Breckenridge Trails Plan

May 1996

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Introduction

The Town of Breckenridge is a small mountain town with a growing number of long and short term residents and visitors. Those who come to Breckenridge come for many reasons, but the primary interest is summer and winter outdoor recreational activities. Another factor that makes Breckenridge an attractive place to live and visit is the distinctive atmosphere of this historic mountain community, with a natural setting which provides a tremendous opportunity for an active, outdoor lifestyle.

The Town Council has determined that in order to preserve and enhance the quality of life in Breckenridge, a Town system of trails is necessary for recreation and to provide an alternative to automobile transit. In order to describe the Town's philosophy, policies and standards for trails, the Town Master Plan includes this Trails Plan Section, to give guidance for future trail related decisions as public and private development is proposed. The Council recognizes that there needs to be a balance between growth and maintaining the quality of life, and that development should provide a means of keeping a meaningful interconnected network of trails together. This Trails Plan is intended to promote the maintenance and improvement of a meaningful trails network, in order to preserve and enhance a community amenity which residents and visitors have come to treasure.

The purposes for describing trail goals in this Plan are several. First, there is a need to preserve and expand summer and winter recreational opportunities in Breckenridge and Summit County. Many residents of Town feel that the identity of the community is strongly tied to the quality of recreational opportunities available. The fact that Breckenridge is such a small town means quicker, easier access to more rural backcountry trails. The Town is fortunate in that many trails currently exist, making development of a comprehensive trail system easier, and making trail based transportation viable as an alternative mode of transportation. It is also recognized that there is a diversity of trails for different types of users.

Trail definition and development for the summer season is especially important in supporting a year-round economy for the Town. Usage of trails has expanded significantly with the installation of paved recreational paths, as well as the expansion in mountain bicycle technology. Hiking, walking, cross-country skiing and other trail-oriented activities have increased in popularity, although they have always been essential to the physically fit lifestyle of Breckenridge residents and visitors. Summer trail designations should continue to include a wide variety of trails, for a multitude of users, from those who desire a leisurely walk, to the strongest bicyclist looking for a challenge.

Another purpose a well developed trail system serves is to provide an alternative to motorized vehicle travel. Trails give residents and visitors an alternative to driving their car at a time when vehicular congestion is a problem in Breckenridge. In fact, many residents have expressed the feeling that to leave from their home and access a trail without having to drive to a trailhead, greatly adds to their quality of life. It also provides visitors with a unique way to enjoy the scenic Breckenridge environment, rather than spending time in their car. Using a trail for traveling to work, to the post office, or to a more remote trail can be interesting rather than mundane, and sets the Breckenridge community apart from many other places.

And finally, planning a trail system which utilizes historic trails provides an opportunity to maintain some of the historic resources of the community. The original transportation system for the Town and surrounding area was a series of trails and wagon roads, some trails dating back to the days of the Ute Indians who spent summers here. These historic transportation routes reflect our roots and many are still used today. Over time, and as the automobile became the primary method of transport, many of these old routes were

abandoned, changed or continued to be used, primarily for recreation. Where possible, existing historic trails should be used rather than destroyed and new trails created.

Plan Goals and Objectives

This plan attempts to provide a framework for good planning and design of community trails, and specifically sets out to accomplish the following.

1. To plan for a comprehensive trail network for the Town for a variety of recreational trail users; while attempting to reduce user conflicts.

2. To clarify trail priorities and community goals for both property owners and trail users, thereby reducing misunderstandings and conflicts.

3. To link residential neighborhoods to destinations within Town such as to the downtown core, Recreation Center and other public facilities.

4. To identify existing and future trails which can serve as facilities for alternative modes of transportation to reduce vehicular traffic and connect efficiently with other modes of transportation.

5. To gather specific information on trail locations to allow the Town to acquire land and easements to legally secure trail rights-of-way, and to develop a consensus between users and property owners on trail corridors and general locations. It is recognized that, where practical, existing trails should be maintained in their present locations, when the community finds them to be unique and appropriate.

6. To research and provide information on sources of funding and methods of land acquisition, with emphasis on the need to acquire land for trails through negotiation and consensus.

7. To provide clear standards for trail development, with emphasis on requirements for environmentally sensitive areas. It is recognized that nationally accepted standards are important but that due to the mountainous terrain and dynamic nature of outdoor recreation, national standards may not always be practical.

8. To plan for trail connections with out-of-Town destinations and trails under the jurisdiction of the County and the U.S. Forest Service (USFS).

9. To provide trail implementation priorities, including trail development, easement acquisition, signage, shelters and trailhead improvements.

10. To assure that all facilities provide for user safety, through construction of trail improvements, maintenance and signage.

11. To provide access to cultural and geographic landmarks such as historic sites, waterways and prominent viewpoints.

12. To provide user information and signage to encourage proper usage of trails and user courtesy, and to raise awareness of private property rights where trails cross through private property.

Scope of the Plan

This plan is meant to be a policy document which gives recommendations for trail preservation and development. It is intended to provide guidelines for planners, private developers, and the general public.

Because it is a planning level document, site specific analysis and detailed design will be necessary as site specific projects are planned. It is important to use the Trail Inventory to understand where existing trails are, when considering whether they should be developed and gained as public easements. It is also important to understand the overall goals expressed in the written plan, rather than using the Trail Map exclusively, since it represents very general illustrations of the goals in the document. Not all trail recommendations are listed on the map because some are general, and not related to just one trail. The recommendations are based on general information that is not to the level of detail to allow for trail design and construction.

Types of Trails Considered

There are numerous types of trails existing and discussed in this document, and a description of these is necessary to understand this plan. Standards for these trails are specified in a later section. The following categories have been developed to facilitate discussion and define different types of trails.

Hard Surface Pathway. This is a hard surface pathway, usually 8-10 feet wide, and is in an area of heavy use, generally in a more urban area. These pathways are often called bike paths, although in most cases they are for mixed use. In some cases, uses are separated and specified, as at the Town Riverwalk, where concrete pedestrian paths are separate from paved paths, which are designed primarily for bicycle use.

Hard Surface Pathway (minor). This is a pathway which is narrower (approximately 24 inches) than typically found in a public path, and is not conducive to mixed use because of narrowness. It is normally a local trail which leads to a destination within a project or area, and is often private. An example of a minor hard surface pathway is in the Four Seasons Subdivision, where they were installed by the homeowners' association, and they link different condominium projects.

Soft Surface Trail. This is a multi-use developed trail, with some form of applied surface (usually crusher fines or roadbase) which receives or potentially receives considerable use. It is intended to be more rural than the paved pathways, but is urban in that it passes through or links developed properties. It is sometimes found along open space areas or streams in open space.

Natural Trail. This is a multi-use developed trail which is very simple and is primarily a natural dirt surface, at grade. It is similar to a back-country trail, suitable for mountain bikes and pedestrians, and receives little maintenance. It is usually located in less developed areas such as hillsides or open space. Drainage bars and minor grading may be necessary to establish the trail, but through usage, the trail is natural and should receive less maintenance. The tread is approximately 2-5 feet wide, making it a well-defined trail, and grades are variable but usually are moderate. An example would the be the lower flume trail in the Highlands Subdivision.

Rough Trail. This is a multi-use developed trail, similar to the natural trail, but is more difficult (steep, narrow, has obstacles) and is used by advanced bike riders, motor-bikes, pedestrians and horseback riders. It is usually located in more mountainous, undeveloped areas. The tread is narrower than the natural trail, at 18-48 inches.

Informal Trail. This is a trail which is used, but is not recognized in the Trails Plan as appropriate for a public easement. These trails are normally very local, small trails which traverse the back yards of residences and have no major destinations.

Private Trail. This is a trail which exists or is designated and is on private property, perhaps in a private easement. In many cases, such as in the Four Seasons Subdivision, the trail is private but use is not limited because most residences are rented short-term, making use open to all the visitors in the area.

Bike Lane. This is an on-road designated route which is normally a striped lane on the shoulder or side of a road.

Sidewalk. This is a path or walkway along a road which is normally attached to the edge of the road. It is defined in the Town Engineering Standards as a five foot wide surface, recommended to be constructed of exposed aggregate concrete.

Trail Destination Areas. This is an area which over time has developed into a network of trails which are a recreational destination in themselves. A good example of this is the Gibson Hill Area which has a multitude of trails and dirt roads which are used extensively for recreation. Another might be the Breckenridge Ski Area or the Nordic Center.

Assumptions

The trails discussed in this plan often lead to trails managed by other jurisdictions, primarily the County and USFS. It is recognized that the Town needs to cooperate with these entities to have a complete trail system. The USFS has issued Special Use Permits to the Breckenridge Ski Area for skiing on certain lands which are included in this plan, and therefore the ski area is another entity which has an interest in trails and is recognized as an important player in making this plan an effective working document. These entities have worked with the Town during the planning process and have agreed to cooperate with the Town in implementing this Trails Plan.

This Trails Plan addresses winter and summer trail issues and recognizes that some trails are primarily used in one season. It is also recognized that winter use issues are different than summer use issues, but both winter and summer trails are important and therefore both are addressed in the plan.

The Trail Inventory, developed as a basis for this Trail Plan, is on file with the Town Community Development Department. Because these trails are referenced frequently in the written plan, the inventory is important to understanding the plan. A Trail Map has been produced which illustrates the recommendations in this plan and is to be used in conjunction with the written plan.

At present there is very limited use of trails by motorized recreational vehicles. While the Town does not specifically prohibit motorized use of trails, because of the high density in Town and the proximity of residences, motorized use is considered to be inappropriate in most areas. There may be motorized trails that result from future planning, especially to provide a route to other trails outside the Town, which will be incorporated into this plan by amendment in the case of the Town reviewing and approving the use.

The Town Subdivision Code credits trail and trail easement dedication against open space dedication requirements, when property is subdivided in Town. The Town continues to carry out studies of open space and trail needs so that dedication requirements are compatible with the Trails Plan and are reasonable. According to the Town survey carried out in 1993, approximately 17% of respondents indicated they use trails as their primary means of transportation, and 24% responded that they use trails (for both walking and bicycling) as a means of getting to work. It is likely that in studying appropriate dedication requirements, more of this type of information will be gathered to define community need.

Liability

In 1969, the Colorado legislature passed what is commonly called the Colorado "Recreational Use Statute." The statute encourages private landowners to allow public use of their lands for "recreational purposes" by limiting, but not completely eliminating, their legal liability. For our purposes, it is important to note that the statute defines the term "recreational purpose" to expressly include the use of a path or trail for hiking, bicycling, and other recreational or sports activities.

The statute does not provide absolute "immunity" from liability for a landowner who allows a public recreation use of his/her property; but it does provide significant limitations on the landowner's legal liability arising from such public use.

Under the Recreational Use Statute, the only legal duty which a landowner owes to a recreational user of such property is to refrain from "willfully or deliberately" causing injury to such user. This is the same legal duty which is owed to a trespasser, and is the lowest standard of care in the premises liability area of the law.

Another substantial benefit of the Recreational Use Statute is the monetary "cap" on potential damage awards. When a liability claim arises from a public recreational activity occurring pursuant to a lease, easement or other right to recreation use granted to a public entity, such as the Town, the maximum recovery against the landowner is the same as the public entity's limits of liability under the Colorado Governmental Immunity Act - $150,000 per person per accident, and $600,000 total per incident (regardless of the number of persons injured). In today's judicial climate, these liability limitations are important.

There are several key limitations to the protection afforded by the Recreational Use Statute:

1. A landowner who charges a fee to the public to use the land is not protected. However, this limitation does not restrict a landowner from receiving money from a public entity for a lease or easement over the land.

2. The Recreational Use Statute does not provide protection for maintaining an "attractive nuisance." An attractive nuisance is something which would attract a child under 14 years of age to come onto the land and which would cause injury to that child.

3. Under the Recreational Use Statute, a landowner is not protected against willfully or maliciously failing to guard or warn against a known dangerous condition, use, structure or activity likely to cause harm. As mentioned above, this rule effectively treats a person using recreational property as a trespasser, and imposes the lowest duty of care on the landowner. It does not, however, totally eliminate all damage claims against a landowner.

4. Landowners who use their land for a business or commercial enterprise are not afforded the protection of the statute when the injury to the user is incidental to the commercial use of the land. However, when the land has been leased or an easement granted to a public entity, such as the Town, the Recreational Use Statute provides that such land shall not be considered land upon which a business or commercial enterprise is being carried on.

When landowners grant trail easements to a public entity, they are always concerned that they may be sued for injuries arising from the public entity's use of the easement. In addition to the other benefits mentioned above, the Recreational Use Statute addresses this concern by providing that such landowner shall not be liable for a public entity's "management" of land which is used for recreational purposes. While no Colorado cases have construed the term "management" in the statute, the courts may construe such term to include both those affirmative actions undertaken by the public entity (such as paving and construction within the easement), as well as the public entity's failure to act as well (such as failing to clear debris from the trail, failing to property maintain the trail, and so forth).

Although liability issues and concerns always arise when a trail easement is granted to a public entity, the Recreational Use Statute provides substantial benefits to the landowner granting the easement. Such

protection are consistent with the stated purpose of the law which is to "encourage owners of land within rural areas to make land and water areas available for recreational purposes by limiting their liability toward persons entering thereon for such purposes."

Plan Implementation

Each section of this plan sets priorities to allow the Town to plan and budget for trail projects with foresight. Development of trails and purchase of easements and land is to be implemented through various methods, including fund allocations under the Town capital facilities budget or general fund; developer dedications under the Town's regulations; private and public grants; volunteer projects and dedications. In addition, it is expected that this plan will enhance the Town's ability to cooperate with the USFS and County, as well as other public agencies, in obtaining and improving trail corridors.

Another aspect of implementation is that certain Town codes will have to be changed to foster implementation. This includes such revisions as clearer allowances in the point system of the Development Code, and revisions to open space dedication requirements in the Subdivision Standards to recognize the Trails Plan and give recommendations for land dedication related to it.

In addition, as a next step, trail and signage standards should be adopted to insure that trails are installed to an acceptable standard and maintenance costs are minimized. Maintenance should be carried out on a routine basis in order to insure proper upkeep of the trails. Most trails are expected to require minimal maintenance such as fallen tree removal and drainage or erosion control.

Plan Organization

This document describes existing conditions and makes recommendations of use, priorities for trail improvement and acquisition, and standards for development. The Plan recommendations are organized geographically into five areas: Upper Ski Hill Road; Core/Upper Four Seasons; South Area/Lower Four Seasons; East Side; North Area/Delaware Flats Master Plan Area. The plan itself is organized in three sections:

Part 1	Introduction/Objectives.
Part 2	Recommendations and Priorities.
Addendum	Trail Map.

There are also two other documents which are kept in the Community Development Department which should be used for reference. These are the Inventory Map of Existing Trails and the written description of existing trails related to the Trail Inventory. NOTE: Where this plan uses the term "Inv. *#n*" for trails, it refers to the Trail Inventory Map, which is on file in the Town Community Development Department.

How this Plan was Developed

This plan was reviewed in detail by members of the public as well as the Town Planning Commission and Council. The process began in 1992 with a meeting of interested Town residents to discuss trail issues. That year a series of neighborhood meetings was held to identify issues and concerns organized geographically into five Town areas. Meetings were also held between Town Community Development Department staff and major trail users or organizations with trails interests, to gain further input on issues. In 1994, Laura Rossetter completed an inventory of existing trails and subsequently Jan Prowell developed trail recommendations and held a series of neighborhood meetings to discuss and revise recommendations. In fall of 1994, the Town Planning Commission reviewed the recommendations and took public input. The Town Council then reviewed the revised Plan and took further public input. In May 1996, the Trail Plan was adopted as a correlative document to the Town of Breckenridge Development Plan.

Trail Issues and Recommendations: *Ski Hill Road/Peak 8 Base Area*

The Ski Hill Road/Peak 8 Base planning area is very diverse and includes the base of the Breckenridge Ski Area, the Nordic Center, the Breckenridge Outdoor Education Center (BOEC), Cucumber Creek drainage and Four O'Clock Ski Run. It also includes numerous residential areas, both existing and planned. The ski area has a Master Plan for future development of approximately 322 single family equivalents which would include both commercial and residential uses.

There are many existing trails in this planning area, some of which have existed for a long time. The Breckenridge Ski Area operates a base for downhill skiing in the winter and has numerous summer activities at the base, plus on-mountain bicycling and hiking. The ski area is expected to expand, as well as carry out private residential and commercial development under their Master Plan. The Breckenridge Nordic Center, a separate company, has developed a trail network across numerous private properties (with permission), and is planning on moving a satellite base of operations up to USFS land at what is commonly known as the Peak 7 Base. The BOEC operates their programs out of the Town owned property known as the F&D Placer, adjacent to the old Town Reservoir, and has expressed needs related to trails and open space.

In summary, this area of Town has become a major recreation destination area, and is expected to develop considerably beyond what exists now, in terms of both recreational as well as residential and commercial uses. It also provides activities used not only by visitors, but by local residents. Planning for trails in this area will provide a community-wide, as well as neighborhood benefit. The following identifies the trail issues and needs, with subsequent recommendations. The trail numbers on the map correspond with the following numbered recommendations.

1. Ski Hill Road. Ski Hill Road is the primary vehicular arterial in this area, and is scheduled for improvements in the future. As the Town has grown, pedestrian and bicycle circulation along the road has become very heavy, creating conflicts between motorists and non-motorized users.

Recommendation: It is recommended that some form of pedestrian accommodation be made along Ski Hill Road to allow a good walking and bicycling connection between downtown and neighborhoods up Ski Hill Road. Alternatives discussed have been a wide shoulder for a bicycle lane, or a separate off-road paved path on the north side of the road. Sidewalks were considered but were felt to be inappropriate considering that bicycles are not permitted to be ridden on sidewalks. When Ski Hill Road is improved, the possibility of a separate path should be considered, but at a minimum, wide shoulders and a bike lane should be provided for non-motorized use.

2. Connections with Mass Transit. Ski Hill Road is the primary route for mass transit service to and from this area. Efficient pedestrian access to bus stops along this road will reduce vehicular use and enhance use of mass transit.

Recommendation: When development projects are planned for the area, a route should be identified and trails developed which connect with Ski Hill Road and any other mass transit stops.

3. Peaks Trail. The Peaks Trail, a major trail on USFS land, originates on the perimeter of this area. It is a well known trail which begins on the west side of County Road 3 and connects with Frisco, and is heavily used in summer and winter. It has recently been upgraded by the USFS to improve wet-area tread problems. Parking for the trailhead is limited.

Currently there are trails through adjacent properties which lead to the trailhead. Specifically, Trail Inv. #78 provides the best access, however there are alternatives that, if improvements were made, could be better.

Recommendations: The Peaks Trail as a major USFS trail should have good connections with surrounding residential areas (existing and future), the ski area's Peak 8 Base, and the Nordic Center. It is likely that as Summit Huts Association develops planned hut sites to the north, the trail will be used for hut skiing between Francie's Cabin and huts to the north (see Recommendation 12 below). As development occurs surrounding this trail, access in general should be studied and public easements granted, especially in the general location of Trail Inv. #78. It is also possible that if Peak 7 alpine skiing is expanded and parking established, the trailhead will be affected and will have to be moved. Parking for the trailhead should also be expanded if the opportunity arises.

4. Breckenridge Stables. Breckenridge Stables, a private commercial horseback riding operation, is currently located in the vicinity of the Peaks trailhead, and the operator uses trails on the ski area property. They access the ski area trails through use of the same trails others use for the Peaks Trail access. Trails used by horses in this area have become somewhat rutted, and mixed use, while possible, is usually difficult.

Recommendation: The trail corridor which accesses the Peaks Trail should be studied in detail to see how the horse use and hiker/biker use can be better accommodated. There are some conflicts in usage that exist now and should be addressed, as trail easements are granted and permanent trail alignments are identified. It may be necessary to establish separate trail areas if user conflicts become acute. The stables operator should be required to maintain the trails so that they do not become overly compacted or have excessive manure, where joint use is occurring.

5. Breckenridge Ski Area. The Breckenridge Ski Area carries out downhill skiing operations over considerable land in this area. The ski area has developed into a high volume recreational use with over 1.1 million skiers per year. Summer uses at the Peak 8 Base now include the alpine slide, maze, mini-golf, chair lift rides, hiking, horseback riding and bicycle rentals for lift-served mountain biking. The bed base is limited at this time but is certain to increase, with a likely increase in recreational use. It is an opportune time to plan for pedestrian and bicycle access, before site specific projects are approved and while trails can still be integrated into development relatively easily.

5A. Master Plan. A Peak 8 Base Master Plan exists which designates approximately 322 SFEs of future residential and commercial development. The Master Plan is not sufficiently detailed to designate pedestrian circulation.

Recommendation: When the Master Plan for the ski area is amended or updated, numerous trail planning issues should be addressed, including the following.

-How connections with non-motorized access to and from this area will be provided;

-Where trails can be established to connect the Peak 8 area to the Peaks Trail, Nordic Center, Cucumber Creek and the Shock Hill area;

-Where summer and winter trail alignments can be provided from the Peak 8 Base to points south toward the Town Reservoir and Peak 9 Base;

-Where to locate on-site local trails which can connect with the trails mentioned above and the ski lifts.

5B. Access from Downtown. Good non-vehicular connections from the Peak 8 Base to downtown are not provided at this time. To solve this, several alternatives have been considered, including widened shoulders or a path along Ski Hill Road; improvement of existing soft surfaced trails; and altogether new trails.

The Ski Hill Road recommendation has been discussed in Recommendation 1 above. In terms of other possible trails for access to this area, Four O'Clock Ski Run exists currently as a trail corridor primarily for winter downhill skiing use. It is also used as a summer hiking and biking access route up to the Peak 8 Base and surrounding area, but it does not provide easy access beyond the ski area Maintenance Building. Two other trails provide some access to this area, and they are the Morning Thunder Trail and the Sawmill Creek Trail. The Morning Thunder Trail (Inv. #56 and Inv. #58) up the Shock Hill grade is a well used trail which provides an off-road, scenic access to the Shock Hill neighborhoods and Nordic Center. It has recently been cut off by The Woods development, but is planned to be re-installed to make the same connection, although in a different alignment. It connects with other Shock Hill trails within the Nordic Center area, and these are used in winter and summer. This trail could also form the first segment in a loop which connects downtown with the ski area base and the Cucumber Creek drainage. If the Pence Miller Ditch is improved, this trail could also provide access to the ditch.

The Sawmill Creek Trail is discussed in detail in the Core/Upper Four Seasons Section of this plan (see Recommendation #10).

Recommendation: The Town and ski area should work together to designate the Four O'Clock Ski Run as a summer trail corridor to Peak 8 Base, and provide appropriate easements and trail improvements for pedestrians and bicyclists. This off-road access will provide a safer, more rural alternative to Ski Hill Road and should be maintained as a rural, soft surface or natural trail to provide a less urban route for walkers and mountain bicyclists. Because of the topography of the area, no trail connection has been found which does not have some steep areas. The trail alignment should be reviewed to determine whether grades can be improved in certain steep areas, and if development occurs along its edge and could plat a more gentle alignment, this should be required. Uphill use in the winter is not advisable due to extensive use for downhill skiing. Winter use would continue to be a ski run for downhill use only. See Recommendation 22 for more information on this trail.

Recommendation: The Morning Thunder Trail should be maintained as an access for pedestrian and bicycle links between the Shock Hill neighborhoods and downtown. It may also link with the Pence Miller Ditch Trail (if it is developed) which runs level with contours across Shock Hill. Once the Morning Thunder Trail reaches the top of Shock Hill, it should connect with other trails recommended for Shock Hill. An easement should be granted through the private properties on which the trail lies. An alignment of lesser grade should be studied as properties in the vicinity are developed. It should remain a natural trail, and be recognized as a more difficult route due to steepness.

6. Connection with Peak 9 Base. Another issue relative to the ski area is the desirability of making a good winter/summer cross-country trail connection with the Peak 9 Base. As the ski area and its activities expand and gain popularity, there are more people circulating through and to the area. In addition, there are numerous residences and businesses in both base areas, which would benefit from better non-motorized circulation. The opportunity to connect Peak 8 and 9 Base areas is beneficial to other community organizations including Summit Huts Association, the BOEC and the Nordic Center, especially because the Burro Trail south of this area is a heavily used USFS trail.

There is a fairly extensive network of trails which currently exist that could be improved and used to form a connection. However, alpine skiing is the predominant winter use, and is subject to a USFS permit to operate there. There would have to be careful coordination with the ski area in establishing trail uses, to reduce the likelihood of impacts to the downhill ski experience.

Recommendation: A winter and summer route should be studied and selected to connect the Peak 8 and 9 Base Areas, which creates the least interference with down-hill skiing operations. It should be soft surfaced

or natural trail and satisfy other goals of the Trails Plan related to the Summit Huts Association and the BOEC. In this area, there is a network of trails, old roads, and ski runs that are currently used as trails, which could be incorporated into a designated route. It may be appropriate to have separate routes to Beaver Run and the Burro Trail because of differences in appropriate connections.

7. Shock Hill/Nordic Center Trails. The Nordic Center is a destination very well used as a community recreational facility. The land which contains the trails for the current Nordic Center is known as the Shock Hill property, and is in private ownership, currently designated in the Town Land Use Guidelines for residential development. Some trails may be further west on other private land. The Nordic Center base buildings are on a 1/3 acre parcel owned by the Nordic Center. It is expected that the existing Nordic Center buildings will be expanded on a somewhat larger site, and will remain the main base area for the Nordic Center. The existing trails will be affected by development, but it is planned that some will still exist in the area.

Recommendations:

7A. Maintain as many trails as practical in the Shock Hill area for a winter and summer trail system which preserves the current experience as much as possible.

7B. Maintain a perimeter trail corridor which would go from the Morning Thunder Trail north along the upper edge of slope and around to Cucumber Creek and up to Peak 8 Base. This might eventually be relocated to integrate properly with development, but attempts should be made to locate the trail in open space as a connecting corridor providing access to the base of Peak 8. The purpose of the trail is to provide a continuation of the Morning Thunder Trail, and combine that with preservation of some of the nordic ski routes in the area. Specific trails along this outer boundary currently exist and were probably historic mining roads as well as more recent trails.

7C. Provide links between the new Peak 7 Nordic Center and existing Nordic Center base facility. A Cucumber Creek trail system presently exists for winter use which should be maintained. A summer time crossing area is also possible and should be developed as a Cucumber Creek corridor trail is developed. This would also provide a better access to the Peaks trailhead.

7D. Study joint usage trails between summer and winter, where in winter they are part of a groomed/fee trail system and in summer are open to the public for non-motorized use.

7E. A trail link should be maintained between Morning Thunder Trail up to the Peak 8 base in a more direct route providing for commuter use. This could be combined with nordic routes for winter use.

7F. A Nordic Center connection with the Town Recreation Center is desirable, and the Cucumber Creek drainage could form an excellent link. As development occurs, this alignment should be considered and a winter/summer access pursued.

8. Neighborhood Trails. Neighborhoods up Ski Hill Road are rapidly developing and will provide approximately 1,000 single family equivalents (SFEs) at build-out. Numerous neighborhood trails exist which have evolved over the years. These are generally not in public easements and simply follow the most direct or most convenient route. They are mostly gently sloping and serve to link subdivisions, projects and neighborhoods.

Recommendations: As properties are developed, local trails should be incorporated into developments linking neighborhoods and providing access to Ski Hill Road and other significant trails such as Four O'Clock Run, Morning Thunder, and Cucumber Creek. Local trails may exist, and where they form

legitimate connections leading to main trails, replace the need for sidewalks, or form a link with other trails which are either in dedicated easements or could be considered important for dedication in the future, strong consideration should be given for a dedication of the subject trail. Developers should consider providing new trails and improvements to provide for adequate circulation for their properties and others, similar to provision of sidewalks in more densely developed parts of Town.

For the most part, soft surface trails are adequate for these local trails. In some cases where trails have limited use and access, it is appropriate not to require public dedication or to allow private easements.

9. Cucumber Creek. Cucumber Creek is a high quality wetland, stream corridor and is valuable for public enjoyment of its unique natural characteristics, as well as being important for environmental reasons. The Creek lies predominantly on private land, although there may be a small area of USFS that it covers. There is expected to be considerable development surrounding this area, although it is not expected that development would occur directly in the wetland corridor.

Recommendation: The Cucumber Creek and wetland should be maintained as a natural corridor which provides a refreshing break from development. Open space and public trail usage should be established, to serve several proposes: enhance environmental quality by providing wildlife habitat as well as water quality benefits; interface with the Nordic Center and Peaks Trail to provide trail connections; serve as a natural preserve for humans and wildlife to enjoy a natural, undeveloped open space.

The Town and property owners should cooperate to preserve and enhance the Cucumber Creek wetland as an open space/trail corridor. A soft or natural surface trail adjacent to the Cucumber Creek wetland should be dedicated to the public and constructed. It should continue along the full length of the Creek and lead from the ski area Peak 8 base to the Recreation Center. There should also be a crossing in an area of low impact to the wetland, so that a good connection is made east-west with the Peaks Trail.

10. BOEC/Town Reservoir (F&D Placer) Property. The BOEC is located on the F&D Placer, a 38.39 acre parcel owned by the Town of Breckenridge. The BOEC carries out programs in summer and winter for the disabled. The F&D Placer property is a unique destination primarily for locals who know about the reservoir, as a close-in mountain lake environment. It is also between the two ski area bases and could form the mid-portion link of a north-south trail corridor. The BOEC plans to continue their programs and wishes to improve trail facilities and solve problems.

The F&D Placer property has experienced an increase in public use in the past few years, and because of conflicts between the BOEC program usage and use by the public, the BOEC would like to direct people away from their program facilities and over to the southern and western half of the property. They do not intend to discourage public use of the property or lake, but they would like to divert the public from parking at the buildings used by BOEC, in favor of a location for parking and trailhead in the vicinity of Trail Inv. #98 where it forks off Inv. #96.

Access to the property is across private land commonly known as the Select 10, which is owned by Lincoln West, Inc. The above described change to public access would involve private property, and there would have to be negotiation with the owner, Lincoln West, before a change to the access arrangement could be completed. At the very least, when annexation and development of the Select 10 property is proposed, a review of access concerns should be made, so that the public use and access to the area is improved.

The trail link between F&D Placer property and downtown is currently by the Sawmill Creek Trail (Trail Inv. #107a), which connects with the reservoir by a series of rustic steps up from the creek, and by the BOEC access road. The Sawmill Creek connection could be improved in the future to provide a better

access without steps, and could be routed further west where it would not so directly access BOEC facilities.

A strong requirement of the BOEC is to have a better summer/winter connection with the Burro Trail to the south. This fits well with comments from others regarding the establishment of a clear route from the Peak 8 area to the Burro Trail.

Other trail connections desirable to the BOEC are a good connection with the Nordic Center and to the Town Recreation Center. The current Nordic Center lies due north of the BOEC and could potentially be accessed via Trail Inv. #89, if it is publicly dedicated. It could then continue through the Pines Subdivision public trails. Once the Nordic Center is reached, if Cucumber Creek were developed as access to the Recreation Center, BOEC could have trail access to that ultimate destination. While this is a circuitous route, it is the only one that works very well. This should be given more detailed consideration as time allows.

The BOEC is especially interested in making more trails handicapped accessible. This should be considered for this area, in conjunction with any trail improvements that are identified.

Recommendations:

10A. Improve access south from BOEC to the Burro Trail through Town/ski area properties and other private ownership parcels, through cooperation in dedicating easements and making improvements.

10B. Improve access to the Beaver Run area to allow better access to the F&D Placer for visitors in that area.

10C. Improve access north from BOEC to the Peak 8 Base and to Trail Inv. #89 for access to Cucumber Creek drainage and the Nordic Centers.

10D. Improve the Sawmill Creek Trail so that access is better for cross-country skiers and the disabled by eliminating the steps that lead up to the lake. Improvements should also be aimed to channel people away from BOEC facilities.

10E. Trail improvements may be necessary on certain trails in this area, and in reviewing for trail improvements, handicapped access should be a primary goal.

10F. Clarify and improve public access through the Select 10 property so that the public is not funneled through BOEC facilities.

11. Peak 7 Link. Currently there is some non-vehicular traffic from the Peak 7 area to downtown, but trails are very minimal. It is desirable to link County Road 3 and Peak 7 subdivisions with downtown through the Ski Hill Road area in order to provide a non-vehicular access route.

Recommendation: Identify the location for a trail alignment and research ownership. There is a possible trail alignment which is minimally used, and should be explored to determine whether it can form a connection with other trails in the area leading downtown. In addition, USFS land exists in this area and an easement should be obtained to allow an existing faint trail (Inv. #73) to be established as an access to this area. This trail parallels Cucumber Creek on upland area and could be incorporated into the network of trails accessing a Cucumber Creek crossing to the Peaks Trail. It could also be incorporated into the Nordic Center trail system on Shock Hill and ultimately down Morning Thunder Trail.

12. Hut Linkages. Summit Huts Association has plans to develop a future hut to the south near Ophir Mountain (Ophir Mountain Hut), and desires a link through this area to connect with Francie's Cabin via the Burro Trail.

Recommendation: Develop a good summer and winter trail connection between the Burro Trail and the Peaks Trail, for use by Summit Huts Association to get from Francie's Cabin to the Ophir Mountain Area. This connection should be combined with the trail discussed above in Recommendation 6, related to linking the Peak 8 and 9 bases.

13. Pence Miller Ditch. The Pence Miller Ditch exists across the face of Shock Hill. It begins in the vicinity of Four O'Clock Run and continues to Cucumber Creek. It is overgrown in several areas and is partly in a public area, but not for its full length. It could be a very scenic, unique trail experience, which could serve as a good illustration of the ditch work that is part of Breckenridge's history. Since it already exists, it could be improved without as much difficulty as if it were a new trail because the ditch has already been benched into the hillside. There may be sections where regrading is necessary, but because of the width of the ditch, this could probably be accomplished fairly easily.

Recommendation: The Pence Miller Ditch should be improved to a soft surface or natural trail, usable by mountain bicycles, pedestrians, and winter users. It should connect Four O'Clock Run with Cucumber Creek. A public easement should be granted.

14. BOEC/4 O'Clock Run Connection. Trail Inv. #89 is a small, local, soft surface trail which is south of 4 O'Clock Run, behind Trapper's Glen Subdivision, ending at the F&D Placer. There is considerable usage of the trail by residents of the Peak 8 neighborhood and concern has been expressed about keeping it available for public use. The trail makes a fairly good connection with F&D Placer although as the connection from Peak 8 to 9 is improved, this trail may also deserve improvements on the south end.

Recommendation: The Town should research property ownership of the trail and obtain a public easement for it. Improvements should occur where necessary to make a good connection with other trails in the F&D Placer area.

Priorities.

1. Develop strong links with downtown via Four O'Clock Run, Morning Thunder Trail and Sawmill Creek Trail (Recommendation 5B).

2. Develop a good connection between Peak 8 and Peak 9 bases, including a good connection between the Peaks and Burro Trails (Recommendation 6).

3. Preserve Cucumber Creek as a natural area for open space and environmental purposes, and develop a good trail system along-side and across it (Recommendation 9).

4. Work with the USFS to identify any needs in the area for appropriate trail alignments, given these trail recommendations, and process special use permits for official easements prior to any further conveyance from public to private ownership (Recommendation 11).

5. The Pence Miller Ditch should be developed as a soft surface or natural trail from 4 O'Clock Run to the furthest north point possible, connecting with Cucumber Creek if public access can be obtained to the creek area (Recommendation 13).

Trail Issues and Recommendations: *Core/Upper Four Seasons Areas*

This is the area of Town which is most densely developed, and most congested with vehicles and pedestrians. It is in the best interest of the community to have a good pedestrian and bicycle circulation system in order to achieve a safer, more efficient flow of non-vehicular traffic, which in turn provides for smoother vehicular flows. In addition, the recreational nature of the community is best served by encouraging the use of alternative means of transportation, for a more pleasant and unique transit experience.

The core of Town is the heart of the community. There are many destinations in this area, including the Historic District, Peak 9 ski area base, many residential units, Town Hall, Colorado Mountain College, the Old Courthouse, the elementary school, the Riverwalk, the Post Office and central business district. It has been the subject of study on numerous occasions, the most recent resulting in the Urban Design Plan, completed in 1991. There have been numerous transportation and parking studies and work is still proceeding to analyze traffic and transportation needs.

The Upper Four Seasons area is the high density condominium subdivision west of Park Avenue. The area is more than 50% built out. The plat for the Four Seasons Subdivision designated private pedestrian easements along certain lot lines, and some pathways have been built and paved, and are currently being maintained by the Upper Village Owners Association.

The following are issue statements and recommendations for trails in the Core and Upper Four Seasons area. The trail numbers on the map correspond with the following numbered recommendations.

15. Downtown Area. Main Street is the primary north-south vehicular route through Town. There is considerable congestion in the downtown core, and at times non-motorized uses conflict with vehicular traffic. Non-motorized transportation routes vary, depending on the destination and are mostly on-street or via sidewalks. There are some small, informal trails in a few areas. Improvements to the core area have been discussed and identified in the Urban Design Plan.

Recommendation: The Urban Design Plan (UDP), adopted in August of 1991, makes many detailed recommendations for improvements downtown, to facilitate pedestrian and bicycle transportation. The UDP recommends that standards be defined and that bike lanes, routes, trails, bridges and signage be installed. In particular, grade separated crossings are proposed along the Blue River at Watson Avenue, Ski Hill Road, Adams Avenue, and S. Park Avenue. In addition, a grade separated crossing is recommended under S. Park Avenue at F Lot. Improved crosswalks and sidewalks are recommended, as well as a bike route along Main Street. Rather than repeat all the recommendations of the UDP, it should be incorporated into the recommendations of this plan, in particular Chapter 4, "Pedestrian and Bicycle Systems." The following sections include several of the key UDP recommendations.

16. The Riverwalk. The Riverwalk is a new recreation/transportation corridor, which provides a non-motorized north-south transportation route through Town. It is designed to handle both pedestrians and bicycles on separated trails, in a highly developed linear park. In conjunction with the Riverwalk Center, it is a destination in itself. The Riverwalk currently extends from Ski Hill Road on the north, to Park Avenue on the south, terminating at S. Park Avenue west of Lot 39B, Four Seasons.

Recommendation: The Riverwalk should alleviate some transportation conflicts on Main Street, if bicycle and some pedestrian traffic can be channeled to the Riverwalk. It should be extended south to complete a pedestrian connection with the Maggie Pond. Grade separated crossings as recommended in the Urban Design Plan should be installed.

17. The Burro Trail. The Burro Trail is a major USFS trail in the area, located in the County, just to the south of Beaver Run and Breckenridge Ski Area runs. The trail leads to more remote USFS locations, and is frequently used by Town residents and visitors for both summer and winter bike rides, hikes, and ski tours. It is also the in-Town access to Francie's Cabin which is part of the Summit Huts Association backcountry cabin system.

Access to the trail is currently across a ski run leading to the Quicksilver Chair lift. In winter this creates some problem in that negotiating between downhill skiers can be difficult for cross-country skiers accessing the trail. There has been discussion about whether an adequate easement exists across the ski run for the public to access the trail. The USFS has indicated that there used to be an easement, but currently there is no valid right-of-way.

Recommendation: A public easement should be obtained across private property to the Burro Trail. The access point to the Burro Trail should be more easily identifiable through signage. A vehicular drop-off point exists at Beaver Run, and should be maintained. The parking for the trail usage should be provided in ski area and municipal lots. Overnight parking for Francie's Cabin is currently identified through the reservation system as being in the ski area's Sawmill Parking Lot.

18. Blue River Bikeway. The Blue River Bikeway extends into the core area from the north. However, it stops at Watson Avenue and from there bicyclists and hikers must share roads and alleys with motorists into Town. The Riverwalk is not yet recognized as a through route to the south, probably because it is only recently completed and connections are not yet clear.

Recommendation: The Blue River Bikeway should be continued into Town, creating a continuous trail from the Recreation Center and points north, to the Riverwalk and points south. This will eliminate confusion at Watson Avenue and will provide a safe connection for bicyclists and pedestrians to circulate into downtown. The best route is along the river, connecting with the Riverwalk behind the drug store. Grade separated crossings at Watson Avenue and Ski Hill Road should be installed in order to reduce conflicts, especially considering development on parcels between Watson Avenue and Ski Hill Road is yet to occur and will produce more congestion than now exists.

This area is described in the UDP (see pg. 96) as the "Sawmill Station Square District." It is noted in the UDP that there is an opportunity to develop both sides of the river into a riverside plaza, with pathways and bridges. It is stated that this area should mark one end of the Blue River Walkway pedestrian loop. This seems to fit well with the goal to continue the Blue River Bikeway into Town, and the trail should be developed either when the property is planned for development or when the Town sets it as a high priority and plans its development. Until then, it is recommended that there be a bicycle route with signage developed to clarify the way to the existing Riverwalk.

19. East-West Pedestrian Route. The blocks of Town to the east and west sides of Main Street utilize standard five foot wide sidewalks for non-motorized east-west transportation routes. The current routes most used to move east-west are Ski Hill/Lincoln Avenue, Washington, and Jefferson Avenues. A central corridor down Washington Avenue is suggested in the UDP, which states as a goal that downtown pedestrian and bicycle circulation patterns should be integrated with the Blue River Walkway improvements. A Washington Avenue corridor is emphasized in the UDP as a non-vehicular traffic route, which could be landscaped, and could incorporate wider sidewalks. It also leads to the Riverwalk which could channel bicyclists north and south in a non-motorized corridor.

Recommendation: Washington Avenue should be improved as suggested in the UDP to provide an improved cross-street for east-west non-vehicular traffic. The corridor should be considered for bicycle lanes as well as pedestrian improvements and bicycle access to the Riverwalk corridor should be encouraged.

20. Park Avenue. Park Avenue has a growing role in carrying vehicular traffic north-south, and its use as a non-motorized corridor is also increasing. There are limited sidewalks existing south of Ski Hill Road and sidewalks were installed in 1995 north of Ski Hill to the highway. A bicycle lane is striped on the section from Ski Hill north to the highway. The UDP recognizes the importance of this street and recommends improvements such as "a separate dedicated bike trail that would connect the Village and Bell Tower Mall, with Kingdom Park and provide non-motorized access to all the facilities developing along the west bank of the river."

Recommendation: Park Avenue should be improved in accordance with the recommendations of the UDP. Specifically, an off-road bicycle path should be installed on the west side of Park Avenue. In addition, attention should be paid to development of sidewalks, reduction in curb cuts and realignment of the intersection of Park and Ski Hill Road to improve safety and smooth flow of non-motorized traffic.

Another needed improvement is a better pedestrian crossing from F Lot and the Riverwalk, south to the Village side of Park Avenue. In the UDP, a grade separated crossing is recommended. In the near future, some form of improvement should occur to facilitate crossings here.

21. East Core. The East side of the core area is the historic residential area in Town. It is characterized by the Historic District, as well as newer residential construction. It also includes several destinations including the elementary school, Carter Park, the Post Office, the old Courthouse, the Carter Museum, Colorado Mountain College and other Historical Society properties. There is a demand for good non-vehicular circulation in all directions, for both business and recreational purposes, to destinations both within and outside the neighborhood. The Historical Society also sponsors walking tours throughout the neighborhood.
The following recommendations break the various directional routes out separately.

21A. In-neighborhood Routes. In general, sidewalks provide direct and efficient access to destinations in this area. There are organized as well as self-guided tours of the Historic District in this area. A trail system has been discussed to provide a clear link between the sites that are typically toured. This has been called the Historic Site Loop Trail around Town. For the most part, easements would have to be granted for such a trail.

Recommendation: While the Historic Site Loop Trail seems to be a good idea, because sidewalks exist and were a traditional form of pedestrian movement, it is not recommended that the Historic Site Loop Trail be a high priority. Sidewalks should be added where necessary to facilitate pedestrian circulation in this area. The Klack Placer is a Town owned property which could provide a good off-street trail, especially since it originates at the elementary school, and could lead to the north to a designated crossing of Main Street, to facilitate transportation to the north.

A soft surfaced trail should be developed within the Klack, leading to the north end of Town and connecting with a trail behind the Building Center to connect with a crossing of Highway 9 at Park Avenue (see below). The negative aspect of developing a Klack Trail is that there would be numerous street crossings, making the trail less safe. Where the trail crosses streets, it should be clearly marked for motorists.

21B. North Routes. Main Street presents a barrier to a good east-side residential area connection to the Blue River Bike Path, which is a major north-south non-motorized corridor. While Washington Avenue may be improved to provide better access, it will be developed in the heart of downtown congestion. The

residents on the east side of Town would benefit from a Blue River Bike Path connection which provides a smoother, less congested link with destinations on the north, including Parkway Center and the Recreation Center.

Recommendation: A Main Street/Highway 9 crossing should be developed, and options that seem most functional include French Street and Park Avenue. A good route leading north from this area should be developed, for pedestrians and bicyclists. The Klack Trail should lead to a Main Street crossing to the Blue River Bike Path. The Main Street/Highway 9 crossings that could be designated include French Street and Park Avenue, or points in between. The French Street intersection is a poor crossing for pedestrians because it does not have a stop light, and sight distance is somewhat limited. A crossing at Park Avenue would function best if a trail connection could be made from the east side of Highway 9. A possible solution would be construction of a trail behind the BBC and on the shoulder of the Highway, up to Park Avenue.

Another option would be to develop an east-west grade separated crossing at French Street or Park Avenue. The French Street alternative would be more direct route to Parkway Center. This alternative is the more expensive, but could provide a much more appropriate crossing as time goes on and the highway becomes more congested. A grade separated crossing at Park could serve the French Creek Subdivision as well as the east side of downtown, thereby making a more central location for a crossing. Any point for crossing should be investigated in more detail prior to further construction that might preclude this alternative.

In summary, the best solution for a highway crossing would be a grade separated underpass. There is limited space for this however. In the short term, the Park Avenue intersection is the recommended crossing point due to the existing stop light. A trail linking Park Avenue intersection with the Klack should be studied in order to avoid use of the Highway shoulder to access the Park Avenue intersection.

21C. South Routes. At present, Carter Park is accessed on the roadways, and through the elementary school. It can also be accessed by the Klack through the elementary school. Because the streets in this area are narrow and have many stop signs, through traffic moves slowly and using streets for walking and biking is not overly hazardous. There are trails leading south of Carter Park to Boreas Pass Road through Sunbeam Estates. In addition, a trail is to be constructed through Powder Mountain Estates south to Boreas Pass Road through Breckenridge Mountain Village.

Recommendation: At this time, most facilities for non-vehicular movements to the south are adequate, with the exception that sidewalks on French would facilitate pedestrian movement. Another needed element is a soft surfaced trail through Carter Park leading to the trail through Sunbeam Estates, and to the beginning point of the Ski Hill Trail.

21D. East Routes. There are several public routes leading east to areas beyond the Historic District. One is via a trail through Gold Flake I Subdivision along an extension of Lincoln Avenue, which is in a 20 ft. public pedestrian easement. Another is between Highland Terrace and Goldflake Terrace, on the old Washington Avenue right-of-way. And a third is on the old ski run at Carter Park. All of these routes are steep, and the only one currently used by bicycles is the Carter Park hill.

Recommendation: The best location for a main, east-west trail would be Carter Park due its status as a public park. The existing trail is too steep, and a better soft surfaced trail for bicycle/pedestrian use should be developed. Its connections at the upper part to the east need some improvement and are discussed in the Weisshorn Section of this plan.

In addition, the Washington Avenue Trail is surfaced with gravel, which is eroding, and another surface (such as crusher fines) should be considered, and drainage better designed. The Lincoln Avenue Trail was recently improved because it was eroding badly.

22. Morning Thunder Trail (lower section). The Morning Thunder Trail (Inv. #56 and Inv. #58) terminates to the west side of Park Avenue, just north of Ski Hill Condos. It is not in a formal easement, and has recently been impacted by development. It receives considerable use and its primary function is to connect the upper Ski Hill Road neighborhood and downtown. It is steep in the upper portion, but very moderate in the lower area. See Recommendation 5B for more detail.

Recommendation: The Morning Thunder Trail should be formalized through easements, and it should continue to be a natural trail. Re-routing the trail in the lower section is not recommended, but could be considered if a good route can be found to replace the trail in a similar state as it presently exists.

Upper Four Seasons Area

23. Lower Four O'Clock Run. Four O'Clock Run is a trail corridor primarily for winter downhill skiing use. It is also used as a summer hiking and biking access route up to the Peak 8 Base from downtown. It also links some lower Four Seasons properties with downtown, including properties on the north side of Four O'Clock Road, Tyra, and Sawmill Road properties. These links are presently accomplished through a number of private easements platted within the Four Seasons Subdivision, plus the Pence Miller Ditch, which is a public easement along its length from Ski Hill Road south to the Cross property. However, there is no connecting link between the ditch and Four O'Clock Run.

An easement has recently been granted for private access across Tract J, Four Seasons Subdivision, connecting with the Sawmill Creek Village public trail. This provides better access from Ski Hill Road through to Four O'Clock Run, through Sawmill Creek Village, although a short segment is not officially open to the public. The homeowners have installed a bridge across the creek in this area.

Recommendation: Four O'Clock Run should be established as a main trail corridor and improved to make it more usable in steep areas. It should be maintained as a soft surfaced trail. Easements for the trail should be granted. Walkways leading to Four O'Clock Run are in some places platted and developed through the Four Seasons Subdivision. As opportunities arise, trails should continue to be developed and easements obtained through properties on the north and south side of the trail. An easement should be granted to connect the Sawmill Road properties and Pence Miller Ditch easement with Four O'Clock Run, through Tract J or the Cross property, and a soft surfaced trail built there. Four O'Clock Run should be signed at access points to clarify the location.

24. Destinations within Upper Four Seasons. Close-in destinations within the Upper Four Seasons area are primarily the central business district, the pool on Four Seasons Tract E, Four O'Clock Run, and the base of the ski area at Beaver Run and the Village. Most of these destinations are accessed via walking on the Four Seasons Subdivision trails, on the streets, or on sidewalks. There are several trail routes (Inv. #223, Inv. #224 and Inv. #225) to the pool and toward the ski area base, in a north-south alignment. Trail Inv. #223 is not paved, while the others are. These work well for non-vehicular use, but they are somewhat narrow for bicycle use.

A problem that has been identified by condo owners between Village Road and the Quicksilver Lift (Maggie Building Base 9 area) is that from the Hilton and vicinity to the north, there is no good link with the ski area base, and people walk through private property to get there.

Throughout the Four Seasons Subdivision, numerous private easements are designated as non-vehicular easements. This network works well for trail development, with attention to trail installation in particular areas to solve certain problems, as follows.

Recommendations:

24A. A trail should be developed which leads from the Hilton vicinity down to the base of Peak 9 near the Quicksilver Lift. The best route would be between Cedars and Trails End Condos, but no easement exists. The next best trail location would be through the Beaver Run parking lot, but due to the fill slope, this does not work well. Another possibility is between the Chateaux and Trails End, where there is an easement, and where a faint trail exists (Inv. #112). This is the recommended route because of the easement, but also because there is a small stream there which can become a focal point for a pleasant soft surface trail surrounded by open space, for use in summer and winter. This could also form an excellent connection between public parking in F Lot and the Burro Trail.

24B. Two improvements would provide small, but needed trail enhancements. First, Trail Inv. #223 should be paved as a main access to the pool. And second, signage would help to identify that trail usage throughout the subdivision is acceptable. Many of the trails that are developed are small, and not very noticeable.

24C. As development continues to occur along Primrose and Kings Crown, sidewalks should be installed on these streets. In addition, connections should be made east-west to link Kings Crown and Primrose with Park Avenue and other destinations in the area, such as the pool. There are easements between Lots 23 and 24 which could be used, as well as on the south side of 24. Because this would traverse a steep hillside, site specific study should be done as projects come in, to determine the best alignment for a trail.

24D. Trail networks open to use by the homeowners in the area should continue to be developed on a project by project basis in the Four Seasons easements that exist, so that non-vehicular travel between projects can occur, and so links are adequate between primary destinations.

25. Destinations Outside the Four Seasons. The more distant or out-of-Town destinations sought for non-motorized travel by Upper Four Seasons residents are the Burro Trail, the Peak 9 maintenance road, the Town Reservoir/BOEC property, and Four O'Clock Run leading to the Peak 8 base area. Connections with the Burro Trail have been discussed above in Recommendation 17; connection with the BOEC property is through varied trails across private property; and connection with Four O'Clock Run has been discussed in Recommendation 24.

Recommendations: The connections with these various trails are dependent on using sidewalks, developed trails in Four Seasons' easements, and on-street routes for bicycles. The trailheads should be clearly designated so that visitors and residents can find them better, and trail maps should clarify locations.

There are numerous existing trails across the property just west of Kings Crown, known as the Select 10 property (owned by Lincoln West, Inc.). They generally lead up to the Town owned BOEC property. The BOEC property is probably little used by the Four Seasons Subdivision residents and visitors because they are not very aware of it. A public trail corridor should be established through the Select 10 property which leads to the BOEC from the Beaver Run area. There are several different opportunities which deserve further study to determine which is most feasible, based on topography, location and other issues. When Select 10 is developed, such a trail corridor could lead residents of that subdivision down to the core area of Town. There is more discussion of the BOEC property in the section of the Trails Plan on the Ski Hill Road Area.

26. Trail Maintenance. There are numerous existing trails in the Four Seasons Subdivision, and maintenance is carried out by the homeowners association. These are trails in private easements, and are not of a high enough standard to maintain them for general public use. Where trails are soft surfaced, the Town has not felt it had the equipment or time to maintain them. As the subdivision is more built up, the Town is likely to face more frequent requests to have the Town accept and maintain these pedestrian routes.

Recommendation: The Town should re-evaluate its maintenance program to determine whether some of the trails should be public and maintained in this area. Soft surface trails should continue to be more natural, less formal trails which receive minimal maintenance. If the owners association is able to turn them over to the Town, and the Town wishes to have them, this should be pursued.

Priorities.

1) Obtain a public easement from private property owners to solidify access to the Burro Trail (Recommendation #17).

2) Make the trail connection with the Riverwalk to create a continuous non-motorized connection with the Recreation Center (Recommendation #18).

3) Improve Washington Avenue to create a better pedestrian and bicycle connection east-west with the Riverwalk (Recommendation #19).

4) Develop a good connection on the north end of the east-side residential areas with the Blue River Bike Path (Recommendation #21B).

5) Obtain an easement for the Morning Thunder Trail (Recommendation #22).

6) Develop a trail connection between Village Road and the Peak 9 base, between the Chateaux and Trails End (Recommendation #24A).

Trail Issues and Recommendations: *Breckenridge South Area/Lower Four Seasons/Southeast*

This section deals with the south area of Breckenridge, and divides discussion into two south areas: the east and west sides of Highway 9. The west side of Highway 9 is called the Lower Four Seasons area, and consists of a high density condominium neighborhood, the ski area base including Quicksilver Lift, the Maggie Pond and Blue River. The condominium area currently includes 370 existing condos, and at build-out could include another 100 units. The residential neighborhood of Warriors Mark and Warriors Mark West are under County jurisdiction and are south of this area. They currently contain 373 dwelling units. The estimated level of development at build-out would be 561 units.

There are numerous existing trails in the Lower Four Seasons area, some paved and in private easements throughout the condominium area, and some natural surface that have evolved over the years. This area houses some permanent residents, and a large population of visitors, based on the rental of condo units. Trails are used for non-motorized transportation to the downtown core and ski area base, as well as for recreational purposes, providing access to the mountains to the west. Trail usage by residents and visitors in Warrior's Mark to the south creates additional trail usage, especially as Warriors Mark residents travel into downtown. There is one major trail on USFS land known as the Burro Trail. There is also considerable trail usage on the ski area maintenance roads.

The east side of Highway 9 is the area from Carter Park and Breckenridge Mountain Lodge, south and east. It includes the private stables on the Rodeo Grounds, Little Mountain, Boreas Pass Road and Illinois Creek. It is adjacent to the Wakefield property and the Blue River Trail, which leads to the Town of Blue River. There are several residential subdivisions in Town in this area, the furthest east being Breckenridge South and Brooks Hill. There are also County residential areas further east up Boreas Pass Road, which generate considerable motorized and non-motorized traffic in the area. The Rodeo Grounds parcel has recently been acquired by the Town, but the future use of the land has not be established, other than the stables which have been there for some time. The Rotary Snowplow Park is currently under construction on the Rodeo Grounds property.

The southeast area has numerous trails south of the Rodeo Grounds, leading east behind Little Mountain and over to the Wakefield property. The Wakefield property has been the source of controversy since some of the land which was formerly USFS was traded to a private owner. The Blue River Trail which crosses Wakefield has recently been relocated from its historic location to a new location at the request of the Wakefield property owner. This trail is heavily used in summer and winter, and provides a link between the towns of Breckenridge and Blue River.

In summary, there are destinations for trail use in the south area, including the base of the ski area, the Burro Trail, the stables at the Rodeo Grounds, Little Mountain and the Blue River Trail. Most of the land is in residential subdivisions, which generate trail users as well as the need for trails leading to other areas, such as to the core of Town and recreational areas out-of-Town. There are also neighborhoods in the County which are nearby which often pass through these areas to get into the core of Town, or other activity areas such as the ski area base.

The following identifies the trail issues and recommendations. The trail numbers on the map correspond with the following numbered recommendations.

Lower Four Seasons

27. Access to the Maggie Pond. The Maggie Pond has been a focal point for the Village and the general area for some time, and has historical significance to Breckenridge. The pond and surrounding land is owned on the north end by a single private owner (owner of the Village), and on the south by Columbine

Homeowners Association. Access to the Maggie Pond from Main Street is inefficient and unclear, and there is not a continuous walkway around the pond. The Village Master Plan for this area indicates development of currently vacant properties to the east of the Maggie Pond. There is a short trail leading east-west to the pond, on the south side of the Bell Tower Mall, but in order to access the main pond area, one must travel through the Bell Tower or follow a circuitous route to a point west of the river.

The access west from Lower Four Seasons to the pond and the ski area base is currently between the Hotel Breckenridge and the Powderhorn Condos, on a private easement. There is also usage of the pond area as a crossing point for horseback riders moving east-west going from Boreas Pass Road to the Burro Trail. There is also a growing usage of the Burro Trail for cross country skiers accessing Francie's Cabin.

Recommendation: When development occurs east of the Maggie Pond, good access should be provided to the pond edge and a strong public connection between Main Street and the Maggie Pond/ski area should be created. In addition, because the pond is recommended to be the terminus for the Riverwalk, every attempt should be made to allow access around the pond. This may be more easily achievable and important around the west side, because the ski area is on the west side. However, a walkway around the Pond would be an amenity for the public as well as condo residents in the immediate area.

Another more immediate recommendation is to open pond-side access in areas where connections exist but have been closed off, such as behind the Village Pub, where outdoor seating has been developed. A walking corridor should be developed along-side the pond to allow continuous access in this area. Another area which needs improvement is behind the Maggie Building, where a restaurant has outdoor seating.

Illinois Creek is a natural location for a trail leading from the pond to Main Street and Broken Lance Drive to the south. Illinois Creek will probably be realigned from its existing 30 foot wide drainage easement in conjunction with the development of the lots it flows across, and when it is, there will be an opportunity to improve the natural setting of the creek as well as provide a walking trail along it leading to the pond. This could tie in with a Main Street access to the Maggie Pond, as well as provide a trail leading east-west. If Illinois Creek does not serve as a trail corridor, some other east-west corridor should be considered.

Horseback rider usage should be planned, but is probably best handled through a crossing as described in Recommendation 28 below.

28. Blue River South of Maggie Pond. South of the Maggie Pond, the Blue River runs through the private open space of the Columbine Homeowners Association, which governs the Lower Four Seasons area. At present, there are numerous trails which thread their way among the various channels of the river. There are some connections between condo buildings to the river, and the bridge at the south end of the Maggie Pond. There is a public trail easement, with associated soft surface trail to be built, along the north edge of Lot 10A, Pine Creek Townhomes.

Beyond the Town boundary, the property along the river is part of the Warriors Mark Subdivision and is owned by that homeowners association. There is also a trail on a ditch on the west side of the Blue River (Trail Inv. #115) which is somewhat used and could provide more direct, drier access to the Maggie Pond area.

Recommendation: The Town should work with the Columbine Homeowners Association to identify a trail alignment along the river, and a trail should be developed to connect the Maggie Pond with Broken Lance Drive and the Warriors Mark neighborhood. The land available for trail usage is much narrower on the east side of the river because of condo development, but there is enough room on the west side of the river for the trail. It is recommended that the Town negotiate acquisition of the land along the river from the Columbine

Homeowners, in an effort to improve the natural character, solve any drainage problems that might arise, and allow for public access to not only the trail but also the edge of the river for fishing. At a minimum, a wide easement should be obtained in order to provide public access to the trail and the edge of the river. The trail should be built for public usage, but should remain natural to compliment the natural environment of the river.

In planning for a trail alignment along the river, consideration should be given to an area for crossing east-west, especially considering the desires of horseback riders to have a safe crossing area. There are currently conflicts between horse usage and owners of the private easement to the north of the Village (currently north of Hotel Breckenridge). A new crossing area for horses would resolve these conflicts. It is probable that the bridge on the immediate south end of the Maggie Pond can serve as the formal crossing for pedestrians, but a "through-the-river" crossing should be developed for horses.

The ditch trail should be studied to determine property ownership and feasibility of development of this as a trail to the Maggie Pond.

A continuation of a river pathway for the public through Warriors Mark, beyond the south Town boundary is encouraged. However, because it is private land it may not be feasible. There are other trails that might serve to connect areas to the south to the Lower Four Seasons area, and this is described below in Recommendation 29.

29. Connection for Ski and Racquet Club Area. There is an existing trail (Inv. #218) which starts at Broken Lance and continues in a slightly sloping alignment on the hillside around to the west of Ski and Racquet Club Condos. It connects to Highway 9 south of Ski and Racquet Condos. It is an old road, is not in an easement, and receives light use at present. There is another connection from Broken Lance Drive further south at Trail Inv. #219. This is up a steep bank but leads to Inv. #218.

Recommendation: A trail connection to Broken Lance would facilitate non-motorized traffic into downtown from Ski and Racquet Club Condos, as well as from developments along the river further south. This could possibly provide an east-west alignment for horseback riders and cross country skiers. However, because the trail currently crosses several developed properties without easements, very extensive use of this trail could raise property owner concerns. This should be studied in more detail, and for the time being the existing trails should be considered local trails and easements obtained if possible. However, it should be a lower priority in the overall trail plan for the Town, because it is a local trail. It might provide a good access to Highway 9 from the Lower Four Seasons area and Warriors Mark, if planned properly.

30. Access to the Burro Trail. The Burro Trail is a major trail which can be accessed from the Maggie Pond via Trail Inv. #114. The Maggie Pond gets quite a bit of use and will probably receive more use when more residential units are developed in the area, and when the Riverwalk terminates there. The current connection between the pond and the Burro Trail is not well marked and the trail is rocky and narrow. See Recommendation 17 for more detail on other access points for the Burro Trail.

Recommendation: The Maggie Pond Trail (Inv. #114) connecting the Maggie Pond with the Burro Trail should be improved to a natural trail level and signage provided to clarify access. It appears to be on USFS land, and if the land is ever conveyed to a private owner, it should be conveyed with an easement. A portion of the trail lies on Columbine Homeowners property, and an easement for the public should be obtained for the trail in this area.

31. Trails within Four Seasons Subdivision. There are paved trails which exist between condo buildings in this area. They lead to the pool, ski area base and the Blue River. A trail across Lot 10A is located in a

public easement, leading to the Blue River, to replace a trail which crossed this lot north to south, which has been abandoned. The existence of the previous trail indicates the need for a trail from Broken Lance Drive into Town.

Recommendation: The Four Seasons trails are currently developed in private easements and are generally open to use by the public, even though technically they are for the use of the condominium owners and visitors. The homeowners association maintains them. They should continue generally as they are now, considering they mostly serve the residential units in the area. Any development that occurs in this area should link to the trails if there is a logical connection point, including across streets.

There is not a good east-west trail connection through this area to the Burro Trail, and there is currently some conflict between horseback riders using trails and some of the condominium owners. To resolve the problem, a cross through area for horseback riders should be established to allow an east-west route to the Burro Trail. It is possible, the soft surfaced trail across 10A could serve this purpose, and then allow horseback riders to wade across the river and access a new trail along the Blue River, which would lead to the Peak 9 base and Burro Trail. This should be researched in more detail to determine the best crossing area for horses.

32. Connection Across Highway 9. There is some non-vehicular movement from the east side to the west side of Highway 9 in this area. This is particularly the case for the horseback riders coming from the Rodeo Grounds west to the Burro Trail.

Recommendation: There should be a designated pedestrian crossing east-west to cross the Highway. This should be planned in conjunction with development of an east-west trail leading to the Burro Trail, and with the realignment of Broken Lance Drive. It should also be developed to be compatible with existing and future condo development in the area. A grade separated crossing would be ideal for pedestrians and bicyclists, and could connect with the Rodeo Grounds property which is publicly owned. Horseback riders would continue to use a surface crossing, understanding that leading a horse through a tunnel or over a bridge is dangerous.

Southeast

33. Boreas Pass Road. Boreas Pass Road is the primary arterial besides the highway in the southeast area. It accesses 29 residential single family lots in the Brooks Hill and Breckenridge South Subdivisions, as well as approximately 700 units beyond Town in the County. There is also motorized use of the road for scenic drive purposes, making traffic heavy in both summer and winter.

The non-motorized use of the road occurs mostly in summer, with residents and visitors using the road for transportation from homes to the Town core, and for recreation. From a recreational standpoint, there are numerous trails which are accessed from this area, including the Little Mountain Trails, the Blue River Trail, the upper Boreas Pass Road, the Baldy Road Trail, the Sallie Barber Trail, the Juniata Trail and others. There is considerable usage by horseback riders who stable horses at the Rodeo Grounds private stable. There is often horseback usage of trails west of the highway originating from the Rodeo Grounds.

Over the years, the amount of non-motorized use on Boreas Pass Road and adjacent trails has increased. There is no urban bike trail which allows an alternative to using the road, although there is a network of natural, dirt trails to the south of the stables and up Little Mountain. These trails lead to the Wakefield area, and up to the top of Little Mountain.

Recommendation. An off-road paved trail should be built which parallels Boreas Pass Road. It should be designed to serve pedestrians and bicyclists, and should have wide shoulders for horseback riding. It should

terminate at the Wakefield property or perhaps Illinois Gulch Road. This would provide a good connection from downtown to the Town's residential neighborhoods adjacent to Boreas Pass Road, and would also improve the connection with the Blue River Trail which receives considerable use.

A design should be studied and engineered in more detail, but after review with the Town Engineer, it is suggested that the trail be located on the north side of the road up to the Town's water pumping station, and then a crossing should occur to the south side. Up to the pumping station, the alignment would follow existing trail easements. Once the crossing is made to the south side, easements would have to be obtained, or the Boreas Pass right-of-way used. The south side has less conflicts with private property holdings along Boreas Pass Road, and it also avoids driveway and road intersection conflicts. The south side of the road becomes a very pleasant experience because of the lack of development, and also provides a better connection with the Wakefield and Blue River Trail, rather than requiring fill to follow the alignment of Boreas Pass Road.

There are grading challenges to using the hillside on the north side of the road up to the pump station, but because wetland and private property exists on the south side, there are limitations and concerns on the south side as well. Any crossing would require flashing lights for pedestrian safety.

The connection to the Brooks Hill and Breckenridge South Subdivisions is not as good with a cross-over at the pumping station as it would be if the trail continued on the north side. The Town staff has discussed with property owners the possibility of locating a soft surface trail on the north side, and has met with a positive response. The Town should pursue development of a secondary trail for these subdivisions which allows access to the hard surface Boreas Pass Road Trail on the north side of the road.

It is recognized that trail access up to the trailhead on upper Boreas Pass Road (where paving ends and the County stops winter maintenance) would be a major benefit. However, continuing a trail along-side Boreas Pass Road becomes very difficult because it is highly engineered as it traverses the Ford Hill hillside. Options considered but felt to be too difficult, included widening the road for a shoulder trail, and building an off-road trail paralleling the road. A third option was considered, to improve the Aspen Grove Trail which leads across private and public property from the Wakefield area up to the Boreas Pass Road trailhead. This is in the County, is very steep, and improvement met with opposition from the public in trail planning discussions. The opposition centered on the desire to keep the trail in its current "rough but fun" status rather than making it more refined and usable by more people. If any trail development of the Aspen Grove Trail is pursued, it should be subject to further public discussion prior to any definite plan.

34. Little Mountain Trails. There are numerous trails behind the Rodeo Grounds and around Little Mountain. These trails are frequently used for recreational purposes and provide access from Town to Wakefield and the Blue River Trail. They also form a recreational loop around Little Mountain. The trails to the top of Little Mountain provide a very scenic view and make for a unique, close-to-Town destination. They cross private and USFS land, except as they exist on the Rodeo Grounds, and there are no easements granted for them. The Rodeo Grounds property has recently been acquired by the Town and is therefore available for public use.

Recommendation: A natural or soft surfaced trail corridor should be provided from the Rodeo Grounds to the Wakefield trailhead for the Blue River Trail to provide a more rural trail experience originating close to downtown. The main trails that exist are very scenic and should be preserved in their existing location if possible. A trail (Inv. #146b) originates close to the Town's new Rotary Snowplow Park and connects with a trail (Inv. #146a) which continues up the hill, eventually connecting with other trails (Inv. #133b and Inv. #137) which continue on to Wakefield. These trails are in varied shape and are somewhat rutted from horse usage. Some are across steeper topography, but they generally provide a good alignment for a natural

surfaced, rural trail corridor connecting the Town with Wakefield, Town of Blue River and points south. Some improvements should be provided, including minor grading and reducing the rockiness. Easements should be acquired for them. A trailhead and parking lot for trail users may also be appropriate at the Rodeo Grounds.

Another alignment might be appropriate in the location of Trail Inv. #148. This trail connects with Inv. #133a and Inv. #133b which continue and make a connection with the Wakefield property.

Trails (Inv. #139, #140 and #141) up Little Mountain form a continuous trail, and should be maintained and easements acquired for them. It is an excellent close-in recreational experience. Little Mountain is comprised of some USFS land along with some private land. If the USFS land is conveyed to private ownership, easements should be obtained.

35. Main Street/Highway 9. From Park Avenue south, on the east and west sides of Highway 9, there is a wide shoulder, but limited sidewalks for pedestrians, in a high usage area. South of Boreas Pass Road there is considerable bicycle traffic related to commuting between the Towns of Breckenridge and Blue River, as well as for recreational usage up to Hoosier Pass.

Recommendation: Roadside trails or sidewalks should be installed on the portion of Highway 9 to Boreas Pass Road and Broken Lance Drive. Beyond Boreas and Broken Lance, a pedestrian/bicycle trail would be a strong benefit to connect the Town of Breckenridge with the Town of Blue River and Hoosier Pass. The easiest location would be adjacent to the highway, although it would not be as pleasant as an off-road trail. This should be studied in more detail prior to designating a specific alignment.

36. Breckenridge Mountain Village Connection. A trail easement has been dedicated along the west side of Breckenridge Mountain Village, connecting Boreas Pass Road with Powder Mountain Estates Trail and the Madison Avenue right-of-way. The Madison Avenue right-of-way is too steep for street development and will likely always provide only pedestrian access between French and Ridge Streets.

Recommendation: This trail alignment provides an alternative to using Sunbeam Estates Trails or Main Street to access Boreas Pass Road. It is expected to be developed as a soft surfaced trail and be a local route for residents in this area. The trail could provide an off-street segment for the Boreas Pass Road Trail, which would avoid the intersection of Boreas Pass Road and Main Street, and would connect with Main Street close to the Town entry park in front of Breckenridge Mountain Lodge. This should be studied in the future, as the Boreas Pass Road Trail is planned in more detail.

37. Sunbeam Estates Trails. The Sunbeam Estates Subdivision trails connect Carter Park with Boreas Pass Road There are three connections with the park: one on an old ditch on the lower part of the Ford Hill hillside; a second on an old road about mid-way up the same hillside; and a third on an old ditch high on the hillside. The upper trail does not connect with any other trail, but provides a pleasant recreational experience (it is discussed in Recommendation 38 in the East Area section of this plan).

The lowest trail is likely to be most heavily used, in providing an access from Boreas Pass Road to Carter Park and into Town. It is partially developed through the Sunbeam Estates Subdivision. The middle trail will eventually be replaced by a road to lots in the subdivision, but the connection to the park will be maintained through development of a short soft surfaced trail which connects with the road cul 'd sac.

Recommendation: The lower Sunbeam Trail should be improved to provide a better trail surface and signage should be added to make its location clear as a public access to the park. When development occurs

for the cul 'd sac, and the middle trail is disrupted, a soft surfaced connection should be made with the cul 'd sac to complete a connection with the Goldflake II trail to the north.

It should also be recognized that the trails from Carter Park will link the downtown to whatever public facilities are planned for the Rodeo Grounds, as well as with Boreas Pass Road and Little Mountain Trails.

Priorities.

1) Develop a trail along Boreas Pass Road (Recommendation 33).

2) Develop a defined access across the highway to connect the east and west portions of Town (Recommendation 32).

3) Obtain legal easements to the Burro Trail, and improve the trail, including signage (Recommendation 30).

4) Secure easements for the Little Mountain Trails (Recommendation 34).

Trail Issues and Recommendations: *East Side/French Creek Areas*

The East side and French Creek areas are primarily residential neighborhoods, with a scattering of undeveloped land. There are not too many destination points within the area, but the residents and visitors living there frequently use existing trails for commuting to work, traveling into Town for business, and for recreational purposes. There are also many residents and visitors from other areas of Town who travel to points east, where they can access recreational trails, such as Boreas Pass Road, Juniata, Sally Barber and upper Baldy Road Trails. The East side trails here are also heavily used by County residents living to the east, who use trails for accessing Town. There are numerous rural, natural dirt trails (some on ditches or flumes), as well as a few newly developed gravel or soft surface trails in certain areas.

The East area consists mostly of the Weisshorn and Gold Flake Subdivisions, as well as one large unplatted private tract. There are also two USFS parcels which are designated for conveyance to private ownership. One is a large tract east of Carter Park, and the second is a small sliver tract on the south edge of the Weisshorn and Breckenridge Heights Subdivision. The character of the area is single family homes, many of which house permanent residents. For planning purposes, the boundaries of this area are the Historic Conservation District on the West, Sunbeam Estates on the south, Breckenridge Heights Subdivision/Moonstone Road on the east and the Town boundary on the north.

The French Creek area includes the area around County Road 450, and for the purposes of this evaluation the boundary has been drawn to include properties to the south side of CR 450 and Reiling Road, north to the Town boundary. The area to the north side of these roads will be considered in the Breckenridge North Section of the Trails Plan. The west boundary is the highway and the east boundary is Wellington and Reiling Roads. Portions of this area are outside the municipal boundary, however, planning efforts include out-of-Town needs because of the likelihood of annexation in the future, and the need to connect Town trails with out-of-Town trails for continuity purposes. The trail usage emanating from the subdivisions is also affecting residents in Town, making it necessary to address issues related to this out-of-Town area.

The following recommendations identify trail issues and needs, with subsequent recommendations. The trail numbers on the map correspond with the following numbered recommendations.

East Side

38. Trails from Moonstone Road through the East area. There is considerable east-west non-motorized use of trails in the east area, primarily on the Moonstone Trail (Inv. #180), the Flume Trail (Inv. #167) and Carter Park Trail (Inv. #164). The Moonstone Trail originally made its way west across USFS land and continued through what is now Goldflake II Subdivision. When the subdivision was platted, the lower section of the trail was cut off. Moonstone Trail users now travel through the USFS tract on the trail and then divert south on the Flume Trail and down the very steep grade of the Carter Park Trail to access the park and downtown. The Moonstone and Flume Trail system serve a number of users: the residents of the east area; some recreational users heading east-west, originating from the core of downtown; and residents of the County, further east. There is also a second trail paralleling the upper Moonstone Trail (Inv. #179) which serves the same purpose as the Moonstone Trail.

The Flume Trail is on a steep hillside and dead ends into a house in Tyrollean Terrace Subdivision. It is a very popular destination for residents of the east side neighborhood, even though it is primarily used for short trip recreational purposes. It has been platted in the Sunbeam Estates portion of the trail as a public easement. It should receive minimal improvements and its rough character should be maintained. It extends north beyond the Moonstone Trail intersection and crosses behind homes along Moonstone Road.

Recommendations.

38A. Moonstone Trail. It is a high priority to retain and improve the Moonstone Trail through this area to promote commuting to work, as well as for access to and from recreational trails to the east. The three trails listed above are priority trails for making a good connection between Moonstone Road and Carter Park. The Moonstone Trail's present alignment works well and it is a strong recommendation that it be maintained in its present location. It is a rough, natural trail, but to maintain its character is important, and no improvements are recommended. The Moonstone Trail is located mostly across USFS land, which is designated by the USFS for conveyance to private property. An agreement should be made with the USFS to allow a right-of-way to maintain the trail as public in this area. The Moonstone alternative would be Trail Inv. #179, which could be used instead of the main trail if a change were warranted by development.

38B. The Flume Trail. The Flume Trail is level and traverses the hillside in a north-south direction. Where it may cross properties without an easement, an easement should be granted for it. It could use minor regrading in some areas on the south end to correct erosion and over growth problems, but these are a low priority. The north end currently dead ends into new homes adjacent to Moonstone Road, and tapers down the hill and connects with Trail Inv. #173. Where it extends north beyond the intersection with the Moonstone Trail, it should remain informal due to its encroachment into backyards of developed lots.

38C. Carter Park Trail. The Carter Park Sledding Hill Trail provides a connection with Carter Park, but is a problem in its steepness. Carter Park is an excellent terminus/beginning point for the trail, considering its facilities, parking and public land status. The trail should be realigned to provide a safer, more appropriate non-motorized route. Since the Carter Park sledding hill is steep, narrow and public property, development of a trail on the existing public property would require at least five switchbacks, and it would still not meet industry trail standards because it would be too steep (15-20%). Other alternatives should be studied, including trail development on the unplatted property above the Goldflake II Subdivision. This realignment could result in re-use of a portion of the original trail, in a less steep area of the hillside. In any event, a solution to this locational problem is a high priority.

39. Weisshorn Local Trails. There is one fairly well used trail, Inv. #173, which leads into the Weisshorn from the Flume Trail and dead ends at the Hinterthal Condos parking lot. Because the owners at Hinterthal do not wish to have the trail cross their property, several other faint branches have been used as access to the upper part of Inv. #173. This trail could form a very good link to the Moonstone Road Trail described above, as well as to the Flume Trail. There is also a USFS parcel which exists just north of the Hinterthal, which parallels the back of Breckenridge Heights lots and could provide a trail linkage.

There are numerous small trails that have existed throughout this area, which are local/informal trails. Trail Inv. #257 is a natural trail south of Quatre Vivant and exists in the undeveloped Lincoln Avenue right-of-way.

Recommendation: Trail Inv. #173 should be designated as a local trail and is a low priority for linking the Weisshorn with the Flume Trail or Moonstone Road Trail. The physical attributes make it a good candidate for a public trail, but the neighborhood would prefer a different route due to its location in many back yards. It is possible to make the same connections in better planned locations and through use of low traffic Goldflake II roads and trail easements. There should be a connection for the neighborhood to access areas to the south, as discussed in Recommendation 40 below, and to the east as follows. Trail Inv. #173 should remain as it is, a little used, private trail.

The Goldflake II subdivision plat shows a 50 foot gap between lots 18 and 19, which presumably will lead to a future subdivision to the east. It is recommended that when further subdivision occurs, a trail alignment be planned which connects to Trail Inv. #167, the Moonstone Trail and points east. While this requires some

on-road travel through Goldflake II and the future subdivision, it can be planned so that it has fewer impacts than retrofitting a trail through existing developed properties such as the Hinterthal. This is also generally where the original trail was located, so the grades are similar to the upper portion of the Moonstone Trail.

Trail Inv. #257 is a local trail and is in the Lincoln Avenue public right-of-way. It should remain a local trail with use permitted for pedestrians and bicyclists.

There are other small local trails in the area that would be difficult to obtain easements for, and would be difficult to maintain. These trails should remain informal and used as owners of the property allow.

40. Access to Lower Boreas Pass Road. There have historically been trails which lead south from the Weisshorn/Goldflake area to the Boreas Pass Road area, and have been used primarily for recreation. These trails have been planned into Sunbeam Estates Subdivision to allow access to the south. Currently the Weisshorn neighborhood has limited public access to the south, the primary route being on-road to the terminus of Pine Street/Goldflake Terrace to the short Goldflake II public trail which leads to the Carter Park ski hill.

Recommendation: The easement and trail connecting from Goldflake II subdivision should continue to make a smooth connection to the Carter Park Sledding Hill Trail. If improvements are made to the Carter Park Trail, a good connection should be assured to the Goldflake II Trail. In addition, a through route should continue south from the Goldflake II Trail to the Sunbeam Estates Trails and ultimately Boreas Pass Road.

41. Wellington Road. Wellington Road is the most used bicycle access for trails up French Gulch. This road presently has sidewalks up to Morning Star Drive which serve pedestrian usage well, and beyond there is a paved bicycle path to the north side of the Street. It is possibly the best route for a link to French Creek (Valdora Village) residents to access Town.

Recommendation: Wellington Road should be designated a bicycle route to French Gulch Trails and if necessary bicycle lanes on the street marked for bicycle use in both directions. If annexation occurs, the paved pathway should be continued to the intersection of Reiling Road and Wellington Road.

42. Other East Side Trails. There are several other small trails within the area which link to more major trails. In addition there Trail Inv. #174a and b which were developed with Goldflake II and extend up the Washington Avenue right-of-way.

Recommendation: The small trails do not serve enough people for there to be public involvement in maintaining them or acquiring easements. They are nice trails for neighborhood use and should remain informally used. Trail Inv. #174a and #174b are eroding and difficult to use due to the gravel surfacing. As the Town considers improvements to trails, road base or crusher fines should be considered as a more appropriate surface for trails such as this.

French Creek Area

43. Access from the French Creek Area to Downtown. At present, there is considerable trail usage from French Creek (Valdora Village) subdivision into Town. A trail connection is important because many residents of the area work in Town and choose to walk or ride their bikes the short distance to work from the French Creek Subdivision. Several routes are used:

43A. From the west end of the subdivision, there is a trail (Inv. #187) along French Creek to the highway, where users walk/ride along the highway to Town. Many times pedestrians and bicyclists cross the highway to the City Market or Recreation Center areas.

43B. From the Clubhouse at French Creek Subdivision, Trail Inv. #23 has evolved over time and crosses between Block 5 and 13 of the Weisshorn along a power line which is in a utility easement. It is steep and rough.

43C. Several trails exist, Inv. #23 to Inv. #29 to Inv. #35, through a large private parcel of land south of French Creek Subdivision (owned by Lincoln West Inc., commonly called the Blue River Corkscrew). This parcel lies between the Weisshorn and French Creek and contains numerous trails which have evolved without public access easements.

Another point regarding trails in this area is that many residents in Town access recreational trails on Gibson Hill, the Bench and up French Gulch via Trail Inv. #23 or other informal trails throughout this area, as well as Wellington Road. So although the less formal trails in this area are used for commuting to Town and back, there is also commuting which occurs for recreational access to trails to the north and east.

Recommendation: The Town should pursue a public trail alignment from French Creek into Town. The platted lots within the Weisshorn have no easements granted for public access and residents are concerned about granting easements for this use. One solution would be to develop a good link along the general alignment of French Creek, perhaps on the north side of the Blue River Corkscrew property, which would connect with the highway. If a pedestrian trail were developed north into Town behind the BBC, that route could form a south link and be used to access downtown from French Creek Subdivision. In addition, if a crossing were developed at Park Avenue or County Road 450, residents could walk or ride the bike path into Town by crossing the highway.

Another alternative would be to acquire an easement through the Weisshorn in some area. While the paths across Blue River Corkscrew, related to Inv. #29 and Inv. #35 are less steep than Inv. #23, Inv. #23 is the most direct, with access to the Wellington Road right-of-way and sidewalks. It is therefore recommended that Inv. #23 be the alignment pursued.

Another possible alignment would be through Blue River Corkscrew. It is possible that when the Blue River Corkscrew is developed, a trail could be platted up to the west terminus of Royal Tiger Road, but this would lead to a point where users would have to ride uphill on Royal Tiger to Wellington and down Wellington to downtown. The Corkscrew Trail would be a better route if other easements could be obtained down the Weisshorn hill through lots into downtown. While this seems to make sense topographically, the owners of land in the area are opposed to it and more easements are required than for Inv. #23. On balance, it is more realistic to obtain an easement in the location of Inv. #23, which affects fewer property owners and is more direct to Wellington Road This easement should be pursued as a high priority for a locals trail, but not advertised to the general public, since it is in close proximity to adjacent Weisshorn lots, plus it is rather steep.

44. County Road 450 and Reiling Road. County Road 450 receives heavy non-motorized use because of the number of residents in the French Gulch area traveling to the Breckenridge Recreation Center west of Highway 9, and to other locations such as the Blue River Bike Path. In addition, the French Gulch area is a heavily used recreation area with a number of trails accessed from Reiling and French Gulch Roads.

Recommendation: It is highly recommended that a bike lane or off-road bike path be added along County Road 450 and Reiling Road, to link the Blue River Bike Path with County Road 450 and allow for safe

commuting east-west. In addition, a highway crossing should be strongly considered. A grade separated crossing would probably work well in this area, although it would be more expensive than a simple crosswalk and stoplight. It is a high priority to gain a pedestrian crossing at County Road 450, to facilitate usage of CR 450, as well as a possible trail along French Creek for access to the downtown.

45. Trail Designations. There have been comments from Weisshorn residents that most people in the neighborhood are not sure where the trails are and that there should be clearer direction. It is also important to note that if residents are sure where legal accesses are, they will be less likely to trespass on private property.

Recommendation: Discreet signage should be added to public trails to clearly designate access. Bike routes should also be clearly marked and where lanes are developed, they should be clearly designated.

Priorities:

1) A better trail should be developed from Carter Park east-west, connecting with the Flume Trail (Recommendation 38).

2) The trail on the Washington Avenue right-of-way should be improved and the gravel replaced with something more stable (Recommendation 51).

3) The Moonstone Trail should be secured through USFS in a valid easement (Recommendation 38A).

4) A specific plan should be developed for providing good trail access between French Creek Subdivision and downtown. Access should be considered for the west end of the French Creek Subdivision, as well as in the location of Trail Inv. #23 through the Weisshorn (Recommendation 43).

5) A Highway 9 crossing should be developed which connects with trails on either side, either at Park Avenue or County Road 450 (Recommendation 44).

Trail Issues and Recommendations: *Breckenridge North Area/Northeast/Northwest*

This section deals with the north area of Breckenridge, and for purposes of this planning effort, will be divided into the west and east sides of Highway 9. The west side extends from French Street, north to Gold Hill. The east area extends from County Road 450 north, to the north Town boundary. The Town boundary on both sides is irregular and to properly plan for continuous trails in this area of the valley, the Town and County will have to coordinate efforts.

The west area contains numerous destinations including the Parkway Center Shopping Center, the Recreation Center and a major collector street, Park Avenue. Airport Road extends north to County Road 3 and may eventually be extended to an opposing intersection with Tiger Road. The paved Blue River Bikeway also exists here and on the south end has recently been widened to 12 feet. This area is developing, but is mostly vacant land at this time. The land use designations now are primarily commercial and service commercial, although some residential is planned close to downtown.

The east area includes the land north of County Road 450, which is primarily the Delaware Flats property. In the County areas near the Town there are single family subdivisions, some private unsubdivided and USFS land. The destinations here are the golf course, and the public and private unsubdivided land referred to as the Gibson Hill area, which is used for non-motorized and motorized recreational trails. Another destination is Tiger Road, which provides access to the Delaware Flats property, and to many County subdivisions as well as USFS land further east. The Colorado Trail is also located north of and parallel to Tiger Road.

The Delaware Flats property is approximately 1200 acres, surrounds the Town golf course, is mostly undeveloped and extends from just north of County Road 450, to the golf course area, east to a boundary with Summit Estates Subdivision. It also includes a parcel west of Highway 9, as well as parcels north of Tiger Road known as Braddock Flats and the Knob. There are numerous old ditches or flumes and trails which cross the Delaware Flats property, and in an effort to coordinate trail planning efforts, the Lincoln-Highlands Group has developed a trail inventory of existing trails. This inventory has been used by the Town to make the trail recommendations in this report.

The Delaware Flats property is currently undeveloped, except for the Highlands Subdivision which is being developed on the Bench. Because the Delaware Flats property is mostly undeveloped, the residential character of the development has not been established. It is assumed that it will develop as a high-cost housing area, predominantly second homes, due to its proximity to the Town golf course. Hotel/lodge sites are also planned, along with support commercial.

The following identifies trails and recommendations for this area. The trail numbers on the map correspond with the following numbered recommendations.

Northeast Area

46. Trails North-South. The south portion of the Delaware Flats property runs north-south and is known as "the Bench" within the Delaware Flats Master Plan. There are three historic ditches which run north-south in this area, and over the past few years have become trails used by walkers, cross country skiers and bicyclists. The lower ditch (Inv. #D13a&b) connects with Silver Shekel Subdivision, and in conjunction with other trails that have evolved parallel to it, receives moderate non-motorized use. It has been planned to be improved and maintained as a public soft surfaced trail, as the Bench is developed into the Highlands Subdivision.

The middle ditch (Inv. #D9b) has been heavily used, by walkers, skiers and mountain bikers, and is located in the center of the property, which is the most developable area. This trail leads to just above the Silver Shekel Subdivision, and leaves the ditch and continues to traverse the hillside. A connecting trail (Inv. #D26), connects the middle trail with the upper ditch trail, and is steep, making its use somewhat difficult. The middle trail continues, but receives less use northeast of Silver Shekel.

The upper ditch (Inv. #10 and Inv. #D25b) forks off of County Road 453 and follows the old ditch to a network of trails and old roads in Section 29, which includes the Gibson Hill area. The Gibson Hill Trails are heavily used and have become a recreational destination in themselves. Most of the Gibson Hill land is in the County and is considered by County planners to be an area where trails should be preserved. Access to the upper ditch trail is not as clear as it could be, although the Highlands developer plans to make improvements and grant an easement for public use. The trail is rocky and narrow and while fairly flat in the southern section, could receive minor improvements to make it more usable. The northern portion gets more use, where Trail Inv. #D26 connects.

Recommendation: There will be considerable development on the Delaware Flats property, as well as on adjacent parcels (Silver Shekel and others). Developing trail linkages with the downtown core where many activities for Town residents exist, makes sense for several reasons. First, the subdivisions being created for Delaware Flats residents are somewhat distant from the Town core, and in order to offer residents linkages to the central business district of Town, the Town's trail system should extend to and through this area. Second, the area is very scenic, and trails provide recreation, as well as an alternate, enjoyable means of non-motorized transportation to and from downtown. Third, there is traffic congestion and a deficiency of parking downtown, which makes using some other form of transportation desirable. Another point is that there is historic value to the historic mining ditches. And last, to link Town residents with the recreational trails in this area, a north-south trail network provides the best connection.

The ditch trails through the Bench are well suited to north-south travel, and if possible should be preserved through public easements. It is expected that the lower trail will be maintained based on the approved plat for the Bench (the Highlands). The middle trail conflicts with future development plans and it is planned to be abandoned as a public trail. The middle trail has generally received the most use and in an effort to replace this extensively used trail, the lower trail is planned to be upgraded and slightly relocated to continue to provide a good north-south trail.

The upper ditch trail appears to be high enough on the hillside that it will not conflict with the Bench development. It provides a good recreational link with Gibson Hill Trails, although due to its location high on the hillside, access is more limited than to the other trails. However, because of its lofty location, it is a very special trail with potential to get more use and provide a great recreational experience.

The access to the upper ditch trail should be open to the public through a public easement, and access through the Highlands Subdivision should be developed. A priority should be to maintain a connection with the Silver Shekel Subdivision, since a considerable population lives in the subdivision. Silver Shekel road rights-of-way dead end into the Delaware Flats property, thus providing public access points. These trail connections should be maintained and improved if necessary at the existing points, to allow for adequate access to the trails. Trail Inv. #13a in particular should be improved to make a good connection with Silver Shekel.

In summary, by maintaining the lower and upper ditch trails, the north-south connections can be made. The middle trail is the most well-used, and its replacement should replicate the experience if at all possible. The ditch trails need some work in terms of vegetation management and path widening to make them more usable.

47. Connections between Upper and Lower Trails. The upper and lower ditch trails are a considerable distance apart from an elevation standpoint. There are currently several connecting trails which are used to gain access between the trails, and also allow for recreational loops. These connections are in some cases steep and not well located, but often receive heavy use. There is also a USFS parcel in this area. Trail Inv. #D26 is a good example of a trail which receives heavy use, to access upper trails. Trail Inv. #14 is another loop, although it is often used more by motorbikes and is steep.

Recommendation: In order to allow the public adequate access to the trails, for Delaware Flats subdivisions as well as other members of the community, connections should be planned in reasonable locations where they are not too steep, and do not interfere with development. There should be several connecting links since the Bench subdivisions stretch north-south for some distance. Where possible steep linkages should be improved or replaced. Linkage between the two is especially important because they will replace the heavy usage of the middle flume trail. There may be a problem with links transitioning from north-south to east-west where the middle ditch trail is used to make a connection. These links should be studied and trail easements granted to replace the middle ditch trail. Easements or use permits should be obtained from the USFS in this area also, where trails are developed or cross USFS property.

48. Access from County Road 450. The connection for the Bench Trails that is closest to the core of Town is from the lower area of County Road 450. There are several trails that provide access that have evolved over time, but none are in easements.

Recommendation: A primary trail connection with the Bench Trails from lower County Road 450 is desirable and should be pursued, especially to the lower ditch trail. This would best be located in the area of Trail Inv. #21, although this existing trail is steep with eroded ruts. A better access should be studied, and an easement obtained to allow a good connection with the lower area of County Road 450.

49. Trails Connections with East-West Routes. There are currently several trails which transition from north-south to east-west as they traverse the hillside. These trails are a continuation of the north-south trails, and generally connect to the Gibson Hill network. Trail Inv. #9A and Inv. #6 provide a good connection with an east-west trail Inv. #3. This type of connection is important to allow a continuous trail system from the Golf Course area into downtown and for downtown residents to reach Gibson Hill/Gold Run Gulch and golf course area. The trails are mostly on the Delaware Flats property, although they also cross the Golden Age and Peabody Placer properties.

Recommendation: Trail Inv. #9A and Inv. #6 should be maintained for use to connect to Trail Inv. #3. As development in Delaware Flats continues, this trail connection may have to be replanned for a new location. If it is replaced, it should be done so that a good connection is made with Inv. #3 or its replacement, to maintain a viable access up Gibson Hill. Planning should also take into account desirable connections with other trails that may be developed by Delaware Flats to allow their residents non-motorized trail routes throughout their property.

It should be recognized that many of these linking trails are used by Silver Shekel residents and others as loop trails for recreation. When Delaware Flats develops this area and wishes to eliminate or re-route trails, they should be studied in more detail to be sure that the trail alignments that are maintained or dedicated are appropriate and serve the most people and purposes possible.

The Golden Age and Peabody Placers are important properties to obtain trail easements across. The Town should work with the County and the property owner to try to obtain public trail easements on this property, so that the trail system can be continuous.

50. East-West Trail to Gibson Hill. There are currently three connections from Delaware Flats which lead to Gibson Hill in an east-west alignment. The primary routes presently are Trails Inv. #D25b, #D28, #D29 and #3. Trails Inv. #D25b, #D28 and #3 are the main trail accesses to Gold Run Road and Gibson Hill, are heavily used by mountain bikers, plus have moderate foot, motorbike and horse use. There is also some winter use. These trails are on Delaware's property in town, but continue in the County on private land.

Recommendation: Trails Inv. #D25b, #D28 and #3 should be considered main trails and maintained as access to the Gold Run and Gibson Hill areas (and should be given good names). Public easements for these trails should be secured. As development occurs there should be smaller local trails which lead residents of Delaware up to these trails. There should also be a connecting link similar to Inv.#D29, although #D29 is faint and probably not in the best alignment. If possible, these trails should be maintained in their present locations since they provide a good trail experience. If they need to be relocated due to Delaware or other development, they should be re-created for a similar experience to what they offer today. Maintenance on these trails would improve usage, to remove rocks and roots and control drainage.

51. Gold Run Gulch Road. Gold Run Gulch Road (Trail Inv. #1) exists as historic access up the north-south valley known as Gold Run Gulch. It is used by motorized vehicles, including snowmobiles; as well as non-motorized users. It is the main connection to the Gibson Hill, Golden Horseshoe, Lincoln Meadows areas. The primary usage is recreational, although there are numerous properties in the area which also use the road for vehicular access. When the Delaware Flats property is developed, the lower portion of this road will become a paved primary access to Delaware Flats development.

Recommendation: Gold Run Gulch Road should remain open to the public as a primary access to the trails and properties up the road. Recreational use should be recognized as an appropriate use. As the road is improved to Town standards to provide access to the many developments that will take place on the Delaware Flats property, an off-road trail, possibly paved, should be considered to provide walking and bike riding access along the road. This trail could replace the need for sidewalks, and could be more scenic and rural, providing a better experience for Delaware Flats residents as well as other public trail users. The Town should also consider requiring a widened lane on the road for bicycle usage to access the Gibson Hill area.

The upper areas of Gold Run Gulch Road should be maintained in the existing state as dirt road. It is advisable to extend Trail Inv. #3 to create a link for it with Gold Run Gulch Road. This would facilitate movement east for a connection with Inv. #D44 or its replacement.

53. County Trails to the East. There is public and private land east of the Delaware Flats property which has historic trails and ditches. Several existing connections have been noted in the Town's trail inventory, by the use of arrows.

Recommendation: As trails in Town are planned in this area, connections to the east may be appropriate and should be studied and clarified.

54. Trails East-West through the East Ridge Delaware Property. There are numerous old ditches and trails which exist east of Gold Run Gulch Road. The trail that receives the most use is Trail Inv. #D44 which provides access via Delaware Flats Trails Inv. #D49, #D39 and #D36 to the private property in the County to the east, formerly planned to be the Ridge at Summit Estates. There is another trail which parallels Inv. #D44 and is higher on the hill, Inv. #D37b. Inv. #D44 is fairly flat and receives moderate use currently. Inv. #D37b receives light use and is sometimes used by motorbikes. Because of topography, Trail Inv. #D44 is the only fairly gentle trail connection with Gold Run Gulch Road. Trails Inv. #D43, which is an old ditch, could provide an access, but is overgrown and receives no use.

Recommendation: Trail Inv. #D44, or a reasonable replacement, should be maintained to provide an important east-west route which could connect to trails to the east in the County, if trail easements are platted in the future. This is an area of the Delaware Flats property that will eventually be heavily developed with residential units. Trail Inv. #D44 may conflict with development when it occurs, and therefore the trail may not be appropriate in its existing location. However, it provides a good link with Gold Run Gulch Road and private land to the east, and therefore should be incorporated into a Delaware Flats network that leads up to a trail connection in the location of Inv. #D36. This will provide an amenity for the Delaware Flats residents as well as the public.

If an upper trail such as Trail Inv. #D37b can be improved it would make for a more rural, scenic trail than the lower trail, Inv. #D44. This should be included if possible, especially because it would make a better connection with property to the east. This should be studied in more detail, because Inv. #D37b would provide a trail alignment out of the way of development, while Inv. #D44 is likely to become more of an urban trail. A connection with Gold Run Gulch Road is very desirable, and should be studied, perhaps in the location of Inv. #D43.

Smaller connector Trails Inv. #D49, Inv. #D39 and Inv. #D36 allow good access to Inv. #D44 and therefore they or their replacements should be maintained or replaced. A connector trail might also make sense with Inv. #D37b if the upper trail is improved.

55. Trails on East Ridge and East Valley. There is a network of trails primarily used by motorbikes which criss-cross these two Delaware Flats Land Use Districts. These are Trails Inv. #D34, #D38, #D40, #D41, #D42, #D45, #D47, #D48, and #D50. These trails are steep and somewhat rocky and are difficult for other types of users, including most bicyclists. However, more advanced mountain bike riders have been known to use them and find them a challenge.

Recommendation: As development at Delaware Flats occurs, most of these trails should be abandoned, inasmuch as the area has become a destination for motorbikes in a designated development area. While it is appropriate to allow for motorbike use trails in some areas, it is found that the noise and other impacts of this type of trail use does not integrate well with residential units and is therefore inappropriate here.

A trail connection with Tiger Road is well advised since there is likely to be non-motorized use of Tiger Road for access to the Blue River Bikeway from the Delaware Flats development. This would also provide a connection with the recreational east-west main trail network for the public residing in the areas surrounding Tiger Road as well as the Delaware Flats property.

56. Local Delaware Flats Trails. Currently there is no development in the Delaware Flats property and therefore no local trails serving internal subdivisions exist.

Recommendation: As the Delaware Flats property develops, a local trail system should be installed which connects the different developments. This trail system should connect to major activity areas such as lodges and the golf course clubhouse as well as to other main trails. The clubhouse connector may need to connect with roads such as Gold Run Gulch Road or other collector roads within the property.

57. USFS Land. There is a certain amount of USFS land in this area which is designated for conveyance to private ownership.

Recommendation: The Town and County should meet with the USFS and clarify where easements for trails are needed across their land. The Town and County should secure appropriate easements for main trails and should also discuss trail alignments for possible trail relocations.

58. Tiger Road. Tiger Road is currently developed to a gravel surface. It is in Town, but has not yet been dedicated as a public right-of-way. It is becoming more congested with traffic as more County and Town subdivisions are developed. With the development of the Delaware Flats Master Plan property, more traffic will be generated. It is expected this road will be brought to Town standards as the Delaware Flats property develops. There is considerable bicycle use of the road now, based on its provision of access to the USFS lands to the east known as the Swan River area and Gold Run Gulch Road.

Recommendation: When Tiger Road is upgraded, it is recommended an off-road trail be developed alongside. This will provide for bicycle and pedestrian traffic from the Delaware Flats property to the Blue River Bikeway, as well as to the recreational trails to the east on USFS land. It will also provide access to the Gold Run Gulch and Gibson Hill Trails. This trail should extend from Highway 9 to the Gold Run Gulch Road, or possibly further east, to the East Valley area of Delaware Flats. If these trails can be developed, a loop route will be possible which extends from County Road 450 to the Golf Course and back to the Blue River Bikeway into downtown.

59. Trailheads and Other Improvements. Currently there are no designated trailheads in this area. Most trail use originates at a resident's home or place of lodging. If trail use expands, it may be necessary to designate a trailhead area to allow for motorized access to a beginning point.

Recommendation: As development occurs, trailheads should be considered, especially in the area near Gold Run Gulch Road Another trailhead location might be Reiling Road, near the junction with Wellington Road

Northwest Area Issues and Recommendations

60. Blue River Bikeway. The Blue River Bikeway was developed in 1981 and parallels the Blue River, from Watson Street north to Frisco. It is maintained by the Town where it is in Town, and by the County, north of the Town boundary. The Downtown Core Section of this plan recommends that the bikeway be continued south to connect with the Town Riverwalk.

The bikeway is extremely busy during the summer, with a mix of uses from rollerbladers to bicyclists to walkers and runners. There is considerable congestion at times. There are two crossings of the highway, and the County has received Intermodal Surface Transportation funds (ISTEA) to construct a new bikeway entirely on the west side of the highway, in order to reduce vehicular conflicts at the crossing areas.

Recommendation: The southern end of the bikeway has recently been widened to 12 feet, which should alleviate some of the conflicts. The most congested area seems to be from downtown north to County Road 3. Improvements to alleviate congestion could be to develop a soft surfaced trail near the hard surfaced trail to allow for joggers, walkers and fishermen. Another alternative to this would be to widen the west shoulder of the bikeway to allow more pull-off area, and more area for use by walkers. These options should be considered as more development and planning occurs in this area.

A park/trail recommendation is that the Blue River corridor should form a lineal park and be improved with additional vegetation to make it more attractive. The land between Valley Brook Road and County Road 3 is relatively undeveloped and as development occurs should be improved to include a west-side soft surfaced trail to allow fisherman access to the river. A trailhead on the north and south sides of that section would be appropriate, as well as a middle public access point. This could also serve as an alternative path for joggers looking for a more natural surfaced trail from the Recreation Center north.

61. Airport Road. The Town's Recreation Center has been developed next to Kingdom Park along this road. There is more pedestrian traffic than there was before in this area, even though the preferred non-motorized Recreation Center access is on the Blue River Bikeway. The Airport Road access is a more direct route from City Market to the Recreation Center.

Airport Road north of the Recreation Center is also seeing an increase in non-motorized use, as joggers from the Recreation Center have identified it as a route for jogging loops. There is also considerable use on this section of road from the Peak 7 subdivisions, by both motorized and non-motorized users. The motorized traffic on this section tends to drive at high speeds, making the road somewhat unsafe for non-motorized use.

Recommendation: Sidewalks should be added to Airport Road up to the Recreation Center south entrance. Because of the trailer park, a more northern entrance is not recommended. If the trailer park property is developed in the future, a more direct walking access could be an amenity for the area.

North of the Recreation Center, the Blue River Bikeway should be considered the primary non-motorized route, but a trail route along-side Airport Road for non-motorized traffic should be developed, to alleviate conflicts that are on the increase. If an off-road route that is more removed from the road could be found, this would be even more appropriate. If the airport runway property is developed in the future, a trail system north-south through the development should be considered, especially if it can serve the purpose of integrating with a lineal park along the river.

62. Blue River Trail. The Blue River north of County Road 3 was heavily disturbed during the mechanical miner days, but has revegetated somewhat since then. There is little development or trails along the river. Most of this area is in the County, although there is some property subject to the Delaware Flats Master Plan in this area. The parcel in Town is referred to as Placer Flats and it contains a stretch of the Blue River, which is in a very natural state with a wide band of wetland. There is one minor on-site trail which exists (Inv. #D1). This trail is rocky and faint, and is probably used by fisherman. The Delaware Flats property extends to the base of the west hillside.

Recommendation: It is recommended that there be a public access to the Blue River, primarily for fishermen. On Delaware's Placer Flats property, the best location would be the west side of the river to avoid conflicts with development on the east side of the river as planned in the Delaware Flats Master Plan. This is an isolated area now, but as time goes on and development occurs, an access point, parking lot and trailhead may be more feasible. A very natural fisherman trail should be considered appropriate, although more developed walking and bike trails may be appropriate some day.

As other properties north and south of the Placer Flats property come in for development, the Town should advocate similar trail easements along the river to provide public access for fishing and passive recreation.

Priorities.

1. Develop a well designed trail from lower County Road 450 to access the Delaware Flats lower ditch trail and upper ditch trail (Recommendation 48).

2. Obtain an easement for the entire length of the lower ditch trail, including connections within Silver Shekel, to solidify public trail status (Recommendation 46).

3. Develop trails which provide a well designed connection between the upper and lower ditch trails; also obtain easements for them (Recommendation 47).

4. Develop a soft surface trail along the Blue River from the Recreation Center north to alleviate some bike path congestion and allow jogging and fisherman access along the river (Recommendation 59).