washoe City and the eastern side of Washoe Valley have a moderate rating. The fire plan recommends tree thinning along the west side of the community and the addition of fuel breaks near Washoe City and New Washoe City.

Photo by Rick Cooper


LEGEND
WASHOE VALLEY SCENIC BYWAY
NEVADA FIRES 2000-2013
NOTE: FIRES FROM 2000-2013, DOES NOT INCLUDE THE 1981 ZOLEZZI LANE FIRE OR THE 1981 FRANKTOWN FIRE
PLEASANT VALLEY
US 395A
WASHOE CITY
OLD OPHIR RD
SKINNER DR
COYOTE D
MCCLELLAN DR
LAKESHORE DR
NEW WASHOE CITY
I-580
ORMSBY LANE
WILLIAM BRENT RD
FRANKTOWN RD
US 395A
WASHOE LAKE
EASTLAKE BLVD
BELLEVUE RD
WASHOE COUNTY
CARSON CITY COUNTY

3 CHAPTER THREE THE HIGHWAY AS A TRANSPORTATION FACILITY

The Byway includes Eastlake Boulevard, a two-lane roadway with narrow shoulders and Old U.S. 395 (a two-lane roadway through most of the western portion of the Corridor and a four-lane roadway with a center left-turn lane through Washoe City).

EXISTING ROADWAY CONFIGURATION

The Washoe Valley Scenic Byway consists of two roadways; Eastlake Boulevard and Old U.S. 395 (officially U.S. 395A ("A" stands for Alternate)). Eastlake Boulevard is a 10-mile long, two-lane roadway with narrow shoulders that travels around the eastern half of Washoe Lake. The majority of the roadway has a 35 miles per hour speed limit with the exception of a short 45 miles per hour section south of New Washoe City. There are no traffic control devices along Eastlake Boulevard.

The western half of the Corridor travels along Old U.S. 395 and is also known as Bower's Mansion Road. In the southern part of this roadway there are two lanes provided with 4 foot paved shoulders. The speed limit is 45 miles per hour, which is displayed on variable electronic signs. In the northern part of this Corridor north of its interchange with the new I-580/US 395, the roadway is widened to four lanes and the speed limit is increased to 50 miles per hour. An additional center two-way left-turn lane is provided through Washoe City.

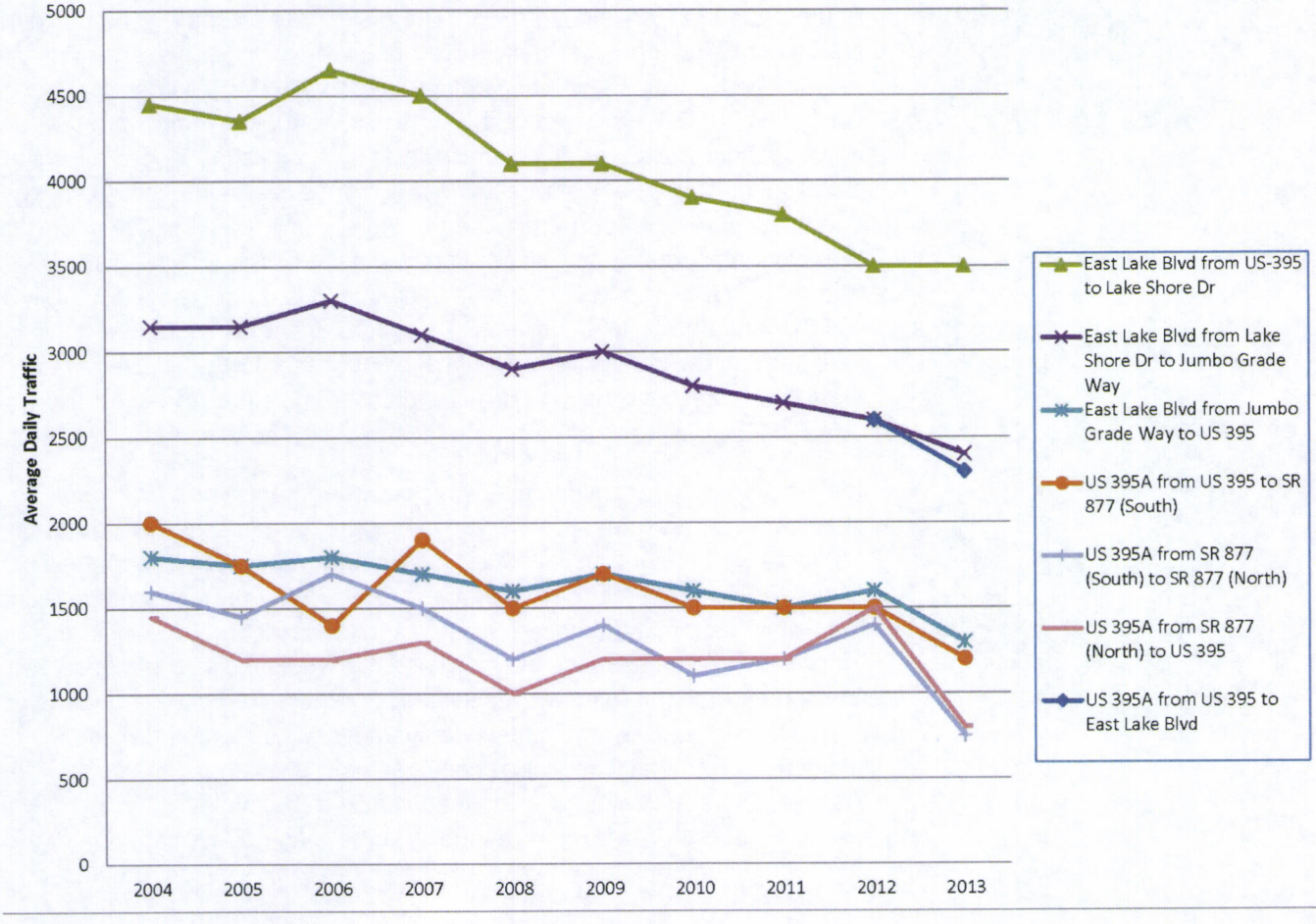
EXISTING TRAFFIC VOLUMES AND TRENDS

Existing and historical traffic volumes were obtained from Nevada Department of Transportation's website. Existing traffic volumes were acquired for the most recent year available which was 2013. In general the traffic volumes are lowest (under 1,000 vehicles per day) around the western part of the lake and highest around the northern part of the lake (up to 3,500 vehicles per day).

Historical ADT volumes are available annually and were obtained for the most recent 10 years (2004 through 2013). A review of this data indicates that traffic volumes along the Corridor have dropped substantially in the past 10 years, as shown in Figure 1. Considering all count locations as a whole, annual ADT volumes fell by 45 percent, or 4.5 percent average annual decline. The largest decline was on Old U.S. 395 west of the lake, from Franktown Road (SR 877) in the south to Franktown Road in the north, with an 11 percent average annual decline. Since I-580 opened in 2012, the majority of traffic no longer uses Old U.S. 395 through Old Washoe City. Significant traffic declines on U.S. Old 395 are connected to the opening of I-580.

In general the traffic volumes are lowest (under 1,000 vehicles per day) around the western part of the lake and highest around the northern part of the lake (up to 3,500 vehicles per day).

Figure 1: Washoe Valley Scenic Byway Historic Traffic Volumes



Although the Byway is a popular road biking destination, the only location with official bike signage is Old U.S. 395 which is signed as a bike route. No pedestrian facilities are provided in the Corridor.

EXISTING TRANSIT SERVICES

There are no transit services along the Washoe Valley Scenic Byway, though the Regional Transportation Commission (RTC) - Intercity Route passes near the Corridor on I-580/US 395.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There is existing signage designating the southern part of Old U.S. 395 a bike route. That is the only location with official bike signage although road biking is popular throughout the Corridor. There are no pedestrian facilities in the Corridor.

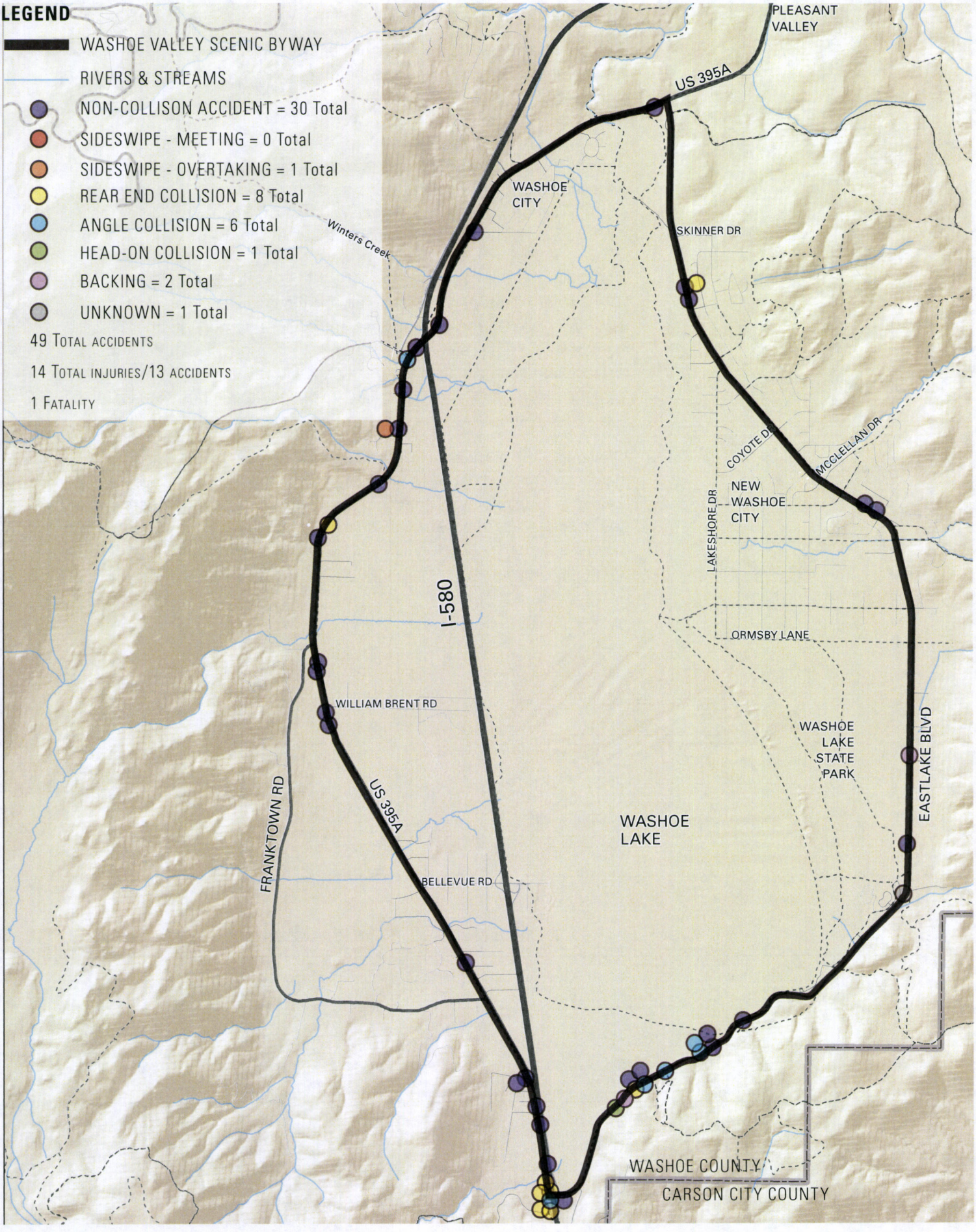
EXISTING TRAFFIC SAFETY

CRASH DATA

Information on traffic crashes is kept by the Nevada Department of Transportation. Data on all traffic crashes for the most recent five years (July 2009 to July 2014) was collected for Eastlake Boulevard and for the section of Old U.S. 395 from I-580 in the north to I-580/Eastlake Boulevard in the south. For the Old U.S. 395 section from I-580 in the north to Eastlake Boulevard, only the crash data from August 23, 2012 to July 2014 (the period after the new I-580/US-395 roadway was opened) was obtained.

Tables 1 and 2 present the crash data organized and summarized by different criteria. Table 1 presents the data summarized by crash type and crash severity. As shown, a total of 27 crashes were reported on Eastlake Boulevard and 22 on Old U.S. 395 . The majority of crashes in the Corridor are non-collision (or single vehicle crashes), which includes overturned vehicles and vehicles that hit an object. In total, about 61 percent of crashes in the Corridor were of this type. Rear-end and angle were the next most common type of crashes. None of the crashes reported involved bicyclists or pedestrians. The severity of crashes can be broken down into three categories: property damage only, injury, and fatal. The lower portion of Table 1 presents a summary of crashes in the Corridor by severity. Overall, 71 percent of reported crashes resulted in property damage only, and 27 percent resulted in injuries. There was one fatal crash during this time period on Old U.S. 395 . The fatal crash was a single vehicle crash that occurred in daylight with clear conditions. The cause of the collision was a drunk driver that ran off the road and rolled the vehicle.

Table 2 presents the crash rates by highway segment. The first group of columns represents the observed crash rate for each segment of the Corridor. Next the applicable statewide average was determined based on roadway type (both roads are minor arterials). Finally the observed rate and the statewide rate are compared, as shown in the last group of columns. Any value in these columns over 100 percent would indicate the observed rate is greater than the statewide average. On Eastlake Boulevard, none of the crash rates exceed the statewide averages. On the southern section of Old U.S. 395, the fatal and injury crash rate is slightly above the statewide average. The one fatality on this section caused the fatality victims crash rate to exceed the statewide average by more than 400 percent. On the northern section of Old U.S. 395, the fatality and injury crash rate also


LEGEND
WASHOE VALLEY SCENIC BYWAY
RIVERS & STREAMS
NON-COLLISON ACCIDENT = 30 Total
SIDESWIPE - MEETING = 0 Total
SIDESWIPE - OVERTAKING = 1 Total
REAR END COLLISION = 8 Total
ANGLE COLLISION = 6 Total
HEAD-ON COLLISION = 1 Total
BACKING = 2 Total
UNKNOWN = 1 Total
49 Total accidents
14 Total injuries/13 accidents
1 Fatality
PLEASANT VALLEY
US 395A
WASHOE CITY
Winters Creek
SKINNER DR
COYOTE DR
MCCLELLAN DR
LAKESHORE DR
NEW WASHOE CITY
I-580
ORMSBY LANE
WILLIAM BRENT RD
WASHOE LAKE STATE PARK
EASTLAKE BLVD
FRANKTOWN RD
US 395A
WASHOE LAKE
BELLEVUE RD
WASHOE COUNTY
CARSON CITY COUNTY

A total of 27 crashes were reported on Eastlake Boulevard and 22 on Old U.S. 395 . The majority of crashes in the corridor are non-collision (or single vehicle crashes), which includes overturned vehicles and vehicles that hit an object. In total, about 61 percent of crashes in the corridor were of this type. Rear-end and angle were the next most common type of crashes.

exceeds the statewide averages by nearly double. Old U.S. 395 has a very low number of vehicle miles and therefore a few crashes can cause a high crash rate.

ROADWAY SAFETY ASSESSMENTS

Nevada Department of Transportation regularly performs roadway safety assessments (RSA's) on roadways throughout the state. The only RSA in the Washoe Lake area occurred in June 2010 along what is now called I-580/US 395, and therefore is not within the Corridor.

SAFETY CONSIDERATIONS ASSOCIATED WITH LAND USE AND PARCEL SIZE

The Corridor contains areas of small adjoining individual parcels zoned Neighborhood Commercial or Residential. Development of small parcels can create potential safety issues along the Corridor. It is difficult to achieve adequate distance between each parcel's access point to allow for turning movements and it is difficult to provide the appropriate length of acceleration and deceleration lanes.

Previously, the cumulative impacts of land use designations and development have not been addressed along the Corridor. Development or Tentative Map approvals are considered separately which hinders the ability to provide safety improvements such as frontage roads or shared access points, appropriate acceleration and deceleration lanes, turn pockets and other highway safety improvements.

Table 1: Washoe Valley: Crashes in Corridor by Type and Severity

	East Lake Blvd		US 395A[1] Southern Section		US 395A[2] Northern Section		Total Corridor	
Crash Type	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Angle	5	19%	0	0%	1	20%	6	12%
Backing	2	7%	0	0%	0	0%	2	4%
Head-On	1	4%	0	0%	0	0%	1	2%
Non-Collision	11	41%	15	88%	4	80%	30	61%
Rear End	7	25%	1	6%	0	0%	8	17%
Sideswipe	0	0%	1	6%	0	0%	1	2%
Unknown	1	4%	0	0%	0	0%	1	2%
Total	*27*	*100%*	*17*	*100%*	*5*	*100%*	*49*	*100%*
Crash Severity	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**		
Property Damage	22	81%	11	64%	2	40%	35	71%
Injury	5	19%	5	30%	3	60%	13	27%
Fatality	0	0%	1	6%	0	0%	1	2%
Total	*27*	*100%*	*17*	*100%*	*5*	*100%*	*49*	*100%*

Note 1: US 395A from East Lake Blvd/I-580 in the south to I-580 in the north.
Note 2: US 395A from I-580 in the north to East Lake Blvd. Only includes crashes after installation of new I-580/US 395 (8/23/2012 through 7/1/2014)

Additionally, segments of the Corridor, particularly the two lane segments, lack adequate right of way to widen the road or provide necessary safety improvements.

SUMMARY

Overall, the majority (71 percent) of reported crashes resulted in property damage only. None of the crashes reported involved bicyclists or pedestrians. However, there was one fatality on Old U.S. 395 after the US 395 bypass project was completed. The observed crash rates for Eastlake Boulevard are below the statewide average rates. Half the observed crash rates on Old U.S. 395 exceed the statewide average rates.

PLANNED ROADWAY IMPROVEMENTS

There are no roadway improvements planned for the Corridor as of July 2015.

Table 2: Washoe Valley: Analysis of Crash Rate by Highway Segment

						Observed Crash Rates			Applicable Statewide Average			Percent of Statewide Average		
Roadway	MP From	To	Total Crashes	Segment Length (miles)	MVM	Total Crashes per MVM	Fatal + Injury Crashes per MVM	Fatality Victims per 100 MVM	Total Crashes per MVM	Fatal + Injury Crashes per MVM	Fatality Victims per 100 MVM	Total Crashes per MVM	Fatal + Injury Crashes per MVM	Fatality Victims per 100 MVM
East Lake Boulevard	US 395A in the North	US 395/I-580 in the South	27	10.1	41.3	0.65	0.12	0	0.96	0.3	1.5	68%	40%	0%
US 395A	US 395/I-580/East Lake Blvd in the South	US 395/I-580 in the North	17	6.8	14.5	0.76	0.34	6.9	0.96	0.3	1.5	79%	**113%**	**460%**
US 395A[1]	US 395/I-580 in the North	East Lake Blvd	5	3.0	5.4	0.93	0.56	0	0.96	0.3	1.5	97%	**187%**	0%
Total Corridor			*49*	*13.1*	*46.7*									

Bold *text means the observed Crash rate is greater than the applicable statewide average Crash rate.*

Note 1: Only includes crashes after installation of new I-580/US 395 (8/23/2012 through 7/1/2014)

4 CHAPTER FOUR ENHANCING THE BYWAY FOR VISITING, LIVING & DRIVING

STRATEGIES & ACTION ITEMS

Photo by Rick Cooper

The Corridor Plan recommendations presented in Chapter 4 identify strategies and action items to achieve the four goals and objectives identified in Chapter 1.

The challenges facing the Corridor include natural resource protection and management, open space and visual quality, bicycle safety and economic vitality. The Corridor Plan recommendations presented in Chapter 4 identify strategies and action items to achieve the four goals and objectives identified in Chapter 1:

- Preserve and Enhance the Natural Environment and Wildlife Habitat
- Enhance Active Transportation Facilities
- Protect the Sense of Community
- Promote Economic Vitality

GOAL: PRESERVE AND ENHANCE THE NATURAL ENVIRONMENT AND WILDLIFE HABITAT

STRATEGIES & ACTION ITEMS

Enhance Wildlife Habitat and Connectivity

- Consider ways to actively manage wildlife and their migration routes
- Identify and enhance wildlife crossings
    - Provide wildlife overpasses or underpasses where appropriate
- Encourage wetlands mitigations areas in naturally wet locations

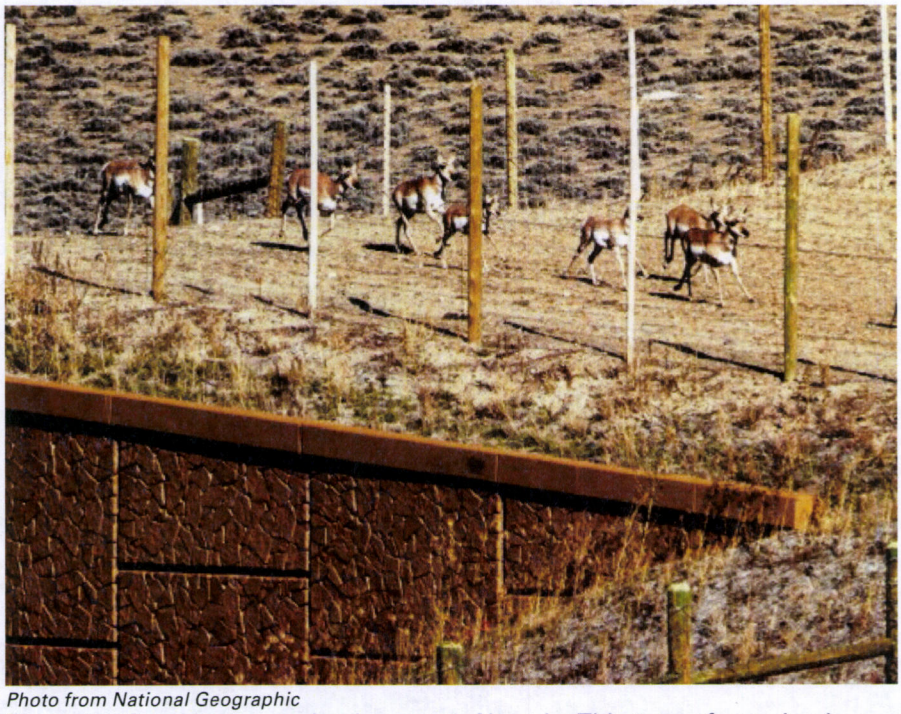


Photo from National Geographic

Example of antelope crossing in eastern Nevada. This type of crossing is provided as an example since the Corridor has deer and black bears, not antelope.

Photo from National Geographic

Wildlife overpasses are covered with earth and native vegetation to replicate the natural environment and encourage crossing by deer and other animals. Fencing is installed on both sides of the highway to help direct animals to cross at the overpass. NDOT has worked with NDOW to install wildlife overpasses in Wells and Elko. Research by the University of Nevada, Reno shows that during the first three migrations in which the safety crossings were installed in Wells, more than 12,000 mule deer were kept off the road.

GUIDELINES

- Engage appropriate agencies in the planning and design of wildlife crossings.
- Use ecologically-appropriate wildlife crossing structures that meet the needs of specific wildlife species (mule deer and black bear versus antelope) in order to improve movement corridors and safety along the Corridor.
- Design wildlife crossing structures to blend with the surrounding landscape.

Manage and Maintain Natural Resources

- Manage and maintain forest health and protect the watershed
- Utilize targeted livestock for fuels reduction, pasture management and noxious weed management
- Consider other non-pesticide noxious weed management methods
- Maintain and enhance fire breaks where needed to protect communities from wildland fires and vice versa to protect wildlands from fires that start in the communities
- Evaluate trails for use as fire breaks and emergency fire access
- Promote and support noxious weed removal, defensible space and fire safety
- Encourage proper grazing methods for property owners to ensure pastures are not overgrazed and to avoid dust issues
- Provide cattle guards at roads and bicycle path entries leading into sensitive park areas in order to keep out wild horses

- Targeted livestock grazing, in conjunction with other fuels reduction efforts, can reduce the amount, height and distribution of fuel in a specific area, potentially decreasing the spread and size of wildfires.

Photo from Resource Concepts Inc. Washoe County Fire Plan

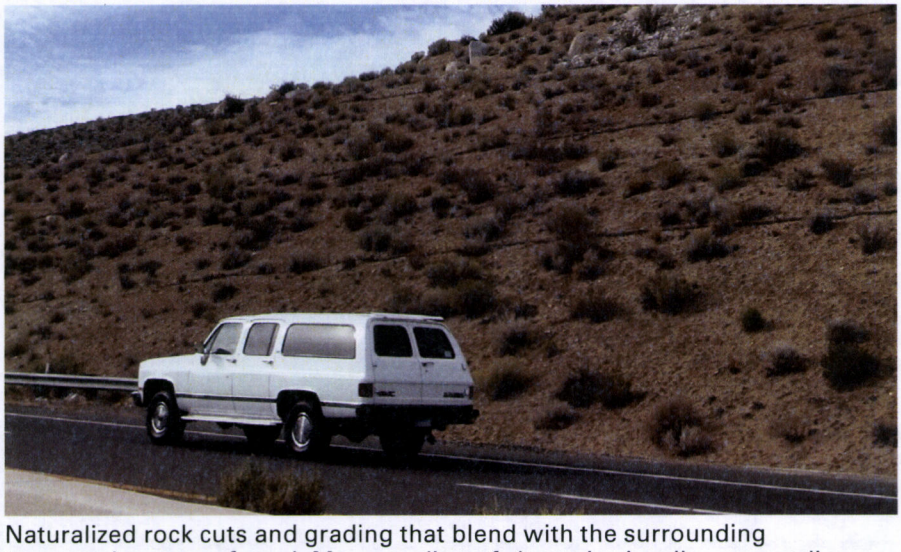
Below the treeline in the West Washoe Valley community, big sagebrush, bitterbrush rabbitbrush, and perennial grass fuel loads are estimated at two to four tons per acre and considered a high fuel hazard.

PROTECT THE SENSE OF COMMUNITY

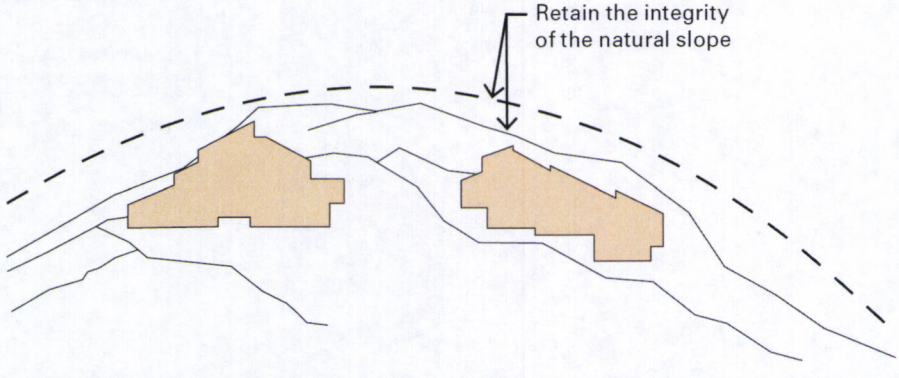
STRATEGIES & ACTION ITEMS

Preserve Views and Scenic Vistas/Protect Viewsheds

- Manage development and grading to preserve mountain views and avoid mass grading and large rock cuts visible from the highway
- Maintain current and proposed outdoor advertising standards to manage billboards and on-site signs so they do not detract from scenic views
- Manage cell towers and wind turbines so they do not detract from the area's visual quality and can be visually hidden in the viewshed
- Maintain zoning to manage growth, protect water resources and promote walkable development and encourage conservation easements



Naturalized rock cuts and grading that blend with the surrounding topography are preferred. Mass grading of slopes is visually unappealing and leads to vegetation management issues.

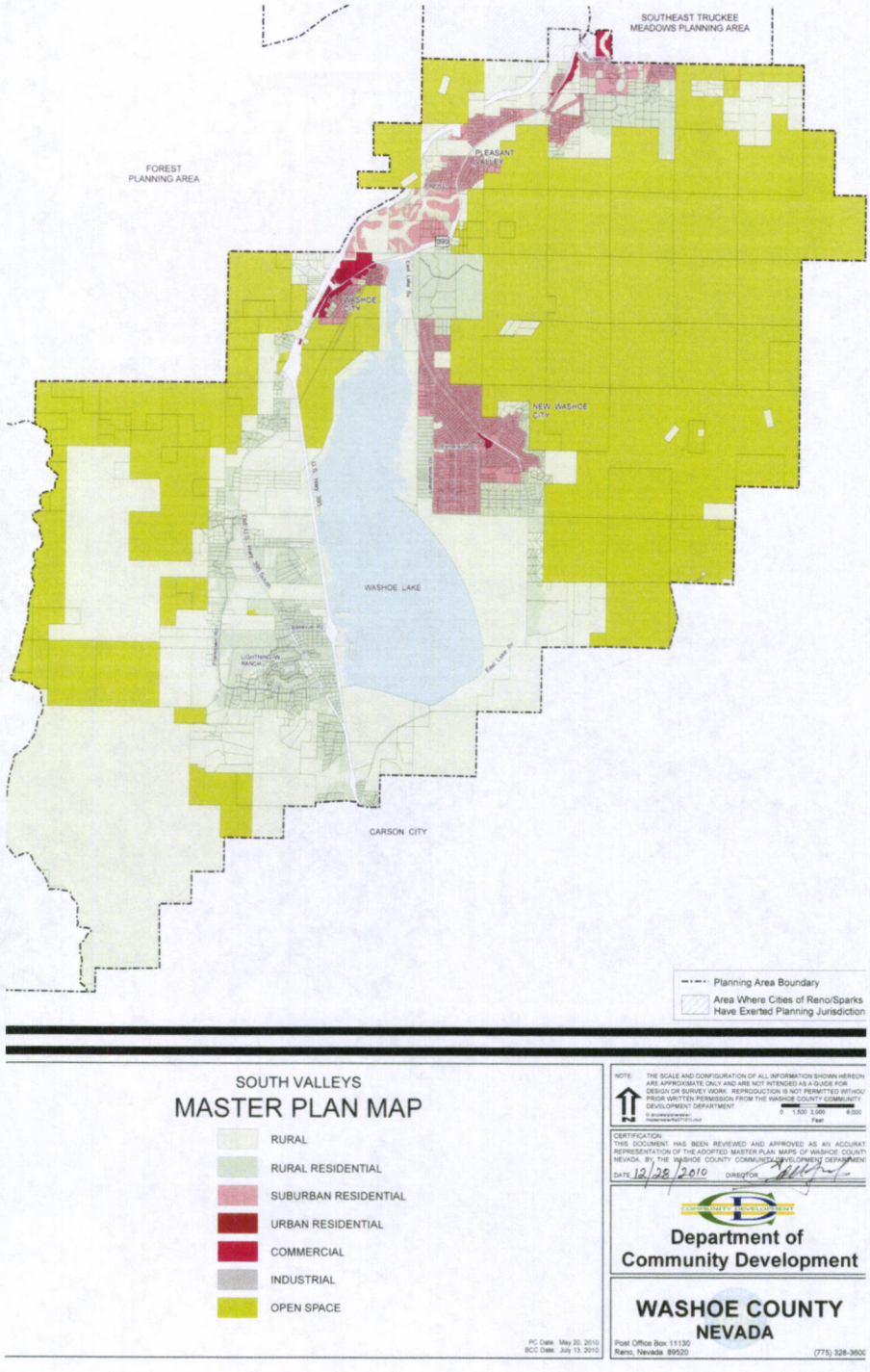


Development on hillsides and mountains should retain the integrity of the natural slope and not extend above the hillside.

GUIDELINES: GRADING & ROCK CUTS

- Grading should minimize the visual impact of all residential and non-residential hillside development, including road cuts and driveways.
- Grade to create natural-looking slopes where feasible. Have diversity in gradient and profile rather than uniform slopes.
- Encourage multi-year revegetation plans for slopes so that invasive weeds are managed and vegetation covers the site to match adjacent natural slopes.
- Create landforms that respond to the uniqueness of the site, the surrounding landscape and the roadway travel experience.
- Utilize naturalized retaining and terracing where needed.
- Create smooth landform transitions that blend with the natural terrain.
- Development should be designed to follow the natural contours when possible.

- Rural and Rural Residential land uses are predominately identified for west and southeast Washoe Valley. The minimum lot size for those land uses is 5 acres. Per the South Valleys Area Plan, private, common open space subdivisions shall be designed such that open space areas are mostly contiguous and represent the best option for the maintenance of wildlife habitat and migration areas, groundwater recharge and open expansive vistas.



Preserve Open Space

- Consider acquisition and preservation of open space
- Promote conservation easements
- Consider acquisition of Winters Ranch house; evaluate opportunities to preserve the house and develop a visitor center or seek other public, private, or non-governmental organization partnerships that could preserve this historic structure
- Preserve Washoe/Allen's Canyon and the historic V&T Corridor
- Coordinate with the BLM and Nevada Land Trust for preservation of ranch lands within the Valley

Community support and persistence in land acquisition has brought about land swaps and buyouts. The last major buyout with Southern Nevada Public Lands Management Act funding purchased the area northeast of Bowers Mansion. Total acquisition of ranch land was approximately 1,000 acres – preserving water rights and open space along U.S. 395. An earlier 12,000 acre land swap, on the east side of the valley, consolidated BLM lands from the eastern side of Washoe Lake to Virginia City. Both of these were important land acquisitions to preserve the rural nature and historical setting of Washoe Valley and the Comstock. There have been smaller easements acquired and land purchases in the Washoe/Allen Canyon area to preserve the historical V&T railroad corridor and at Davis Creek Park to protect the entry and deer winter range.

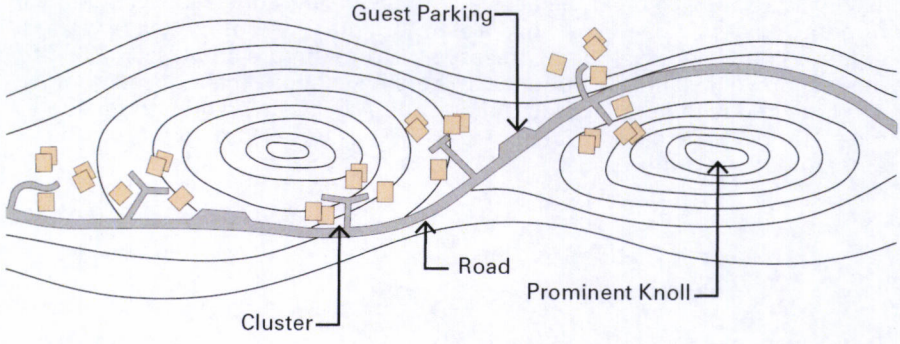
- Open space acquisition and preservation should be considered as opportunities arise.
- Partnerships with the BLM and the Nevada Land Trust can assist with the preservation and management of lands.

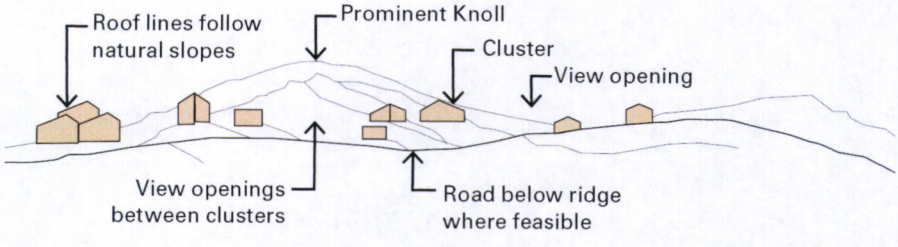
- Conservation easements can help preserve open space and agricultural lands. It is a voluntary agreement between a landowner and a land trust or government agency to limit development of a property. It is a legal designation and is applicable to both present and future owners of the land to achieve certain conservation purposes. Greil Ranch is an example of landowners desire to protect ranch land and wildlife habitat in the future.

- Types of conservation easements include:
  - Agricultural and Forest
  - Public Recreation
  - Historic Preservation
  - Wildlife Habitat
  - Scenic
  - Trails
  - Gardens

- Clustering homes in East Washoe Valley, varying setbacks and other site planning techniques can be used to preserve open spaces, protect natural features and maintain views for residents.

The Rusk Ranch bordering Wilson Commons Park in Washoe Valley is an example of a property with a conservation easement. The conservation easement acquisition funds were raised through grants from Nevada Division of State Lands Conservation and Resource Protection Grant Program, and the Farm and Ranchland Protection Program, so that 45 acres of the Rusk land will be maintained as productive ranchland and open space in perpetuity.





The BLM acquired a significant portion of the lands associated with Winters Ranch. Purchasing the house and additional lands might provide an opportunity to develop a visitor center for the Corridor.

- Winters Ranch house could be acquired for preservation and used as a visitor center.

Photo by Rick Cooper

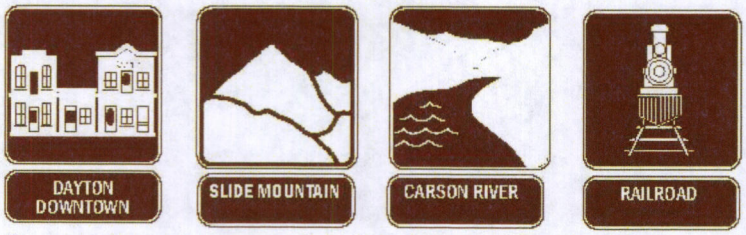
Washoe County has a relocatable trail easement through Washoe Canyon. The route could follow much of the V&T railroad alignment to celebrate the cultural history of the Corridor.

- Preservation of Washoe/ Allen's Canyon and the V&T railroad corridor can provide cultural, scenic and recreational value.

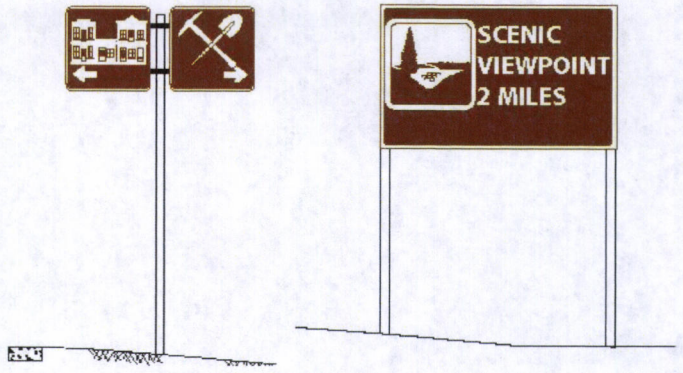
- Utilize NDOT's Landscape and Aesthetics Corridor Guidelines to continue the enhancement of highway facility aesthetics.
- Guidelines are provided for a number of facilities, including:
  - Community gateways
  - Viewpoints and pull-offs
  - Signage
  - Pedestrian crossings
  - Bicycle facilities
  - Barriers and guard rails
  - Lighting
  - Fencing
  - Grading and retaining walls
  - Rock cuts and excavation
  - Drainage
  - Erosion control
  - Water harvesting
  - Irrigation
  - Softscape types and treatments
  - Wildlife crossings and protection

Enhance Aesthetics of Roadside Facilities

- Utilize NDOT's Landscape and Aesthetics Corridor Guidelines to continue the enhancement of highway facility aesthetics
- Utilize snow fencing that reinforces the area's agricultural character
  - Vegetative snow fencing should be encouraged where it does not block views of the mountains or valley vistas
- Encourage the use of native landscaping and low-water use plant materials and the removal/replacement of high-water use ornamental landscape along the Corridor to minimize impacts to area wells
- Reference "bee-friendly" or beneficial insect pollinator habitat planting lists such as the *Native Plants Pesticide Free* list from the U.S. Fish and Wildlife Service to develop pollinator friendly corridors
- Select and arrange adjacent plant materials to avoid blocking views



(1) The Statewide Place Name Sign Program uses a family of icanic symbols specific to Nevada to identify features such as railroads, historic buildings, and geographical points of interest.



(2) Directional signs on State or County roads use a family of icanic symbols along with a directional arrow. This type of sign uses a maximum of four symbols.

(3) Signs for a scenic overlook or viewpoint use a maximum of two symbols along with the distance to the pull-off.

NDOT"s Landscape and Aesthetics Corridor Plan sets forth aesthetic guidelines for a variety of roadside facilities. The plan described a Place Name Signage program to highlight natural and cultural resources along the state's highways. This program could be evaluated for its application in Washoe Valley.

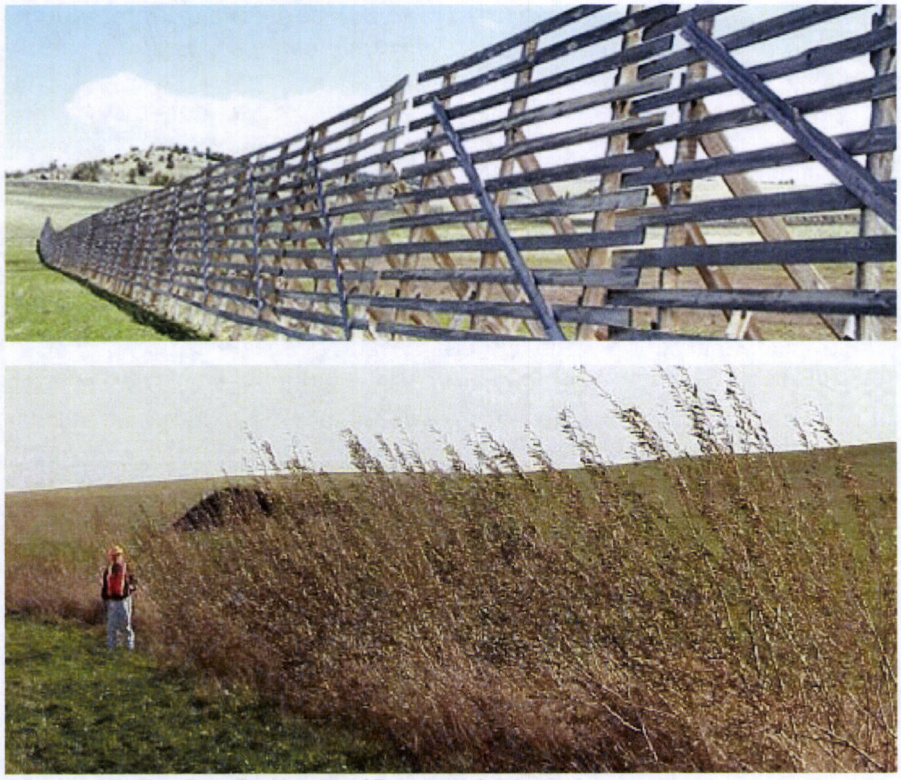
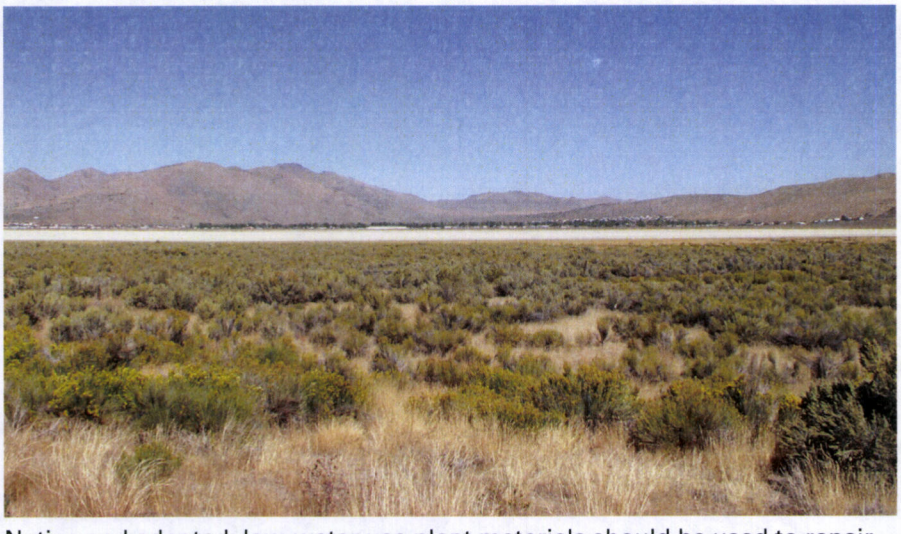


Photo by New York State Department of Transportation

Living snow fences, or vegetative barriers that trap blowing and drifting snow, can create safer driving conditions for motorists and provide protection and a winter food source for wildlife. The appearance of structural snow fences should typically be wooden and reinforce the valley's agricultural character.



Native and adapted, low-water use plant materials should be used to repair and restore roadsides and provide accent plantings.

GUIDELINES: SNOW FENCING

- Utilize snow fencing that reinforces the area's agricultural character.
- Vegetative snow fencing may be used where it does not block views of the mountains or valley vistas.

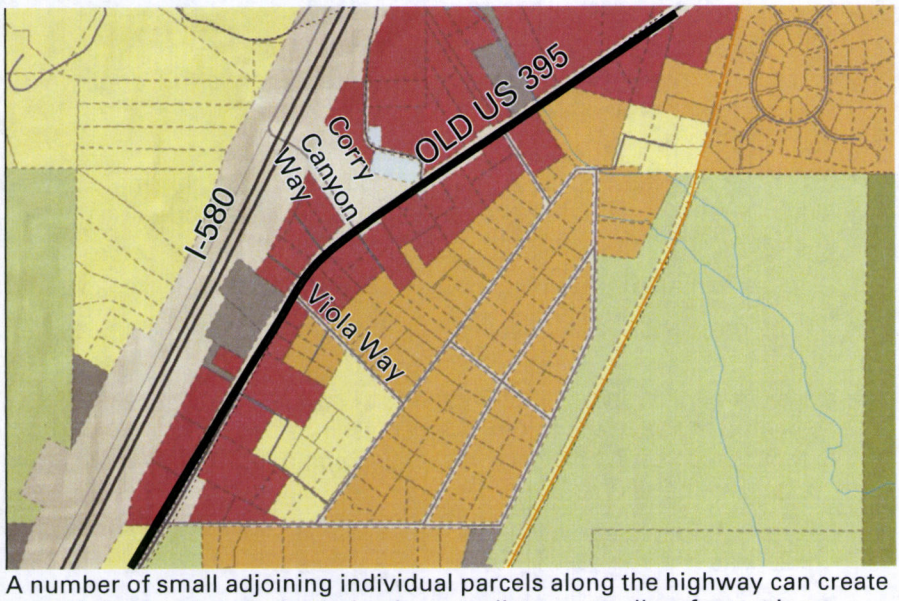
GUIDELINES: PLANT MATERIALS

- Encourage the use of native landscaping and low-water use plant materials and the removal/replacement of high-water use ornamental landscape along the Corridor to minimize impacts to area wells.
- Ensure the plant palette selected for the site complements existing desirable vegetation in the surrounding landscape.
- Use native plant species to create plant communities with variations in plant height and width.

- Cumulative impacts of land use and development need to be considered along the Corridor in order to maintain or improve safe access.

Consider the cumulative impact of land use and development along the Corridor in order to maintain or improve safe access along the highway

- Limiting the average daily trips or peak traffic movements may be necessary to maintain or improve the highway safety in areas of multiple adjoining small parcels
- NDOT and Washoe County are encouraged to work together to evaluate and consider cumulative safety impacts as part of land use designations
- NDOT and Washoe County are encouraged to work together to evaluate and consider the cumulative safety impacts as part of the review of development proposals, including but not limited to:
  - Requiring appropriate length of acceleration and deceleration lanes for highway access
  - Encouraging frontage roads or connectivity of multiple small parcels with interior street
  - Limiting the number highway access points and encouraging shared access points



A number of small adjoining individual parcels along the highway can create potential safety issues due to inadequate distance to allow for turning movements. Cumulative impacts and coordination with NDOT and Washoe County is encouraged to evaluate and consider the safety impacts of development proposals.

LEGEND

- WASHOE VALLEY SCENIC BYWAY
- RURAL RESIDENTIAL (ALL CATEGORIES)
- SUBURBAN RESIDENTIAL (ALL CATEGORIES)
- COMMERCIAL (ALL CATEGORIES)
- OPEN SPACE
- PUBLIC & SEMI-PUBLIC FACILITIES

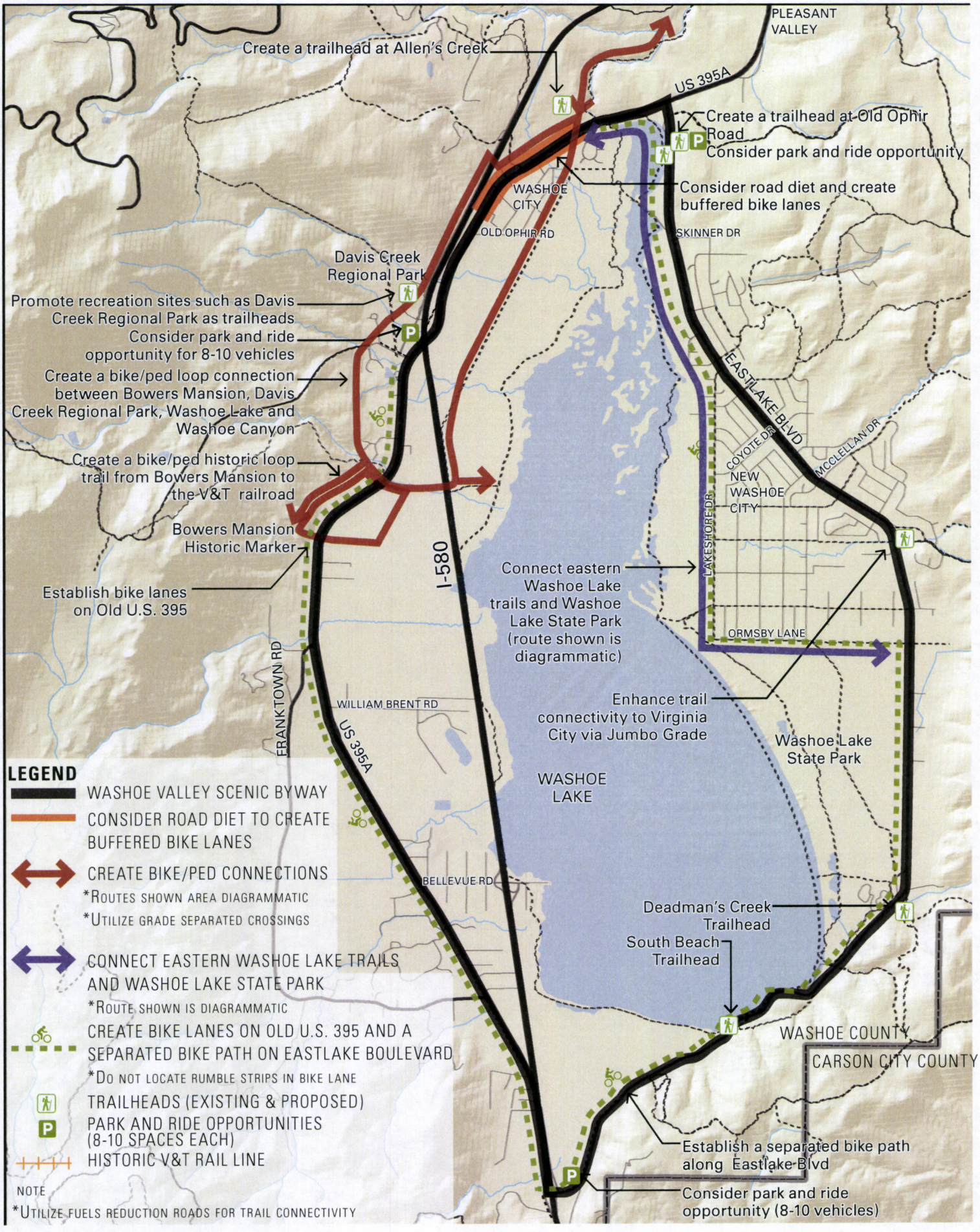
Enhancement of the bicycle and pedestrian facilities would improve safety for active transportation users and recreational bikers and hikers throughout the Corridor while also providing enhanced access to recreation and cultural opportunities.

GOAL: ENHANCE ACTIVE TRANSPORTATION FACILITIES

STRATEGIES & ACTION ITEMS

Enhance Bicycle and Pedestrian Facilities for Safety and Connectivity

- Designate and widen bike lanes along Old U.S. 395 if possible within the existing pavement width or right of way
- Create an off-highway Class I path along Eastlake Boulevard: follow off-highway route along Ormsby Lane and Old County Road to minimize interface with intersections through New Washoe City
  - At a minimum, widen Eastlake Boulevard to provide bike lanes
- Locate rumble strips to the center of the fog line and not in the bike lane
- Consider a road reconfiguration through Old Washoe City (taking into account that Old Washoe City may be used as an alternate to I-580 during certain conditions) and create separated, shared-use paths for cyclists and pedestrians
- Utilize USFS fuels reduction roads for trail connectivity and emergency fire access
- Create a looped pedestrian/bike connection between Davis Creek Park, Bower's Mansion, the V&T rail corridor on BLM lands, Old Washoe City, Little Washoe Lake and Washoe Canyon
  - Connect western edge along the frontage road west of I-580
  - Connect to existing trails that continue to Galena Creek
  - Connect West Washoe area to USFS and State Park trails on the western slopes
- Create a short trail connecting Bowers Mansion to the V&T rail corridor
  - Re-create the original arrival experience for visitors to Bowers Mansion from the V&T corridor
- Utilize grade separated crossings to connect recreation resources west of Old U.S. 395 to Little Washoe Lake and Eastlake Boulevard
- Connect the eastern Washoe Lake Trails and Washoe Lake State Park
- Enhance trail connectivity to Virginia City via Jumbo Grade (coordinate with the BLM Off-Highway Plan and improve route signage and alignment)
- Improve Deadman's Creek trail and consider fencing some of the social trails to protect riparian areas
- Promote recreation sites such as Davis Creek Park and Bowers Mansion as trailheads
- Provide opportunities along the Byway for special events such as Edible Pedal and marathons as well as alternative opportunities that lessen the impact of events on existing roads
- Create a trail route through Washoe/Allen's Canyon that connects to the future Mini Way trailhead and Callahan Ranch area
- Create trailheads at the following areas:
  - Washoe/Allen's Canyon
  - Old Ophir Road
  - Mini Way
- Enhance equestrian facilities along trails
  - Provide separated equestrian path facility along Old U.S. 395
- Coordinate off-highway trails with the BLM Off-Highway Plan
- Promote safe bicycling practices for new, regular and event cyclists in order to help alleviate conflicts with motorists and residents


PLEASANT VALLEY
Create a trailhead at Allen's Creek
US 395A
Create a trailhead at Old Ophir Road
Consider park and ride opportunity
Consider road diet and create buffered bike lanes
WASHOE CITY
OLD OPHIR RD
SKINNER DR
Davis Creek Regional Park
Promote recreation sites such as Davis Creek Regional Park as trailheads
Consider park and ride opportunity for 8-10 vehicles
Create a bike/ped loop connection between Bowers Mansion, Davis Creek Regional Park, Washoe Lake and Washoe Canyon
Create a bike/ped historic loop trail from Bowers Mansion to the V&T railroad
Bowers Mansion Historic Marker
Establish bike lanes on Old U.S. 395
I-580
EASTLAKE BLVD
COYOTE DR
MCCLELLAN DR
NEW WASHOE CITY
LAKESHORE DR
Connect eastern Washoe Lake trails and Washoe Lake State Park (route shown is diagrammatic)
ORMSBY LANE
FRANKTOWN RD
WILLIAM BRENT RD
US 395A
Enhance trail connectivity to Virginia City via Jumbo Grade
Washoe Lake State Park
WASHOE LAKE
BELLEVUE RD
Deadman's Creek Trailhead
South Beach Trailhead
WASHOE COUNTY
CARSON CITY COUNTY
Establish a separated bike path along Eastlake Blvd
Consider park and ride opportunity (8-10 vehicles)
LEGEND
WASHOE VALLEY SCENIC BYWAY
CONSIDER ROAD DIET TO CREATE BUFFERED BIKE LANES
CREATE BIKE/PED CONNECTIONS
*ROUTES SHOWN AREA DIAGRAMMATIC
*UTILIZE GRADE SEPARATED CROSSINGS
CONNECT EASTERN WASHOE LAKE TRAILS AND WASHOE LAKE STATE PARK
*ROUTE SHOWN IS DIAGRAMMATIC
CREATE BIKE LANES ON OLD U.S. 395 AND A SEPARATED BIKE PATH ON EASTLAKE BOULEVARD
*DO NOT LOCATE RUMBLE STRIPS IN BIKE LANE
TRAILHEADS (EXISTING & PROPOSED)
PARK AND RIDE OPPORTUNITIES (8-10 SPACES EACH)
HISTORIC V&T RAIL LINE
NOTE
*UTILIZE FUELS REDUCTION ROADS FOR TRAIL CONNECTIVITY

- Designate and widen bike lanes on Old U.S. 395.

Photo by Edible Pedal

Road bikers regularly use Old U.S. 395. Enhanced facilities include designating a bike lane area and widening the lanes to six feet.

- Create an off-highway Class I path along Eastlake Boulevard: follow an off-highway route along Ormsby Lane and Old County Road to minimize interface with vehicular intersections through New Washoe City.
    - At a minimum, widen Eastlake Boulevard to provide bike lanes.

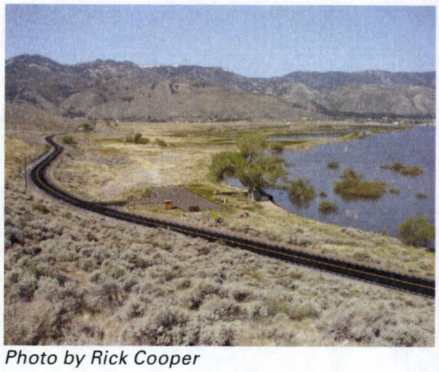


Photo by Rick Cooper

Existing condition along Eastlake Boulevard.

Illustration of potential separated shared use path to improve safety of cyclists along Eastlake Boulevard.

Illustration of potential road diet and enhanced commercial area in Old Washoe City. The development of I-580 and subsequent reduction of traffic volumes through Old Washoe City provides an opportunity to rethink the road configuration through the area.

- Consider a road diet or a reconsideration of the number of travel lanes through Old Washoe City and create separated, shared-use paths.

Existing condition through Old Washoe City.

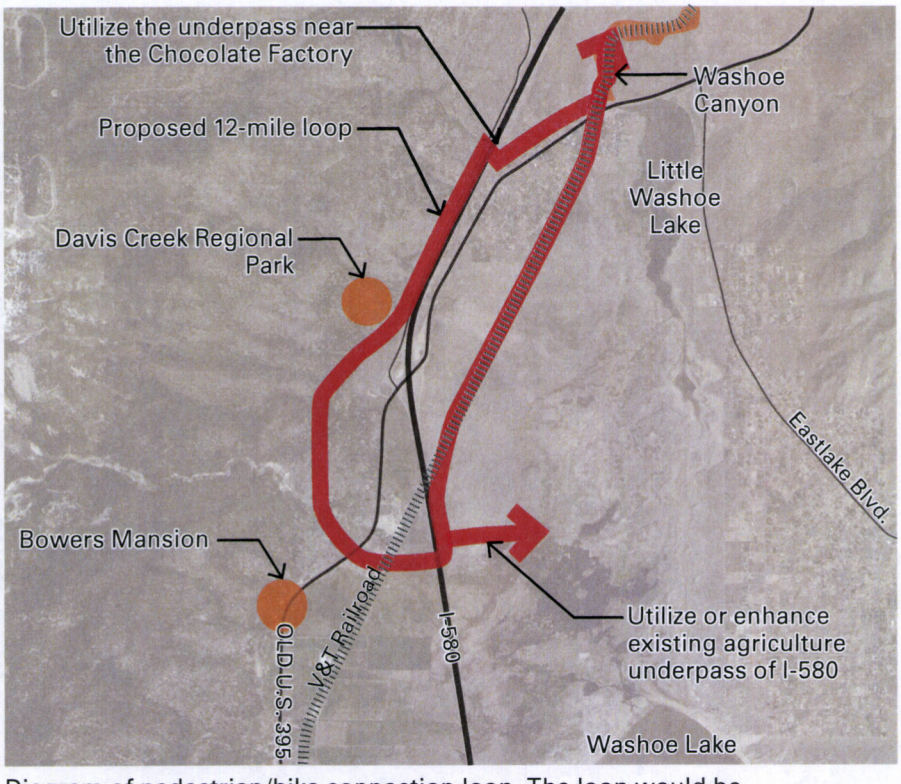
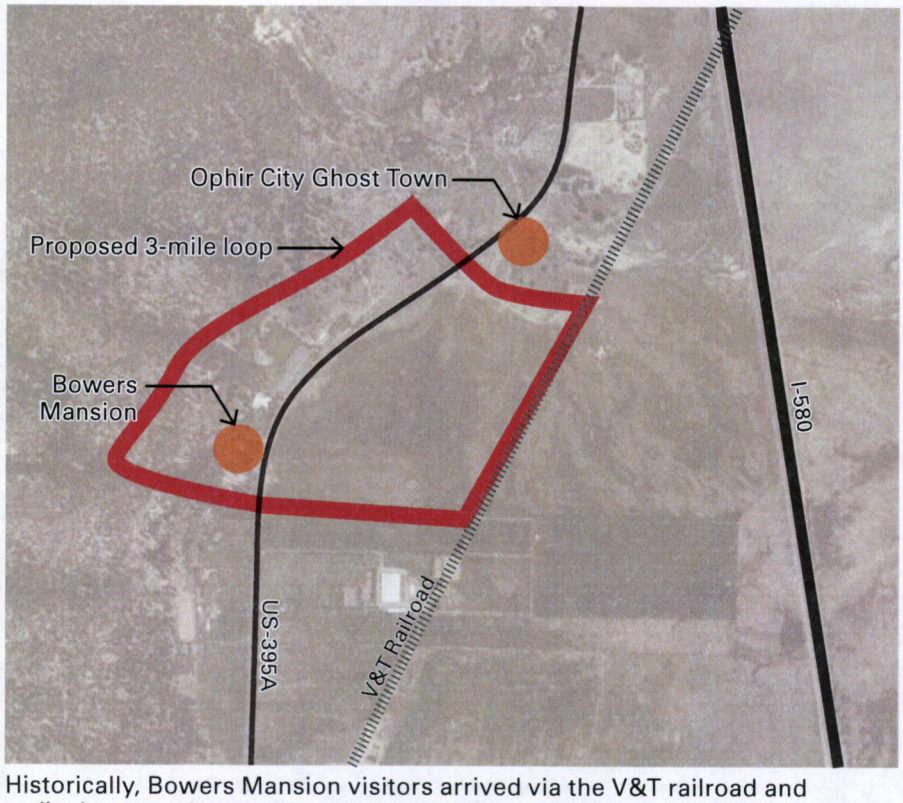


Diagram of pedestrian/bike connection loop. The loop would be approximately 12 miles and could take pressure off Franktown Road for cycling events.

- Davis Creek Park, Bower's Mansion, the V&T rail corridor on BLM lands, Old Washoe City, Little Washoe Lake and Washoe Canyon.
  - Connect western edge along the frontage road west of I-580.
  - Connect to existing trails that continue to Brown's Creek.
  - Connect West Washoe area to USFS and State Park trails on the western slopes.
  - Create a separated path within the right of way where needed to minimize the need for easements.

- Create a short loop trail connecting Bowers Mansion to the V&T rail corridor.
    - Re-create the original arrival experience for visitors to Bowers Mansion.



Historically, Bowers Mansion visitors arrived via the V&T railroad and walked over to the mansion. A short trail loop of 3 miles can re-create that experience and be incorporated into the current facility's cultural tour.

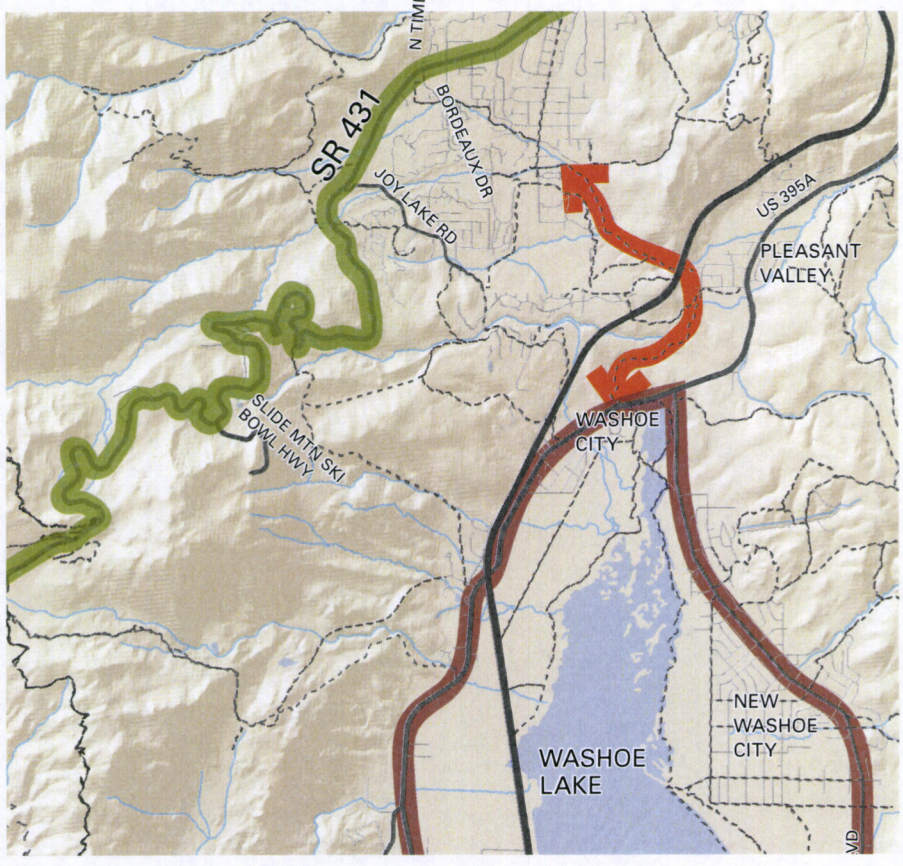
- Utilize grade separated crossings to connect recreation resources west of Old U.S. 395 to Washoe Lake and Eastlake Boulevard.

Grade-separated crossings include both underpasses and overpasses to allow pedestrians and cyclists to cross a highway without interfacing with motorists. To be successful, the crossing needs to provide direct access, have clear sight lines, include lighting for safety and address drainage.

Photo by Rick Cooper

Jumbo Grade trail connects Washoe Valley to Virginia City. In addition to its historic and cultural importance, it also passes by interesting geologic features. The trail route needs to be better designated for users.

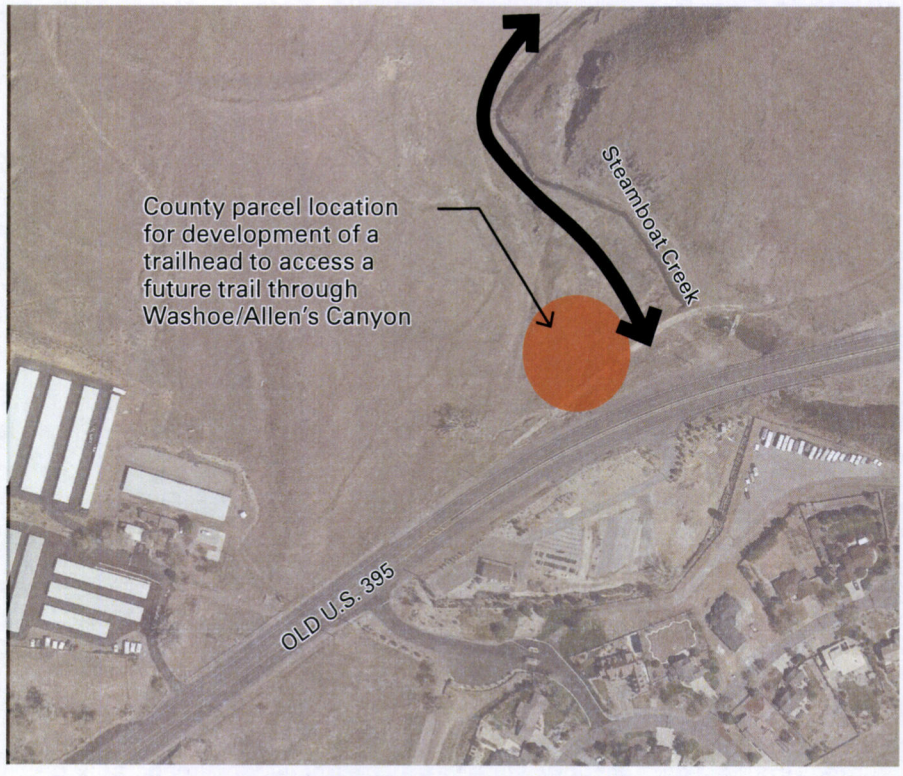
- Enhance trail connectivity to Virginia City via Jumbo Grade (coordinate with the BLM Off-Highway Plan and improve route signage and alignment).



Washoe County has a flexible easement through Washoe/Allen's Canyon to develop a trail that connects the Washoe Valley Byway to the Mount Rose Byway area.

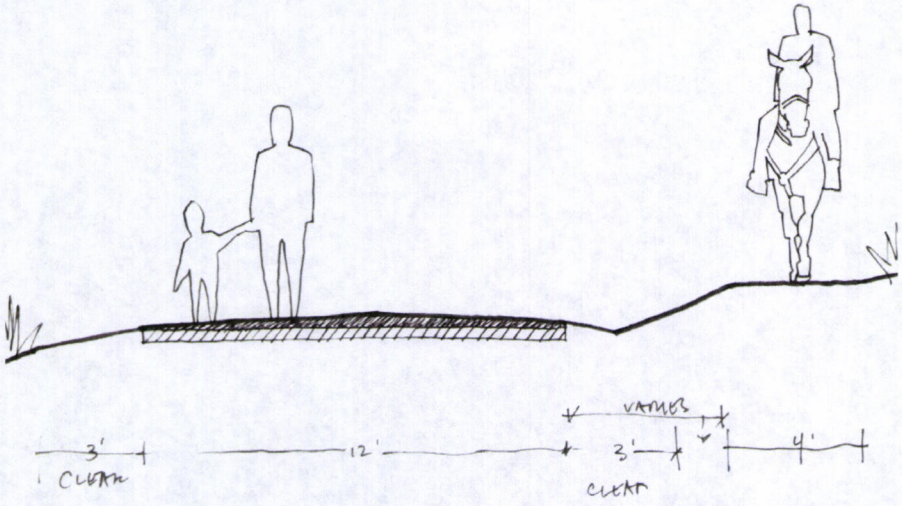
- Create a trail route through Washoe/Allen's Canyon that connects to the future Mini Way trailhead and Callahan Ranch area.
- Trailheads would be located on County property in Old Washoe City and on Mini Way in Pleasant Valley.

- Create trailheads at the following areas:
  - Washoe/Allen's Canyon
  - Old Ophir Road



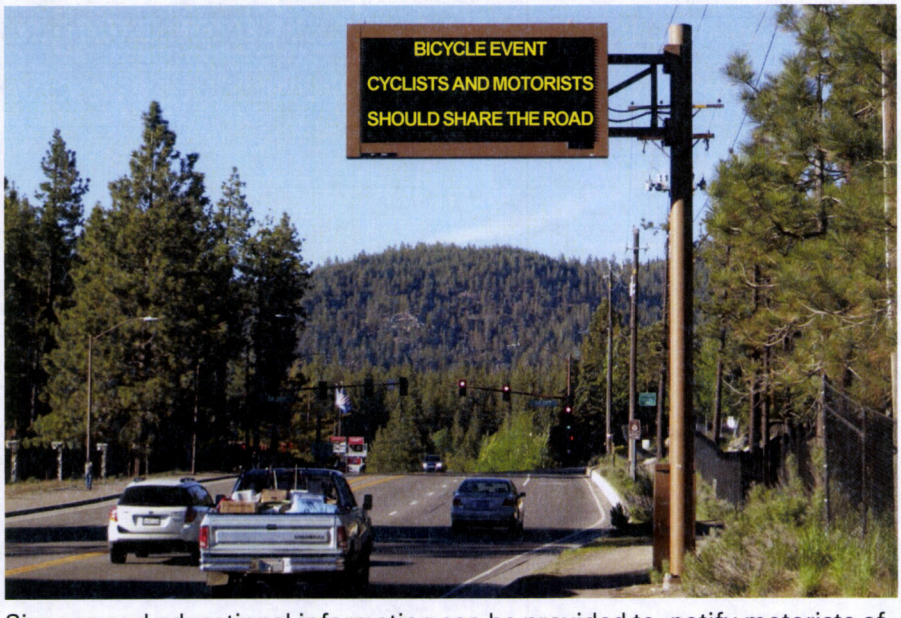
Potential location of a trailhead for Washoe/Allen's Canyon in Old Washoe City.

Potential location of a trailhead for Old Ophir Road.



Equestrian use should be considered in conjunction to hiking and cycling users throughout the valley. Separated facilities are preferred when possible.

- Enhance equestrian facilities along trails.
  - Provide separated equestrian path facility along Old U.S. 395.



Signage and educational information can be provided to notify motorists of cycling and running events and remind users of the need to share the road.

- Promote safe bicycling practices for new, regular and event cyclists in order to help alleviate conflicts with motorists and residents.
  - ITS signage can be used to notify motorists of cycling and running events and remind users of the need to share the road.

Encourage shared rides

- Provide small park and ride areas at key locations such as near intersections connecting to Reno, Pleasant Valley and Carson City to encourage shared rides for residents. Bowers Mansion parking allows for current park and ride opportunities.

- Provide 8-10 space park and ride locations at key locations to encourage shared rides.

Photo by Rick Cooper

Economic vitality of the Byway's commercial areas can be reinvigorated as the Corridor users are better connected to the recreation and cultural resources.

GOAL: PROMOTE ECONOMIC VITALITY BY ENHANCING THE USER EXPERIENCE

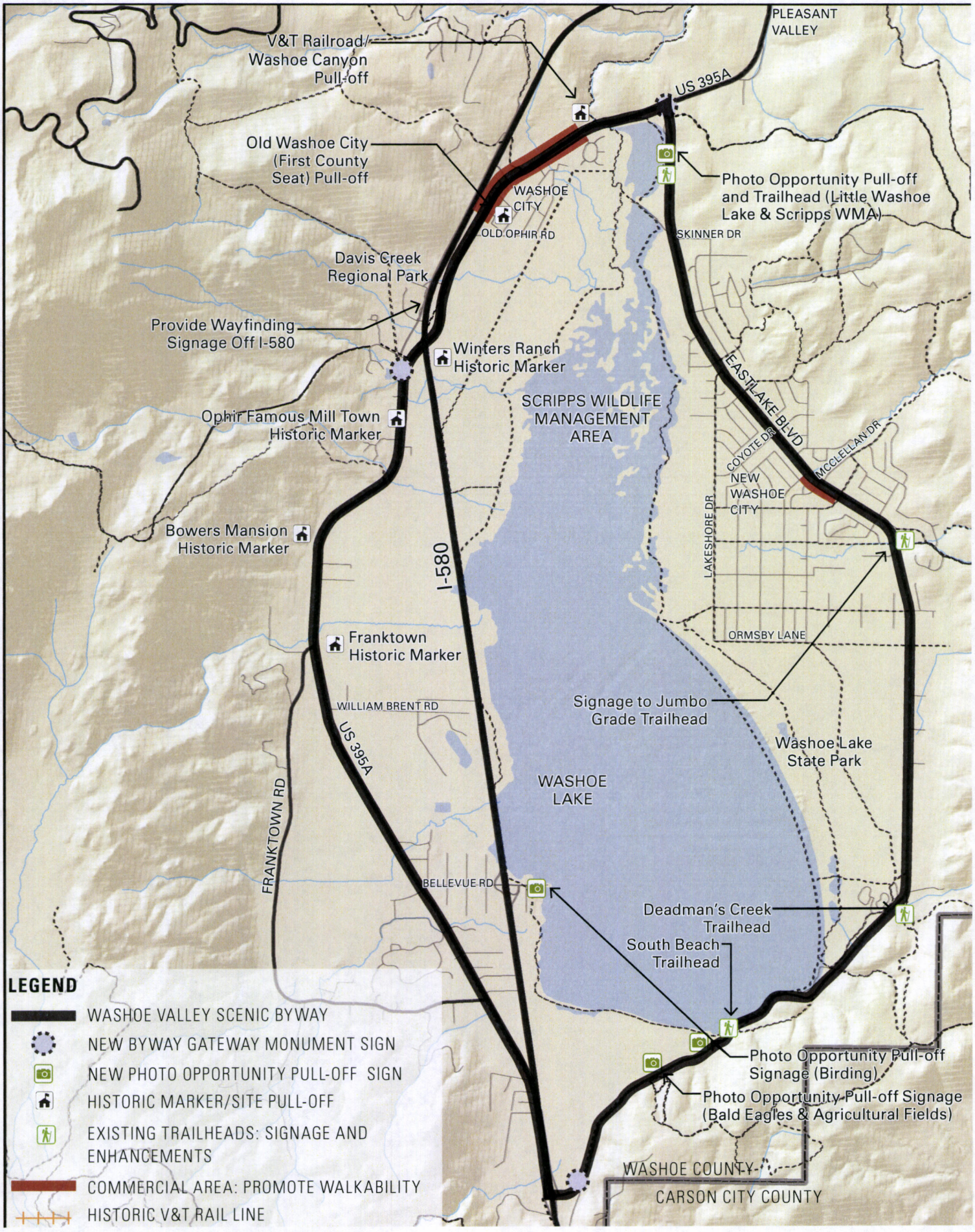
STRATEGIES & ACTION ITEMS

Develop and Enhance Pull-offs and Vista Points

- Sign wildlife viewing opportunities
  - Bald eagles
  - Wild horses
  - Birding
- Develop pull-offs for historic markers and sites
  - Winters Ranch
  - Ophir City
  - Franktown
  - Old Ophir Mill mine site
  - V&T Train stops or points of interest to train enthusiasts (such as Bowers Mansion or Washoe/Allen's Canyon)
  - Slide Mountain (by Little Washoe on Eastlake)
  - Old Washoe City (First County Seat)

Enhance Recreation Resources

- Encourage reinvestment in the pool facilities at Bower's Mansion to recall the original context and layout


V&T Railroad/
Washoe Canyon
Pull-off
Old Washoe City
(First County
Seat) Pull-off
Davis Creek
Regional Park
Provide Wayfinding
Signage Off I-580
Winters Ranch
Historic Marker
Ophir Famous Mill Town
Historic Marker
Bowers Mansion
Historic Marker
Franktown
Historic Marker
WILLIAM BRENT RD
US 395A
FRANKTOWN RD
I-580
WASHOE
CITY
OLD OPHIR RD
PLEASANT
VALLEY
US 395A
Photo Opportunity Pull-off
and Trailhead (Little Washoe
Lake & Scripps WMA)
SKINNER DR
SCRIPPS WILDLIFE
MANAGEMENT
AREA
EASTLAKE BLVD
COYOTE DR
MCCLELLAN DR
NEW
WASHOE
CITY
LAKESHORE DR
ORMSBY LANE
Signage to Jumbo
Grade Trailhead
Washoe Lake
State Park
WASHOE
LAKE
BELLEVUE RD
Deadman's Creek
Trailhead
South Beach
Trailhead
Photo Opportunity Pull-off
Signage (Birding)
Photo Opportunity Pull-off Signage
(Bald Eagles & Agricultural Fields)
WASHOE COUNTY
CARSON CITY COUNTY
LEGEND
WASHOE VALLEY SCENIC BYWAY
NEW BYWAY GATEWAY MONUMENT SIGN
NEW PHOTO OPPORTUNITY PULL-OFF SIGN
HISTORIC MARKER/SITE PULL-OFF
EXISTING TRAILHEADS: SIGNAGE AND
ENHANCEMENTS
COMMERCIAL AREA: PROMOTE WALKABILITY
HISTORIC V&T RAIL LINE

- Sign wildlife viewing opportunities, including:
  - Bald eagles
  - Wild horses
  - Birding

A number of locations exist for viewing wildlife along the Corridor.

- Develop pull-offs for historic markers and sites such as:
  - Winters Ranch
  - Ophir City
  - Franktown
  - Old Ophir Mill mine site
  - V&T Train stops or points of interest to train enthusiasts (such as Bowers Mansion or Washoe/Allen's Canyon)
  - Slide Mountain (by Little Washoe on Eastlake)
  - Old Washoe City (First County Seat)

Photo by Rick Cooper

Provide and sign designated pull-off locations to read historic markers and view historic sites.

Photo by Edna Riter in Pioneers of the Ponderosa

Photo from Nevada Historical Society in Pioneers of the Ponderosa

The existing pool facilities at Bowers Mansion are aging and a renovation will likely be needed in the upcoming year. A redesign of the facilities to reflect the historic layout of the pools could add cultural interest to the site and may potentially reduce costs for lifeguard staffing and pool maintenance.

- Encourage reinvestment in the pool facilities at Bowers Mansion to recall the original context and layout.

Encourage Reinvestment and Revitalization of Commercial areas

- Encourage reinvestment into commercial sites in Old Washoe City that foster walkability
- Encourage businesses in the existing commercial nodes of Old Washoe City and New Washoe City that are family friendly, walkable and bikeable; provide services for local residents; and promote healthy lifestyles and healthy outdoor recreation in the Scenic Byway
- Foster connections with businesses like the Chocolate Factory (ice cream) that support the Corridor's historical resources and recreation (e.g., bike rentals, cafes, antiques, farmers market, wedding/event venues)
- Promote the Chocolate Factory and other businesses that support the Byway's culture, recreation and natural resources
- Evaluate Winters Ranch house and Old Washoe City as an opportunity for the location of NDOW offices or other public office space

• Encourage reinvestment into commercial sites in Old Washoe City that are family friendly, walkable and bikeable; provide services for local residents; and promote healthy lifestyles and healthy outdoor recreation in the Scenic Byway.

Commercial districts can reinforce the area's rural character while also providing desirable and interesting places to walk and bike.

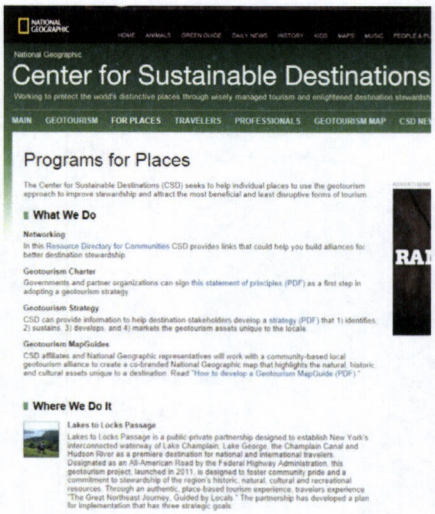
• Foster connections with businesses like the Chocolate Factory (ice cream) and the nursery at the old jail that support the Corridor's historical resources and recreation (e.g., bike rentals, cafes, antiques, farmers market, wedding/event venues).

Supporting businesses, such as bike rental and delis, can respect the local culture while offering their services to visitors and residents. The above shown bike rental store opened shortly after a new bike path was developed in Stateline, Nevada.

Existing historic buildings and structures can be used as reference to develop the architectural style of new commercial buildings to reflect the agricultural and historic nature of the area.

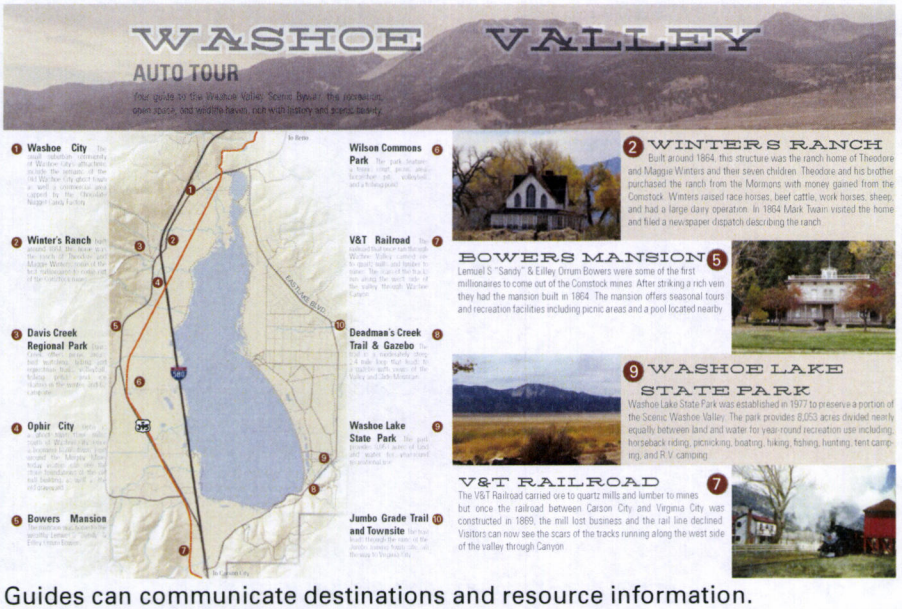
GUIDELINES: ARCHITECTURAL CHARACTER OF COMMERCIAL AREAS

- Development should be built in such a way as to retain the visual quality of the highway and historic and agricultural quality of the Corridor. Use buildings such as Winters Ranch and the old Washoe City Jail as reference.
- Authentic building materials should be used.
- Roofs should be fire resistant material and earth tone in color. Shiny metal roofs should not be used.
- Buildings should be designed to complement rather than dominate their surroundings and reflect a ranch style type architecture.
- Highly reflective materials are undesirable because of their tendency to create uncomfortable glare conditions.
- The use of standardized "corporate" architectural designs associated with chain or franchise buildings is strongly discouraged and alternative designs should be explored.
- Lighting should be consistent with "dark-sky" standards.



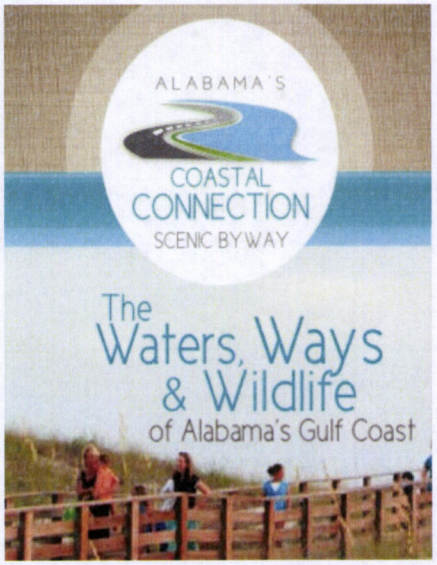
Enhance the Byway User's Experience

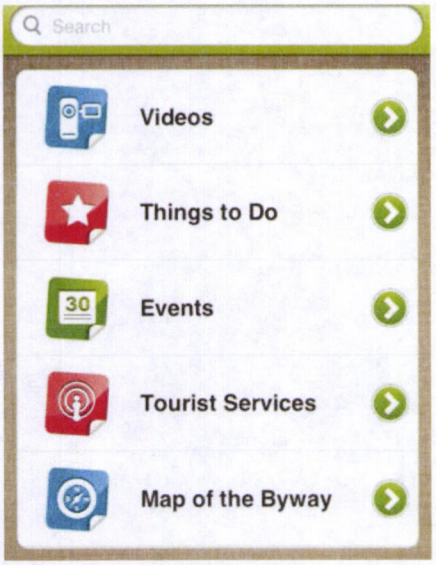
- Utilize Technology to Manage and Provide Byway Information
  - Provide links and referrals to Corridor businesses (similar to the National Geographic Tourism program)
  - Connect people to recreation opportunities
  - Develop an auto tour guide of historic and recreation resources
  - Provide trails and bike tour guides that includes visitor etiquette information
  - Develop digital guides that can be accessed by computer or mobile phones (byway websites and mobile applications (apps)).
- Communicate the value of Washoe Valley as a regional resource
  - Establish a working relationship with partners such as the state tourism board, the Carson City Visitors Bureau (CCVB) and the Reno Sparks Convention and Visitors Authority (RSCVA)
  - Make the Byway tour part of the Reno-Tahoe experience
  - Work with Art Town to encourage photo and art exhibits/shows and contests highlighting the rich natural, historic and cultural resources in the Valley
  - Encourage South Valley's Community Advisory Board, Washoe County Park Commission and Washoe County Regional Parks and Open Space to create a working group of interested citizens and business who would help communicate the value of the Byway through their normal marketing
- Communicate the rich history and resources of Washoe Valley
  - Connection to the Comstock
  - V&T Railroad route
  - Divorce ranches
  - Historic ranches(horse racing)
  - Historic mansions
  - Native Americans
  - Dr. Church (route up Galena Creek)
  - Wildlife (critical winter range for Mule Deer)
  - Natural resources(UNR Montane Research regarding the importance of water in Washoe Valley to the Truckee Meadows)
  - Little Valley Research Forest
  - Nevada State Parks Hobart-Marlette Backcountry Water System
  - Recreation
- Enhance Corridor signage
  - Develop Byway gateway signage
  - Develop a Byway logo/brand
  - Provide wayfinding signage off I-580
  - Utilize signage to create connectivity from Pleasant Valley
- Communicate the Byway's relationship to the larger region and system of byways and historic sites (e.g., SR 28, US 50, Mt. Rose Highway, Washoe Valley, Virginia City, Carson City and Steamboat) – work with RSCVA, CCVB and Incline Village Crystal Bay Visitors Bureau to encourage visitors to stay longer in order to explore the region's many Scenic Byways



Guides can communicate destinations and resource information.

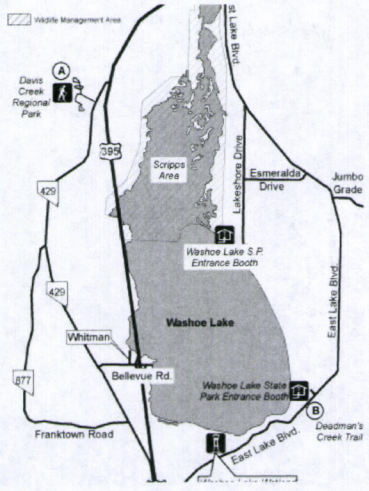
- Develop an auto tour guide of historic and recreation resources.





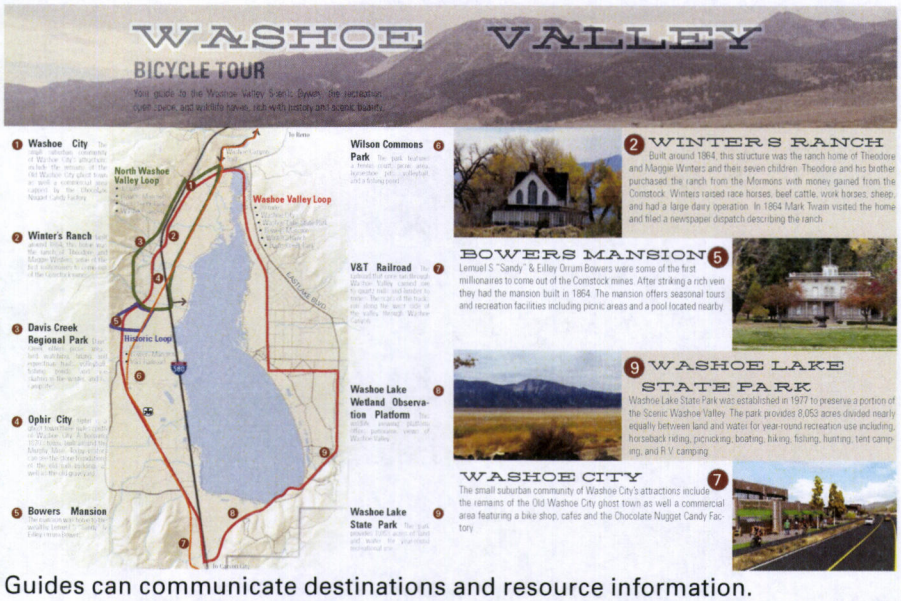
Digital visitor information can be communicated by mobile apps.

- Develop digital guides that can be accessed by computer or mobile phones (byway websites and mobile applications (apps)).

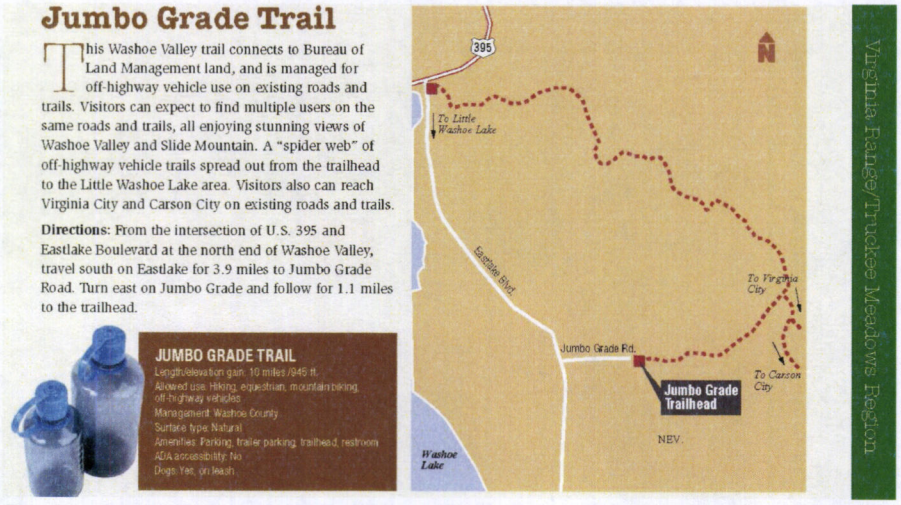


The Audubon Society has a website identifying birding opportunities along the Corridor.

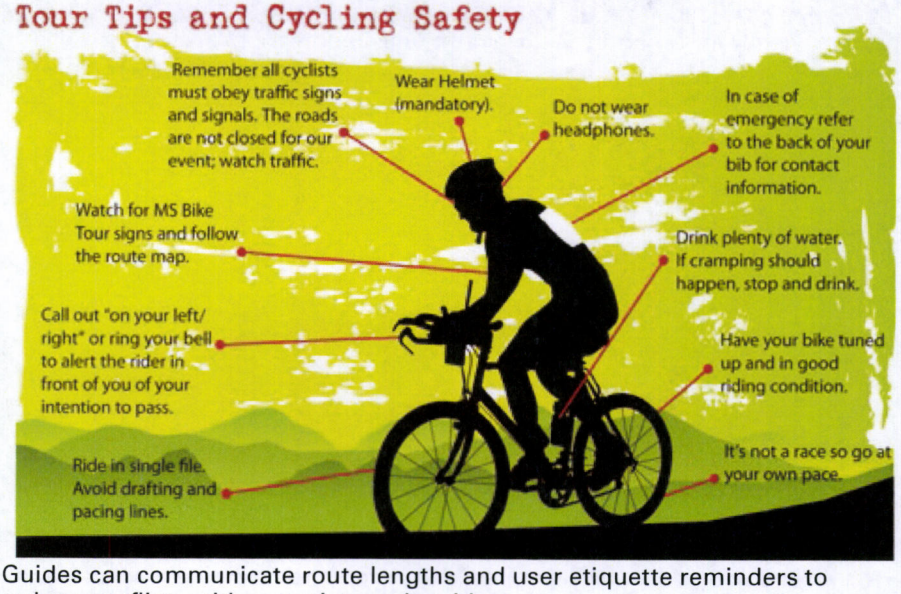
- Provide trails and bike tour guides that includes visitor etiquette information.



Guides can communicate destinations and resource information.



The Truckee Meadows Trails guide provides nice maps and trail information for hiking, mountain biking and horseback riding.

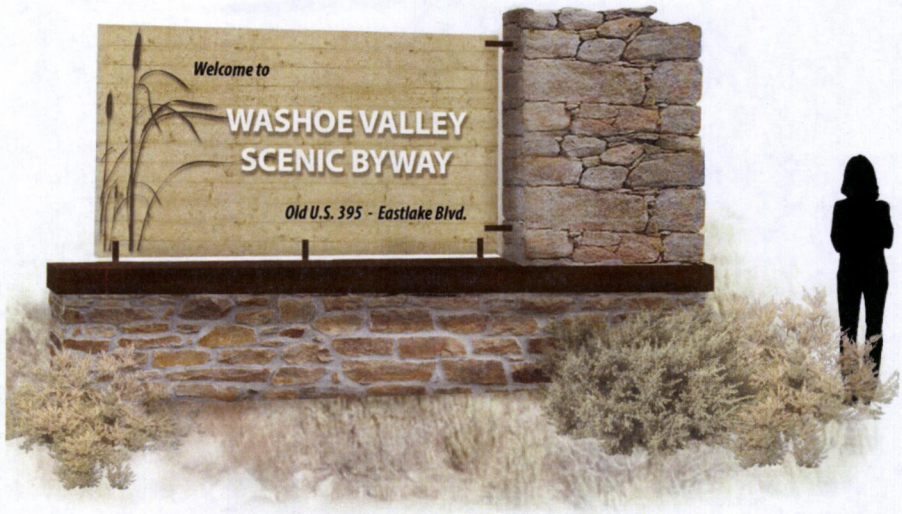


Guides can communicate route lengths and user etiquette reminders to reduce conflicts with motorists and residents.

Photo by Rick Cooper

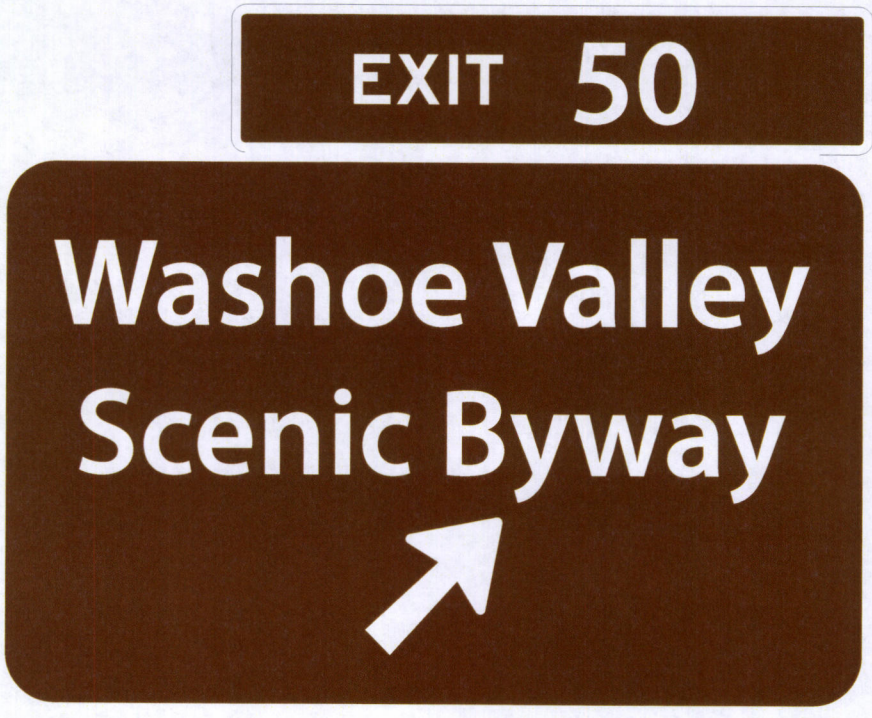
- Communicate the rich history and resources of Washoe Valley, including:
  - Connection to the Comstock
  - V&T Railroad route
  - Divorce ranches
  - Historic ranches(horse racing)
  - Historic mansions
  - Native Americans
  - Dr. Church (route up Galena Creek)
  - Wildlife (critical winter range for Mule Deer)
  - Natural resources(UNR Montane Research regarding the importance of water in Washoe Valley to the Truckee Meadows)
  - Little Valley Research Forest
  - Nevada State Parks Hobart-Marlette Backcountry Water System
  - Recreation

- Enhance Corridor signage.
  - Develop Byway gateway signage.
  - Develop a Byway logo/ brand.

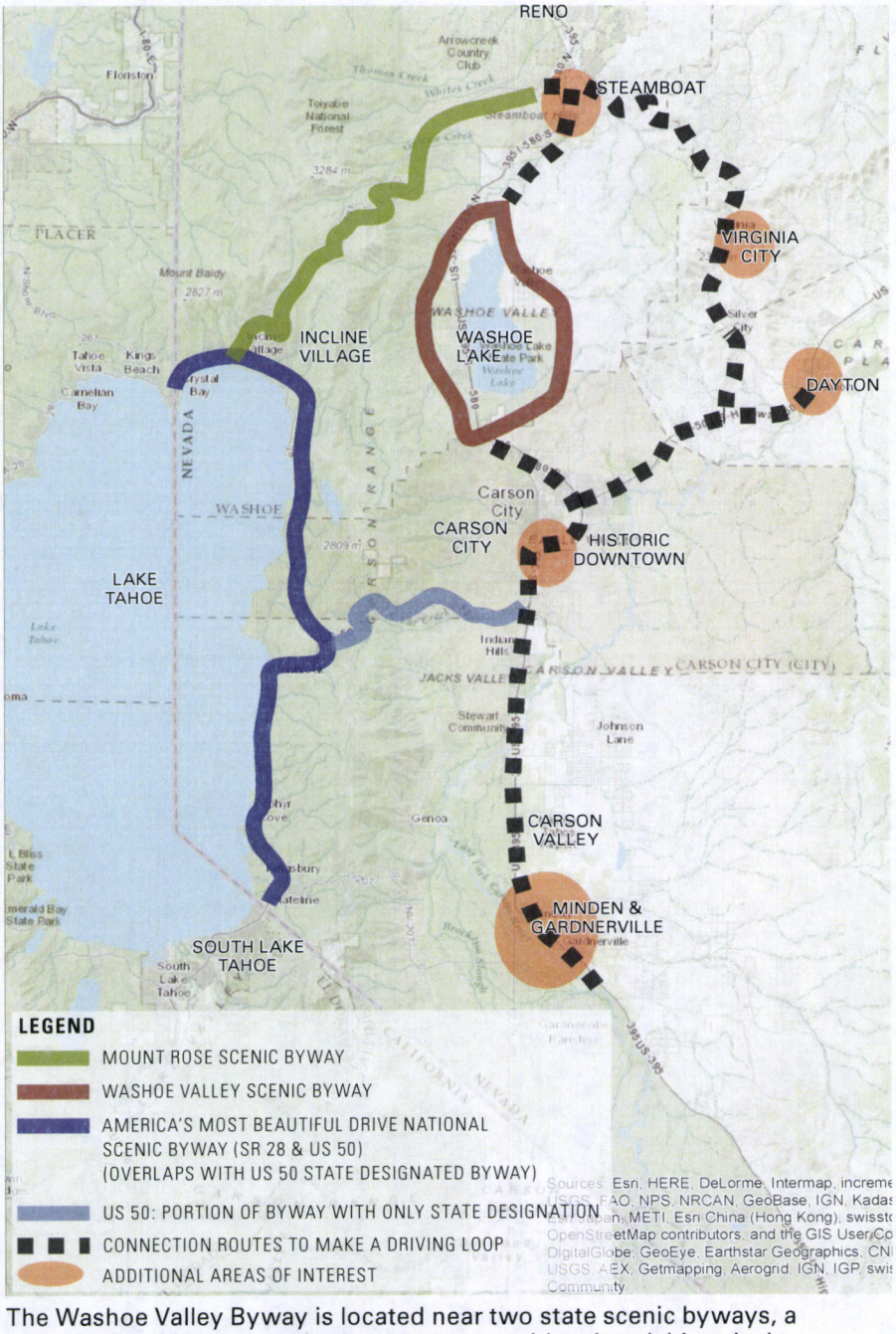


Corridor monument gateway signage should reflect the local heritage and natural resources.

- Provide wayfinding signage off I-580.
- Utilize signage to create connectivity from Pleasant Valley.



Roadway signage along I-580 can enhance wayfinding and recognition of the Byway.



The Washoe Valley Byway is located near two state scenic byways, a national scenic byway and numerous areas with cultural, historical, recreational and natural interest. A loop system could be identified to connect the byways and other regional areas of interest.

- Communicate the Byway's relationship to the larger region and system of byways and historic sites (e.g., SR 28, US 50, Mt. Rose Highway, Washoe Valley, Virginia City, Carson City and Steamboat) – work with Reno-Sparks Convention and Visitors Authority, Carson City Visitors Bureau and Incline Village Crystal Bay Visitors Bureau.

GEOTOURISM AND COMMUNITY VITALITY

The Corridor Management Plan's intent for enhancing community and economic vitality in Washoe Valley is based on the geotourism principles presented by National Geographic as part of their support of local cultures and resources. Some of the key geotourism principles relevant to Washoe Valley are described below.

PRINCIPLES OF GEOTOURISM

- Integrity of a Place: Enhance the geographical character of the destination by developing and improving it in ways distinctive to the locale. Encourage market differentiation and cultural pride in ways that are reflective of natural and cultural heritage.
- Community Involvement: Local businesses and civic groups join to provide a distinctive, authentic visitor experience.
- Community Benefit: Encourage micro- to medium-size enterprises and tourism business strategies that emphasize economic and social benefits to involved communities, especially poverty alleviation, with clear communication of the destination stewardship policies required to maintain those benefits.
- Conservation of Resources: Encourage businesses to minimize water pollution, solid waste, energy consumption, water usage, landscaping chemicals and overly bright nighttime lighting. Advertise these measures in a way that attracts the large, environmentally sympathetic tourist market.
- Protection and Enhancement of Destination Appeal: Encourage the destination to sustain natural habitats, heritage sites, aesthetic appeal and local culture. Prevent degradation by keeping the volume of tourists within maximum acceptable limits. Seek business models that can operate profitably within those limits.
- Interactive Interpretation: It informs both visitors and hosts. Residents discover their own heritage by learning that things they take for granted may be interesting to outsiders.
- Market Selectivity: Encourage growth in tourism market segments most likely to appreciate, respect and disseminate information about the distinctive assets of the locale.
- Evaluation: Establish an evaluation process to be conducted on a regular basis by an independent panel representing all stakeholders' interests and publicize evaluation results.

5 CHAPTER FIVE CORRIDOR STEWARDSHIP

Photo by Rick Cooper

Management agencies must meet their individual goals and needs for area natural resources. Coordination of management strategies may offer previously unseen benefits as well as avoiding unintended effects.

MANAGING PARTNERS

Managing change for Washoe Valley requires agencies and organizations to continue working together to implement projects, resolve issues that may arise, and coordinate funding sources.

The primary agencies who own and manage existing facilities and lands along the Corridor include:

- Washoe County
- Nevada Department of Transportation
- Nevada Department of Wildlife
- Nevada State Parks
- Nevada Land Trust
- Bureau of Land Management
- U.S. Forest Service – Humboldt Toiyabe, Carson Ranger District

These entities recognize it will not only take a collaborative effort to accomplish many of the projects, but that future infrastructure and maintenance and operation costs also need to be covered.

FUNDING AND PROJECT IMPLEMENTATION

Implementation of projects is based on available funding. Funding through the public sector is typically uncertain. Private sector investments and public support is encouraged to help the projects become reality. Mutually beneficial projects can also be incorporated as part of other planned projects such as maintenance overlays or trail maintenance.

MANAGING PARTNERS ROLES & RESPONSIBILITIES

The CMP describes four main goals with corresponding objectives and strategies for managing and enhancing the Corridor. As the CMP moves forward, each managing partner will have different roles and responsibilities. Table 3 identifies which of the managing partners would be involved to help achieve each goal.

COMMUNITY ORGANIZATIONS

Washoe Valley Alliance and other community groups may also be involved in the implementation and monitoring of the CMP. Community engagement with the Byway is an important element of a Corridor's success. As new projects come forward, local groups can help engage stakeholders and other community groups so that the Byway's resources and challenges are considered. No one entity can achieve success on its own. Leveraging the human capacity of community organizations can build a strong foundation for Byway success.

Agencies must continue to work together to create attractive grant funding applications, leverage resources, and create projects that have Corridor-wide benefit.

Table 3: Managing Partner's and Community Organization's Roles & Responsibilities

GOALS & STRATEGIES	WASHOE COUNTY	NDOT	NDOW	STATE PARKS	NEVADA LAND TRUST	BLM	USFS	COMMUNITY ORGANIZATIONS
Preserve and Enhance the Natural Environment and Wildlife Habitat								
Enhance Wildlife Habitat and Connectivity	X	X	X	X	X	X	X	
Manage and Maintain Natural Resources	X	X	X	X	X	X	X	X
Protect the Sense of Community								
Preserve Views and Scenic Vistas/Protect Viewsheds	X	X			X	X	X	
Preserve Open Space	X		X	X	X	X	X	
Enhance Aesthetics of Roadside Facilities	X	X		X				X
Enhance Active Transportation Facilities								
Enhance Bicycle & Pedestrian Facilities for Safety and Access	X	X	X	X	X	X	X	X
Promote Economic Vitality by Enhancing the User Experience								
Develop and Enhance Pull-offs and Vista Points	X	X	X	X		X		X
Enhance Recreation Facilities (Bowers Mansion)	X			X		X		
Encourage Reinvestment and Revitalization of Commercial Areas	X		X					X
Enhance the Byway User's Experience	X	X		X		X		X

CURRENT RESOURCE MANAGEMENT DOCUMENTS

Following is an initial list of resource management documents and a summary of particular elements that relate to, are consistent with, or may have influence on the Corridor. The list is not inclusive. It is meant to represent the type of documents management agencies should reference when planning Corridor projects.

SOUTH VALLEYS AREA PLAN

The South Valleys Area Plan responds to a citizen-based desire to identify, implement and preserve the community character that has evolved throughout the South Valleys over time. The Area Plan presents goals and strategies to achieve the following vision:

Through cooperation with the Washoe County Board of County Commissioners and the Washoe County Planning Commission, the South Valleys community will maintain and apply objective standards and criteria that serve to manage growth and development in South Valleys in a manner that:

- *Respects the scenic and rural heritage of the area by encouraging architectural and site design standards that are responsive to this heritage;*
- *Maintains a rural agricultural character in the landscape between the urban areas of Reno and Carson City;*
- *Respects private property rights;*
- *Provides a limited range of housing opportunities complementary to the area's rural and historic character;*
- *Encourages the development of commercial opportunities in a manner that helps define the community, provide needed services, and otherwise highlight the character of the community;*
- *Provides ample open space and recreational opportunities;*
- *Promotes the educational and scientific opportunities inherent in the area's natural history and rural character;*
- *Addresses the conservation of natural, scenic and cultural resources;*
- *Ensures that infrastructure is coincident with development and appropriate in scale and character to the community character articulated below; and,*
- *Coordinates resource availability with the construction of infrastructure through the implementation of facilities and resources plans.*

The primary vision of this plan is to maintain, preserve, and facilitate the planning area's natural and cultural heritage. Implementing this plan will require consideration of improving nonmotorized multiuse trails, upgrading facilities at the state and county parks, and investment in local commercial areas. Management guidelines and policies for private, commercial, residential and public lands will be implemented in a fashion that respects the rights of wildlife, residents, land owners and business owners, herein identified as the major stakeholders in this essential planning document.

WASHOE COUNTY GENERAL PLAN VOL. 1

The Master Plan is used to determine the most desirable location of each type of development. The plan includes policies and maps that define development suitability and conservation of natural resources (e.g. protect critical environmental areas, define water resources, enhance visual and scenic corridors, etc.). It also includes growth forecasts as well as policies and maps reflecting desires related to land uses and transportation. Finally, the Master Plan has standards and maps to guide provision of public services and facilities. The public services and facilities are implemented through the Capital Improvements Program. The plan addresses the following areas:

- Conservation and Open Space
- Housing
- Land Use and Transportation
- Open Space and Natural Resource Management
- Population
- Public Services and Facilities

WASHOE COUNTY REGIONAL OPEN SPACE AND NATURAL RESOURCE MANAGEMENT PLAN

The *Washoe County Regional Open Space and Natural Resource Plan* provides the framework, goals and policies for the management of natural resources and open spaces in southern Washoe County. The plan strives to protect the region's natural resources and open space through a series of goals and policies that address the following concerns:

- Biodiversity
- Cultural Resources
- Natural Hazards
- Recreational Resources
- Visual and Scenic Character
- Water Resources

Biodiversity

- Goal 1: Protect and re-establish migration corridors.
- Goal 2: Acquire and restore critical vegetation communities.
- Goal 3: Achieve species restoration goals through cooperative efforts.

Cultural Resources and Sensitive Landscapes

- Goal 1: Ensure that culturally and environmentally sensitive lands are adequately buffered from development.
- Goal 2: Protect and manage cultural resources within the region's urban, rural and urban interface areas.
- Goal 3: Teach citizens about the history, legacy and uniqueness of the region's cultural and sensitive resources.
- Goal 4: Native American tribes will have access to areas used for cultural purposes.
- Goal 5: Secure public funding for acquisition and protection of culturally sensitive lands.
- Goal 4: Control invasive non-native species in the region.
- Goal 5: Protect important habitats from impacts or loss due to development.

Natural Hazards

- Goal 1: Emphasize fire suppression through the use of defensible space and native habitat restoration.
- Goal 2: Achieve an awareness of the private responsibility for fuels management.
- Goal 3: Develop, fund and carry out a region-wide fuels management program.
- Goal 4: Integrate regional open space and natural resource management with flood management where appropriate.
- Goal 5: Maintain excellent air quality in the region.
- Goal 6: Wildlife conflicts will be minimized within transportation corridor and in the urban interface.

Recreational Resources

- Goal 1: Sustain effective and ongoing interagency and interjurisdictional working relationship sto address the planning, development, operations and maintenance of regional recreational resources and foster an integrated approach to resource management.
- Goal 2: Leverage existing infrastructure opportunities for regional trail corridors and connections.
- Goal 3: Preserve valuable properties and make strategic acquisitions.
- Goal 4: Create a major regional trail corridor system.
- Goal 5: Provide appropriate opportunities and facilities for motorized recreation.
- Goal 6: Minimize resource pressures posed by development near open space areas.
- Goal 7: Promote the use and support of the region's park and recreation facilities and services.

Visual and Scenic Character

- Goal 1: Protect the region's visual and scenic resources.
- Goal 2: Preserve and protect the visual integrity of our region's hillsides, ridges and hilltops.
- Goal 3: Preserve the remaining integrity of our region's dark night sky.

- Goal 4: Protect the region's visual resources from impacts of illegal activities (such as dumping, abandoned vehicles and illegal trail creation).
- Goal 5: Educate the public on the values of the region's scenic resources.

Water Resources

- Goal 1: Preserve and acquire water rights to support healthy fish and wildlife populations.
- Goal 2: Provide sufficient water resources to support natural functions of open space.
- Goal 3: Integrate open space acquisition with water resource management where feasible.

Sustainability and Ecosystem Services

- Goal 1: Institutionalize the concept of ecosystem services within the region.
- Goal 2: Manage open space and natural resources for "no net loss."
- Goal 3: Ensure future open space and natural resource land acquisitions meet as many goals and policies as possible from this Plan.

NDOT US 395, WEST US 50, SR 28, SR 207 AND SR 431 CORRIDOR LANDSCAPE AND CORRIDOR PLAN

The NDOT Landscape and Corridor Plan establishes the vision for the landscape and aesthetics of the U.S. 395, West US 50, SR 28, SR 207 and SR 431 corridors. The vision synthesizes historic, current, and future conditions into a comprehensive guide to improve the visual appearance of the highway corridors through communities, rural landscapes and scenic environments. The plan was developed for U.S. 395 before it became I-580. It describes landscape treatment types applicable for the area and establishes a set of guidelines for highway facilities.

Photo by Rick Cooper

2035 REGIONAL TRANSPORTATION PLAN – REGIONAL TRANSPORTATION COMMISSION WASHOE

The 2035 Regional Transportation Plan (RTP) identifies the long-term transportation investments that will be made in the urbanized area of Reno, Sparks and Washoe County, Nevada. The plan includes transportation projects, programs and services for walking, biking, driving and riding transit. In addition, the plan provides for maintaining existing infrastructure in good condition and improving the operation of existing services.

The goals of the RTP, which are discussed further in each chapter of the plan, include the following:

- Improve safety
- Integrate land use and economic development
- Promote healthy communities and sustainability
- Manage existing systems efficiently
- Integrate all types of transportation
- Focus on regional connectivity
- Promote equity and environmental justice
- Improve freight and goods movement
- Invest strategically

Programmatic Investments

In support of these guiding principles and goals, the RTP includes four programmatic investments that will be ongoing throughout the life of the plan. These investments, as described below, received consistently strong support at all community outreach events.

- Accessibility improvements under the Americans with Disabilities Act (ADA) — Ongoing implementation of the ADA Transition Plan is a priority for the RTC. With the segment of the population over 75 years old being the fastest growing demographic in the region, the importance of accessible pedestrian facilities will continue to grow. Annual funding will be programmed for spot improvements throughout the region to upgrade sidewalks, crosswalks and curb ramps. The project needs were identified through an extensive data collection effort and prioritized based on proximity to transit routes, medical services and senior facilities.
- Pedestrian and bicycle facility improvements —Ongoing implementation of the Reno-Sparks Bicycle Pedestrian Master Plan will be funded throughout the RTP planning horizon. These spot improvements will enhance the safety and regional connectivity of the pedestrian and bicycle network.
- Traffic Signals and Intelligent Transportation Systems – (ITS) Operations — Technology and traffic operations strategies promote faster travel times on the existing roadway network. Investments in ITS have proven to be a cost-effective alternative to adding road capacity. The plan identifies annual funding to upgrade traffic signals and associated communications technologies.
- Pavement Preservation — Maintaining roads and bridges in good condition and extending the useful life of pavement on regional roads is a proven way to minimize long-term costs. The RTP identifies annual funding to apply the appropriate pavement preservation treatment to regional roads and bridge decks, which can include surface seals, crack seals, patching, resurfacing or reconstruction. RTC partners with the NDOT Highway Bridge Program to provide funding to replace or rehabilitate substandard bridges.

WINTERS RANCH MANAGEMENT PLAN

The Winters Ranch Management Plan is an interdisciplinary activity plan that would guide management of the acquired lands and appurtenant water rights, and is based on a shared vision for the property that was developed by the planning team and BLM partners. The following vision statement and guiding principles were developed by the team, and to a large extent condense legal mandates, policies, and planning decisions that already direct BLM management of the property.

Winters Ranch Vision Statement

The acquired Winters Ranch land and water rights, along with adjacent land and water rights that might be acquired in the future, will be retained in public ownership and managed in such a way as to:

- *Improve and enhance upland, wetland, riparian and aquatic wildlife habitats and maintain the area as undeveloped open space to protect its scenic qualities and preserve cultural resources;*
- *Provide opportunities for dispersed recreation; and*
- *Provide for environmental education.*

Goals

- Goal 1 – Stream Habitats: Restore aquatic and riparian habitats along Ophir, Davis and Winters creeks, and maintain them in a healthy, functioning condition.
- Goal 2 – Wetlands: Restore wetland habitats on the Winters Ranch property, and maintain them in a healthy, functioning condition.
- Goal 3 – Terrestrial Habitats: Restore upland habitats on the Winters Ranch property, and maintain them in a healthy, functioning condition.
- Goal 4 – Visual Resources: Maintain open space on Winters Ranch and preserve the scenic qualities of the property.
- Goal 5 – Recreation: Provide recreation opportunities on the Winters Ranch property that are consistent with the management vision and guiding principles of this plan.
- Goal 6 – Environmental Education and Interpretation: Provide environmental education and interpretive opportunities at Winters Ranch.
- Goal 7 – Health, Safety and Visitor Access: Manage Winters Ranch to protect the health and safety of the public and employees, and to provide for visitor access.

Although not described in the management plan, the property acquisition documents promoted the protection of visual green space (keeping pastures). Managing the ranch as a historical resource may provide an option to have some livestock grazing to maintain irrigation ditches and fences in order to reduce fire hazards and manage the open space.

SCRIPPS WILDLIFE MANAGEMENT AREA

The site includes Washoe Lake. Trespass is prohibited from February 15 through August 15 in that portion of the area that lies south of Little Washoe Lake. Vessel use is allowed except for during nesting season. Campfires and camping are not permitted. During the waterfowl season, hunting is permitted seven days a week. The discharging of a rifle or pistol is prohibited. The use or possession of shells for a shotgun containing shot that is toxic or larger than standard-sized T is prohibited. The use of shotguns capable of holding more than three shells is prohibited unless it is plugged with a one piece filler, incapable of removal without disassembling the gun so its total capacity does not exceed three shells.