

Attachment B – Alignment & Phasing Rationale

The trails project committee met numerous times throughout 2015 to determine the best possible approach to an interconnected, recreational trails plan for TTAD. The following outlines the decision points and ultimate conclusions.

- 1. Trailhead.** The committee considered two options for the official start of the trail (regional trailhead). The two options were a designated location at the airport administrative/terminal building or at the airport property at the corner of Airport Road and Highway 267. Having the trailhead at the administrative/terminal building parking lot was appealing, as it would serve to draw users in to the airport, where additional facilities (restroom, playground, restaurant) are available. However, concern was expressed about the availability of parking at this location. As well, after contemplating numerous options, it was decided that no ideal (and safe) route from the administrative/terminal building to the perimeter trail would be possible. As such, it was decided that putting the official trailhead (and parking lot) at the corner of Airport Road and Highway 267 represented the best option.
- 2. Surfacing.** The committee discussed the pros and cons of trail surfacing to determine if dirt or Class 1 (paved) paths were preferable. Dirt trails are substantially less expensive to build yet are less accessible to users. Dirt trails have a shorter use season, and are not preferable for users with wheel chairs, training wheels, roller blades, strollers, etc. Class 1 paths are significantly more expensive but are available for a longer use season and to a wider variety of users. Realizing the benefits of both surfacing options, the committee proposes a system that highlights both Class 1 and dirt trails, thereby optimizing recreational opportunities. However, cost factors may force this surfacing to be reconsidered in the future.
- 3. Trail Phases.** Because funding for this airport loop system will likely come over time, the committee agreed to divide the trail alignments into proposed phases. Several considerations went into selection of these phases. Highest of importance was trail user safety, given this is a trail system designed for users of all ages and ability levels. Another important factor in determining the phased segments was ensuring that there was no “segment to nowhere,” and that each segment had a logical terminus.

Table 6 – Martis Dam Road Traffic Counts, Army Corps of Engineers Data¹

Month	Estimated Vehicles	Estimated Vehicles Per Day
July 2015	5,516	178
August 2015	5,395	174
September 2015	4,000	133
May 2016	2,687	86
June 2016	5,345	178

¹ Estimates provided by Army Corps of Engineer’s automatic counters.

Table 7 – Martis Dam Road Traffic Counts, Truckee Trails Foundation Data²

Date	Time	Number of Vehicles	Non-motorized
Sunday, June 24, 2016	11 AM - Noon	25 out, 16 in	1 jogger, 1 road cyclist
Thursday, July 21, 2016	5 PM – 6 PM	16 out, 32 in	None
Wednesday, August 9, 2016	Noon – 1 PM	18 out, 6 in	1 pedestrian

² Conducted by Truckee Trails Foundation staff