



Washoe Valley Scenic Byway
Corridor Management Plan

*A Recreation, Open Space
and Wildlife Haven*



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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

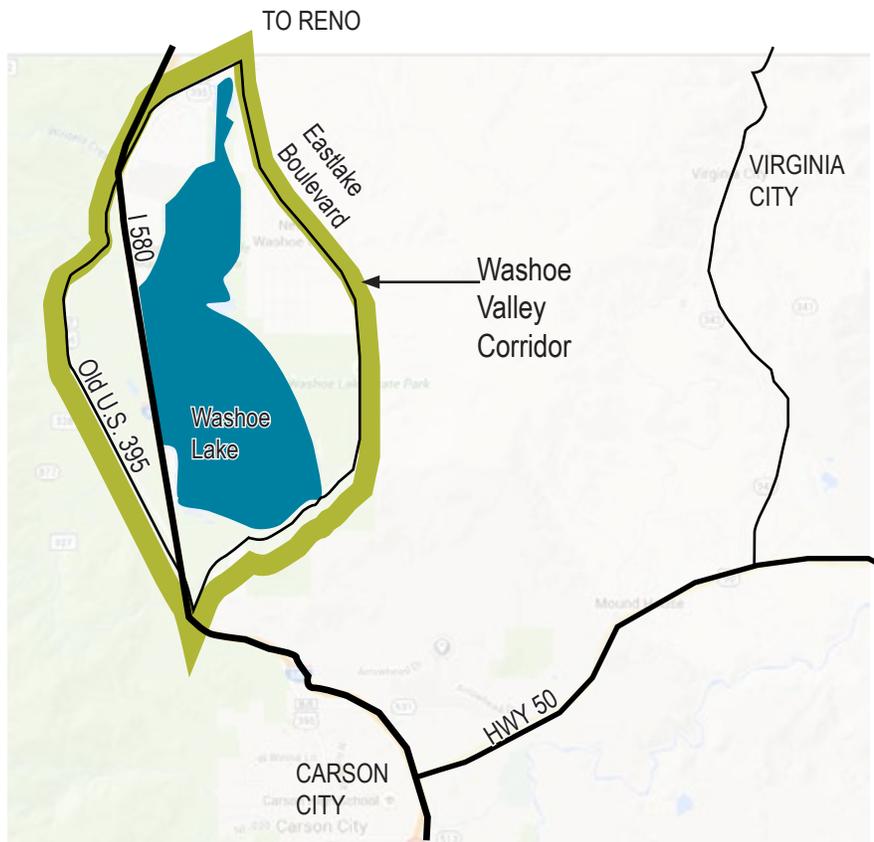
"Twelve miles long and seven wide, Washoe Valley, enfolding Washoe Lake, was completely encircled by hills and mountains like a precious stone in a pendant." Myra Sauer Ratay, Pioneers of the Ponderosa, 1973.

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.



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.

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



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

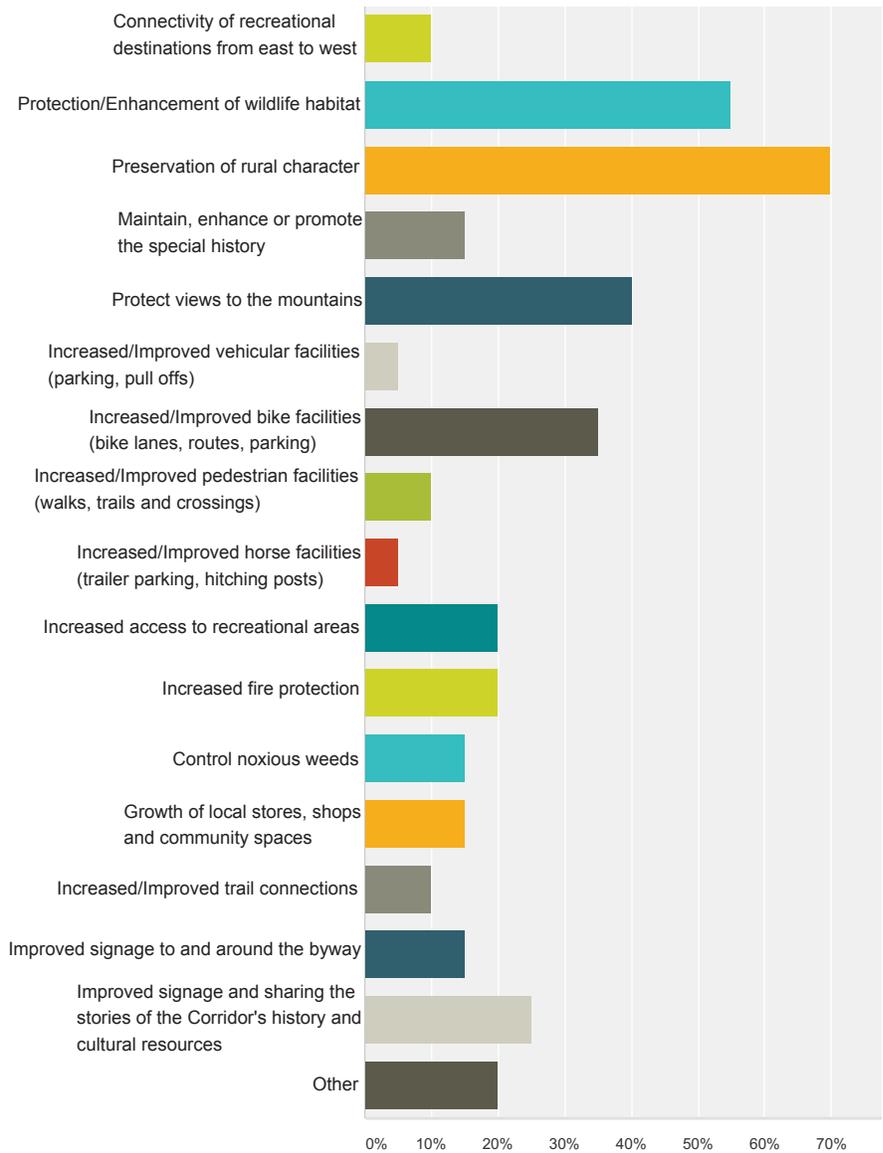
- 20 respondents overall
- Questions
 - What are your wishes for the Byway?
 - What are your worries for the Byway?
 - What are your activities along the Byway?
 - Prioritize the draft goals.
 - Any other comments.



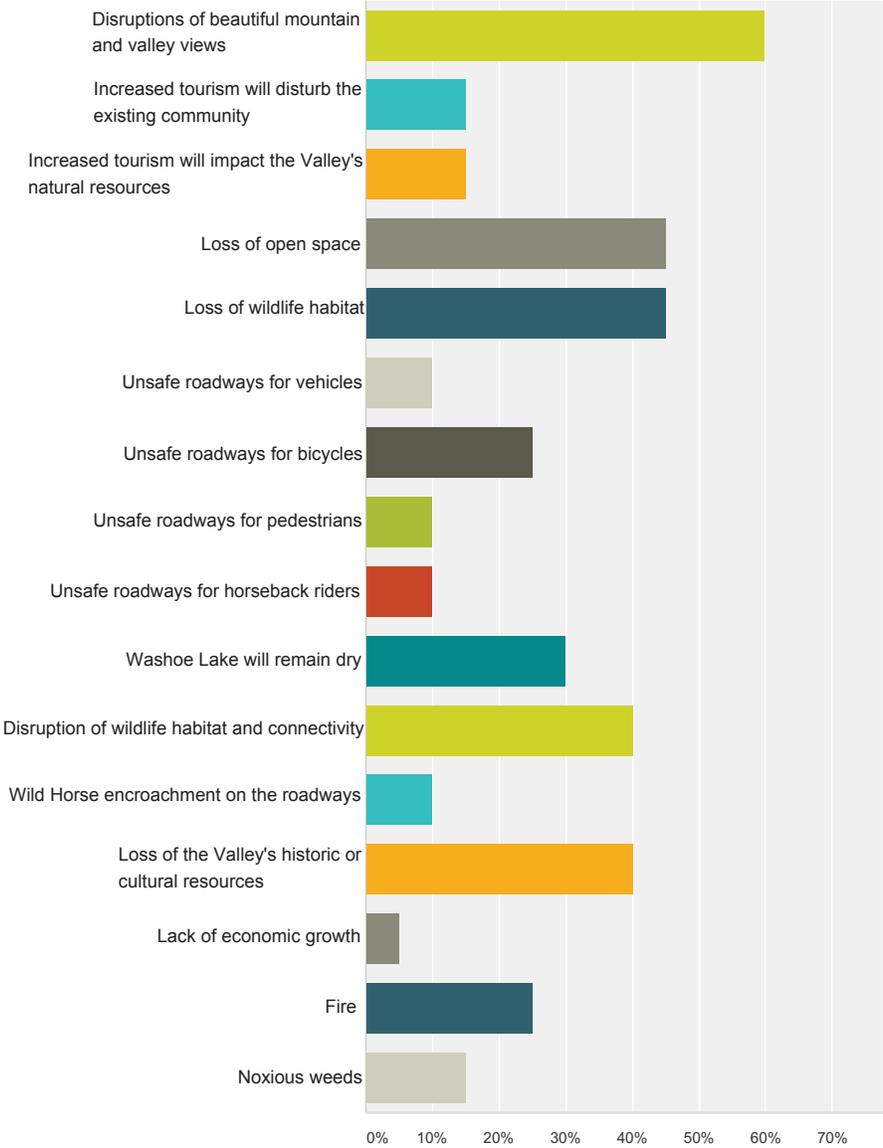
What are your wishes for the Byway?

- 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?

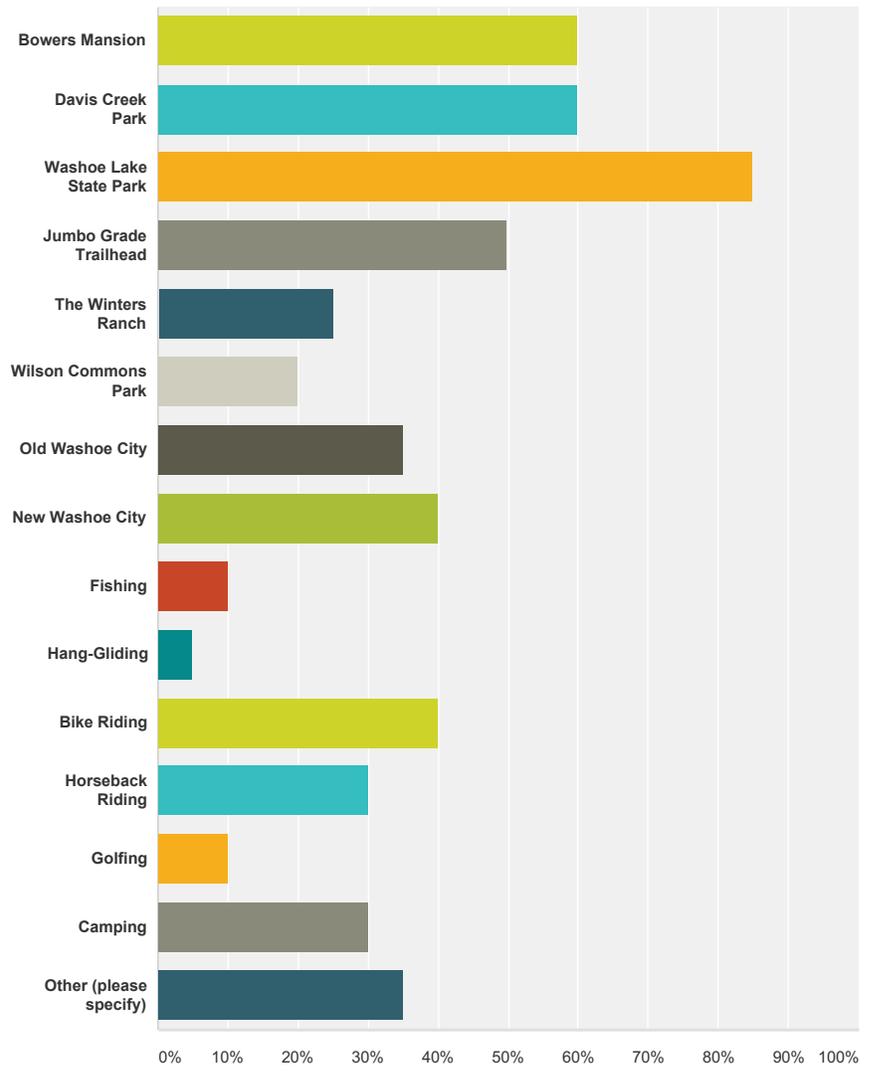
- 60% – Disruption of beautiful mountain and valley views
- 45% – Loss of open space
- 45% – Loss of wildlife habitat
- 40% – Disruption of wildlife habitat and connectivity
- 40% – Loss of the Valley's historic or cultural resources



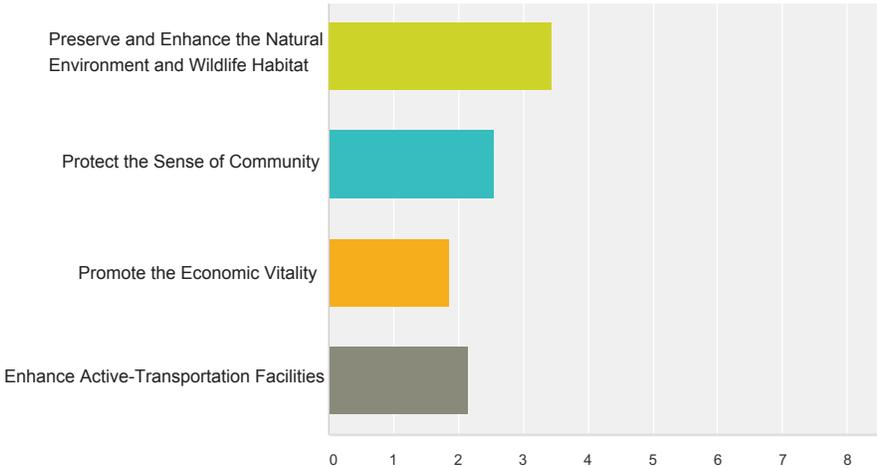
What are your favorite places and activities along the Byway?

- 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.

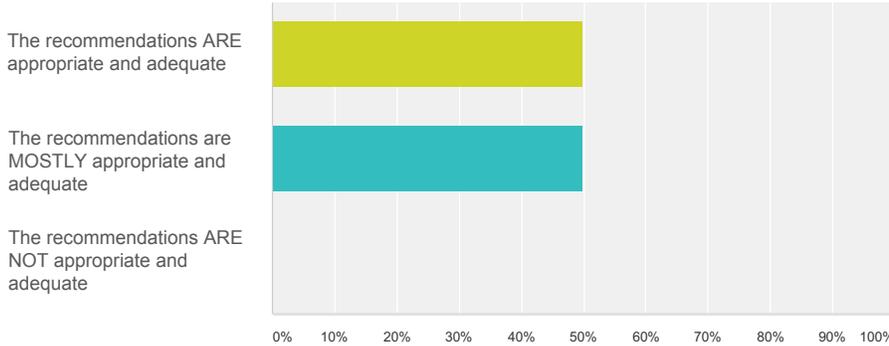
Meeting Two Results

- 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?

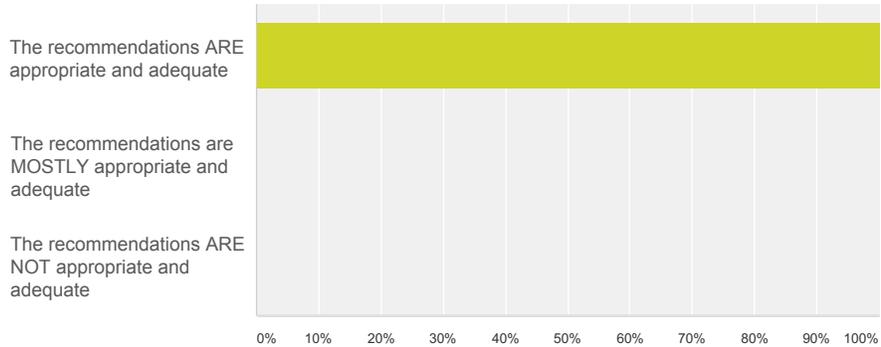
How do you feel regarding the recommendations for “Preserve and Enhance the Natural Environment and Wildlife Habitat”?



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

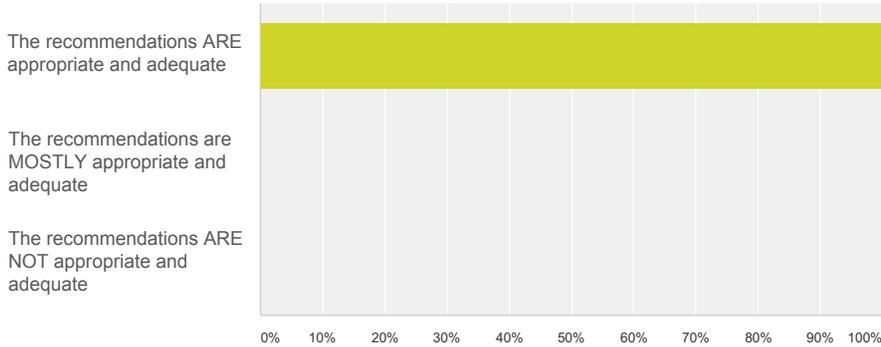
How do you feel regarding the recommendations for “Protect the Sense of Community”?



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 “Enhanced Active Transportation Facilities”?

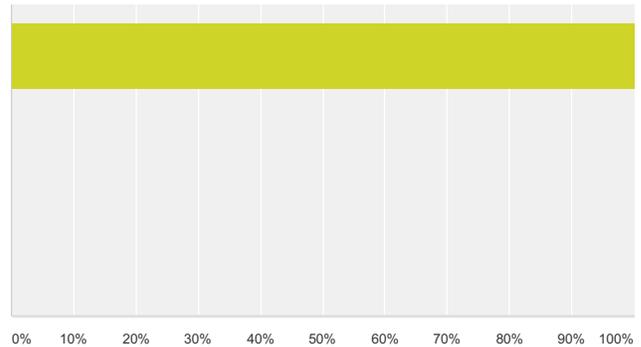
- 100% – The recommendations ARE appropriate and adequate
- 0% – The recommendations MOSTLY appropriate and adequate
- 0% – The recommendations ARE NOT appropriate and adequate

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

The recommendations ARE appropriate and adequate

The recommendations are MOSTLY appropriate and adequate

The recommendations ARE NOT appropriate and adequate

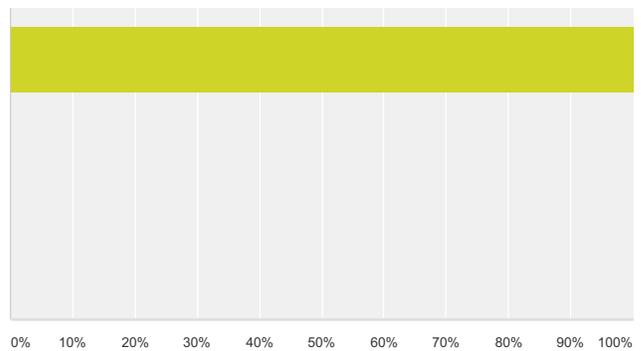


How do you feel regarding the recommendations for “Enhanced Active Transportation Facilities”?

The recommendations ARE appropriate and adequate

The recommendations are MOSTLY appropriate and adequate

The recommendations ARE NOT appropriate and adequate



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





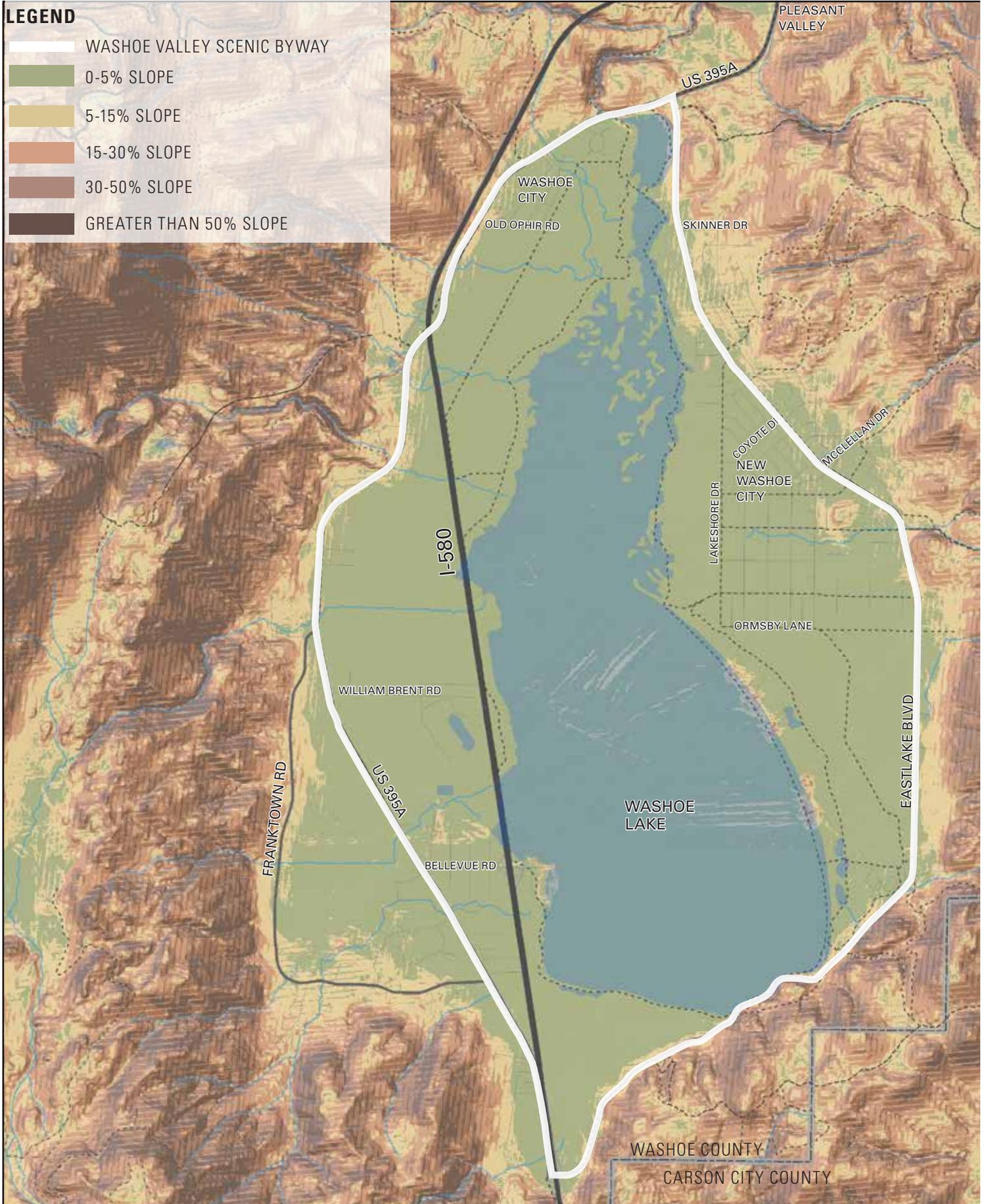
Photo by Rick Cooper

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.

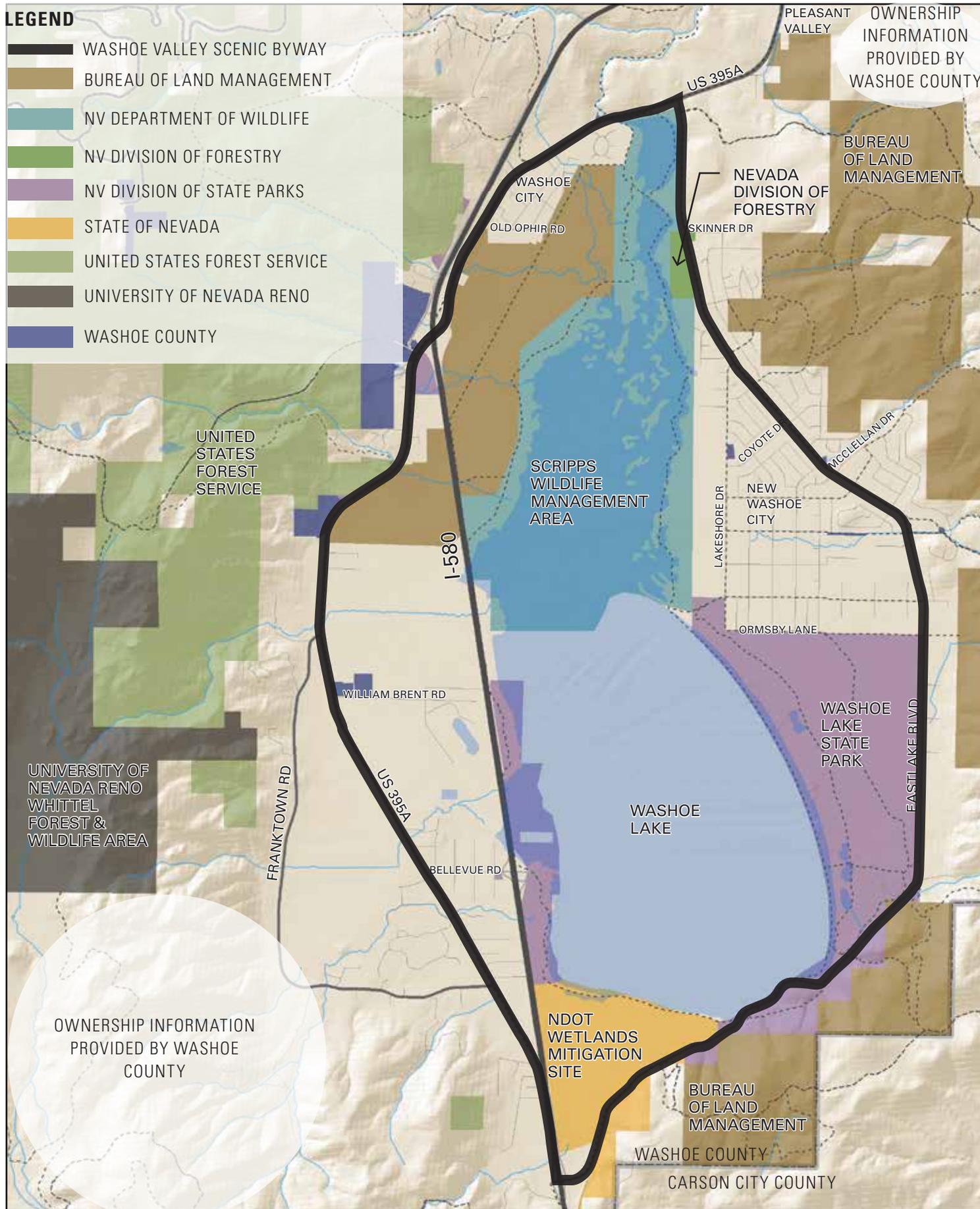


The valley's publicly-owned land provides invaluable open space and recreational opportunities for the surrounding community as well the preservation of valuable habitat.

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.





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
<ul style="list-style-type: none"> • LDR • MDR • LDS • HDR 	<ul style="list-style-type: none"> • GR • LDR • MDR • HDR 	<ul style="list-style-type: none"> • GR • LDR • MDR • 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.

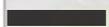
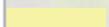
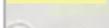
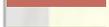
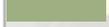
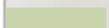
NEW WASHOE CITY

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.

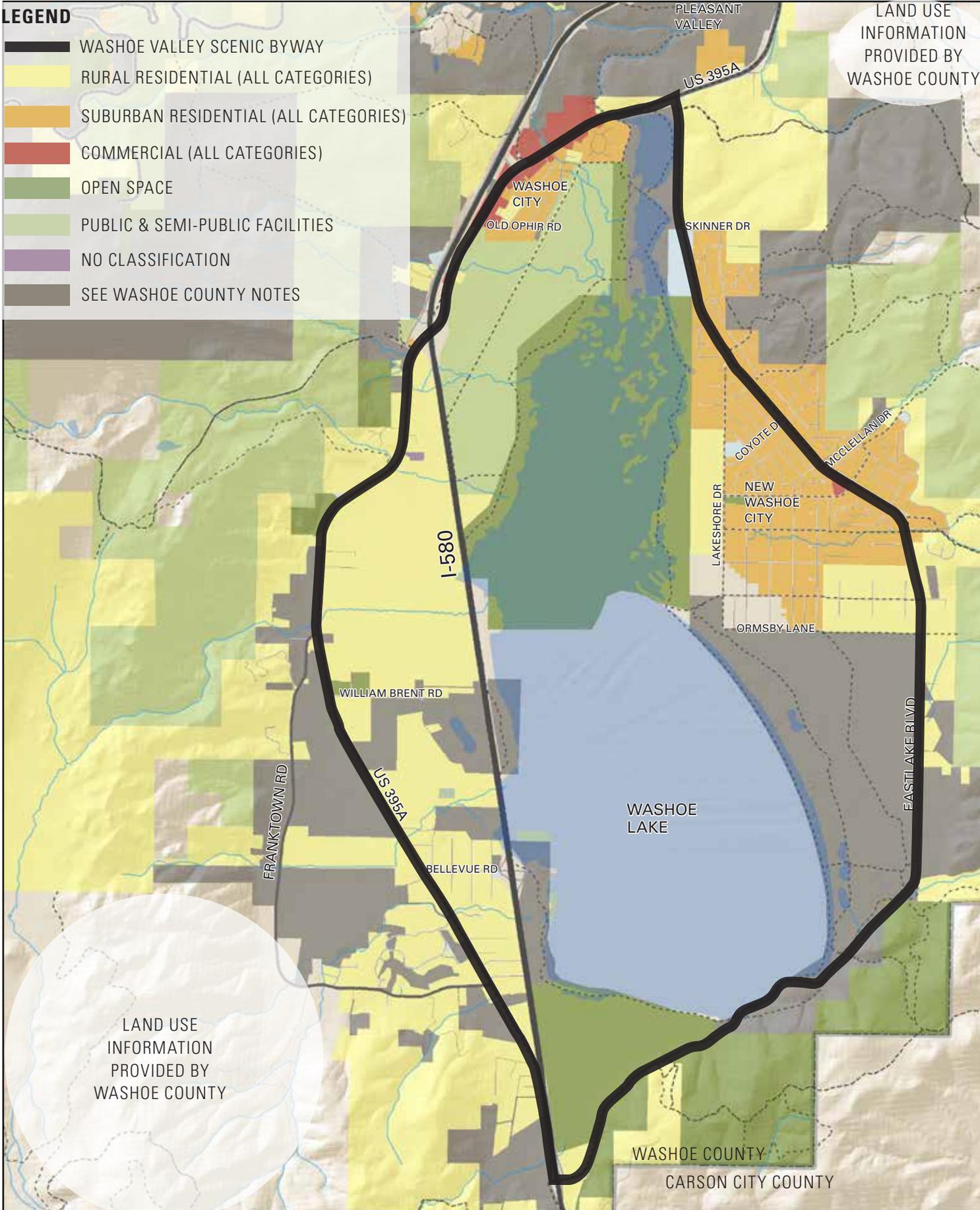
WASHOE CITY

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



LAND USE INFORMATION PROVIDED BY WASHOE 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

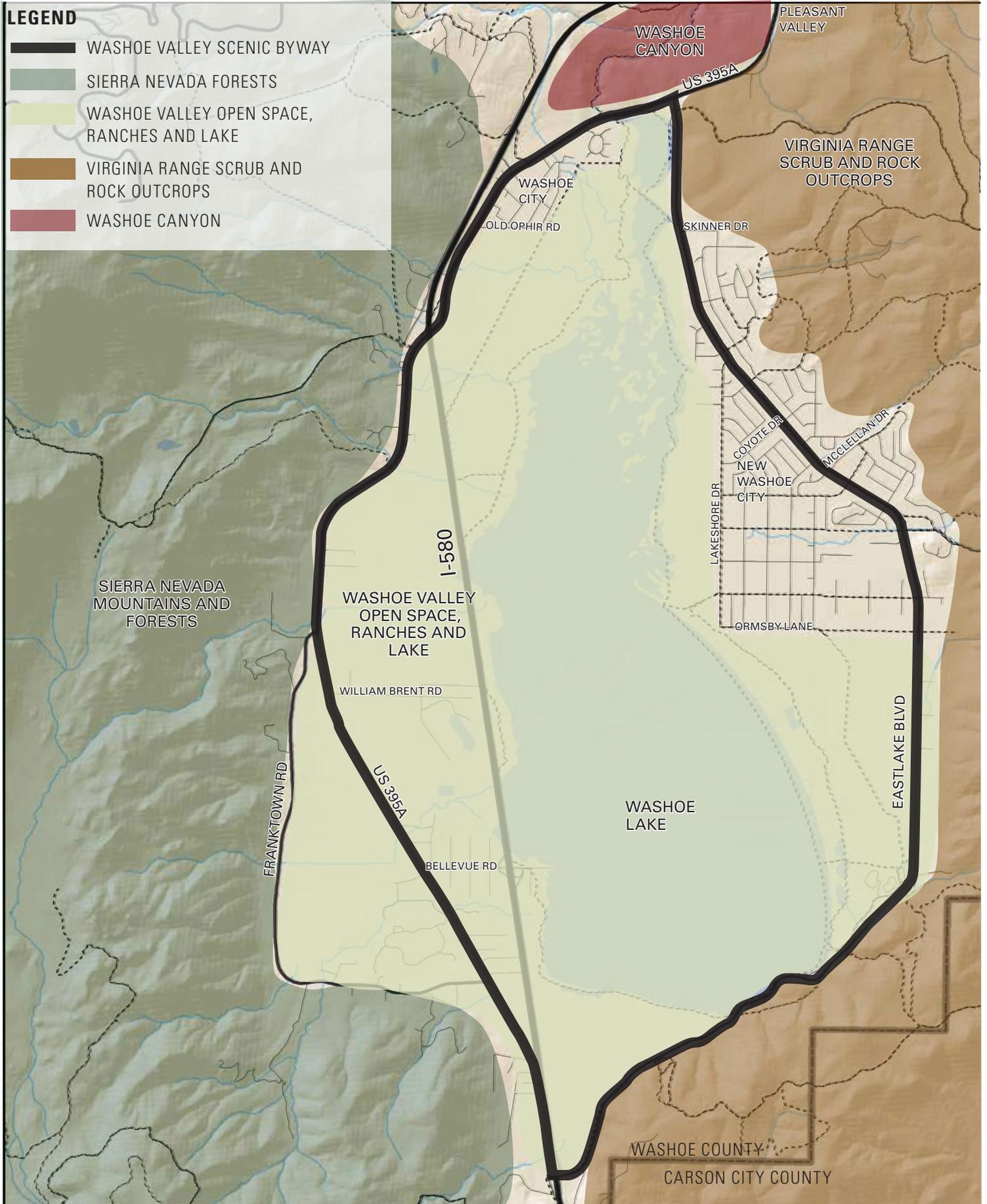
Mt. Davidson is the highest and most prominent mountain in the Virginia Range. It forms a backdrop for Virginia City and can be viewed from the Corridor.

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.





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.

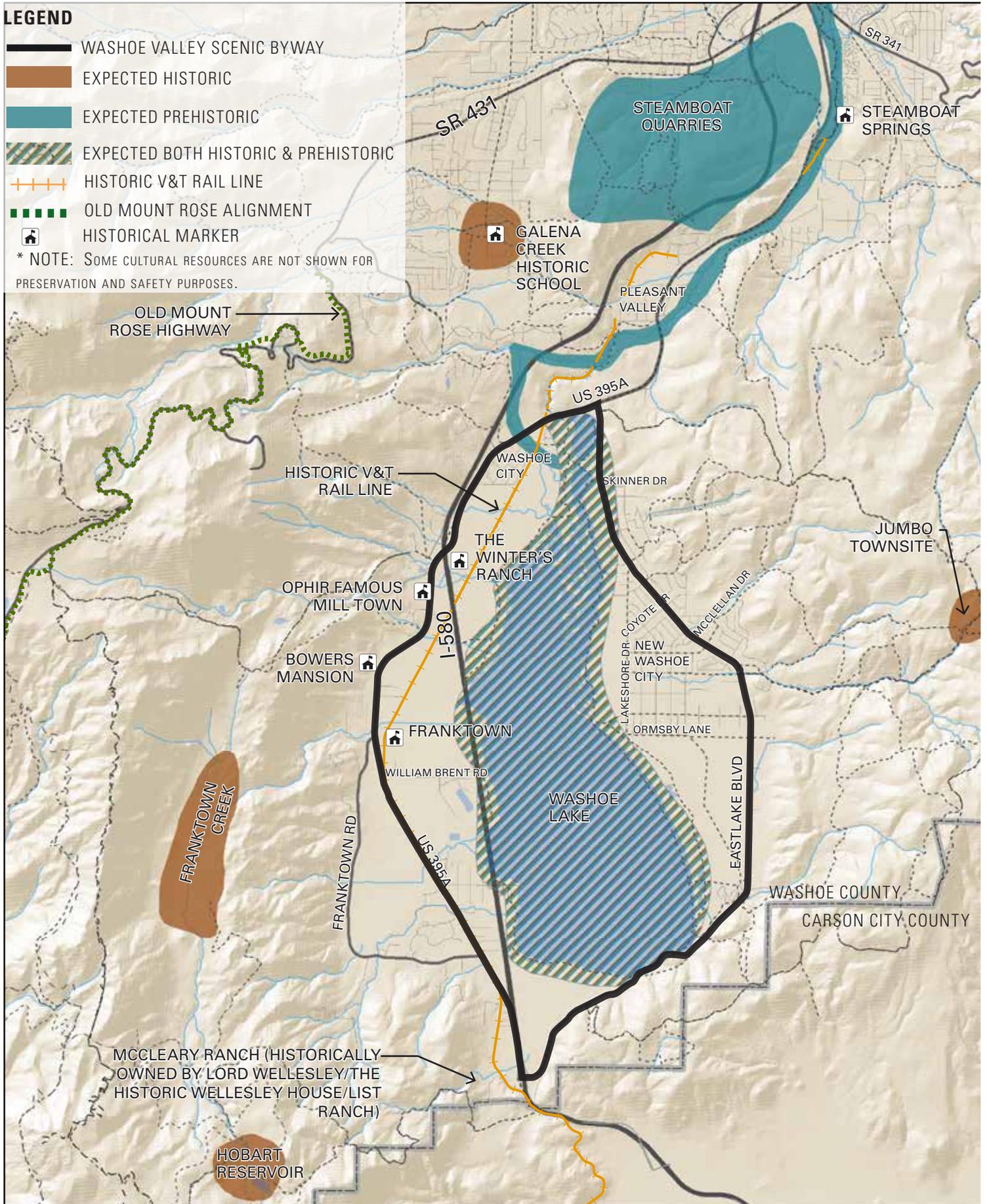
By the 1850's settlers began reaching the Washoe Valley region. At first, very few emigrants settled permanently. They simply passed through on their way to California. However, Mormon settlers came seeking additional property to add to their Utah holdings. Brigham Young called the Mormon settlers back 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.



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 of 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.

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.

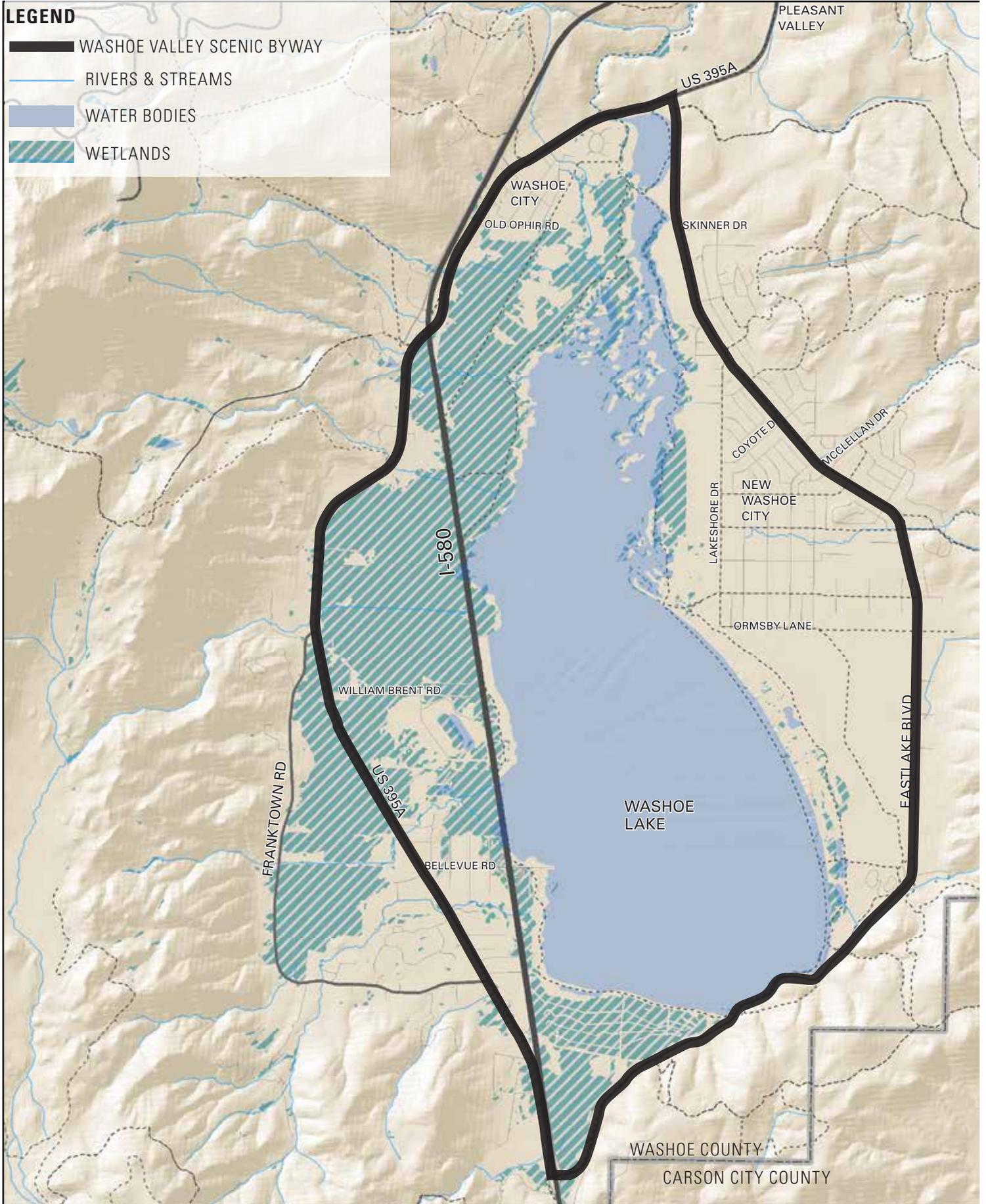
Washoe Lake sits at the center of the valley floor feeding northward into Little Washoe Lake and out of the valley through Steamboat Creek and into the Truckee river. During years with considerable rain, Washoe Lake, its wetlands and Little Washoe Lake form a single body of water. However, drought conditions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

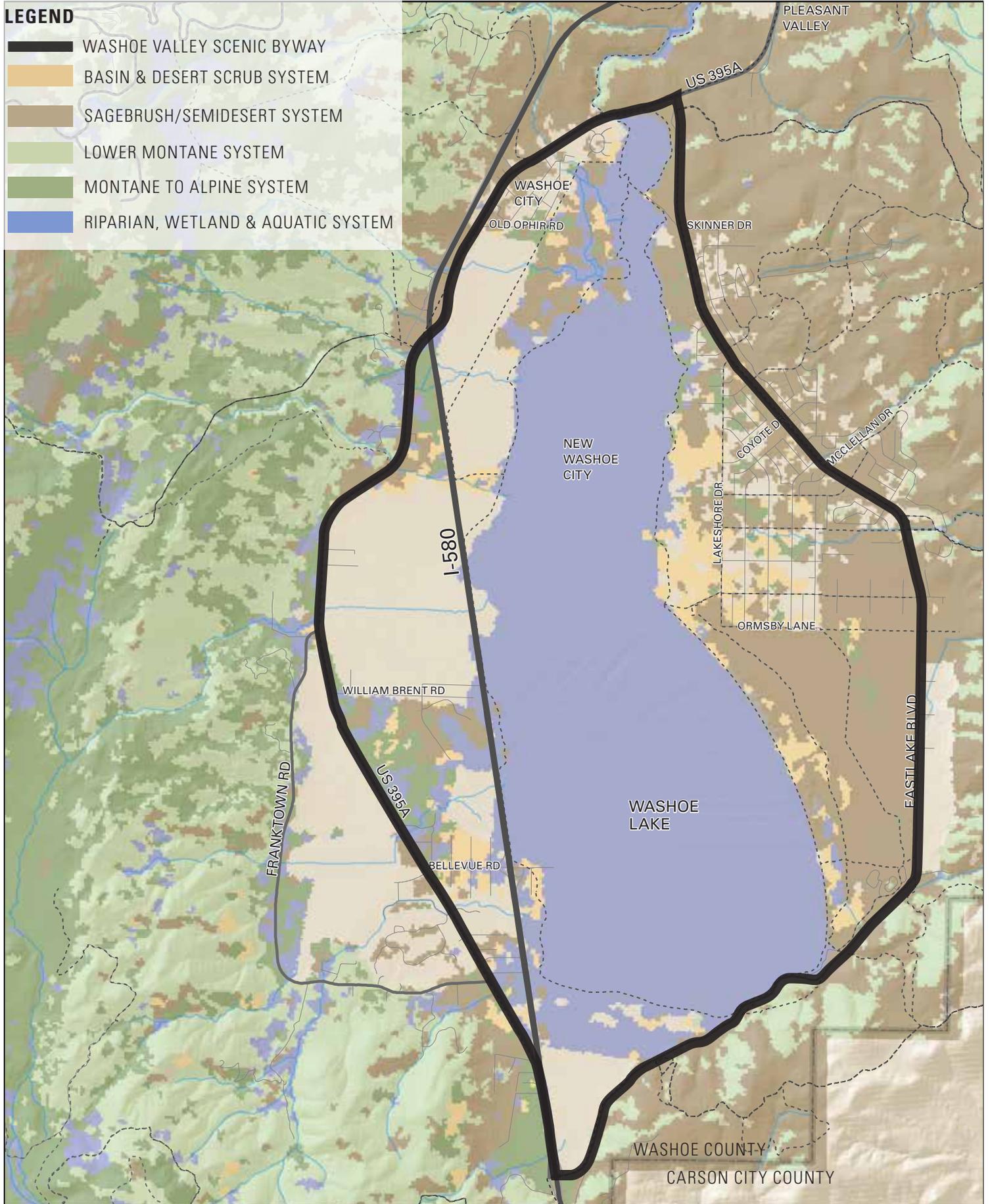


Alpine forests cover the slopes of the Carson Range to the west and sagebrush/semidesert plant communities blanket the Virginia Range to the east.



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.



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

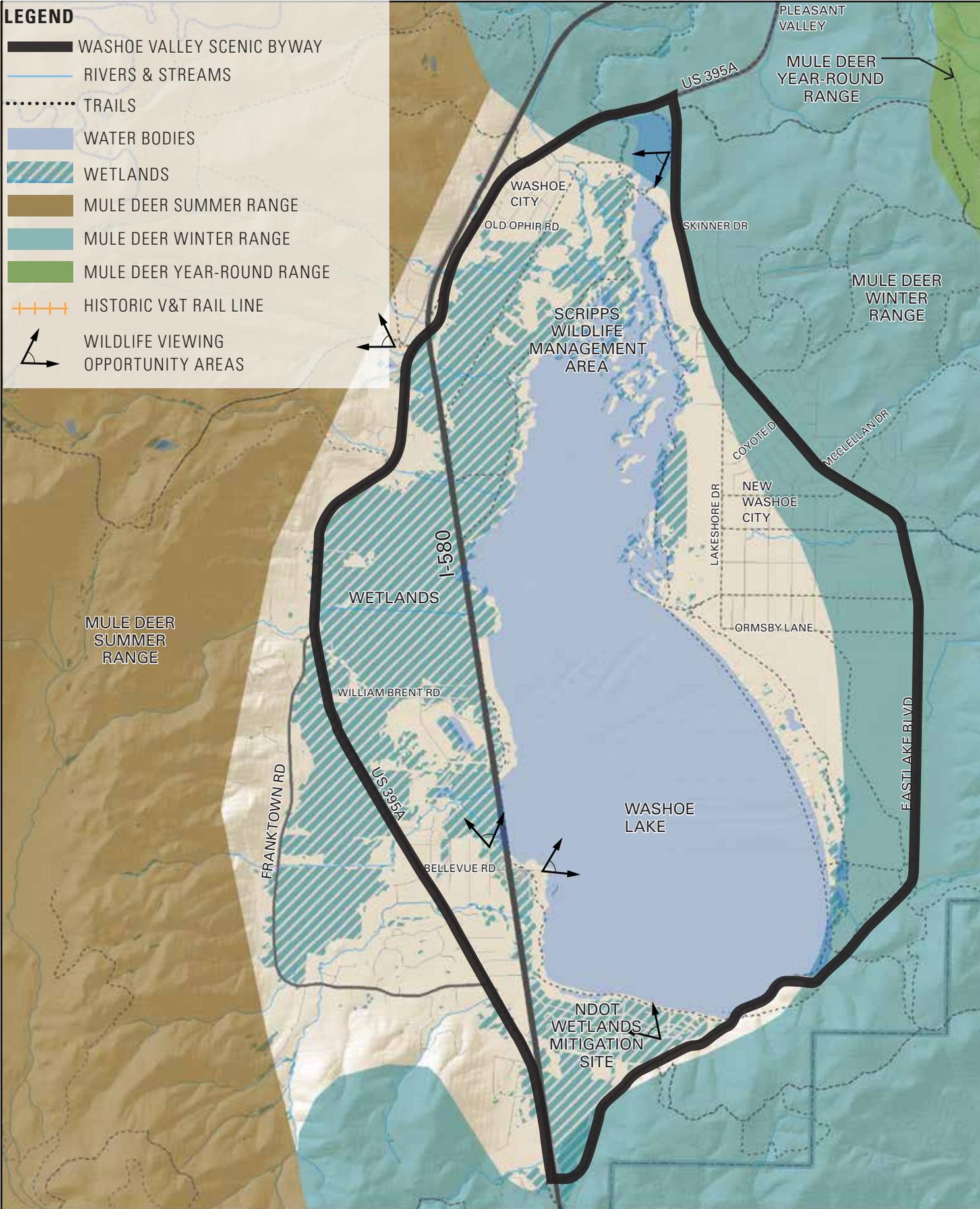
Waterfowl, gulls, terns, Wilson's, Swallows and Red-necked Phalarope can be spotted in Washoe Lake.

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.



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.

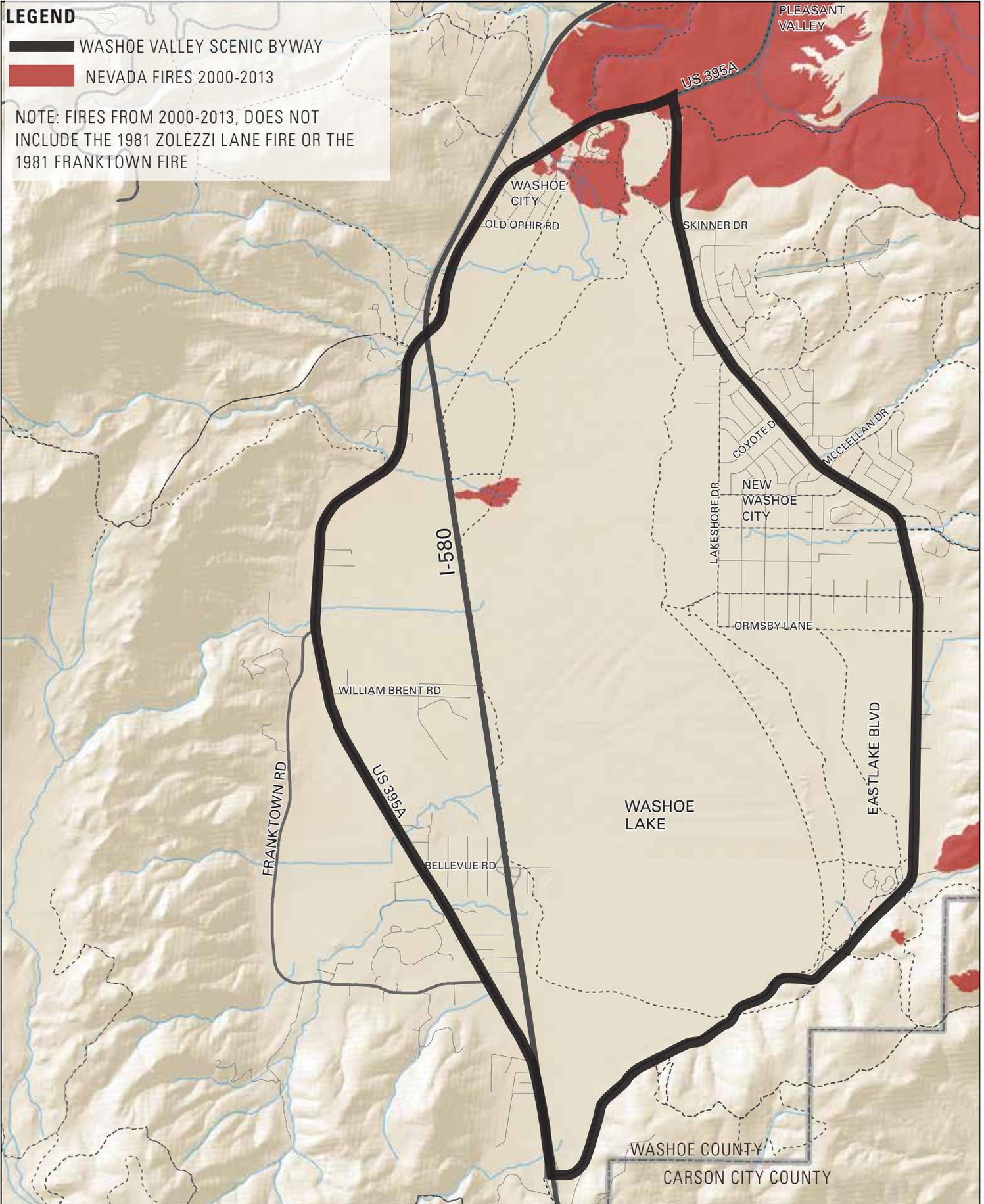
Currently the USFS, NDF and BLM work to minimize fire risk by clearing dense and invasive vegetation through mechanical removal and controlled burns. Invasive and fire prone species such as cheatgrass have posed a significant challenge for fire managers since it aggressively establishes in disturbed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



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.

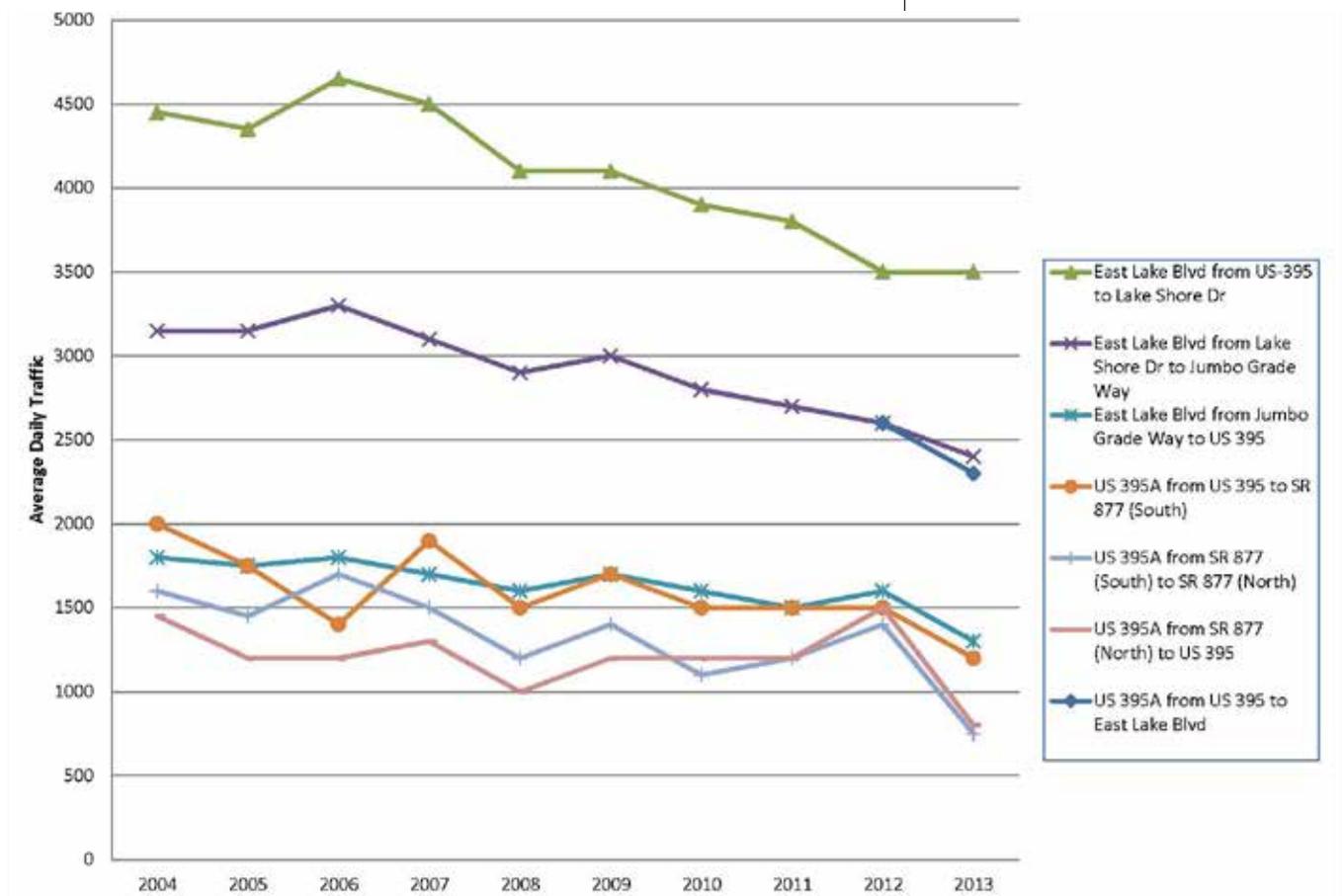
EXISTING TRAFFIC VOLUMES AND TRENDS

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

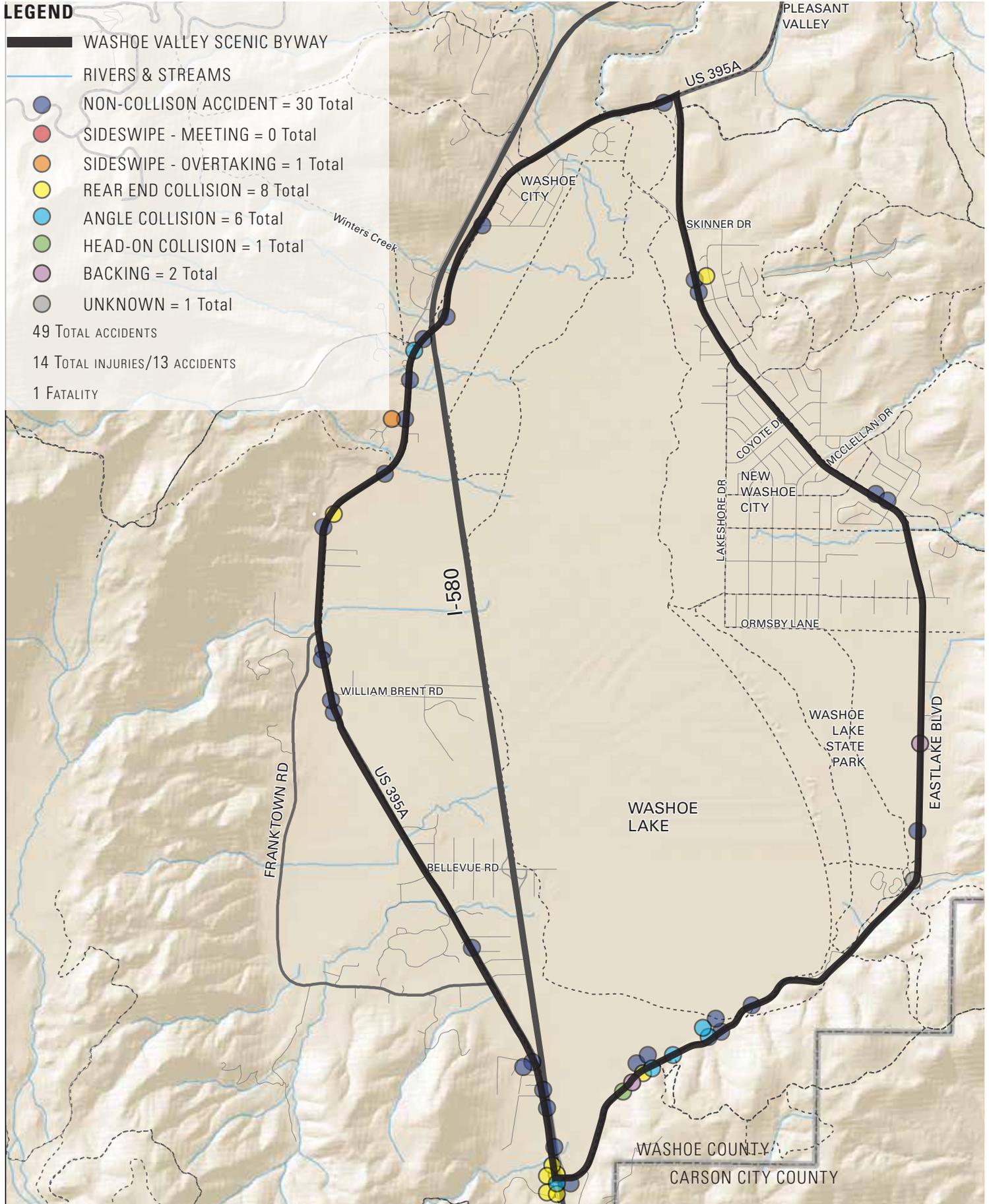
Information on traffic crashes is kept by the Nevada Department of Transportation. Data on all traffic crashes for the most recent five years (July 2009 to July 2014) was collected for Eastlake Boulevard and for the section of Old U.S. 395 from I-580 in the north to I-580/Eastlake Boulevard in the south. 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-COLLISION 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



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

Crash Type	East Lake Blvd		US 395A ¹ Southern Section		US 395A ² Northern Section		Total Corridor	
	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

Roadway	MP	From	To	Total Crashes	Segment Length (miles)	MVM	Observed Crash Rates			Applicable Statewide Average			Percent of Statewide Average		
							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

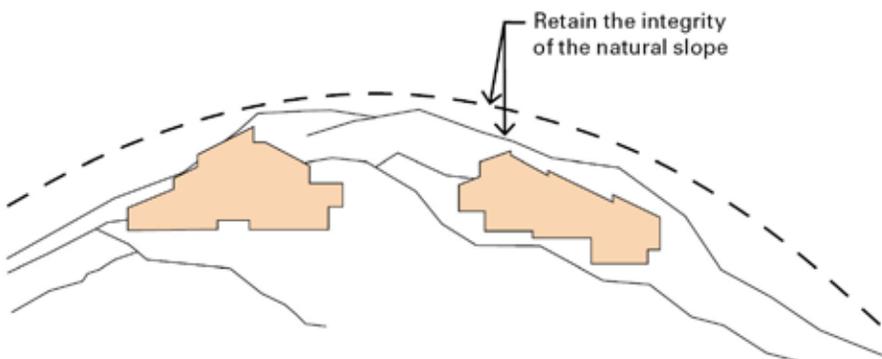
STRATEGIES & ACTION ITEMS

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.

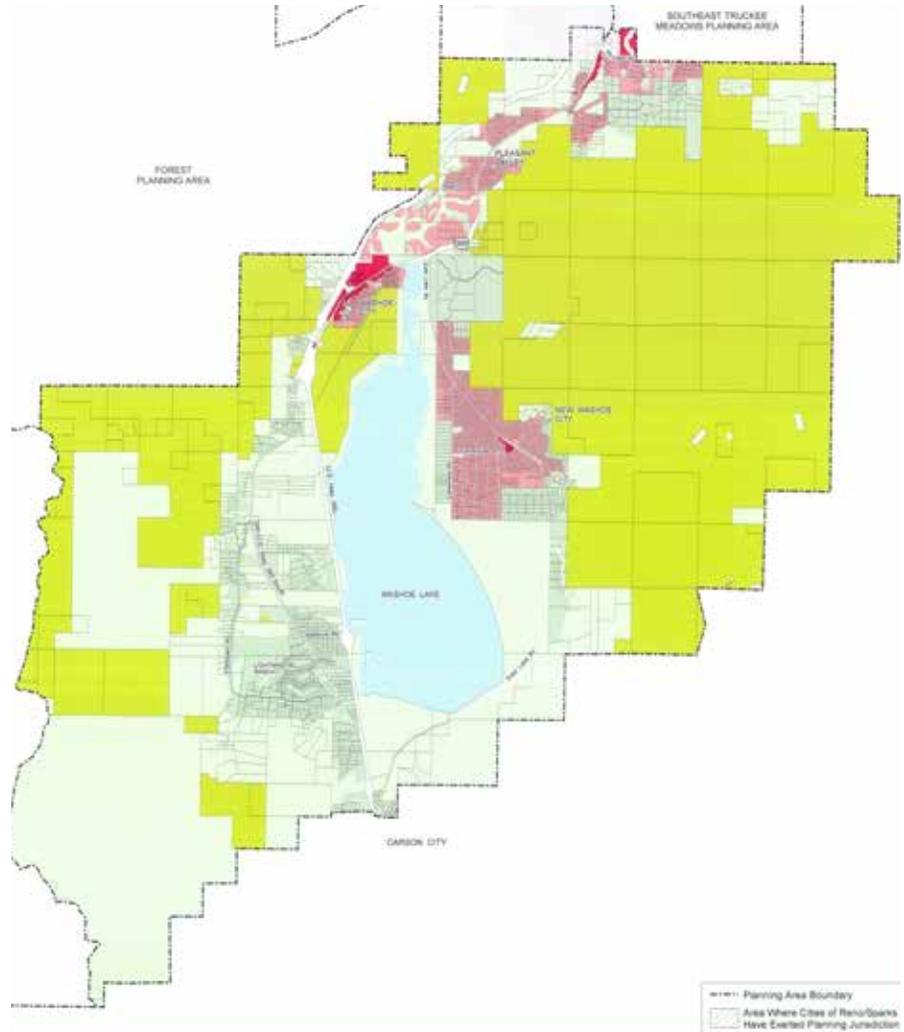
GUIDELINES: GRADING & ROCK CUTS

- 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.



Protect the Sense of Community

- 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.



**SOUTH VALLEYS
MASTER PLAN MAP**

 RURAL
 RURAL RESIDENTIAL
 SUBURBAN RESIDENTIAL
 URBAN RESIDENTIAL
 COMMERCIAL
 INDUSTRIAL
 OPEN SPACE

NOTE: THE SCALE AND COORDINATES OF ALL INFORMATION SHOWN HEREIN ARE APPROXIMATE ONLY AND ARE NOT PROVIDED AS A BASIS FOR DESIGN OR SURVEY WORK. REPRODUCTION IS NOT PERMITTED WITHOUT WRITTEN PERMISSION FROM THE WASHOE COUNTY COMMUNITY DEVELOPMENT DEPARTMENT.

CERTIFICATION: THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE CURRENT MASTER PLAN MAP OF WASHOE COUNTY BY THE WASHOE COUNTY COMMUNITY DEVELOPMENT DEPARTMENT.

Date: 10/28/2010

[Signature]

**Department of
Community Development**

**WASHOE COUNTY
NEVADA**

671 East 9th St. 2110
 Reno, NV 89502
 Phone Office: 775-335-1110
 Phone: 775-335-9925

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.

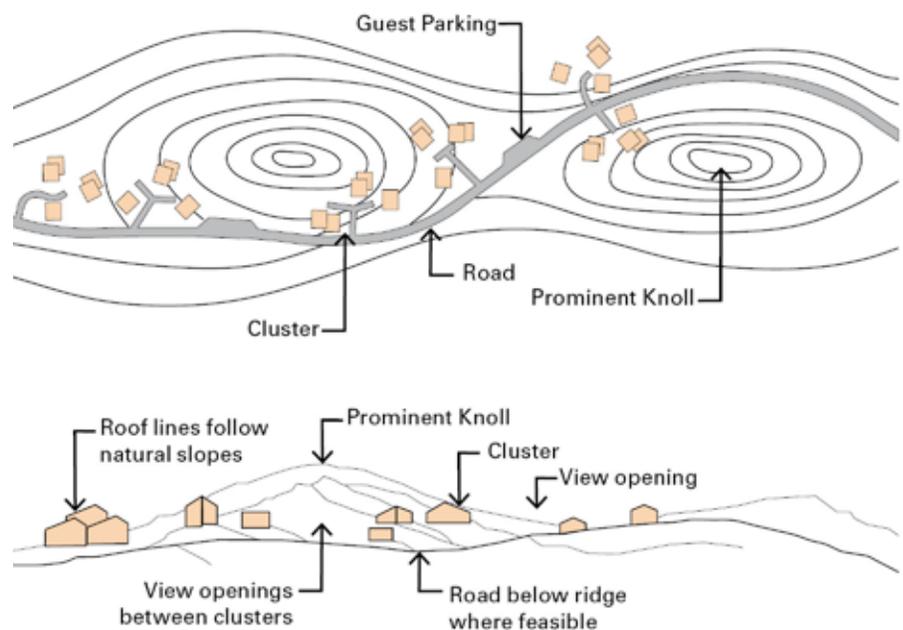
Protect the Sense of Community

- 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.



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.

- 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 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.



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



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.



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

- 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



(1) The Statewide Place Name Sign Program uses a family of iconic 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 iconic 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.



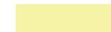
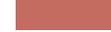
- Cumulative impacts of land use and development need to be considered along the Corridor in order to maintain or improve safe access.

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



LEGEND

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

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.



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.

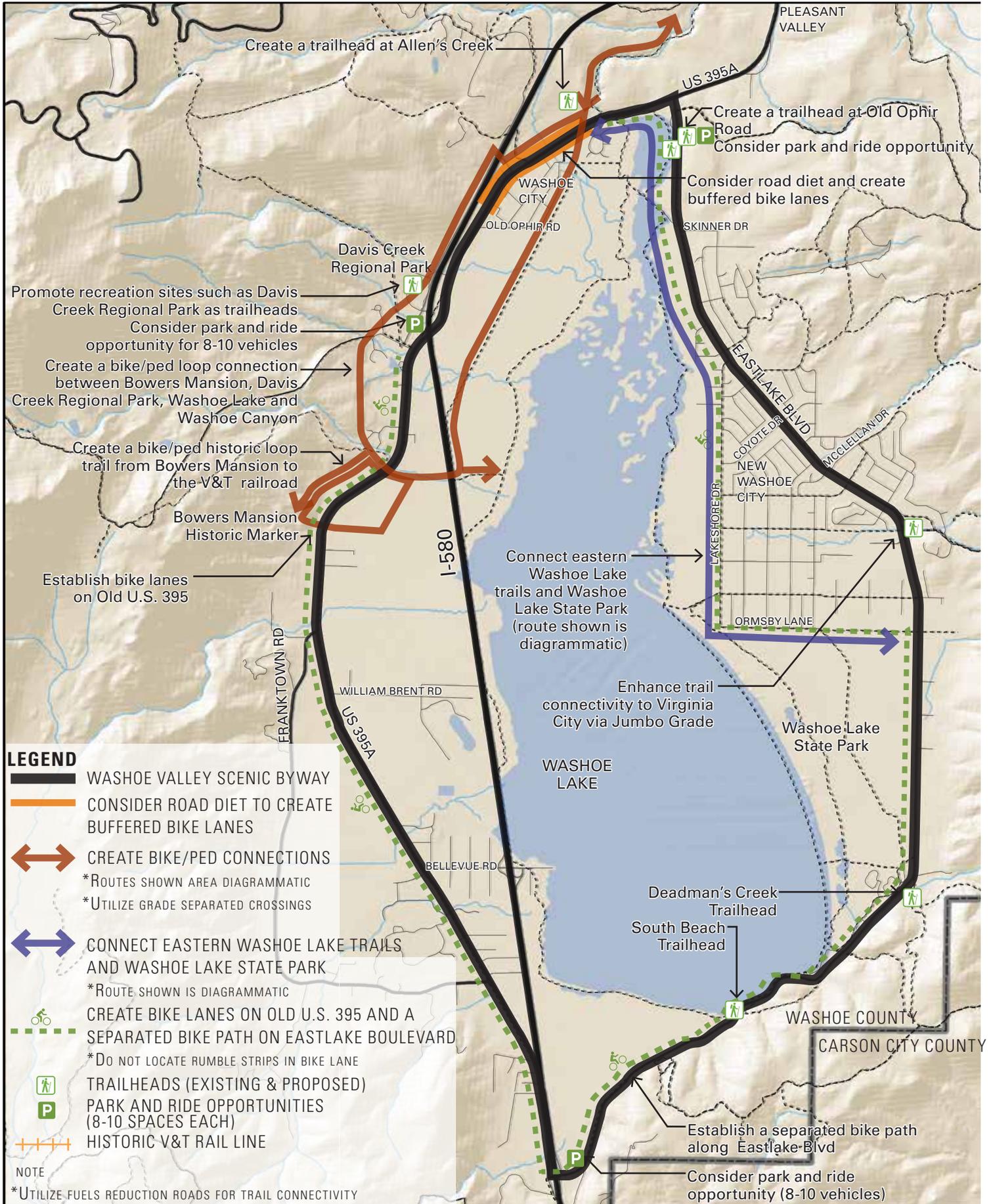


GOAL: ENHANCE ACTIVE TRANSPORTATION FACILITIES

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



Enhance Active Transportation Facilities

- 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.

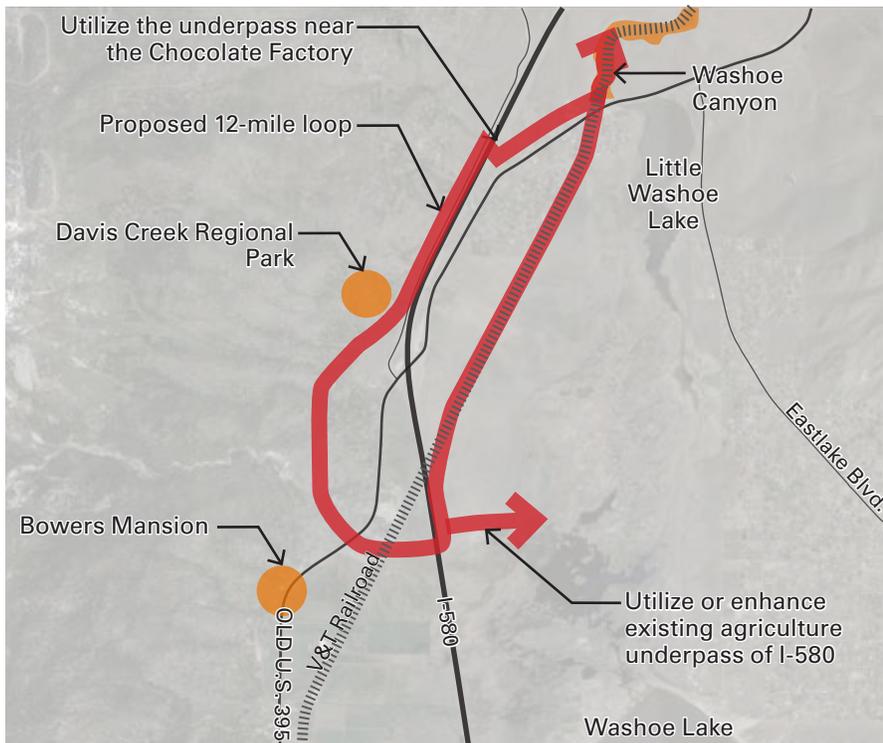


Diagram of pedestrian/bike connection loop. The loop would be approximately 12 miles and could take pressure off Franktown Road for cycling events.

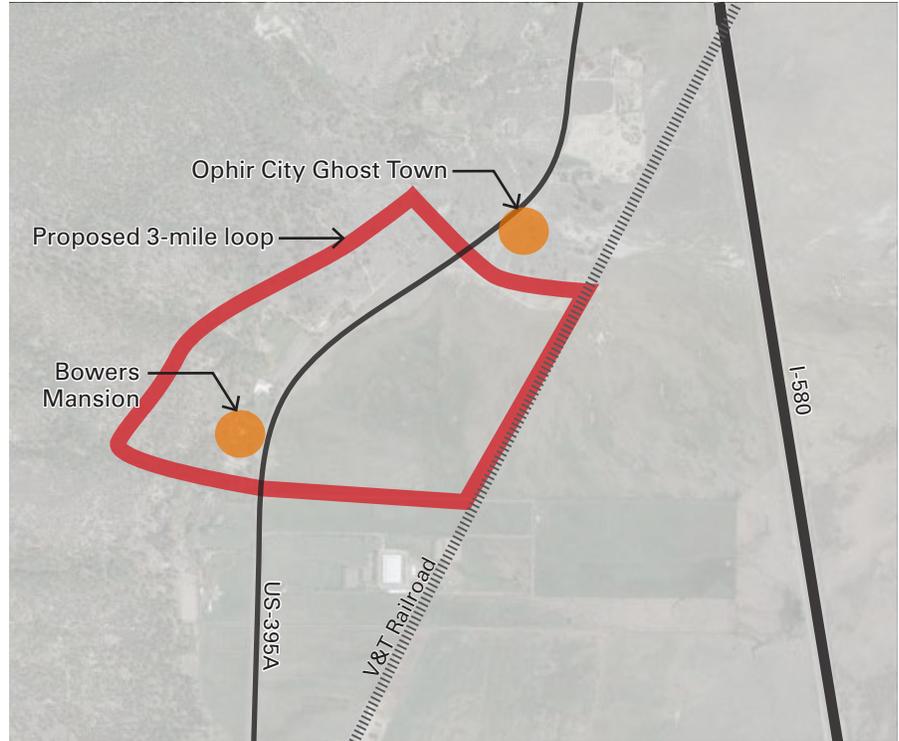
- Davis Creek Park, Bower's Mansion, the V&T rail corridor on BLM lands, Old Washoe City, Little Washoe Lake and Washoe Canyon.

- 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.



Enhance Active Transportation Facilities

- 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.



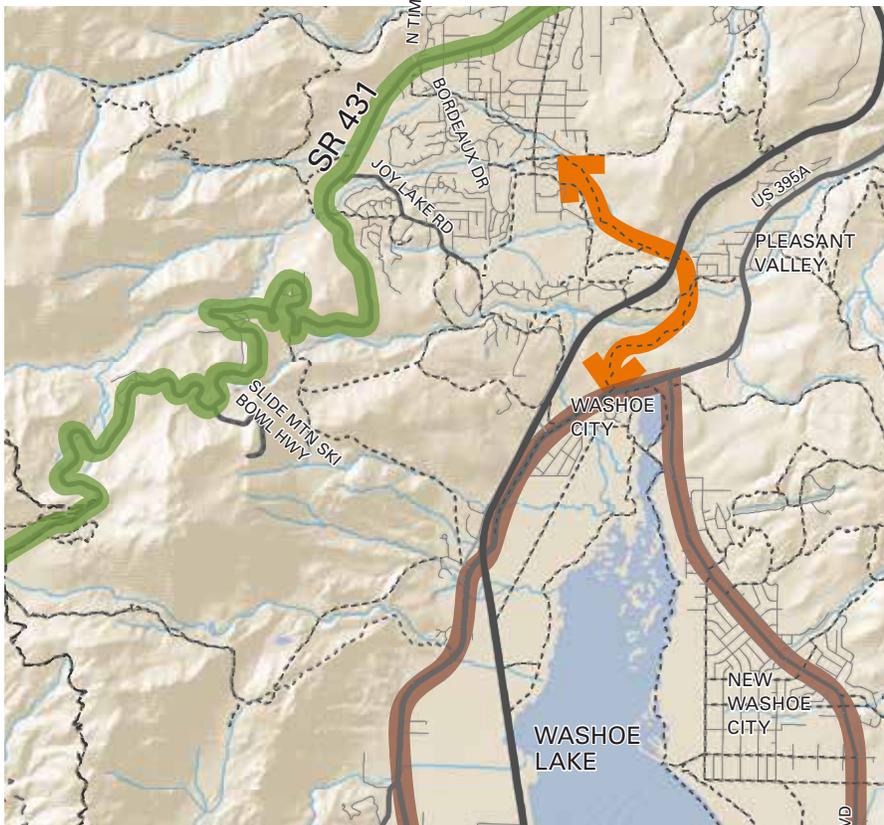
Grade-separated crossings include both underpasses and overpasses to allow pedestrians and cyclists to cross a highway without interfacing with motorists. To be successful, the crossing needs to provide direct access, have clear sight lines, include lighting for safety and address drainage.



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).



- 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.

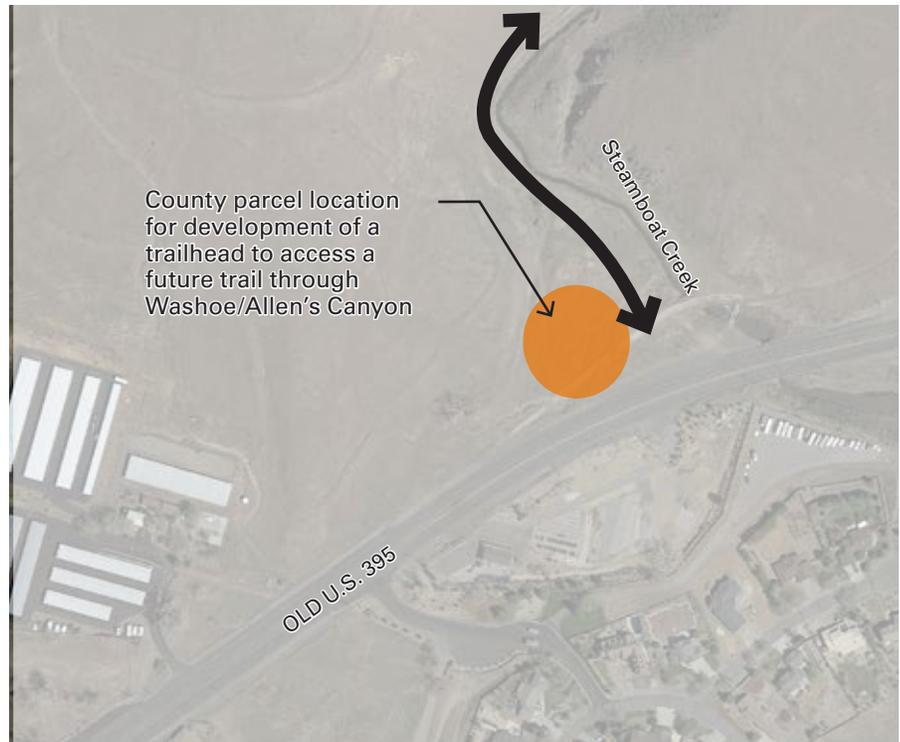


Washoe County has a flexible easement through Washoe/Allen’s Canyon to develop a trail that connects the Washoe Valley Byway to the Mount Rose Byway area.

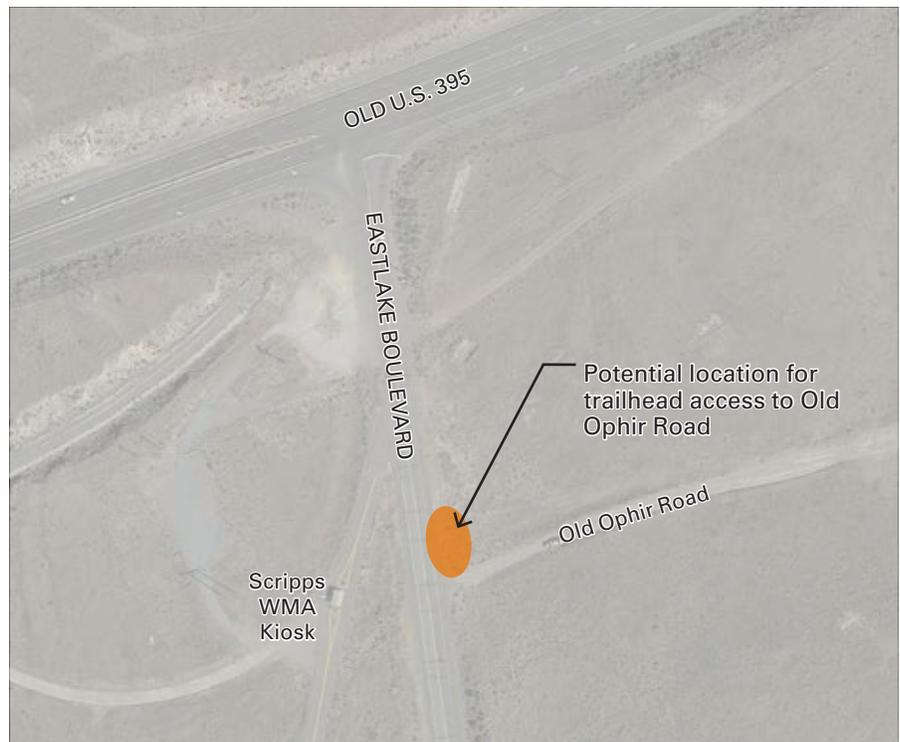


Enhance Active Transportation Facilities

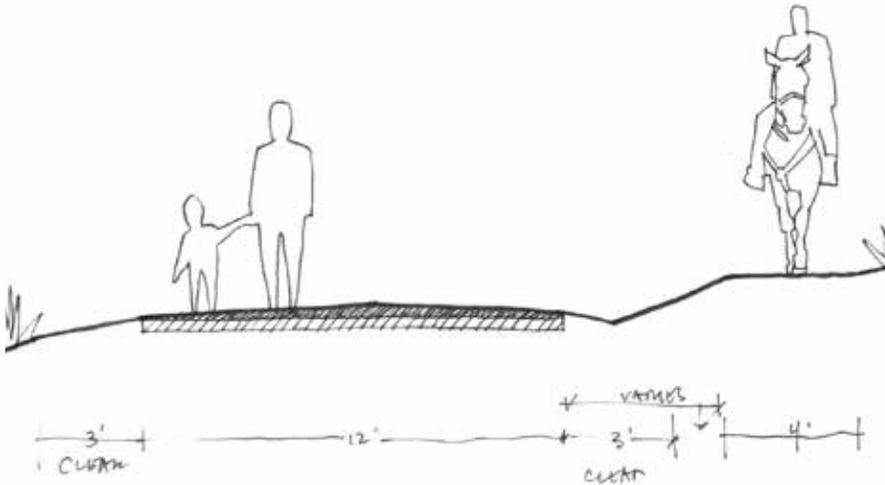
- Create trailheads at the following areas:
 - Washoe/Allen's Canyon
 - Old Ophir Road



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 with 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

Promote Economic Vitality by Enhancing the User Experience

- 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)

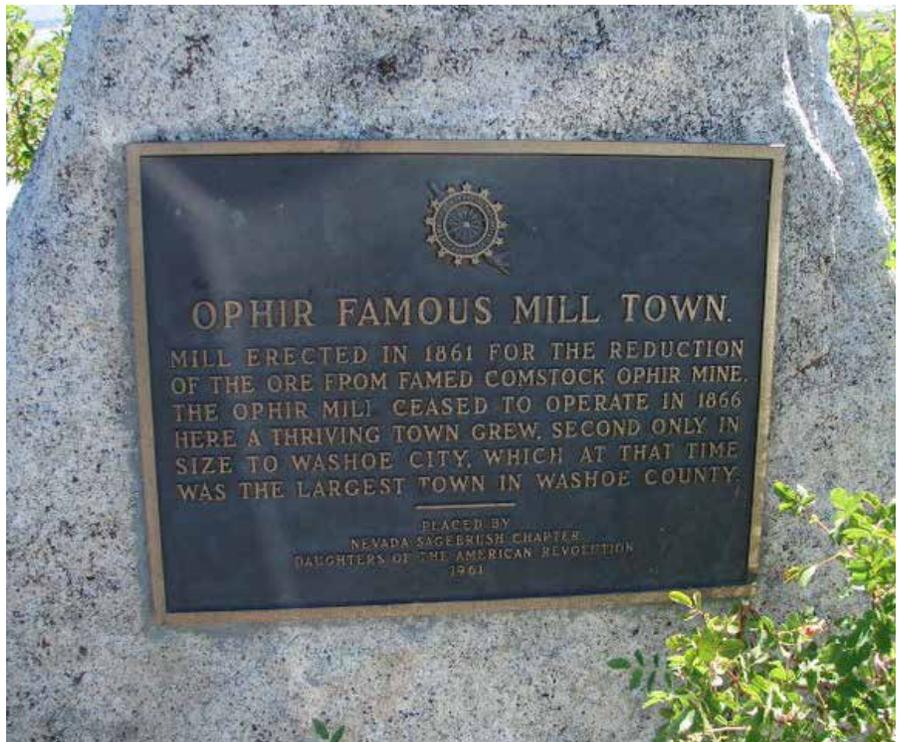


Photo by Rick Cooper

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



Photo by Edna Riter in Pioneers of the Ponderosa

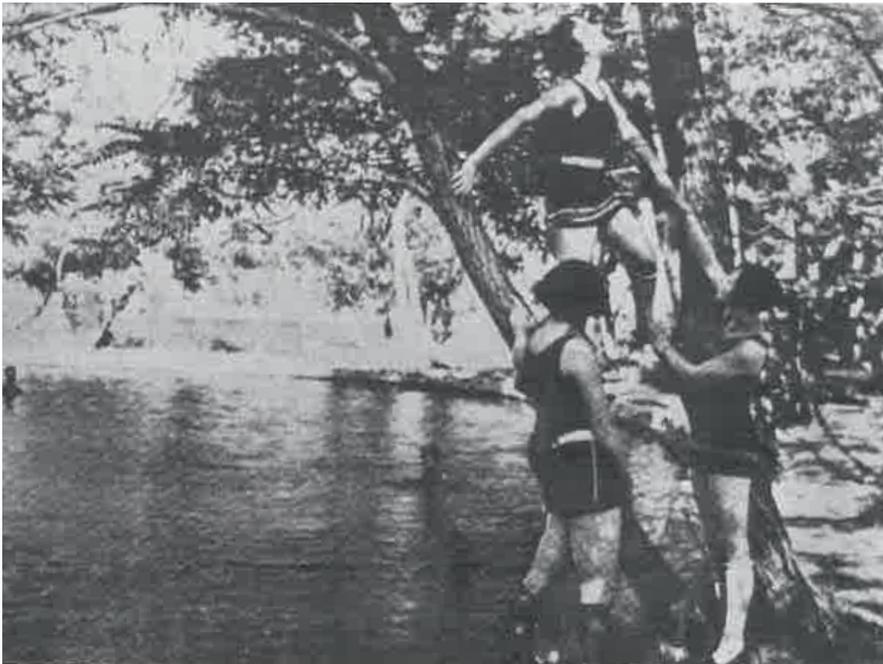


Photo from Nevada Historical Society in Pioneers of the Ponderosa

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

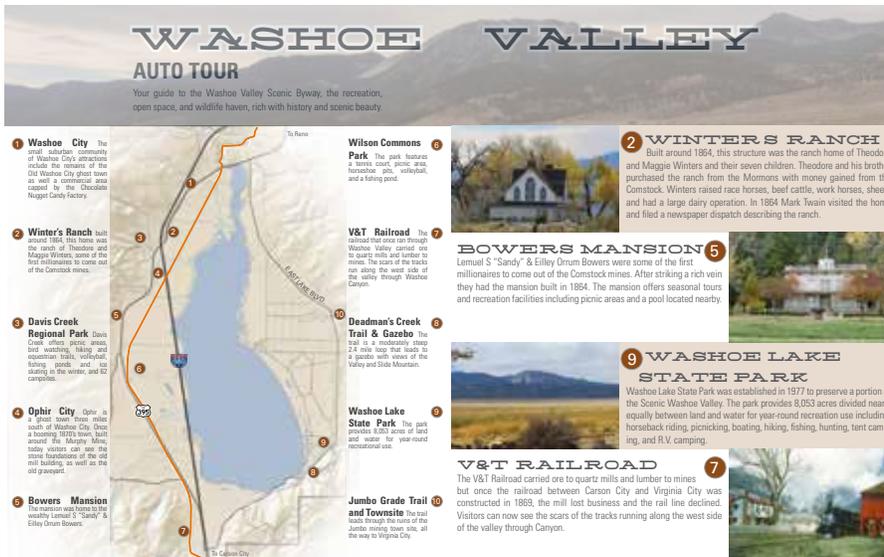
- Development should be built in such a way as to retain the visual quality of the highway and historic and agricultural quality of the Corridor. Use buildings such as Winters Ranch and the old Washoe City Jail as reference.
- Authentic building materials should be used.
- Roofs should be fire resistant 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.





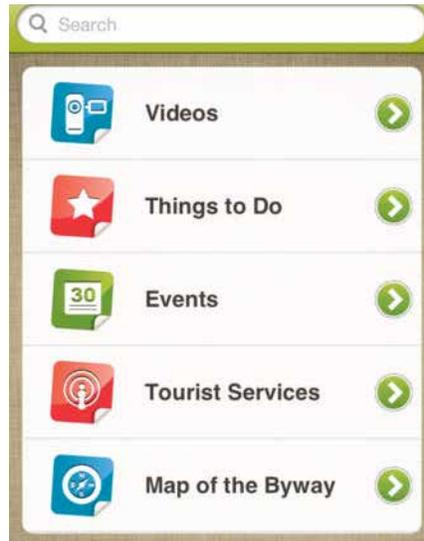
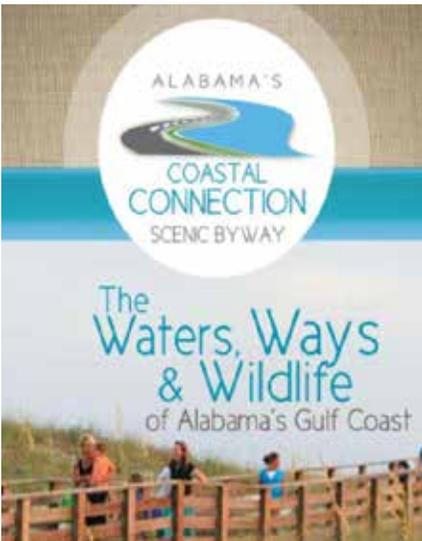
Enhance the Byway User's Experience

- 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.



Promote Economic Vitality by Enhancing the User Experience

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

WASHOE VALLEY BICYCLE TOUR
Your guide to the Washoe Valley Scenic Byway, the recreation, open space, and wildlife haven, rich with history and scenic beauty.

1 Washoe City The small suburban community of Washoe City's attractions include the remains of the Old Washoe City ghost town as well as a commercial area capped by the Chocolate Nugget Candy Factory.

2 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 gained from the Comstock. Winters raised race horses, beef cattle, work horses, sheep, and had a large dairy operation. In 1864 Mark Twain visited the home and filed a newspaper dispatch describing the ranch.

3 Davis Creek Regional Park Davis Creek offers picnic areas, bird watching, fishing and equestrian trails, volleyball, fishing ponds and ice skating in the winter, and 12 campsites.

4 Ophir City Ophir is a ghost town 10 miles south of Washoe City. A booming 1870s town, built around the Murphy Mine. Today visitors can see the stone foundations of the old mill building, as well as the old process.

5 Bowers Mansion The mansion was home to the wealthy Samuel S. "Sandy" & Emily Orum Bowers.

6 Wilson Commons Park The park features a tennis court, picnic area, horseshoe pits, volleyball, and a fishing pond.

7 V&T Railroad The railroad that once ran through Washoe Valley carried ore to quartz mills and lumber to mines. The path of the tracks ran along the west side of the valley through Washoe Canyon.

8 Washoe Lake Wetland Observation Platform This offers a viewing platform over panoramic views of Washoe Valley.

9 Washoe Lake State Park The park provides 8,053 acres of land and water for year-round recreational use.

10 Washoe Valley Loop 28 miles
Washoe Valley Loop
Washoe Lake State Park
Winters Ranch
Davis Creek Park

11 North Washoe Valley Loop 12 miles
Bowers Mansion
Davis Creek Park
Washoe Canyon

12 Historic Loop 10 miles
Bowers Mansion
V&T Railroad

13 Washoe City The small suburban community of Washoe City's attractions include the remains of the Old Washoe City ghost town as well as a commercial area featuring a bike shop, cafes and the Chocolate Nugget Candy Factory.

Guides can communicate destination destinations and resource information.

Jumbo Grade Trail

This Washoe Valley trail connects to Bureau of Land Management land, and is managed for off-highway vehicle use on existing roads and trails. Visitors can expect to find multiple users on the same roads and trails, all enjoying stunning views of Washoe Valley and Slide Mountain. A "spider web" of off-highway vehicle trails spread out from the trailhead to the Little Washoe Lake area. Visitors also can reach Virginia City and Carson City on existing roads and trails.

Directions: From the intersection of U.S. 395 and Eastlake Boulevard at the north end of Washoe Valley, travel south on Eastlake for 3.9 miles to Jumbo Grade Road. Turn east on Jumbo Grade and follow for 1.1 miles to the trailhead.

JUMBO GRADE TRAIL
Length: 1.1 miles
Difficulty: Easy
Surface: Dirt
Amenities: Drinking water, picnic tables, restrooms
ADVISORY: No dogs, no alcohol

Virginia-Ranger-Trustees-Meadows-Region

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

Tour Tips and Cycling Safety

- Remember all cyclists must obey traffic signs and signals. The roads are not closed for our event; watch traffic.
- Wear Helmet (mandatory).
- Do not wear headphones.
- In case of emergency refer to the back of your bib for contact information.
- Watch for MS Bike Tour signs and follow the route map.
- Drink plenty of water. If cramping should happen, stop and drink.
- Call out "on your left/right" or ring your bell to alert the rider in front of you of your intention to pass.
- Have your bike tuned up and in good riding condition.
- Ride in single file. Avoid drafting and pacing lines.
- It's not a race so go at your own pace.

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



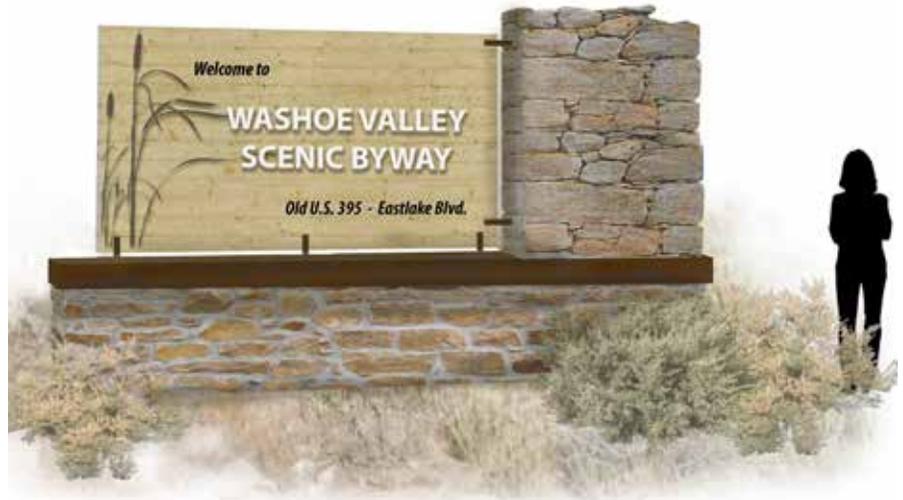
Photo by Rick Cooper



- 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

Promote Economic Vitality by Enhancing the User Experience

- 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.



- 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.

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.



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 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.



Current Resource Management Documents

- 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.

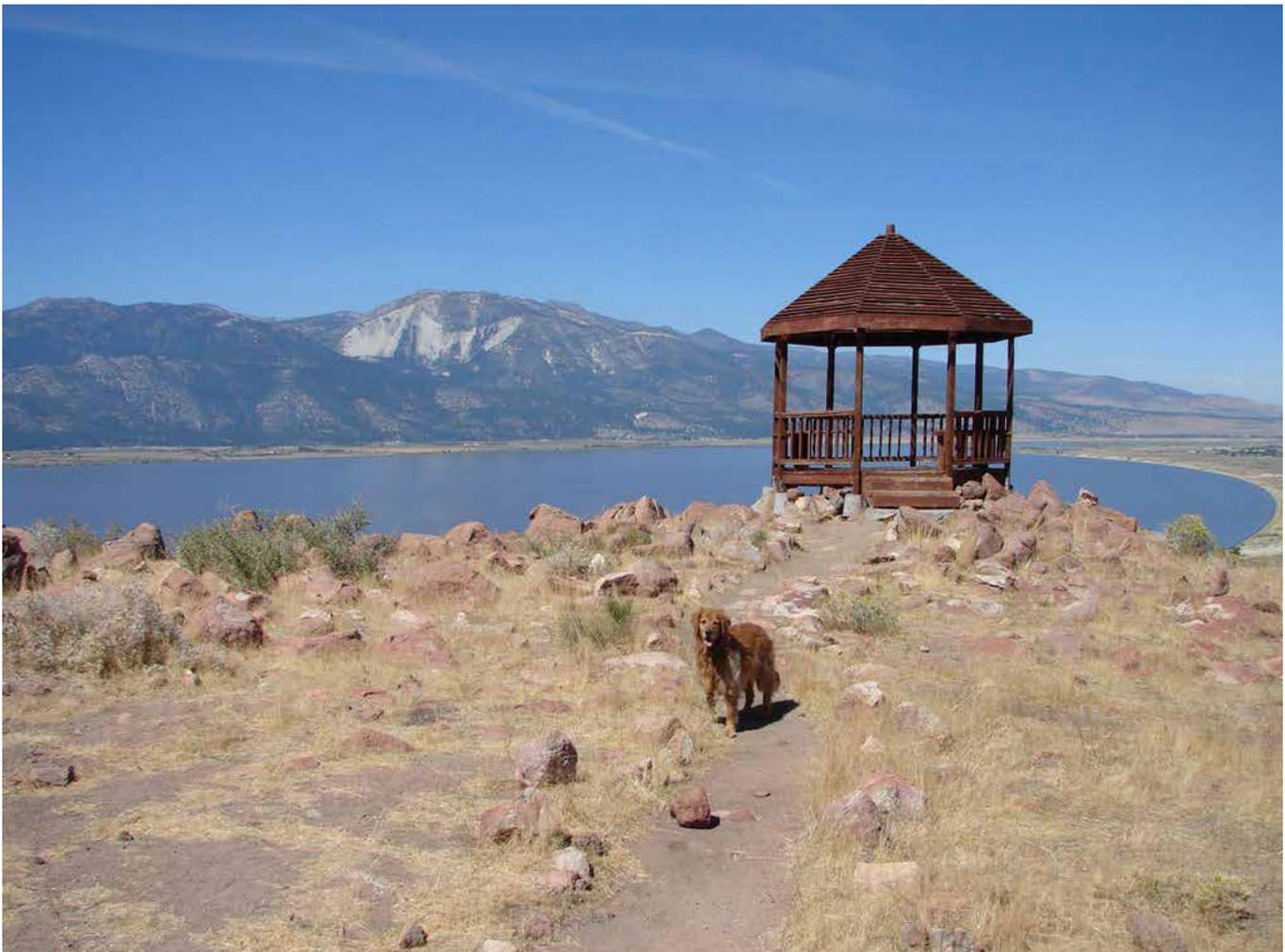


Photo by Rick Cooper

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.