



# Tahoe Area Mountain Biking Association

PO Box 13712, South Lake Tahoe, CA 96151

[www.tamba.org](http://www.tamba.org)

February 8, 2015

Irene Davidson  
District Ranger, Carson Ranger District  
Humboldt-Toiyabe National Forest  
1536 South Carson Street  
Carson City, NV 89701

Subject: Browns Creek Trail Proposal

Dear Irene,

Forest lands along the eastern corridor of the Mount Rose Highway have experienced increased demands from recreational trail user groups. The Thomas Creek and Whites Creek trails see heavy use from the mountain bike and hiking/running user groups and moderate equestrian use. These are the closest managed trails in a forest setting to the Reno metropolitan area, which results in concentrated use. The most successful way of addressing increased and concentrated trail use is to create additional trails, providing for loops and connections. Connectivity between existing trail networks was one of the top priorities noted during the Eastern Sierra Trails Summit in November 2013.

Due to the desire for connection between trails in the area, unauthorized trails were created many years ago. Known informally as *Brown's Creek Trail*, it uses a mix of old jeep/wagon/bulldozer routes and primitive, user created trail. Users access the trail from Sky Tavern, or by using the Old Mount Rose Hwy and crossing over State Route 431 at FS 41041(Hibbett Trail). Many of the trail segments were removed during the 2008 Fuels Reduction Project in the area, causing the Carson Ranger District Office to receive a significant number of complaints related to the removal of the trail connection from users unaware they had been using an unauthorized trail. The trail route re-appeared within a year.

These user-created trails do not meet sustainable trail standards, have created tensions between trail users and private property owners, and provide a mediocre trail experience that in turn entices more illegal trail building activity. From a management perspective, these trails present environmental and resource concerns, create potential Search and Rescue difficulties due to the undocumented locations of these trails, and create strains on law-enforcement and forest management due to the conflicts between public and private interests.

We are seeking to adopt the *Brown's Creek Trail* as a National Forest System Trail and improve the trail to Forest Service Standards for public non-motorized access and resource protection. This would create an authorized and sustainable trail connection between Sky Tavern and the existing Brown's Creek Trail and trailhead authorized and established by Washoe County. Sky Tavern is in the process of creating a mountain-bike specific trail system which would connect to the "Tamarack Lake Trail" currently under review by your office. This would create continuous connectivity by non-motorized single-track trails from the Tahoe Rim Trail and Relay Peak Road (NFD051) to the Galena residential area. The new route we are proposing for Brown's Creek Trail would also bypass the private property along FS 41041(Hibbett Trail) which would solve the current conflict between users and property owners.

Since the current use of this trail route is primarily mountain bikers (96%), we feel this is an ideal location and situation to construct a trail designed for mountain bike use without excluding other non-motorized users. This is an opportunity to build a high quality trail for mountain bikers utilizing both the natural features already present, as well as some of the features specified in the engineered plans that the USFS Lake Tahoe Basin Management Unit purchased for implementation on the Corral Trail in South Lake Tahoe. These features are designed to be safe for any skill level while providing additional challenge for the more advanced riders.

Trail "best management practices" will be used to develop the trail with grade reversals for drainage and sustainable trail grades. The additional maintenance demand of these proposed trails is expected to be minimal due to the newer sustainable building standards that require less time and money to maintain. We are also committed to long term maintenance of this trail system.

TAMBA is the ideal group to spearhead this project. We were the lead group for the Corral Trail Enhancement Project, which was intended to be a model trail for additional USFS/volunteer group partnerships. We have shown dedication to the Humboldt-Toiyabe National Forest through trail construction and maintenance days as well as constructing three bridges on the Galena area trails. The contribution made by mountain bikers under our Volunteer Services Agreement with the Humboldt-Toiyabe National Forest for the last two fiscal years has exceeded 1200 volunteer hours. We are prepared to utilize a similar model for the construction and rehabilitation required for this project as well as to ensure the long term maintenance.

Enclosed with this letter is our detailed proposal to replace the unauthorized trails with a sustainable trail that will provide for the recreation needs of the current users. This would be paid for using funds donated by the mountain bike community, with the majority of costs paid for by Hibbett Trail property owners. This project provides an opportunity for private individuals, community organizations, and government entities to become involved in a constructive partnership, which can serve as a model for future projects.

In summary, this project would:

- 1) Promote the use of authorized trails and discourage user-created trail construction.
- 2) Increase the quality and quantity of outdoor recreational opportunities in the area.
- 3) Appease the desire for advanced mountain bike trails.
- 4) Eliminate conflicts with private property owners in the area.
- 5) Protect the environment by restoring unauthorized created trails to natural habitat.
- 6) Leverage private funds to create an asset owned by the public.

This project is supported by a broad coalition of public, private, educational, and user entities. We appreciate your consideration of this proposal and look forward to our continued partnership.



Kevin Joell  
Trails Director

cc: Daniel Morris, Recreation Officer  
Bill Dunkelberger, Forest Supervisor  
Craig Gottlieb, Property Owner

att: Brown's Creek Realignment & Restoration Project Proposal with supporting documents

# BROWN'S CREEK TRAIL REALIGNMENT AND RESTORATION PROJECT

Proposed by TAMBA and Hibbett Trail Homeowners Group, February 2015

## PROJECT SUMMARY

We are proposing a multi-phase project to realign and adopt into the system the existing trail known as "Brown's Creek" located on Humboldt-Toiyabe National Forest lands primarily in Sections 16 and 17 of Township 17N Range 19E, Mount Diablo Meridian. Refer to Figure 1 for the general location of this project. With this approval, sections of existing unauthorized and unsustainable trail will be decommissioned and restored back to nature. The following is a project breakdown as shown in Figure 2:

- 1) Construct 5808 lineal feet (1.1 miles) of new sustainable trail
- 2) Improve to standard and adopt 4004 lineal feet (.91 miles) of existing trail
- 3) Move the administrative gate location on FS 41041 north 4,224 feet to the private property boundary
- 4) Remove and restore to nature 8025 lineal feet (1.52 miles) of existing unsustainable trail

The most significant portion of this project would be the construction of 1.1 mile of new trail below FS 41041 (the access road also known as Hibbett's Trail for residential addressing purposes) to realign it closer to the Brown's Creek drainage. This would eliminate travel by users through the privately owned parcels along FS 41041 as well as place 90% of the new construction within the 2008 Fuels Reduction Project (as shown on Figure 6), an area that has been through NEPA studies previously. Due to this, we are not expecting any negative impacts on sensitive plant or wildlife habitat with this segment.

The section located above FS 41041, between that road and HWY 431 at Sky Tavern would require moderate re-routing and armoring for trail sustainability and safety, however the current alignment would generally be followed. Additionally, at the lower elevations of the project area, the .24 mile segment of existing trail from the tie-in of the new construction down to the existing Brown's Creek Trail managed by Washoe County, would receive similar improvements.

We also propose to rehabilitate and restore to nature the current "Brown's Creek Trail" alignment below FS 41041 that we are replacing with the new trail, as well as an older upper connection up to the Slide Mountain access road known as "Hippyshack" that currently sees very little to zero use as some sections have no visible tread remaining. This route has multiple sections that exceed 40% grade. Decommissioned areas would receive scarification, re-vegetation and vertical mulch to return them to natural habitat.

## PROPOSED PROJECT GOALS

- Improve non-motorized recreational opportunities
- Protect natural and cultural resources by mitigating erosion through improved trail design, standards, construction and maintenance
- Promote connectivity to existing Trailheads and existing trails
- Provide both local recreational and tourism opportunities.
- Provide high quality community-based trail stewardship opportunities and experiences.
- Curtail unauthorized trail construction and associated resource damage.
- Eliminate conflicts between trail users and private property owners.

## RECOMMENDATIONS

- Construct a new trail to meet USFS standards and specifications
- Formally designate trails to be added to the USFS non-motorized trail system inventory
- Restore to nature existing unauthorized user-created trails.
- Close FS 41041 at the private property boundary permanently to all non-official user traffic via the construction of a USFS approved gate, and removal of this section of FS 41041 from the Motor Vehicle Use Map.
- Promote Trail Head connectivity in the urban interface of the Mount Rose Corridor.

## ADDITIONAL PROJECT WORK

- Update and or install Trailhead kiosk maps
- Provide trail maps to local bike shops and GPS data to trail map publishers.
- Sign designated trail routes at intersections with Carsonites and/or trail markers
- Provide educational trail user signage at lower USFS boundary.
- Coordinate with WCSO to remove refuse left from illicit cultivation activities in the area of the new trail corridor.
- Continue with community outreach and education by web and social media.

## PURPOSE AND NEED FOR ACTION:

- Providing the public with trails opportunities accessible to a wide range of visitors. There are many trails for hikers, equestrians and intermediate mountain bikers but very few that are designed for advanced mountain bikers. This is an opportunity to address the desires of that user group while still maintaining trail safety for all levels of riders. Since this area currently caters almost entirely to that demographic, it is the ideal location to create a legal advanced mountain bike trail.
- Defining and designing a trail network that will be easy for the public to use and will meet user expectations, thereby reducing the desire for users to create unauthorized trails and the associated resource damage.
- Eliminate the current need to cross private property on a debatable easement to connect recreation facilities.
- Restoring habitat and protecting sensitive species and cultural resources by closing and rehabilitating the user-created trails.
- Inaction will result in the continued and increasing number of user created trails not meeting USFS standards or meeting trail user expectations with a negative impact to the natural resource.

## EFFECTS

- These actions would be of minimal impact, as these routes will result in substantial improvements to the user created routes.
- The trail system will be designed to meet USFS standards for non-motorized trail uses and trail improvements will meet USFS trail standards for construction. Formal designation will make the trail system eligible for operations and maintenance funding as well as enhance user safety, if for no other reason, making locating and evacuation of injured users easier for rescuers.
- Trail realignments and reclamation will mitigate erosion while at the same time providing a better trail experience to the public. People will be more likely to use a designed trail system rather than attempt to create their own.

## FOREST PLAN

The Toiyabe National Forest Land and Resource Management Plan (1986) is still in effect for guiding management decisions on Forest Lands. It was created prior to the merging of the Humboldt and Toiyabe National Forests. Although dated, much of the information and references in it are still accurate today. We feel that this project is in line with the guidance laid out in the forest plan.

In reference to the current Statewide Comprehensive Outdoor Recreation Plan (SCORP) at the time the Forest Plan was approved: *“SCORP recognizes that in western Nevada there is a general lack of certain outdoor recreation facilities, including easy access to trails. This is especially true in the Carson Range. Close-in trail heads and feeder trails are in short supply in the Reno-Sparks-Carson City vicinity.”* (II-5)

Referring to Management Area 2, which includes the area of this project: *“The Carson front will be managed to provide a diversity of recreational opportunities. Intensive management emphasis on National Forest lands along the Mount Rose*

*Highway and US 50 corridors will be conducted. Management emphasis will provide roaded natural experiences along major corridors and semi-primitive motorized and non-motorized experiences in other areas.” (IV-79)*

Due to the proximity of this project to the Mount Rose Highway Corridor, the Recreation Opportunity Spectrum(ROS) for this area is deemed Roaded Natural. This is in concurrence with the ROS designation of similar type trail projects on other Forests. Note that no portion of this project is more than 1500’ from an existing public or administrative road.

*“Emphasize loop opportunities and connector trails to other trails managed by other federal, state, or county agencies...” (IV-81).* This project would connect Washoe County’s Browns Creek Trail with the trail network being developed on City of Reno land managed by the Sky Tavern Junior Ski Program. Once completed, it could be made into a loop utilizing the Old Mount Rose Hwy or in the future, possible connections planned for North of Galena Creek would allow this project to be looped almost entirely on singletrack trail, which is the desire of most trail users.

## CATEGORICAL EXCLUSION

The CEQ has identified specific actions that may be categorically excluded from documentation in an Environmental Assessment (EA) or Environmental Impact Statement (EIS), if there are no adverse impacts leading to extraordinary circumstances (36 CFR 220.6(a); FSH 1909.15, Chapter 30). This project is consistent with the National Environmental Policy Act because the activities as outlined in the proposed action fit within the following identified categorical exclusion:

*Construction and reconstruction of trails (FSH 1909.15, Ch. 30, Sec. 31.2(1); 36 CFR 220.6(e)(1)). The following project activities are covered under this category: Bring existing user-created trails up to USFS standards necessary to designate the trails system and add it to the USFS transportation system and trail inventory. Activities include rerouting user-created trails where necessary, closing and rehabilitating unnecessary user-created trails, widening trails to meet trail standards, clearing vegetation, cleaning and installing culverts, and grooming trail surfaces.*

## EXISTING USFS ROADS, TRAILS, & USER CREATED ROUTES

### BACKGROUND:

The current trail network along the Brown’s Creek Corridor consists of approximately 2.5 miles of unauthorized trails, 0 miles of National Forest System Trails, and 3.3 miles of Washoe County Trails. There is also approximately 1.5 miles of designated USFS roads currently open to the public and several miles of USFS administrative road that is closed to the public. This is shown on the location map in Figure 1. The user created trails have evolved because of the desire of recreational users to connect Sky Tavern to the Galena area using singletrack. In addition to being unauthorized, these trails have the following deficiencies: incised tread, braiding, improper turns, lack of grade reversals for drainage, no wayfinding signage, and excessive grades. In addition, portions of the route traverse private property along vehicle roadways, which creates conflicts within the community and deviates from the narrow singletrack trail experience that most users seek.

TAMBA has identified a trail alignment for the proposed “Brown’s Creek Trail” that is identified in Figure 2. It would connect Sky Tavern to Washoe County’s Brown’s Creek Trailhead on Joy Lake Road, providing users with the opportunity to recreate along the entire length of the Mount Rose corridor. This trail would be built per the Trail Management Handbook and the Standard Specifications for Trail Construction and Maintenance as well as utilizing design specifications for bike features that have been constructed on other forests to provide a better quality experience as well as the connectivity desired.

## CURRENT USE DATA

Usage data on the existing routes was collected over various periods during the Summer/Fall of 2014. Three locations were selected to determine average use: FS 41041 on private property near Brown's Creek, the unauthorized trail known as "Browns Creek" identified as Section 3a on the project map, and the unauthorized trail known as "Hippyshack" identified as Section 3b on the project map. The time span varied for each counter but covered what would normally be considered the busy late summer season and all locations included Labor Day weekend.

<u>LOCATION</u>	<u>AVERAGE DAILY USE</u>	<u>NOTES</u>
FS 41041 (Hibbett Trail)	2.33 Visitors	Bike Traffic 2.1, Vehicles 0.2, Walkers .03
Brown's Creek Trail (Section 3a)	2.90 Visitors	96.4% of users were mountain bikers
Hippyshack (Section 3b)	0.00 Visitors	Measured over 2 weeks, zero users recorded

The data acquired shows virtually no motor vehicle use (an average of 1 vehicle every 5 days), extremely limited pedestrian use (less than 1 per month), and almost exclusive use by mountain bikers (96.4%). At the completion of this project, it is presumed that trail usage along the designated route would increase due to the improved quality of the experience. Road usage through the private property, due to the road closure and the existence of the new route, would decrease to nearly zero.

## NATURAL SURFACE TRAIL DESIGN & CONSTRUCTION STANDARDS

All approved Projects shall meet USFS Standard Specifications for Construction & Maintenance of Trails including:

- 30" - 48" full bench construction
- Average trail grade should be 10% or less.
- Maximum trail grade (15%) for very short sections (100' or less).
- Short pitch sections up to 30% with runouts and armoring.
- Trail Grade should not exceed ½ of Side Slope Grade
- Bench Cut Outslope- Minimum 2%-6% out slope on bench cut / trail tread
- Back Slope from bench cut to be minimum 1:1 slope.
- Bench Cut Material on down slope to be thoroughly dispersed.
- Grade reversals or grade breaks every 100-200' maximum spacing
- Switchbacks and Turns should be located on side slopes less than:
  - Switchbacks – 40%
  - Super elevated or berm turns - 30%
  - Climbing turns – 20%

### MOUNTAIN BIKE FEATURES:

To appease the desires of many users for advanced mountain bike trails and maintain what is the current primary use of this area, we would like to incorporate safe, sustainable and fun features into the trail to enhance the experience for mountain bike users. This would be similar to what has been installed on other mountain bike designed use trails located on other National Forests. Dimensions for features would be used from the plan set for the Corral Trail that was purchased by the Lake Tahoe Basin Management Unit from Hilride Progression Group. These would be installed along the trail where topography and geology allow for their safe use. Like the Corral Trail, they would be designed to be fun for an advanced user, but still safe for a beginner rider or child to experience. This would be approximately 12 berms, 2 sets of six tabletop jumps and 6 armored rock drop sections along the trail. Sections of the Corral Plans are attached to this proposal. TAMBA was the Project Manager on the Corral Trail Enhancement Project and some of the same people that built that will be working on this project.

## EXECUTION

This project will be divided into 3 phases identified in Figures 3, 4 and 5 respectively:

**Phase 1** will include the new trail construction below FS 41041 (Section 1a), installation of an USFS approved bridge over Brown's Creek, and sustainability improvements along the lower section of Brown's Creek (section 1b) between the re-route and the Washoe County section of Brown's Creek Trail. Once complete, the administrative gate location on FS 41041 would move north to the private property boundary.

**Phase 2** will include improvements and re-routes to the upper section between FS 41041 and Sky Tavern.

**Phase 3** will include the removal and restoration of the replaced sections of unauthorized trail (Sections 3a and 3b).

This project will be funded by donations from the mountain bike community as well as the adjacent property owners. Total construction costs including the bridge are estimated at \$25,000, with \$20,000 of that having been pledged by the property owners in exchange for the rerouting of the public around their property. In an effort to curtail additional illegal trail building, and to diffuse tensions along the private-property portion of the current travel route, TAMBA would like the USFS to prioritize this proposal for approval. We respectfully request the following timeline:

February 2015	Proposal submitted
Spring 2015	EA process begins
Summer 2015	Project approval
Late Summer 2015	Project work begins
Late Fall 2015	Phase 1 complete
Summer 2016	Phase 2 complete
Fall 2016	Phase 3 complete

If this proposed project is of interest to the Forest Service, we'd like to schedule a meeting to discuss the EA process, what pre-existing scoping work in the project area would be acceptable to use and the level of work that would need to be contracted out and who would be acceptable to the Forest Service to complete the scoping for the EA.

## SUPPORTING DOCUMENTS

1. Maps showing proposed project location in figures 1 through 6.
2. Letter of commitment and support from Hibbett Trail Homeowners Group.
3. Sierra Nevada College letter of support
4. Sky Tavern letter of support
5. Washoe County letter of support
6. Black Rock Bicycles/DHreno letter of support
7. Richard Keillor letter of support
8. Letter from Forest Supervisor Dunkelberger
9. Excerpts from the Corral Trail plan set with spec trail features to be utilized.

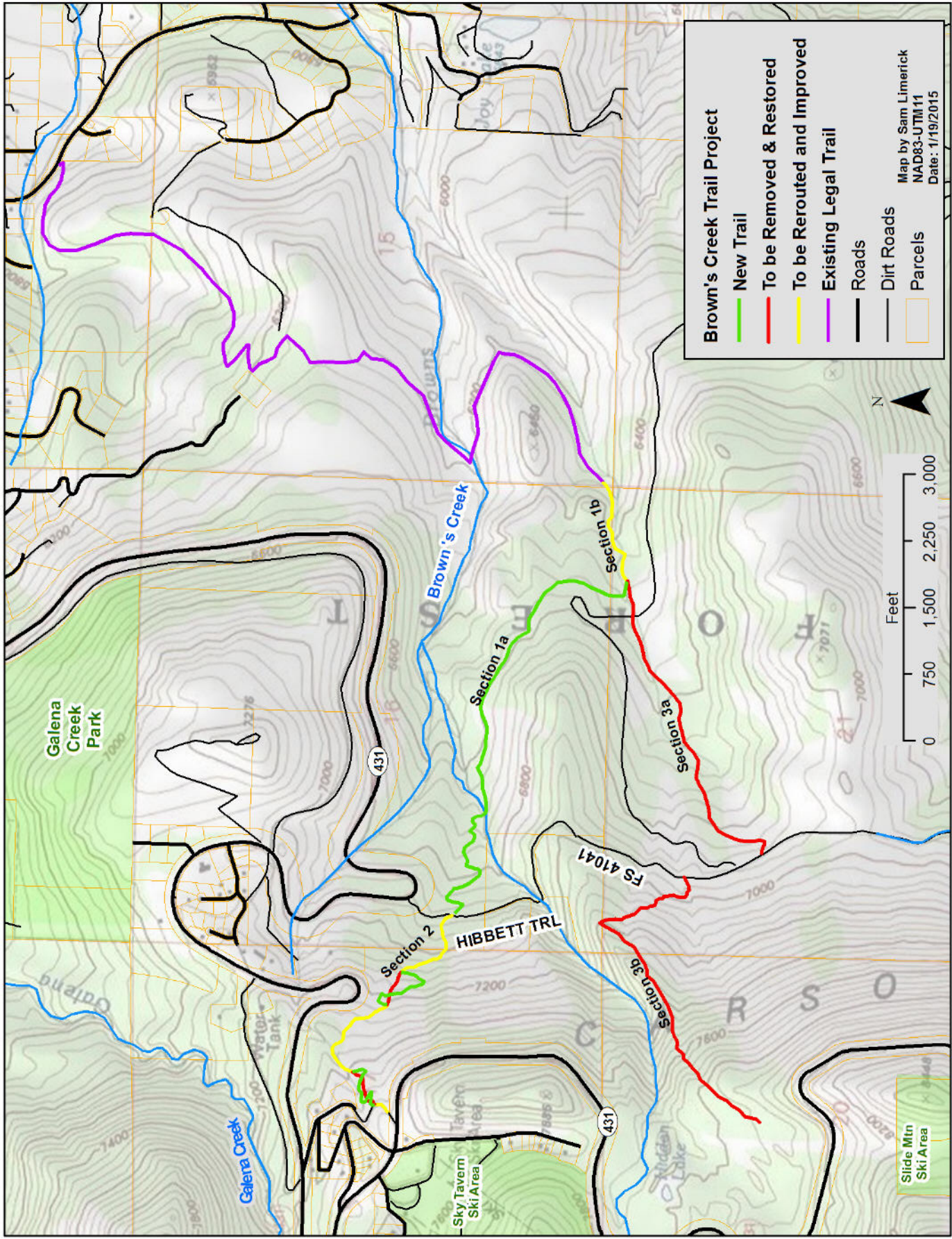


Figure 1 - Project Location Map



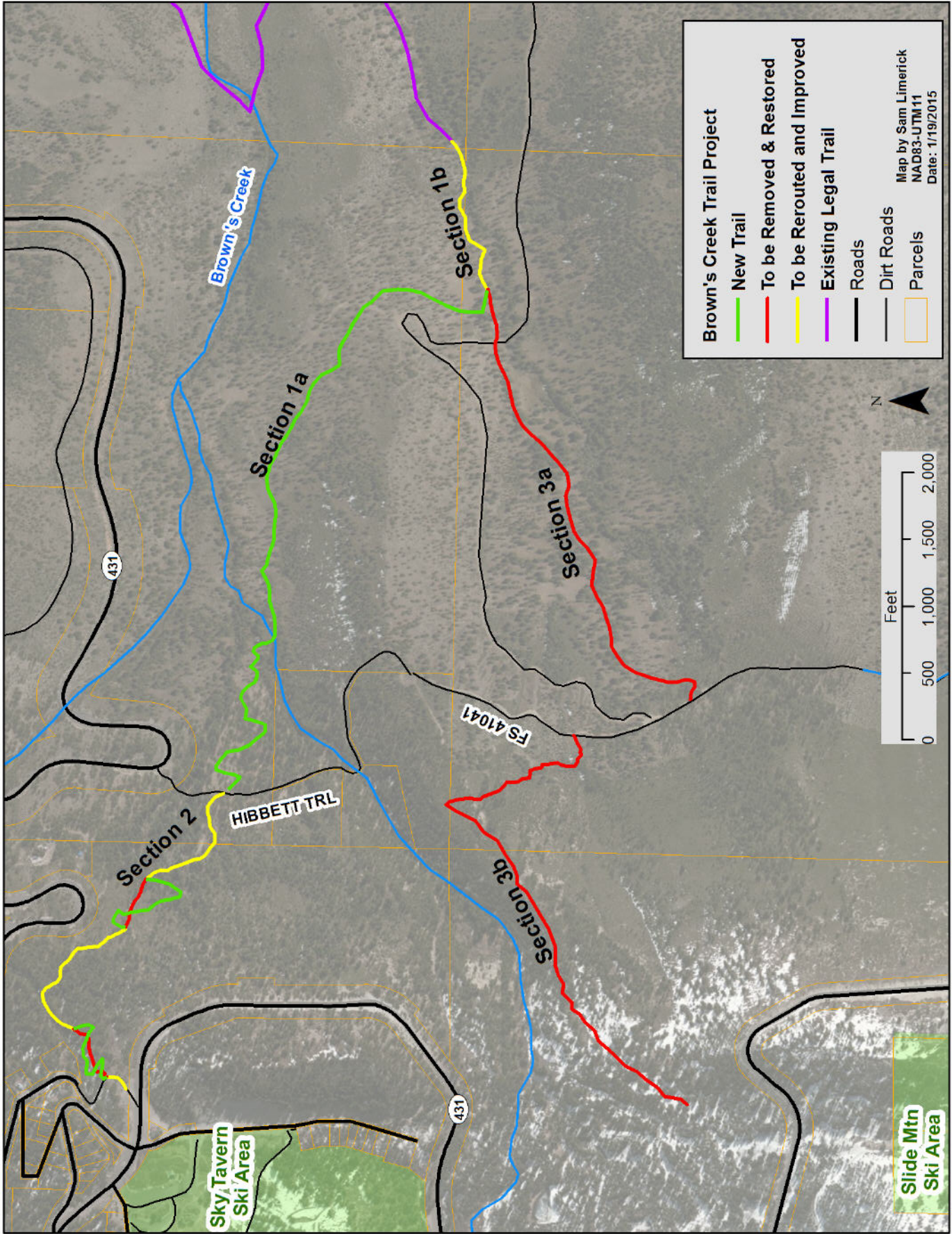


Figure 2 - Project Map

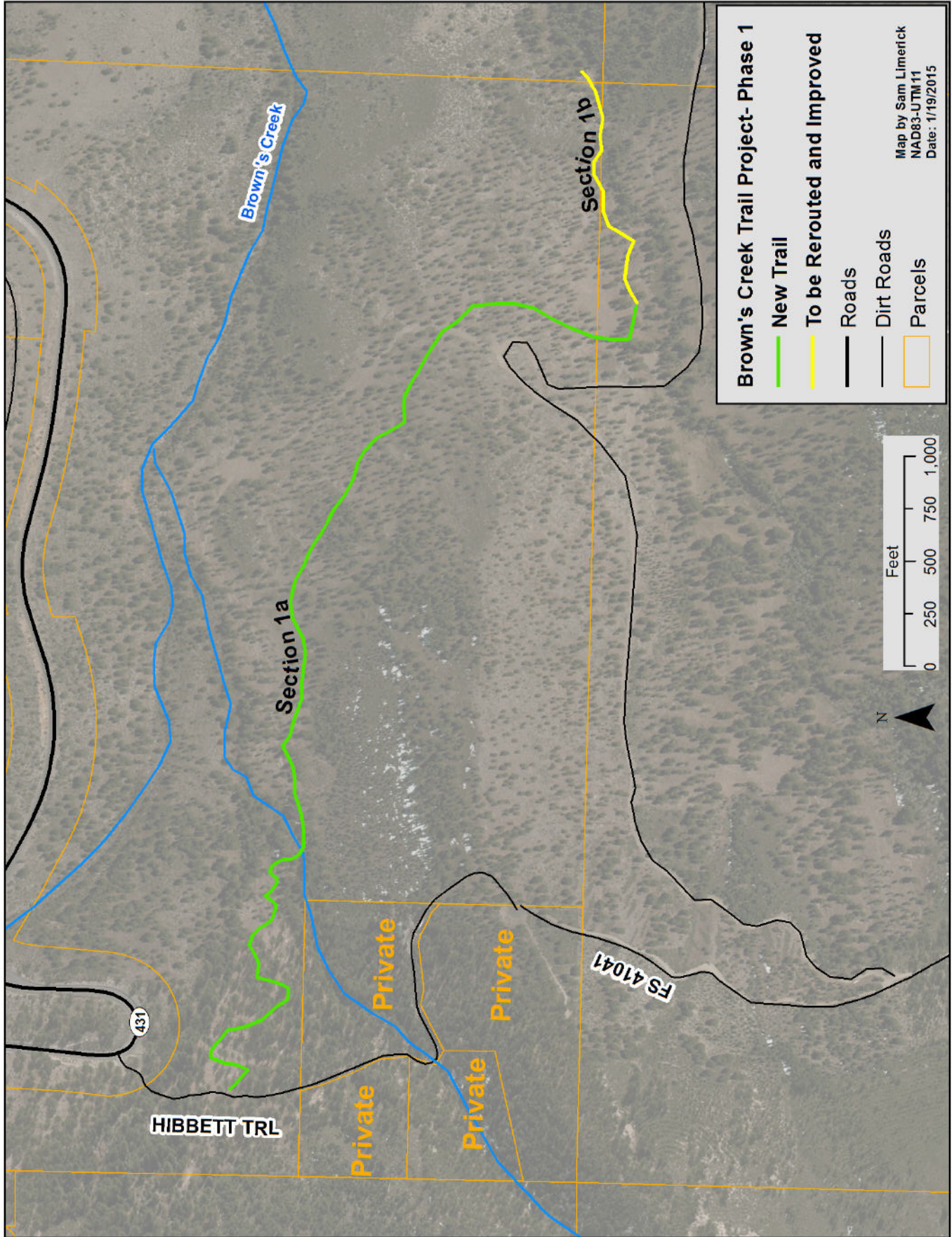


Figure 3 - Phase 1 Detail Map

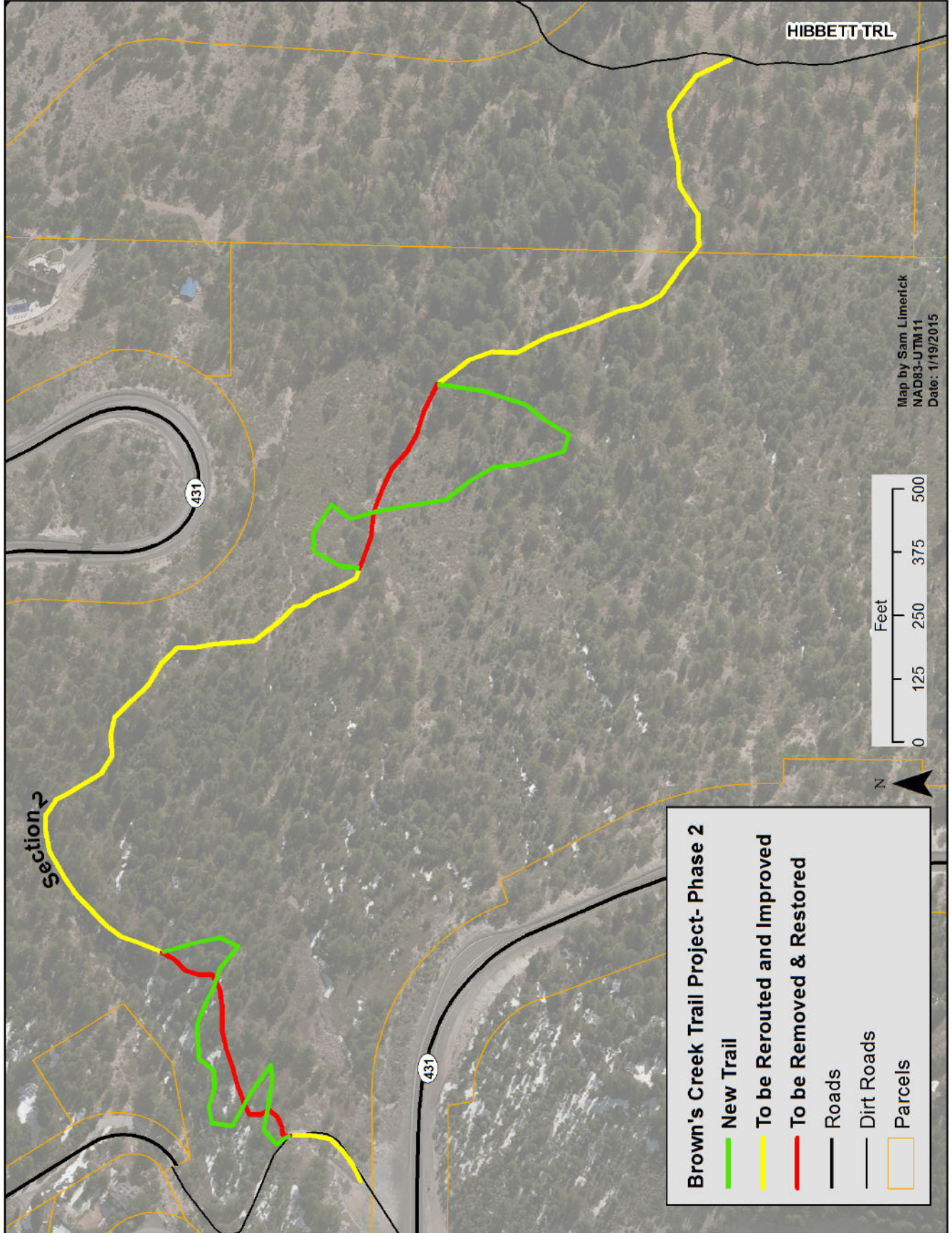


Figure 4 - Phase 2 Detail Map

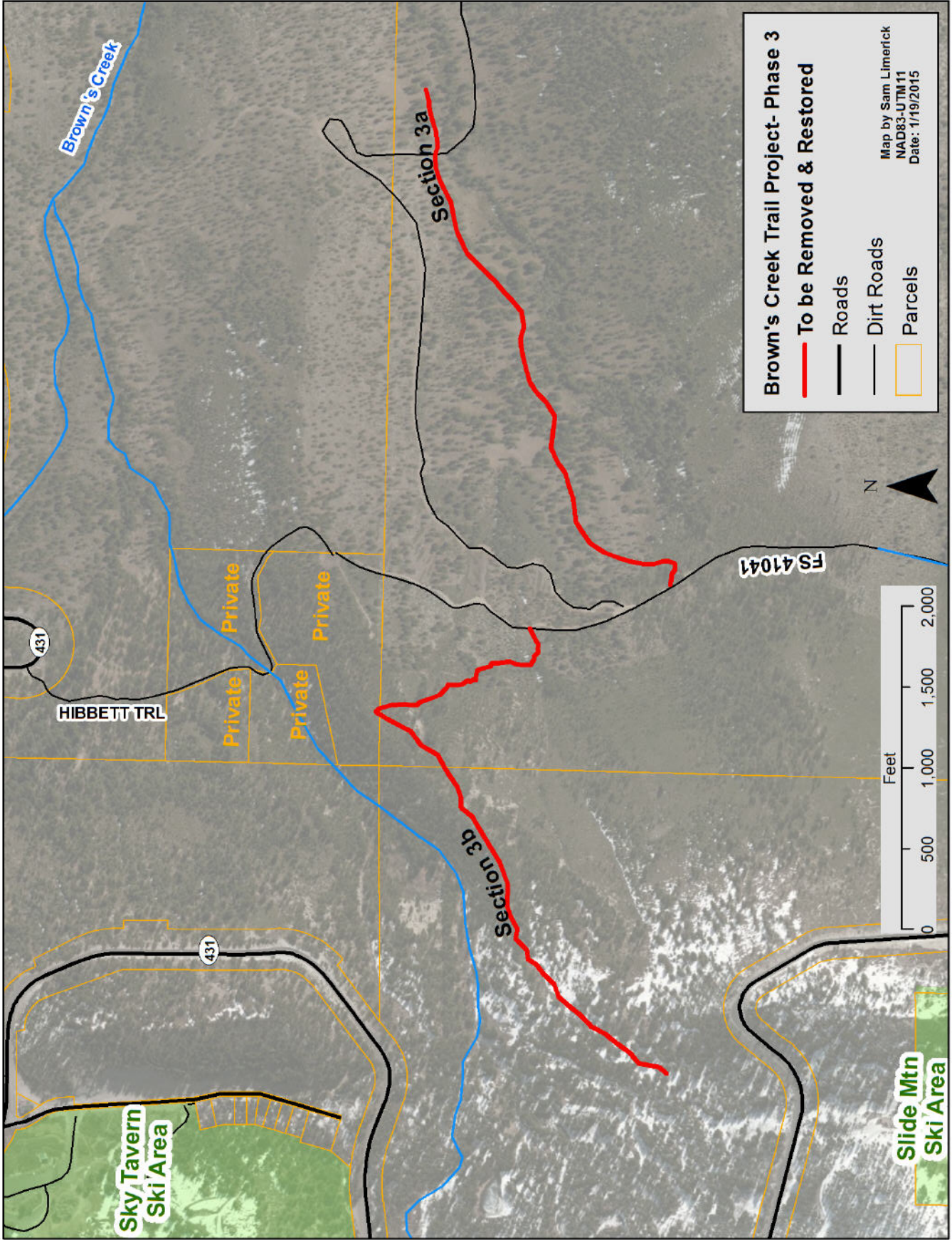


Figure 5 - Phase 3 Detail Map

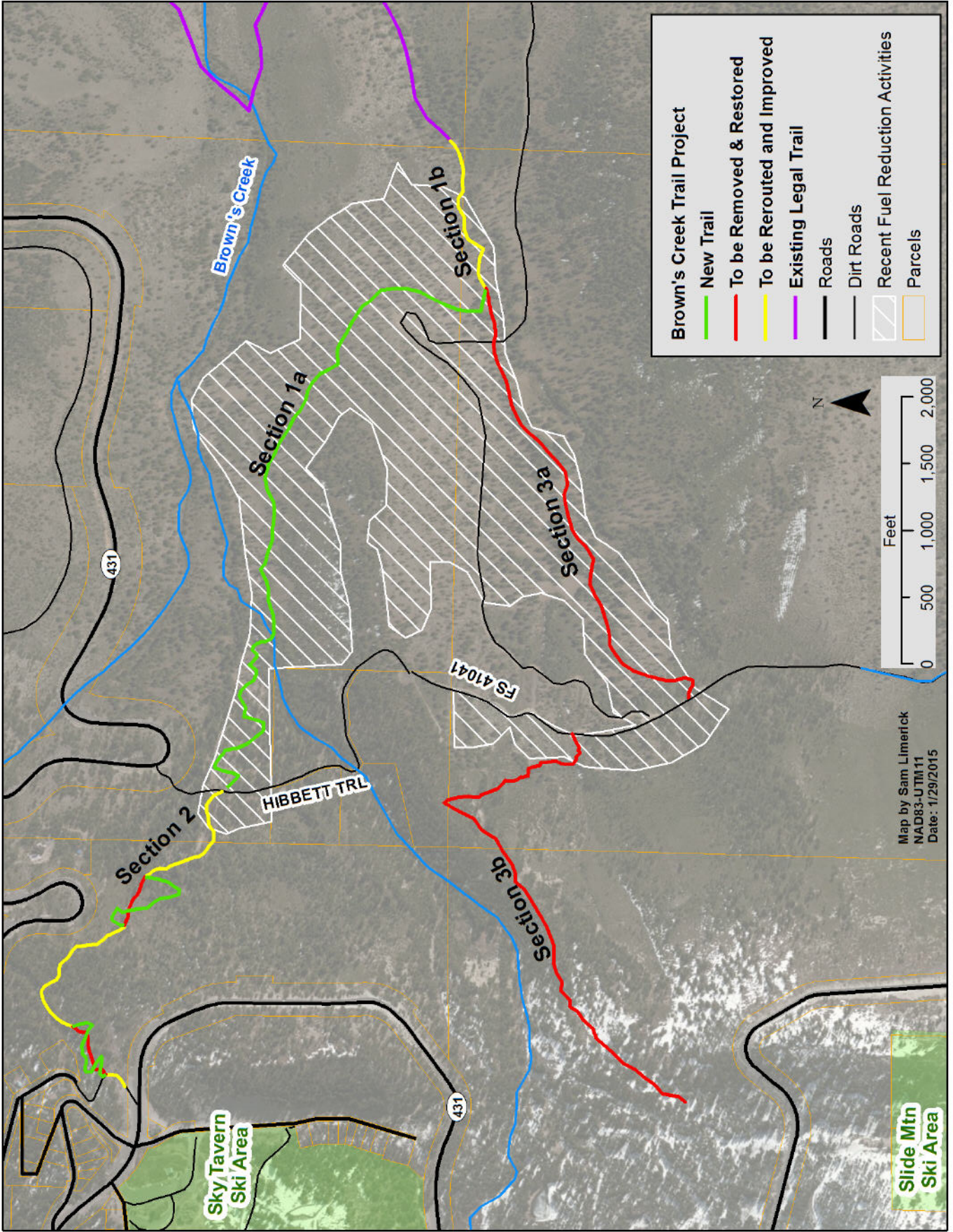


Figure 6 - Fuel Reduction Area Reference Map

**HIBBETT TRAIL HOMEOWNER'S GROUP**  
**20102 Hibbett Trail**  
**Reno NV 89511**

January 16, 2015

Dear Kevin,

It has been a pleasure working with you this summer and fall on the proposed Brown's Creek Trail realignment. After reading the proposal you are submitting to the Forest Service, I am pleased to offer our financial support. In exchange for the USFS agreeing to permanently close FSR 41041 (Hibbett Trail) to public use, we pledge \$20,000, which we understand will cover most costs associated with the creation of the bypass trail.

You have done a commendable job working with the Forest Service to create a "win-win" for everyone. The project is environmentally sensitive, civic-minded, and balances our private property rights with the desire of the public to access National Forestlands for recreational purposes.

When you receive approval by the USFS that includes plans to close FSR 41041, we will provide \$2500 to TAMBA to cover up-front costs. The balance of our support will be handed over TAMBA upon completion of Phase 1, when the following conditions are met:

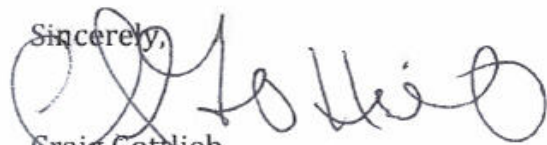
- 1) FSR 41041 is permanently removed from the Humboldt-Toiyabe Motor Vehicle Use Map.
- 2) A USFS-approved gate and USFS "Road Closed" sign are erected at the north end of the property.
- 3) A permanent road closure agreement between the private property owners and the USFS is executed and recorded at Washoe County.
- 4) Access to the new trail below our property is opened to the public.

In addition to our financial pledge, we will work with you in other creative ways to ensure project success. We may also increase funding to you depending on project needs.

I will act as private property representative during the project, and will also be available to coordinate with the USFS in relation to agreements, gate details, and any other aspect of the project that requires our attention.

It is our hope that this project will serve as a model upon which other projects may be based. In a world where interests compete at the expense of one another, all parties involved deserve great credit for its success.

Sincerely,



Craig Gottlieb



# Sierra Nevada College

December 31, 2014

THE LIBERAL ARTS AT LAKE TAHOE

Dear Mr. Dunkleberger,

I own property adjacent to Hibbett Trail, and in that capacity became aware of the project that Kevin Joell and Craig Gottlieb are working on, which entails the construction of a USFS-sanctioned bike trail to replace the user-created trails currently being used in the area.

Independent of my interests as a *property owner in the area*, I feel this project is worthwhile as beneficial to both the environment and the public.

As former president and current Professor of Sustainability at Sierra Nevada College in Incline Village, I am interested in the decommissioning and restoration portion of the project, because the current user trails were built without consideration to the impact they have on the forest ecosystem.

For this reason, and because students at our college are required to perform 20 hours of community service as part of their course of study, I wish to involve my class, for course credit, in the decommissioning and restoration portion of the project.

I know my students, many of whom are hikers and mountain bikers, will also enjoy being part of a project that will both de-escalate the public-private property tensions in the area and also create a useful recreational asset for the community at large.

If you or your staff have any questions, please do not hesitate to contact me.

Sincerely,

Ben Solomon  
President Emeritus  
Sierra Nevada College



January 20, 2015

Irene Davidson  
District Ranger, Carson Ranger District  
Humboldt-Toiyabe National Forest  
1536 South Carson Street  
Carson City, NV 89701

Dear Ms. Davidson,

We wish to express our support for the Tahoe Area Mountain Biking Association's proposal to improve and adopt the trail along the Brown's Creek drainage. We see value in an authorized trail connecting Sky Tavern to the Galena Area that could be mapped and advertised. Sky Tavern is in the process of planning and creating a mountain bike trail network on our property. For this to be successful as a true riding destination, we need to have connectivity to other trails and areas. This proposal provides that.

We imagine a family visiting Sky Tavern to ride or participate in one of our events and at the end of the day, Mom or Dad can drive back down the hill and the other parent can take the kids on one more ride down the Browns Creek Trail to be picked up at the bottom. This would enhance their experience in visiting Sky Tavern.

Although unlikely to be needed due to the size of the pullout along Hwy 431 at the proposed trailhead across from our parking lot, we would offer that any trail users could park in our parking lot if necessary.

For over 65 years the Sky Tavern Junior Ski Program has taught area kids to love the outdoors. Now that the non-profit is tasked with creating year-round recreational offerings for kids, we truly feel that mountain biking is a logical step to take. This project would improve the outdoor recreational opportunities in the Galena/ Sky Tavern area. We hope that you give this proposal consideration. I look forward to meeting and working with you in the future.

Sincerely,

Bill Henderson  
Executive Director  
Sky Tavern



**Sky Tavern Inc.**  
A 501(c)(3) Non-Profit Corporation

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P.O. Box 1709, Reno, NV 89505 • 21130 Mt.Rose Highway, Reno, NV 89511  
Phone (775) 323-5125

[www.skytavern.com](http://www.skytavern.com) [info@skytavern.com](mailto:info@skytavern.com)





# Washoe County COMMUNITY SERVICES DEPARTMENT

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January 27, 2015

Irene Davidson  
District Ranger, Carson Ranger District  
Humboldt-Toiyabe National Forest  
1536 South Carson Street  
Carson City, NV 89701

Dear Irene,

We wish to express our support for the Brown's Creek Trail Realignment and Restoration Project that the Tahoe Area Mountain Biking Association (TAMBA) had proposed. Washoe County created and manages the Brown's Creek Trail on St. James's Village property directly below the area of the proposal, including the Brown's Creek Trailhead on Joy Lake Road. When we built that network in 2007, it was our hope that it would one day connect to an authorized trail on National Forest System lands. This proposal would make that happen.

From a trail planning perspective, connectivity between trails and trail networks benefits all users and enables longer excursions along these routes. These types of connections are desired by many trail users.

TAMBA has worked with us on trail maintenance projects in the Galena area and I'm sure you will find they are a quality partner on this project.

This project would improve the outdoor recreational opportunities in the Galena area. We hope that you give this proposal consideration.

Sincerely,

Dave Solaro, Director  
Community Services Department

Irene Davidson  
District Ranger, Carson Ranger District  
Humboldt-Toiyabe National Forest  
1536 South Carson Street  
Carson City, NV 89701

Dear Irene,

We are the primary bike shop affiliated with the organized group of mountain bikers known as DHreno. Many of these riders utilize the current Brown's Creek Trail that is the subject of TAMBA's trail proposal. We would like to express our full support for this project and location. There is a significant shortage of advanced mountain bike trails in the area, and yet there are many people who seek more of a challenge than the average trail provides. This often leads to the creation of trails without permission by those that seek that experience.

We are aware that this will be a volunteer based project and are willing to both participate as well as spread the word through our connections to current users to encourage their participation. Fostering stewardship of the trails is key to their long term success.

We appreciate your support and look forward to enjoying this trail system in the future.

Sincerely,

Black Rock Bicycles  
curtis@blackrockbicycles.com  
7875 North Virginia Unit B  
Reno, NV 89506  
775/972/3336

A handwritten signature in black ink, appearing to be the name 'Curtis', followed by a long horizontal line extending to the right.

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**Subject:** Re:Browns Creek Trail 2014

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**From:** Richard Keillor (richardk@cbivr.com)

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**To:** idavidson@fs.fed.us;

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**Cc:** danielmorris@fs.fed.us; wadunkelberger@fs.fed.us;

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**Date:** Monday, January 19, 2015 1:21 PM

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Irene Davidson  
District Ranger, Carson Ranger District  
Humboldt-Toiyabe National Forest  
1536 South Carson Street  
Carson City, NV 89701

Dear Irene,

I would like to express my support for the Brown's Creek Trail Realignment and Restoration Project that TAMBA has proposed. I own property near Joy Lake Road and ride my mountain bike on both the existing Washoe County section of Brown's Creek as well as the current trail above that on Forest lands that this project addresses. I enjoy long climbs like the old Mount Rose Highway and this would create a much more fun return descent than going down the road.

I founded the Galena Fest outdoor recreation festival held at Galena Regional Park in September which has supported several outdoor recreation projects in the Galena Area including helping with the installation of the Forest Service bridges that TAMBA installed along Whites and Thomas Creek. We support anything that improves the official outdoor recreation opportunities in Galena.

As a realtor, I recognize that many people seek out living in the Galena area due to the access to outdoor recreation. In fact, according to a Bikes Belong study in Minnesota, for every quarter mile closer a median priced home is to an off street bicycle facility, it's value increases by \$510.

As the publisher of the Galena Times, a neighborhood newspaper that sees circulation of approximately 10,000 in the South Reno, Incline Village and Carson City areas, we have highlighted several trails and trail projects in the past. We would be able to highlight this project as both a new recreational resource and the community working together with the Forest Service to solve the problem rather than having the trail removed again.

Thank you for your time and consideration of this project.

Sincerely,

**Richard L. Keillor**  
**Galena Times LLC**  
**775.813.7136 cell**  
**775.849.8500 office**  
**888.596.3384 e-fax**  
**16750 Mt. Rose Hwy , Suite 104**  
**Reno, NV 89511**  
**RichardK@cbivr.com**  
**<http://www.RichardKeillor.com>**  
**<http://www.GalenaTimes.com>**



File Code: 2720

Date: AUG 22 2014

Craig Gottlieb  
20102 Hibbett Trail  
Reno, NV 89511-8240

Dear Mr. Gottlieb,

This is a response to your letter dated June 16<sup>th</sup>, 2014 and follow-up meeting July 31<sup>st</sup>, 2014. Those present at the meeting included you, Marya Gottlieb, Irene Davidson, District Ranger, Daniel Morris, Recreation Staff Officer and myself.

I understand the concerns you have expressed regarding public use on Forest Road 41041, known as Hibbett Trail or Brown's Creek Road which crosses your property and National Forest System land. As discussed during the July 31<sup>st</sup> meeting there may be viable options to address your concerns while maintaining public recreation access to the area. While the Humboldt – Toiyabe National Forest maintains that the easement and reciprocal right-of-way on Forest Road 41041 gives the Forest Service the right to allow public access on the road through your property, we are committed to collaborating with you to find a solution that alleviates your concerns while still providing recreation access to the general area. I appreciate the ideas you have proposed and believe we can work together to implement a combination of these potential solutions.

Below is a summary of our discussions and next steps:

- You will work with the Tahoe Area Mountain Bike Association (TAMBA) to identify a sustainable non-motorized trail route that would avoid your property and provide suitable recreation access to the National Forest.
- You, coordinating with TAMBA will provide a written proposal to the Carson District Ranger, Irene Davidson, including a map and detailed description of the proposed project.
- This proposed project will contain two components, constructing a non-motorized trail that routes forest visitors around your property, and closing Forest Road 41041 to public use.
- This proposal will require an Environmental Assessment (EA) with public input as required by applicable laws and policy. The final decision on both of these components will be made by the Carson District Ranger after careful consideration of the issues identified in the EA and public comment.
- The Humboldt-Toiyabe National Forest does not have funding or available workforce to complete the EA in 2014 or 2015. You will work with TAMBA to find alternative means to completing the EA, such as hiring a qualified third party contractor. The Forest Service will review and approve the scope of work, analysis and documents.



- There has been a recent Environmental Analysis for a fuels reduction project in the area; so some of the required resource field surveys may be completed.
- Anna Lowell, Recreation Specialist at the Carson Ranger District will be your primary point of contact, she can be reached at 775-884-8112 or email [ablowell@fs.fed.us](mailto:ablowell@fs.fed.us)
- If a decision is made to construct the trail, TAMBA will work with the Forest Service to complete construction and maintain the trail.

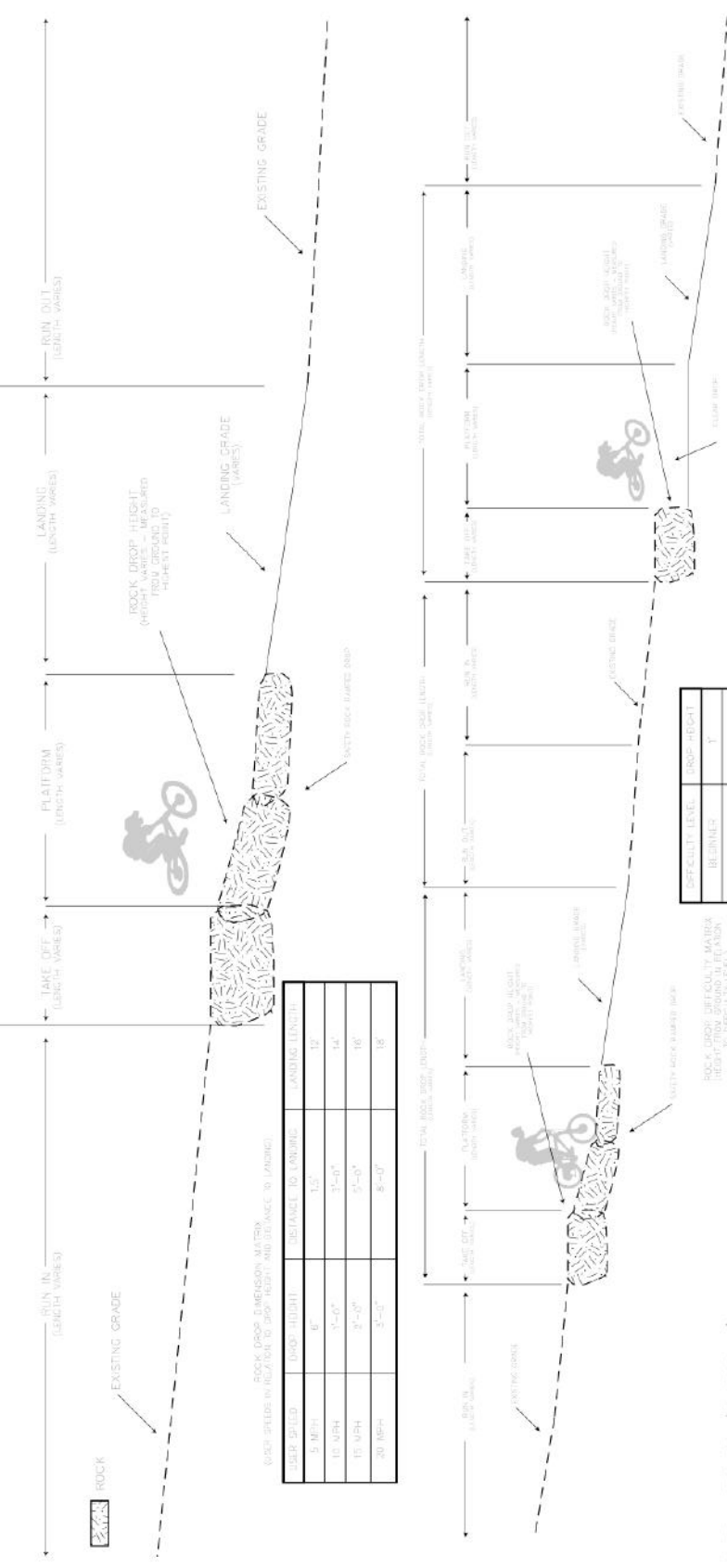
Thank you for your willingness to collaborate to find a suitable solution to these issues. Please understand that this process will take some time to complete and that until a decision is made based on an Environmental Assessment, the road remains open to public use.

If you have any questions or clarifications please contact Daniel Morris (775-352-1254) [danielmorris@fs.fed.us](mailto:danielmorris@fs.fed.us).

Sincerely,



WILLIAM A. DUNKELBERGER  
Forest Supervisor



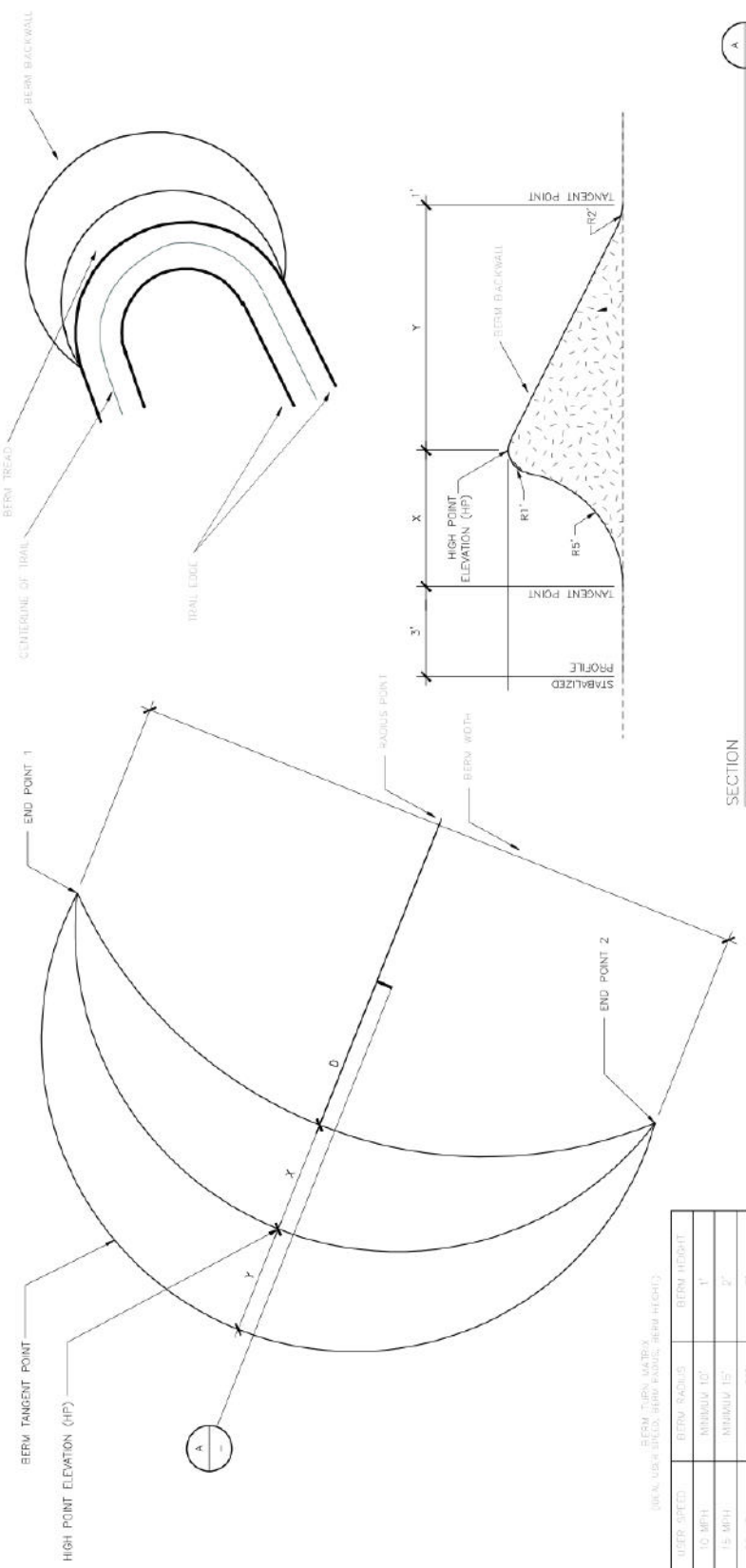
ROCK DROP DIMENSION MATRIX (DROP HEIGHT IN RELATION TO DROP HEIGHT AND DISTANCE TO JUMPING)

ROCK DROP HEIGHT	DISTANCE TO JUMPING	MINIMUM ROCK DROP HEIGHT
0"	10'	12"
0'-4"	15'-0"	6"
0'-8"	20'-0"	18"
0'-12"	25'-0"	18"

DIFFICULTY LEVEL	DROP HEIGHT
BEGINNER	1'
INTERMEDIATE	2'-2'
ADVANCED	3'-4'

**ROCK DROP (TYPICAL)**  
 NOT TO SCALE

- CONSTRUCTION GUIDELINES:
1. ALL DIMENSIONS ARE VARIABLE AND REQUIRE FIELD ADJUSTMENT BASED ON ACTUAL TRAIL GRADES AND USER SPEEDS.
  2. ALL RUN INS AND RUN OUTS SHOULD BE CLEARED OF OBSTRUCTIONS AND SHOULD HAVE CLEAR SIGHT LINES.
  3. SET AND STABILIZE USING NATIVE SOILS AND ROCK THE TAKEOFF, SET AT ABSOLUTE LEVEL.
  4. THE PLATFORM SHOULD BE GRADED LEVEL OR SLOPE AWAY FROM THE TAKEOFF.
  5. GRADE THE LANDING TO SLOPE AWAY FROM THE TAKEOFF AT A MINIMUM OF 5% AND EXTENDED AS FAR AS POSSIBLE INTO THE RUN OUT.
  6. GRADE THE LANDING TO PROVIDE A SMOOTH TRANSITION ONTO THE EXISTING TRAIL GRADE.
  7. IN AREAS WITH HIGHLY ERODIBLE SOILS, DROP LANDINGS SHOULD BE ARMORED WITH NATIVE ROCK.
  8. ROCK RAMPS SHOULD BE INSTALLED TO PROVIDE AN OPTIONAL LINE WITH AN EASIER PATH OF TRAVEL.
  9. ROCKS USED IN THE CONSTRUCTION OF A ROCK DROP SHOULD BE AS LARGE AS POSSIBLE, AND SHOULD REQUIRE AT LEAST TWO PEOPLE TO MOVE.



BERM TURN MATRIX  
(BASED ON USER SPEED, BERM RADIUS, BERM HEIGHT)

USER SPEED	BERM RADIUS	BERM HEIGHT
10 MPH	MINIMUM 10'	1"
15 MPH	MINIMUM 15'	2"
20 MPH	MINIMUM 20'	3"

BERM TURN (TYPICAL)

CONSTRUCTION GUIDELINES

1. ALL DIMENSIONS ARE VARIABLE AND REQUIRE FIELD ADJUSTMENT BASED ON ACTUAL TRAIL GRADES AND USER SPEEDS.
2. CLEAR ALL OBSTRUCTIONS AND SIGHT LINES FOR IN RUN INS AND RUN OUTS AND LOCATION OF BERM TURN.
3. MARK APEX OF TURN, AND PULL A TAPE MEASURE TO DESIRED RADIUS. MARK INNER AND OUTER RADIIUSES.
4. STACK NATIVE SOILS IN LIFTS BUILDING TO THE DESIRED HEIGHT. AT HIGH POINT RADIUS, IF WATER IS AVAILABLE APPLY TO EACH LIFT TO INCREASE COMPACTION. IF USING NATIVE ROCK AS FILL MATERIAL MAKE SURE TO BURY AT LEAST 6 INCHES BELOW FINISHED GRADE.
4. GRADE AND COMPACT THE BACK WALLS AND RIDING TREAD TO DESIRED ANGLE. RADIUS, TREAD SURFACE AND COMPLETE FINISH GRADING.
6. COMPACT AND RADIUS ALL EDGES. COMPACT AND STABILIZE BACK WALLS OF BERM TURN USING NATIVE SOILS, ROCK AND NATURAL TIMBERS.
7. INSTALL GRADE DIPS BEFORE AND AFTER BERM TURN TO DEWATER TRAIL.
8. INCREASING THE RADIUS, INCREASING THE BERM HEIGHT, WILL ALLOW FOR HIGHER USER SPEEDS.

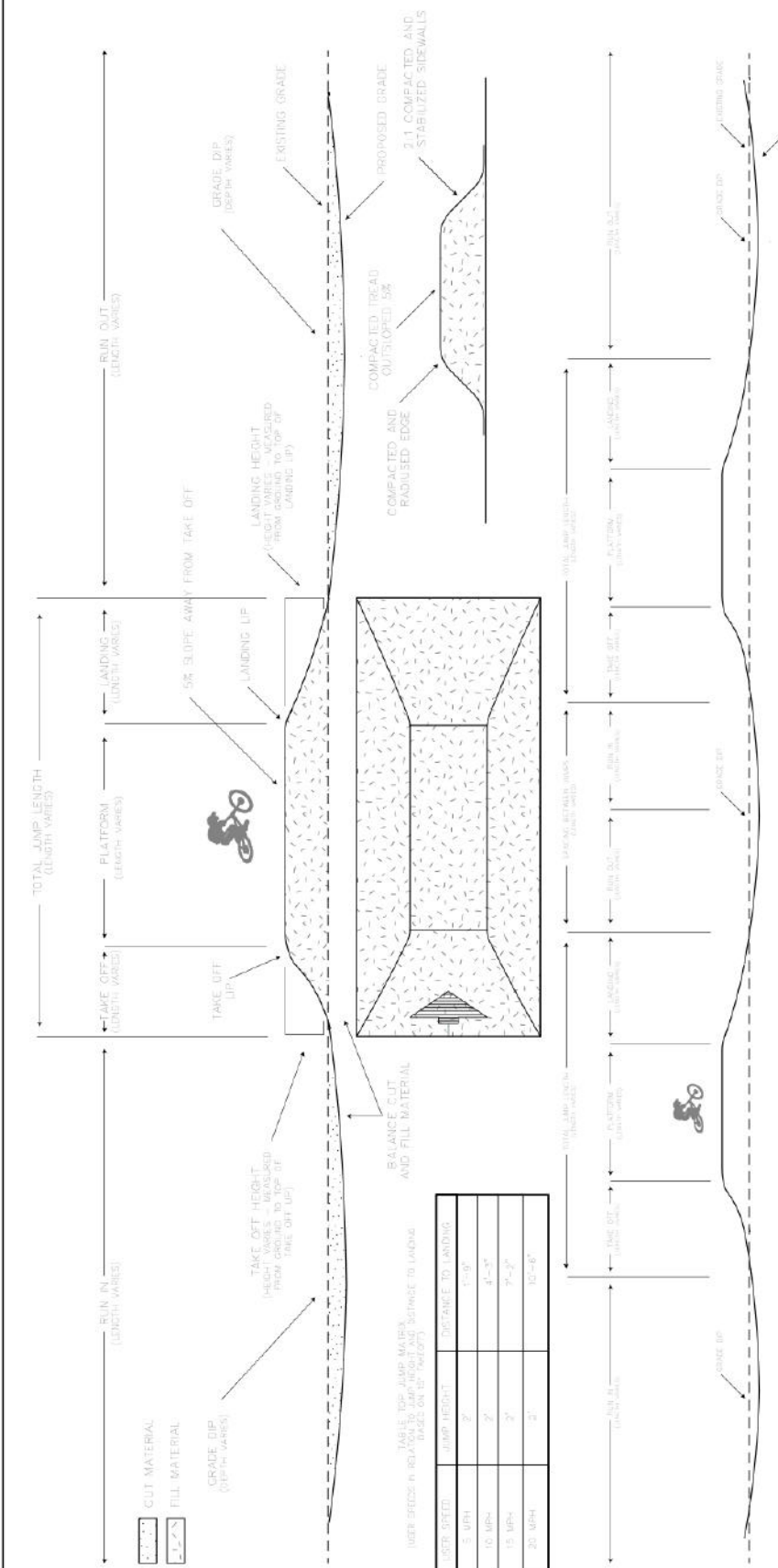


TABLE TOP JUMP (TYPICAL)

CONSTRUCTION GUIDELINES

1. ALL DIMENSIONS ARE VARIABLE AND REQUIRE FIELD ADJUSTMENT BASED ON ACTUAL TRAIL GRADES AND USER SPEEDS.
2. CLEAR ALL OBSTRUCTIONS AND SIGHT LINES FOR IN RUN INS AND RUN OUTS AND LOCATION OF JUMP.
3. MEASURE AND MARK TOTAL JUMP LENGTH AND WIDTH, TAKEOFF, PLATFORM, AND LANDING AREAS.
4. STACK NATIVE SOILS IN LIFTS BUILDING TO THE DESIRED HEIGHT, IF WATER IS AVAILABLE APPLY TO EACH LIFT TO INCREASE COMPACTION, IF USING NATIVE ROCK AS FILL MATERIAL MAKE SURE TO BURY AT LEAST 6 INCHES BELOW FINISHED GRADE. BUILD UP MATERIAL FOR THE TAKEOFF FIRST AND BUILD OUT THE LANDING.
5. GRADE AND COMPACT THE TAKEOFF AND LANDING AREAS TO DESIRED ANGLE AND RADIUS OF FINISH GRADE. GRADE PLATFORM LEVEL OR MATCH THE GRADE OF
6. COMPACT AND RADIUS ALL EDGES. COMPACT AND STABILIZE SIDE WALLS OF JUMP USING NATIVE SOILS, ROCK AND NATURAL TIMBERS.
7. INSTALL GRADE DIPS BETWEEN JUMPS TO DEW AT ER TRAIL.



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**USDA FOREST SERVICE**  
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 3200 SW Jefferson Way  
 Corvallis, OR 97331  
 JACOB C. JENSEN  
 TRAIL MANAGER  
 10000 WILSON AVENUE  
 SUITE 100  
 WILSONVILLE, OR 97150  
 (503) 638-1100

DATE: \_\_\_\_\_  
 APPROVED BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_

PROJECT:  
**USDA FOREST SERVICE (LTMU)**  
**100% TRAIL ENHANCEMENT PLAN**

SHEET TITLE:  
**HIP JUMP**  
 SHEET NUMBER:  
**44.11**

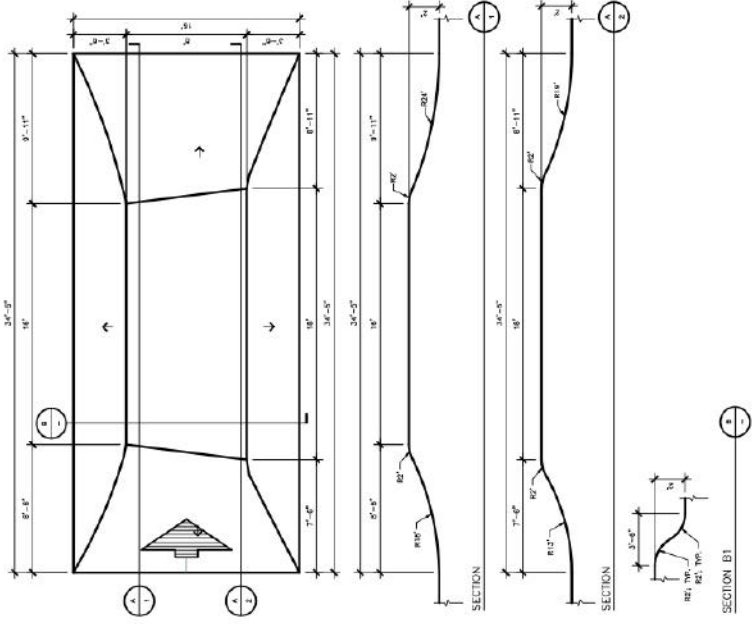


TABLE TOP JUMP (HIP JUMP)

HIP JUMP	TAKEOFF LENGTH	PLATFORM LENGTH	LANDING LENGTH	TOTAL LENGTH	TAKEOFF HEIGHT	JUMP ANGLE	JUMP RADIUS
SHORT SIDE	8'-6"	16'-0"	9'-11"	34'-5"	2'-0"	17°	18'
LONG SIDE	7'-6"	18'-0"	8'-11"	34'-5"	2'-0"	19°	13'