



BICYCLE SYSTEM PLAN

Adopted February 6, 2001
Revision 1 (November 2, 2004)
Revision 2 (August 5, 2008)
Revision 3 (February 20, 2018)

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CITY OF WEST WENDOVER BICYCLE SYSTEM PLAN

Summary

A comprehensive transportation plan is a vital component to the future growth and development of the City of West Wendover. As part of this comprehensive transportation plan, bicycle use within the community should be considered a high priority to provide an alternate means of transportation to the residents both in a utilitarian and recreational mode. The bicycle plan provides an essential function to the overall transportation plan by focusing on the increase of utilization of trails as an alternative transportation mode to that of the automobile. The objective of the utilitarian trip being to arrive at a specific destination as quickly as possible with few interruptions, while recreational trips are generally more leisurely and less direct. Thus the design and implementation of the bicycle plan has a significant impact on the quality of life issues within the community. In establishing the bicycle plan and associated design of routes, both utilitarian and recreational functions were assessed including consideration of natural features such as topography and social and cultural features such as employment, commercial and civic services.

Feature Systems

- ❖ **Natural Systems.** Natural Systems being those environmental features which offer attractiveness and interest to a trail system though at times posing challenges to trail engineering with regard to mitigation of soils, wetlands, floodplain features, etc. Trails of this type are generally developed for recreational purposes.
- ❖ **Social and Cultural Systems.** Social and Cultural Systems being those associated with the built environment of a community including residential neighborhoods, commercial areas, office parks, and civic centers such as city parks, libraries, city halls, police/fire stations, etc.

The City of West Wendover Bicycle Plan proposes to link the social and cultural features of the residential neighborhoods within the City to that of the larger city-wide trail system providing full access to employment, shopping, commercial retail/service, education, government as well as recreational areas (natural systems) through the evaluation of three different types of bicycle trips:

- 1) Destination Trips - trips to schools, parks, medical facilities, multi modal transfer centers and other similar community facilities
- 2) Commuter Trips - trips to the downtown area, the business districts and industrial areas
- 3) Recreational Trips - trips to scenic City lands or other governmental lands including those lands under the Bureau of Land Management

In developing the trails of the Bicycle Plan, existing land use patterns and future land use patterns were considered including the opportunity for trails to exist along public street right-of-ways, along major utility right-of-ways as well as natural feature areas of the community.

System Plan

The Bicycle System Plan of the City of West Wendover contained herein (Figure 1) is part of the Transportation Plan and the overall Master Plan for the City of West Wendover, Nevada. The Bicycle System Plan sets forth a long-term guide to future planning, design and implementation of a City-wide system of Bicycle Lanes, Signed Shared Roadways and Shared Use Paths to be utilized by the residents and non-residents of West Wendover for non-automotive purposes including recreational purposes throughout the greater West Wendover area. The plan's central theme is the linking of residential neighborhoods to the downtown area, city civic centers and employment centers as well as providing a linkage to recreational areas and venues within and outside the City of West Wendover.

Within this plan, three different classifications of trails are designated. Two of these classifications (Bicycle Lane and Signed Shared Roadways) follow the American Association of State Highway and Transportation Officials (AASHTO) guidelines, the third (Shared Use Path) are trails used primarily for recreational purposes.

Bicycle Lane	Widened lanes and marked for both motor vehicles and bicycles
Signed Shared Roadway	Shared roadway for motor vehicles and bicycles with sign controls only
Shared Use Path	Separate bikeway trails and multi-purpose trails

The development of the Bicycle System Plan was accomplished through the Master Plan process of the City of West Wendover. This process included the formation of a Citizens Advisory Committee, which established the overall plan and principal guidelines to the Master Plan. The Citizens Advisory Committee is composed of elected officials (West Wendover Mayor and City Council) and appointed officials representing a wide base of interest and experience within the community including: business, recreation, neighborhoods, schools, and other civic organizations. The Citizens Advisory Committee was formed in the fall of 1999 to begin the process of review and implementation of the City Master Plan.

Upon the review of the Bicycle Plan, the City Council will consider and take appropriate action for approval of the plan.

Overall Goals and Standards

As part of the Bicycle System Plan, overall goals and standards were established to guide the development of the plan. These goals and standards include:

- ❖ Develop a comprehensive trail system including both on and off-street routes, making bicycle travel a feasible, safe and an alternate to other modes of transportation.
- ❖ Develop a comprehensive trail system that allows full movement of bicycle traffic from east to west and north to south within and outside the City.
- ❖ Develop a trail system, which provides adequate circulation within the City as well as providing access to public recreational areas outside the City.
- ❖ Provide for a linking of neighborhoods to major activity and employment centers through proper routing.
- ❖ Promote and ensure the construction of trails in new development providing consistent design standards with that of the adopted plan.

Trail Design Goals

Trail design goals must be set in order to establish the design criteria of the trails for the system. The goals set for the trails of West Wendover Bicycle System are:

- ❖ Promote and establish Class I trails as identified on the Bicycle System Plan Map providing for safety, convenience and the circulation of bicyclists along all major roads through and adjacent to the City and along selected designated neighborhood streets.
- ❖ Promote and establish Class II trails as identified on the Bicycle System Plan Map providing for safety and convenience in those areas where Class I trails cannot be provided.
- ❖ Promote and establish Class III trails as identified on the Bicycle System Plan Map where any other class of trail is unjustifiable or unreasonable.
- ❖ Provide coordination with local improvements and outside agencies to accelerate construction timing of trails.
- ❖ Encourage local citizens, agencies, developers and businesses to promote the use and design of the trail system identified on the Bicycle Plan Map.

Specific Location Goals

In some instances when establishing a system plan, there may be times when specific location goals arise which are crucial and have a high impact to the overall success of the plan. Two such goals arose in the development of the City of West Wendover Bicycle System Plan. They are:

- ❖ The City should seek the installation of traffic lights at the intersection of Wendover Boulevard, Florence Way and Exit 410 of Interstate 80 (Palo Verde Boulevard). This is needed to provide safe pedestrian and bicycle crossing of this intersection.
- ❖ The City should proceed with studies for the installation of a pedestrian/bicycle/equestrian crossing structure to be placed adjacent and perpendicular to Florence Way near the West Wendover Recreation District Office. This crossing structure, which would cross either above or below the Union Pacific Railroad would provide the needed safety for pedestrian and bicycle crossings to the southern portions of West Wendover.
- ❖ The City should proceed with acquisition and construction of the Leppy Hills Trail System as provided for in Figures 5 and 6 in the Appendix. (*Phase 1B Complete*).

Plan Implementation

The basis of every good plan is its implementation. If a plan is not approved and implemented, it does not serve the very purpose for which it was created. The Bicycle Plan of the City of West Wendover is implemented by:

- ❖ Amendment of applicable City Codes and Standards including the City of West Wendover Standards and Specifications for Public Works Construction. These plans should be amended to provide for enhancement of bicycle circulation and facilities through the adoption of AASHTO Guide for the Development of Bicycle Facilities, the AASHTO Green Book and the MUTCD.
- ❖ Funding. The City should seek non-revenue sources of grant monies through appropriate avenues for implementation of the Bicycle Plan.
- ❖ Update and Review. The City should update the Bicycle Plan through a review process every five years assuring that current and future issues are addressed adequately.
- ❖ Coordination. The City should coordinate the Bicycle Plan efforts with all other governmental agencies including: Local, County, State and Federal agencies.

Project Prioritization Schedule

Included in the Project Prioritization Schedule are the bicycle lanes and trails established in the approved Bicycle Plan Map of February 6, 2001 and as hereto amended. The Bicycle Plan represents a variety of projects both stand-alone as well as those, which will be implemented with major roadway improvement projects for the City of West Wendover. The Bicycle Project Prioritization Schedule represents a long-range vision of the City and its full implementation will extend well beyond 2006 due to the costs associated with each project as well as the construction time-line for those projects, which are associated with major roadway improvements. Those bicycle projects that are not part of the identified major roadway improvements but rather are stand-alone projects have been prioritized by their ability to meet the following criteria in order of importance:

- 1) Address safety and/or hazardous conditions
- 2) Provide access to community activity centers (schools, parks, government buildings, etc.)
- 3) Provide connections to transit and school bus systems, tourism and recreational areas
- 4) Provide connections to facilities which are part of major roadway improvements
- 5) Funding availability

The following is the priority list for bicycle facilities by project. In addition to the listing there is a separate and more detailed description for each project covering funding sources and other pre-requisites to construction including timelines.

Priority Bicycle Facilities

Street/Route Name	Construction Type	Mileage	Category	Cost (\$)	Status
Florence Way	improved paved trail	0.5	Destination	\$28,700	Completed
Florence Way (existing)	striping w/signage	0.5	Destination	\$2,500	Completed
Leppy Hills Trail System	improved paved trails	5.0	Recreation	\$631,150	Completed
Wendover Boulevard (1)	paved w/striping & signage	1.3	Destination/Commuter	\$2,760	Proposed
Wendover Boulevard (2)	paved w/signage	2.8	Destination/Commuter	\$345	Proposed
Snoopy Trail	paved w/signage	4.1	Recreation/Commuter	\$6,000	Map Complete
Elko Avenue	paved w/striping & signage	0.4	Destination	\$863	Proposed
Tibbets Boulevard	paved w/striping & signage	2.0	Destination/Commuter	\$3,200	Completed
Airport Way	paved w/signage	0.9	Commuter	\$100	In Process
Butte Street (2)	paved w/signage	0.2	Destination/Commuter	\$650	Proposed
Red Garter Street (1)	paved w/signage	0.1	Commuter	\$650	Proposed
Wells Avenue	paved w/signage	0.3	Destination/Commuter	\$650	Proposed
Pueblo Boulevard (1)	paved w/striping & signage	0.6	Destination/Commuter	\$1,050	Completed
North Butte Street	paved w/signage	0.2	Commuter	\$365	Proposed
North Tibbets Boulevard	paved w/signage	0.1	Commuter	\$365	Proposed
Seminole Drive	paved w/signage	0.1	Commuter	\$365	Proposed
Alpine Street	paved w/striping & signage	0.4	Destination	\$1,200	Proposed
Acacia Way (1)	paved w/striping & signage	0.1	Destination/Recreation	\$850	Proposed
Palo Verde Boulevard (1)	paved w/striping & signage	0.4	Recreation/Commuter	\$2,500	Proposed
Yucca Trail	unimproved gravel w/signage	3.8	Recreation	\$1,000	Map Complete
Leppy Trail	improved gravel w/signage	3.5	Recreation	\$1,000	Completed
Sago Trail	unimproved gravel w/signage	2.1	Recreation	\$550	Map Complete
Flat Top Trail	unimproved gravel w/signage	1.5	Recreation	\$330	Map Complete
Pilot Trail	improved gravel w/signage	2.9	Recreation	\$660	Map Complete
Red Garter Street (2)	paved w/signage	0.2	Commuter	\$100	In Process
Traffic Light Instillation	Install Traffic Light/crossings	-	Destination/Commuter	\$600,000	Proposed
Bicycle Crossing/U.P.R.R.	Install Crossing	-	Destination/Recreation	\$1,200,000	Proposed
Sycamore Way	paved w/signage	0.3	Commuter	\$600	Proposed
Three Mile Way	paved w/signage	0.5	Commuter	\$1,200	Proposed
Hackberry Boulevard	paved w/striping & signage	2.1	Commuter	\$6,600	Proposed

Chokecherry Avenue	paved w/stripping & signage	2.8	Commuter	\$7,200	Proposed
Pueblo Boulevard (3)	paved w/stripping & signage	2.0	Destination/Commuter	\$6,600	Proposed
Florence Way (new)	paved w/stripping & signage	6.0	Destination/Commuter	\$12,500	Proposed
Leppy Pass Avenue	paved w/stripping & signage	3.3	Commuter/Recreation	\$7,200	Proposed
Palo Verde Boulevard (2)	paved w/stripping & signage	4.9	Destination/Commuter	\$12,000	Proposed
Acacia Way (2)	paved w/stripping & signage	0.8	Destination/Recreation	\$3,200	Proposed
Salt Cedar Avenue	paved w/stripping & signage	1.9	Destination/Commuter	\$6,600	Proposed
U.S. Highway 93B	paved w/stripping & signage	4.7	Destination/Commuter	\$12,500	Proposed
Pueblo Boulevard (3)	paved w/stripping & signage	2.0	Destination/Commuter	\$6,600	Proposed
Wendover Boulevard (3)	paved w/signage	3.0	Commuter	\$2,200	Proposed
TOTAL FOR ALL PROJECTS				\$2,572,903	

Project Detail and Timeline

2004-2017

- 1) Florence Way. This project includes establishing an improved pavement surface trail along 0.5 miles of Florence Way, including appropriate signage. Funding by City of West Wendover and CDBG. **COMPLETED**
- 2) Florence Way (existing). This project includes striping of bicycle lanes and the placement of appropriate signage on 0.5 miles of Florence Way. Funding by City of West Wendover and CDBG. **COMPLETED**
- 3) Leppy Hills Trail System. This project includes the creation and establishment of 5 miles of paved recreation trails for multi-purpose use (excluding motorized vehicles) north of Interstate 80 with appropriate facilities and signage along the Leppy Hill Mountain Range. Funding by City of West Wendover and State Questions 1 Funding. **PHASE 1A and 1B COMPLETED**
- 4) Wendover Boulevard (1). This project includes striping of bicycle lanes and the placement of appropriate signage on 0.7 miles of Wendover Boulevard. Funding by City of West Wendover & Private. **COMPLETED**
- 5) N. Gene L. Jones Way. This project includes striping of bicycle lanes and the placement of appropriate signage on N. Gene L. Jones Way. Funding by City of West Wendover. **COMPLETED**
- 6) Snoopy Trail. This project entails the use of old U.S. Highway 93A which runs south approximately nine miles from West Wendover. This project would include grubbing 4.1 miles of overgrowth on the pavement as well as the construction of improved road-base for those portions that are not paved as well as the installation of necessary storm drainage. The old highway pavement is approximately fifteen feet in width. The City would obtain necessary permits of rights-of-way from private landowners, Bureau of Land Management and/or Nevada Department of Transportation for this project. Funding by City of West Wendover. **MAP COMPLETED**
- 7) Elko Avenue. This project includes striping of bicycle lanes and the placement of proper signage on 0.4 miles of Elko Street. Funding by City of West Wendover and Elko County School District. **COMPLETED**
- 8) Tibbets Boulevard. This project includes striping of bicycle lanes and the placement of proper signage on 2.0 miles of Tibbets Boulevard. Funding by City of West Wendover. **COMPLETED**
- 9) Airport Way. This project includes the placement of proper signage on 0.9 miles of Airport Way. Funding by City of West Wendover. **IN PROCESS**

- 10) Pueblo Boulevard (1). This project is included as part of an Enhancement Grant Project which was submitted to Nevada Department of Transportation in the fall of 2000. If selected, this project would be under construction in by fall of 2001. Funding by City of West Wendover and Enhancement Funds. **COMPLETED**
- 11) Yucca Trail. This project includes the placement of proper signage on 3.8 miles of Yucca Trail as well as obtaining the necessary permits for rights-of-way from the Bureau of Land Management and any private landowners. Funding by City of West Wendover. **MAP COMPLETED**
- 12) Leppy Trail. This project includes the placement of proper signage on 3.5 miles of Leppy Trail as well as obtaining the necessary permits for rights-of-way from the Bureau of Land Management and any private landowners. Funding by City of West Wendover. **MAP COMPLETED**
- 13) Sago Trail. This project includes the placement of proper signage on 2.1 miles of Sago Trail as well as obtaining the necessary permits for rights-of-way from the Bureau of Land Management. Funding by City of West Wendover. **MAP COMPLETED**
- 14) Flat Top Trail. This project includes the placement of proper signage on 1.5 miles of Flat Top Trail as well as obtaining the necessary permits for rights-of-way from the Bureau of Land Management. Funding by City of West Wendover. **MAP COMPLETED**
- 15) Pilot Trail. This project includes the placement of proper signage on 2.9 miles of Pilot Trail as well as obtaining the necessary permits for rights-of-way from the Bureau of Land Management. Funding by City of West Wendover. **MAP COMPLETED**

2017-2027

- 16) Butte Street (2). This project includes the placement of proper signage on 0.2 miles of Butte Street. Funding by City of West Wendover.
- 17) Extension of Pueblo Boulevard (North). This project includes the striping of bicycle lanes as well as placement of property signage on .20 miles of Pueblo Boulevard extension north from the intersection of Wendover Boulevard. Funding by City of West Wendover.
- 18) This project also includes installation of a traffic signal for the intersection of Wendover Boulevard/Pueblo Boulevard providing proper bike safety. Funding by City of West Wendover.
- 19) Wendover Boulevard (2). This project includes placement of proper signage on 2.8 miles of Wendover Boulevard. Funding by City of West Wendover.
- 20) Red Garter Street (2). This project includes the placement of proper signage on 0.2 miles of Red Garter Street. Funding by City of West Wendover. **IN PROCESS**
- 21) Installation of traffic signal at the intersection of Wendover Boulevard and N. Florence Way. Funding by City of West Wendover and Regional Transportation Commission.
- 22) Florence Way (Phase 2-3). This project includes the striping of bicycle lanes as well as placement of proper signage on 2.0 miles of Florence Way. Funding by City of West Wendover and Land Owner/Developer. **COMPLETED**
- 23) Extension of Laguna Drive. This project includes placement of property signage on 0.25 miles of Laguna Drive connecting to Florence Way Phase 3. **IN PROCESS**
- 24) Florence Way (Phase 4-6). This project includes the striping of bicycle lanes as well as placement of proper signage on 4.0 miles of Florence Way. Funding by City of West Wendover and Land Owner/Developer.

2027-2037

- 25) Instillation of bicycle crossing structure in the vicinity of Florence Way, West Wendover Swimming Pool and Union Pacific Rail Road. Funding by City of West Wendover and Regional Transportation Commission. This project includes the construction of a 12' wide bridge over the existing Union Pacific Rail Road mainline.
- 26) Sycamore Way. This project includes the placement of proper signage on 0.3 miles of Sycamore Way. Funding by City of West Wendover.
- 27) Three Mile Way. This project includes the placement of proper signage on 0.5 miles of Three Mile Way. Funding by Land Owner/Developer.
- 28) Hackberry Boulevard. This project includes the striping of bicycle lanes as well as placement of proper signage on 2.1 miles of Hackberry Boulevard. Funding by Land Owner/Developer.
- 29) Chokecherry Avenue. This project includes the striping of bicycle lanes as well as placement of proper signage on 2.8 miles of Chokecherry Avenue. Funding by Land Owner/Developer.
- 30) Pueblo Boulevard (3). This project includes the striping of bicycle lanes as well as placement of proper signage on 1.5 miles of Pueblo Boulevard. Funding by Land Owner/Developer.
- 31) Red Garter Street (1). This project includes the placement of proper signage on 0.1 miles of Red Garter Street. Funding by City of West Wendover.
- 32) Wells Avenue. This project includes the placement of proper signage on 0.3 miles of Wells Avenue. Funding by City of West Wendover.
- 33) North Butte Street. This project includes the placement of proper signage on 0.2 miles of North Butte Street. Funding by City of West Wendover.
- 34) North Tibbets Boulevard. This project includes the placement of proper signage on 0.1 miles of North Tibbets Boulevard. Funding by City of West Wendover.
- 35) Seminole Drive. This project includes the placement of proper signage on 0.1 miles of Seminole Drive. Funding by City of West Wendover.
- 36) Alpine Street. This project includes striping of bicycle lanes and appropriate signage on 0.4 miles of Alpine Street in West Wendover. Funding by City of West Wendover.
- 37) Acacia Way (1). This project includes striping of bicycle lanes and appropriate signage on 0.1 miles of Acacia Way, currently part of Exit 407 on Interstate 80. Funding by City of West Wendover and other.
- 38) Palo Verde Boulevard (1). This project includes striping of bicycle lanes and appropriate signage on 0.4 miles of Palo Verde Boulevard, currently part of Exit 410 on Interstate 80. Funding by City of West Wendover and other.
- 39) S. Gene L. Jones Way. This project includes striping of bicycle lanes and the placement of appropriate signage on N. Gene L. Jones Way. Funding by City of West Wendover.
- 40) Leppy Pass Avenue. This project includes the striping of bicycle lanes as well as placement of proper signage on 3.3 miles of Leppy Pass Avenue. Funding by Land Owner/Developer.
- 41) Palo Verde Boulevard (2). This project includes the striping of bicycle lanes as well as placement of proper signage on 4.9 miles of Palo Verde Boulevard. Funding by Land Owner/Developer.
- 42) Acacia Way (2). This project includes the striping of bicycle lanes as well as placement of proper signage on 0.8 miles of Acacia Way. Funding by City of West Wendover and Regional Transportation Commission.

- 43) Salt Cedar Avenue. This project includes the striping of bicycle lanes as well as placement of proper signage on 1.9 miles of Salt Cedar Avenue. Funding by Land Owner/Developer.
- 44) U.S. Highway 93B. This project includes the striping of bicycle lanes as well as placement of proper signage on 4.7 miles of U.S. Highway 93B. Funding by City of West Wendover, Regional Transportation Commission and other.
- 45) Pueblo Boulevard (3). This project includes the striping of bicycle lanes as well as placement of proper signage on 2.0 miles of Pueblo Boulevard. Funding by Land Owner/Developer.
- 46) Wendover Boulevard (3). This project includes the placement of proper signage on 3.0 miles of Wendover Boulevard. Funding by City of West Wendover and Land Owner/Developer.

Bicycle Safety, Education and Marketing

One of the most important factors behind having a bicycle plan and its use is the ability to provide education to children and adults alike about bicycle safety and operation. This type of education is accomplished through:

- ❖ Proper design of bicycle facilities (AASHTO or other appropriate standards)
- ❖ Continuous and proper maintenance of bicycle facilities
- ❖ Implementation of safety and educational programs for bicyclists
- ❖ Implementation of appropriate marketing programs for use of the system

Design

The proper design of bicycle facilities is of course an important factor when considering the use of bicycles as alternate means of transportation in any community. Under the West Wendover Bicycle Plan, AASHTO design criteria are used when designing commuter and/or destination bicycle facilities in the community. With regard to recreational facilities, the City of West Wendover adheres as close as possible to AASHTO design criteria though modifications are generally needed considering the location of most recreational multi-purpose trails; thus, case-by-case studies are done to determine what each recreational trail requires.

Maintenance

In order to provide an effective bicycle system, close attention must be paid to the maintenance of bicycle facilities. Basic maintenance of these facilities includes removal of gravel, trash and other debris, which is commonly found along inner edges and shoulders of roads. Properly maintained roadway shoulders and bike lanes improve the safety of the facilities as well as encouraging and pro-longing use. The City currently has in place a monthly community clean-up program, which provides for the removal of trash along roadsides. As well, City plans include the purchase of a street sweeper in the near future to provide better coverage for removal of gravel and other debris from roadways including those associated with bike lanes. As bicycle facilities are added to the City's transportation system, there will be an ever increasing need for funding of maintenance both crews and equipment.

Education

Education of the public with regard to the proper and safe use of bicycles and their associated facilities is of paramount importance. The City of West Wendover continues its efforts on education with regard to bicycle use and safety through programs sponsored by the City of West Wendover Fire Department in cooperation with the Nevada Office of Traffic Safety and Risk Watch. Two times a year the City sponsors Bicycle Rodeos with the intent of educating the public with regard to bicycle safety including legal aspects of traffic rules, rules of common courtesy and maintenance of bicycles. To date these program have primarily been focused towards the youth of the community but are being expanded to cover education of adults as well. The City will continue its efforts with schools and service organizations to provide education programs intended to not only educate bicyclists but as well, drivers.

Marketing

In addition to the educational programs, the City believes that in order to encourage and have effective use of the Bicycle System, appropriate marketing of the system is required. The marketing of the system will be accomplished through public service announcements and advertisements on an ongoing basis in local publications as well as regional publications; promoting the use of the West Wendover Trail System by local residents as well as visitors to the area.

Recommended Bicycle System Plan

Figure 1 shows the recommended long-range Bicycle System Map for the City of West Wendover. The map shows the recommended locations for all of the following elements:

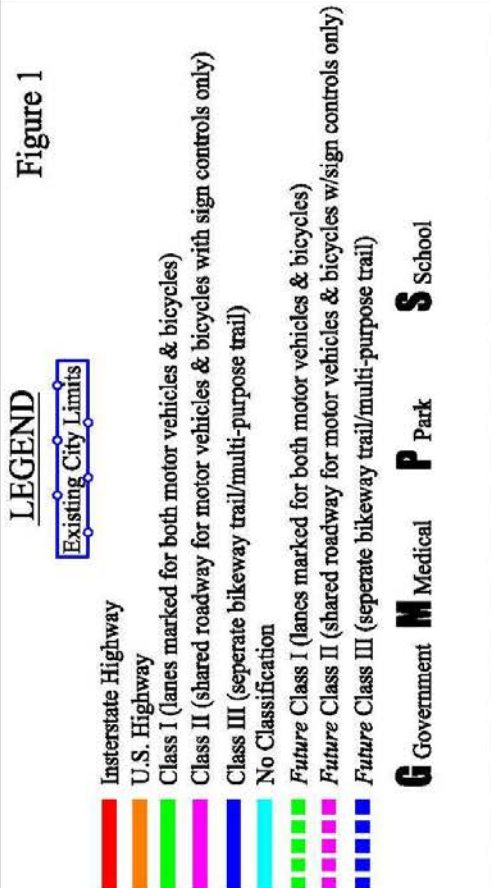
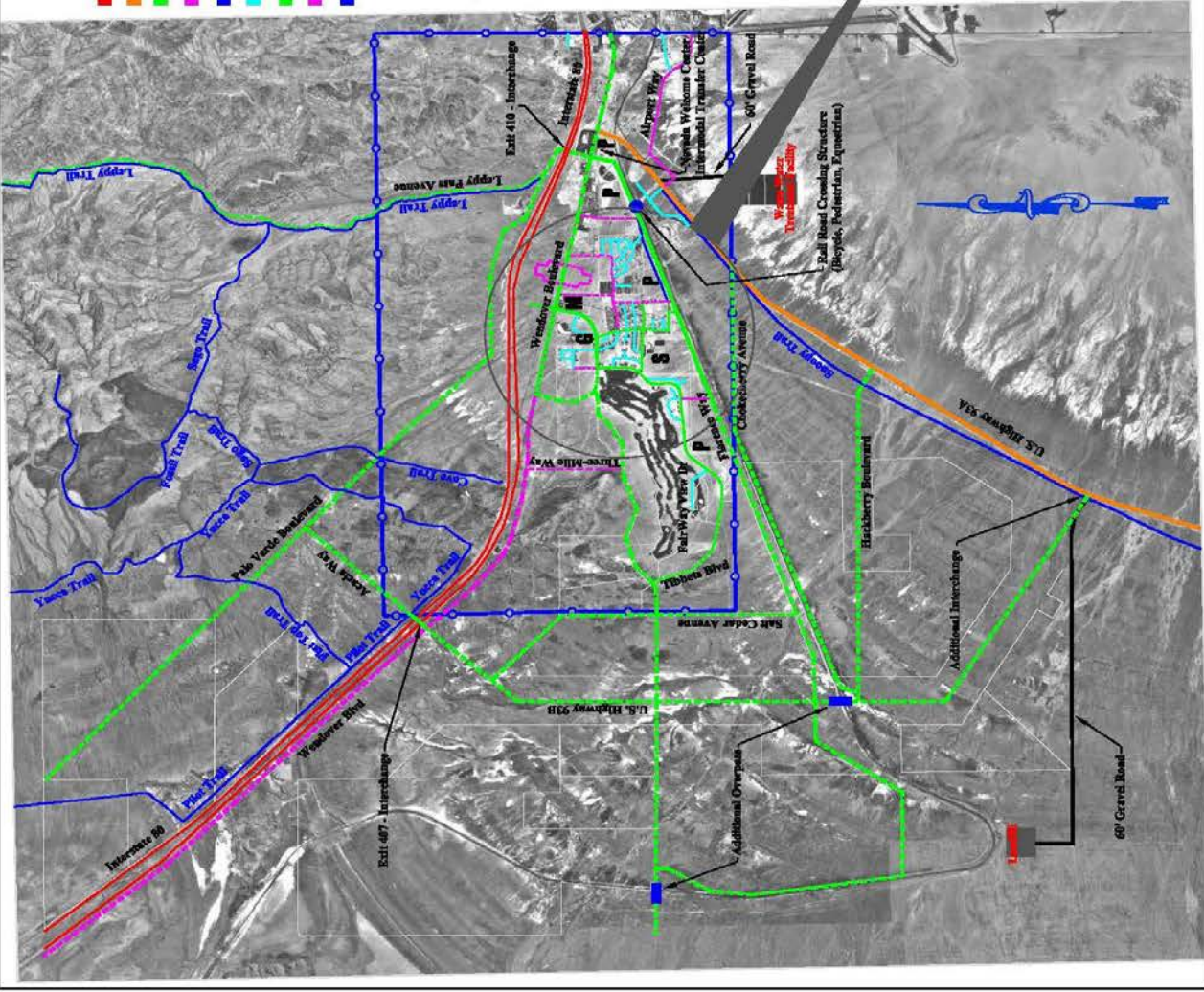
- ❖ **Bicycle Lanes (Bicycle Lane).** Lanes meeting minimum AASHTO width and design standards. These lanes include street striping with signage (Figure 2), which provide a designated space for bicycles.
- ❖ **Shared Roadway Bicycle Routes (Signed Shared Roadway).** Shared roadways meeting minimum AASHTO design standards with route signage (Figure 2) providing linkages to other portions of the bicycle system. Shared Roadway's do not have separate bicycle lane striping as such bicycles share lanes with automotive traffic.
- ❖ **Bicycle Path/Trails (Shared Use Path).** Bikeways/paths/trails that are paved (i.e. gravel-road base, Portland cement concrete or bituminous asphalt) and separated from paved roadways meeting minimum width and clearance standards, or multi-purpose trails which are made of soft surface material (i.e. gravel or decomposed granite) or semi-hard to hard surface material (i.e. gravel-road base, Portland cement concrete or bituminous asphalt) that serve as links to the off-street and/or on-street bicycle/pedestrian system. Appropriate signage is provided for these trails as shown (Figures 3,4).
- ❖ **Public Facility Locations.** Those public facilities including parks, schools, government centers, etc., indicating how they connect to the overall bicycle system.

The Bicycle System Map provides a suitable means of non-motorized transportation by establishing a spoke-wheel system of trail, lanes and routes which lead from the center of the community outward linking travelers with neighborhood, commercial and manufacturing business and recreational areas. Though many streets are represented in the Bicycle System Map, it does not include all the streets within the City, which are used by bicyclists. Through proper land use and transportation planning the City will continue to secure necessary easements and rights-of-way as well as promote with land owners/developers the necessary facilities with regard to the needs of the bicyclists even though these facilities may not be indicated on the adopted Bicycle System Plan Map.

In meeting the needs for public information, a large version of the Bicycle System Map is available through the City of West Wendover Department of Community Development.

APPENDIX

Figure 1

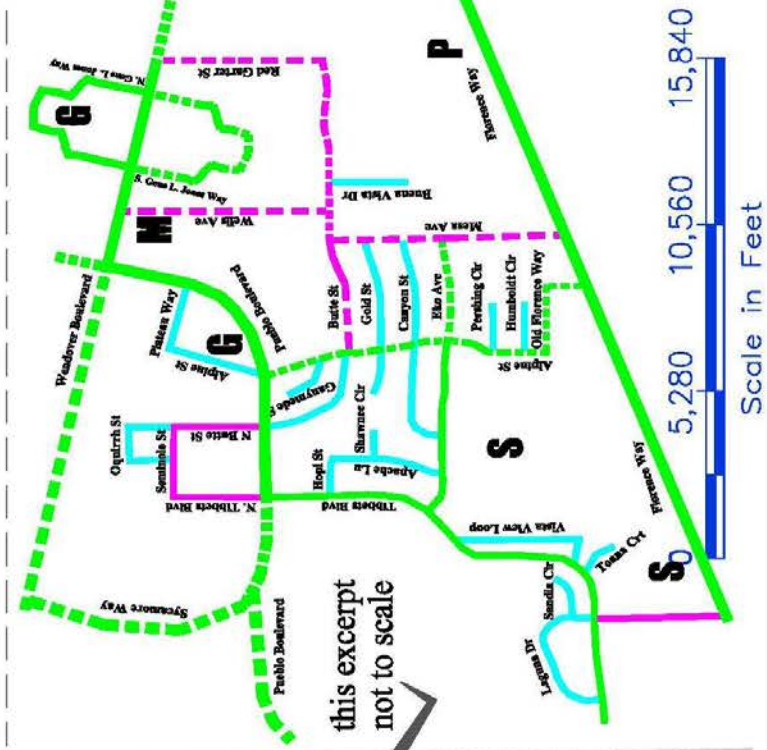


LEGEND

Existing City Limits

- Interstate Highway
- U.S. Highway
- Class I (lanes marked for both motor vehicles & bicycles)
- Class II (shared roadway for motor vehicles & bicycles with sign controls only)
- Class III (separate bikeway trail/multi-purpose trail)
- No Classification
- Future Class I (lanes marked for both motor vehicles & bicycles)
- Future Class II (shared roadway for motor vehicles & bicycles w/sign controls only)
- Future Class III (separate bikeway trail/multi-purpose trail)

G Government **M** Medical **P** Park **S** School



this excerpt
not to scale

City of West Wendover

CITY OF WEST WENDOVER
1111 N. Gene L. Jones Way
West Wendover, Nevada 89883



Bicycle System Plan - Version 2.3

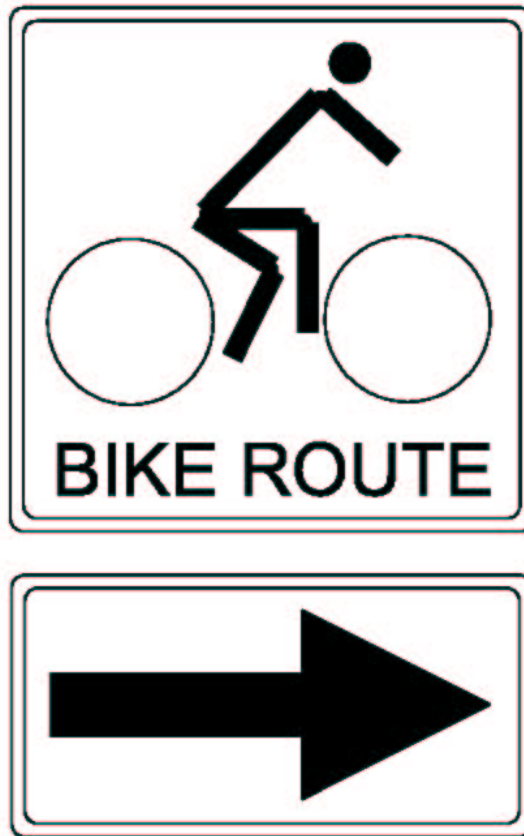
Adopted August 5, 2008 - Update 2/20/2018

DESIGNER: Chris J. Webb
DRAWN: CJA
CHECKER: CJA
SCALE: 1/20/2018
DATE: 2/20/2018

City of West Wendover

Transportation Plan - Bicycle System Plan-February 20, 2018

Figure 2



CITY OF WEST WENDOVER
801 Alpine Street
West Wendover, Nevada 89883
Tel: (782) 664-3081 Fax: (782) 664-3720

CITY OF WEST WENDOVER
BICYCLE SYSTEM PLAN - VERSION 2.1
ROUTE SIGNAGE

DESIGN: CJM
DRAWN: CJM
CHECKED: CJM
SCALE: mm
DATE: 2/8/01

Figure 3



CITY OF WEST WENDOVER
801 Alpine Street
West Wendover, Nevada 89883
Tel: (702) 664-3881 Fax: (702) 664-3728

CITY OF WEST WENDOVER
BICYCLE SYSTEM PLAN - VERSION 2.1
TRAIL SIGNAGE

DESIGN: CJM
DRAWN: CJM
CHECKED: CJM
SCALE: 1/8" = 1'
DATE: 2/8/01

Figure 4

WEST WENDOVER TRAIL SYSTEM

Welcome to the West Wendover Trail System. The West Wendover Trail System is part of the Bicycle System Plan for the City of West Wendover, Nevada, established February 6, 2001. These trails are for the enjoyment of both local residents and visitors to the West Wendover area. Information about the trail system and its use are [shown here](#)

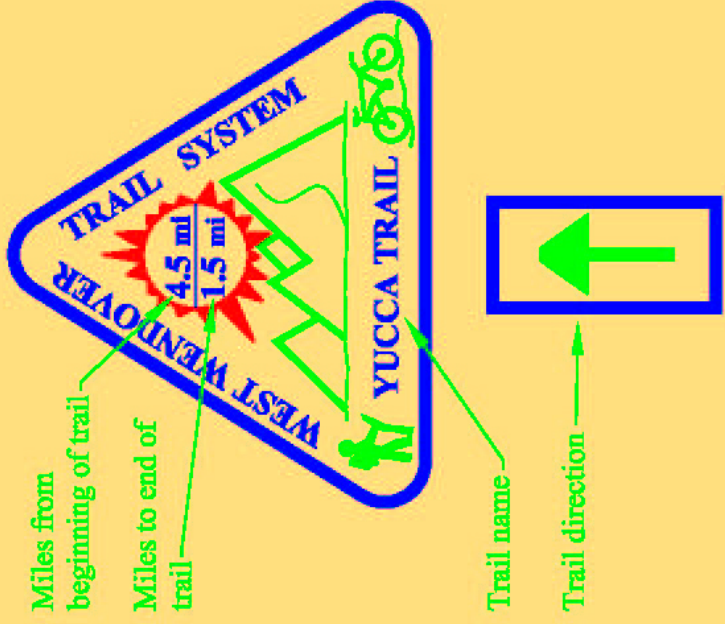
Please be aware that many of these trails are multipurpose; meaning many forms of transportation use them including: bicycles, pedestrians and motor vehicles. Please use all precaution and adhere to all appropriate road rules.

You are in a high desert environment with seasonal temperature and climate extremes. A few safety tips to keep in mind are: Carry plenty of water, plan your trip/excursion carefully, dress appropriately for the region and activity you are planning, be mindful of thunderstorms and the potential for flash floods. Remember, you are in an open nature environment where you will be in the presence of various wildlife habitats for animals, birds and reptiles; protect your life at all costs by treating the wildlife and their environment with respect and appreciation.

We hope you enjoy your stay in our acclaimed and beautiful high desert vistas and surrounding valleys.



City of West Wendover
Community Development Department



Scale in Feet

**CITY OF WEST WENDOVER
RECREATION PROGRAM
LEPPY HILLS TRAIL SYSTEM
NOVEMBER 2004**

SUMMARY

The City of West Wendover in its Land Use and Master Planning Processes has identified an important aspect of our community area which can and should play an important role in promoting tourism and economic growth while protecting vital view sheds and open space in and near the City of West Wendover, Nevada. Unlike many established metropolitan areas, West Wendover has a very unique opportunity given its current size to identify, plan and establish large recreational areas, which will not only benefit the residents of the City of West Wendover and the protection of open space in the surrounding area but, as well and just as important, will benefit the over two million visitors a year who come through our community. The increasing number of visitors and the increasing length of stay of those visitors will undoubtedly play a significant role in contributing economically to the City and to the State of Nevada through the increased revenues provided by capturing this recreational component. As such, the City of West Wendover proposes the following three-phased project in relation to the creation of the Leppy Hills Trail System.

PHASE I - A

Acquire Right of Way from BLM for Trail property as shown in Figure 7. **COMPLETED**

PHASE I – B - **COMPLETED**

Complete final engineering/design and proceed with construction of the trail system on the acquired property under Phase I -A. The trail system improvements would primarily be passive recreation oriented including: Mountain biking, hiking, walking, roller blading, etc., with the necessary support facilities such as water and restroom facilities in designated areas. The trails would be paved.

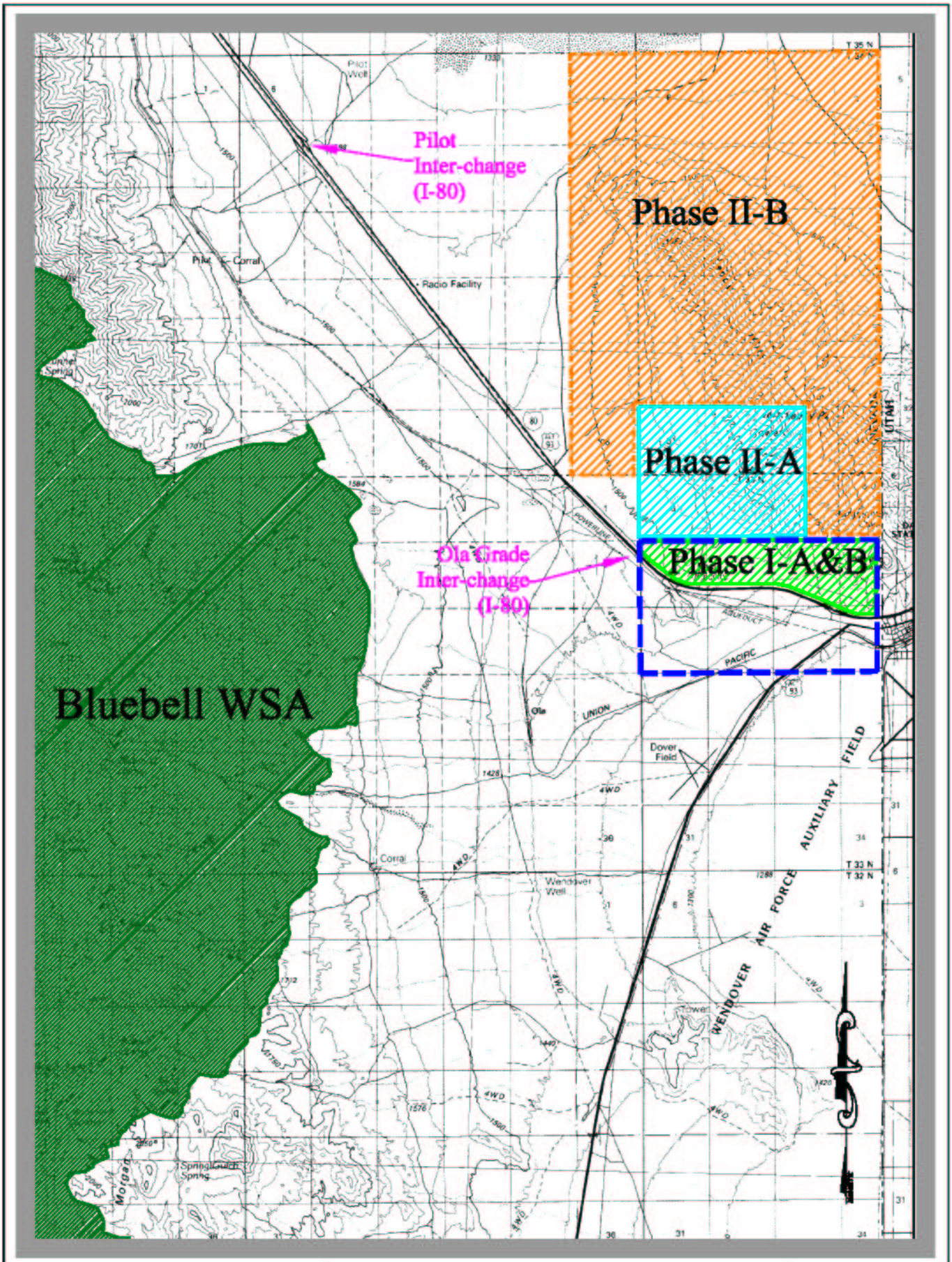
PHASE II-A & B

Acquisition under Recreation and Public Purposes Lease (R&PP) or ROW of approximately 24,000 acres of land owned and managed by the Bureau of Land Management, which would be available to the City for recreation and public purposes. This property located in areas north of the City Limits of West Wendover as shown in Exhibit "A". The trails in this phase would be a combination of paved and dirt/gravel trails (hard pack). Primary focus would be on passive recreation with a secondary focus placed on some additional equestrian facilities and some all-terrain vehicle facilities that would provide appropriate access to riding areas outside of industrial, commercial and residential areas of the City but limited to protect larger portions of open space in the surrounding area.

PHASE III

Proceed with engineering/design and construction of trail system extensions, which would provide additional improved access to the leased R&PP land described in Phase II. As with Phase I, some trails would be improved paved trails to provide for additional walking, biking, roller blading, etc., while the majority of the improvements would be limited to establishment of appropriate gravel/dirt trails as part of the overall system.

Figure 6



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LEPPY HILLS TRAIL SYSTEM v.2.0

 Current City Limits	 R&PP Lease Approx 31 Sections	 Land Purchase/R&PP Approx 7 Sections
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DESIGN: Col. McMillan
 DRAWN: CJM
 CHECKED: CJM
 SCALE: 1" = 200'
 DATE: 2/1/04