

PLACER COUNTY PARKS & TRAILS MASTER PLAN VOLUME II

JANUARY 2022



VOLUME II

Table of Contents

VISION & OVERVIEW	1
INTRODUCTION	3
VISION	4
PROPOSED REGIONAL TRAILS SYSTEM	6
COMMUNITY SUPPORT	7
TRAILS PRINCIPLE & RECOMMENDATIONS	8
2020 Trails System	9
INTRODUCTION	11
TRAIL TYPES & DEFINITIONS	12
COUNTY PARTNERS	15
COORDINATION WITH OTHER PLANS AND MAPPING EFFORTS	16
2020 REGIONAL TRAIL SYSTEM	17
COMPARISON WITH OTHER COMMUNITIES	21
DESTINATIONS	22
BARRIERS	26
TRAIL GAPS	30
TRAILS RECOMMENDATIONS	35
INTRODUCTION	37
PRINCIPLE 10 CREATE A CONNECTED TRAIL SYSTEM	38
PROPOSED TRAILS SYSTEM	53
PROPOSED REGIONAL TRAILS SYSTEM	54
INTRODUCTION	55
WESTERN PLACER COUNTY	56
CENTRAL PLACER COUNTY	64
EASTERN PLACER COUNTY	70
PRIORITIZATION & CAPITAL PLAN	75
INTRODUCTION	77
PRIORITIZATION	77
CAPITAL IMPROVEMENT PLAN PROJECTS	77

ACKNOWLEDGMENTS

Placer County

Parks & Trails Master Plan

January 2022

County Board of Supervisors

Bonnie Gore, District 1 Supervisor
Robert Weygandt, District 2 Supervisor
Jim Holmes, District 3 Supervisor
Suzanne Jones, District 4 Supervisor
Cindy Gustafson, District 5 Supervisor

County Parks Commission

Anne Carpenter, District 1
Gordon Holt, District 2
David Tooker, District 3
Virgil Anderson, District 4
James Ricker, District 5 – Colfax
John Bergmann, District 5 – Tahoe
Jeremy McCollam, District 5 – Foresthill

County Staff

Department of Public Works - Administration
Ken Grehm, Director

Peter Kraatz, Assistant Director (Former)
Mark Rideout, Deputy Director (Former)

Department of Parks and Open Space (a Division of Public Works prior to 2021)

Andy Fisher, Parks Administrator, Placer County Parks and Open Space
Lisa Carnahan, Senior Planner, Placer County Parks and Open Space
Ted Rel, Associate Planner, Placer County Parks and Open Space
Andrew Mills, Superintendent, Placer County Parks Open Space
Bob Dawson, Senior Supervisor, Placer County Parks and Open Space

Dan Fonner, Senior Supervisor, Placer County Parks and Open Space

Department of Public Works – Transportation Planning

Stephanie Holloway, Public Works Manager
Amber Conboy, Associate Engineer

Community Development Resource Agency

Nikki Streegan, Associate Planner

County Executive Office

Todd Leopold, County Executive
Dave Defanti, Deputy CEO
Erin Casey, Principal Management Analyst – Tahoe
Bryan Hacker, Management Analyst
Matt Levesque, Management Analyst

Municipal Advisory Councils (MAC)

District 1

West Placer MAC

District 2

Rural Lincoln MAC
Sheridan MAC

District 3

Horseshoe Bar-Penryn MAC
Newcastle Ophir MAC
North Auburn MAC

District 4

Granite Bay MAC

District 5

Donner Summit MAC
Foresthill Forum
Meadow Vista MAC
North Auburn MAC
North Tahoe Regional Advisory Council
Olympic Valley MAC
Weimar/Applegate/Colfax MAC

Focus Group Organizations

(The following organizations participated in Focus Group meeting or follow-up conversations. Additional organizations may have been invited but were not able to participate.)

Valley

Auburn Area Recreation & Parks District
Auburn Trail Alliance
California Conservation of Trails
California State Parks
City of Colfax
City of Lincoln
City of Rocklin
City of Roseville
Coalition for Placer Youth
Eureka Union School District
Folsom Auburn Trail Riders Action Coalition
Folsom Lake State Recreation Area
Gold Country Trails Council
Granite Bay FC
Granite Bay Youth Lacrosse
Loomis Basin Horseman's Association
Loomis Youth Soccer Club
Meadow Vista Trails Association
Mother Lode Trails
Newcastle Elementary School District
North Fork American River Alliance
Placer County Health and Human Services
Placer County Office of Education
Placer County Resource Conservation District

Placer County Transportation Planning Agency
Placer County Visitor's Bureau
Placer Land Trust
Placer Land Trust
Placer Nature Center
Placer Valley Tourism
Rocklin Unified School District
SACOG Bikeway Partnership
Sierra Foothills Audubon
Sierra Nevada Conservancy
Town of Loomis
US Bureau of Reclamation
USDA Forest Service, Foresthill Ranger District
USDA Forest Service, Nevada City District
Western States Trails Foundation: Auburn Area

Tahoe Region

California Off-Road Vehicle Association
Lake Tahoe West Project
North Lake Tahoe Resort Association
North Tahoe Public Utilities District
Northstar Community Services District
Olympic Valley Pickleballers
Olympic Valley Public Service District
Pacific Crest Trail Association
Sugar Bowl Ski Corporation/Royal Gorge
Tahoe Area Mountain Biking Association
Tahoe Backcountry Alliance
Tahoe City Downtown Association
Tahoe City Public Utility District
Tahoe Regional Planning Agency
Tahoe Rim Trail Association
Tahoe Water Trail
Truckee Donner Land Trust
Truckee Donner Public Utility District
Truckee Donner Recreation and Park District
Truckee Trails Foundation
USDA Forest Service, Lake Tahoe Basin Management Unit
USDA Forest Service, Tahoe National Forest

Consultant Team

Design Workshop
PROS Consulting
Stantec
Smith + Jones
Goodwin Consulting

LIST OF ACRONYMS AND ABBREVIATIONS

AARPD	Auburn Area Parks and Recreation District	NTPUD	North Tahoe Public Utility District
ACS	American Community Survey	OHV	Off-highway vehicle
ADA	American with Disabilities Act	PAC	Physical Activity Council
ASRA	Auburn State Recreation Area	PC	Placer County
BLM	Bureau of Land Management	PCCP	Placer County Conservation Plan
BOR	Bureau of Reclamation	PCGC	Placer County Government Center
BOS	Board of Supervisors	PVPRD	Placer Vineyards Park and Recreation District
Caltrans	California Department of Transportation	PCT	Pacific Crest Trail
CAPRA	Accreditation of Park and Recreation Agencies	RDA	Redevelopment Agency
CFD	Community Finance District	SCORP	California Statewide Comprehensive Outdoor Recreation Plan
CIP	Capital Improvement Plan	SPOA	Survey on Public Opinions and Attitudes on Outdoor Recreation in California
CSP	California State Parks	TCPUD	Tahoe City Public Utility District
CTC	California Tahoe Conservancy	TDLT	Truckee Donner Land Trust
DOF	Department of Finance	TOT	Transient occupancy tax
FLSRA	Folsom Lake State Recreation Area	TRPA	Tahoe Regional Planning Agency
FTE	Full-time Equivalent Staff	TRT	Tahoe Rim Trail
HOA	Homeowners Association	UPR	Union Pacific Railroad
LOS	Level of Service	USFS	United States Forest Service
MAC	Municipal Advisory Council	VSVSP	Village at Squaw Valley Specific Plan (now known as Palisades Tahoe)
MPI	Market Potential Index	WST	Western States Trail
MVT	Martis Valley Trail		
NCSD	Northstar Community Service District		
NGO	Non-governmental organization		
NPWMA	Nevada-Placer Weed Management Area		
NRPA	National Recreation Parks Association		



1

VISION & OVERVIEW

INTRODUCTION

VISION

PROPOSED REGIONAL TRAILS SYSTEM

COMMUNITY SUPPORT

TRAILS GOALS & RECOMMENDATIONS



Hidden Falls Multi-Use Trail

INTRODUCTION

Trails are an integral part of Placer County's vision for outdoor recreation facilities. Linkages connect people to parks, open spaces, and community destinations. They serve as a source of recreation and promote active transportation. At the local level, residents can comfortably walk or bike to their destinations and have access to a variety of paved and unpaved trail loops in parks, open spaces, and other public lands. At a regional level, residents and visitors are connected by a countywide system of trails from west to east and to neighboring counties and cities.

This Trails Volume of the Parks and Trails Master Plan is intended to be a tool for Placer County and decision-makers to work with developers and land managers to provide a regional system of paved and unpaved trails. The Master Plan also provides a framework for other trail-related organizations to use in order to enhance their trail linkages, create a connected system, and coordinate grant funding opportunities. The primary components of the Master Plan include: (1) the vision for the countywide trails system, (2) a description of the existing trails, gaps, and opportunities; (3) key recommendations and strategies; (4) a proposed trail system based on the goals; and (5) specific projects that fall under the Capital Improvement Plan.

Note:

The Master Plan researched 2017 and 2018 demographic data which was summarized in a 2019 draft document. Final revisions and approval of the plan by the County was postponed during 2019 and 2021 while the environmental review of Hidden Falls Regional Parks Trails Expansion Project was completed. The Master Plan was finalized in 2022 and reflects changes from the outcomes of projects completed during 2019 through 2021. Demographic data was used as one of many reference points for recommendations in the Master Plan. Although there have been changes in demographics while the project was on hold, it was determined the changes did not significantly impact the Master Plan's recommendations. Therefore, throughout the document, demographic data and growth rates use existing and projected demographic data gathered in 2017 and 2018. Future updates of the Master Plan should utilize current numbers and projections.

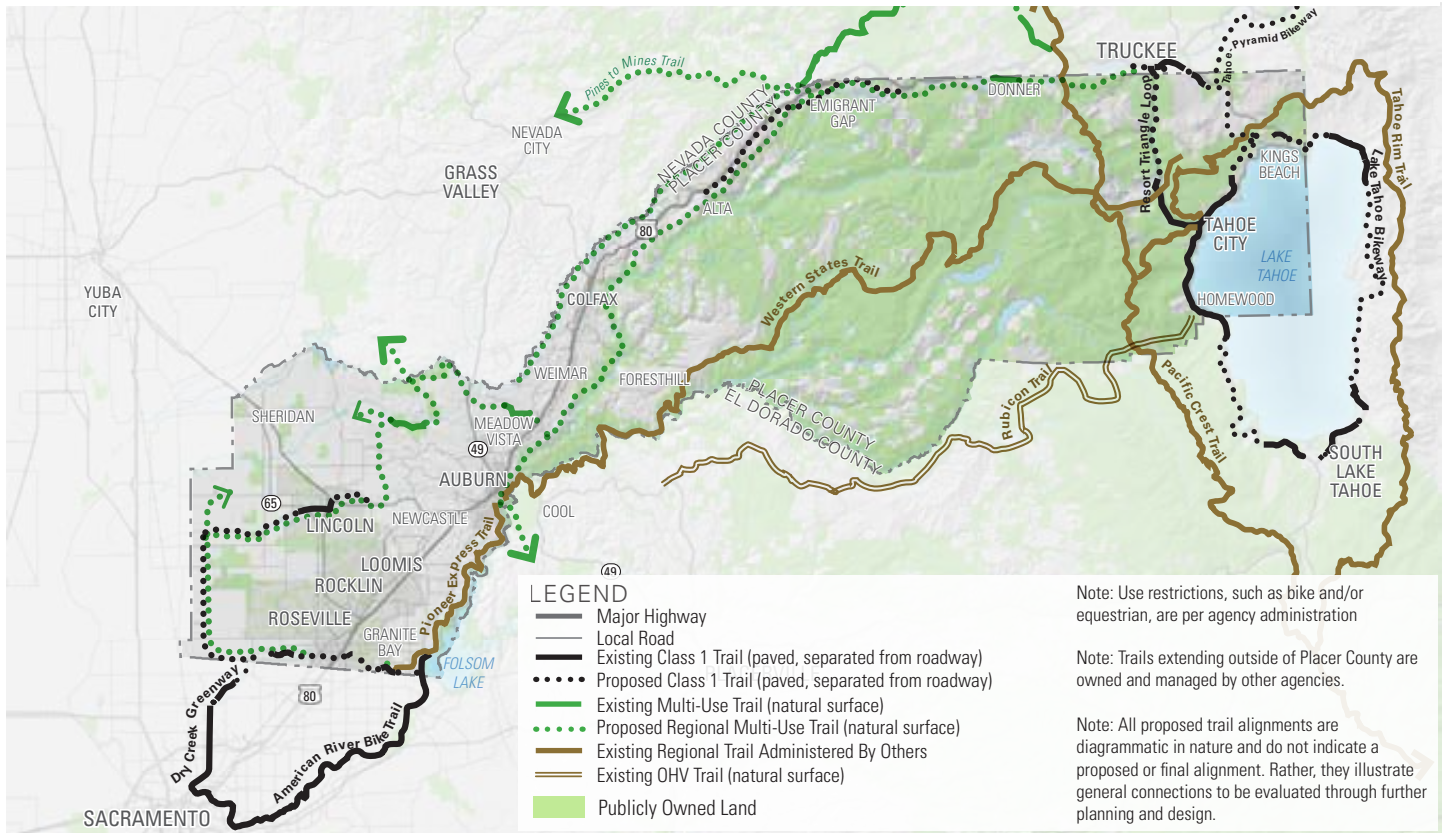
VISION

VISION

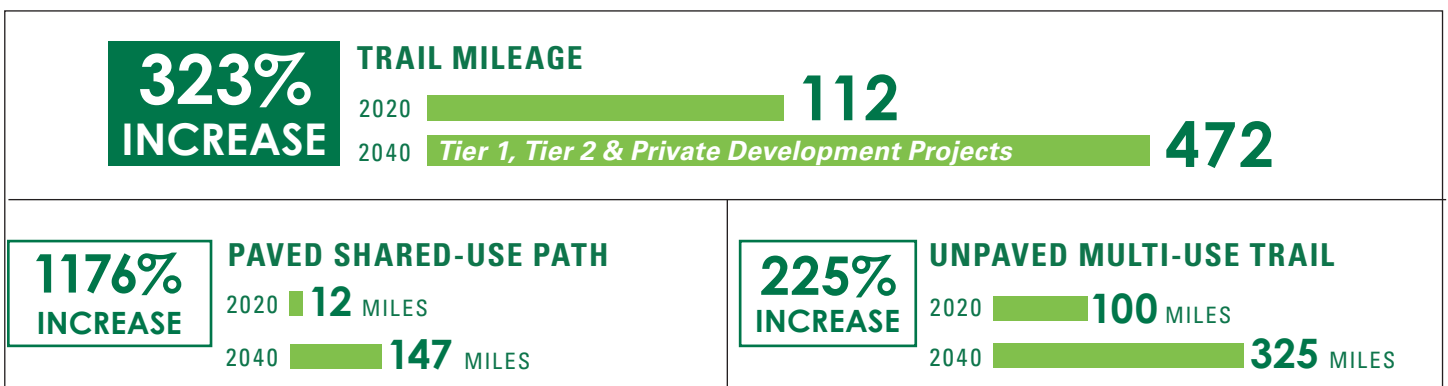


A BACKBONE SYSTEM OF TRAILS CONNECTING EAST/WEST FROM SACRAMENTO TO LAKE TAHOE AND CONTINUING TO RENO AND CONNECTING NORTH/SOUTH FROM NEVADA COUNTY EL DORADO COUNTY

PROPOSED REGIONAL TRAILS SYSTEM



INVENTORY GROWTH BY 2040 (COUNTY-OWNED ONLY)



VISION

BY 2040

323%

INCREASE
IN MILES
OF TRAILS

MORE THAN

\$101,000,000

INVESTED INTO
TIER 1 & TIER 2
PRIORITY TRAIL
PROJECTS

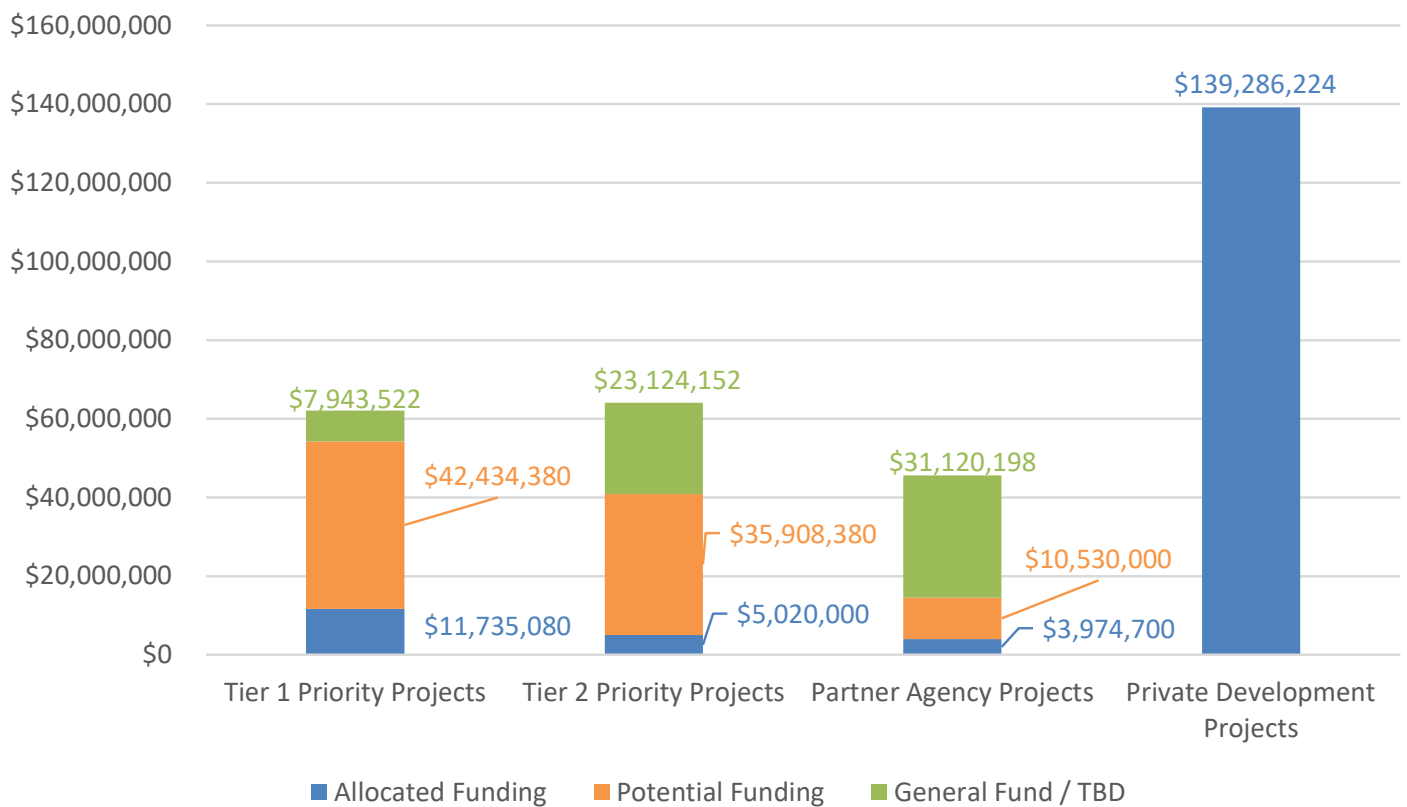
MORE THAN

\$42,000,000

PRIVATE
DOLLARS
INVESTED
INTO TRAILS

EXISTING & POTENTIAL FUNDING SOURCES

CIP Project Costs & Funding Sources

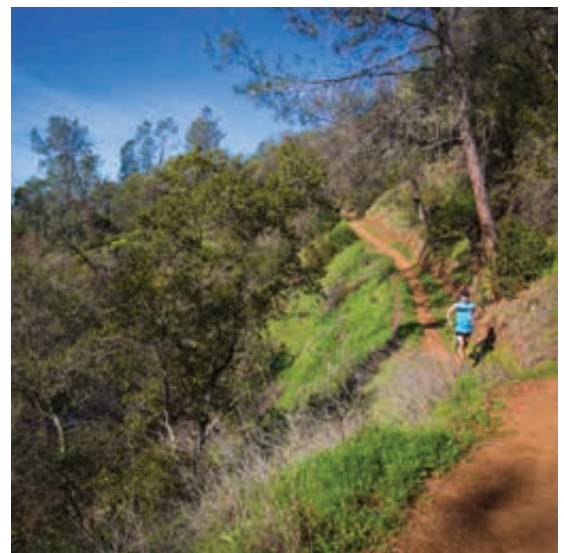


PROPOSED REGIONAL TRAILS SYSTEM

Placer County has the opportunity to develop a robust paved and unpaved trail system within the county and to provide critical regional trail connections. The county stretches from the Sacramento Valley to the mountains of the Sierra Nevada and is home to several significant trail systems, including the following:

- **American River Parkway:** A 23-mile paved bikeway that connects Sacramento to Folsom State Recreation Area in Placer County. Trail is planned to continue along the Dry Creek Watershed through Granite Bay, Roseville, West Placer and back to Downtown Sacramento to form a regional metropolitan loop.
- **Pacific Crest Trail (PCT):** One of the nation's 11 National Scenic Trails that stretches through the U.S. from Canada to Mexico. The hiking and equestrian trail is closely aligned with the Sierra Nevada and Cascade mountain ranges and is mostly routed through National Forest and protected wilderness. Along the western edge of Lake Tahoe, the trail coexists with the Tahoe Rim Trail.
- **Tahoe Rim Trail (TRT):** A National Recreation Trail that loops the Lake Tahoe watershed, also referred to as the Lake Tahoe Basin. The 165-mile unpaved trail follows the ridges of the Sierra Nevada and Carson mountain ranges.
- **Western States Trail (WST):** An unpaved hiking and equestrian trail extends from Salt Lake City, Utah to Sacramento, California. Through Placer County, the trail is most commonly recognized for its route from Olympic Valley to Auburn. Officially, the trail continues to Folsom Lake and connects with the American River Parkway into Sacramento.
- **Western States Pioneer Express Trail (WSPET):** A National Recreation Trail that is an unpaved trail from Folsom Lake to Auburn along the North Fork American River. Mapping and trail signage of the WSPET have been inconsistent and a source of confusion for trail users. As part of the Auburn State Recreation Area (ASRA) General Management Plan, California State Parks plans to officially designate trail routes in future years as part of ASRA's road and trail plan. Maps in this document reflect information provided to date and may be updated as more detailed alignments are documented and provided.
- **Lake Tahoe Bikeway:** A paved bikeway (portions are built and some are still in the planning phases) around Lake Tahoe.
- **The Resort Triangle Trail:** A planned paved bikeway connecting the north shore communities of Lake Tahoe to Truckee. The Tahoe City Lake Tahoe Bikeway makes up a portion of the trail and is a National Recreation Route.

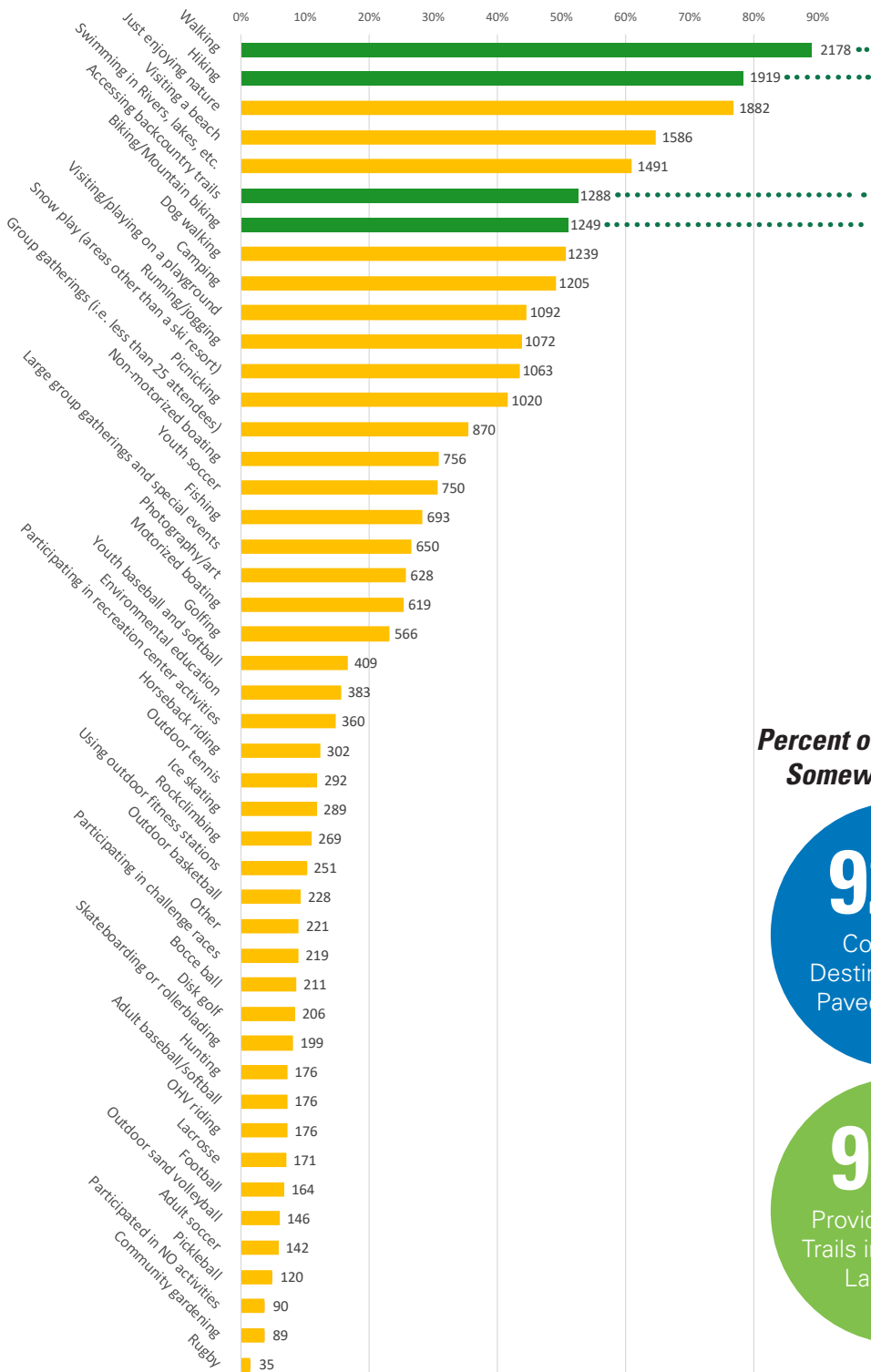
Placer County can build upon the existing and planned trail network to facilitate non-motorized travel to recreation destinations and create a world-class paved and unpaved trail system. The proposed system will not only connect residents within the county, but it also links to other counties and jurisdictions within Placer County and to statewide and multi-state systems. In the western portion of the county, linkages to the American River Parkway will occur with the Dry Creek Greenway Trail and the Pioneer Express Trail. This trail system is part of a larger vision to connect San Francisco to Lake Tahoe with the California Cross State Bicycle Route. In the eastern portion of the county, the Resort Triangle Trail connects North Tahoe to Truckee and effectively to the Tahoe Pyramid Bikeway that will link Truckee through Reno to Pyramid Lake in Nevada. Linkages to provide a larger trail system between Placer County and neighboring counties and jurisdictions include the Pines to Mines Trail, the Lake Tahoe Bikeway and other links to Nevada and El Dorado Counties from Hidden Falls Regional Park and Auburn State Recreation Area.



COMMUNITY SUPPORT



More Multi-Use Trails was the most commonly listed write-in response for priority improvements



Almost everyone supports trails! Survey respondents and focus groups identified trails as one of the greatest needs and a high priority for investment. Trails consistently rose to the top of the list of priorities when compared to other services and facilities within the Placer County Parks and Trails system.

4 of the top 7 activities respondents participated in during the last 12 months are **TRAIL DEPENDENT**

% Of Respondents Participating:
 Walking: 90%
 Hiking: 80%
 Accessing Backcountry Trails: 54%
 Biking/Mountain Biking: 50%

Percent of Respondents Strongly Supporting or Somewhat Supporting Trail Improvements



TRAILS PRINCIPLE & RECOMMENDATIONS

As discussed in the Executive Summary (see Volume I), ten principles with supporting recommendations and strategies emerged from the planning process. The principle associated with trails centers on the need for a connected paved and unpaved trail system that prioritizes walking and biking.

PRINCIPLE

1. *Create a Connected Trail System*

Regional and community connectivity is enhanced by creating a connected system of paved and native surface trails to meet a variety of user needs. Connecting trails to parks and open spaces promotes walking and biking.

PLAN RECOMMENDATIONS SUMMARY

The countywide recommendations for trails are the foundation from which specific trail projects and action items are derived. A more detailed description of the recommendations, proposed trails, and a list of capital improvement projects can be found in Chapter 3, Chapter 4, and Chapter 5, respectively.



Principle: Create a Connected Trail System

RECOMMENDATIONS

- » *Encourage walking and biking by linking parks, open spaces, and community nodes through a system of paved and unpaved trails.*
- » *Prioritize and complete identified trail gaps.*
- » *Create a backbone regional trail system.*
- » *Enhance the existing trail system.*
- » *Improve trailheads and access to open space trail systems and year-round recreation opportunities, including access to winter play in eastern Placer/Tahoe Basin and the West Slope.*
- » *Improve crossings of barriers and roadways to enhance connectivity.*
- » *Provide a trail system to meet the needs of all trail users.*
- » *Facilitate the collaboration of local regional partners for trail development and maintenance.*
- » *Develop digital and print countywide trails mapping that includes partner agencies and organizations.*
- » *Develop natural surface trail design standards.*
- » *Develop policies to address the use of E-bikes and other emerging technologies trails.*
- » *Engage volunteers and non-profit groups to assist in patrolling and maintaining trails.*
- » *Update the County General Plan and Community Plans with updated trail plans and service standards.*

2 2020 Trails System

INTRODUCTION

TRAIL TYPES & DEFINITIONS

PARTNERS

COORDINATION WITH OTHER PLANNING EFFORTS

2018 INVENTORY

COUNTYWIDE

REGIONS

COMPARISON WITH OTHER COMMUNITIES

DESTINATIONS

BARRIERS

GAPS



Hidden Falls Multi-Use Trail

INTRODUCTION

Placer County's trail system includes both paved and unpaved facilities. This Plan addresses trails that are separated from roadways, including Class I bikeways (also known as bike paths or shared-use paths) and unpaved multi-use trails. Planning for other types of bike facilities, such as Class II, Class III, and Class IV bikeways is included in the Placer County Transportation Planning Agency's *2018 Regional Bikeway Plan* and the Tahoe Regional Planning Agency's *2016 Active Transportation Plan*.

This Chapter defines the different types of trails, their uses, describes partner agencies and organizations, lists coordinated planning efforts, provides an inventory of the 2018 countywide trail system, and identifies key gaps and opportunities of the trail system.

2020 TRAILS SYSTEM

TRAIL TYPES & DEFINITIONS

Placer County's Parks and Trails Master Plan primarily discusses two types of trail facilities: Class 1 bikeways/Shared-use paths and multi-use trails/unpaved trails. A description and application of each type of trail is provided.

CLASS 1 BIKEWAY, SHARED-USE PATH, OR PAVED BIKE PATH

In the Master Plan, Class 1 bikeways are also referred to shared-use paths, paved bike paths, and bikeways. Caltrans has established design guidance for Class I bikeways (see Chapter 1000 of the *Highway Design Manual*). These facilities provide both recreation and transportation opportunities for bicyclists and pedestrians. They are separated from roadways and are often aligned with riparian corridors, utility easements, rights-of-ways, or within and between parks. Shared-use paths provide the greatest level of comfort for bicyclists and pedestrians because they are separated from roads, often with a landscaped buffer. They are also aligned through scenic areas.

The number of at-grade road crossings should be minimized and, where possible, crossings should be grade separated to reduce conflicts between vehicles and trail users. Where heavy use is anticipated, separation of bicyclists and pedestrians should be accommodated.

SHARE- USE PATH WIDTH AND DESIGN ELEMENTS

- 8 feet is the minimum allowed width and is only appropriate for very low traffic situations with adjacent Class 2 bike lane. Where paths are narrower than 8 feet, they are classified as sidewalks.
- 10 feet is the recommended width and accommodates moderate to heavy use.
- 12 feet or greater is recommended for heavy use situations and/or regionally significant connections with high concentrations of multiple users such as joggers, bicyclists, rollerbladers, and pedestrians.
- A separate 5-foot unpaved path should be provided for equestrians and/or joggers.



Tahoe City Shared-Use Path

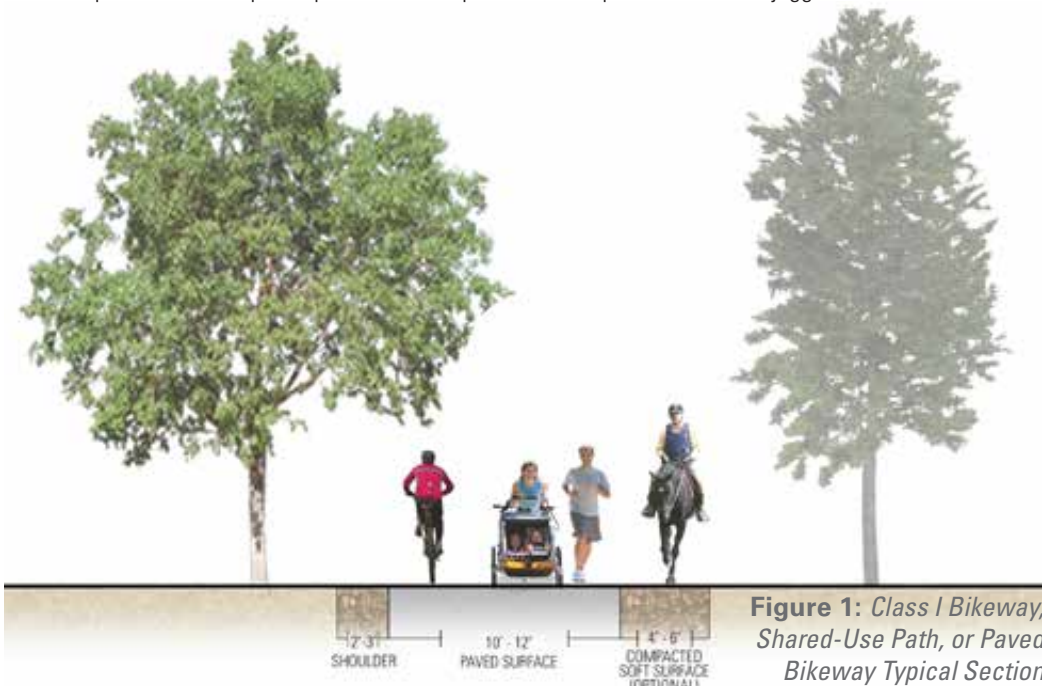


Figure 1: Class I Bikeway, Shared-Use Path, or Paved Bikeway Typical Section

2020 TRAILS SYSTEM

MULTI-USE TRAIL, UNPAVED PATH, OF NATURAL SURFACE TRAIL

In the Master Plan, multi-use trails are also referred to as unpaved trails or natural surface trails. Multi-use trails are generally used for hiking, mountain biking, or horseback riding. These trails are recreation-oriented and include designated natural surface trails through public lands. A multi-use trail may be provided adjacent a Class I bikeway to accommodate equestrians and joggers.

Unpaved trails provide public access opportunities for outdoor recreation as well as providing access to significant historic or recreation sites. This document refers to unpaved trails that have been authorized for public use. User created, or unauthorized natural surface trails, are not included.

Multiple-uses of natural surface trails are preferred for the majority of trail systems in order to reduce the number of parallel trails and minimize environmental impacts. However, some single- or limited-use trails exist and are appropriate for trails through wilderness areas or for technically-oriented use. For example, off-highway vehicles (OHV) and other similar motorized uses are only accommodated on trails designated for those uses.

Appropriate winter use of designated trails in eastern Placer County is determined by land owners and managers.

MULTI-USE TRAIL WIDTH AND DESIGN ELEMENTS

- Trail loops are preferred over “out-and-back” trails to reduce user conflict.
- Trail sight lines and grades should be designed to reduce user conflicts.
- Trails require clear signage to designate appropriate use, direction, and user etiquette.
- Trail widths, design surface, and grade should reflect the designated use and level of trail development (minimal to fully developed).
- Separated-use trails are appropriate for high use areas, to accommodate higher skill levels (technical trails), or to address environmental impacts. Management and enforcement of separated-use trails should be considered prior to designation of separated uses.
- Multi-use trails should be able to accommodate the anticipated volume of use with minimal user conflicts.



Hidden Falls Multi-Use Trail



Figure 2: Multi-Use Trail, Unpaved Path, or Natural Surface Trail Typical Section

2020 TRAILS SYSTEM

DETERMINATION OF MULTIPLE OR SINGLE USE

Generally, Placer County takes a multi-use approach to trails by default, as a multi-use trail system is the most feasible to manage and maintain, reduces environmental disturbance, and accommodates a wide range of user groups. The County-owned trails being proposed in this master plan are designated as multi-use. There are exceptions when single-use trails should be considered but these considerations are often left to trails managed by other government agencies and organizations such as the Forest Service and California State Parks.

There are no set guidelines for when a shared- or single-use approach to trail design is most appropriate. Anticipated use levels, cost and management implications terrain, location, environmental considerations, and the need for specialized or more technical trails are factors that should be considered when determining whether shared- or single-use is appropriate and sustainable. User expectations also play a role. Users become less tolerant of other user groups when trails feel crowded or the user is seeking a more challenging experience with few interruptions.

Where use levels are typically high, separate trails for user groups is more common. In regional parks, shared-use is common when use levels are modest enough to avoid conflict and the trails have good sight lines and are designed for low speeds. In more remote regions of the county, where use levels are lower and more dispersed, hiking, horseback riding, and mountain biking are routinely found to be acceptable on the same trail.

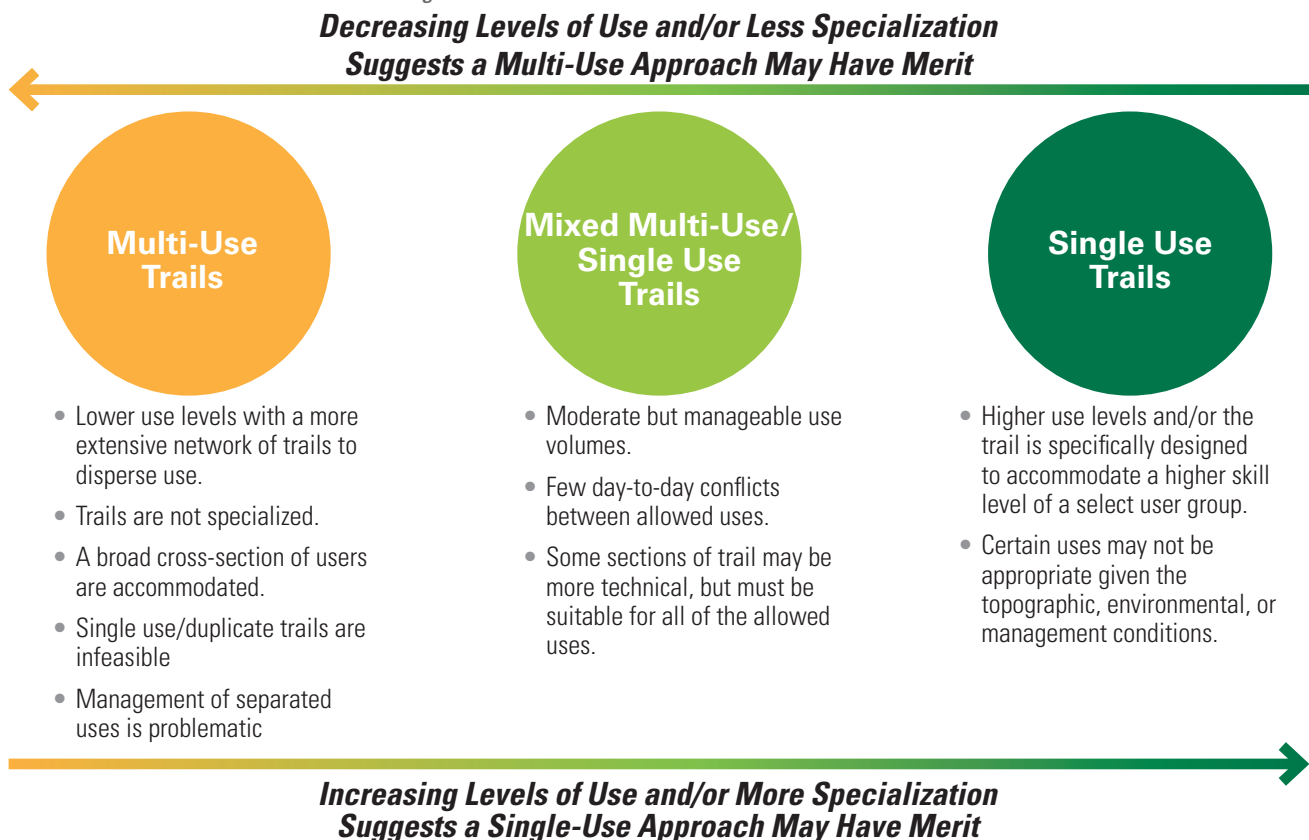
When determining which trail type is appropriate, land managers should conduct site-specific evaluations of user group needs. Multi-use trails accommodate different user groups and are therefore typically less technical or challenging in nature than single-use trails. Figure 3, below, illustrates considerations that suggest whether a trail should be shared- or single-use.

Trail loops can be used to help accommodate multiple user groups. Single-use spur trails off a multi-use trail loop can also be developed to offer more specialized trail experiences and meet the need for more challenging and technical trail experiences. When this configuration is used, signage must clearly indicate appropriate trail use for spur trails.

DESIGN STANDARDS

The design of natural surface trails should consider the type of use and how developed or undeveloped the trail should be. The Appendix includes a summary of trail design standards based on the USFS standards and can be referenced by the County.

Figure 3: *Determination of Multi-Use or Single Use Trails*



2020 TRAILS SYSTEM

COUNTY PARTNERS

Federal, state, and local agencies and organizations work together with Placer County to provide a connected trail system. The USFS owns and manages the largest volume of public lands and also manages the most miles of trails for county residents and visitors. Non-governmental organizations also play a significant role in designing, maintaining, coordinating, and constructing trails in the county.

Agencies and governmental organizations with significant trail systems in Placer County include the following:

Government Agencies and Organizations

- USFS
 - Western States Trail
 - Pacific Crest Trail
 - Tahoe Rim Trail
 - Large system of natural surface multi-use trails
- California State Parks and Bureau of Reclamation
 - Pioneer Express Trail
 - Trails within the Auburn State Recreation Area, Folsom Lake State Recreation Area, and other State Park facilities
- Northstar Community Services District
 - Tompkins Memorial Trail
 - Martis Valley Trail (part of the Resort Triangle Trail)
- Tahoe City Public Utility District
 - Tahoe City Bike Path and West Shore Trail (part of the Lake Tahoe Bikeway and the Resort Triangle Trail)
 - Truckee River Trail (part of the Resort Triangle Trail)

Other governmental organizations in the county include the Auburn Parks and Recreation District, North Tahoe Public Utility District, California Tahoe Conservancy, and Olympic Valley Public Services District. Non-governmental organizations such as non-profit groups actively promote proper trail use, raise funds, acquire open space, and coordinate volunteers for trail building and maintenance. Some of these significant groups in Placer County include the following:

Non-profit Groups, Associations, and Private Entities

- | | |
|--|---|
| • Auburn Trail Alliance | • Placer Land Trust |
| • California Conservation of Trails | • Rubicon Trail Foundation |
| • California Off-Road Vehicle Association | • Tahoe Area Mountain Bike Association |
| • Folsom Auburn Trail Riders Action Coalition/IMBA | • Tahoe Backcountry Alliance |
| • Foresthill Trails Alliance | • Tahoe Cross Country Ski Education Association |
| • Gold Country Trails Council | • Tahoe Rim Trail Association |
| • Loomis Basin Horseman's Association | • Tevis Foundation |
| • Meadow Vista Trails Association | • Truckee Donner Land Trust |
| • Mother Lode Trails | • Truckee Trails Foundation |
| • Pacific Crest Trail Association | • Wendell and Inez Robie Foundation |
| | • Western States Trail Foundation |

Placer County has an opportunity to provide a leadership role among the partners to focus and coordinate efforts of the different groups.



Pacific Crest Trail/Tahoe Rim Trail on USFS lands



Tahoe City Bike Path developed in cooperation with TCPUD



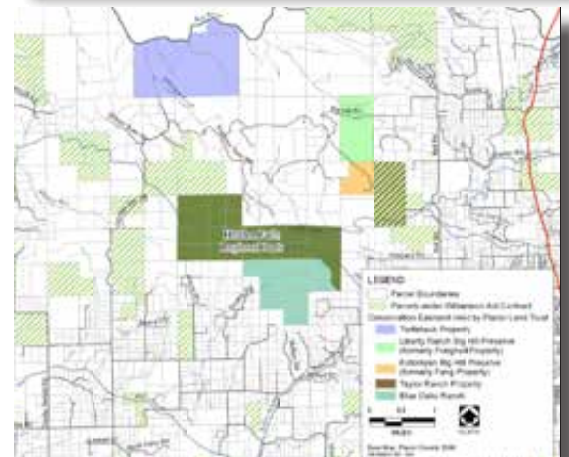
Trail work completed by Tahoe Area Mountain Bike Association members and volunteers

2020 TRAILS SYSTEM

COORDINATION WITH OTHER PLANS AND MAPPING EFFORTS

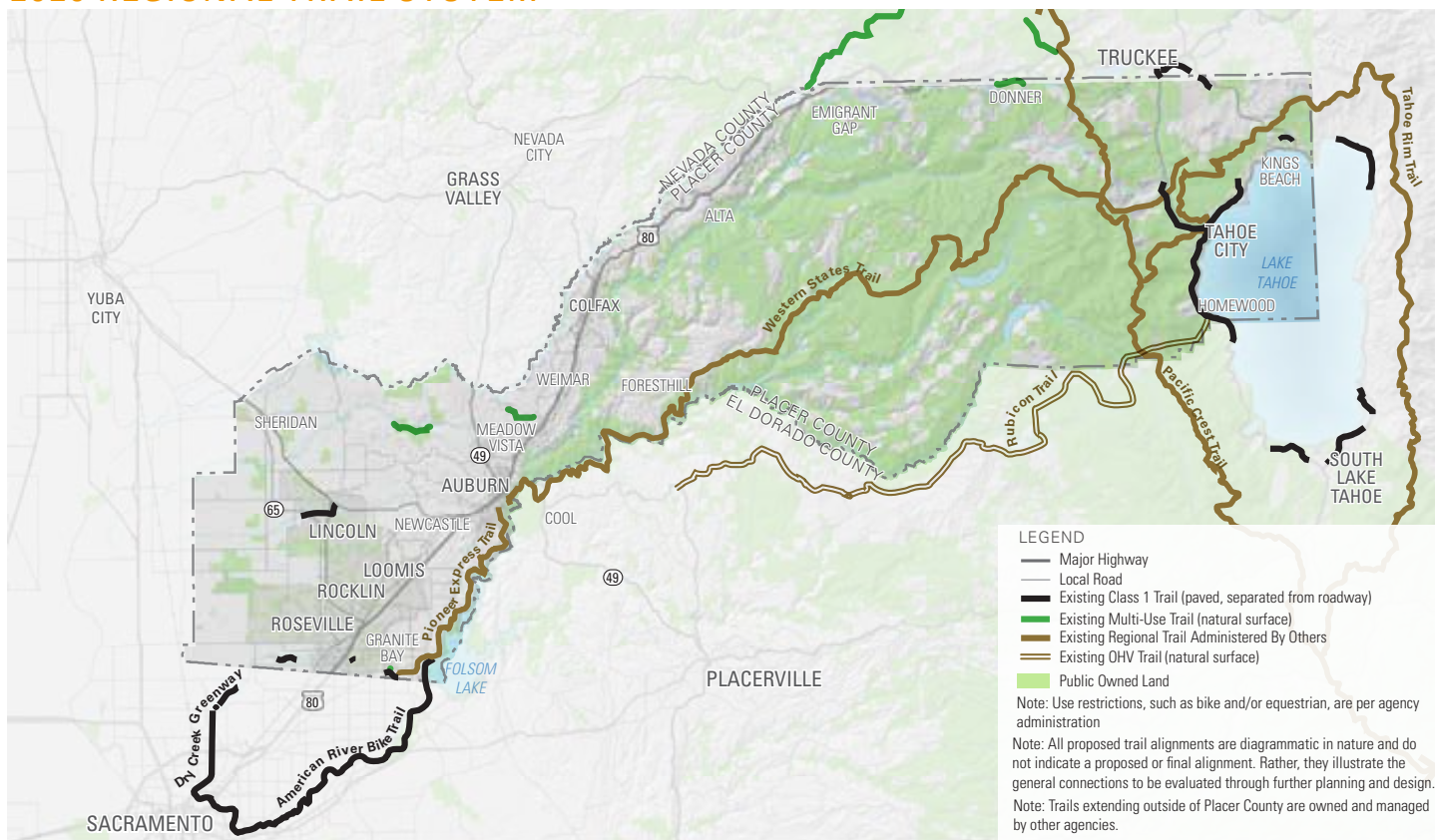
This Plan represents the first effort to map and plan for paved and unpaved trail connectivity at a countywide level. Previously, trail planning has occurred separately as part of Active Transportation Plans, Community Plans, Area Plans, Specific Plans, State Park General Management Plans, Forest Service Trail Access and Management Plans, proposed private development plans, and other agency and organization maps and plans. The Master Plan consolidates all of these other planning and mapping efforts into a single resource and illustrates the larger vision for trail connectivity and access.

To develop the composite trail maps, over 50 documents were referenced and reviewed. Trails identified on printed maps were digitized. Online mapping sources such as Strava; Open Street Maps; TrailForks; and REI's Hiking project, MTB Project (mountain bike trails), Trail Run Project, and Power Project mapping were also used to document trail networks. Review meetings were held with land managers and stakeholder groups to confirm authorized and unauthorized trails and to gather plans for future trails. The resulting trail maps are now part of a digital database available to Placer County and stakeholders to use for planning and for developing printed and on-line maps to direct users.



2020 TRAILS SYSTEM

2020 REGIONAL TRAIL SYSTEM



2020 COUNTY-OWNED LEVEL OF SERVICE

MILES OF TRAIL PER 1,000 PEOPLE



1.0
MILES OF
TRAIL

PAVED SHARED-USE PATH

12 MILES

UNPAVED MULTI-USE TRAIL

100 MILES

Note: All mileage numbers being reviewed and may be edited prior to approval of final plan.

TOTAL MILES OF TRAIL

The County General Plan established a desired level of service (LOS) for trails in Placer County. One mile of trail per 1,000 residents is the standard and the County provides that LOS in its system of paved and unpaved trails. A total of 112 miles of County-owned or managed trails connect residents to parks and other destinations and provide recreational opportunities. The largest concentration of County-owned unpaved trails is in Hidden Falls Regional Park which has 30 miles of unpaved trails and has more trails in the planning stages. When partner agency trails are included, 8 miles of trails per 1,000 residents are available for use throughout the county. The maps on the following pages summarize the miles of trails in each of the document's six planning regions. Within each region, trail totals are identified by County-owned, County-owned plus local agencies (which include utility/recreation districts, conservancies and land trusts), and county-owned plus partner agencies, state agencies and federal agencies (state and federal agencies include California State Parks and the USFS).

Table 1: Miles of Trails per 1,000 Residents, Countywide

Countywide Trail Totals	County-Owned	County-Owned LOS (per 1,000 Residents)	County-Owned + Local Agencies	County + Local + Federal + State Agencies	Total LOS (per 1,000 Residents)
Existing Paved Shared Use Path	12 Miles	0.1	37 Miles	37 Miles	0.3
Existing Unpaved Multi-Use Trail	100 Miles	0.9	179 Miles	851 Miles	7.6
Total Paved and Unpaved Trails	112 Miles	1.0	216 Miles	888 Miles	8.0

2020 TRAILS SYSTEM

2020 REGIONAL TRAIL SYSTEM | WEST PLACER

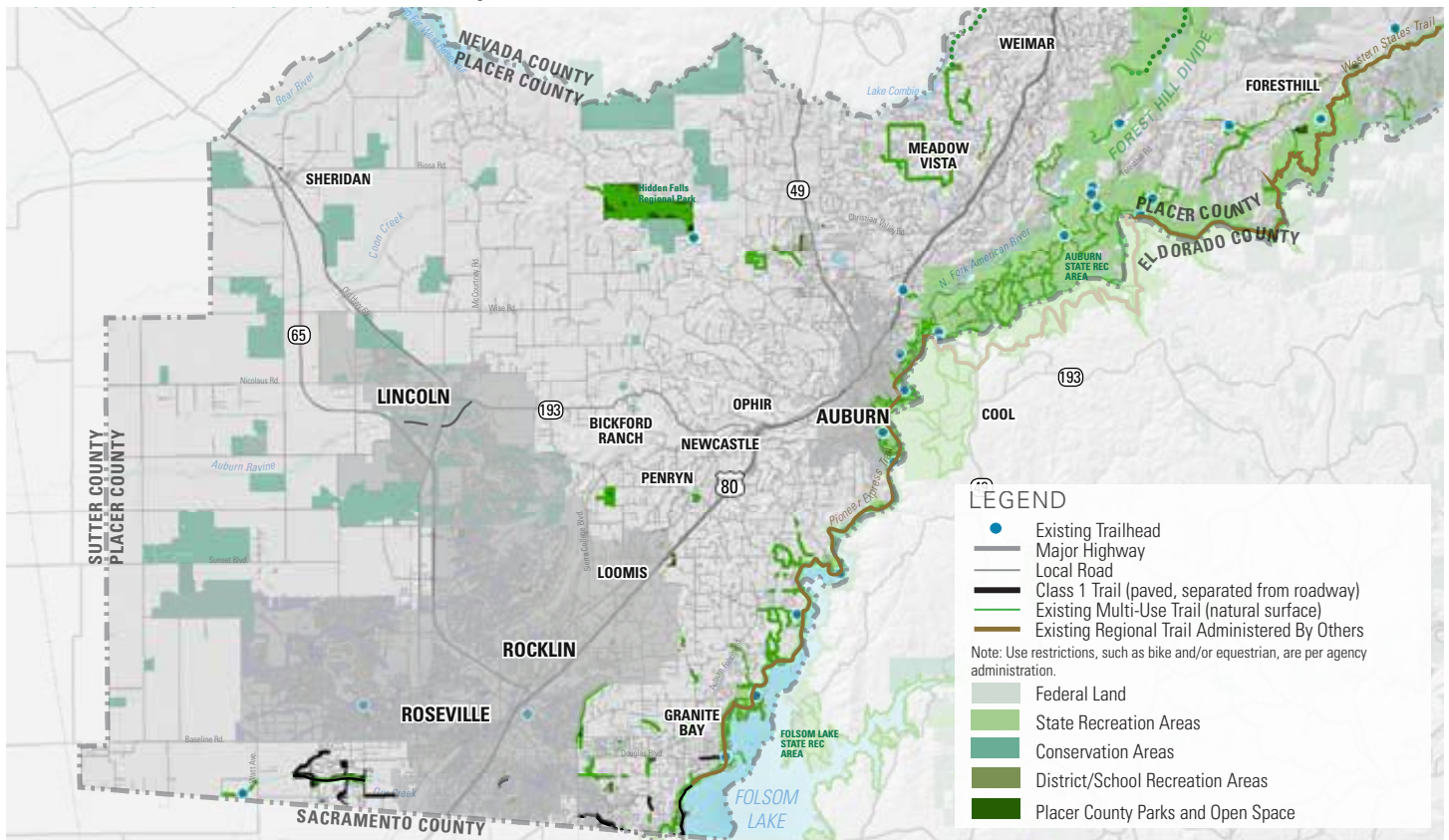


Table 2: Miles of Trails per 1,000 Residents, West Placer Region

West Placer Region Trails	County-Owned	County-Owned + Local Agencies	County + Local + Federal + State Agencies	Total LOS (per 1000 residents)
Existing Paved Shared Use Path	2 Miles	8 Miles	8 Miles	0.4
Existing Unpaved Multi-Use Trail	39 Miles	40 Miles	40 Miles	1.9
Total Paved and Unpaved Trails	41 Miles	48 Miles	48 Miles	2.3

Table 3: Miles of Trails per 1,000 Residents, Granite Bay/Loomis Basin Region

Granite Bay/Loomis Basin Region Trails	County-Owned	County-Owned + Local Agencies	County + Local + Federal + State Agencies	Total LOS (per 1000 residents)
Existing Paved Shared Use Path	3 Miles	3 Miles	3 Miles	0.1
Existing Unpaved Multi-Use Trail	24 Miles	24 Miles	69 Miles	3.9
Total Paved and Unpaved Trails	27 Miles	27 Miles	72 Miles	2.2

Table 4: Miles of Trails per 1,000 Residents, North Auburn/Meadow Vista Region

North Auburn/Meadow Vista Region Trails	County-Owned	County-Owned + Local Agencies	County + Local + Federal + State Agencies	Total LOS (per 1000 residents)
Existing Paved Shared Use Path	.5 Miles	.5 Miles	.5 Miles	0.02
Existing Unpaved Multi-Use Trail	14 Miles	17 Miles	23 Miles	0.8
Total Paved and Unpaved Trails	14.5 Miles	17.5 Miles	23.5 Miles	0.8

2020 TRAILS SYSTEM

2020 REGIONAL TRAIL SYSTEM | CENTRAL PLACER

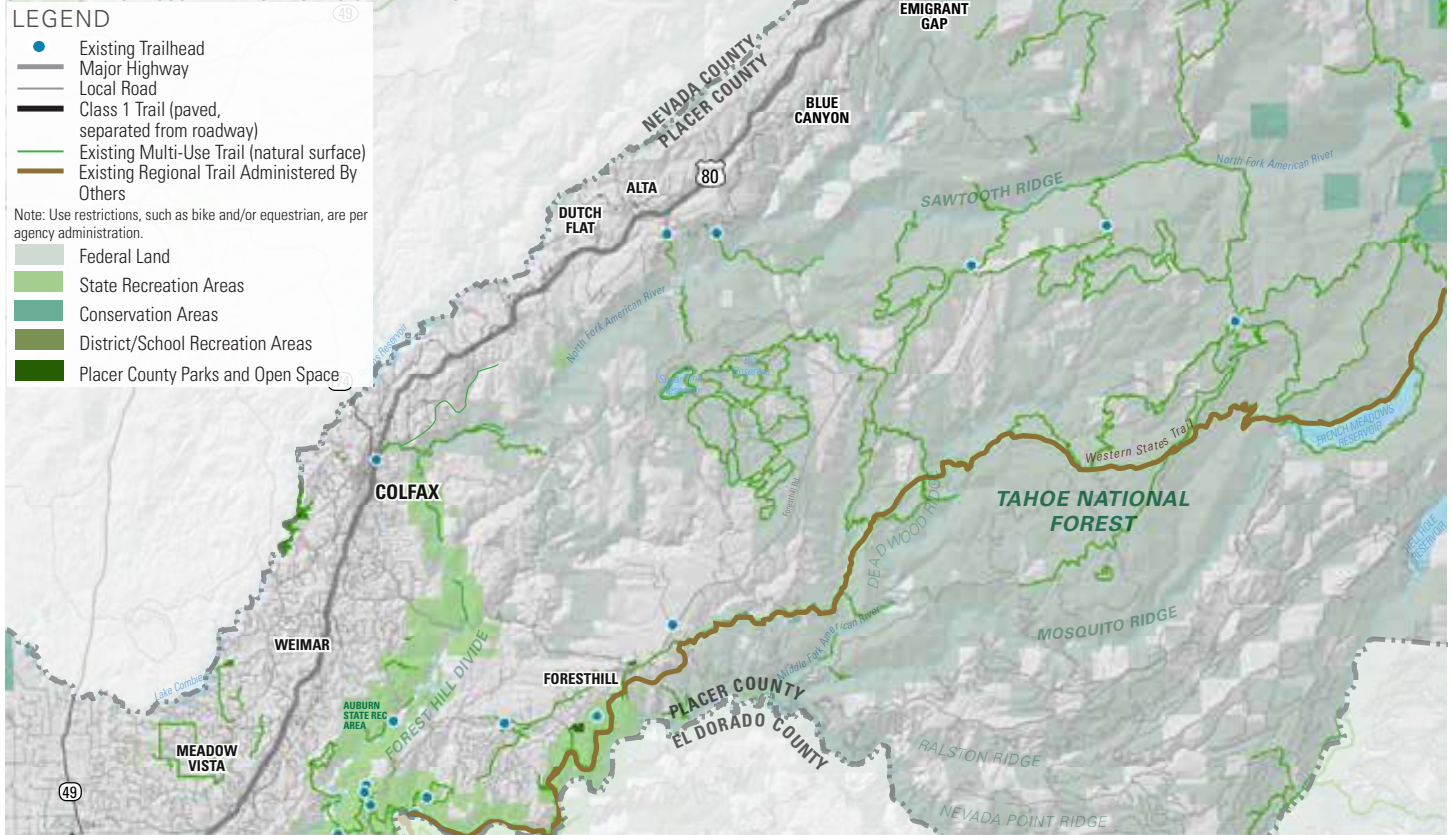


Table 5: Miles of Trails per 1,000 Residents, West Slope Region

West Slope Region Trails	County-Owned	County-Owned + Local Agencies	County + Local + Federal + State Agencies	Total LOS (per 1000 residents)
Existing Paved Shared Use Path	0 Miles	0 Miles	0 Miles	0
Existing Unpaved Multi-Use Trail	7 Miles	37 Miles	87 Miles	8.2
Total Paved and Unpaved Trails	7 Miles	37 Miles	87 Miles	8.2

Table 6: Miles of Trails per 1,000 Residents, Foresthill Divide Region

Foresthill Divide Region Trails	County-Owned	County-Owned + Local Agencies	County + Local + Federal + State Agencies	Total LOS (per 1000 residents)
Existing Paved Shared Use Path	0 Miles	0 Miles	0 Miles	0
Existing Unpaved Multi-Use Trail	5 Miles	15 Miles	411 Miles	70.4
Total Paved and Unpaved Trails	5 Miles	15 Miles	411 Miles	70.4

2020 TRAILS SYSTEM

2020 REGIONAL TRAIL SYSTEM | EAST PLACER

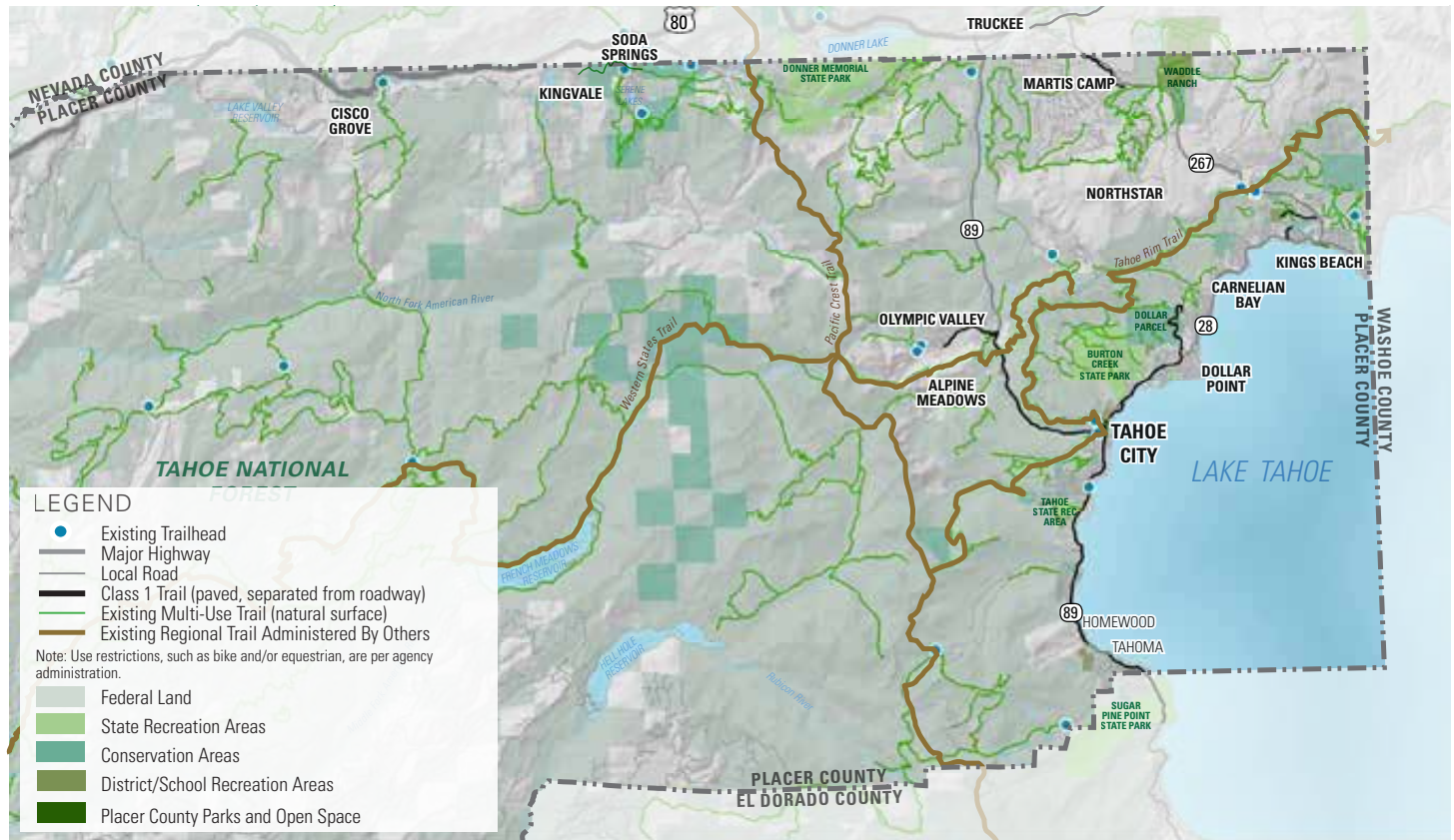


Table 7: Miles of Trails per 1,000 Residents, Tahoe Region

Tahoe Region Trails	County-Owned	County-Owned + Local Agencies	County + Local + Federal + State Agencies	Total LOS (per 1000 residents)
Existing Paved Shared Use Path	6 Miles	25 Miles	25 Miles	1.9
Existing Unpaved Multi-Use Trail	11 Miles	46 Miles	221 Miles	17.2
Total Paved and Unpaved Trails	17 Miles	91 Miles	246 Miles	19.1

2020 TRAILS SYSTEM

COMPARISON WITH OTHER COMMUNITIES

Placer County is on target to meet its level of service goal of 1 mile of trails per 1,000 residents. In comparison to the nine other agencies and jurisdictions reviewed for benchmarking data, the County is second only to the Town of Mammoth Lakes in the mileage of trails the agency provides per capita.

The County's policy quantifying a level of service for trails also sets it apart from other jurisdictions. While it is standard practice for agencies to develop level of service standards for parks and for park facilities, most have not developed quantitative, per capita, targets for trails. Instead, agencies typically develop their desired trails system based on connectivity needs and then calculate mileage needs based on that trails network. Opportunities for recreational trails are often described qualitatively and not with a defined mileage per capita.

The National Recreation and Park Association (NRPA) does not have a level of service standard, but it has tracked the average number of trail miles typically provided by agencies. Agencies serving more than 250,000 residents have 70.5 miles of trail on average and agencies serving 50,000 residents have 10 miles of trail on average. This equates to approximately 0.25-0.5 trail miles per 1,000 residents.

The demand for increased connectivity and access to trails for walking, biking, and horseback riding is continuing to grow regionally and nationally. Placer County has positioned themselves to be on the forefront of planning for and providing a robust trail system. Level of service recommendations should therefore correspond with the trail mileage needed to connect residents to community destinations and trailheads. For that reason, the level of service may vary between communities, depending on the needs of the system.



Table 8: Benchmark Agencies: Total Trail Miles per 1,000 Residents

Agency	Population	County-Owned 2020 Total Trail Miles	Trail Miles per 1,000 Residents
Cosumnes Community Services District	171,059	18.3	0.1
Roseville Parks and Recreation District	135,868	17.0	0.1
Rancho Cordova Recreation and Park District	120,000	16.2	0.1
Tracy Parks and Recreation Department	89,274	31.0	0.4
Riverside County Regional Park and Open Space District	373,755	169.0	0.5
East Bay Regional Parks District	2,751,194	1,250.0	0.5
Folsom Parks and Recreation	72,131	48.5	0.7
Sonoma County Regional Parks District	151,371	113.7	0.8
Placer County Parks and Trails	111,446	111.5	1.0
Mammoth Lakes Parks and Recreation	8,234	23.0	2.8

NRPA Agency Average: 0.25-0.5 Miles of Trail per 1,000 Residents (Per 2019 Census Data)

2020 TRAILS SYSTEM

DESTINATIONS

Trails provide recreation, transportation, health, and quality of life benefits associated with walking, hiking, biking, and horseback riding throughout the County's varied landscapes. A best practice in trail system design is connecting residents to key destinations such as grocery stores, parks, schools, and transit. Assessing where the concentration of these trip generators are located helps demonstrate where future trails are needed and where they will be most beneficial to the community.

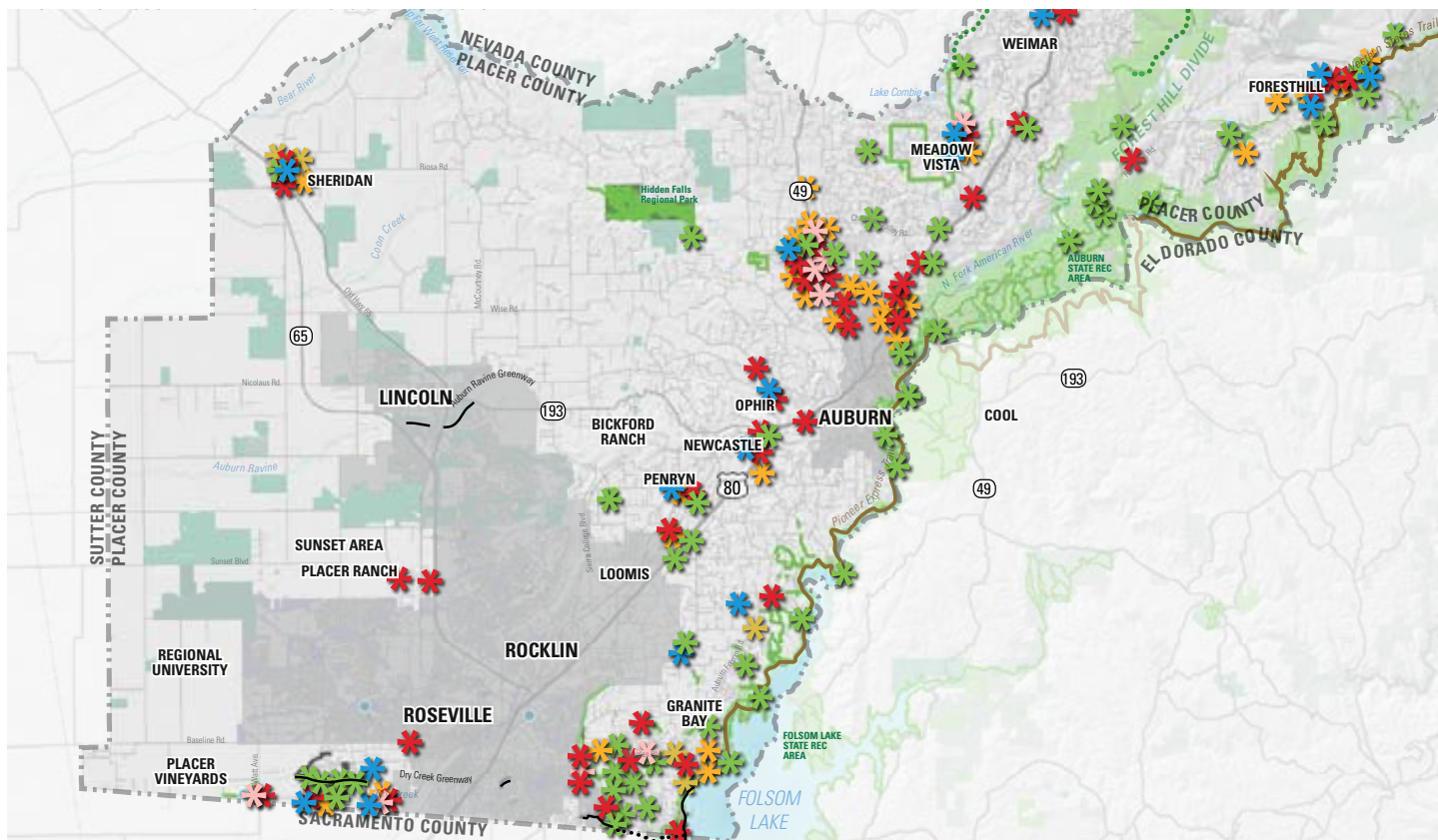
The following set of maps illustrates where key destinations are clustered at a regional county level. Parks, trailheads, commercial centers and medium to high density residential areas are indicated with colored asterisks. These destinations locate areas of higher population density and where residents would likely be inclined to travel.



Sterling Pointe Equestrian Staging Area

2020 TRAILS SYSTEM

TRIP GENERATORS & ATTRACTORS | WESTERN PLACER COUNTY



DESTINATIONS | WESTERN PLACER COUNTY

The majority of the county's residential and commercial development is located in West Placer. Western Placer County includes the incorporated cities, Folsom Lake State Recreation Area, Auburn State Recreation Area, Hidden Falls Regional Park, and many other active local parks. As of 2020, the majority of development in the unincorporated areas of the county occurs in the eastern portion of Western Placer County and along Interstate 80.

Although it is not shown in the existing trip generators and attractors map, it is important to recognize there are several specific plan areas approved for development west of Roseville and Rocklin. Specific plans for these new developments have plans for a fully connected trails and parks system.

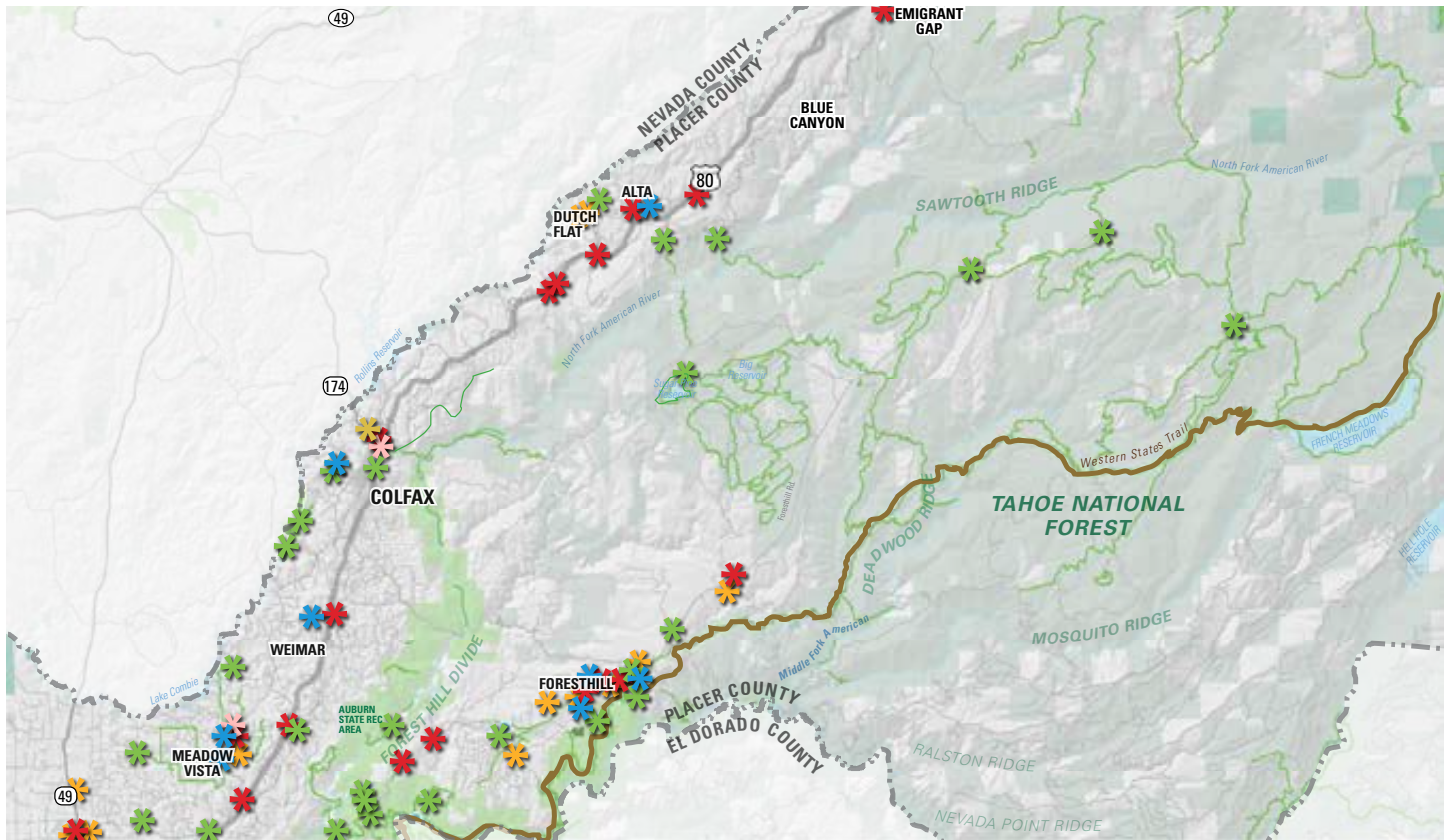
The map shows the importance of improving the trail network within community centers such as Granite Bay, Newcastle, North Auburn, Meadow Vista, Dry Creek, and Forest Hill, though the degree of which trail improvements should be made varies depending on community type. While most community warrant separated trails and paths, rural communities such as Sheridan only desire connectivity by bike lanes and sidewalks, with a focus on safe routes to schools. The map also reveals the distance between densely populated communities to the heavily used active parks and trailheads of the state parks and Hidden Falls Regional Park. Planning for improved trail connections within and between the community centers and the recreation destinations is needed to meet transportation and recreation needs.

LEGEND

- Commercial/Mixed-Use
 - Office
 - Active Park/Trailhead
 - Schools
 - High Density Residential
 - Medium Density Residential
 - Major Highway
 - Local Road
 - Existing Class 1 Trail (paved, separated from roadway)
 - Existing Multi-Use Trail (natural surface)
 - Existing Regional Trail Administered By Others
 - Federal Land
 - State Recreation Areas
 - Conservation Areas
 - District/School Recreation Areas
 - Placer County Parks and Open Space
 - Incorporated City Parks and Open Space
- Note: Use restrictions, such as bike and/or equestrian, are per agency administration.

2020 TRAILS SYSTEM

TRIP GENERATORS & ATTRACTORS | CENTRAL PLACER COUNTY



DESTINATIONS | CENTRAL PLACER COUNTY

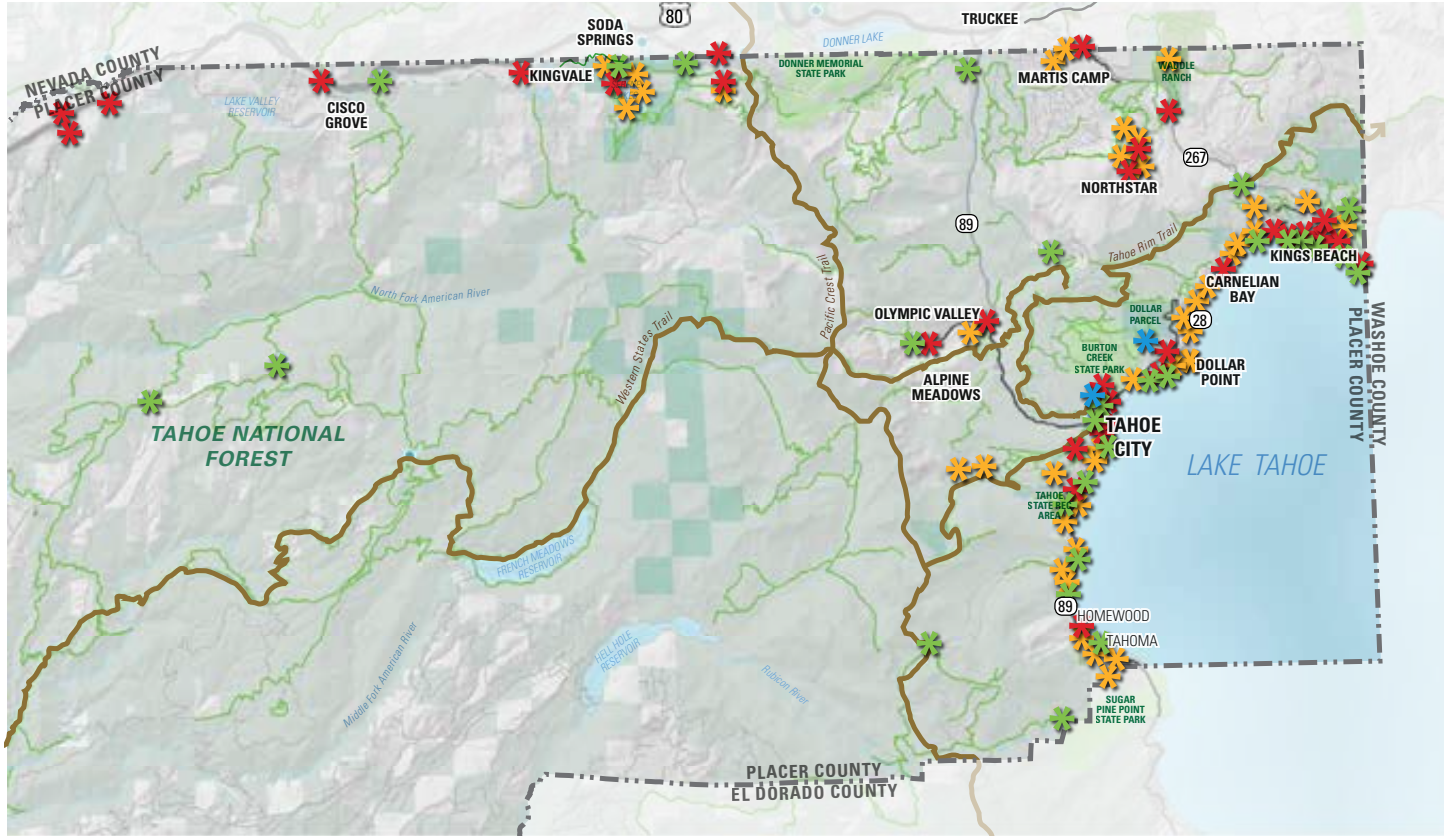
Central Placer County is home to several smaller communities located near Interstate 80 and Foresthill Road. These rural towns include Foresthill, Dutch Flat, and Alta and the incorporated city of Colfax. Although Central Placer County has a low population density, it has a high concentration of open space for recreation. The above map includes trailheads showing access to resources such as Auburn State Recreation Area and the Tahoe National Forest. Trailheads at Hidden Falls Regional Park and some trailheads at Auburn State Recreation see high use which impacts availability of parking. More rural in nature, residents of Central Placer County tend to desire trails connecting to public lands and other recreational trail opportunities. Foresthill's proximity to Auburn State Recreation Area and the Tahoe National Forest provides an opportunity to connect residents to these public lands via trails. The smaller isolated pockets of commercial and residential zones along Interstate 80 could also be connected by an off-roadway trail system that would serve both a transportation and recreation function.

LEGEND

- Commercial/Mixed-Use
 - Office
 - Active Park/Trailhead
 - Schools
 - High Density Residential
 - Medium Density Residential
 - Major Highway
 - Local Road
 - Existing Class 1 Trail (paved, separated from roadway)
 - Existing Multi-Use Trail (natural surface)
 - Existing Regional Trail Administered By Others
- Note: Use restrictions, such as bike and/or equestrian, are per agency administration.
- Federal Land
 - State Recreation Areas
 - Conservation Areas
 - District/School Recreation Areas
 - Placer County Parks and Open Space
 - Incorporated City Parks and Open Space

2020 TRAILS SYSTEM

TRIP GENERATORS & ATTRACTORS | EASTERN PLACER COUNTY



DESTINATIONS | EASTERN PLACER COUNTY

In Eastern Placer County, the majority of commercial, residential, and active park uses are concentrated around Lake Tahoe and other developed communities. Similar to the rest of the county, smaller commercial and recreational developments are located along Interstate 80. The “Resort Triangle” includes the communities along Lake Tahoe’s north shore, the resort developments of Olympic Valley, Alpine Meadows, and Northstar, and the Town of Truckee in Nevada County. Connecting these communities via a paved shared-use path and completing the Lake Tahoe Bikeway are high priorities in the region .

LEGEND

- Commercial/Mixed-Use
 - Office
 - Active Park/Trailhead
 - Schools
 - High Density Residential
 - Medium Density Residential
 - Major Highway
 - Local Road
 - Existing Class 1 Trail (paved, separated from roadway)
 - Existing Multi-Use Trail (natural surface)
 - Existing Regional Trail Administered By Others
- Note: Use restrictions, such as bike and/or equestrian, are per agency administration.
- Federal Land
 - State Recreation Areas
 - Conservation Areas
 - District/School Recreation Areas
 - Placer County Parks and Open Space
 - Incorporated City Parks and Open Space

2020 TRAILS SYSTEM

BARRIERS

Freeways, high speed roads, railroads, and rivers create barriers to trail connectivity. A well-designed trail system should be convenient, comfortable, and connected. Barriers negatively impact each of these elements. Within Placer County, the Union Pacific Railroad's Trans Sierra Railroad; the North Fork of the American River; the Truckee River; Interstate 80; and arterial highways such as State Route (SR) 49, SR 65, SR 89, and SR 28 can limit access to community and recreation destinations. These barriers primarily run from the southwest portion of the county to the northeast boundary, creating a barrier to east-west travel via trails.

The following maps show where these barriers occur throughout the County. Arrows represent existing crossings and potential locations of future crossings to help minimize barriers to trail connectivity.



Fanny Bridge Crossing, Tahoe City

2020 TRAILS SYSTEM

BARRIERS | WESTERN PLACER COUNTY



BARRIERS | WESTERN PLACER COUNTY

Barriers to trail connectivity in Western Placer County include Interstate 80, two arterial highways (SR 49 and SR 65), the Union Pacific Railroad (UPR), a secondary rail line, and the North Fork of the American River. Interstate 80 and the UPR separate Granite Bay and Loomis Basin from communities to the north and west. This means other communities have limited trail access to active park facilities within the Granite Bay/Loomis Basin area and can not easily visit Folsom Lake State Recreation Area via trail access. Interstate 80 and the UPR are also challenges for completing the Dry Creek Greenway Trail. As development grows in western Placer County, comfortable and safe trail crossings of the railroad, interstate, and arterial highways should be provided in order to promote countywide connectivity and maintain access to recreational resources.

In the northern part of this region, Interstate 80 separates residents of North Auburn and Meadow Vista from easily walking or biking to Auburn State Recreation Area. Although sidewalks are included as part of the interstate overpasses, the volume and speed of traffic at those locations deter walking and biking. Enhancements to buffer pedestrians and cyclists from vehicular traffic can encourage greater use of active transportation facilities. A pedestrian/bicyclist bridge across the North Fork of the American River would also increase access to trails and recreation opportunities in the Auburn State Recreation Area and connectivity to El Dorado County.

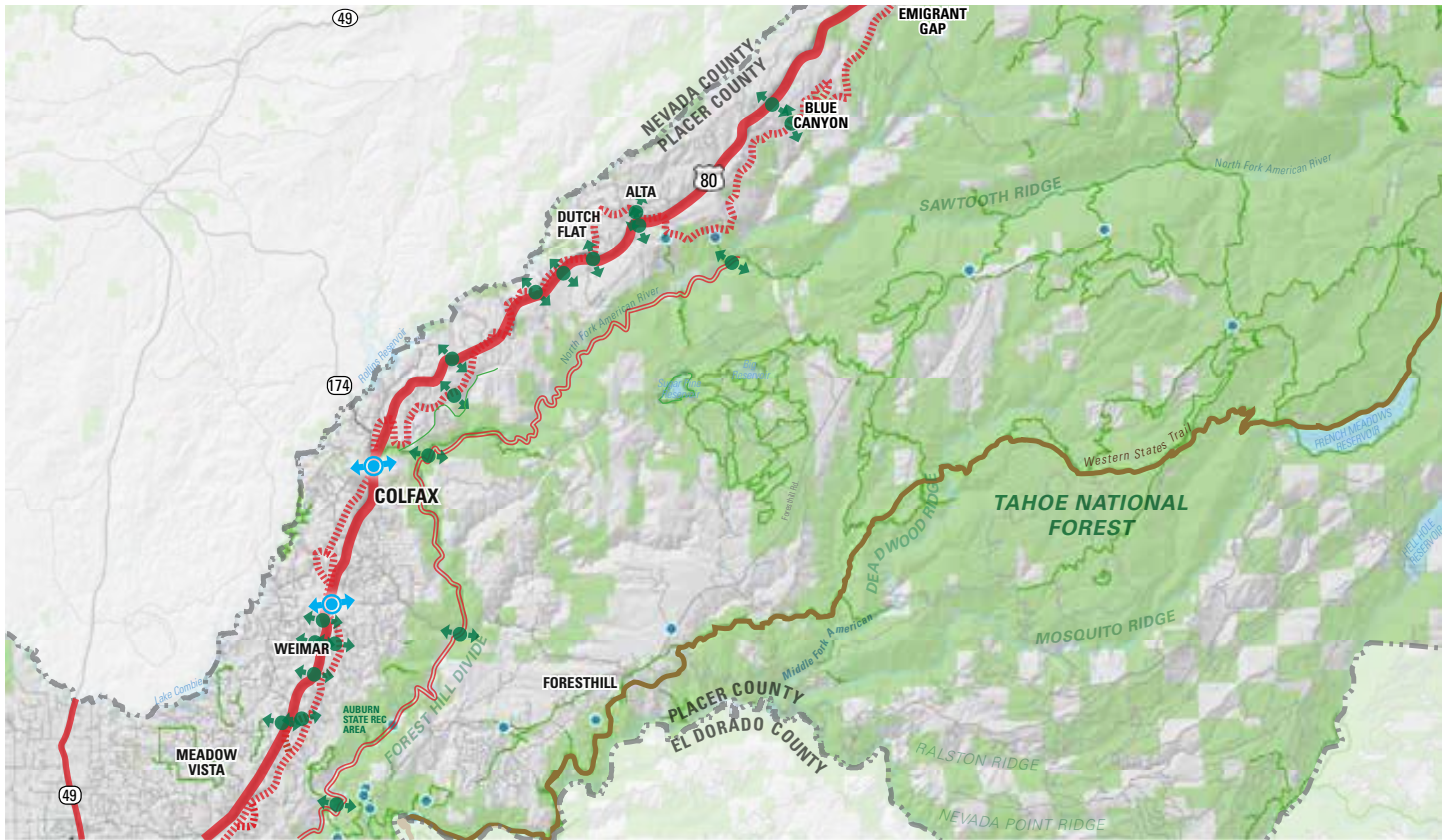
LEGEND

- Proposed Barrier Crossing
- Existing Barrier Crossing
- River Barrier
- Railroad Barrier
- Highway Barrier
- Major Highway
- Local Road
- Class 1 Trail (paved, separated from roadway)
- Existing Multi-Use Trail (natural surface)
- Existing Regional Trail Administered By Others
- Existing Regional Trail Administered By Others
- Existing Trailheads
- Publicly Owned Land

Note: Use restrictions, such as bike and/or equestrian, are per agency administration.

2020 TRAILS SYSTEM

BARRIERS | CENTRAL PLACER COUNTY



BARRIERS | CENTRAL PLACER COUNTY

In Central Placer County, Interstate 80 and the Trans Sierra Railroad parallel each other through the Sierra Nevada from Auburn to Truckee. These barriers separate communities such as Weimar, Alta, and Dutch Flat from public lands to the south and southeast. Additionally, challenging terrain and the relatively limited distance between the interstate and the rail line constrain options for developing an unpaved trail connecting Auburn to Truckee and the Memorial Overland Emigrant Trail in Eastern Placer County.

LEGEND

- Proposed Barrier Crossing
- Existing Barrier Crossing
- River Barrier
- Railroad Barrier
- Highway Barrier
- Major Highway
- Local Road
- Class 1 Trail (paved, separated from roadway)
- Existing Multi-Use Trail (natural surface)
- Existing Regional Trail Administered By Others
- Existing Regional Trail Administered By Others

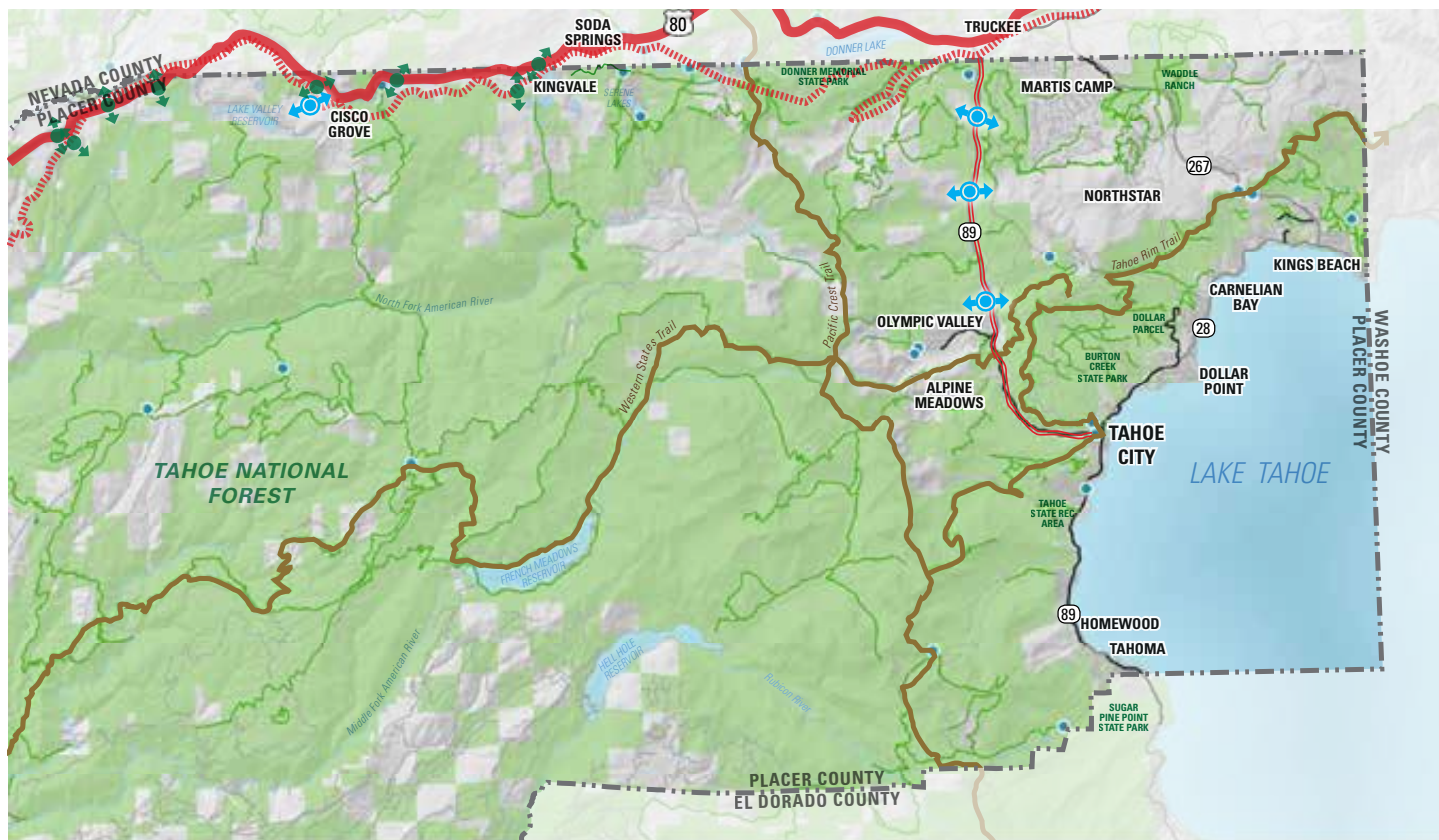
Note: Use restrictions, such as bike and/or equestrian, are per agency administration.

Existing Trailheads

Publicly Owned Land

2020 TRAILS SYSTEM

BARRIERS | EASTERN PLACER COUNTY



BARRIERS | EASTERN PLACER COUNTY

In Eastern Placer County, Interstate 80 and the railroad run along the northern border of the county and cross into and out of Nevada County. This has a larger impact on regional trails such as the Pacific Crest Trail, the Pines to Mines Trail, and the Memorial Overland Emigrant Trail. Within the Tahoe Basin, SR 89 and SR 28 run along the western and northern edges of Lake Tahoe and divide residential areas from lake access. On the positive side, SR 89, SR 267, and SR 28 provide connectivity to trailheads and roadside pull-offs to access other trails and backcountry recreation areas. Creating trail facilities that generally parallel these roadways could facilitate walking and biking to recreation destinations and reduce vehicle miles traveled.

LEGEND

- Proposed Barrier Crossing
- Existing Barrier Crossing
- River Barrier
- Railroad Barrier
- Highway Barrier
- Major Highway
- Local Road
- Class 1 Trail (paved, separated from roadway)
- Existing Multi-Use Trail (natural surface)
- Existing Regional Trail Administered By Others
- Existing Regional Trail Administered By Others

Note: Use restrictions, such as bike and/or equestrian, are per agency administration.

- Existing Trailheads
- Publicly Owned Land

2020 TRAILS SYSTEM

TRAIL GAPS

Trail use is significantly impacted by convenience and by comfort. Gaps in a trail system include areas where two portions of a trail are disconnected and segments of a trail that are “weak links” or cause the user stress or discomfort. For example, sections of a paved, shared-use path that are located next to a high speed or high volume road or segments that transition to an on-street facility are less desirable for users than shared-use paths that have adequate landscape buffer between the roadway and the path. Bicyclists may elect not to use the path at all because of the undesirable segment. These weak links are considered gaps.

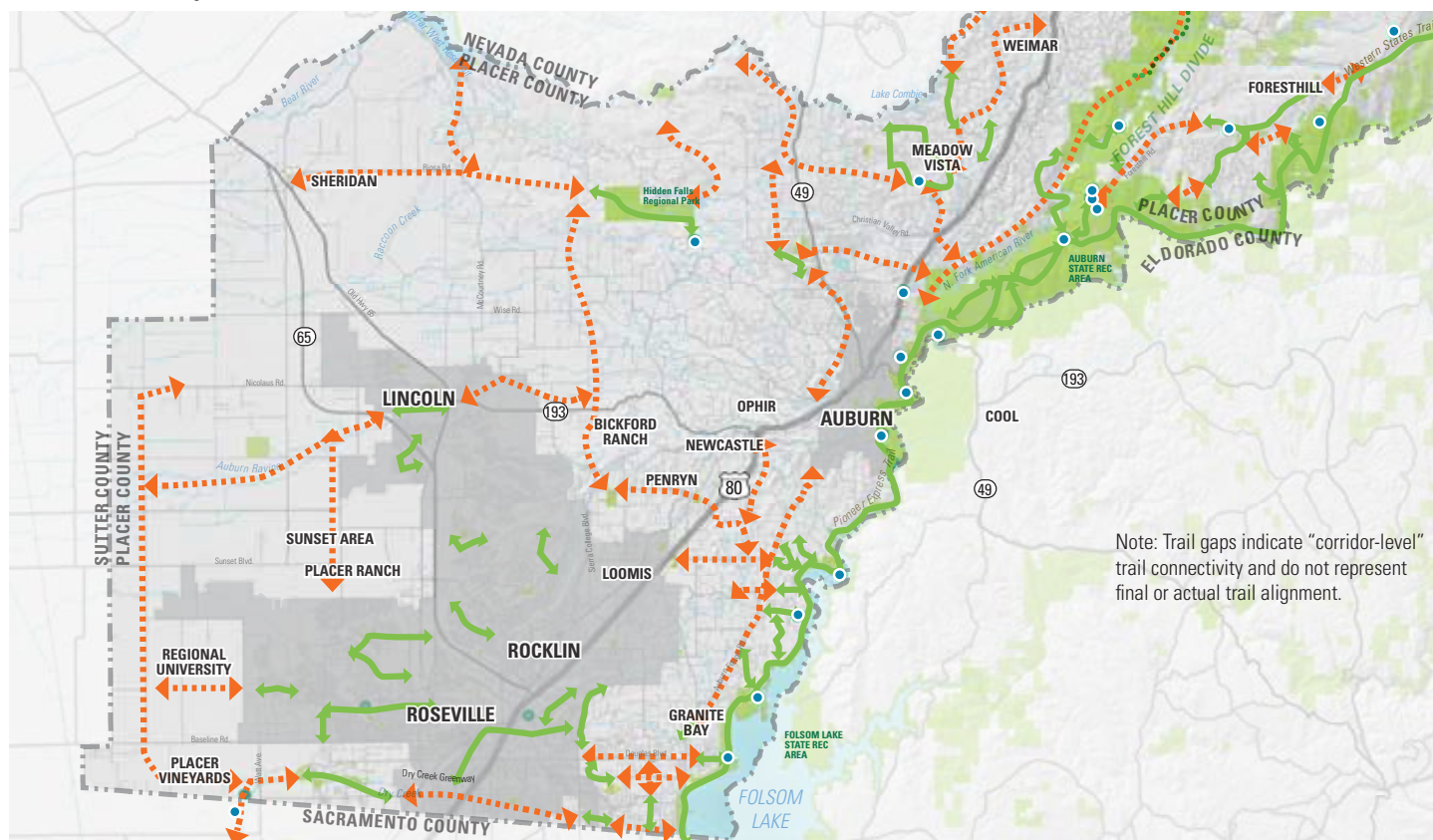
It is important to address gaps in order to create a connected and comfortable trail network. In areas where trails do not currently exist, gaps are identified by evaluating desired destinations, growth areas, and existing trails to demonstrate connectivity needs. Addressing trail gaps can also reveal the backbone structure for a regional trail system.



North Tahoe Wayfinding

2020 TRAILS SYSTEM

TRAIL GAPS | WESTERN PLACER COUNTY



TRAIL GAPS | WESTERN PLACER COUNTY

Trail gaps in Western Placer County include missing segments of established trails, the lack of trail connectivity between communities, and the lack of trail connectivity between neighborhoods and significant recreation destinations. Dry Creek Greenway runs along the county's southern border. A gap exists in Roseville, Granite Bay, and Placer Vineyards. Future connections will facilitate walking and biking both in Placer County and to other parts of the Sacramento Valley. Dry Creek Greenway can link to the American River Parkway and the Ueda Parkway, and provide regional connectivity to the greater Sacramento region.

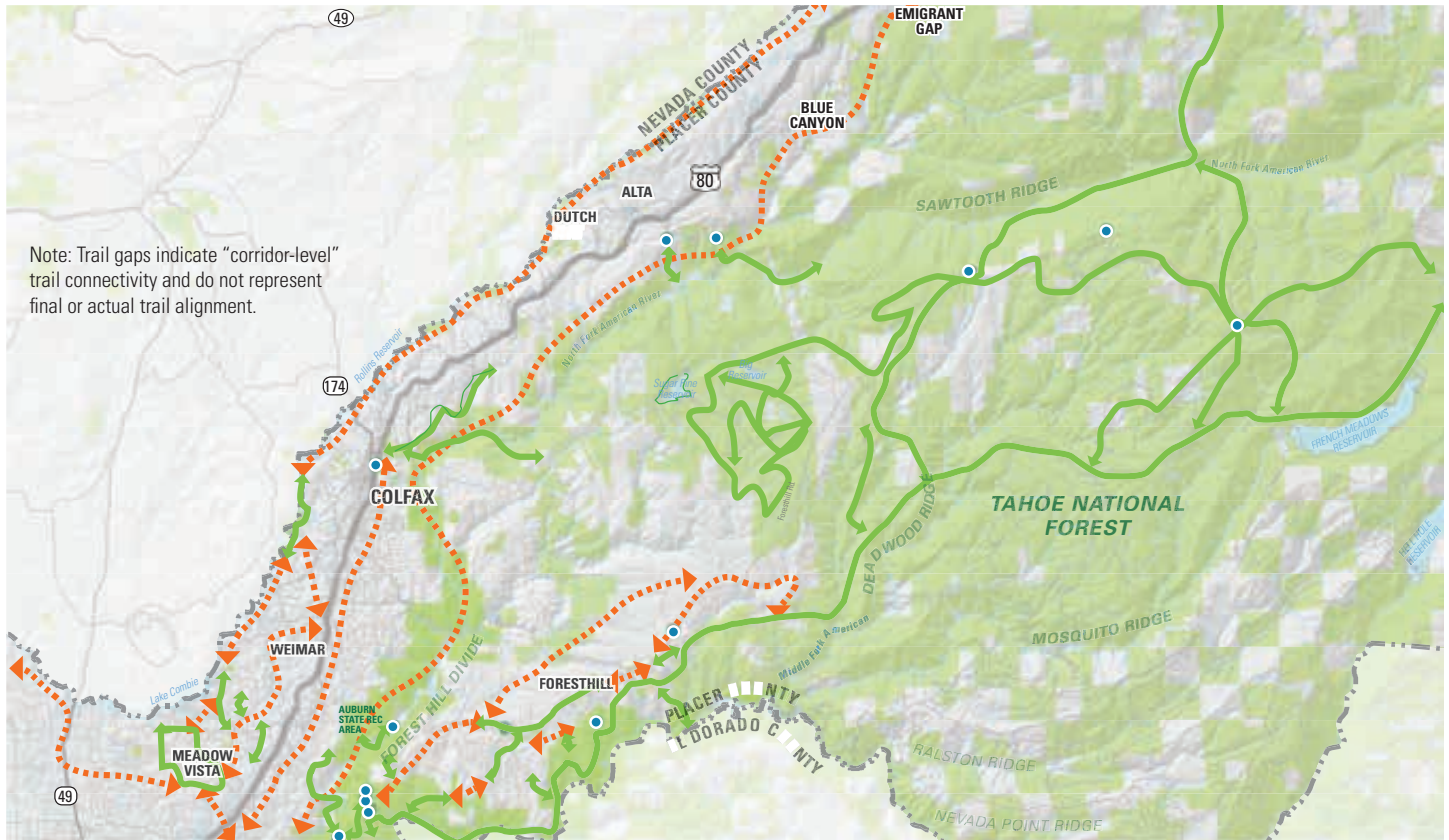
Trail connectivity to recreation resources such as Hidden Falls Regional Park, Folsom Lake State Recreation Area, and Auburn State Recreation Area should be provided. As development grows in the westernmost portions of the county, trail corridors should be established to ensure north-south and east-west linkages. Some trails may be developed as unpaved trail corridors and others will be paved as part of the County's shared-use path system. The Placer County Conservation Program is intended to support trail connectivity through Placer Conservation Authority land holdings, making some critical connections more feasible.

LEGEND

- Identified Trail Gaps
- Existing Trail Connections
- Existing Trailheads
- Parks and Open Space (District, County, State and Federal)
- Major Highway
- Local Road

2020 TRAILS SYSTEM

TRAIL GAPS | CENTRAL PLACER COUNTY



TRAIL GAPS | CENTRAL PLACER COUNTY

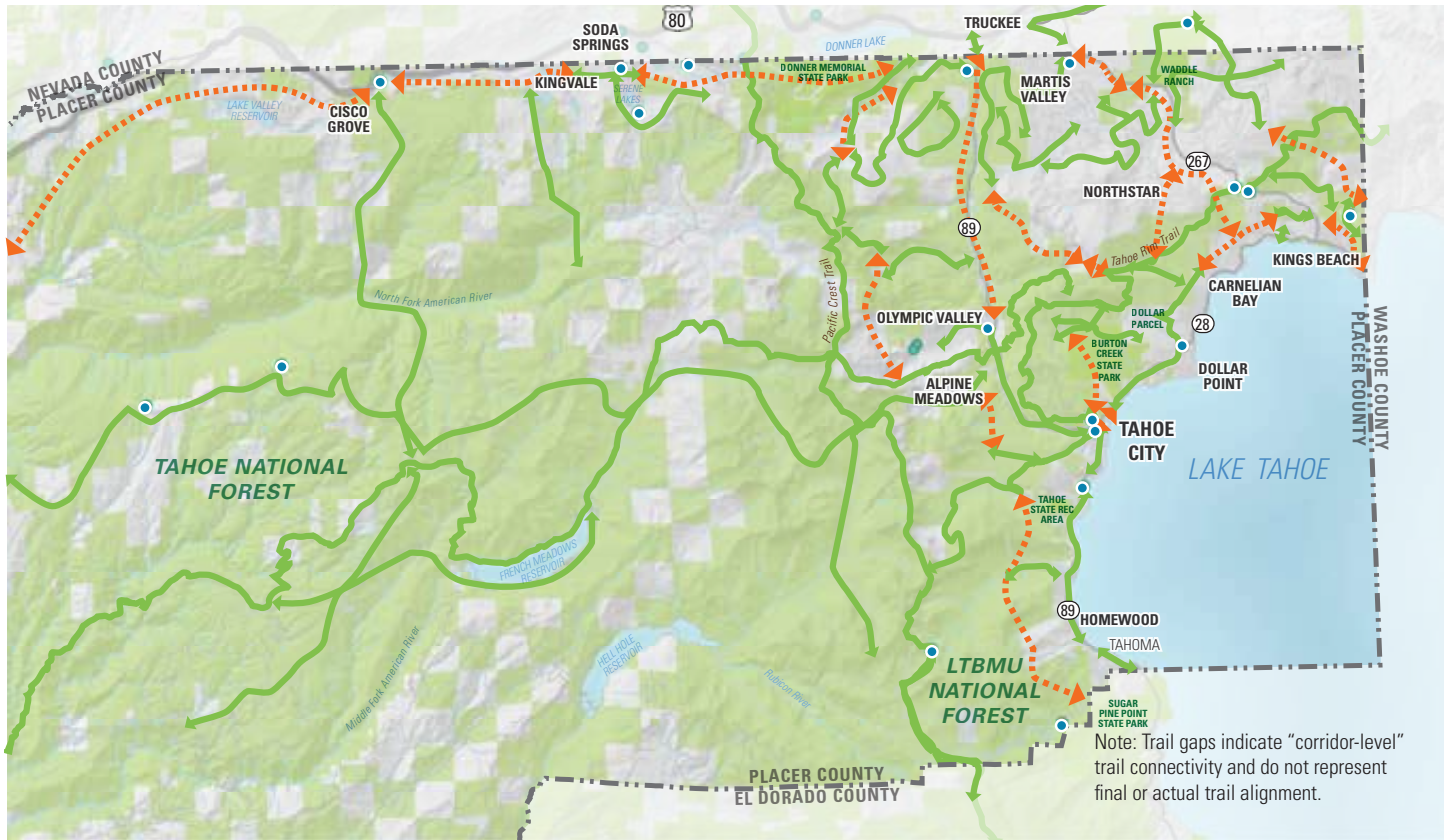
Trail gaps in Central Placer County illustrate regional opportunities to connect foothill communities to the Lake Tahoe region. These trail corridors would also serve to link residential areas to each other and to other trail systems. In the Foresthill area, addressing trail gaps will enhance connectivity to the Auburn State Recreation Area and to the trail system in the Tahoe National Forest.

LEGEND

- Identified Trail Gaps
- Existing Trail Connections
- Existing Trailheads
- Parks and Open Space (District, County, State and Federal)
- Major Highway
- Local Road

2020 TRAILS SYSTEM

TRAIL GAPS | EASTERN PLACER COUNTY



TRAIL GAPS | EASTERN PLACER COUNTY

In Eastern Placer County, gaps in the paved shared-use path system are primarily associated with the Lake Tahoe Bikeway and the Resort Triangle Trail which connects Lake Tahoe communities to Truckee. The Truckee River Trail and Lakeside Trail in Tahoe City are well-used, but a gap between the trails requires users to transition to bike lanes along SR 28. Improvements to the unpaved, multi-use trail system would create a natural surface trail network from Lake Tahoe to Truckee and would provide a north-south mountain bike trail route. The Pacific Crest Trail/Tahoe Rim Trail serves that function for hikers and equestrians, but mountain bike restrictions create a need for an alternative route to serve the user group. An east-west connection from Truckee to Auburn would extend the Memorial Overland Emigrant Trail and allow for an off-road alternative to the Western States Trail along the Interstate 80 corridor for regional connectivity.

LEGEND

- ◄ - - - ► Identified Trail Gaps
- Existing Trail Connections
- Existing Trailheads
- Parks and Open Space (District, County, State and Federal)
- Major Highway
- Local Road

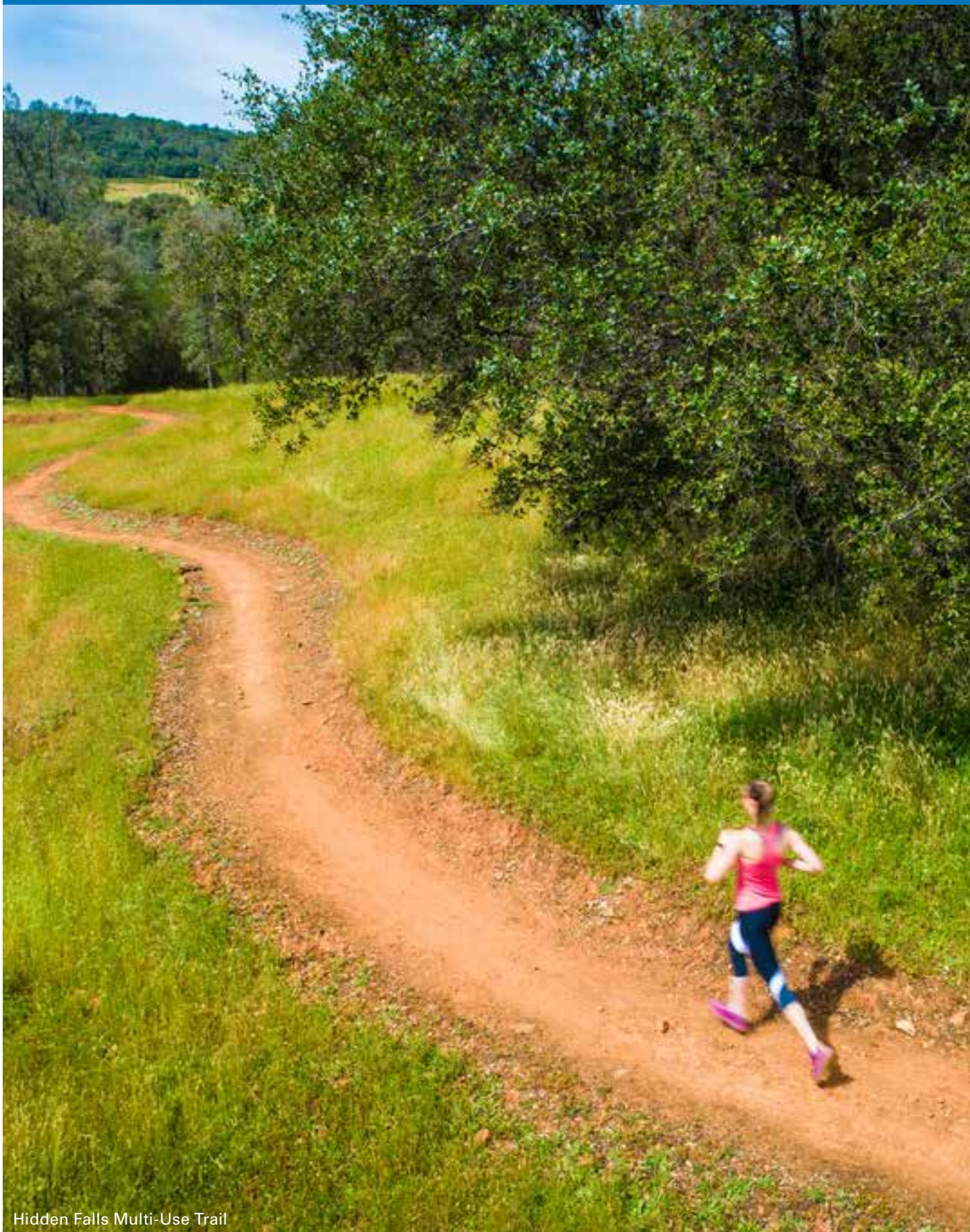
3 TRAILS RECOMMENDATIONS

INTRODUCTION

BIKEWAYS & TRAILS RECOMMENDATIONS

**RELATIONSHIP TO THE COUNTY GENERAL PLAN,
COMMUNITY PLANS, AND AREA PLANS**

TRAILS RECOMMENDATIONS



Hidden Falls Multi-Use Trail

INTRODUCTION

Trails recommendations guide decision-making and investments related to the County's trails for the next 10 years. The recommendations and accompanying strategies were derived from stakeholder and community input and reflect County needs based on best practices and regional trends. The following pages summarize key takeaways from an analysis of the County's trail system, stakeholder meetings, and a countywide survey.

A series of recommendations and strategies to achieve the vision for a connected trails system for Placer County are described in the subsequent pages. The big ideas for the trail system include:

- Creating a regional backbone trail system
- Addressing gaps and barriers in the system
- Enhancing the system to make walking and biking to parks, trails, and open space convenient and user friendly

Following the recommendations, a summary table presents the goals and policies for trails per the *Placer County General Plan*, updated 2013. The relationship of the Parks and Trails Master Plan to the General Plan, community plans, and area plans is described and guidance for modifying the General Plan goals and policies based on the Parks and Trails Master Plan is provided.

TRAILS RECOMMENDATIONS

PRINCIPLE 10| CREATE A CONNECTED TRAIL SYSTEM

WHY IS THIS IMPORTANT?

Placer County residents value their access to the outdoors. Participation rates for walking, hiking, and biking show trail use is one of the top recreation activities in the county. The demand for trail connectivity and access to trail is also seen at regional and national levels. Research* shows that trails and corridors for walking, jogging, and biking are consistently one of the top features that set apart top-selling master-planned communities. At the state level, the California Statewide Comprehensive Outdoor Recreation Plan identifies 64 percent of Californians mostly participate in walking and 55 percent would like to participate in walking more often.

Placer County has provided almost 1 mile of trail per 1,000 residents, the standard established in the General Plan. However, the service level does not mean the County has met the need. An opportunity exists to enhance the system by establishing regional connections, completing trail networks to eliminate gaps, identifying trail corridors that connect residents to recreation destinations, and expanding and diversifying the unpaved recreational trail system.

The County's trail system includes a mix of paved, shared-use paths and unpaved or native surface multi-use trails. Each trail type serves a different user and a different need. A connected, shared-use path system meets transportation and recreation demands and can promote walking and biking by providing an attractive alternative to driving. Significant shared-use path projects to be planned and completed include the following:

- Dry Creek Greenway (gap completions)
- Resort Triangle Trail, including all bikeways connecting North Lake Tahoe, Olympic Valley, Truckee, Martis Valley, and Northstar
- Regional connections to the American River Parkway and the Tahoe Pyramid Bikeway
- Lake Tahoe Bikeway

Native surface trails mostly accommodate recreation needs such as hiking, horseback riding, trail running, and mountain biking. But they may also be used for transportation along rural roads. County partners play an important role in providing multi-use trails. USFS, California State Parks, districts, and several non-profits and user groups help plan, develop, and maintain trails on public lands. Hidden Falls Regional Park includes the largest concentration of improved trails maintained by the County. The regional park trails are used by both residents and visitors.

Significant multi-use trail projects to be planned and completed include the following:

- Expansion of Hidden Falls Regional Park trails system
- Completion of the Memorial Overland Emigrant Trail
- Auburn to Kingvale Trail
- Baxter to Cisco Trail
- North Fork American River Trail
- Horseshoe Bar Trail
- Barton Road Trail



Hidden Falls Multi-Use Trail



Hidden Falls Canyon View Bridge

**RCLCO is a national real estate advisory firm that publishes the research cited.*

TRAILS RECOMMENDATIONS

WHAT DO THE COMMUNITIES DESIRE?



90%

Strongly or somewhat supported creating regional, paved bikeway connections.



92%

Strongly or somewhat supported connecting destinations with paved bikeways.



91%

Strongly or somewhat supported providing new dirt trails.



94%

TAHOE AREA RESPONDENTS

Strongly or somewhat supported removing snow from bikeways in the winter.

TRAILS RECOMMENDATIONS

Opportunity

10.1

Encourage walking and biking by linking parks, open spaces, and community nodes through a system of paved and unpaved trails.

STRATEGIES FOR IMPLEMENTATION

- Connect parks with trail corridors and safe walking routes. Enhance pedestrian and bicyclist comfort levels and increase use of trails by providing shade, reducing vehicle speeds, and/or placing trails away from the edge of roadways.
- Encourage the development of privately-owned and maintained feeder trails in lieu of public trail easements in areas that have limited potential to serve the larger community. Private trails that serve a specific neighborhood shall be maintained by a Homeowner's Association or other appropriate organization.
- Ensure that parks, trails, and open spaces proposed in specific plans create a network or a connected system and do not consider parks as "islands".
- Create looped trail systems of varying mileage to accommodate different types of users.
- Coordinate with adjacent counties to create connections to neighboring regional trail networks as well as continuing to create connections within the County.

TRAILS RECOMMENDATIONS

Opportunity

10.2

Prioritize and complete identified trail gaps.

STRATEGIES FOR IMPLEMENTATION

- Close gaps between paved shared-use trails and feeder or connector trails to increase opportunities to connect neighborhoods to parks and open space areas.
- Create a system for prioritizing the completion of paved and unpaved trails using the Capital Improvement Plan tiered projects as a base. This includes addressing uncompleted sections as well as improving trail segments that decrease the effectiveness of the overall system.
 - » The maps in Chapter 5 illustrate trail location priorities for improvement or construction over the next 30 years.

Opportunity

10.3

Create a backbone regional trail system.

STRATEGIES FOR IMPLEMENTATION

- Connect regional open space destinations with a system of paved and natural surface trails.
- Provide an off-highway trail connection that links western and eastern portions of Placer County. This trail connection will consist of both a Class 1, paved path, from Baxter to Cisco as well as a multi-use, dirt trail from Auburn to Kingvale.
- Focus new trail priorities to create regional connections throughout the county as well as exploring trail alignments that connect to adjacent cities and counties.
- Work with ditch companies and utilities to create and plan for multi-use paths along easements or utility lines where appropriate. Co-locate with underground utilities where possible.
- Incorporate the goal for a regional trail network into other planning documents to facilitate funding, partnerships, and development.
- Work with Caltrans and the Union Pacific Railroad to determine the best locations for trail crossings. Create grade separated crossings where possible.



TRAILS RECOMMENDATIONS

10.4

Enhance the existing trail system.

STRATEGIES FOR IMPLEMENTATION

- Improve existing trails for safety and accessibility.
- Provide shade and opportunities for sitting and resting along the more developed, paved trail systems near residential areas.
- Provide enhanced trail connections to parks.
- Provide trail connections to community destinations.
- Create trail system loops and routes where possible.
- Remove snow from high priority, paved trails in the Tahoe region. Prioritize the paved trail system to identify which trails should have snow removal.

TRAILS RECOMMENDATIONS

10.5

Improve trailheads and access to open space trail systems and year-round recreation opportunities, including access to winter play in eastern Placer/Tahoe Basin and the West Slope.

STRATEGIES FOR IMPLEMENTATION

- Evaluate capacity and categorize trailheads according to demand and user experience. Consider opportunities to design high-use trailheads for shuttle and transit drop-off/pick-up to reduce the amount of vehicles parking in undesignated locations. Balance recreation access with the desired user experience.
- Establish safe routes for bicyclists to access trailheads.
- Consider proximity to neighborhoods when siting or improving trailheads. Utilize design standards, signage, and enforcement to minimize impacts to neighborhoods.
- Remove snow from select trailheads to enhance winter access to snow play areas.
- Evaluate the need for additional trailheads and off-highway parking locations for snow play areas.
- Incorporate signage regarding trail use restrictions and usage at trailheads.

TRAILS RECOMMENDATIONS

10.6

Improve crossings of barriers and roadways to enhance connectivity.

STRATEGIES FOR IMPLEMENTATION

- Prioritize and coordinate potential railroad and highway crossings and intersection enhancements throughout the county. Provide grade separated crossings and/or intersection improvements to enhance safety and improve the use of the County's shared-use path and multi-use trail system.
 - » This is a key consideration in improving access to park and open space properties where high traffic roadways create a significant barrier to access. Crossings should be evaluated on a case-by-case basis for treatments that address safety and mobility and are cost effective. Proactive cooperation and coordination between the County, the cities, transportation departments, Caltrans, USFS, and the Tahoe Regional Planning Agency is essential to completing the identified crossing improvements.

10.7

Provide a trail system to meet the needs of all trail users.

STRATEGIES FOR IMPLEMENTATION

- Develop an inclusive trail system that serves the differing needs of trail users, including various age groups, modes of travel, universal accessibility, and ability levels from beginners to advanced.
- Provide a diversity of trails and trail linkages to promote walking, biking, and horseback riding as both a recreation activity and a transportation option.
- Provide staging and parking areas for all users, including horse trailers.
- Create one or more trails that go above and beyond strict ADA compliance to make an exceptional outdoor destination experience for users with a variety of accessibility challenges.
- Where appropriate incorporate a natural surface trail parallel to paved, shared-use paths for equestrian users and runners.

TRAILS RECOMMENDATIONS

10.8

Facilitate the collaboration of local regional partners for trail development and maintenance.

STRATEGIES FOR IMPLEMENTATION

- Collaborate with local, regional, state, and federal coalitions, agencies, and organizations to facilitate appropriate trail development throughout the county. Facilitate streamlining trail development, where possible. Provide a checklist to guide partners through the approval process and support partner agency's development of trail systems. Support the development of centralized trail planning documents to streamline approval and construction.
- Develop partnerships with local trail coalitions as well as regional, county, state, and federal land owners to build a multi-use regional trail system which can serve local interests and promote tourism.
- Coordinate planning of trails with local, regional, state, and federal transportation and recreation plans.
- Develop and maintain an updated regional GIS map database of existing and proposed trails. Share with partner agencies and trails advocacy groups.
- Regularly meet with local, regional, state, and federal coalitions, agencies, and organizations to manage trail planning efforts and identify opportunities to coordinate projects and leverage resources.

TRAILS RECOMMENDATIONS

10.9

Develop digital and print countywide trails mapping that includes partner agencies and organizations.

STRATEGIES FOR IMPLEMENTATION

- Develop and regularly update a countywide printed map of trails, parks, and open space. Trails mapping should be coordinated with partner agencies to show “approved” trails.
- Develop a mobile mapping application and complimentary website for county trails. Signs throughout the trail system could be linked to a website that includes further information that will help with navigation and interpretation. Information available on the website might include up-to-date trail closer/opening information, rules and regulations and event announcements. The web-based and mobile mapping could leverage existing online mapping systems. Work with trail partners and user groups to identify a preferred online mapping system that is used countywide, is regularly updated, and shows approved trail systems.
- Include information on trail loops, destinations, routes, and trailheads on the County’s web and media platforms.
- Share loop and route information with residents and visitors through mapping, kiosks, online, and mobile applications. Provide information to local businesses and communities about regional trail connections.
- Improve wayfinding by installing signs and maps at key junctions in the trail system and identifying parking locations.
- Provide trail users up-to-date information on where to park and alternative recreation opportunities in order to control volumes and disperse uses.
- Utilize the “North Lake Tahoe Community Wayfinding Design Standards” as a foundation for signage and mapping in the Tahoe Area.
- Incorporate QR codes at trailheads for access to digital trail maps and safety information that can be downloaded and used off-line where cell service is not consistent.



TRAILS RECOMMENDATIONS

10.10

Develop natural surface trail design standards.

STRATEGIES FOR IMPLEMENTATION

- Encourage the use of trail loops and design standards such as site distances and grade reversals to manage user conflicts on trails.
- Develop standards so they can be used by volunteers in trail construction and maintenance.
- Where appropriate, design trails to serve as shaded fuel breaks and coordinate alignments with CalFire and wildfire resiliency planning.

10.11

Develop policies to address the use of E-bikes and other emerging technologies on trails.

STRATEGIES FOR IMPLEMENTATION

- Study the appropriateness of allowing electric bikes or other motorized vehicles on Placer County trails. Electronic bikes (E-bikes) are a growing trend and it is important for the County to be prepared for increased use of e-bikes for both recreation and transportation. Signage, speed limits, education, and rule enforcement are important elements to consider along with any policy change requirements.
- Update policies according to study recommendations. Public safety education and outreach will be needed regarding electric-assisted bicycle use and other electric vehicle use policies.



TRAILS RECOMMENDATIONS

10.12

Engage volunteers and non-profit groups to assist in patrolling and maintaining trails.

STRATEGIES FOR IMPLEMENTATION

- Refer to strategies in Volume I, under Opportunity 6.3 | Reduce maintenance expenses through the strategic development and utilization of volunteers.

10.13

Update the County General Plan and Community Plans with updated trail plans and service standards.

STRATEGIES FOR IMPLEMENTATION

- Review the County General Plan, community plans, and area plans. Amend Policy 5.A.2.g. to acknowledge increased demand for trails county-wide.
- Maintain an updated countywide existing and proposed trails map that communicates the desired regional and countywide trail system.



TRAILS RECOMMENDATIONS

RELATIONSHIP TO COUNTY GENERAL PLAN, COMMUNITY PLANS, AND AREA PLANS

The Parks and Trails Master Plan is intended to be used in conjunction with the *Placer County General Plan*, community plans, area plans, and specific plans (hereafter referred to as “community plans”). The General Plan, amended in 2013, sets the County’s goals and policies. It is a long-range plan that serves to guide decision-making by local officials. The *Placer County General Plan* consists of two types of documents: the Countywide General Plan and a set of more detailed community plans, which also include “area” plans and specific plans. The County’s 14 community plans and two area plans address specific areas of the unincorporated county and discuss local issues which may not be fully covered by the General Plan. The goals and policies in the community plans supplement and elaborate upon the goals and policies of the Countywide General Plan. They do not supersede them.

The Parks and Trails Master Plan aligns with the General Plan’s Goals and Policies and directly relates to Implementation Program 5.3 which calls for the preparation of a trails plan. Similar to community plans, the Master Plan supplements the Countywide General Plan. It is intended to provide a road map and recommend potential projects and strategies that move the County towards achieving the goal for Recreational Trails as described in the General Plan, Section 5: Recreation and Cultural Resources. It does not commit the County to action. It provides a resource to guide future decisions, if desired by the County.

A desired outcome of the Parks and Trails Master Plan is to allow for flexibility in the application of parks and trails policies in order to better meet the needs of different regions in the county. Overall, the majority of the General Plan’s policies allow for such adaptability. However, Policy 5.A.2.g. should be revised to allow for greater flexibility. The policy sets forth a standard of one mile of recreation trail per 1,000 residents. As discussed in Chapter Two, demand for trails has outpaced this standard since its adoption in 1994 and therefore overall connectivity of a trails system and designing the system to accommodate a variety of users should be a primary guide in the determination of trail mileage over and above a set per capita ratio.

The County’s community plans, area plans and specific plans address trails and circulation but they use different terminology to describe both paved and unpaved trail types. Additionally, because some of the plans are over 30 years old, they do not address existing needs. The Parks and Trails Master Plan consolidates and updates the trails systems identified in the community plans, area plans, specific plans, and other trails and active transportation plans. The Master Plan built upon the foundation of previous plans and updated the recommended systems based on current planning needs and stakeholder input. Therefore, the proposed trails maps provided in this document supersede the maps shown in community plans and area plans. The County should continue to update the Countywide Proposed Trails Map. It should be amended regularly to centralize trails planning efforts into one document in order to help streamline projects and allow future plans to focus on implementation.

TRAILS RECOMMENDATIONS

Figure 4: 2013 Placer County General Plan | Relevant Trails Goals and Policies

2013 PLACER COUNTY GENERAL PLAN | TRAILS GOAL AND POLICIES

Following are the goal and policies related to shared-use paths and multi-use trails included in the 2013 *Placer County General Plan*. Amendment to the policy highlighted in blue should be considered to allow for greater flexibility in trails planning throughout the county. In some regions one mile of recreation trail per 1,000 residents is adequate, in other locations it should be increased based on community needs and desires. More appropriate benchmarks include the connectivity of the system, variety of trails to meet user needs, access to trails, overcrowding of existing trails, and ability of the system to connect residents to commercial, employment, civic, and parks and recreation destinations. The County should identify a capital improvement plan implement the system.

Text in bold italics provides recommended changes for consistency with this Master Plan.

PUBLIC RECREATION AND PARKS

POLICIES

5.A.2. *The County shall strive to achieve the following park facility standards:*

g. 1 mile of recreation trail per 1,000 residents.

RECREATIONAL TRAILS

GOAL

5.C To develop a system of interconnected hiking, riding, and bicycling trails and paths suitable for active recreation and transportation and circulation.

POLICIES

5.C.1. The County shall support development of a countywide trail system designed to achieve the following objectives:

- h. Provide safe, pleasant, and convenient travel by foot, horse, or bicycle;
- i. Link residential areas, schools, community buildings, parks, and other community facilities within residential developments. Whenever possible, trails should connect to the countywide trail system, regional trails, and the trail or bikeways plans of cities;
- j. Provide access to recreation areas, major waterways, and vista points;

k. Provide for multiple uses (i.e., pedestrian, equestrian, bicycle);

l. Whenever feasible, Use public utility corridors such as power transmission line easements, railroad rights-of-way, irrigation district easements, and roadways;

m. Whenever feasible, be designed to separate equestrian trails from cycling paths, and to separate trails from the roadway by the use of curbs, fences, landscape buffering, and/or spatial distance;

n. Connect commercial areas, major employment centers, institutional uses, public facilities, and recreational areas with residential areas; and

o. Protect sensitive open space and natural resources.

5.C.2. The County shall support the integration of public trail facilities into the design of flood control facilities and other public works projects whenever possible.

5.C.3. The County shall work with other public agencies to coordinate the development of equestrian, pedestrian, and bicycle trails.

5.C.4. The County shall require the proponents of new development to dedicate rights-of-way and/or the actual construction of segments of the countywide trail system pursuant to trails plans contained in the County's various community plans.

5.C.5. The County shall encourage the preservation of linear open space along rail corridors and other public easements for future use as trails.

Implementation Programs

5.3. The County should prepare and periodically update a trails plan ***that informs the general plan and each community area plan. Each specific plan should provide its own trail plan.*** Trail plans should designate trail components for equestrians, hikers, and cyclists on mountain and non-mountain bikes; contain trail design, access, and construction standards; establish specific plan lines for trails; and identify financing options.



Tahoe City Shared-Use Path

4 PROPOSED TRAILS SYSTEM

PROPOSED REGIONAL TRAILS SYSTEM

INTRODUCTION

PROPOSED TRAILS SYSTEM BY AREA

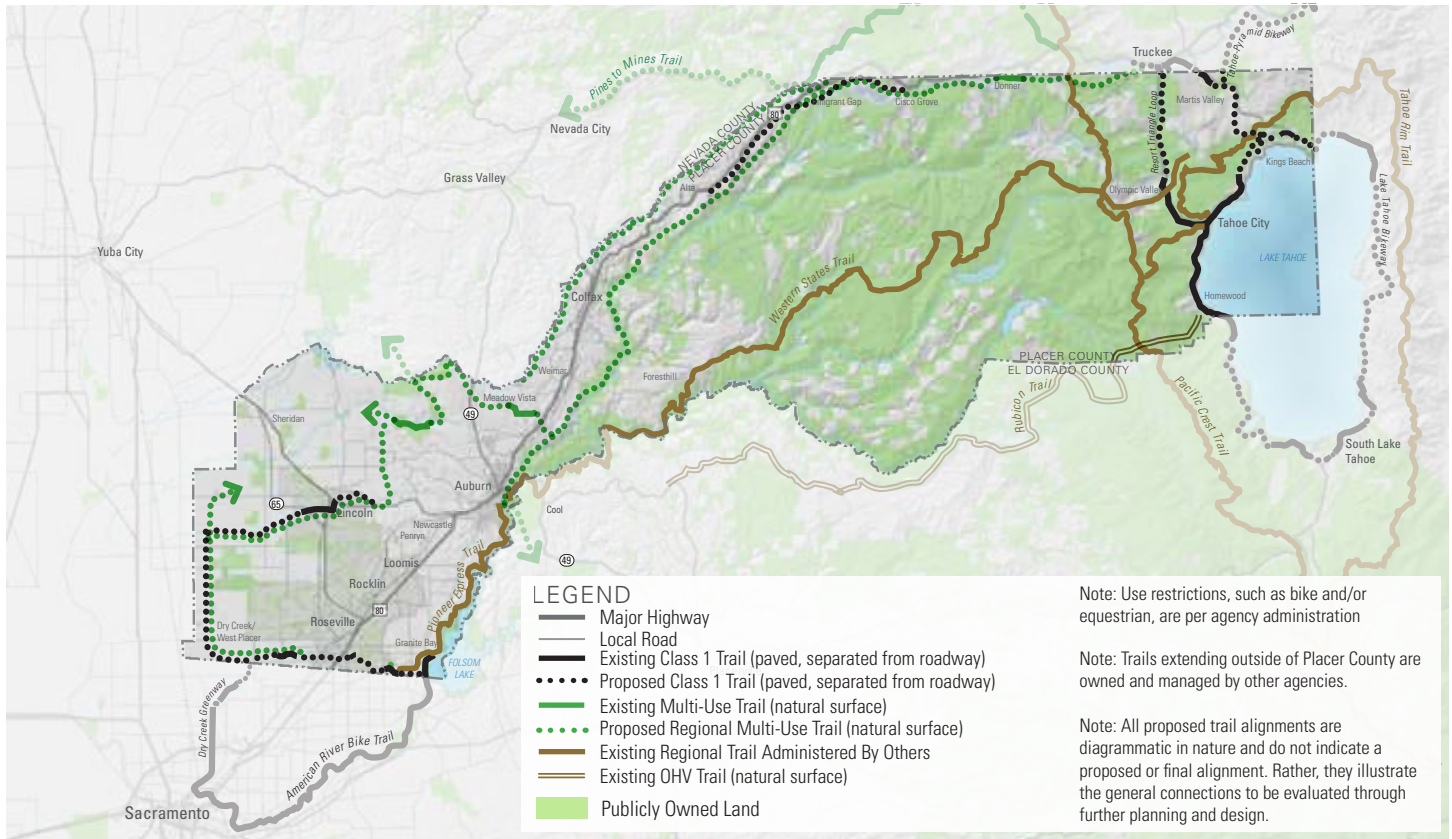
WESTERN PLACER COUNTY

CENTRAL PLACER COUNTY

EASTERN PLACER COUNTY

PROPOSED TRAILS SYSTEM

PROPOSED REGIONAL TRAILS SYSTEM



VISION

A BACKBONE SYSTEM OF TRAILS CONNECTING EAST/WEST FROM SACRAMENTO TO LAKE TAHOE TO RENO AND NORTH/SOUTH FROM NEVADA COUNTY TO EL DORADO COUNTY

PROPOSED TRAIL MILEAGE

Includes County-owned trails



PAVED SHARED-USE PATH

12 MILES

UNPAVED MULTI-USE TRAIL

100 MILES

323%
INCREASE
IN MILES
OF TRAILS

TRAIL MILEAGE AT FULL BUILD-OUT

Includes County-owned trails



PAVED SHARED-USE PATH

147 MILES

UNPAVED MULTI-USE TRAIL

325 MILES

Note: 112 of the existing trail miles are County-owned

Note: 685 of the proposed trail miles are County-owned

INTRODUCTION

Placer County’s countywide trails vision includes a backbone system of regional trails that links trail corridors within and outside of the county. These regional trails create a system of paved shared-use paths connecting the following areas:

- Granite Bay to Sacramento (Dry Creek Greenway to the American River Parkway)
- Placer Vineyards to Lincoln
- Rocklin to Lake Tahoe (via Class 2 bike lanes and a Class 1 shared-use path)
- Tahoe City to Truckee to Kings Beach (Resort Triangle Trail near SR 89, SR 267, and SR 28)
- Tahoma to Kings Beach (connecting to the Lake Tahoe Bikeway, a shared-use path around Lake Tahoe)
- Truckee to Reno (connecting to the Tahoe Pyramid Bikeway)

Where feasible and appropriate for anticipated use, multi-use trails will parallel shared-use path. Additionally, regional unpaved, multi-use trail connections include the following:

- Placer Vineyards to Hidden Falls Regional Park
- Lincoln to Hidden Falls Regional Park
- Hidden Falls Regional Park to the Harvego Bear River Preserve and connecting to Nevada County
- Meadow Vista to the Harvego Bear River Preserve and connecting to Nevada County and El Dorado County
- Auburn to Kingvale, between I-80 and the N. Fork American River Canyon Rim and connecting to the Memorial Emigrant Trail to connect to Truckee
- Meadow Vista to Emigrant Gap along the Bear River corridor and connecting to the Pines to Mines Trail in Nevada County

At build-out, the countywide proposed trail system will include 112 miles of paved, shared-use paths and 472 miles of unpaved, multi-use trails.

This Chapter presents the County’s proposed system of paved shared-use paths and unpaved multi-use trails through a series of maps. Proposed trail alignments represent trail “corridors” and do not necessarily indicate the final trail location. Actual alignments will be determined through project design and in coordination with project stakeholders. The enlargement maps may also be used to inform community plan and area plan trail mapping.

The trails system maps are organized as shown in the figure below. Trail mileage associated with each region is summarized by county-owned, county-owned plus local agencies (which include utility/recreation districts, conservancies and land trusts), and county-owned plus partner agencies, state agencies and federal agencies (state and federal agencies include California State Parks and the USFS).

Figure 5: Document Organization of Trails Maps

County Area	Regions	Trail Map Enlargements
Western Placer County	West Placer	Sheridan/Northwest Placer
		Lincoln/West Placer
	Granite Bay/Loomis Basin	Dry Creek/Placer Vineyards
	North Auburn/Meadow Vista	Granite Bay/Loomis Basin
		North Auburn/Meadow Vista
Central Placer County	Foresthill Divide	South Auburn/Penryn
		Foresthill Divide
	West Slope	Emigrant Gap/Blue Canyon
		Colfax/Gold Run/Alta
Eastern Placer County	Tahoe	Donner Lake/Royal Gorge
		Martis Valley/North Tahoe
		Tahoe City/West Tahoe

PROPOSED TRAILS SYSTEM

PROPOSED REGIONAL TRAILS SYSTEM | WESTERN PLACER COUNTY

The map on the adjacent page illustrates proposed regional trail connectivity for Western Placer County, including the North Auburn/Meadow Vista Region west to the county line with Sutter County. Western Placer County includes the following regions:

- West Placer Region
- Granite Bay/Loomis Basin Region
- North Auburn/Meadow Vista Region

The paved shared-use path system completes gaps in the Dry Creek Greenway and proposes a connection from Placer Vineyards north to Lincoln. Unpaved multi-use trails run parallel to the paved path system. Additional multi-use trails connect users to Hidden Falls Regional Park and north to the multi-use trail system in Nevada County.

Tables 9, 10, and 11 summarize the total miles of trails proposed for each region. Total trail mileage includes County-owned trails and trails owned or managed by the Auburn Recreation District. Trail mileage associated with USFS and California State Park projects is not included.

It is anticipated that residents and visitors will use the trails within USFS and California State Park lands and the proposed trails are shown on the maps to illustrate desired connectivity and the overall trail system. But the mileage is not included because it would significantly skew the comparison of Placer County's total trail mileage and the mileage of similar jurisdictions or recreation districts that may not have abundant access to Federal and State-owned lands.

LEGEND

- Major Highway
- Local Road
- Class 1 Trail (paved, separated from roadway)
- Proposed Class 1 Trail (paved, separated from roadway)
- Existing Multi-Use Trail (natural surface)
- Proposed Regional Multi-Use Trail (natural surface)
- Existing Regional Trail Administered By Others
- Note: Use restrictions, such as bike and/or equestrian, are per agency administration.
- Federal Land
- State Recreation Areas
- Conservation Areas
- District/School Recreation Areas
- Placer County Parks and Open Space
- Incorporated City Parks and Open Space
- Proposed Parks
- Proposed Open Space
- Existing Trailhead
- Proposed Trailhead

Note: All proposed trail alignments are diagrammatic in nature and do not indicate a proposed or final alignment. Rather, they illustrate the general connections to be evaluated through further planning and design.

Note: Trails extending outside of Placer County are owned and managed by other agencies.

PROPOSED TRAILS SYSTEM

PROPOSED REGIONAL TRAILS SYSTEM | WESTERN PLACER COUNTY

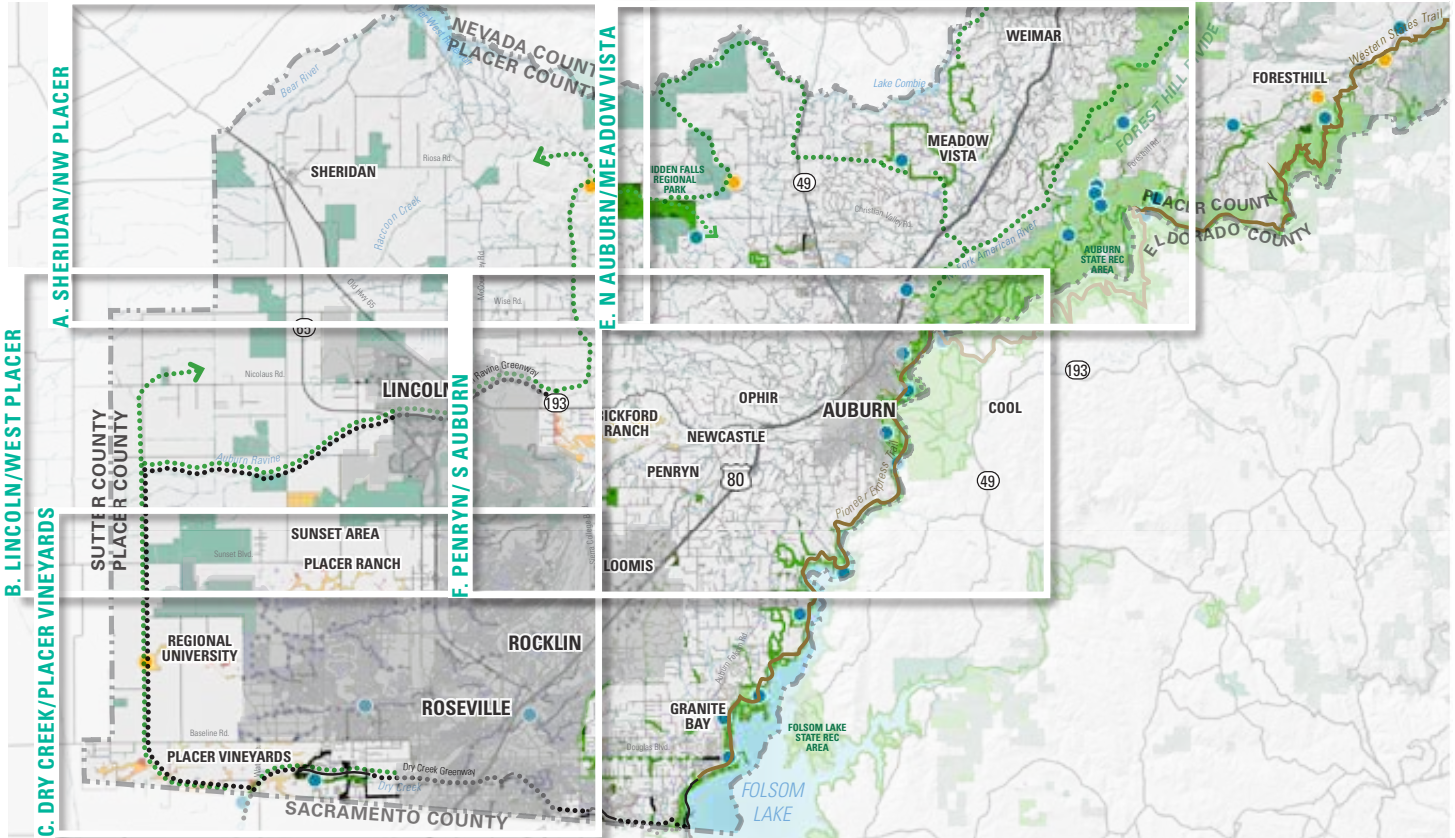


Table 9: Miles of Trails, West Placer Region at Full Build-Out

West Placer Region Trails	Existing County Trails	Proposed County	Total Existing + Proposed
Paved Shared-Use Path	2 Miles	78 Miles	81 Miles
Unpaved Multi-Use Trail	39 Miles	36 Miles	75 Miles
Total Paved and Unpaved Trails	41 Miles	114 Miles	155 Miles

Table 10: Miles of Trails, Granite Bay/Loomis Basin Region at Full Build-Out

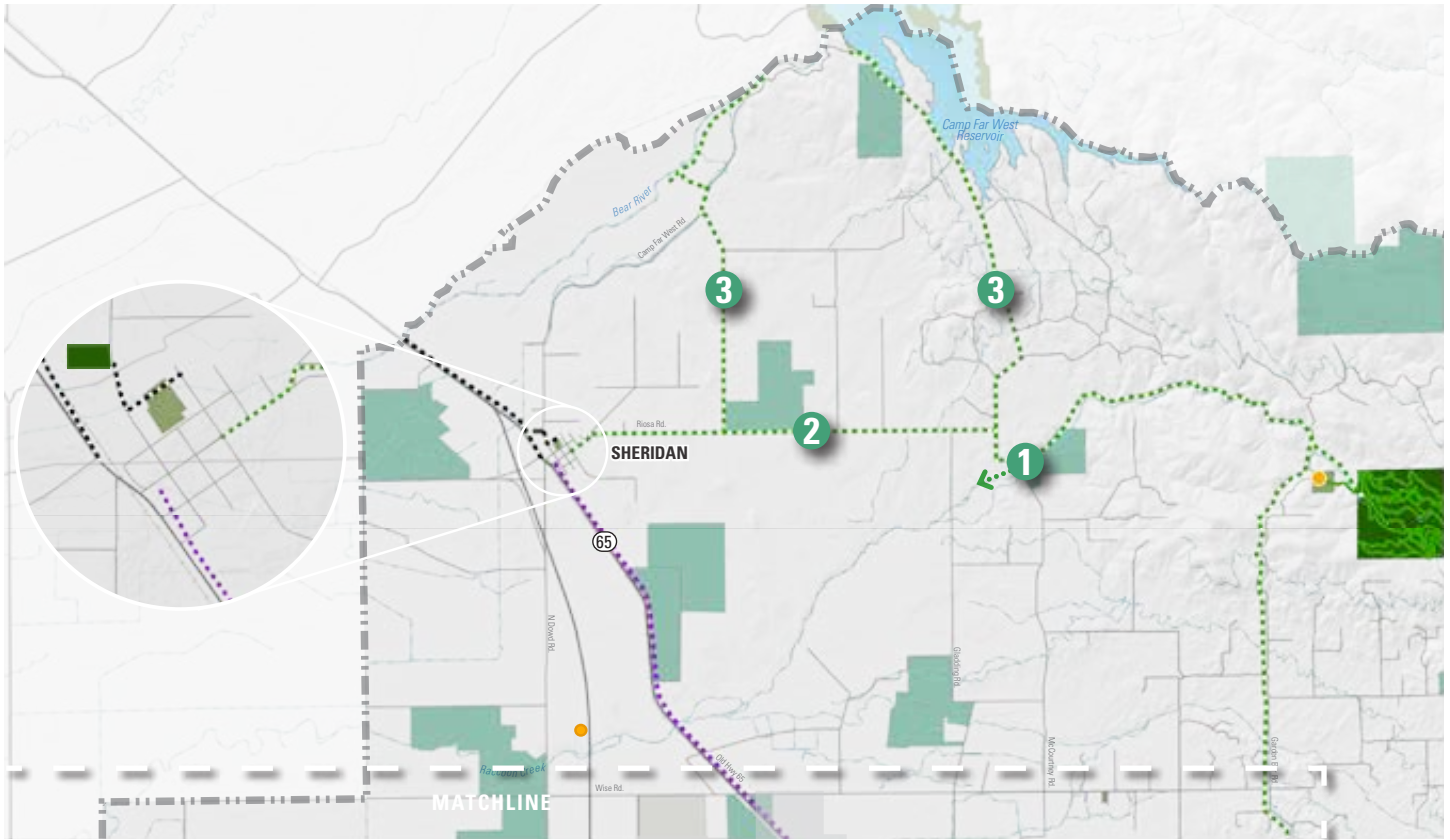
Granite Bay/Loomis Basin Region Trails	Existing County Trails	Proposed County	Total Existing + Proposed
Paved Shared-Use Path	3 Miles	3 Miles	6 Miles
Unpaved Multi-Use Trail	24 Miles	8 Miles	32 Miles
Total Paved and Unpaved Trails	27 Miles	11 Miles	38 Miles

Table 11: Miles of Trails, North Auburn/Meadow Vista Region at Full Build-Out

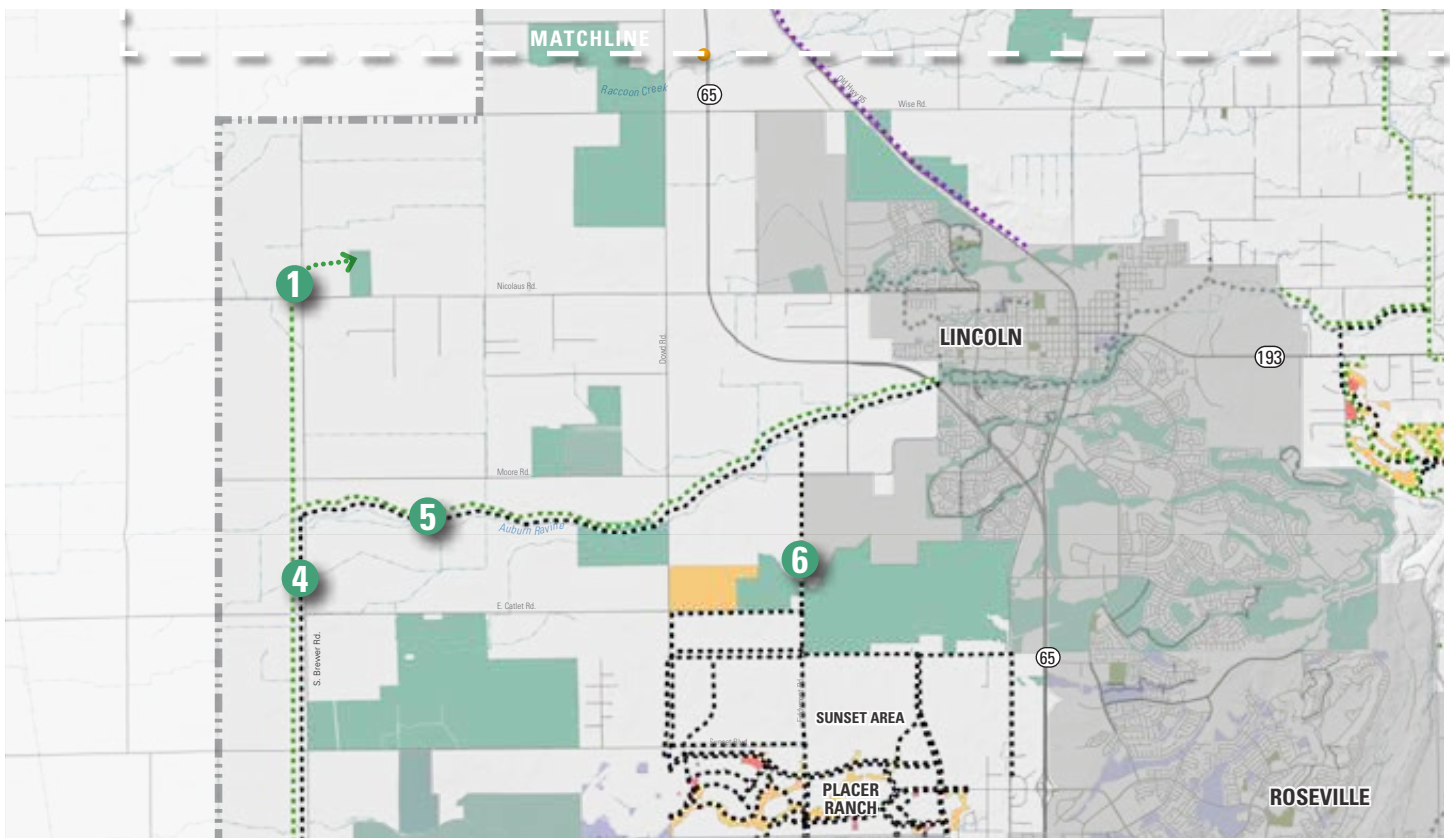
North Auburn/Meadow Vista Region Trails	Existing County Trails	Proposed County	Total Existing + Proposed
Paved Shared-Use Path	0.5 Miles	0 Miles	0.5 Miles
Unpaved Multi-Use Trail	14 Miles	31 Miles	45 Miles
Total Paved and Unpaved Trails	15 Miles	31 Miles	46 Miles

PROPOSED TRAILS SYSTEM

A. SHERIDAN/NORTHWEST PLACER



B. LINCOLN/WEST PLACER



PROPOSED TRAILS SYSTEM

LEGEND

- Existing Class 1 Trail (paved, separated from roadway)
- ● ● PC Proposed Class 1 Trail (paved, separated from roadway)
- ● ● Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- ● ● Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- ● ● PC Proposed Multi-Use Trail (natural surface)
- ● ● Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Trailhead ● Proposed Trailhead
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas
- Conservation Areas
- District/School Recreation Areas
- Placer County Parks & Open Space
- Proposed Parks
- Proposed Open Space
- Incorporated City Park and Open Space

Note: Existing Class 1 and Multi-Use Trails include trails owned/managed both by Placer County and other agencies/organizations.

Note: Use restrictions, such as bike and/or equestrian, are per agency administration.

Note: All proposed trail alignments are diagrammatic in nature and do not indicate a proposed or final alignment. Rather, they illustrate the general connections to be evaluated through further planning and design.

FEATURED TRAILS | SHERIDAN/NORTHWEST PLACER & LINCOLN/WEST PLACER

Proposed trails in Sheridan/Northwest Placer and in Lincoln/West Placer connect communities to nearby incorporated cities and to regional recreation areas. Trails associated with future residential developments, such as Placer Ranch are included. Hidden Falls Regional Park is an important recreation destination in this area.

Below is a list of major trail initiatives in these areas:

Sheridan/Northwest Placer

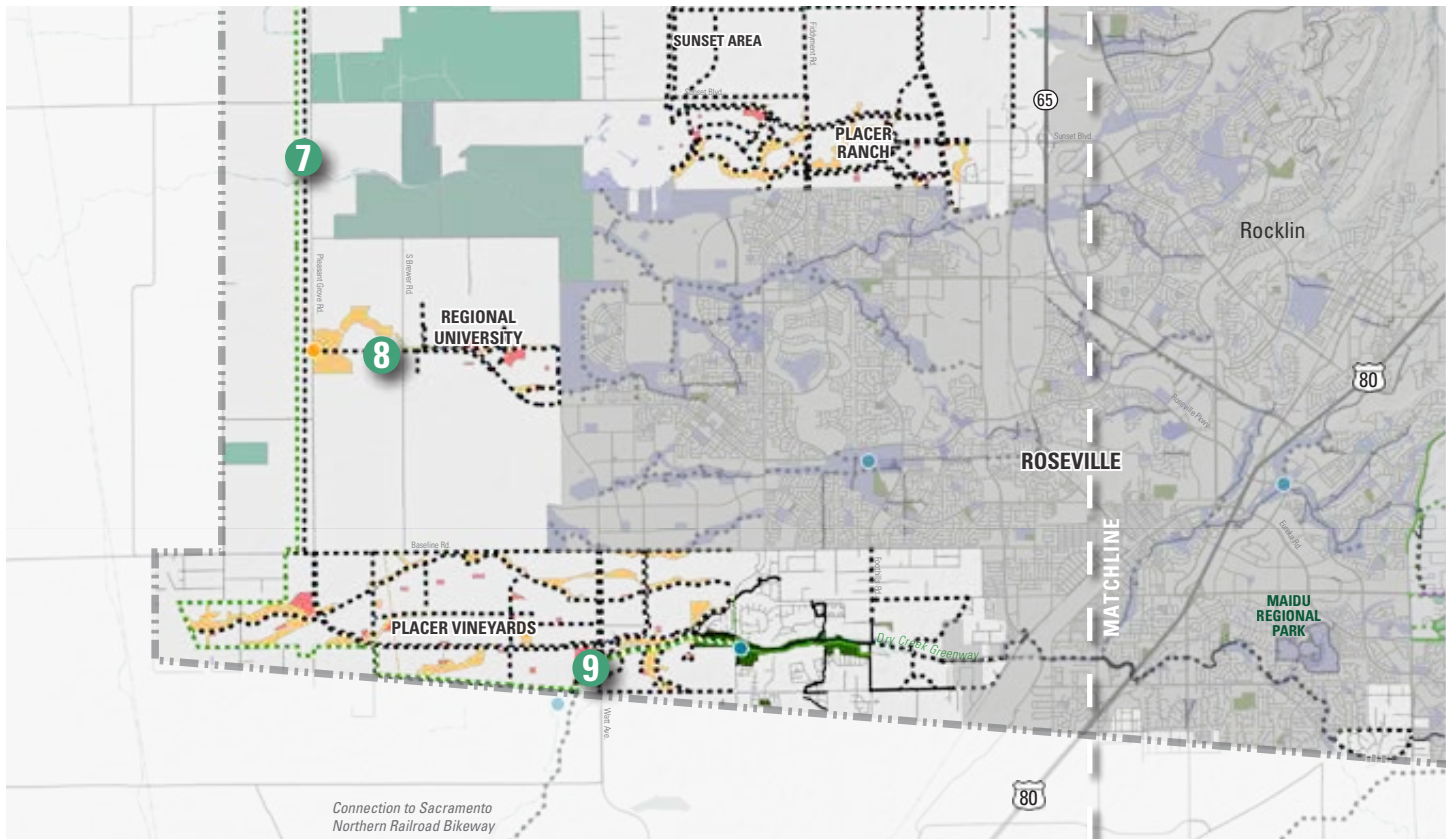
- 1 Unpaved multi-use trail connects South Brewer Road to Hidden Falls Regional Park – corridor level alignment
- 2 Unpaved multi-use trail connects Sheridan to Raccoon Creek Trail and Hidden Falls Regional Park along Riosa Road
- 3 Unpaved multi-use trail connects Riosa Road to Camp Far West

Lincoln/West Placer

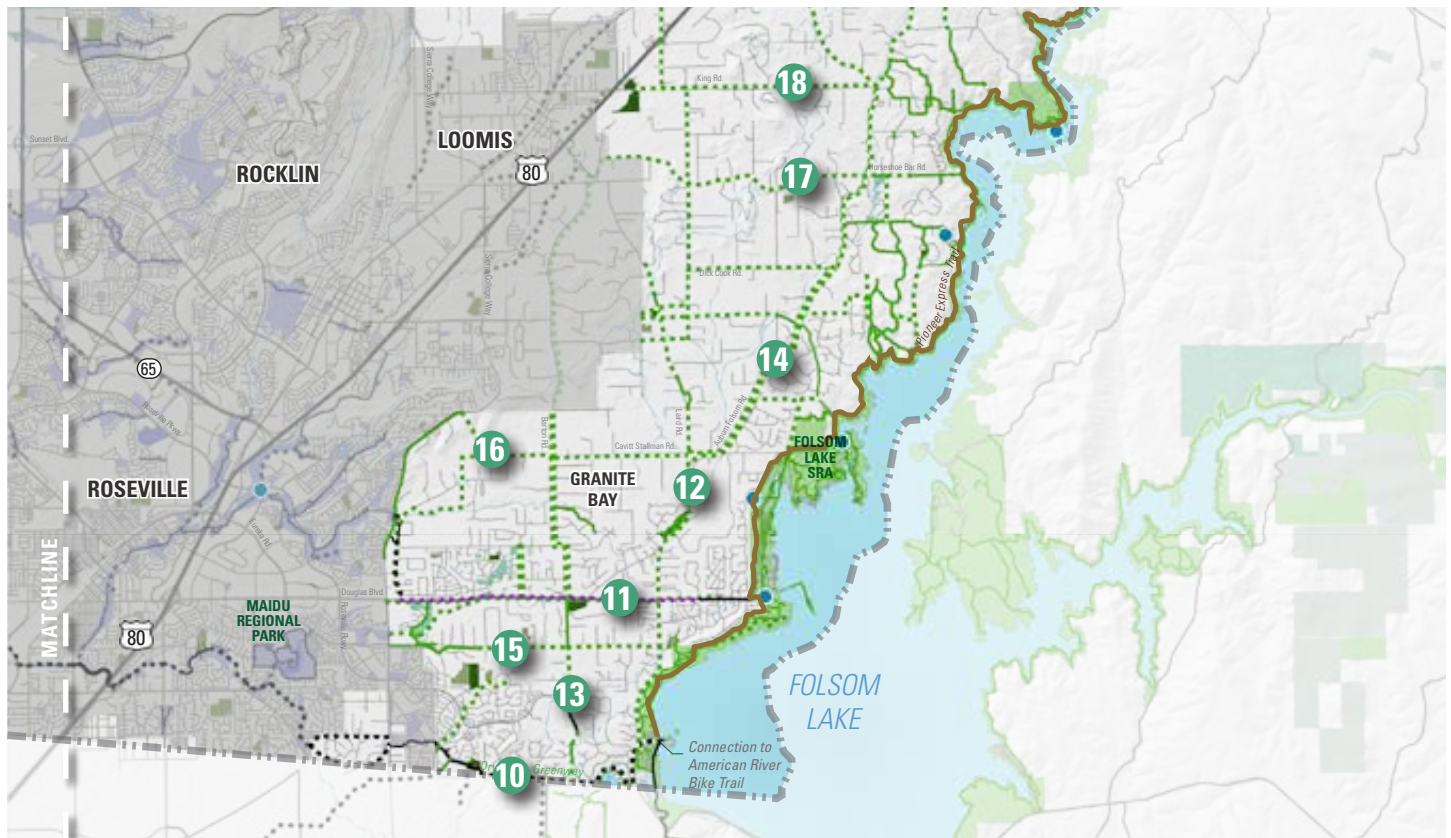
- 4 Paved shared-use path and unpaved multi-use trail connects Dry Creek to Northwest Placer along South Brewer Road. Trails to be constructed in conjunction with Placer County Conservation Program.
- 5 Paved shared-use path and unpaved multi-use trail connects West Placer to Lincoln along Auburn Ravine. Trails to be constructed in conjunction with Placer County Conservation Program.
- 6 Paved shared-use path connects the future development of Placer Ranch to the Auburn Ravine Trail

PROPOSED TRAILS SYSTEM

C. DRY CREEK/PLACER VINEYARDS



D. GRANITE BAY/LOOMIS BASIN



PROPOSED TRAILS SYSTEM

LEGEND

- Existing Class 1 Trail (paved, separated from roadway)
- ● ● PC Proposed Class 1 Trail (paved, separated from roadway)
- ● ● Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- ● ● Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- ● ● PC Proposed Multi-Use Trail (natural surface)
- ● ● Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Trailhead ● Proposed Trailhead
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas
- Conservation Areas
- District/School Recreation Areas
- Placer County Parks & Open Space
- Proposed Parks
- Proposed Open Space
- Incorporated City Park and Open Space

Note: Existing Class 1 and Multi-Use Trails include trails owned/managed both by Placer County and other agencies/organizations.

Note: Use restrictions, such as bike and/or equestrian, are per agency administration.

Note: All proposed trail alignments are diagrammatic in nature and do not indicate a proposed or final alignment. Rather, they illustrate the general connections to be evaluated through further planning and design.

FEATURED TRAILS | DRY CREEK/PLACER VINEYARDS & GRANITE BAY/LOOMIS BASIN

Proposed trails in Dry Creek/Placer Vineyards and in Granite Bay/Loomis Basin connect communities to nearby incorporated cities and to regional recreation areas. Trails associated with future residential developments, such as Placer Vineyards and Regional University are included. Existing trail systems to be completed include the Dry Creek Greenway, the Sacramento Northern Railroad Bikeway, and the American River Parkway. Important recreation destinations include the Folsom Lake State Recreation Area, Auburn State Recreation Area, and several active parks.

Below is a list of major trail initiatives in these areas:

Dry Creek/Placer Vineyards

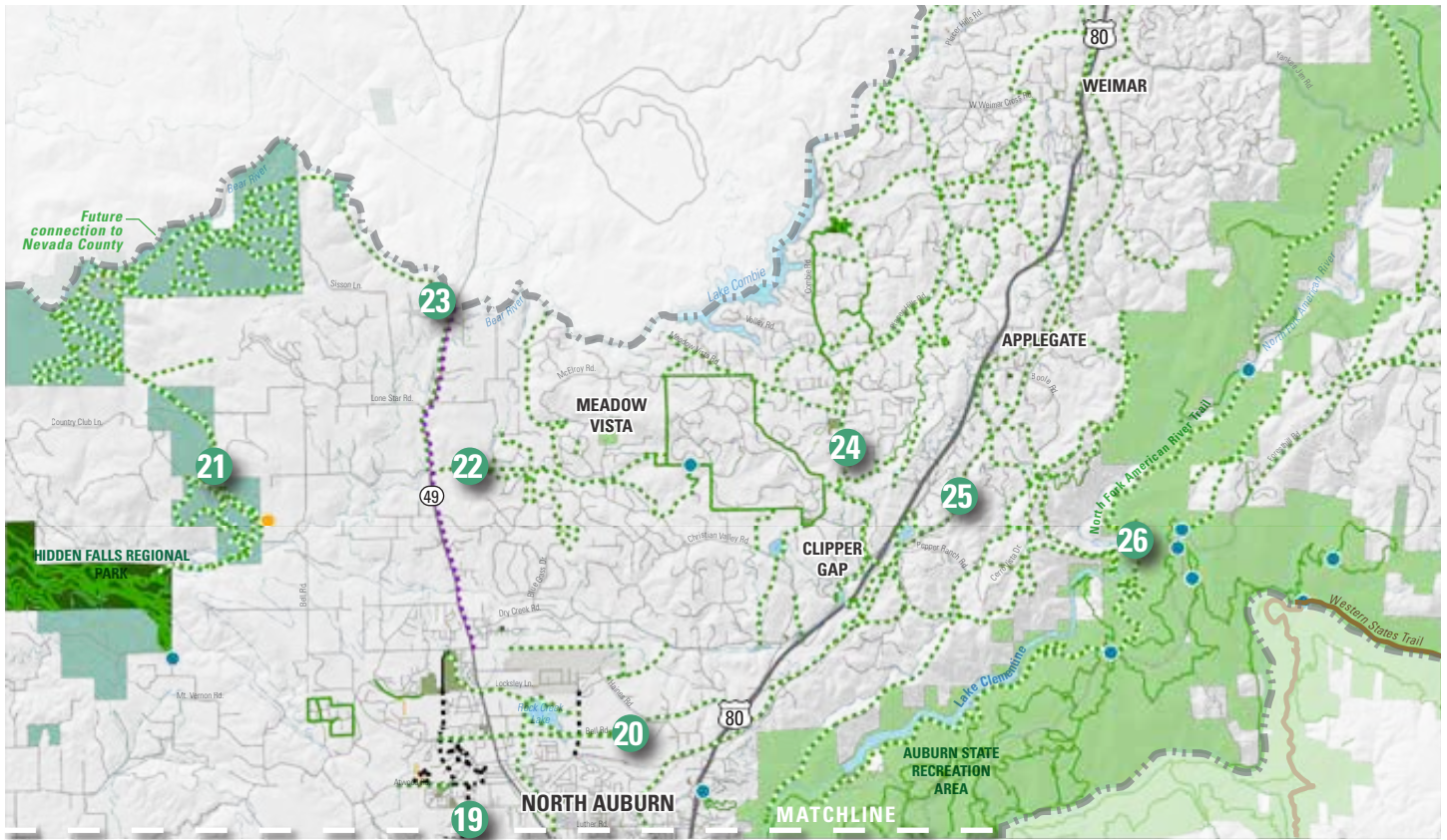
- 7 Paved shared-use path and unpaved multi-use trail connects Dry Creek and proposed Placer Vineyards trails to Northwest Placer along Pleasant Grove Road
- 8 Paved shared-use path connects the Dry Creek Greenway to the proposed Regional University network
- 9 Paved shared-use path extends the Dry Creek Greenway to Roseville and southwest to the Sacramento Northern Railroad Bikeway and Ueda Parkway, running through Placer Vineyards and Riolo Vineyards Specific Plan Areas.

Granite Bay/Loomis Basin

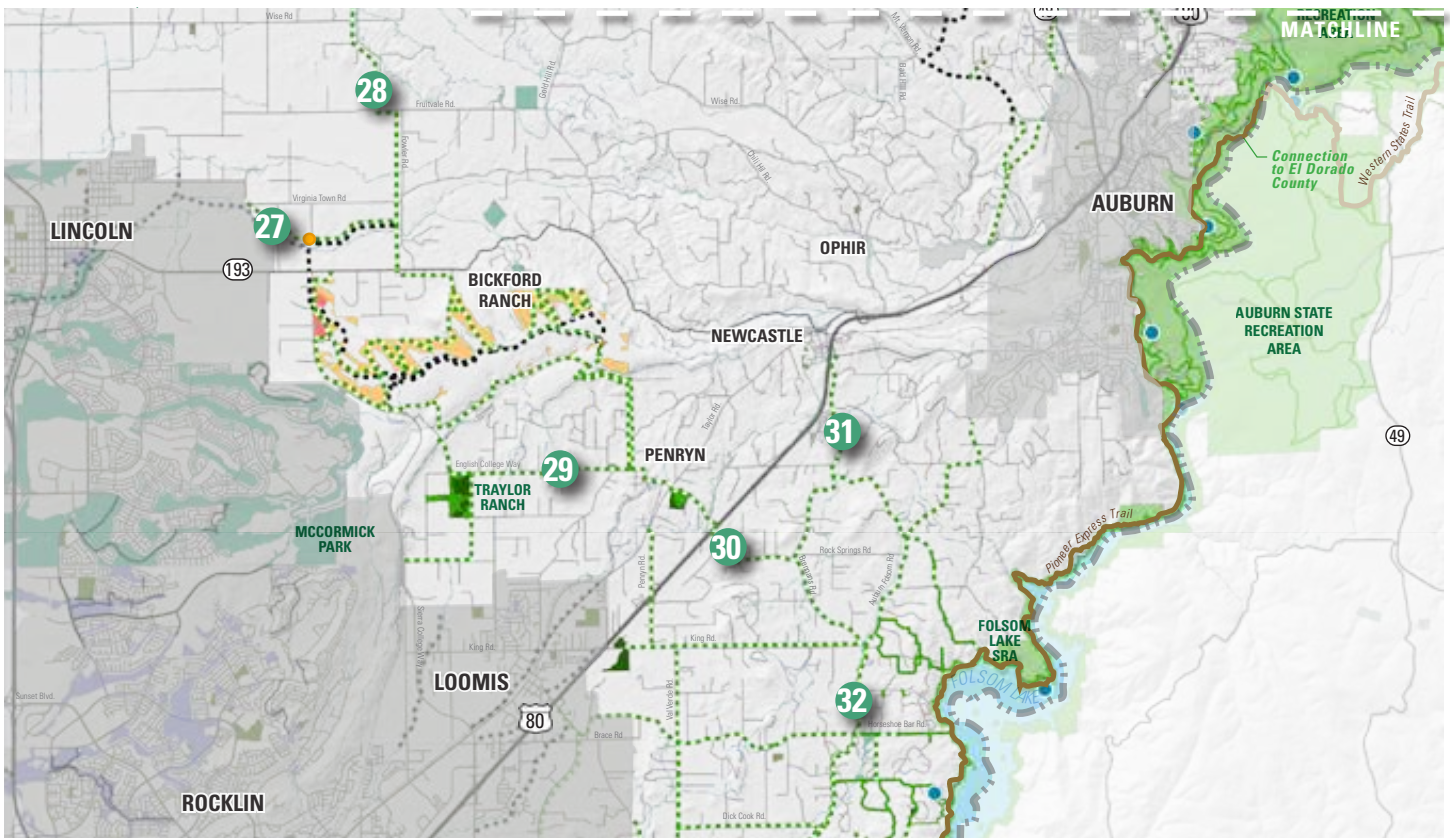
- 10 Paved shared-use path extends the Dry Creek Greenway from Roseville to Folsom SRA and the American River Bike Trail
- 11 Paved separated bike lane connects Roseville to Folsom SRA along Douglas Boulevard
- 12 Unpaved multi-use trail creates a north/south connection along Laird Road
- 13 Unpaved multi-use trail creates a north/south connection along Barton Road
- 14 Unpaved multi-use trail creates a north/south connection along Auburn Folsom Road
- 15 Unpaved multi-use trail creates an east/west connection along Eureka Road
- 16 Unpaved multi-use trail creates an east/west connection along Cavitt Stallman Road
- 17 Unpaved multi-use trail creates an east/west connection along Horseshoe Bar Road
- 18 Unpaved multi-use trail creates an east/west connection along King Road

PROPOSED TRAILS SYSTEM

E. NORTH AUBURN/MEADOW VISTA



F. SOUTH AUBURN/PENRYN



PROPOSED TRAILS SYSTEM

LEGEND

- Existing Class 1 Trail (paved, separated from roadway)
- • • PC Proposed Class 1 Trail (paved, separated from roadway)
- • • Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- • • Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- • • PC Proposed Multi-Use Trail (natural surface)
- • • Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Trailhead ● Proposed Trailhead
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas
- Conservation Areas
- District/School Recreation Areas
- Placer County Parks & Open Space
- Proposed Parks
- Proposed Open Space
- Incorporated City Park and Open Space

Note: Existing Class 1 and Multi-Use Trails include trails owned/managed both by Placer County and other agencies/organizations.

Note: Use restrictions, such as bike and/or equestrian, are per agency administration.

Note: All proposed trail alignments are diagrammatic in nature and do not indicate a proposed or final alignment. Rather, they illustrate the general connections to be evaluated through further planning and design.

FEATURED TRAILS | NORTH AUBURN/MEADOW VISTA & SOUTH AUBURN/PENRYN

Proposed trails in North Auburn/Meadow Vista and in South Auburn/Penryn connect communities to nearby incorporated cities, to regional recreation areas, and to surrounding open space. Trails associated with future residential developments, such as Bickford Ranch are included. The existing trail system in Hidden Falls Regional Park is expanded and connections are made to the trail system in the Auburn State Recreation Area and Folsom Lake State Recreation Area.

Below is a list of major trail initiatives in these areas:

North Auburn/Meadow Vista

- 19 Paved shared-use path connects Auburn Regional Park to North Auburn, along Harris Road
- 20 Unpaved multi-use trail connects the west portion of North Auburn at HWY 49 to the east portion of North Auburn at I-80 along Bell Road
- 21 Unpaved multi-use trails connect Hidden Falls Regional Park to future open space lands.
- 22 Unpaved shared-use path connects to Meadow Vista communities
- 23 Unpaved multi-use trail connects Cramer Road and Bell Road trails to proposed open space trail network along HWY 49
- 24 Unpaved multi-use trail parallels I-80, connecting Meadow Vista, Clipper Gap, Applegate and Weimar neighborhoods
- 25 Unpaved multi-use trail parallels I-80
- 26 Unpaved multi-use trail, North Fork American Trail

South Auburn/Penryn

- 27 Paved shared-use path and unpaved multi-use trail connects Lincoln to Bickford Ranch and Fowler Road along Auburn Ravine
- 28 Unpaved multi-use trail connects HWY 193 to Hidden Falls Regional Park along Fowler Road
- 29 Unpaved multi-use trail connects Traylor Ranch to Penryn along English College Way
- 30 Unpaved multi-use trail connects the east and west side of I-80 along Rock Springs Road
- 31 Unpaved multi-use trail creates a north/south connection along Brennans Road,
- 32 Unpaved multi-use trail creates a north/south connection along Auburn Folsom Road

PROPOSED TRAILS SYSTEM

PROPOSED REGIONAL TRAILS SYSTEM | CENTRAL PLACER COUNTY

The map on the adjacent page illustrates proposed regional trail connectivity for Central Placer County and includes the following regions:

- West Slope Region
- Foresthill Divide Region

Central Placer County's proposed trails include a number of unpaved, multi-use trails. Regional trails in this area include the North Fork American River Trail, a trail connecting Meadow Vista to Harvego Bear River Preserve and Nevada County, Auburn to Kingvale Trail, and a trail from Meadow Vista to Emigrant Gap which would link into the Pines to Mine Trail continuing into Nevada County to connect Nevada City and Grass Valley. Additionally, an approximately 16-mile paved, separated path is proposed from Baxter to Cisco Grove that links the PCTPA bike lanes/routes along the former HWY 40 (Lincoln Highway) from Roseville to Baxter and Cisco Grove to Truckee, completing the bikeway from Roseville to Truckee.

Tables 12 and 13 summarize the total miles of trails proposed for each region. Except for the North Fork American River Trail and the Memorial Overland Emigrant Trail running through Donner Memorial State Park, trail mileage associated with USFS and California State Park projects is not included.

It is anticipated that residents and visitors will use the trails within USFS and California State Park lands and the proposed trails are shown on the maps to illustrate desired connectivity and the overall trail system. But the mileage is not included because it would significantly skew the comparison of Placer County's total trail mileage and the mileage of similar jurisdictions or recreation districts that may not have abundant access to Federal and State-owned lands.

LEGEND

- Major Highway
- Local Road
- Class 1 Trail (paved, separated from roadway)
- Proposed Class 1 Trail (paved, separated from roadway)
- Existing Multi-Use Trail (natural surface)
- Proposed Regional Multi-Use Trail (natural surface)
- Existing Regional Trail Administered By Others
- Note: Use restrictions, such as bike and/or equestrian, are per agency administration.
- Federal Land
- State Recreation Areas
- Conservation Areas
- District/School Recreation Areas
- Placer County Parks and Open Space
- Incorporated City Parks and Open Space
- Proposed Parks
- Proposed Open Space
- Existing Trailhead
- Proposed Trailhead

Note: All proposed trail alignments are diagrammatic in nature and do not indicate a proposed or final alignment. Rather, they illustrate the general connections to be evaluated through further planning and design.

Note: Trails extending outside of Placer County are owned and managed by other agencies.

PROPOSED TRAILS SYSTEM

PROPOSED REGIONAL TRAIL SYSTEM | CENTRAL PLACER COUNTY

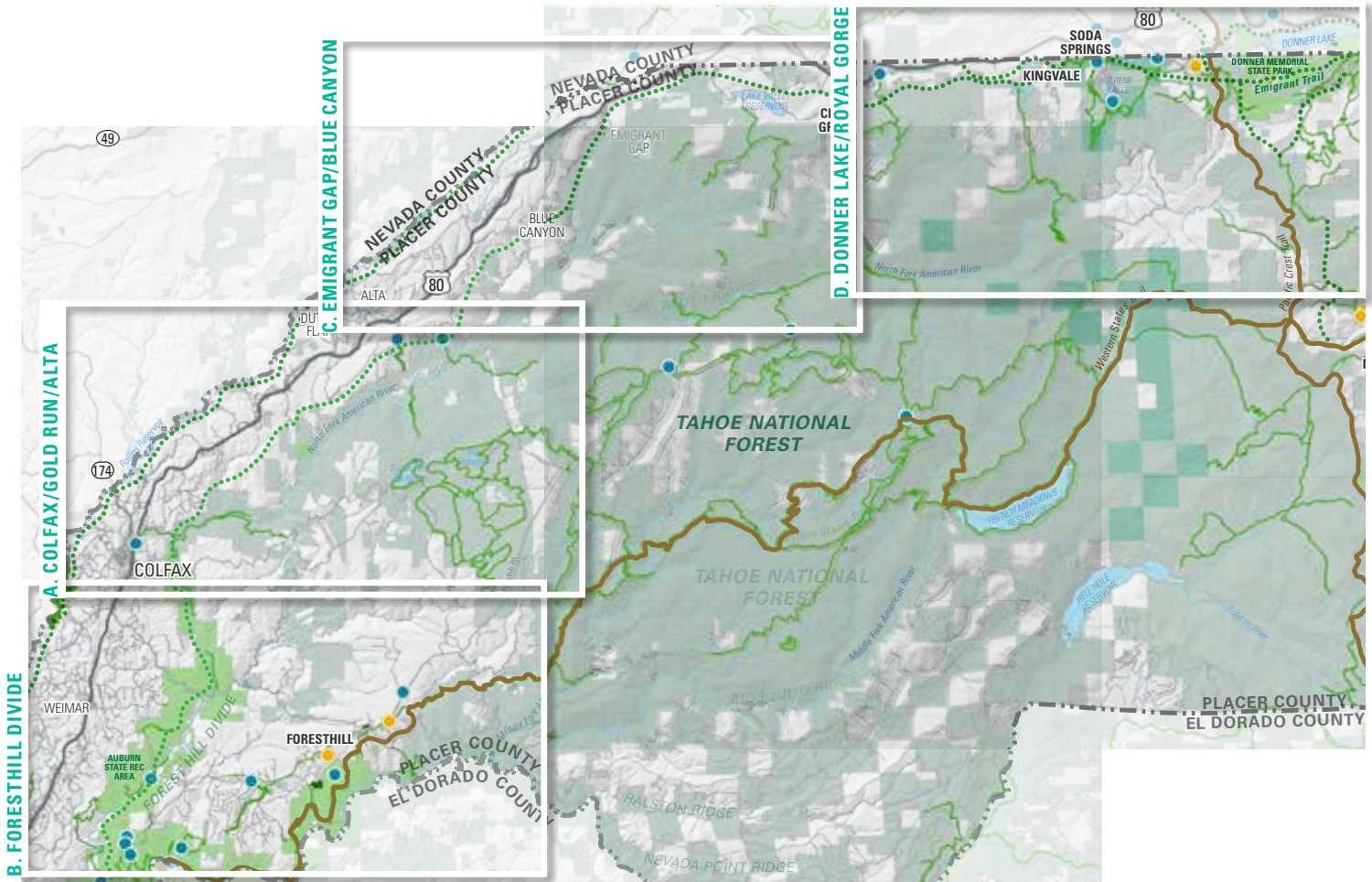


Table 12: Miles of Trails, West Slope Region at Full Build-Out

West Slope Region Trails *	Existing County Trails	Proposed County	Total Existing + Proposed
Paved Shared-Use Path	0 Miles	0 Miles	0 Miles
Unpaved Multi-Use Trail	7 Miles	42 Miles	49 Miles
Total Paved and Unpaved Trails	7 Miles	42 Miles	49 Miles

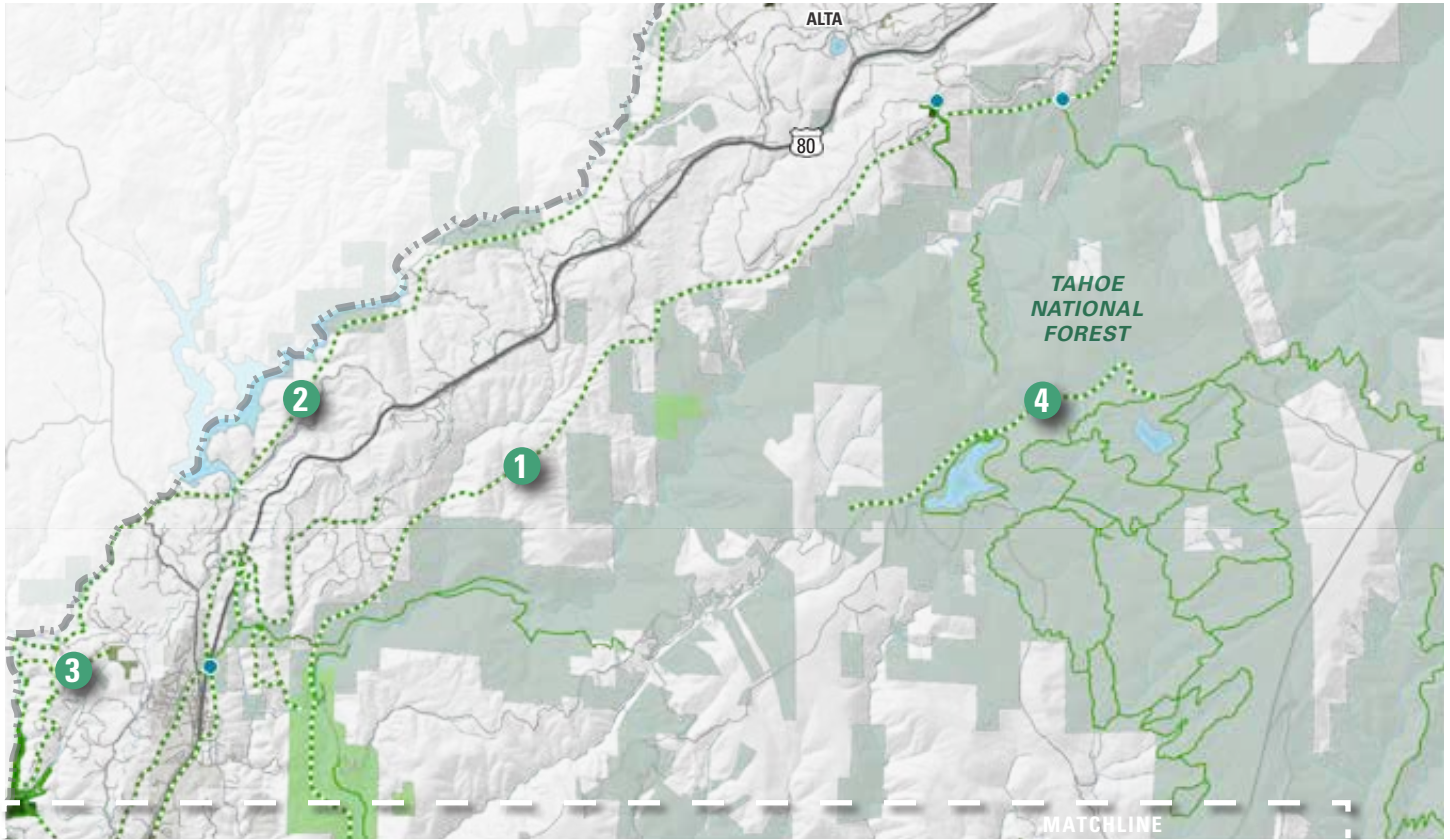
*Memorial Overland Emigrant Trail is included in West Slope mileage totals.

Table 13: Miles of Trails, Foresthill Divide Region at Full Build-Out

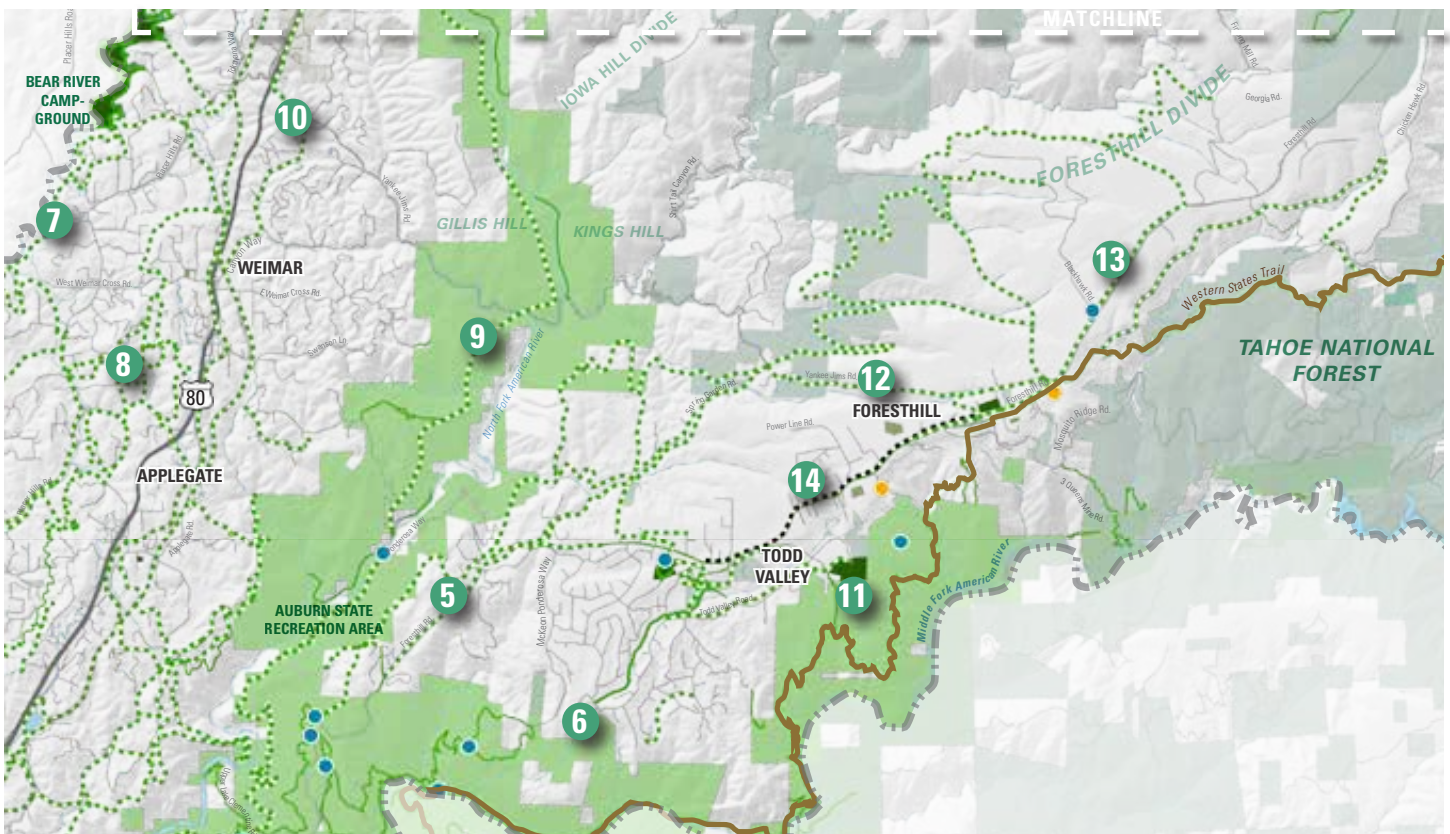
Foresthill Divide Region Trails	Existing County Trails	Proposed County	Total Existing + Proposed
Paved Shared Use-Path	0 Miles	0 Miles	0 Miles
Unpaved Multi-Use Trail	5 Miles	29 Miles	34 Miles
Total Paved and Unpaved Trails	5 Miles	29 Miles	34 Miles

PROPOSED TRAILS SYSTEM

A. COLFAX/GOLD RUN/ALTA



B. FORESTHILL DIVIDE



PROPOSED TRAILS SYSTEM

LEGEND

- Existing Class 1 Trail (paved, separated from roadway)
- • • PC Proposed Class 1 Trail (paved, separated from roadway)
- • • Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- • • Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- • • PC Proposed Multi-Use Trail (natural surface)
- • • Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Trailhead ● Proposed Trailhead
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas
- Conservation Areas
- District/School Recreation Areas
- Placer County Parks & Open Space
- Proposed Parks
- Proposed Open Space
- Incorporated City Park and Open Space

Note: Existing Class 1 and Multi-Use Trails include trails owned/managed both by Placer County and other agencies/organizations.

Note: Use restrictions, such as bike and/or equestrian, are per agency administration.

Note: All proposed trail alignments are diagrammatic in nature and do not indicate a proposed or final alignment. Rather, they illustrate the general connections to be evaluated through further planning and design.

FEATURED TRAILS | FORESTHILL DIVIDE & COLFAX/GOLD RUN/ALTA

Proposed trails associated with Foresthill Divide and the Colfax/Gold Run/Alta area expand the unpaved multi-use trail system and connect to trail networks in the Auburn State Recreation Area and USFS lands.

Below is a list of major trail initiatives in these areas:

Colfax/Gold Run/Alta

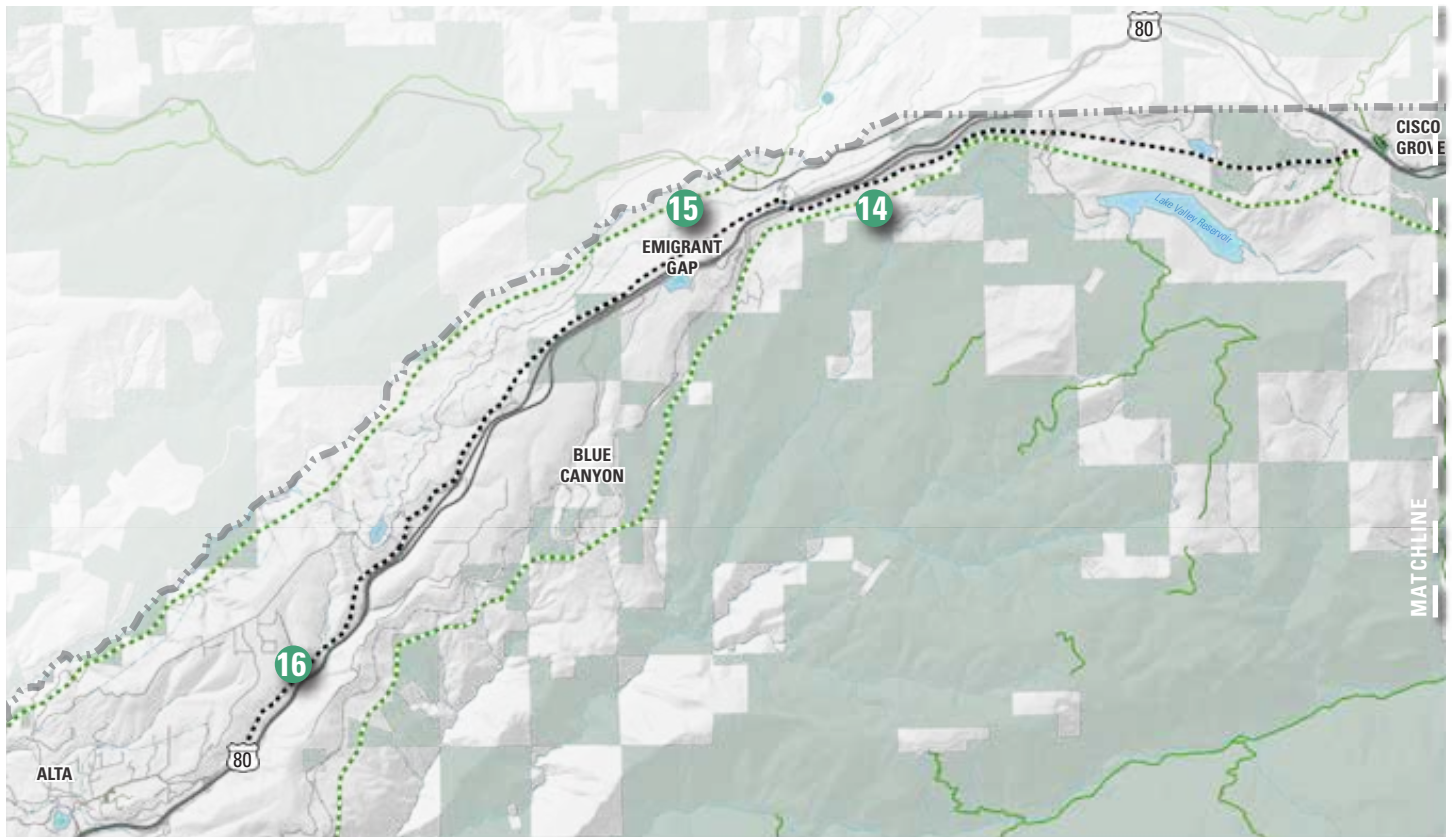
- 1 Unpaved multi-use trail, North Fork American Trail and Auburn to Kingvale Trail
- 2 Unpaved multi-use trail connects Meadow Vista to Bear River Campground and extends to Pines To Mines trail
- 3 Unpaved multi-use trail connects Colfax High School to Bear River trails
- 4 Unpaved multi-use trail connects Sugar Pine Lake trails to larger trail network

Foresthill Divide

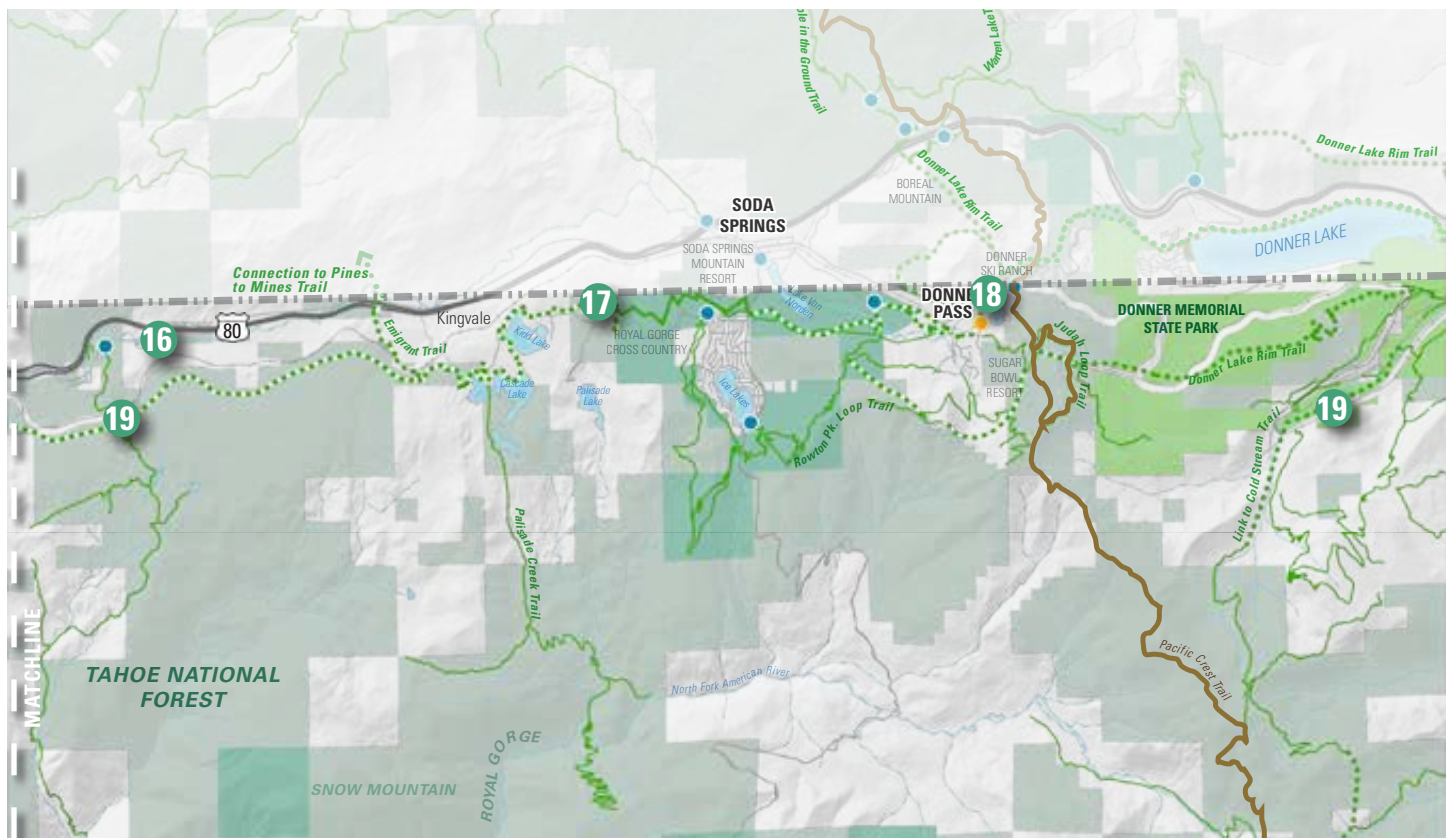
- 5 Unpaved multi-use trail, North Fork American Trail
- 6 Unpaved multi-use trail connects existing trail in Todd Valley to Auburn State Recreation Area trail system
- 7 Unpaved multi-use trail connects Meadow Vista to Bear River Campground and extends to Pines To Mines trail
- 8 Unpaved multi-use trail network, based on the Weimar, Applegate & Clipper Gap Community Plan
- 9 Unpaved multi-use trail connects Foresthill to Auburn State Recreation Area along Foresthill Road
- 10 Unpaved multi-use trail connects an existing trail to Auburn State Recreation Area trail network
- 11 Unpaved multi-use trail connects Todd Valley Pond Park to Western States Trail
- 12 Unpaved multi-use trail creates a looped trail system from Foresthill Road along Yankee Jims Road
- 13 Unpaved multi-use trail extends existing trail along Foresthill Road to the east
- 14 Paved shared-use path from Todd Valley through Foresthill, along Foresthill Road

PROPOSED TRAILS SYSTEM

C. EMIGRANT GAP/BLEU CANYON



D. DONNER LAKE/ROYAL GORGE



PROPOSED TRAILS SYSTEM

LEGEND

- Existing Class 1 Trail (paved, separated from roadway)
- • • PC Proposed Class 1 Trail (paved, separated from roadway)
- • • Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- • • Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- • • PC Proposed Multi-Use Trail (natural surface)
- • • Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Trailhead ● Proposed Trailhead
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas
- Conservation Areas
- District/School Recreation Areas
- Placer County Parks & Open Space
- Proposed Parks
- Proposed Open Space
- Incorporated City Park and Open Space

Note: Existing Class 1 and Multi-Use Trails include trails owned/managed both by Placer County and other agencies/organizations.

Note: Use restrictions, such as bike and/or equestrian, are per agency administration.

Note: All proposed trail alignments are diagrammatic in nature and do not indicate a proposed or final alignment. Rather, they illustrate the general connections to be evaluated through further planning and design.

FEATURED TRAILS | CENTRAL PLACER

Proposed trails associated with the Emigrant Gap/Blue Canyon and the Donner Lake/Royal Gorge areas primarily include portions of significant regional trails running from the foothills to Lake Tahoe.

Below is a list of major trail initiatives in these areas:

Emigrant Gap/Blue Canyon

- 14 Unpaved multi-use trail, Auburn to Kingvale Trail
- 15 Unpaved multi-use trail connects Meadow Vista to Bear River Campground and extends to Pines To Mines trail
- 16 Paved shared-use path connects Baxter to Cisco Grove along I-80

Donner Lake/Royal Gorge

- 17 Unpaved multi-use trail, Auburn to Kingvale Trail
- 18 Unpaved multi-use trail, Memorial Overland Emigrant Gap Trail
- 19 Unpaved multi-use trail, Donner Lake Rim Trail
- 19 Unpaved multi-use trail connects Cold Stream Trail to existing trails

PROPOSED TRAILS SYSTEM

PROPOSED REGIONAL TRAILS SYSTEM | EASTERN PLACER COUNTY

The map on the adjacent page illustrates proposed regional trail connectivity for Eastern Placer County, which contains the Tahoe Region. Proposed trails from the West Slope Region are shown in the map extents, but the trail mileage is accounted for in Table 12 on page 65 for the West Slope Region.

Completing the Resort Triangle Trail and the Lake Tahoe Bikeway are high priority regional shared-use path projects in the Tahoe Region. These pathways will allow residents and visitors to travel from the North Shore of Lake Tahoe to Truckee via a paved, shared-use path separated from the region's highways. The pathways create linkages to Olympic Valley, Martis Valley, and Northstar as well as connecting to larger regional systems such as a bikeway around Lake Tahoe and a bikeway connecting from Truckee to Reno and continuing to Pyramid Lake.

Significant unpaved, multi-use trails include the following:

- Memorial Overland Emigrant Trail connecting east/west to the Pines to Mines Trail
- North/south west shore mountain bike trail alternative to the Pacific Crest Trail and Tahoe Rim Trail
- Trail from the Tahoe Rim Trail on the North Shore of Lake Tahoe north to Truckee

Table 14 summarizes the total miles of trails proposed for the Tahoe region. Total trail mileage includes County-owned trails and trails owned or managed by partner agencies: Tahoe City Public Utilities District, Northstar Community Services District, and North Tahoe Public Utilities District. Trail mileage associated with USFS and California State Park projects is not included.

It is anticipated that residents and visitors will use the trails within USFS and California State Park lands and the proposed trails are shown on the maps to illustrate desired connectivity and the overall trail system. But the mileage is not included because it would significantly skew the comparison of Placer County's total trail mileage and the mileage of similar jurisdictions or recreation districts that may not have abundant access to Federal and State-owned lands.

LEGEND

- Existing Class 1 Trail (paved, separated from roadway)
- ● PC Proposed Class 1 Trail (paved, separated from roadway)
- ● Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- ● Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- PC Proposed Multi-Use Trail (natural surface)
- Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Trailhead ● Proposed Trailhead
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas
- Conservation Areas
- District/School Recreation Areas
- Placer County Parks & Open Space
- Proposed Parks
- Proposed Open Space
- Incorporated City Park and Open Space

Note: Existing Class 1 and Multi-Use Trails include trails owned/managed both by Placer County and other agencies/organizations.

Note: Use restrictions, such as bike and/or equestrian, are per agency administration.

Note: All proposed trail alignments are diagrammatic in nature and do not indicate a proposed or final alignment. Rather, they illustrate the general connections to be evaluated through further planning and design.

PROPOSED TRAILS SYSTEM

PROPOSED REGIONAL TRAILS SYSTEM | EASTERN PLACER COUNTY

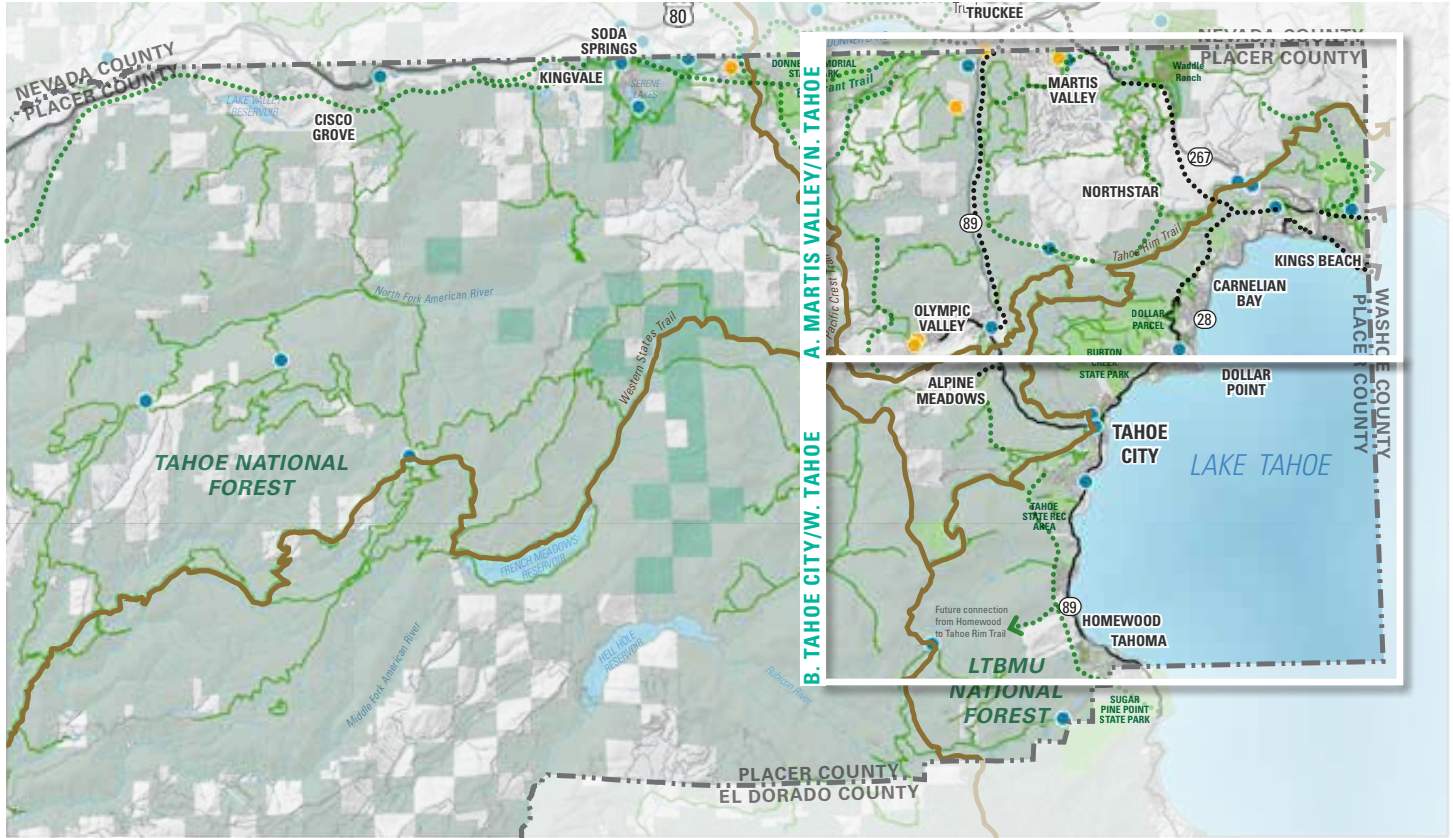


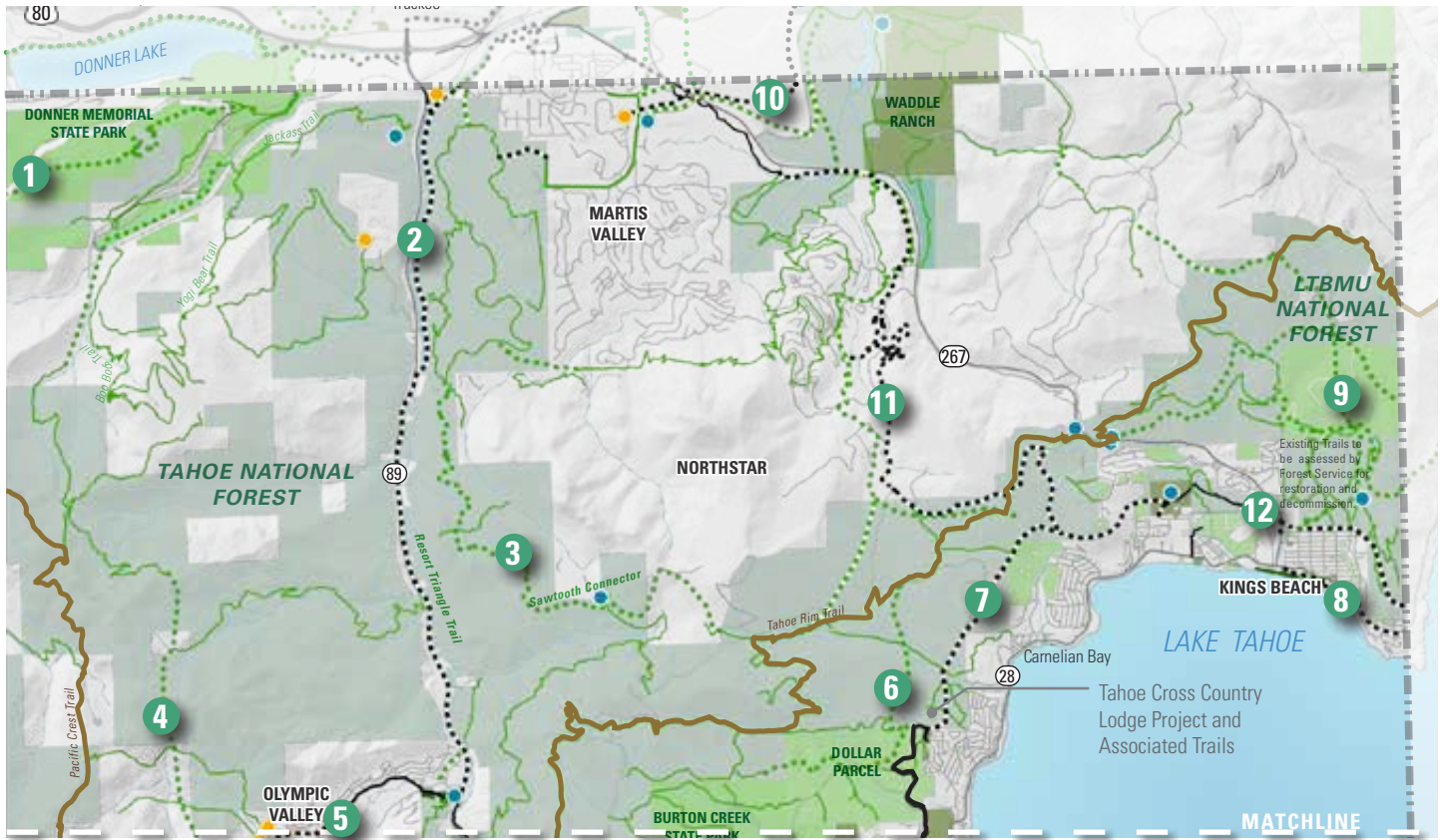
Table 14: Miles of Trails, Tahoe Region at Full Build-Out

Tahoe Region Trails*	Existing County Trails	Proposed County	Total Existing + Proposed
Paved Shared Use Path	6 Miles	31 Miles	37 Miles
Unpaved Multi-Use Trail	11 Miles	5 Miles	16 Miles
Total Paved and Unpaved Trails	17 Miles	36 Miles	53 Miles

*Memorial Overland Emigrant Trail is included in West Slope mileage totals.

PROPOSED TRAILS SYSTEM

A. MARTIS VALLEY/NORTH TAHOE



B. TAHOE CITY/WEST TAHOE



PROPOSED TRAILS SYSTEM

LEGEND

- Existing Class 1 Trail (paved, separated from roadway)
- PC Proposed Class 1 Trail (paved, separated from roadway)
- Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- PC Proposed Multi-Use Trail (natural surface)
- Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Trailhead ● Proposed Trailhead
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas
- Conservation Areas
- District/School Recreation Areas
- Placer County Parks & Open Space
- Proposed Parks
- Proposed Open Space
- Incorporated City Park and Open Space

Note: Existing Class 1 and Multi-Use Trails include trails owned/managed both by Placer County and other agencies/organizations.

Note: Use restrictions, such as bike and/or equestrian, are per agency administration.

Note: All proposed trail alignments are diagrammatic in nature and do not indicate a proposed or final alignment. Rather, they illustrate the general connections to be evaluated through further planning and design.

FEATURED TRAILS SYSTEM | MARTIS VALLEY/NORTH TAHOE & TAHOE CITY/WEST TAHOE

Proposed trails in the Tahoe Region are shown in maps that relate to Martis Valley/ North Tahoe and Tahoe City/West Tahoe. Paved, shared-use paths complete gaps in the Resort Triangle Trail and Lake Tahoe Bikeway. Proposed unpaved, multi-use trails complete gaps in the existing multi-use trail network. Only trails that allow public use are shown. North/south multi-use trails from Tahoma and Tahoe City north to Donner Lake and Truckee are recommended. These trails will allow for north/south mountain bike connectivity in the region which is otherwise limited because of use restrictions on the Pacific Crest Trail and on segments of the Tahoe Rim Trail.

Below is a list of major trail initiatives in these areas:

Martis Valley/North Tahoe/Donner Summit

- 1 Unpaved multi-use trail, Memorial Emigrant Trail (Phase 1 completed)
- 2 Paved shared-use path, Resort Triangle Trail (Truckee River) connects Olympic Valley to Truckee
- 3 Unpaved multi-use trail, Sawtooth Connector Trail
- 4 Unpaved multi-use trail parallels the PCT allowing for north/south mountain bike access
- 5 Paved shared-use path, connects existing paved trail to USFS trailheads
- 6 Unpaved multi-use trail connects existing Dollar Creek trails to the Tahoe Rim Trail as part of the Lake Tahoe Bikeway
- 7 Paved shared-use path connects Dollar Creek to the North Tahoe Regional Park as part of the Lake Tahoe Bikeway
- 8 Paved shared-use path runs through Kings Beach State Recreation Area, as part of the Lake Tahoe Bikeway
- 9 Unpaved multi-use trail restores several user trails by connecting Kings Beach Neighborhoods to the Tahoe Rim Trail and larger USFS trail network
- 10 Paved shared-use path connects to the future Tahoe Pyramid Bikeway
- 11 Paved shared-use path, Resort Triangle Trail (Martis Valley) connects Truckee to Brockway Summit
- 12 Paved shared-use path finishes connection of North Tahoe Regional Park to the Kings Beach western approach at SR 267

Tahoe City/West Tahoe

- 13 Unpaved multi-use trail parallels the PCT allowing for north/south mountain bike access
- 14 Unpaved multi-use trail connects Tahoe City to existing trails in Burton Creek State Park as part of the Lake Trail (a multi-use single track trail around Lake Tahoe)
- 15 Unpaved multi-use trail connects Tahoe City south along Lake Tahoe's west shore, as part of a multi-use trail alternative to the Tahoe Rim Trail
- 16 Unpaved multi-use trail, connects Homewood Ski Resort to the Tahoe Rim Trail, provided in conjunction with the Homewood Mountain Master Plan
- 17 Paved shared-use trail, Resort Triangle connects Commons Beach to the existing trail at the Lake outlet at Truckee River
- 18 Paved shared-use trail connects Snowcrest Road to West Shore Bike Trail at Alpine Meadows (partner agency project)



Hidden Falls Multi-Use Trail Signage

5 PRIORITIZATION & CAPITAL PLAN

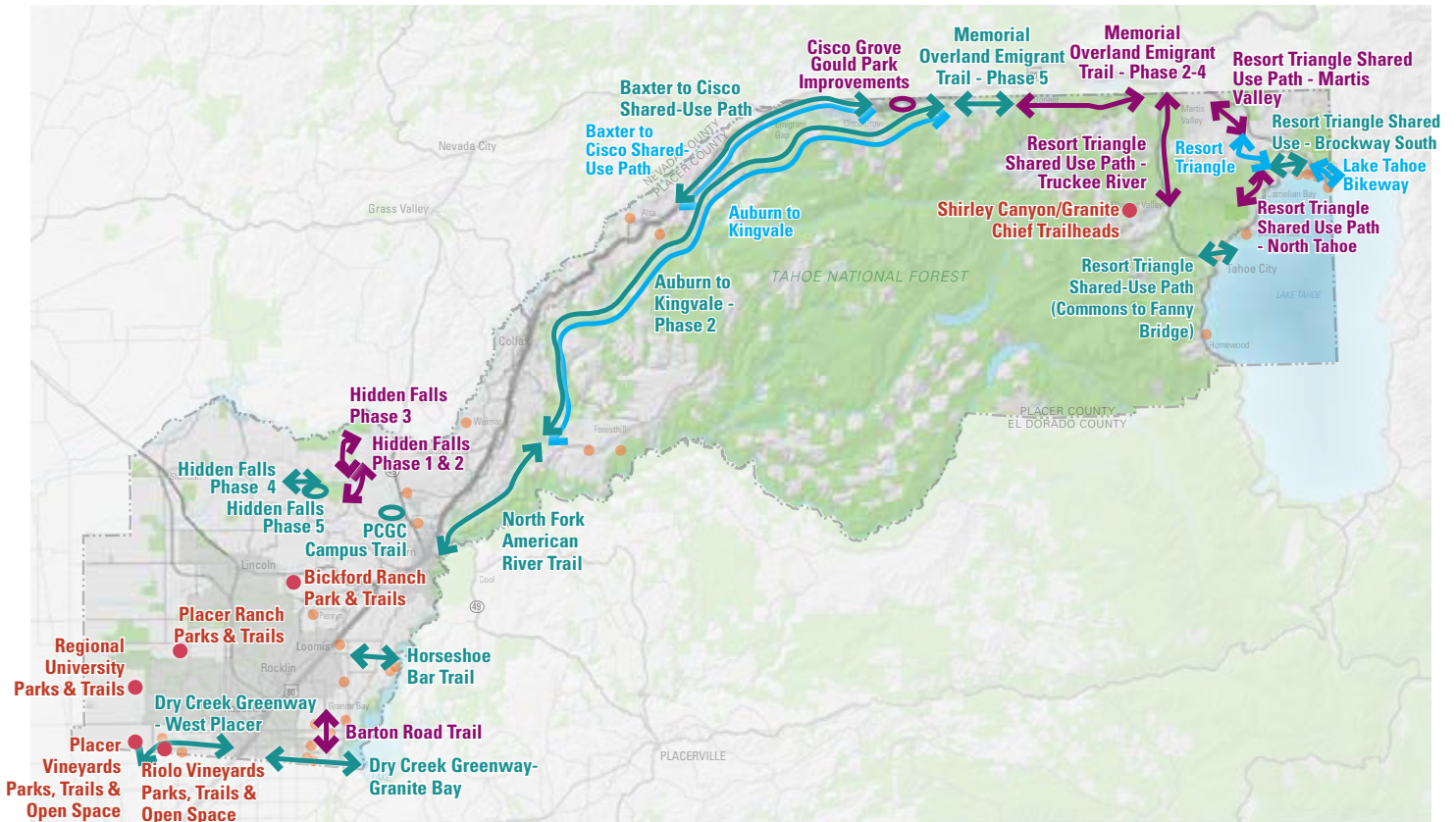
INTRODUCTION

PRIORITIZATION

CAPITAL PROJECT LIST & MAPPING

PRIORITIZATION & CAPITAL PLAN

TRAIL CAPITAL IMPROVEMENT PLAN



LEGEND

- Tier 1 - Shared-Use Paths and Multi-Use Trails
- Tier 2 - Shared-Use Paths and Multi-Use Trails
- Aspirational - Shared-Use Paths and Multi-Use Trails
- Private Project - Shared-Use Paths and Multi-Use Trails
- Existing Placer County Parks and Open Space
- Major Highway
- Local Road
- Publicly Owned Land

CIP Program	Paved Trails (Mi.)	Dirt Trails (Mi.)
Tier 1 Trails & Partner	20.5	41.5
Tier 2 Trails	15.2	81.2
Private Projects	27.7	76.5
Aspirational Projects	23.0	75.0
Total	135.2	225.4

2020 TRAIL MILEAGE COUNTY-OWNED ONLY



112
MILES OF
TRAIL

PAVED SHARED-USE PATH

12 MILES

UNPAVED MULTI-USE TRAIL

100 MILES

323%
INCREASE
IN MILES
OF TRAILS

2040 TRAIL MILEAGE COUNTY-OWNED ONLY

Includes: Existing, Tier 1, Tier 2 & Private Development



472
MILES OF
TRAIL

PAVED SHARED-USE PATH

147 MILES

UNPAVED MULTI-USE TRAIL

325 MILES

INTRODUCTION

This Chapter discusses the prioritization of proposed trail projects and presents trail projects anticipated to be completed in the next 20 to 30 years. Table 15, on the following page, lists Tier 1 and Tier 2 projects, anticipated trails to be constructed with new development projects, and aspirational projects.

PRIORITIZATION

During the course of the master plan process, the planning team and staff outlined criteria to guide the organization and prioritization of potential projects. These measures relate to best practices in trail planning, community and stakeholder feedback, potential funding, evaluation criteria established by potential funding sources, and project need. The following elements are used to prioritize trail projects:

- Provides the greatest impact to address community needs and preferences. The project receives community and stakeholder support.
- Has a funding source or a funding source can be identified.
- Fills a gap in the current system. The project completes a trail system or improves a “weak link”.
- Improves facilities that have reached end-of-life usability.
- Aligns with municipal and county partners’ planning efforts. Placer County will work with partners to prioritize future projects that overlap and align with regional planning efforts.
- Offers a high return on investment or maximizes public resources (i.e. meets goals of the North Tahoe Tourism Master Plan).
- Addresses needs associated with growth and increased demand.

- Provides multiple benefits related to trail connectivity, recreation, transportation, and other community and environmental needs.

CAPITAL IMPROVEMENT PLAN PROJECTS

Capital improvement projects for the next decade and beyond are organized into the following Tier 1, Tier 2, private development, and aspirational categories:

- **Tier 1 Projects:** In some stage of planning/design, may be partially or fully funded and are generally closest to being constructed.
- **Tier 2 Projects:** High potential for partnerships and leveraged funding but are behind Tier 1 projects in planning and design.
- **Partner Agency Projects:** Include priority projects identified from partnering recreation/utility districts. These projects, although not led by the County, may pursue County funding and have been identified as a recreation need.
- **Aspirational Projects:** Lack a funding source for capital and long-term maintenance costs, but may rank high to medium in the priority criteria. Project are not recommended to move forward pending identification of resources.
- **Private Development:** Trail facilities associated with new residential development projects, such as Placer Vineyards.

Tier 1, Tier 2, Partner Agency, private development, and aspirational projects for the next 20 years are mapped on the following pages. The summary includes the anticipated increased in trail mileage for each region by 2040, and the region’s anticipated level of service in 2040.

PRIORITIZATION & CAPITAL PLAN

Table 15: Master List of Tier 1, Tier 2, Partner Agency, and Private Development Trail Capital Projects Countywide

Placer Parks and Trail CIP List - Tiers 1 and 2				
	Project	Quantity		Description
		Trail Miles (Paved)	Trail Miles (Dirt)	
TIER 1	Hidden Falls Phase 1 - Twilight Ride		8.0	Parking access to Taylor Ranch and Kotomyan Preserve
	Hidden Falls Phase 2 - Connectivity		3.0	Hidden Falls / Taylor Connectivity
	Hidden Falls Phase 3 - Bear River Backcountry Trail System		17.0	Harvego Connectivity & Curtola Trailhead
	Barton Road Trail		1.0	Dirt trail along Barton Road to connect Olive Ranch Road to Roseville Parkway
	Cisco Grove Gould Park Improvements		1.0	Trail and interpretive program - nominal increase to existing maintenance
	Memorial Overland Emigrant Trail - Phase 2		4.5	Segment through Sugar Bowl & USFS property to Donner Memorial State Park
	Memorial Overland Emigrant Trail - Phase 4		4.0	Segment from through Van Norden Meadows to Soda Springs Rd.
	Resort Triangle Shared Use Path - North Tahoe	6.0		Segment to connect Dollar Creek Trail to North Tahoe Regional Park
	Resort Triangle Shared Use Path - Martis Valley Trail	6.5		Martis Valley Trail from Truckee to Northstar Village
	Resort Triangle Shared Use Path - Truckee River Access Trail	8.0		Segment o connect Olympic Valley to Truckee along SR 89
TIER 2 & PARTNER AGENCY	Dry Creek Greenway (Shared-Use Path) - West Placer	3.0		Segment to connect Cook Riolo Road to Roseville
	Hidden Falls Phase 5 - Accessible Nature Network		2.0	ADA parking at creek level on Garden Bar side - Bridge #2, 2 mile accessible trail loop
	Hidden Falls Phase 4 - Garden Bar Entrance		1.0	Parking at Garden Bar - Phases 1A and 1C in SEIR
	Horseshoe Bar Trail (Multi-Use Trail)		2.0	Dirt trail to connect Placer School to Folsom Lake State Recreation Area along Horseshoe Bar Rd.
	Dry Creek Greenway (Shared-Use Path) - Roseville			Segment to connect Roseville
	Dry Creek Greenway (Shared-Use Path) - Granite Bay	2.5		Segment to connect Roseville to Folsom Lake State Recreation Area
	PCGC Campus Trail			Paved and dirt trail network within the campus
	North Fork American River Trail		14.2	Dirt trail
	Auburn to Kingvale Trail - Dirt - Phase 1		15.0	Multi-use trail, alternative to Western States Trail along I-80 corridor
	Auburn to Kingvale Trail - Dirt - Planning & Design			Multi-use trail, alternative to Western States Trail along I-80 corridor
	Baxter to Cisco Path - Paved - Planning & Design			With Hwy 40 Class 2 bike lanes, would provide paved bikeway from Rocklin to Tahoe
	Memorial Overland Emigrant Trail - Phase 5		7.0	Segment from west end of Royal Gorge Property to Kingvale
	Resort Triangle Shared Use Path - Brockway	6.0		Segment from Brockway Summit to North Tahoe Regional Park
	Resort Triangle Shared Use Path - Northstar to Summit	3.7		Segment from Northstar to Summit
	Resort Triangle Shared Use Path - Commons to Outlet			Paved separated path from Commons Beach to Tahoe Outlet
	Connecting Trails - Dirt		40.0	Miscellaneous connector trails not included in another project
	Memorial Overland Emigrant Trail - Phase 3		5.0	Segment through Donner Memorial State Park - construction, maintenance and operation by California State Parks

PRIORITIZATION & CAPITAL PLAN

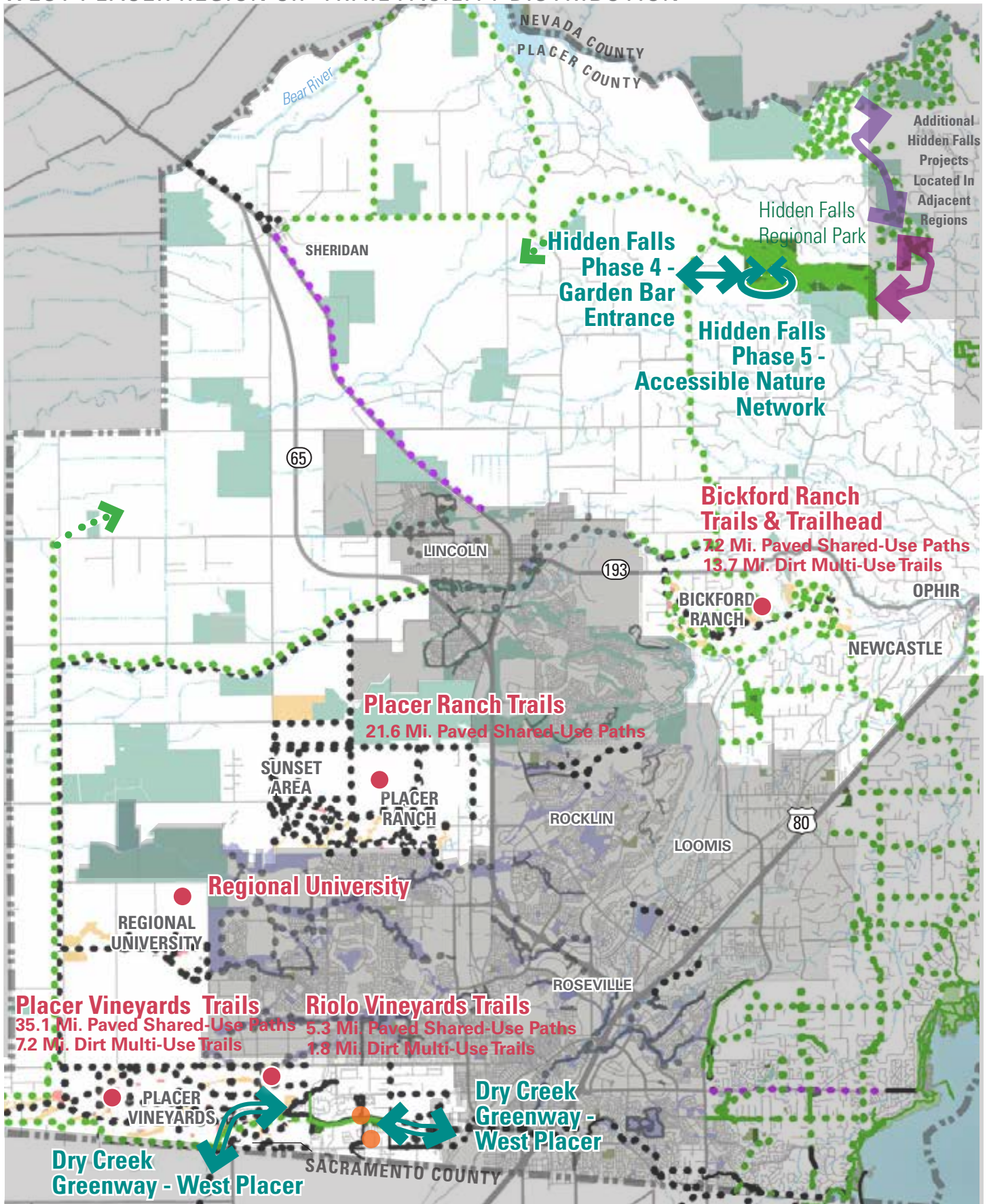
Placer Parks and Trail CIP List - Private Development				
	Project	Quantity		Description
		Trail Miles (Paved)	Trail Miles (Dirt)	
PRIVATE DEVELOPMENT	Placer Ranch Shared-Use Paths	21.6		Estimated Quantities - Pending approval of project
	Placer Vineyards Trails (Mix of Shared-Use Paths and Multi-Use Trails)	35.1	7.2	Trails phased with Placer Vineyards development
	Regional University Shared-Use Paths	6.3		Estimated Quantities - Pending approval of project
	Riolo Vineyards Trails (Mix of Shared-Use Paths and Multi-Use Trails)	5.3	1.8	Trails phased with Riolo Vineyards development
	Bickford Ranch Multi-Use Trails & Trailhead		13.7	Dirt trails and trailhead near Sierra College Blvd - Phased with Bickford Ranch development
	Bickford Ranch Shared-Use Paths	7.2		Class 1 paths phased with Bickford Ranch backbone roads
	Shirley Canyon/Granite Chief Trailheads	1.0	5.0	To be constructed by Palisades Tahoe

Table 16: *Aspirational Projects Countywide*

Aspirational Projects				
	Project	Quantity		Description
		Trail Miles (Paved)	Trail Miles (Dirt)	
ASPIRATIONAL	Auburn to Kingvale Trail (Multi-Use Trail) - Future Phases		55.0	I-80 corridor alternative to the Western States Trail
	Baxter to Cisco Trail (Shared-Use Path)	18.0		18-mile connection would allow paved bikeway access from Auburn to Tahoe
	Placer County Conservation Plan Trails (Multi-Use Trail)	20.0		Approx. 20 miles for build-out of PCCP over 50 years
	Placer County Conservation Plan (PCCP) Trails (Shared-Use Path)	5.0		Approx. 5 miles for build-out of PCCP over 50 years

PRIORITIZATION & CAPITAL PLAN

WEST PLACER REGION CIP TRAIL FACILITY DISTRIBUTION



PRIORITIZATION & CAPITAL PLAN

WEST PLACER TRAILS CIP PROJECTS

INVENTORY GROWTH BY 2040

Tier 1, Tier 2, & Private Development Projects

Trail Facilities	2020	2040	Percent Increase
Trails (Miles)	41	155	279%
Paved	2 miles	80 miles	3925%
Dirt	39 miles	75 miles	92%

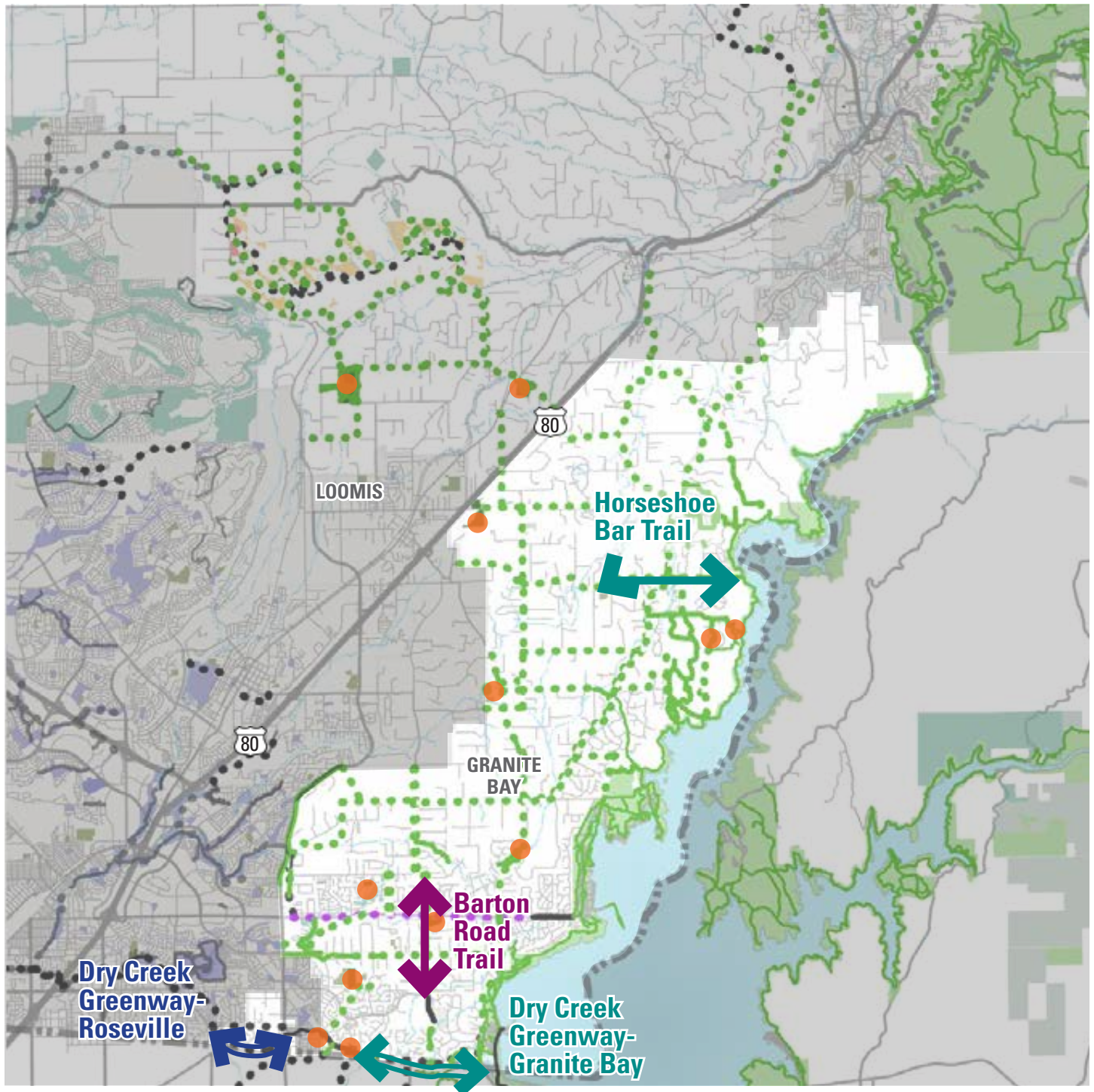


LEGEND

- Tier 1 Trails - Class 1, Paved
- Tier 1 Trails - Multi-Use, Dirt
- Tier 2 Trails - Class 1, Paved
- Tier 2 Trails - Multi-Use, Dirt
- Partner Agency Trail (Paved & Dirt)
- Private Project - Class 1 and Multi-Use Trails
- Existing Placer County Parks and Open Space
- Existing Class 1 Trail (paved, separated from roadway)
- PC Proposed Class 1 Trail (paved, separated from roadway)
- Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- PC Proposed Multi-Use Trail (natural surface)
- Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas/California Tahoe Conservancy
- Conservation Areas
- District/School Recreation Areas
- Incorporated City Parks and Open Space
- Proposed Parks
- Proposed Open Space
- County Owned Parks and Open Space

PRIORITIZATION & CAPITAL PLAN

GRANITE BAY/LOOMIS BASIN CIP TRAIL FACILITY DISTRIBUTION



PRIORITIZATION & CAPITAL PLAN

GRANITE BAY/LOOMIS BASIN TRAILS CIP PROJECTS

INVENTORY GROWTH BY 2040

Tier 1, Tier 2, & Private Development Projects

Trail Facilities	2020	2040	Percent Increase
Trails (Miles)	27	38	39%
Paved	3 miles	6 miles	83%
Dirt	24 miles	32 miles	33%

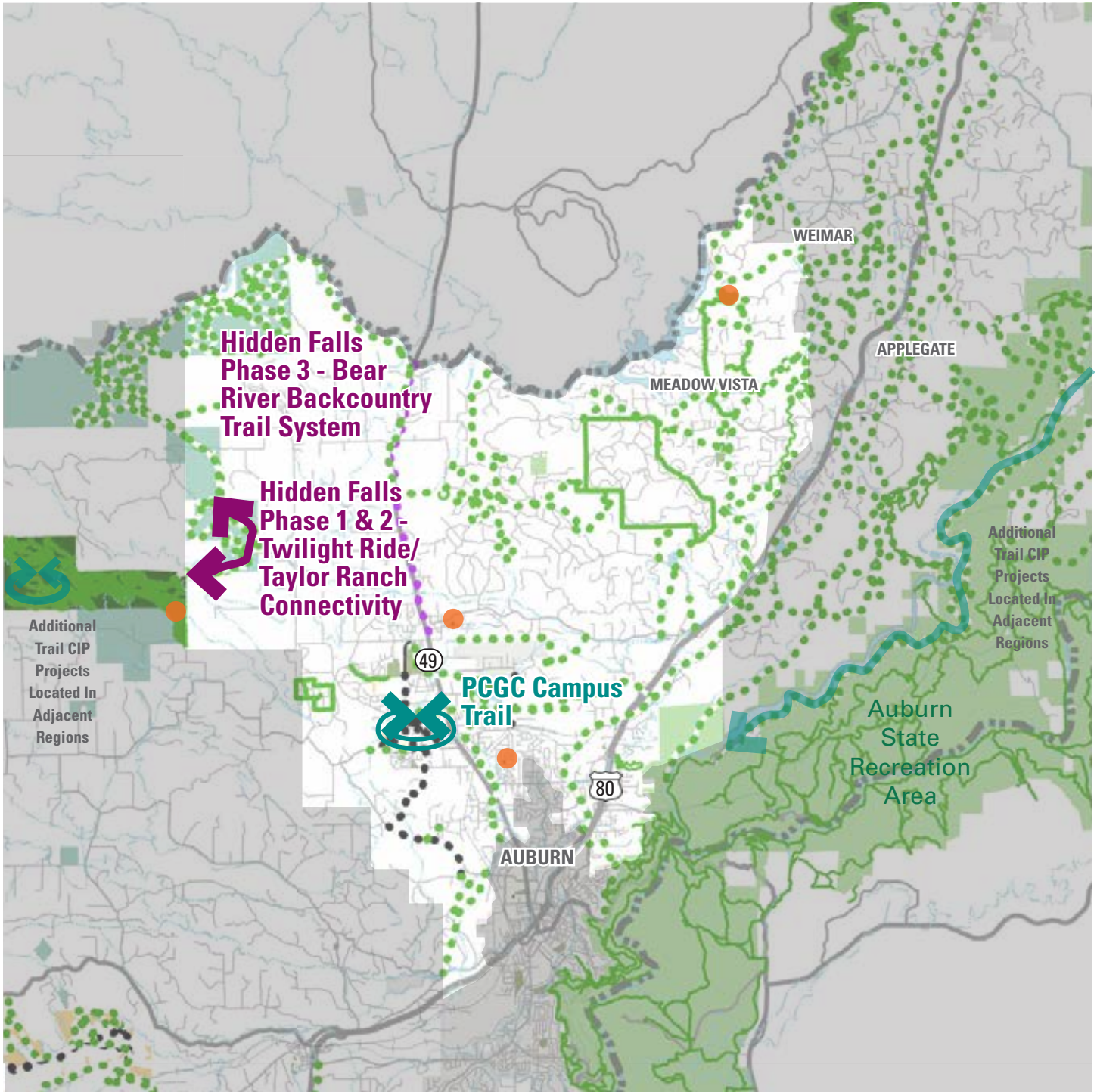


LEGEND

- Tier 1 Trails - Class 1, Paved
- Tier 1 Trails - Multi-Use, Dirt
- Tier 2 Trails - Class 1, Paved
- Tier 2 Trails - Multi-Use, Dirt
- Partner Agency Trail (Paved & Dirt)
- Private Project - Class 1 and Multi-Use Trails
- Existing Placer County Parks and Open Space
- Existing Class 1 Trail (paved, separated from roadway)
- PC Proposed Class 1 Trail (paved, separated from roadway)
- Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- PC Proposed Multi-Use Trail (natural surface)
- Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas/California Tahoe Conservancy
- Conservation Areas
- District/School Recreation Areas
- Incorporated City Parks and Open Space
- Proposed Parks
- Proposed Open Space
- County Owned Parks and Open Space

PRIORITIZATION & CAPITAL PLAN

NORTH AUBURN/MEADOW VISTA CIP TRAIL FACILITY DISTRIBUTION



PRIORITIZATION & CAPITAL PLAN

NORTH AUBURN/MEADOW VISTA TRAILS CIP PROJECTS

INVENTORY GROWTH BY 2040

Tier 1, Tier 2, & Private Development Projects

Trail Facilities	2020	2040	Percent Increase
Trails (Miles)	14.5	40.5	179%
Paved	0.5 miles	0 miles	N/A
Dirt	14 miles	40.5 miles	186%

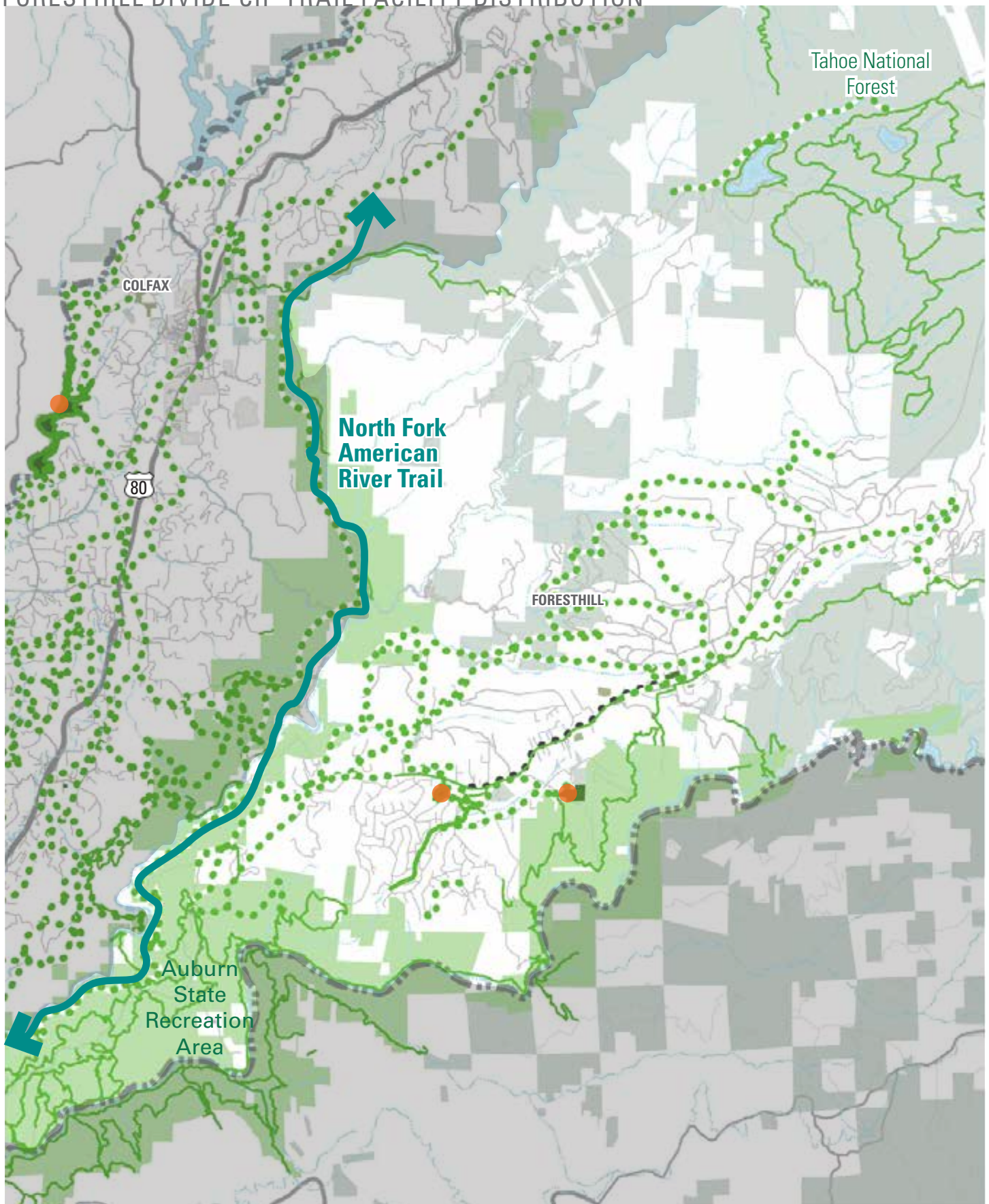


LEGEND

- Tier 1 Trails - Class 1, Paved
- Tier 1 Trails - Multi-Use, Dirt
- Tier 2 Trails - Class 1, Paved
- Tier 2 Trails - Multi-Use, Dirt
- Partner Agency Trail (Paved & Dirt)
- Private Project - Class 1 and Multi-Use Trails
- Existing Placer County Parks and Open Space
- Existing Class 1 Trail (paved, separated from roadway)
- PC Proposed Class 1 Trail (paved, separated from roadway)
- Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- PC Proposed Multi-Use Trail (natural surface)
- Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas/California Tahoe Conservancy
- Conservation Areas
- District/School Recreation Areas
- Incorporated City Parks and Open Space
- Proposed Parks
- Proposed Open Space
- County Owned Parks and Open Space

PRIORITIZATION & CAPITAL PLAN

FORESTHILL DIVIDE CIP TRAIL FACILITY DISTRIBUTION



PRIORITIZATION & CAPITAL PLAN

FORESTHILL DIVIDE TRAILS CIP PROJECTS

INVENTORY GROWTH BY 2040

Tier 1, Tier 2, & Private Development Projects

Trail Facilities	2020	2040	Percent Increase
Trails (Miles)	5	34	584%
Paved	0 miles	0 miles	0%
Dirt	5 miles	34 miles	584%

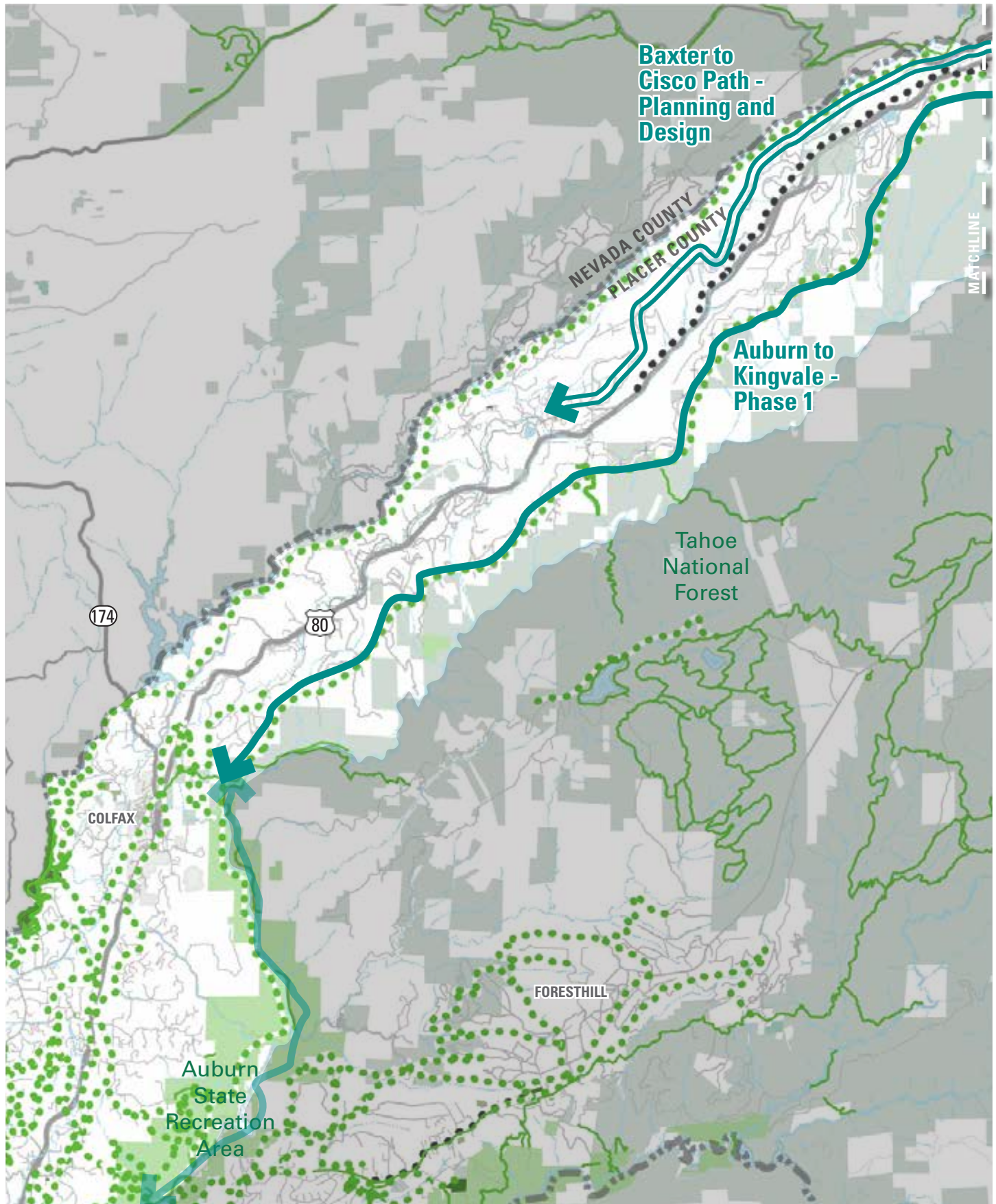


LEGEND

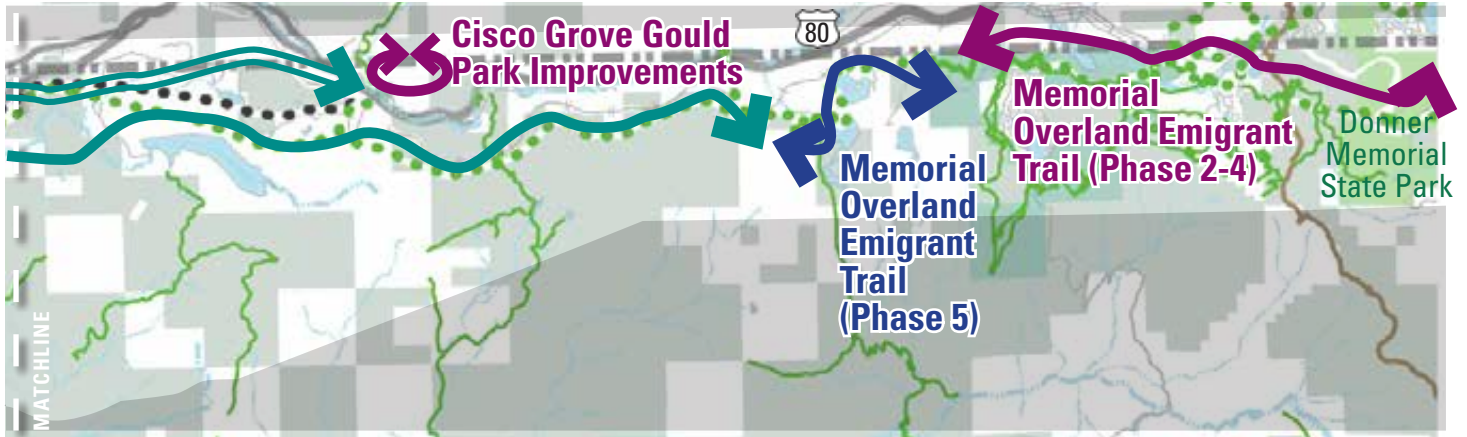
- Tier 1 Trails - Class 1, Paved
- Tier 1 Trails - Multi-Use, Dirt
- Tier 2 Trails - Class 1, Paved
- Tier 2 Trails - Multi-Use, Dirt
- Partner Agency Trail (Paved & Dirt)
- Private Project - Class 1 and Multi-Use Trails
- Existing Placer County Parks and Open Space
- Existing Class 1 Trail (paved, separated from roadway)
- PC Proposed Class 1 Trail (paved, separated from roadway)
- Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- PC Proposed Multi-Use Trail (natural surface)
- Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas/California Tahoe Conservancy
- Conservation Areas
- District/School Recreation Areas
- Incorporated City Parks and Open Space
- Proposed Parks
- Proposed Open Space
- County Owned Parks and Open Space

PRIORITIZATION & CAPITAL PLAN

WEST SLOPE CIP TRAIL FACILITY DISTRIBUTION



PRIORITIZATION & CAPITAL PLAN



WEST SLOPE TRAILS CIP PROJECTS

WEST SLOPE REGION CIP TRAIL FACILITIES

INVENTORY GROWTH BY 2040

Tier 1, Tier 2, & Private Development Projects

Trail Facilities	2020	2040	Percent Increase
Trails	7	49	593%
Paved	0 miles	0 miles	0%
Dirt	7 miles	49 miles	593%

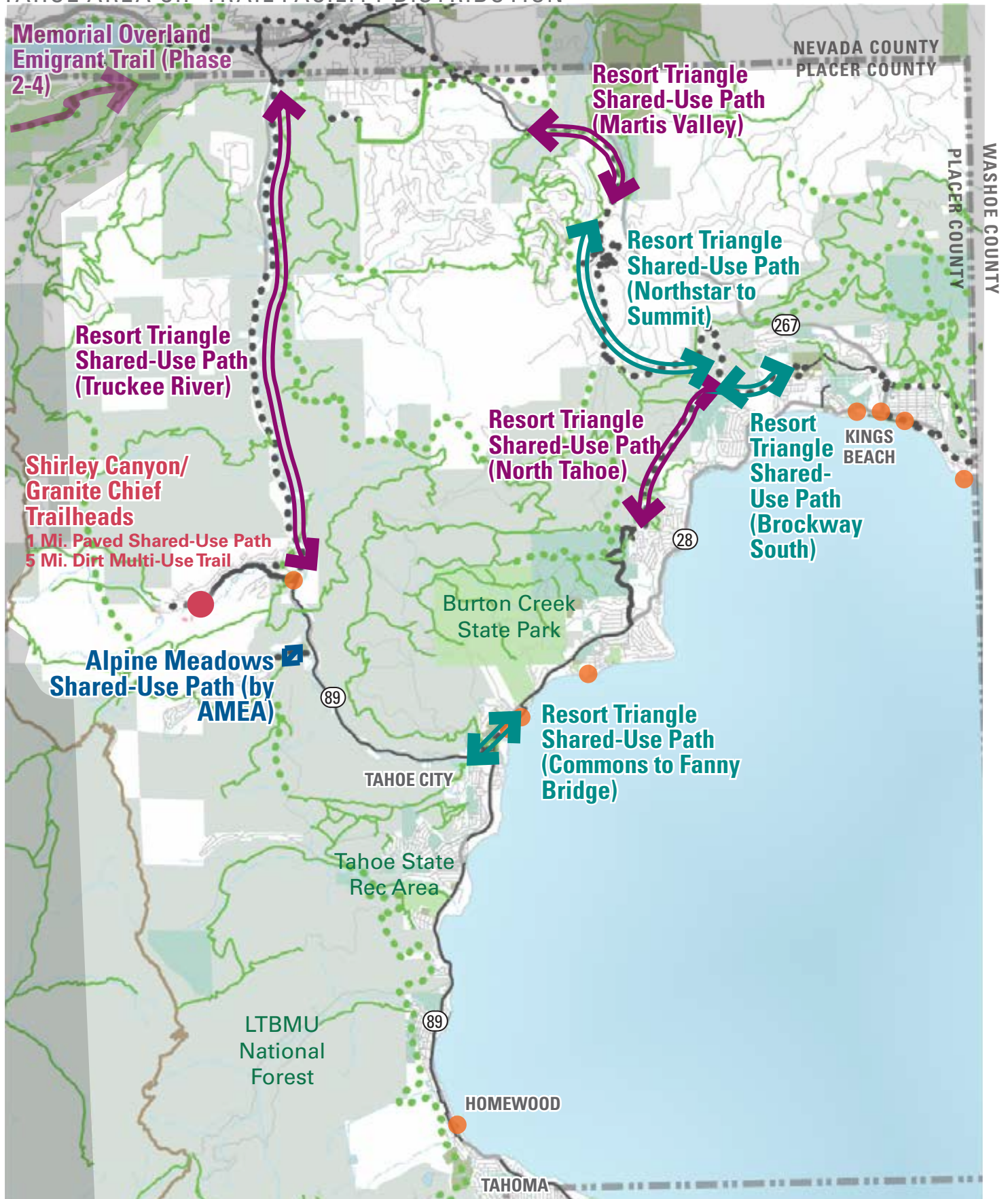


LEGEND

- Tier 1 Trails - Class 1, Paved
- Tier 1 Trails - Multi-Use, Dirt
- Tier 2 Trails - Class 1, Paved
- Tier 2 Trails - Multi-Use, Dirt
- Partner Agency Trail (Paved & Dirt)
- Private Project - Class 1 and Multi-Use Trails
- Existing Placer County Parks and Open Space
- Existing Class 1 Trail (paved, separated from roadway)
- PC Proposed Class 1 Trail (paved, separated from roadway)
- Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- PC Proposed Multi-Use Trail (natural surface)
- Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas/California Tahoe Conservancy
- Conservation Areas
- District/School Recreation Areas
- Incorporated City Parks and Open Space
- Proposed Parks
- Proposed Open Space
- County Owned Parks and Open Space

PRIORITIZATION & CAPITAL PLAN

TAHOE AREA CIP TRAIL FACILITY DISTRIBUTION



PRIORITIZATION & CAPITAL PLAN

TAHOE AREA TRAILS CIP PROJECTS

INVENTORY GROWTH BY 2040

Tier 1, Tier 2, & Private Development Projects

Trail Facilities	2020	2040	Percent Increase
Trails (Miles)	17	53	213%
Paved	6 miles	37 miles	520%
Dirt	11 miles	16 miles	45%



LEGEND

- Tier 1 Trails - Class 1, Paved
- Tier 1 Trails - Multi-Use, Dirt
- Tier 2 Trails - Class 1, Paved
- Tier 2 Trails - Multi-Use, Dirt
- Partner Agency Trail (Paved & Dirt)
- Private Project - Class 1 and Multi-Use Trails
- Existing Placer County Parks and Open Space
- Existing Class 1 Trail (paved, separated from roadway)
- PC Proposed Class 1 Trail (paved, separated from roadway)
- Other Agency Proposed Class 1 Trail (paved, separated from roadway)
- Class 4 Separated Bike Lane
- PC Existing Multi-Use Trail (natural surface)
- Other Agency Existing Multi-Use Trail (natural surface)
- PC Proposed Multi-Use Trail (natural surface)
- Other Agency Proposed Multi-Use Trail (natural surface)
- Existing Regional Multi-Use Trail (owned/managed by others)
- Major Highway
- Local Road
- Federal Land
- State Recreation Areas/California Tahoe Conservancy
- Conservation Areas
- District/School Recreation Areas
- Incorporated City Parks and Open Space
- Proposed Parks
- Proposed Open Space
- County Owned Parks and Open Space