



Tuesday, July 28, 2015

ACAT SUBCOMMITTEE REPORT TRAILS SUBCOMMITTEE



Tom Combs, ACAT present
Chris Gage, ACAT absent – on vacation
Leigh Golden, ACAT –absent
Kevin Smith, TTAD
Mike Cooke, TTAD
Allison Pedley, Truckee Trails
Kevin Starr, Truckee Trails
Paco Lindsay, Truckee Trails

On July 28, 2015 a meeting of the Trails Subcommittee was held at the Truckee Tahoe Airport. Our specific agenda items were:

1. Integration – How our trail project will integrate with the other trails in the area.
2. Cost estimates – What are reasonable costs we could expect to pay per mile for the various types of track, i.e. paved, decomposed granite and earthen single track.
3. Basic Trail Alignment – In general terms what will be the trail orientation
4. Funding –What sources of funding, such as grants, are available. Are there other partners in the area/state that could be leveraged.

Trail integration

It was a very productive meeting. Kevin Starr presented 4 trail development options. Kevin's maps also provided "Trail Integration" points where the proposed system would tie into other existing or anticipated trails (attachment 1). Kevin Smith provided specific insight into future airport development and FAA requirements/limitations which would affect trail alignment. He specifically talked about the runway exclusion zones on the east side of runway 29 and the future of the town's PC-3 development at the north-west corner of TTAD property. There is also a possible land swap of the parcel owned by Truckee Sanitary District, at the area of Truckee River Trail/Joerger Drive, at the north-east corner of TTAD property. Optimistically the TTAD trail system might merge with a bike-pedestrian walkway if PC-3 is developed and if a land swap takes place with TTSD that would provide needed right-of-way for the TTAD trail system in that area.

Additionally we spent some time discussing trailhead options. Option 1 being the airport terminal area and Option 2 being the north-east corner of Airport Road and SR 267. It would be desirable to have a strong airport integrated experience for trail users; however with future development, and vehicular traffic concerns near the terminal it was agreed that it would be best to avoid this as the trail head. After much discussion the consensus was that the Airport Road/ SR 267 was the best location for the trailhead.



Cost per mile estimates

Allison Pedley provided some trail construction estimates based on other trail construction projects in the Truckee area and her discussions with stake holders of these projects, (see attachment 2). She will be having further discussions with Dan Wilkins and town planners to refine this research. Allison also obtained some preliminary information on ADA requirements.

Basic Track Alignment

With the help of Kevin Smith's input on future planned development around the airport, and certain FAA restrictions on runway exclusion zones, the basic track alignment was reconsidered. Kevin Starr will redraw the option map to indicate the following changes/recommendations:

1. Trailhead – Airport Road and Hwy 267
2. Realign trail which is currently on the North side of runway 29, up on the flats, to down below on the North side of the tree line.
3. Indicate a phased development of the system:
 - a. Phase 1 Trailhead to parking lot on Martis Dam Road, (paved)
 - b. Phase 2 Parking lot of Martis Dam Road to the end of Runway 20/ Gate 11
 - c. Phase 3 Gate 11 along the north side of the tree line along the access road to Joerger Dr.
 - d. Phase 4 Joerger Dr. to PC3 development
 - e. Phase 5 PC3 to either airport terminal or trailhead....TBA

There are a number of areas along the proposed trail path that will eventually need more in-depth consideration among them are:

- a. What portions are best suited for paved construction depending on expected demographics of the users vs. single track or decomposed granite stretches (perhaps phase 3)?
- b. Access around the west end of 29 .
- c. Trail alignment along PC3 (possible integration with the PC3 development).
- d. Trail alignment with the airport terminal area in general.

Funding – Mission Statement

The issue of funding was not discussed in any detail. More discussions need to be held with Town Planners. In addition the more accurate trail alignment needs to be recomputed for “cost per mile” analysis. A more specific cost for Phase 1 will be developed in the near future.

Allision will begin to develop a Mission Statement for the project as time permits.

Next meeting to be scheduled in September.

Tom Combs
ACAT