

2025 LONG RANGE TRANSPORTATION PLAN

DRAFT REPORT

PREPARED FOR

THE WASHOE TRIBE OF
NEVADA AND CALIFORNIA



MAY 2025

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List of Abbreviations

ADT	Average Daily Traffic
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
Caltrans	California Department of Transportation
CFR	Code of Federal Regulations
DART	Douglas Area Rural Transit
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
HPSJB	Highway Policy Steven Jessberger Battelle
IRR	Indian Reservation Roads
JAC	Jump Around Carson
L RTP	Long Range Transportation Plan
NDOT	Nevada Department of Transportation
NTTFI	National Tribal Transportation Facility Inventory
RIFDS	Road Inventory Field Data System
RSA	Road Safety Assessment
RTC	Regional Transportation Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SafeTREC	Safe Transportation Research and Education Center
STIP	Statewide Transportation Improvement Plan
TAMP	Transportation Asset Management Plan
TIP / TTIP	Transportation Improvement Program / Tribal Transportation Improvement Program
TTAM	Tribal Transportation Allocation Methodology
TTP / TTPSF	Tribal Transportation Program / Tribal Transportation Program Safety Fund
T TSA	Tribal Transportation Safety Assessment
WRO	Western Regional Office
WTPD	Washoe Tribe Police Department

Tribal Naming Convention

Formal Name

Carson Indian Colony
Dresslerville Indian Community
Stewart Community
Washoe Woodfords Indian Community
Washoe Tribe of Nevada and California

Shorthand Names

Carson / Carson Colony
Dresslerville / Dresslerville Community
Stewart
Hung A LeI Ti / Woodfords / Woodfords Community
Tribe / Washoe Tribe

Executive Summary

The purpose of this study is to identify and evaluate present and future transportation needs of the Washoe Tribe of Nevada and California (Tribe) commensurate with the Tribe’s social, economic and development goals and objectives; to provide the Tribe and the Bureau of Indian Affairs (BIA) with a 20-year Transportation Plan which is responsive to short and long range community development projections, and which takes into account proposed State and/or County transportation plans for the region of which the Tribe is a part; to establish a prioritized listing of road improvement/construction projects to meet current and projected transportation needs, and to develop a Tribal Transportation Improvement Program (TIP) for use by the Tribe and the BIA in implementing a construction program.

Tribal Transportation Program

The Tribal Transportation Program (TTP), originally known as the Indian Reservation Roads (IRR) Program, is the largest program in the Office of Federal Lands Highway. The TTP was established in 23 U.S.C. 202 to address the transportation needs of Tribal governments throughout the United States. As established in Public Law 114-94 (signed into law in December 2015), Fixing America’s Surface Transportation Act (the FAST Act), the program received \$465 million in 2016, with increases of \$10 million per year to \$505 million in 2020. The program further received \$3.01 billion to be dispersed over the fiscal years of 2022 to 2026 as shown in Table 1. The purpose of the TTP is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities. A prime objective of the TTP is to contribute to the economic development, self-determination, and employment of the Indians and Native Americans.

Table 1: The Tribal Transportation Program 2022 - 2026 Funding Breakdown.

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$578 Million	\$590 Million	\$602 Million	\$613 Million	\$628 Million

Source: Transportation Funding Opportunities for Tribal Nations, September 2024.

The TTP is funded by contract authority from the Highway Trust Fund and is subject to the overall Federal-aid obligation limitation. Funds are allocated among Tribes using a statutory formula based on tribal population, road mileage and average tribal shares of the former Tribal Transportation Allocation Methodology (TTAM) formula.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Public Law 109-59 established in 2005, gave tribes the ability to work directly with the Federal Highway Administration (FHWA) in the administration of their IRR program. The *IRR Program Delivery Guide* developed in 2008 to assist Tribes with the management of IRR programs was replaced by the *TTP Delivery Guide*, the most up to date version was issued in July of 2024. The *TTP Delivery Guide* is intended to be a valuable resource for Tribal Governments in their administration of the TTP, providing a source of technical transportation and program information, and describing several other key Federal transportation programs available to Tribes.

This *Long-Range Transportation Plan* (LRTP) has been prepared in accordance with the 2024 *TTP Delivery Guide Section V Transportation Planning* included as Appendix A and covers a 20-year time horizon. Existing routes in the National Tribal Transportation Facility Inventory (NTTFI) have been evaluated as well as routes the Tribe is proposing to add to the NTTFI. The LRTP includes a *Tribal Transportation Improvement Program* (TTIP) and priority list that will be forwarded to the BIA for inclusion in a regional TTP and the Nevada Statewide Transportation Improvement Plan (STIP).

Organization of Study

The Transportation Planning Study began in December 2024. The study methodology was based on a Statement of Work for the Washoe Tribe of Nevada and California Long Range Transportation Planning Study and Report, provided to consultants Lumos and Associates, by the Washoe Tribe. The principal phases of work involved in the Transportation Planning Study are as follows.

Phase 1 - Data Collection

Develop and review a wide range of information sources regarding the Washoe Tribe Lands, Carson City, Douglas County, and Alpine County including transportation systems, motor vehicle accidents, socioeconomic and demographic information, land use and housing, and environment and natural resources.

Phase 2 - Analysis of Transportation Needs

Review prior reports and road inventory data, as well as data obtained in Phase 1. Tribal staff provides input on potential development projects. A review draft of the report setting forth all the material developed up to this point has been prepared, and tribal staff, as well as BIA personnel, will review the draft and provide feedback.

Phase 3 - Finalization of Study

Incorporated reviewers' comments and changes into the report. Improvement projects are selected based upon tribal priorities, which include the condition of existing roadways, alleviation of hazardous conditions, providing access to existing housing, businesses, and services, and providing access to tribal development projects and areas. Cost estimates were developed for the improvement projects based upon local road construction cost data and current and projected market conditions. These projects and cost estimates are incorporated into a TIP included in this report.

Public/Tribal Member Participation in Planning Process

A public meeting or presentation will be held regarding transportation planning for the Tribe's communities. This will be an opportunity for the public to learn about the planning process and provide input on the contents of the draft LRTP. Some topics of discussion might be transportation safety, transit service, drainage and roadway issues, and land use, among others. The public meeting notes and comments will be referenced in the final version of this LRTP under Appendix B.

Summary of Transportation Plan

Existing Conditions

Summary to be completed as part of Final LRTP.

The Transportation Plan

Summary to be completed as part of Final LRTP.

Introduction

Indian Reservation Roads

The term **Indian Reservation Roads (IRR)** means public roads, including roads in the Federal Aid Highway System, that are located within or provide access to an Indian reservation, Indian trust land, or restricted Indian land that is not subject to fee title alienation without the approval of the federal government, or Indian and Alaska Native villages, groups, or communities in which Indians or Alaska natives reside, whom the Secretary of the Interior has determined are eligible for services generally available to Indians under federal law specifically applicable to Indians. This term includes all or part of the following systems:

1. **BIA Road System.** Existing public highways and proposed routes which qualify as IRR pursuant to the provisions of Section 101(a) of 23 USC and for which the BIA has or plans to obtain right-of-way.
2. **BIA Reservation Development Road System.** Existing public highways and proposed routes for which the BIA has, or plans to obtain, a legal right-of-way and which serve the development needs of Indian reservations and Alaska Native villages.
3. **Highway Trust Fund Road System.** Existing BIA routes or sections of routes, which were constructed or improved, with the use of Highway Trust Funds.
4. **Tribal Road Systems.** Public roads whose rights-of-way are under the jurisdiction of a tribe.
5. **County or Township Road System.** Public roads whose rights-of-way are under the jurisdiction of a county or township.
6. **State Highway System.** Public highways whose rights-of-way are under the jurisdiction of a state.
7. **Other Federal Agency Roads.** Public roads whose rights-of-way are under the jurisdiction of various federal agencies such as the Bureau of Land Management (BLM), U.S. Forest Service, National Park Service, Corps of Engineers, Department of Defense, or Bureau of Reclamation.

Regional Context

The Washoe Tribe is comprised of four separate communities located in the western Nevada and eastern California region on three reservations. The Carson Colony is located within Carson City limits approximately 1.5 miles north of the junction between Highway 50 and Interstate 580. Located on the South side of Interstate 580, approximately 0.6 miles southeast of the junction between Highway 50 and Interstate 580, resides the Stewart Community. The Dresslerville Community is located in Douglas County on the west side of the East Fork Carson River, approximately 20 miles south of Carson City following Highway 395. The Hung-A-Lel-Ti are located in Alpine County, California approximately 4.2 miles northeast of Alpine Village and 1.8 miles southeast of Highway 88 at Paynesville.

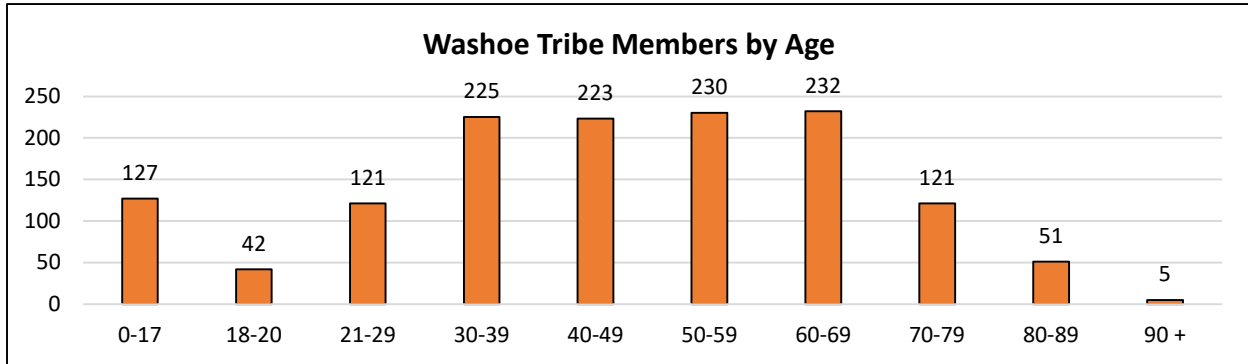
Background Data

Reservation Demographics

Population

The population of the Washoe Tribe is 1,377 according to the Washoe Tribe Membership Statistics distributed October 7th of 2024. Five hundred seventy eight (578) members of the Washoe Tribe reside on the reservations throughout the communities for Carson, Stewart, Dresslerville, and Hung-A-Lel-Ti with corresponding populations of 103, 256, 81 and 138, respectively. Non-tribal members also reside on the reservations, but that number is not known at this time. Seven hundred ninety-nine (799) members live

off Washoe Tribal reservations. Tribal member population growth is slowing due to qualifications for blood quantum. General population growth within the communities is anticipated to fluctuate with the trends of housing capacity and housing growth opportunities. The chart below shows the ages of the Washoe Tribe membership population according to the 2024 membership statistics. Additionally, Table 2 below breaks down the population with respect to the corresponding community.



Source: Membership Statistics, October 7,2024

Table 2: Washoe Tribe Membership Population Statistics of 2024 by Community.

Age	Carson		Stewart		Dresslerville		Woodfords		Off-Reservation	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
90 +	1	0	0	0	0	2	0	0	0	2
80-89	3	2	1	1	4	2	3	1	22	12
70-79	9	3	2	2	7	7	9	4	41	37
60-69	11	14	8	5	22	14	9	11	78	60
50-59	11	5	7	9	20	23	11	6	79	59
40-49	3	6	7	3	18	16	13	15	77	65
30-39	14	10	6	8	23	25	10	10	68	51
21-29	5	5	6	4	12	9	6	7	32	35
18-20	0	0	2	3	4	11	2	4	7	9
0-17	0	1	3	4	16	21	9	8	35	30
Totals	103		81		256		138		800*	

Source: Membership Statistics, October 7,2024

* Data is not mathematically accurate from the corresponding values, however the cited information was pulled directly from the source document. Totals for Male Off-Reservation population based on the data collected should show 360, making the Total Off-Reservation population 799.

The Membership Statistics of 2024 provides the most accurate data available on the Tribe’s population statistics. Other information on reservation demographics was not as readily available. Supplemental data was included from the US Census 2020 to represent a basic understanding of housing conditions, employment status, and transportation demands. When comparing the US Census 2020 data to the provided Membership Statistics of 2024 data, there were several discrepancies between the overall population of each community. Population values within each community were notably overestimated in the U.S. Census 2020 with significant margin of errors up to 44% of the estimate. The supplemented data from the U.S. Census 2020 can be used as a high-scale form of understanding, though attention should be drawn to the misrepresentation of the real conditions within the Tribal lands.

Housing

Residential development for members is dispersed amongst the different communities. In many cases, the reservation boundaries has a portion designated for residential housing, while the rest is comprised of agricultural areas or undeveloped land. The U.S. Census 2020 contains housing reports for each community separately but does not have data that corresponds to the entirety of the Tribe. Highlights from the U.S. Census 2020 data are summarized in Table 3 below.

Table 3: Washoe Tribe Housing Data by Community.

Colony	Total Housing Units	Owner Occupied	Renter Occupied	Vacant Housing
Carson	97	71	9	17
Stewart	124	54	69	1
Dresslerville	97	67	22	8
Woodfords	76	51	23	2
Totals	394	243	123	28

Source: U.S. Census, 2020.

To verify the accuracy of the U.S. Census 2020 data, a visual survey was conducted via aerial counts of the current housing units within each community. Data found by visual count showed some variance from the U.S. Census 2020 data. Total housing units for Carson, Stewart, Dresslerville, and Woodfords were found as 90, 51, 143, and 62, respectfully. Misrepresentation of the U.S. Census 2020 data was found most in the Stewart and Dresslerville Communities and should be recognized for future planning efforts.

Employment and Commute to Work

Information on employment and commute to work was obtained from U. S. Census 2020. Table 4 below shows the type of commute reported in U.S. Census, 2020. The U.S. Census 2020 reported 430 residents of the Tribe as employed. The U.S. Census 2020 reports an average travel time to work of 24.0 minutes throughout the different communities as portrayed in Table 5. There are various modes of transportation used by the residents to get to work.

Table 4: Commute Mode of the Washoe Tribe of Nevada and California.

Commute Mode	Number of Persons				
	Carson	Stewart	Dresslerville	Woodfords	Totals
Car, truck, or van – drove alone	78	59	78	83	298
Car, truck, or van – carpooled	23	8	14	17	62
Public Transportation	2	0	0	0	2
Walked	4	9	1	1	15
Other means	0	0	3	0	3
Worked from home	0	0	2	48	50

Source: U.S. Census, 2020.

Table 5: Washoe Tribe Work Commute Time by Community.

Colony	Average Travel Time to Work
Carson	17.1 minutes
Stewart	23.2 minutes
Dresslerville	23.8 minutes
Woodfords	32.0 minutes
Combined Average	24.0 minutes

Source: U.S. Census, 2020.

Physical Characteristics

Carson Colony

The Carson Colony is situated on 160 acres of land adjacent to southern Carson City. About 83 acres of the colony is considered to include easily amendable land to develop on the eastern base of the Carson Range; the remainder of the parcel consists of steep slopes ranging from 10% to 40% on the eastern front of the Carson Range where the elevation can climb up to 1 foot for every 2.5 feet forward. Vegetation cover on the colony is sparse, consisting of big sagebrush, antelope bitterbrush, sedge grasses and deciduous trees. The Colony is a part of the Voltaire Canyon watershed: both the city of Carson City and the Tribe use the water resources of this watershed. There is no surface water on the Colony. Natural hazards on the Colony consist of potential earthquakes up to a magnitude of 7.5 on two faults located on the Colony; flooding due to extreme storm events and runoff from the steep slopes immediately above the developed area, and wildfires on the open slopes in the western edge of the Colony parcel.

Stewart Community

The Stewart Community consists of 292 acres of land wrapping around a 115-acre parcel owned by the State of Nevada which holds the campus of the former Stewart Indian School. The Stewart Community is almost completely surrounded by Carson City except in the southwest corner, where one 40-acre block is adjacent to Douglas County.

Clear Creek crosses the Stewart Community. For just over ½ mile both banks of the creek are on tribal land; for just under ½ mile the creek forms the boundary between State and tribal land, with its south bank on tribal land. The 2008 Land Use Plan shows that a cemetery and a bridge on Center Drive are within the creek's 100-year floodplain. Due to the Clear Creek riparian zone and the surrounding big sagebrush/bitterbrush vegetation types, the Land Use Plan rates the parcel as having high potential for wildlife habitat; however, with increasing urbanization of surrounding lands, wildlife species adapted to urban habitat predominate.

There are no steep slopes in the Stewart Community. Soils are shallow, with some hardpan underlying certain portions. The Land Use Plan reports that the soil along the south side of Clear Creek is rated as good for road construction and backfill material.

The Land Use Plan reports that the entire Stewart Community is rated as having high sensitivity for cultural resources. Specific archeological sites have been identified on the parcel. Most of the Stewart Indian School buildings are on the National Register of Historic Places; a portion of the former track bed of the Virginia and Truckee Railroad passes through the Community; and a cemetery holding the grave of famous Washoe basket maker Dat-So-La-Lee is also located in the Stewart Community.

Dresslerville Community

At 793.32 acres, the Dresslerville Community and Ranch is the second largest parcel of the Washoe tribal lands. It covers bottom lands along the Carson River and bench lands above. The river area provides habitat for several wildlife species including bald eagles, mourning dove, jackrabbit and cottontail, muskrat, beaver, and mule deer. Some of these species also use the bench lands. The Tribe has rated the

parcel as high in sensitivity for cultural resources; this is because the river area's relatively abundant wildlife caused the area to be extensively used for subsistence hunting by the early Washoe.

One hundred and forty acres of agricultural land on the ranch are classified by the Soil Conservation Service as having "prime" agricultural soil, if irrigated. The Tribe has agricultural water rights from the Carson River of 4.5 acre feet per acre. Flooding from the Carson River and, to a lesser extent, from the Ruhenstroh and Pine Nut Road areas, and earthquakes are the principal natural hazards on the parcel. Furthermore, flooding from the Indian Creek in 1997, 2007, and 2017 showed threat to infrastructure and caused significant road damage.

Hung A Lel Ti Community

The Hung A Lel Ti Community is located on the Woodfords parcel which is comprised of 80 Acres of Trust land located in Alpine County, California. The parcel is located on a steep, rocky hilltop. Native plant communities consist of big sagebrush, antelope bitterbrush, and associated species. Wildlife species include mule deer, jackrabbit, cottontail, and mountain lion.

The Wade parcels are 320 acres in two parcels of land in Alpine County, California. The southern of the two parcels is crossed by U.S. Highway 88 and Emigrant Trail. This parcel, known as "Lower Wade," contains part of a bluff over the Carson River. Creeks draining Larson and Stuard Canyons cross the Upper Wade (northern) parcel, and Stuard Creek continues across the lower parcel. The 2008 Washoe Tribe Comprehensive Land Use Plan rates the western two-thirds of the Upper Wade parcel as having slopes too steep for development; the majority of the lower parcel, with the exception of the river bluff, has gentle slopes. Plant and animal communities are similar to those on the Woodfords parcel.

Land Ownership

Ancestral lands of the Washoe Tribe cover an area in the central Sierra Nevada Mountains and their eastern slope stretching from Mono Lake in the south to Honey Lake in the north, centered around Lake Tahoe and including the valleys that now hold the towns and cities of Reno, Sparks, Carson City, Minden, and Gardnerville, Nevada. The Washoe did not have a reservation established with the Euro-American occupation of their ancestral territory, and tribal members lived at the edges of Euro-American settlements until the U.S. Congress, in 1917, purchased land for the tribe which became the Carson Colony and the Reno/Sparks Colony. At about the same time a Carson Valley rancher donated a parcel of land to the tribe which became the location of the Dresslerville Community; this holding was later expanded with the purchase of Carson River bottomlands.

In 1970, 80 acres were acquired from the Bureau of Land Management (BLM) to create the Hung A Lel Ti Community for Washoe people who had been living on allotments in Alpine County, California. Two of the previous Alpine County allotments were deeded to the Tribe in 1976, and are known as the Wade Parcels. The Washoe Tribe's land base expanded considerably in the 1980's when the majority of former Stewart Indian School lands in Carson City and Douglas County, Nevada were transferred to the tribe. Parcels acquired in this Act of Congress include the Stewart Ranch, Silverado, Upper and Lower Clear Creek, and Stewart. The Tribe also owns or controls resource conservation and cultural resource lands in the Pine Nut Mountains and the Carson Range of the Sierra Nevada. Since these resource lands parcels are and will remain undeveloped, they are not included in this long range transportation plan and

transportation improvement plan. Appendix D provides the 2008 Washoe Tribe of Nevada and California Integrated Resource Management Plan which identifies the land ownership and overall land use planning.

Today, Tribal members who reside on the Tribal lands reside within either of the four communities: the Carson Colony in southwestern Carson City, Nevada, the Stewart Community in south Carson City, Nevada, the Dresslerville Community in Douglas County, Nevada, and the Hung A Lel Ti Community in Alpine County, California. Additionally, the Tribe has many members that live off-reservation but still access the facilities within the communities i.e. Tribal Health Center, Washoe Housing Authority. Both near and far, members use the road network to carry out their work requirements, travel to see family, access health services, perform deliveries, etc. Appendix E portrays a map of the primary communities and the additional land ownership of the Washoe Tribe.

The table on the following page shows Washoe tribal lands with their approximate acreage.

Table 6: Washoe Tribal Land Ownership as of 2008.

Washoe Tribal Lands		
Parcel Name	Location	Acreage
<u>Residential Communities - Nevada</u>		
Carson Colony	Carson City/County	160
Dresslerville Community	Douglas County	793.3
Stewart Community	Carson City/Douglas County	292
<u>Residential Communities - California</u>		
Hung A Lel Ti Community / Woodfords Parcel	Alpine County	80
<u>Other Parcels - Nevada</u>		
Allotment #231	Douglas County	160
Heidtman	Douglas County	80
Incline Village	Washoe County	2.4
Lower Clear Creek	Douglas County	229
Upper Clear Creek	Douglas County	157.1
Silverado	Douglas County	160
Stewart Ranch	Douglas County	2098
Skunk Harbor	Carson City/County	24.3
Uhalde	Douglas County	39
Frank	Douglas County	12.2
Mica Drive	Douglas County	0.9
<u>Other Parcels – California</u>		
Babbit Peak	Sierra County	480
Ladies Canyon	Sierra County	145.4
Olympic Valley	Placer County	2.8
Wade Parcels	Alpine County	320
Total Tribal Trust Land		5236.4
<u>Individual Allotments – Nevada</u>		
Pine Nut Allotments	Douglas County	+/- 65,000
<u>Individual Allotments – California</u>		
Sacramento Allotments	Alpine County	420
Total Individual Allotments		65,420

Source: Washoe Tribe of Nevada and California Integrated Resource Management Plan, revised 2008.

Existing Land Use

Carson Colony

The Colony was originally laid out in 64 one-acre lots. Current land use is a result of subdividing the one-acre lots into quarter-acre parcels. Existing land use in the Colony is predominantly residential, with some commercially designated parcels along Curry Street; two areas designated for community uses and a park; and land surrounding springs and wells on the eastern side of the developed area designated as infrastructure areas.

When it was originally established in 1917, the Carson Colony was well south of the city limits of Carson City. Since then, the Carson City has grown to surround the Colony on the north, east, and south. Commercial uses have developed along Curry Street to the south, north, and east of the Colony. Carson City has future plans to further develop Curry Street north of the colony as part of their “complete streets” initiative in which they will aim to connect pedestrian access through the road corridor to connect the commercial areas. The area to the west of the Colony consists of steep slopes that currently are undeveloped and are zoned by Carson City as Open Space Reserve or Public Regional.

Stewart Community

Current use of the Stewart Community was reported in the Land Use Plan to be mostly residential. There is a Washoe Housing Authority residential area north and south of Clear Creek Avenue, which covers about 8% of the Community’s land. Ninety percent of the Community land remains vacant and undeveloped, and 37% of the land base is in Park/Recreation use. The remainder of the land use is allocated towards Community, Infrastructure, and Light Industrial. All land formerly zoned commercial was changed to residential in 2003 in response to the anticipated impact of the U.S. Highway 395 Carson Bypass Freeway on the location of new homes in the Community. In the summer of 2023, construction kicked off the development of the Washoe Stewart LIHTC Subdivision which established 21 new residential lots within the community.

Carson City’s adopted (2006) Land Use Plan shows the area surrounding the Stewart Community in a mix of land uses. To the west, fronting U.S. Highway 395, is land zoned Community/Regional Commercial. This land is currently either vacant or developed in small-scale commercial uses.

To the south and northwest are areas zoned Medium-Density Residential (3 to 8 dwelling units per acre). This is a change in land use from Carson City’s previous master plan, which designated these areas as low-density residential. The areas currently either are open or developed in low density residential development. To the north of the Stewart Community is land zoned Low-Density Residential (0.2 to 3 dwelling units per acre); and to the east is land zoned for Parks and Recreation. This area holds the Edmonds Sports Complex, a regional sports facility with over a dozen ball fields and a cyclocross track, as well as associated parking and other visitor facilities.

The Stewart Community surrounds the former Stewart Indian School, which is designated as Public/Quasi Public use. The State of Nevada uses this area for various state functions including law enforcement training and leases portions of the site to local social services organizations. Many of the former Indian School buildings are vacant.

Proposed land use aims to add a minor amount of commercial property, while removing light industrial allocation. Additionally, more land is being pulled from park and recreation to go towards conservation.

Dresslerville Community

The parcel includes frontage on U.S. Highway 395, residential areas, the tribal administrative complex, land in agricultural use, and open space. Though the majority of the land use is designated to Agriculture, the Washoe Tribe has an interest in developing and securing resources for development along Highway 395. The Tribe has also been in the process of transitioning Agriculture II land to a new use.

The East Fork of the Carson River runs through the parcel: a total of three miles of river either form the parcel's boundary or are wholly enclosed by the Tribal lands.

Growth in neighboring areas in Douglas County has been rapid, with development encroaching on tribal land, especially on the northern end and on the western boundary of the parcel.

Hung A Lel Ti Community

The Woodfords parcel has public land administered by the BLM on three sides, and privately-owned land to the south and southeast. In the Hung A Lel Ti Community, 26.6 acres are used for single-family residential use, while other land uses in Woodfords include a community center, a Wellness Center/Gym, fire station, park, and infrastructure. About 39 acres of the Community are currently undeveloped.

The Wade parcels are two 160-acre former private allotments conveyed to the tribe as Trust land in the 1970's. One parcel is located approximately ½ mile north of State Route 88, while the other parcel straddles State Route 88. On the lower parcel, some residential structures remain from the time when the parcel was a private allotment. Other than this, there is no development on the parcels.

Transportation System

Existing Roadway System

In the following section, the roadway system as it currently exists is described. Public transit and related systems are also addressed, as well as bicycle and pedestrian use. The BIA, State of Nevada, State of California, Carson City, Douglas County and Alpine County systems of planning, prioritizing, and funding transportation improvements are also described.

Public roads included in the Tribe's existing NTTFI are constructed and maintained primarily by the BIA, Carson City, Douglas County, Alpine County, NDOT, and Caltrans. The Nevada Department of Transportation's "Roadway Functional Classification" shows one roadway segment on the tribal reservations as a part of the Federal Aid Highway System of Nevada; U.S. Highway 395, classified as a principal arterial. Sections of State Route 518 (Snyder Avenue), classified as a minor collector, were transferred to Carson City ownership and are now no longer maintained by NDOT. The Caltrans "Functional Classification System" includes two roadways that are included in the NTTFI. The routes are State Route 88, classified as Principal Arterial; and State Route 89, classified as Minor Arterial. Douglas County Roads listed in the NTTFI are Memdewee Run, Wat'shemu Drive, Patdul'negeeh Way, Pba,ul Street, Me'hu Street, and Wa-she-shu Way. Alpine County Roads identified in the NTTFI are Emigrant Trail

Road, Diamond Valley Road, and Barber Road. Carson City Urban Roads in the Tribe’s NTTFI are South Curry Street, Moses Street, Wialkai Street, Paiute Street, Shoshone Street, Oneida Street, Washoe Street, Boyle Street, Clear Creek Avenue, Center Drive, Bennett Avenue, Ponderosa Drive, Bigelow Drive and now portions of Snyder Avenue.

All public roads on the reservation are a part of the NTTFI system. U. S. Highway 395 and State Routes 88 and 89 are classified as “non-BIA NTTFI Roads,” and are constructed and maintained by NDOT and Caltrans. All other roads on the reservation, either Tribal, County, or Urban roads, are predominantly maintained by the Tribe with BIA funding, although Carson City, Douglas County, and Alpine County may contribute occasional maintenance to county roads. The 2025 Roadway Inventory Update will be submitted to the BIA as part of the development of this LRTP.

Road Maintenance

BIA System

Road maintenance funds are used to maintain an optimal level of road maintenance based on the road condition at the least cost. BIA road engineers/managers work with tribes in determining the level of maintenance to be performed within budgetary constraints and establish a road maintenance program for each tribe. Maintenance priorities are frequently based on the need to provide community members safe access to and from homes and facilities. Emergency conditions have the highest priority for road maintenance funding. Other priorities are determined by roadway surface type and level of use.

The BIA is obligated by CFR 25, Section 170 to maintain the BIA Road System to a safe and satisfactory condition based upon the availability of funds and the roadways’ as-built condition. Road maintenance funds are appropriated by Congress and allocated to the BIA separately from construction funds. Road maintenance funds are used to “maintain an optimal level of road maintenance based on the road condition and the availability of funds.” Road maintenance activities include the preservation and repair of the road surface (crack sealing, patching, and slurry seal), blading roadway shoulders and ditches, clearing drainage structures, snow removal, and the installation/replacement of traffic control, directional and street signs. Funds for the maintenance of BIA roads on the Washoe Tribe Reservations are provided to the tribe from the FHWA through the Office of Self Governance. In total the tribe receives roughly \$395,000 for construction projects and \$9,000 for planning from the FHWA annually. Of the \$395,000 received for construction, the tribe allocates approximately \$77,600 for maintenance specific projects. The maintenance funds are split amongst the communities which provide around \$19,400 each. Additionally, the Tribe receives \$12,000 from the BIA’s Department of Interior. The average annual amount received by the Washoe Tribe Roads Program allocated for road maintenance is approximately \$90,000 per year.

Table 7 below shows estimated maintenance costs for the various roadway surface types identified on the Washoe Tribe Reservations in the 2025 Road Inventory Update.

Table 7: Road Surfaces and Estimated Maintenance Costs for the Tribe.

Surface Type – Description	Surface Type – BIA Code ¹	Mileage ²	Estimated Annual Maintenance Cost - Per Mile	Estimated Annual Maintenance Cost – Total
Paved	5 & 6	6.1	\$21,780	\$132,858.00
Bit Penetration	4	1.3	\$15,000	\$19,500.00

Gravel	3	0.3	\$10,000	\$3,000.00
Stabilized Earth	7	0.1	\$15,000	\$1,500.00
Graded Earth	2	0.6	\$10,000	\$6,000.00
Unimproved Earth	1	2.8	\$5,000	\$14,000.00
TOTAL		11.2		\$176,858.00

Notes:

¹ BIA Surface Codes used in 2025 Road Inventory Update and transferred to above table are as follows:

1. An unimproved earth road.
2. Graded and drained earth road surface generally with construction plans.
3. A gravel surface.
4. Bituminous mat 2" thick or more.
5. Asphalt pavement less than 2" thick.
6. Asphalt pavement 2" thick or more.
7. An earthen road that has been mixed with stabilizers.

² Mileage does not include non-BIA NTTFI system roads (Bridges, County Roads, Urban Roads, and State Routes) since these are assumed to be maintained by NDOT, Caltrans or Others.

Table 8 below shows a breakdown of estimated per-mile maintenance costs for the Washoe Tribe maintained paved roadways. This includes only preservation and repair of the road surface.

Table 8: Anticipated Average Pavement Maintenance Cost – Per Mile

Year	Operation	Quantity (SF)	Unit Cost	Total Cost
1	None	None	\$0.00	\$0.00
2	None	None	\$0.00	\$0.00
3	Crack Seal	805,200	\$0.15	\$120,780.00
3	Slurry Seal	805,200	\$0.55	\$442,860.00
4	None	None	\$0.00	\$0.00
5	None	None	\$0.00	\$0.00
6	None	None	\$0.00	\$0.00
7	Crack Seal	805,200	\$0.15	\$120,780.00
8	None	None	\$0.00	\$0.00
9	None	None	\$0.00	\$0.00
10	None	None	\$0.00	\$0.00
11	Crack Seal	805,200	\$0.15	\$120,780.00
11	Patch (3%)	24,156	\$15.00	\$362,340.00
11	Slurry Seal	805,200	\$0.55	\$442,860.00
12	None	None	\$0.00	\$0.00
13	None	None	\$0.00	\$0.00
14	None	None	\$0.00	\$0.00
15	Crack Seal	805,200	\$0.15	\$120,780.00
16	None	None	\$0.00	\$0.00
17	None	None	\$0.00	\$0.00
18	None	None	\$0.00	\$0.00

19	Crack Seal	805,200	\$0.15	\$120,780.00
19	Patch (3%)	24,156	\$15.00	\$362,340.00
19	Slurry Seal	805,200	\$0.55	\$442,860.00
20	None	None	\$0.00	\$0.00
			Total:	\$2,657,160.00
			Average per Year:	\$132,858.00

Notes:

¹ According to Paul Bonar, BIA roads, TPA road maintenance funds pay for crack sealing, patching, and slurry seal. Chip seals or overlays are typically paid for with the TTP construction funds. Crack sealing is usually performed on a 4-year cycle. Patching and slurry seal are performed on an 8-year cycle, as shown in the chart above. Assumptions used to determine the square feet to be sealed or patched are listed below.

Assumptions:

1. Crack Seal: \$0.15/SF; Patching: \$15.00/SF; Slurry Seal: \$0.55/SF.
 - a. Estimated costs are based on actual construction bids in Washoe County in 2025, assuming minimal asphalt thickness. Any additional information on depth, quality of subgrade, etc. will lead to a more precise estimate of unit cost.
2. Assumed typical road unit length of 1 mile long by 25’ wide: 132,000 SF/Mile.
3. Road is new at year 0.
4. Crack sealing for year 3 is estimated for all cracks and joints within the roadway, including utilities.
5. Slurry seal for year 3 is estimated for the entire surface area of the roadway, cost includes replacement of pavement markings.
6. Crack sealing should occur every 4 years after the initial year 3 maintenance.
7. Slurry seal should occur every 8 years after the initial year 3 maintenance.
8. Patching should occur along with slurry seal beginning with year 11.
9. Patching quantity is assumed to be 3% of the total area of a portion of roadway.

State System

Maintenance of the state roadways on the Washoe Tribe Reservations; U.S. Highway 395, California State Route 88 and 89 is carried out by NDOT and Caltrans.

NDOT monitors state highways annually in a Pavement Management System, in which the “health” of the pavement is assessed based on measured pavement distress. The distresses and other factors are summed, and a repair strategy is assigned. Prioritization of projects is based on the points assigned in the Pavement Management System evaluation, as well as the pavement age, traffic loading, and maintenance costs. Once pavement maintenance project priorities are determined, the projects are included in the 5-year Statewide Traffic Improvement Program (STIP) in a “Statewide Pavement Maintenance” category.

Bridges on the state highway system are maintained under a Bridge Replacement and Rehabilitation Program administered by NDOT. This is a federal program to replace or rehabilitate aging or substandard bridges. Utilizing a process outlined in this program, NDOT evaluates bridges to determine their safety and assigns each bridge a “sufficiency rating.”

Caltrans also uses a Pavement Management System, known as Pavem, which utilizes pavement history, current pavement condition, current projects, traffic data, and climate data to predict the status of pavement conditions in the future. Pavem can recommend improvements and maintenance needs while optimizing funding constraints. Data collected from Pavem, with integration of the Caltrans Strategic Plan,

is used to develop updates to the California Transportation Asset Management Plan (TAMP). The TAMP is an ongoing and ever-changing plan used to evaluate asset conditions and performance while incorporating improvements and allocating resources. Within the TAMP are general conditions of pavement and bridges under Caltrans ownership with evaluations of “poor”, “fair”, and “good”. Life cycle planning procedures are used to determine the best sequence of maintenance and rehabilitation treatments for the given asset. After priorities and procedures are confirmed, the projects are included in the multi-year capital improvement program of transportation projects within the State Highway System. The State Transportation Improvement Program (STIP) generally occurs every two-years.

Urban and County Roads

Urban and County roads are scattered amongst the Washoe Tribe. In Carson City, the reservation boundary includes the roads of: Moses Street, Wialkai Street, Paiute Street, Shoshone Street, Oneida Street, Washoe Street, Boyle Street, Clear Creek Avenue, Center Drive, Bennett Avenue, Ponderosa Drive, Bigelow Drive, and Snyder Avenue. Within Douglas County, the County roads include: Memdewee Road, Wat’Shemu Drive, Patdul’negeeh Way, Pbaul Street, Mehu Street, and Washeshu Way. Alpine County contains the roads: Emigrant Trail Road, Diamond Valley Road, and Barber Road.

On occasion, the Tribe may maintain and improve these roads, sending plans for construction and maintenance on these projects to the corresponding County or City for approval before the commencement of the project. The counties may also perform maintenance projects on the county roads within the reservation at irregular intervals.

Functional Classification of Roadways

Roads are classified as to the functions they perform with regard to the movement of traffic and access to property. Within the NTTFI system there are two types of road classifications: State Highway Classifications and BIA Road Classifications. Both the state and the BIA utilize functional classifications as the basis for classifying their roads. However, the criteria used to determine specific classifications differ between the state and the BIA.

Generalized Functional Classification Definitions

Functional classifications become important to transportation planning when new roadways are being designed and developed. The type of land use and the overall population of an area served by a road determines its functional classification: the function of a road serving a few houses is to provide access to those houses, while the function of an arterial highway is to provide higher-speed travel for a greater volume and variety of traffic through an area.

Within the NTTFI system there are two types of road classifications: State Highway Classifications and BIA Road Classifications. Both the state and the BIA use functional classifications as the basis for classifying their roads: these systems are similar, but the road types are given different names or labels. Within and surrounding the Washoe Tribe there are a range of roads and transportation improvements with different functional classifications. The options that the Washoe Tribe has for developing and improving roads are determined to a certain extent by the roadway’s functional classification. A description of the two systems of functional classifications is in Appendix F.

Functional Classification of Existing Roadways

Table 9 on the following pages shows the BIA functional classification of roads on the Washoe Tribe Reservation.

Table 9: BIA Functional Classifications of Existing Roadways for the Tribe.

Route Ownership	Route Number	Route Name	Section Number	Existing Functional Classification	Proposed Functional Classification
Carson Colony					
BIA	0101	Moses Street	010	3	5
		N/A	020	3	
		N/A	030	3	5
		N/A	040	3	5
		Oneida Street	050	3	3
		Mono Alley	060	3	5
URBAN	9001	South Curry Street	810	7	6
			820	7	6
			830	7	6
			840	7	6
URBAN	9101	Moses Street	810	3	3
		Moses Street	820	3	3
		Wialkai Street	830	3	3
		Paiute Street	840	3	3
		Shoshone Street	850	3	3
		Oneida Street	860	3	3
		Washoe Street	870	3	3
		Boyle Street	880	3	3
TRIBE	P001	Carson Gym Parking Area	810	9	3
			815	9	3
TRIBE	P101	Community Center Parking Area	810	9	3
Stewart Community					
BIA	0103	Dat-so-la-lee Way	010	3	3
		Barrington Circle	020	3	3
BIA	0104	Gibson Avenue	010	3	5
		Gibson Avenue	020	3	5
		Silver Sage Drive	030	3	3
		Delahedeh	040	3	3
BIA	0105	Cemetery Road	010	5	5
		Bennett Avenue	020	5	5
		N/A	030	5	5
		N/A	040	5	5
		Cemetery Road	050	5	5
BIA	0106	S.C. Comm. Admin. Parking Lot	010	9	3
URBAN	9103	Clear Creek Avenue	810	7	7
			820	7	7
URBAN	9104	Center Drive	810	4	5
URBAN	9105	Center Drive	810	5	3
		Bennett Avenue	820	5	5
		Ponderosa Drive	830	5	5

		Bigelow Drive	840	5	5
		Bigelow Drive	850	5	5
URBAN	9518	Snyder Avenue	810	4	3
TRIBE	P103	Gym Parking Area	810	9	3
Dresslerville Community					
BIA	0001	Washoe Ranch Road	010	5	5
			020	5	5
			030	5	5
			040	5	5
			050	5	5
			060	5	5
			070	3	5
			080	5	5
			090	5	5
			100	5	5
BIA	0101	Dula'uk Way	010	3	3
		Thumdu'h Way	020	3	3
		Pellow Drive	030	3	3
		Dula'uk Way	040	3	3
		Dula'uk Way	050	3	3
		Boddu'h Way	060	3	3
		It'mahowah Circle	070	3	3
		Meggel Lane	080	3	3
COUNTY	9001	Memdewee Run	810	5	5
		Memdewee Run	820	5	3
		Wat'Shemu Drive	830	5	5
		Wat'Shemu Drive	840	5	5
COUNTY	9101	Memdewee Run	810	5	3
		Patdul'negeeh Way	820	5	3
		Pba'ul Street	830	5	3
		Me'hu Street	840	5	3
		Wa-she-shu Way	850	5	3
TRIBE	P001	Washoe Housing Authority	810	9	3
		Dresslerville Gym	820	9	3
		Dresslerville Head Start	830	9	3
		Language School	840	9	3
		Health Center	850	9	3
		Dresslerville Gym	860	9	3
		Healing Wellness	870	9	3
TRIBE	P101	Senior Center	810	9	3
		Community Center	820	9	3
TRIBE	P395	WEPD/Judicial Services	810	9	3
STATE	U395	US Highway 395	810	3	2
Hung A Lel Ti Community					
BIA	0101	Washoe Boulevard	010	3	3
		Circle Drive	020	3	3
		Dutch Valley Road	030	3	3

		Awahopi Drive	040	3	3
		Hung-a-lel-te Way	050	3	3
		Galis Dungal	060	3	3
BIA	0103	South Wade	010	5	5
		North Wade	020	5	5
COUNTY	9002	Emigrant Trail Road	810	4	5
			820	4	5
			830	4	5
COUNTY	9004	Diamond Valley Road	810	3	2
			820	3	5
			830	3	5
			840	3	5
			850	3	5
			860	3	5
			870	3	5
COUNTY	9009	Barber Road	810	5	5
TRIBE	P101	Gym Parking Area	810	9	3
		Firehouse Parking Area	820	9	3
		Education Parking Area	830	9	3
STATE	S088	State Route 88	810	2	1
			820	2	1
			830	2	1
			840	2	1
			850	2	1
			860	2	1
			870	2	1
			880	2	1
			890	2	1
			900	2	1
			910	2	1
			920	2	1
			930	2	1
STATE	S089	State Route 89	810	2	2
			820	2	2
			830	2	2

Road Inventory

The Tribe performed a roadway inventory update in 2025, as a part of the LRTP. The inventory update provides information for roadway planning and management activities, and the data gathered will be used by the BIA Division of Transportation to determine Tribal allocations for TTP improvements. Appendix G provides an overall exhibit of the routes modified on the 2025 Road Inventory Update. To help in finding the roadway needs of each Tribe, the Western Regional Office (WRO) created a uniform system of gathering and submitting data, documenting, and report formatting. Their goal was to obtain current, accurate, uniform, and verifiable data on all WRO-BIA Roads. Appendix H includes all documentation for the Road Inventory Update, such as; Strip Maps, section photos, evaluations, ADT documentation, etc.

The 2025 Road Inventory Update for Washoe Tribe witnessed mileage updates within the Stewart Community and the Dresslerville Community. The Stewart Community has seen a recent development of a subdivision and community center off of Snyder Avenue. The limits of demolition caused the removal of Ponderosa Drive, but the construction of the new roadway caused the addition of a new route. In addition, NDOT relinquished a portion of Snyder Avenue that runs through the Stewart Community to Carson City. For the sake of the LRTP, the Snyder Avenue route will undergo an ownership change and route number change to mimic the style of the other urban routes. The Dresslerville Community has also had the fairly recent construction of two more residential roads within their community, the roads were treated as additions to the existing community roads route. Additionally, the field evaluations recorded 0.2 miles less than what was previously documented for the portion of US Highway 395 within the reservation limits; the mileage adjustment has been implemented.

Table 10 below for the 2025 Road Inventory Update shows the route number, route name, roadway classification, section numbers, section length, total route length, and mileage adjustment. All other existing routes not listed were not modified.

Table 10: 2025 Road Inventory Update

Route Number	Route Name	Functional Classification	Ownership	Section Number	Bridge ID Number	Section Length (Miles)	Route Total (Miles)	Length Change (Miles)
Carson Colony – No Routes Modified								
Stewart Community								
URBAN 9105	Center Drive	3	Carson City	810	N/A	0.1	1.2	- 0.1
	Bennett Avenue	5		820		0.3		
	Ponderosa Drive	-		830		-		
	Bigelow Drive	5		840		0.3		
	Bigelow Drive	5		850		0.5		
URBAN 9518 MODIFY	Snyder Avenue	3	Carson City	810	N/A	0.7	0.7	0.0
BIA 0102 NEW	Washoe Stewart LIHTC Subdivision and Community Center	3	BIA	010	N/A	0.1	0.6	+ 0.6
		3		020		0.1		
		3		030		0.2		
		3		040		0.1		
		3		050		0.1		
Dresslerville Community								
BIA 0101	Dula'uk Way	3	BIA	010	N/A	0.1	1.1	+ 0.2
	Thumdu'h Way	3		020		0.1		
	Pellow Drive	3		030		0.2		
	Dula'uk Way	3		040		0.1		
	Dula'uk Way	3		050		0.1		
	Boddu'h Way	3		060		0.1		
	It'mahowah Circle	3		070		0.1		

NEW	Meggel Lane	3		080		0.1		
NEW	Me'hu Street	3		090		0.1		
NEW	Me'hu Street	3		100		0.1		
STATE U395	US Highway 395	2	NDOT	810	N/A	0.9	0.9	- 0.2
Hung A Lel Ti Community – No Routes Modified								

Rights-of-way

Carson Colony

No right-of-way issues have been identified within the Carson Colony at this time. Urban routes within the tribal reservation are maintained by Carson City including portions of South Curry Street, Moses Street, Wialkai Street, Paiute Street, Shoshone Street, Oneida Street, Washoe Street, and Boyle Street.

Stewart Community

Portions of Center Drive, which runs through Carson City, the Stewart Community, and Douglas County, are maintained by Carson City. Carson City also maintains Clear Creek Avenue, Bennett Avenue, Ponderosa Drive, Bigelow Drive, and East Snyder Avenue where they cross the Stewart Colony. NDOT maintains Snyder Avenue west of Bigelow Drive.

Dresslerville Community

Douglas County has had a right-of-way for about half the roads in the Dresslerville Community, but Tribal staff report that the county does minimal maintenance on the roads. Due to the lack of maintenance, the Tribe considers Douglas County to have abandoned its rights-of-way, and has requested that all roads in Dresslerville be added to the BIA road system.

Hung A Lel Ti Community

The California Department of Transportation (Caltrans) maintains State Route 88 and 89 on the California side. Alpine County hold rights-of-way and maintains Diamond Valley Road and Emigrant Trail Road, which cross the Woodfords and Wade Parcels.

Traffic Control Devices

“Stop” signs and other signs provide traffic control within the different colonies. There are no signalized intersections on the reservation. Information on the location of traffic control devices on the reservation was obtained from a visual survey. Table 11 below shows the traffic control devices on the reservation.

Table 11: Traffic Control Devices on the Washoe Tribe Reservations.

Traffic Control Device	Quantity
“Stop”, “Stop Ahead”, “Yield” Signs	78
Speed Limit Signs	52
Street Name Signs	60
Pedestrian Crossing Signs	16
Turn Signs	45
Intersection Signs	7
Warning / Caution Signs ¹	44
Miscellaneous Signs ²	73

¹Warning / Caution Signs include: Speed Hump, No Passing Zone, No Parking Signs, Animal Crossing Signs, Children At Play Signs, Bike Path Signs, etc.

²Miscellaneous Signs include: Guide Signs, Fire Station, Fire Restriction, Bus Stops, Welcome Signs, Distance Signs, Trail Routes, etc.

Appendix I shows the location of traffic control devices on the Washoe Tribe roadway system.

Drainage and Bridges

The recent road inventory rated drainage as “excellent” on the majority of the routes throughout the reservations, with a couple of exceptions. Routes classified as unimproved and primitive did not have any existing infrastructure to evaluate, and were reflected as such in the drainage rating.

The routes not considered “excellent” within the Carson Colony all fell under the umbrella of unimproved road. Stewart Community had many routes with the same notation; however, Snyder Avenue was highlighted to have potential, short-term problems during storm events. These events should be monitored closely to understand the impacts and considered potential solutions. The Dresslerville Community had a small scattering of problems identified throughout the community and parking areas, however more notable concerns were noted along the length of Washoe Ranch Road. Drainage infrastructure should be considered to be evaluated as part of future rehabilitation projects along this route. Hung A Lel Ti Community also identified some sections of Emigrant Trail Road, Diamond Valley Road, and State Route 88 as having short-term problems during storm events. More importantly, Barber Road and State Route 89 evaluated more severe problems on the existing drainage infrastructure system and improvements should be prioritized.

Bridges on the Washoe Tribe Reservations are located in the Dresslerville Community and the Hung A Lel Ti Community. The bridges in the Dresslerville Community are located on Washoe Ranch Road and cross the East Fork Carson River and Indian Creek. The Hung A Lel Ti Community bridges are located on State Routes 88, 89, and Diamond Valley Road. The bridges along State Route 88 bridges occur at the multiple crossings of the West Fork Carson River and one near Caples Lake. State Route 89 also crosses the Indian Creek and West Fork Carson River. Diamond Valley Road has one bridge that crosses the West Fork Carson River and two that cross Indian Creek.

Street Lighting

Members of the Washoe Tribe continually emphasize the need for more community lighting. All the communities currently contain a fair amount of lighting, though seldom serve the intent of illuminating the street. Much of the lighting provided throughout the communities brings clearer visibility in and around the residences. Due to the amount of crime on the reservations, the communities continually call for additional lighting. The current street lighting conditions are outlined below.

Carson Colony

The Carson Colony has streetlights scattered amongst the residential roads and parking areas. South Curry Street has consistent lighting down the entirety of the street within the reservation boundary.

Stewart Community

The streets within the residential areas of the Stewart Community and Snyder Avenue contain street lighting.

Dresslerville Community

There are streetlights at scattered locations within the community.

Hung A Lel Ti Community

There are streetlights throughout the Hung A Lel Ti Community affixed to the corresponding power grid. Routes within the Wades parcels do not currently contain any street lighting.

Public Transit Service

Existing Services

Through the Washoe Tribe, there are several different Public Transportation Services that are governed by the surrounding entities. The Carson Colony and Stewart Community have the Jump Around Carson (JAC) bus system with stops near or within the reservation boundaries. Washoe County RTC and Carson City also joint maintain the PRIDE transportation service which shares an approximate stop near the Carson Colony on Koontz Lane. The Dresslerville Community public transportation service is limited to Douglas Area Rural Transit (DART) which comes into the community for a stop at the Washoe Health Clinic then leaves via Wat'shemu Drive. The Hung A Lel Ti Community has a central bus stop within the residential area on Washoe Boulevard that offers access to the Alpine County Mountain Transit system.

The Washoe Tribe does not have its own public transit system. Further analysis of the tribe's needs are to be discussed as part of this draft report. The final LRTP may include more context on plans for transportation, proposed services, prioritization, readiness, and benefits.

Safety Plan

The Washoe Tribe of Nevada and California has applied for federal funding through the Tribal Transportation Program Safety Fund (TTPSF) for the development of a Tribal Safety Plan. A Tribal Safety Plan includes pedestrian connectivity routes, safe routes to school, safety education, transit, and drainage issues. The tribe's application was approved and funding of \$8,800 has been received to allocate towards the development of a Tribal Safety Plan. More information can be found on the FHWA website at <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds>.

School Bus and Mail Routes

Each community in the Washoe Tribe of Nevada and California has a means of accessing school buses. The available bus route data is portrayed in Appendix J. Bus route and mail route data for each community are summarized below.

Carson Colony

Carson School District bus routes navigate through the Carson Colony. The bus route runs through South Curry Street, while looping the residential community via Washoe Street, Boyle Street, and Paiute Street. The residential community has mailboxes at each property, thus the mail route has access to all residential routes within the colony.

Stewart Community

Tribal Head Start and Carson School District bus routes serve the residential community of Stewart. The main routes used for the bus route include Snyder Avenue, Center Drive, Arthur Drive, and Clear Creek Avenue. The Stewart Community has two community mailbox locations; one is located on De Lah E Deh and the other is on Barrington Circle near the connection with Clear Creek Avenue.

Dresslerville Community

The Tribal Head Start and school bus routes also serve the Dresslerville Community. The community has many pick up locations on routes including Wat'shemu Drive, Memdewee Run, Me'hu Street, Patdul'negeeh Way, Pba'ul Street, Wa-she-shu Way, and Dula'uk Way. Through a visual survey, it appears that the community has a central location of mail boxes off Wat'shemu Drive adjacent to the Dresslerville Gym.

Hung A Lel Ti Community

The Tribal Head Start and school bus routes also serve the residential community in the Hung A Lel Ti Community with one stop located by the Education Center. The bus route to access this stop would include Diamond Valley Road and Washoe Boulevard. The education center also contains several community mailboxes within the parking area.

Bicycle and Pedestrian Routes

Though a fair amount of the Washoe Tribe communities consist of rural land, many of the residential areas are becoming more developed. As the Tribe continues to maintain and enhance their transportation system, safe transportation of pedestrians through the means of bicycle and pedestrian routes may be progressed. The Washoe Tribe does not have a designated Bicycle and Pedestrian Plan, though the tribe does maintain safety funds to monitor and improve vehicular traffic awareness, speed and visibility. The existing facilities are outlined for each colony below.

Carson Colony

The Carson Colony has minimal bicycle and pedestrian facilities located throughout the reservation. Of all the routes within the boundary, South Curry Street has roadway adjacent sidewalks and bike lanes established. Crosswalks across South Curry Street exist to connect the tribal routes to the remainder of Carson City.

Stewart Community

Stewart Community has the most developed bicycle and pedestrian routes in comparison to the other colonies. Sidewalks and bike lanes are available on Snyder Avenue up to Dat-so-la-lee Way. Pedestrian facility connections continue through Dat-so-la-lee Way, Barrington Circle, Clear Creek Avenue, and a small portion of Center Drive prior to the route leaving the reservation boundary. Bike lanes are established on Clear Creek Avenue stopping just short of the connection with Snyder Avenue. Additionally, the portion of Bigelow Drive located South of Snyder Avenue has an offset, paved side path designated for bicycle traffic.

Dresslerville Community

The Dresslerville Community has very limited pedestrian facilities with some scattering of sidewalk in and around the parking areas off Wat'shemu Drive. The newer development for the extension of Mehu St. contains sidewalks adjacent to curb and gutter; though no residential properties have been constructed off this route at this time.

Hung A Lel Ti Community

The residential community within the Hung A Lel Ti Community does not have any designated pedestrian routes such as sidewalks, side paths, or bike routes.

Motor Vehicle Accident Data and Traffic Hazards

The Tribe has had a Road Safety Assessment (RSA) conducted by NDOT Safety Engineering for all four separate colonies. The 2015 RSA highlights crash data, speed limits, striping and signage, drainage conflicts, parking, vegetation, pedestrian traffic, school zones, etc. The NDOT Washoe Tribe RSA can be referenced in Appendix K.

Additionally, the Tribe received a Tribal Transportation Safety Assessment (TTSA) specifically for the tribal lands near the Hung A Lel Ti Community. The TTSA was conducted by the Safe Transportation Research and Education Center (SafeTREC) through the University of California, Berkeley in 2021 under the direction of Caltrans. The report analyzed collision data, the existing local road network, pedestrian and bicycle circulation, and design conflicts such as speed limits, limited sight distance, and horizontal and vertical curves. Through the observations, the report highlighted potential improvements to be considered. The TTSA performed by SafeTREC is referenced in Appendix L.

Further research and analysis of these reports, as well as a synthesis of critical data, will be included in the Final Draft of the LRTP.

Law Enforcement

According to the current Washoe Tribe Police Department (WTPD) Chief, the ideal number of personnel to fully staff the WTPD is 25; one chief, four sergeants, and twenty officers. However, the WTPD is currently staffed at five personnel including the chief.

Existing Traffic Volumes

Methodology and Traffic Counts

Table 12 below will display the most current and projected (20-year) average daily traffic (ADT) for each traffic count location obtained from open data sources. Traffic counts were obtained from the NDOT Trina website for US Highway 395, State Route 518 - Snyder Avenue, Clear Creek Avenue, and South Curry Street. Caltrans GIS Data was also used to acquire traffic counts for State Routes 88 and 89. Where applicable, the traffic counts for classified low volume roads will seek to establish a default Tribal ADT of 50 vehicles per day. Additional traffic counts may be taken on select routes within the Reservation Boundary prior to the Final LRTP upon direction from the BIA through the RFDIS submittal process. Any reports will be generated with seasonal conversion factors, 2% projected growth rates (BIA standard), among others. Seasonal conversion factors adjust traffic counts to best represent the average daily traffic of an entire year. The Highway Policy Steven Jessberger Battelle - FHWA (HPSJB) method will be utilized for the data collected with traffic counters to apply the daily and monthly conversion factors for a more accurate ADT count. Traffic count locations will be shown on Appendix M.

Table 12: Average Daily Traffic at Caltrans and NDOT Traffic Count Stations, 2023.

Station Location	Current ADT (2023)	20-Year Projected ADT (2% Growth Rate)
Clear Creek Avenue – 300' East of Frontage Road	940	1,396
SR 518 Snyder Ave – 310' Southeast of Dat-So-La-Lee Way	1,100	1,634
US 395 – 825' South of Riverview Road	11,100	16,484
SR 88 – Woodfords, East Junction State Route 89 (BACK)	3,450	5,124
SR 88 – Woodfords, East Junction State Route 89 (AHEAD)	2,200	3,267

SR 89 – Markleeville, Webster Street (BACK)	720	1,069
SR 89 – Markleeville, Webster Street (AHEAD)	1,700	2,525

Recommended Transportation Plan

Road Improvement Projects

Identification of potential road improvement projects on the reservation will be based upon tribal priorities for roadway maintenance and construction. Tribal priorities for road improvements are based upon the following and may be influenced through discussions on this Draft LRTP:

- Condition of existing roadway
- Alleviation of hazardous conditions
- To provide access to existing housing, businesses, and services
- To provide access to tribal development projects and areas

To develop project priorities, the following procedure was used

1. This section will be refined in the Final Draft of the LRTP after the project priority list has been developed.
2. The next step is to coordinate with Lumos and Associates to put together a list of potential projects so that it can be presented to the tribal council for the development of a priority list.
3. The Draft TIP can be referenced in Appendix N.

Government Agency Responsibility

Indian Reservation Road transportation studies such as this one are intended to serve Indian reservations that have previously lacked this planning tool or to update and refine an existing plan. While Long Range Transportation Planning Studies consisting of 20-Year Transportation Plans implemented by 5-Year Transportation Improvement Programs are standard transportation planning practice for municipalities, counties, and states, Indian Reservation Road transportation studies are somewhat different than those conducted by other government entities because they may include roads maintained and improved by several different government agencies. It is critical to note, however, that this long-range study is not intended to relieve the Counties or the States of their responsibility to obligate a fair share of federal aid highway funds for the improvement of state and county roadways within the Washoe Tribe Reservations.

As described previously in this report, six government entities share responsibility for roadway maintenance and improvements on the Washoe Tribe Reservations: U.S. Highway 395 and State Route 518 are improved and maintained by NDOT, State Routes 88 and 89 fall under Caltrans jurisdiction, Douglas County and Alpine County maintains county roads, Carson City is responsible for Urban routes and the BIA is responsible for funding improvements on the BIA roadway system.

Proposed Revisions to BIA Road System

A summary table is shown below from the 2025 Road Inventory update showing the road mileage to be added or adjusted to the BIA system.

Table 13: Summary of Proposed Road Mileage Revisions for the Tribe.

	Miles
Existing BIA DOT Summary Inventory	10.4
New Roads to be Added to BIA System	0.6
New Section to be Added to Existing BIA Route	0.2
Proposed BIA Road System	11.2

Appendix G will be reference to provide a detailed listing of the roads added.

Tribal Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) showing projects and cost estimates is included as Appendix N. The TIP may include road improvement, road maintenance, and safety remediation projects such as improving pedestrian and bicycle travel.

Plan Implementation and Updating

Roadway improvement projects listed in the TIP are priority projects for the Tribe and will be implemented using the potential funding sources identified. The TIP should be updated annually to reflect the completion of current projects and the inclusion of new priority projects, contingent on anticipated available funding. Major changes in land use, in tribal economic development strategies, or changes in the regional economy and transportation system may necessitate revisions to the overall Long Range 20-Year Plan. These changes, redrafts, or revisions will be initiated based upon the direction of the Tribal Council or tribal staff.

Procedures for Development of Roads

Design Standards

For road improvement projects for which the Tribe has contracting responsibility, the Tribe has a choice of using Nevada Department of Transportation (NDOT) / California Department of Transportation (Caltrans) standards or standards for Bureau of Indian Affairs (BIA) road construction which are contained in the federal guidance FP-96. The decision about which standards to use is based upon the specific project.

Plan Submittal and Review

If the Tribe contracts with a consulting engineer to prepare plans and specifications for a road improvement project, the consultant is required to provide 30-60-90% design documents to the Tribe. These documents are reviewed by the Tribe then sent to BIA Western Regional Office (WRO) for BIA review.

Construction Monitoring

Construction monitoring is a required part of all Washoe Tribe road improvement projects. The Tribe can choose to use contracted consultants to carry out construction monitoring, or to request that the BIA assume these duties. This decision is based upon funding and other project-specific factors.