TOWN OF BRECKENRIDGE | TRAILS PLAN | 2009

TOWN OF BRECKENRIDGE TRAILS PLAN

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TOWN OF BRECKENRIDGE TRAILS PLAN

INTRODUCTION

The Town of Breckenridge is a small Colorado mountain town with a growing number of long and short-term residents and visitors. Those who come to Breckenridge, come for many reasons, but a primary attraction is the recreational opportunities, including summer and winter trails.

In 1997, Town of Breckenridge citizens voted to add an additional 0.5% sales tax to be used exclusively for open space acquisition and management. As the Open Space program has matured in the decade since the passage of the open space tax, management of open space and trails has taken on a more prominent role for Town staff and the Breckenridge Open Space Advisory Commission (BOSAC), the citizen group that advises the Town Council on the actions of the Open Space Program.

The Town Council and BOSAC recognize that preserving and expanding trail access throughout Town and the Upper Blue Basin is critical to maintaining and enhancing the quality of life in and around Breckenridge. This Trails Plan has been created to provide guidance to Town staff and BOSAC for future trail related priorities and decisions. It is recognized that a balance must be achieved between growth/development and the maintenance of a healthy quality of life, and that development should provide a means for preserving and improving an interconnected recreational trail network.

This Trails Plan is intended to promote the retention and improvement of a meaningful, well-conceived trail network to preserve and enhance a community amenity for both residents and visitors.

PLAN PHILOSOPHY

Sustainability is the main guiding philosophy of the Town with respect to its Trails Plan. It is important first and foremost to maintain the existing trails already within the Town's system. There also needs to be a monitoring and evaluation aspect to the Trails program to ensure that trails are not being created where they could have negative environmental or social impacts and that poorly aligned existing trails are correctly rerouted or decommissioned. Overall, the trails system needs to be maintained and developed in a cost effective manner, through the pursuit of grant opportunities, joint trails projects with other agencies or entities, and the institution of impact fees to event promoters that utilize Town trails.

PLAN PRIORITIZATION

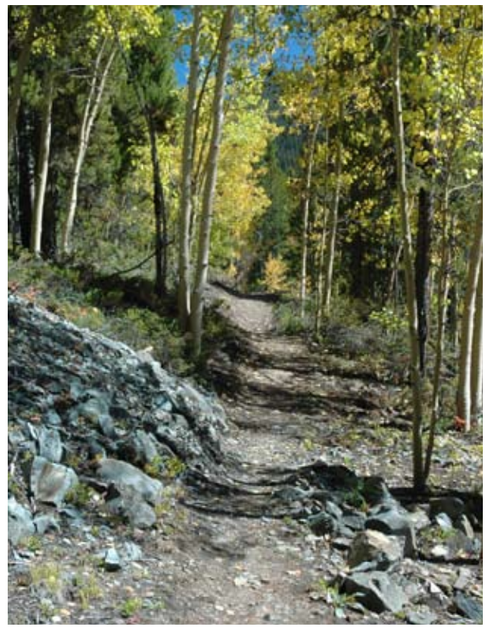
Although this Plan covers the entire Upper Blue Basin, management and further development of the Town trails program will follow the priorities listed below:

1. Maintain our existing Town of Breckenridge trails.
2. Maintain those existing trails that are jointly managed by the Town of Breckenridge and Summit County.
3. When it comes to new trail construction, focus first on those trails that emanate from the Town core or "hub," where the various trailhead kiosks are located.
4. Focus next on any new trails that further enhance the trail planning concept of a core hub (the downtown area) with spokes emanating out from Town like a bicycle wheel. By developing trails along these lines, locals and visitors alike can access a linked trail system that will lead them away from Town without having to drive a vehicle to more remote trailheads. This design approach helps promote sustainable living through alternative transportation.
5. Construct or enhance trails on the more backcountry parcels jointly owned by the Town and County.
6. Construct or enhance trails on other public lands in co-operation with the County and/or the U.S. Forest Service that would ultimately improve the community-wide trail network.
7. Work cooperatively with area private landowners to secure new and existing trail connections throughout the community to accomplish the vision set forth in this Plan.

PLAN GOALS AND OBJECTIVES

This Plan attempts to provide a coherent and well thought out framework for the future of Breckenridge's community trails. More specifically, this document is intended:

1. To provide a plan for a comprehensive public, recreational trail network for the Town and for the surrounding areas.
2. To outline a functioning residential access or commuting trail network that connects efficiently with other modes of transportation.
3. To identify important trailhead and access locations to facilitate recreational and commuting uses.
4. To offer trail opportunities to locals and visitors at all ability levels, from novices through more advanced trails users.
5. To offer recommendations to accomplish the specific trail and access projects outlined within the Plan.
6. To provide public access to cultural and geographic landmarks such as historic sites, waterways and prominent viewpoints.
7. To identify important trail-based recreational facilities to enhance the recreational opportunities in Town and the surrounding area.
8. To balance trail use and access to ensure negative impacts due to recreational access are minimized.



X10U8 Trail

ROLE OF THE PLAN

This Trails Plan is a targeted document that outlines specific existing and proposed trails that the Town would like to secure or create. Broader open space goals and directives can be found in the Open Space Plan (revised 2007) or in the Town's Vision Plan (revised 2002). Specific trail construction guidelines are found in the Trail Standards and Guideline document (created in 2007).

This Plan is a Town-generated document and is intended to function in consort with Summit County's Upper Blue Basin Master Plan Trails section. The primary difference between this Plan and the County's Upper Blue Plan is this plan's focus on proposed or new trail alignments. This Plan also targets winter ski touring activities.

PLAN ASSUMPTIONS

Many of the trails identified in this Plan connect to trails managed by other jurisdictions, primarily Summit County Government and U.S. Forest Service (USFS). It is recognized that the Town needs to cooperate with these entities to complete the trail system outlined in this Plan. The USFS has issued Special Use Permits to the Breckenridge Ski Area (BSA) for skiing on certain lands included in this plan, and therefore the ski area is another important player in the implementation of this document. Summit County, BSA and the USFS have had an opportunity to review this document during its creation. Breckenridge will coordinate with these agencies and the Breckenridge Ski Area as appropriate to bring the ideas in this Plan to fruition.

In keeping with the Town of Breckenridge's open space program history, the trails outlined in this Plan target non-motorized use, unless otherwise indicated. This focus is due in part to the Town's proclivity to support quiet, sustainable recreational use in a natural, high alpine setting.

This Plan is a master plan, which means that it outlines an idealized trail system that inevitably crosses private property. Private property rights are respected and recognized by the Town, and achieving the vision set forth in this Plan will require cooperation from many private landowners both in and out of Town boundaries. The Town has many strategies at its disposal to foster this cooperation, including the development review process, property acquisition, tax incentives and voluntary easement dedication, to name a few.

Hermit Placer Bridge

PLAN IMPLEMENTATION

The recommendations outlined in this Plan are intended to provide guidance for future trail construction or acquisition efforts.

PLAN ORGANIZATION

The scope for this Plan includes the entire Upper Blue Basin of Summit County, Colorado, which are the same geographic boundaries set for the Town of Breckenridge's Open Space program in the Open Space Plan. To better describe the various trails and routes in the area, the Plan then divides the Upper Blue basin into four smaller planning areas (please see Map 1), including:

Area 1 - Ski Hill Road/Peak 8/7 Base Area;
Area 2 - Core/Upper Four Seasons Area;
Area 3 - Breckenridge South; and
Area 4 – East side/French Creek.

Within these four planning areas, the Plan outlines multiple trail routes for consideration, then offers action recommendations for securing important public accesses. Each of the routes and access points are labeled on the map with a number or letter, respectively. Those labels can then be found in parentheses in the text below.

HOW THIS PLAN WAS DEVELOPED

This Plan is based largely on the original Breckenridge Trails Plan and the vision set forth in that document. Many of the goals and priorities outlined in the original plan have been successfully completed and a debt of gratitude is owed to those who originated the Trails Plan. The best way to honor the previous Trails Plan work is to fulfill, then improve, the vision for the next ten years.

To develop this revised version of the Breckenridge Trails Plan, the original plan was reviewed to determine which recommendations were still relevant and unfulfilled. Then, Town staff identified logical trail recommendations to help improve the existing and secured Town trail network. Additional recommendations were then solicited from BOSAC members. Each of the recommendations was then reviewed and discussed by the commission as a whole. Finally, a draft Plan was released for public comment and discussed openly at three public BOSAC meetings and a Planning Commission meeting. The Breckenridge Town Council then discussed the Plan in four public meetings before adoption by Council resolution and ordinance on January 13, 2009.

WINTER AND SUMMER ELEMENTS

Although the previous Town Trails Plan focused primarily on summer trail uses, this Plan attempts to consider both summer and winter uses on the pertinent trails. Generally speaking, the same trails and corridors designed for summer use will also be used during winter months. This Plan attempts to comprehensively review all trails in both winter and summer, where appropriate.

DISCLAIMER

Although this document attempts to comprehensively review all important and unsecured winter and summer trails and accesses in the Upper Blue Basin, important trail accesses, connections and trailheads will inevitably be overlooked. Town staff is hereby instructed to consider all routes and trailheads on their own merits, and to focus primarily on those outlined in this Plan.

PLANNING AREAS

Area 1: Ski Hill Road/ Peak 7/8 Base Area

This planning area encompasses Ski Hill Road, Shock Hill, Cucumber Gulch Preserve and the Peaks Trail/Siberian Trail loop area west of Park Avenue. Please see Map 2.

Existing Town system trails in Area 1 include: the Peaks Connect, Troll Forest, Gold Digger, Pence Miller, Iowa Hill and Shock Hill trails.

1. Peaks Trailhead and Trails

The Peaks Trail is a heavily used summer and winter trail located on the National Forest connecting the Peak 7/8 area with the Town of Frisco. There are three primary access points to the Peaks Trail, the southernmost of which, known as the Peaks Trailhead, is the most heavily used.

Residential and Alpine/Nordic ski area development has been proposed or is in construction in the immediate vicinity of the Peaks Trailhead. The addition of residential units and ski area access has and will continue to adversely affect the use of the Peaks Trailhead, as visitors seeking free parking will use the trailhead to gain access the ski areas. If continued, the volume of ski area parking will overwhelm this limited parking area and displace backcountry users seeking to use the Peaks Trail.

An additional parking area, known as the Green Gate, is located north of the Peaks Trailhead and provides a secondary access to the southern end of the Peaks Trail and the New Nordic World (a.k.a. Siberian Loop). The Green Gate trailhead access is more remote and does not experience the same parking pressures as the one closer to the base of Peaks 7&8. However, the primary route that leads uphill to the trails and the lower ditch-based trail that parallels the Peaks Trail are heavily used backcountry routes whose access should be preserved for the recreating public.

Josie's Cabin

The third potential parking area for the Peaks Trail is adjacent to the water tank accessed off of 382 Slalom Drive in the Upper Slope subdivision. Although this area has limited space for a parking area, it is an important access to the National Forest that could potentially serve as a public trailhead for winter and summer uses.

Recommendation: Relocate and expand the southernmost Peaks Trailhead (A) to remove it from the vicinity of the residential units and ski areas, while giving careful consideration to topographical limitations. By relocating the trailhead slightly to the north, parking pressure from Alpine and Nordic ski areas, and residential structures, would be reduced. An enlarged parking area would ensure that Peaks Trail and other backcountry users are not turned away due to lack of a public parking area. This plan should be coordinated closely with any Breckenridge Nordic Cen-

ter expansion, which may include a satellite base facility in the general vicinity of the Peaks Trailhead (A).

Recommendation: Formalize the Green Gate (B) access to ensure long-term access in that location.

Recommendation: Include the lower ditch-based trail that parallels the Peaks Trail (a.k.a. the Lower Peaks Trail) in the USFS trail inventory as a designated system route for non-motorized users (1). Formal acceptance of this trail would require site specific NEPA for the portions on the National Forest.

Recommendation: Secure the water tank access (C) to provide better access for the Peak 7 area residents to the trails on the National Forest. This access would likely be the most remote for accessing the Peaks Trail, given its location at the farthest reaches of the Peak 7 neighborhood. Pursue construction of a formal trailhead/parking area in this location. Proposed formalization of this trailhead would require site specific NEPA for the portions on the National Forest.

Freeride Park

2. Freeride Park

The Town's Freeride Park is a mountain bike facility designed to offer beginner through expert level freeride stunts, including dirt jumps, teeter totters, log rides/skinnies, and banked turns, among others. The Freeride Park is located on a two-acre Town open space adjacent to the Four O'Clock Ski Run and is a dedicated facility to meet the demand for additional freeride stunts and other elements in the mountain biking community. A small pump track has recently been installed adjacent to the Steven C. West Ice Arena.

Recommendation: Maintain, improve and increase the stunts in the Freeride Park. Ensure that beginner through expert levels are included to offer a safe progression for users.

Recommendation: Expand freeride opportunities, where appropriate, throughout the existing trail system, including opportunities that are less of a terrain park model and more of an integrated series of features that provide optional alternate lines for trail users. Avoid and minimize any potential trail user conflicts through thoughtful design and location of these trail features.

Recommendation: Work with the Town Recreation Department to expand pump track opportunities and options. Pursue other similar facilities to serve a broader audience and provide a wet weather or early season venue for such activities.

Recommendation: Expand durable, novice and early season trail opportunities in the Town trail system to provide a diverse offering of mountain bicycling trails to all levels and abilities.

3. Shock Hill/ Nordic Center

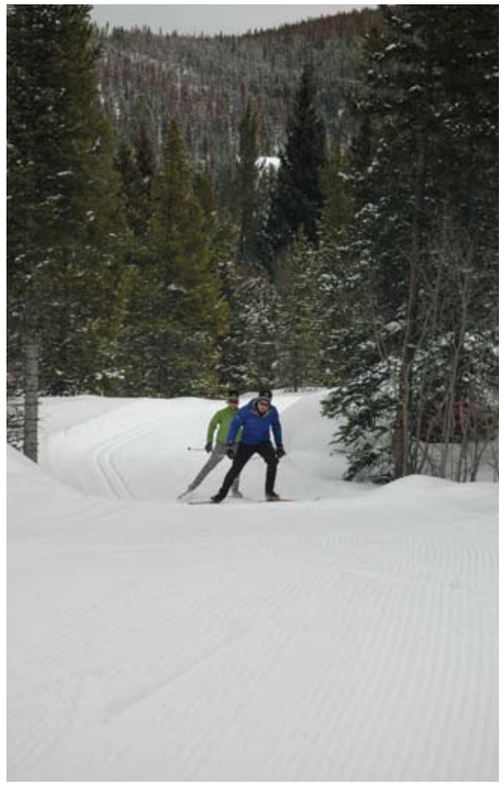
The Shock Hill area is nearing build out, with the construction of many of the platted lots and the pending development of the Shock Hill Lodge site. As a result, most of the historical trails in the area have been assimilated into the system as permanent trail easements. Still, some trails that have been previously used in both summer and winter are being closed as private development occurs. This build out process has been planned and anticipated, but may nonetheless surprise users unaware that the trails they have enjoyed are not located in secure, public trail easements.

One important and outstanding Town obligation is the construction of a replacement Nordic Center adjacent to the current Nordic Center site. Under an agreement with the Christie Heights Subdivision, the Town is required to relocate the existing Nordic Center to the Town-owned Tract C to accommodate access to Tract B of Christie Heights, which will be developed in the near future.

Recommendation: Monitor the Shock Hill trails to ensure that the trails are located in the correct corridors and as much trail access as possible is maintained.

Recommendation: Design and install appropriate trail signage to encourage users to remain on designated trails in dedicated public trail easements.

Recommendation: Relocate the Nordic Center to the Town's property. If a new facility is constructed, the programming needs of the Nordic Center must be taken into account. In addition, careful consideration should be given to the summer or off-hour uses of the proposed facility.



Gold Run Nordic Center

4. Cucumber Gulch Preserve

Cucumber Gulch is a precious wetland complex that serves as critical habitat for a variety of plants and animals, including the state-listed endangered boreal toad. Cucumber Gulch has also been a focal point for acquisition and management by the Town Open Space program since its inception. It is the only area in the Town's open space system that has garnered a "Preserve" status, due to the sensitive nature of the wetlands and the wildlife habitat.

In both summer and winter, the Cucumber Gulch Preserve is a popular destination for trail users. In summer, the area has a network of trails and interpretive platforms for non-motorized users. It also serves as an important connection between Town and the Peaks Trail. In winter, the area within the Preserve is utilized for groomed Nordic skiing for the Breckenridge Nordic Center.

Management direction for Cucumber Gulch Preserve has been outlined in the Cucumber Gulch Master Plan. Implementation of the tasks within this document is an ongoing effort for Town open space staff.

Recommendation: Continue to implement the tasks outlined in the Cucumber Gulch Recreation Master Plan. Monitor trail conditions and use within the Cucumber Gulch Preserve and adjust trail alignment and management accordingly.

Recommendation: Work cooperatively with Nordic area concessionaires to ensure appropriate winter management of Cucumber Gulch Preserve.

Recommendation: Designate specific access points to the Cucumber Gulch Preserve and work to secure other potential, undesirable, social accesses to ensure strong protection of the Preserve's natural values.

5. Claimjumper/Recreation Center Connection

The Town Recreation Center is an important trailhead and landmark, as well as an excellent recreational amenity. In 2006, the Valley Brook Trailhead was displaced by the construction of the new Town Police facility and the trailhead location was moved to the southern portion of the Recreation Center parking area adjacent to Kingdom Park. This trailhead relocation makes the Recreation Center an important departure point for trail users. In addition, the Town is in active negotiations with the U.S. Forest Service to acquire the Claimjumper parcel, in part for open space and trail values.

Recommendation: As outlined in the previous Trails Plan, connect the Town Recreation Center and the Breckenridge Nordic Center via a trail (2). The trail could be located on the north-facing slope above the Claimjumper Condominiums (within the Cucumber Creek drainage) and would connect to either the existing Pence Miller Trail or the Black Loop of the Nordic Center. This proposed route is on the Claimjumper parcel of the Snake River Land Exchange, proposed to be acquired by the Town. If the land is not acquired by the Town, site specific NEPA would be required for new trail construction on the National Forest.

6. Peak 7 Neighborhood Connections

The Peak 7 Neighborhood is outside of Breckenridge Town boundaries in unincorporated Summit County, but is home to many local residents who work and recreate in Town. Currently, there is no functional trail connection between the Peak 7 neighborhood and Town, although some possibilities exist. Such a trail would provide a more direct route to Town for commuting and recreating. Similarly, there is an existing network of neighborhood trails that begin on western edge of the Peak 7 subdivision area and connect to the Peaks Trail, the New Nordic World (a.k.a. Siberian Loop) and ultimately the Tenmile Range. These existing trail connections are popular for both summer and winter trail uses.

Recommendation: Work cooperatively with Summit County Government open space planners to identify and secure a trail route from Town to the Peak 7 neighborhood (3), which would serve both recreational and commuting purposes. One suggestion is to construct a new trail route along the boundary of the Crestwood and Discovery subdivisions, then on to Town property behind the Public Works facility.

Recommendation: Strive to identify and secure the viable and sustainable neighborhood connections between the Peak 7 neighborhood area and the Peaks Trails and other trails to the west. Any routes that tie into the Peaks Trail, or any other system trail on the National Forest, require communication and coordination with the USFS to ensure the tie points are acceptable. In addition, if a non-system trail is being proposed to become a system trail, site specific NEPA would be required.

7. New Nordic World/Peak 6 Expansion

The New Nordic World is the Breckenridge Nordic Center expansion area west of County Road 3/Ski Hill Road, including the area around the Siberian Loop. The Breckenridge Nordic Center is currently working on a Master Plan for additional Nordic ski trails, a base lodge and other facilities and parking on National Forest lands. The base area proposal is for the area adjacent to the Peaks Trailhead parking lot. The Decision Notice that approved trail construction for the New Nordic World was approved on September 2, 1994. Additional Nordic ski terrain and accompanying facilities will require additional NEPA analysis and, if approved, would significantly change the recreational access dynamics for the area, including but not limited to parking and backcountry ski access.

The Breckenridge Ski Area (BSA) is also proposing an expansion of its ski area to include portions of Peak 6. This proposed expansion would limit backcountry ski terrain and access by placing more lift served skiers in a popular backcountry skiing zone. Requiring lift passes for use of the Peak 6 area would also limit historically popular backcountry ski access points.

Recommendation: Continue to work with the U.S. Forest Service, the operators of the Breckenridge Nordic Center (BNC) and the Backcountry Snowsports Alliance to ensure that the New Nordic World benefits a broad spectrum of the recreating public, including backcountry skiers and summer users. The Town would need to work with the BNC operators to determine routes and present them to the USFS for review and approval under the BNC permit conditions.

Recommendation: Work closely with the BSA and USFS to delineate and maximize backcountry ski access and terrain in the Peak 6/5 area.

8. Iowa Hill Trailhead

The Iowa Hill Trail is an historical interpretive loop trail that provides visitors and residents an opportunity to learn about the workings of an hydraulic mine. Access to the trail is facilitated by a sizeable trailhead located on Airport Road.

Recommendation: Assess the amount and type of winter use on this trail, as well as the potential future need for plowing the trailhead (D).

Iowa Hill

9. American Way Access

There is an existing access point on American Way (CR 3) that provides access to several roads and trails on the National Forest, including the Peaks Trail. This gated access is currently signed as non-motorized by the USFS, but the routes beyond the gate have not been widely recognized or designated by the USFS as system routes.

Recommendation: Work with the USFS to designate the gated access point on American Way as a legal access for winter and summer use. Recognize the roads and trails beyond the gate as non-motorized system routes on the National Forest.

Area 2: Core/Upper Four Seasons Areas

This area includes the center or core of the Town of Breckenridge and the area directly to the west, including the Four Seasons and Beaver Run areas, and including the Snowflake/Tyra area and the F&D placer. Please see Map 3.

Existing Town system trails in Area 2 include: The Riverwalk, Warrior's Mark, Columbine, Four O'Clock, Reservoir, F&D Placer, Sawmill, Freeride Park and the Blue River Recpath Trails.

Town Pump Track

1. Riverwalk Connection

Despite the successful restoration of the Blue River through Town and the popularity of the Riverwalk Center and Blue River Plaza, the Town still lacks a clear, safe bicycle route through the center of Town. The current route, which begins at the southern terminus of the Blue River Recreational Pathway (Watson Ave.), sends cyclists down a poorly signed alley west of Main Street, across Ski Hill Road, through parking lots, and into the Blue River Plaza, which is technically closed to cyclists. This existing route is poorly designed, insufficiently marked and unwelcoming. Other parallel options, including Park Avenue/Highway 9 and Main Street are less desirable due to traffic volumes and street side parking, respectively.

Toad Alley Trail

Recommendation: Work to identify and appropriately delineate a cycling route through the center of Town to create effective and safe passage between Watson Avenue, where the current pathway ends, and the junction of Boreas Pass Road and Highway 9, where another proposed pathway could begin. Specifically, a north/south bike route needs to be secured and identified along the Blue River through Town.

2. Klack Placer

The Town holds a drainage and pedestrian easement for a portion of the Klack Placer between the Breckenridge Elementary School and the Colorado Mountain College building. Currently, no trail exists through this corridor or in the existing Town owned easement.

Recommendation: Create a soft surface trail along the Klack Placer pedestrian easement (4) to create a safe, off street connection for Breckenridge Elementary students and other pedestrians through the center of Town. The trail should not be paved and should not facilitate vehicular access to the backsides of the existing homes.

3. The Cedars/Trails End Connection

Residents and guests of the condominiums on Village Road and Primrose Path, (including Valdoro, Four Seasons, Chimney Ridge, Elk Ridge, etc.) have long sought a direct pedestrian connection to Quicksilver Lift. The Cedars and Trails End condominiums are located directly between these residential complexes and the ski lift, and a social trail has developed along the property line between the Cedars and Trail's End. The Cedars homeowners association has approached the Town in the hopes of solving the problem through the delineation and dedication of a trail easement.

The Pines Trail

Recommendation: Continue to work with the area homeowners associations to secure a legal trail easement to connect the south end of Primrose Path with the bottom of the Quicksilver ski lift (5). The most functional and feasible route would likely be between the Cedars and Trails End Condominium complexes.

4. F&D Placer to Burro Connection

The F&D Placer is a popular destination for Town residents and guests due to the presence of multiple soft surface trails, a reservoir, and the Breckenridge Outdoor Education Center. The area is very trail accessible and could be improved as a connection to the larger trail network on the National Forest, the Breckenridge Ski Area and points beyond.

Recommendation: Work with the Breckenridge Ski Area and USFS to establish and clearly mark a connection from the southern portion of the Reservoir Trail, across a portion of the ski area, to the Burro Trail for summer use (6). Portions of this proposed route on the National Forest would require site specific NEPA to be accepted as a portion of the travel system.

5. Maggie Pond Access

Maggie Pond is an important Town landmark surrounded by high density, multi unit residential structures. When occupied, these residential units provide a bed base for the Town and the ski area. Unfortunately, as the Village at Breckenridge, Main Street Station and the Four Seasons were developed, no east/west public pedestrian or bicycle access was retained or secured. This lack of public trail access around Maggie Pond is a serious impediment to non-motorized trail circulation from the south end of Main Street to the ski area and other trails to the west (e.g. Burro Trail, Warriors Mark Trail).

Recommendation: Create and secure a public, non-motorized access around Maggie Pond (7) so that visitors and residents can access the historic pond, Town trails, BSA trails, and the Burro Trail from the southern end of Main Street (Main Street Station). The potential redevelopment of the Village at Breckenridge may present the opportunity to secure a public access around Maggie Pond.

6. Four O'Clock Ski Run

The Four O'Clock Ski Run is a critical downhill winter connection that brings alpine skiers and snowboarders from the Breckenridge Ski Area to the center of Town. For summer uses, the ski run is also an important non-motorized trail connection that has been secured by the Town as a summer non-motorized trail. Although legal summer access exists on Four O'Clock Ski Run, the trail itself is largely down the fall line and is therefore in need of additional drainage and realignment work.

Four O'Clock Trail

Recommendation: Improve and maintain the summer single track that has been established on the Four O'Clock Ski Run. Significant drainage and realignment work is needed to ensure the long-term functionality of the trail. Given the fall-line nature of the summer trail alignment, this will likely require consistent maintenance and investment. However, the trail is an important enough connection to warrant such expenditures of time and money.

7. Timber Trail

The Timber Trail subdivision is located adjacent to Breckenridge Ski Area and the ski area vehicle maintenance facility. As part of the subdivision agreement, a public trail easement was dedicated to connect the ski area summer trails with the Four O'Clock summer trail and the F&D Placer. This trail would connect the Pioneer Trail on the ski area to the junction of Four O'Clock summer trail above the Freeride Park.

Upper Flume

Recommendation: Construct a functional, sustainable summer trail (8) along the existing easement within the Timber Trail subdivision to ensure access between the Peak 8 ski area trails and the Four O'Clock trail/F&D Placer trails.

8. Maggie Placer Trail

The Maggie Placer is a parcel located along Highway 9 adjacent to Woods Manor and the Ski and Racquet Club Condominiums. A social trail used mostly for commuting purposes is located on the western boundary of the Maggie Placer.

Recommendation: Secure legal access for this non-motorized trail along the western boundary of the Maggie Placer (9).

Area 3: Breckenridge South

This area includes the remaining portions of the Upper Blue Basin south of Boreas Pass Road and the F&D Placer. The area includes Warrior's Mark, the Town of Blue River, Southside, and areas south to Hoosier Pass. Please see Map 4.

Existing Town system trails in Area 3 include: the Southside and Illinois Creek trails.

1. Aspen Grove/Aspen Alley Trail

There is a heavily used singletrack trail that connects upper Boreas Pass Road (at Baker's Tank trailhead/end of winter maintenance) with lower Boreas Pass Road (at the entrance to the Wakefield Ranch). Known as the Aspen Grove Trail or Aspen Alley, this trail is a vitally important connection from the Baker's Tank area, on the flanks of Baldy, to Town. The trail is poorly designed, however and would need to be realigned to sustainably accommodate two-way non-motorized traffic. The trail is located largely on National Forest lands, although the bottom section has been secured by Summit County through an easement on private property.

Jack's Cruel Joke Trail

Recommendation: Work with the USFS to establish the Aspen Grove Trail (10) as a designated system route. Realign the trail to sustainably accommodate two-way non-motorized traffic.

2. Wakefield Trailhead

The Town owns an open space parcel that includes the entrance to the Wakefield Ranch, located on Boreas Pass Road. Currently, the entryway contains an array of mining relics and a restored cabin. The Aspen Grove and the Wakefield/Blue River Trails also merge in this location.

Recommendation: Consider improving the entryway to the Wakefield Ranch with a small trailhead parking area (2-3 cars) to be plowed in winter (E). Secure, monitor or relocate some of the historical artifacts to ensure their interpretive and other public values.

3. Little Mountain

Little Mountain is located south of Boreas Pass adjacent to the Stephen C. West Ice Arena, where the rodeo grounds once stood. The equestrian use in the area created a network of trails that have since been largely consolidated, improved or newly constructed (Southside, Rodeo and Illinois Creek

Trails). Although these trails form a discreet loop, the main trail continues across private property and connects to the Summit County-managed Wakefield/Blue River Trail to the south.

Recommendation: Secure legal access for a sustainable trail that climbs on the south side of Little Mountain and connects to the Wakefield/Blue River Trail (11). Consolidate, improve or reconstruct the existing braided trail network.

4. Blue River/ Hoosier Pass Recpath

Summit County has a world class, 48 mile paved recpath system, in which the Town owns and manages 3.6 miles. Paved recpaths serve commuting and recreational needs for area residents while also drawing visitors and special events. Summit County Government manages the majority of the recpath system (25 miles) and is currently working to construct the 4.8-mile Swan Mountain Recpath to complete a grade-separated recpath loop around Dillon Reservoir. One of the final missing sections in this overall paved system is a connection from the southern end of Town, through the Town of Blue River, to Hoosier Pass and the boundary with Park County. Though challenging and expensive to build and maintain, this trail connection would complete the arterial recpath needs for the Upper Blue Basin and enable additional recreational and commuting use south of Town.

Recommendation: Complete a grade-separated recpath from the junction of Boreas Pass Road and Highway 9 to Hoosier Pass (12). Work cooperatively with CDOT, the Town of Blue River, Summit County, the USFS and other partners to build and design small sections to achieve this ambitious vision. Any portions of this proposed route on the National Forest would be subject to site specific NEPA analysis to be included in the USFS travel system.

5. The Burro Trail Accesses

The Burro Trail is an important non-motorized trail that runs north/south from the Base of Peak 9 on the Breckenridge Ski Area to Spruce Creek Road. The trail is a heavily used winter and summer recreational route that also provides a crucial commuting route for some subdivisions south of Town. There are several unsecured trail accesses that lead to the Burro Trail, many of which have no legal trailhead parking and generally serve as neighborhood trail accesses. In addition, recent and continued development of the Peak 9 base area has blocked or confused the access to the northern end of the Burro Trail, particularly during winter months when the ski area is in operation.

Recommendation: Assess and secure several Burro trail accesses where possible. The Sunrise Point/Sunrise Ridge accesses are perhaps the most critical (13). Seek trailhead parking opportunities whenever possible and practical. Work with the Breckenridge Ski Resort operators to clarify and improve the southern Burro Trail access in winter for backcountry users.

6. Bekkedal/Gold King (lots 1&2) to Burro Connection

Residents from the Warrior's Mark, Bekkedal, Gold King and Crown Subdivisions have long used old mining-era routes to connect from their homes to the Burro Trail and other recreational routes to the west. However, as these subdivisions get closer to build out, the mining route-based social trails are in danger of being formally closed to the public. The primary route (the "Flintstone Trail") to be secured connects from the Warrior's Mark subdivision along Flintstone Lane, crosses Gold King lots 1&2 and connects to Silver Queen Road. A second important connection ("Cabin Trail") starts from Quail Estates lot 1 (Blue Flag Drive) and traverses across Gold King Placer lots 9.5, 10, 11 and connects to the Burro Trail on the National Forest from there. There likely many others, all of which could be better evaluated for inclusion in a functional public trail network.

Recommendation: Inventory remaining social trails in the greater Warrior's Mark/Bekkedal/Crown/Gold King area. Secure legal public access for existing social trails to improve connectivity to Town, the Burro Trail and the rest of the area trail network. Focus particularly on the "Flintstone Trail" (14) located south of Flintstone Lane, and the "Cabin Trail" (15) that connects Bekkedal to the Burro Trail (both roughly described above). Work to maintain the existing non-motorized winter recreation opportunities in the area. Any portions of these proposed routes on the National Forest would be subject to site specific NEPA analysis to be included in the USFS travel system.

7. Ski Area Equestrian Trails

Currently, there is a permitted equestrian guide operation on the Peak 9 area of the ski area. The Breckenridge Ski Area (BSA) has proposed to relocate the stables operation to another location. However, the legacy of the Peak 9 stables operation is a network of duplicative and highly eroded trails located both within and outside of the ski area boundaries. These trails are in incredibly poor condition and require significant investment and work to improve them for use by users other than equestrians.

Jack's Cruel Joke

Recommendation: Work with the USFS and the Breckenridge Stables to define, restore and reconstruct the equestrian trails to sustainable and maintainable alignments. Many of these trails are greatly incised and unsustainable. The concessionaire needs to prove to the community that the past and present equestrian use can be adequately mitigated and these trails and natural areas can be restored. If the equestrian operation relocates off of the ski area, prioritize the retention of the best trails and work cooperatively to define the existing and sustainable routes to be retained for the overall non-motorized trail network.

8. Now Colorado-Silver Queen Connection

Completed in 2006, the Warrior's Mark Trail provides a heavily traveled summer and winter commuting route between the Warrior's Mark area and Town. Significant use on the trail has highlighted a need to better connect the Gold King, Sunrise Ridge, Sunrise Point and other subdivisions south of Warrior's Mark to the Warrior's Mark Trail. Currently, many people walk, ride or even ski the roads (including White Cloud, Warrior's Mark, Broken Lance and others) to access the Warrior's Mark Trail and reach the ski area and Town. Some area roads, such as Silver Queen and Gold King are suitable for recreational skiing and cycling, while others (White Cloud, Warrior's Mark) are less desirable and less safe.

Recommendation: Design and construct a new singletrack trail connection from the southern terminus of the Warrior's Mark Trail to Silver Queen Road behind (west and north) of Now Colorado (16). Carefully design and consider the White Cloud road crossing and wetland impacts on the hillside. Consider additional alignments to improve trail connectivity in Warrior's Mark area and south.

9. Riverwood Trail

A trail easement was dedicated through the Riverwood subdivision that, when coupled with an existing right of way between lot 6, block 5 and lot 14, block 6 of the Bekkedal subdivision, would establish a functional trail connection between Bekkedal and Warrior's Mark. Construction of this trail would improve recreational and commuting in the area.

Recommendation: Construct the Riverwood trail between the Bekkedal and Warrior's Mark subdivisions in the existing dedicated easement and the dedicated right of way (17).

10. Breckenridge Park Estates Trailhead

Breckenridge Park Estates is located in unincorporated Summit County east of Boreas Pass Road at CR 528. There are multiple gated entries from the western edge of Breck Park Estates to National Forest lands on the western flanks of Mt. Baldy. In summer, these access points are used by non-motorized users to reach the many singletrack trails (Pinball Alley, Baker's Tank, Mountain Pride etc.) and shared use routes (Iowa Mill etc.) on Baldy. In winter, these routes provide access to the same routes for touring and access to the heavily skied west face of Baldy. Plowing a limited number of parking spots at these gates (along CR 532 and CR 531 in particular) would improve winter non-motorized trail access in that area.

Sunbeam Trail

Recommendation: Work with the USFS and adjacent landowners to plow additional area at the green gates on CR 532 (F) and CR 531 (G) to improve non-motorized winter access to Baldy. This action may require site specific NEPA analysis for the portions of the property on the National Forest system.

Recommendation: Ensure that route 18, which connects from these gates to the Baker's Tank Trail, is designated system routes on the National Forest. Secure a trail easement for the portion of route 19 that crosses private property.

11. Fredonia Gulch Trailhead

Fredonia Gulch is an important winter and summer access and historical road that travels east from the Town of Blue River into National Forest lands. Parking for this important trail is unsecured for public access. Improved winter plowing would also enhance access to this important non-motorized trail.

Recommendation: Work to secure a trailhead easement, additional grading and improved winter plowing for the trailhead at Fredonia Gulch (H).

12. Bemrose Ski Circus

The Bemrose Ski Circus is a trail network located on National Forest lands south of Alpine Breck and Tordal Estates, below Hoosier Pass. Currently, access to this important winter touring area is achieved via two small parking spots along Highway 9 and CR 676. Both of these accesses need to be secured legally and improved to accommodate more cars. Also, the Bemrose trails themselves could be improved to better accommodate summer use.

Recommendation: Improve Summit County snow plowing efforts or expand, improve or relocate the current Bemrose Ski Circus parking areas on CR 676 (I) and Highway 9 (J). This action would require site specific NEPA analysis for the portions of the property on the National Forest system.

Recommendation: Redesign or better maintain Bemrose trails to improve summer use and protect the wetland resources.

13. Wheeler Trail Resurrection

The Wheeler Trail is an historical herding route and current National Recreational Trail that connects Copper Mountain with Hoosier Pass. The majority of this non-motorized trail is well defined, albeit in need of minor reroutes and maintenance. However, the southern end of this historical and nationally recognized trail, between McCullough Gulch and Hoosier Pass, has been lost due to private development.

Recommendation: Resurrect the southern portion of the Wheeler Trail to connect McCullough Gulch with Hoosier Pass (20). Reroute minor portions of the existing Wheeler Trail to improve drainage and avoid moist tundra areas.

14. Pennsylvania Gulch and Indiana Creek Road Winter Access

Pennsylvania Gulch and Indiana Creek Roads are adjacent to one another, south of Town. Both routes travel through private subdivisions, then cross onto National Forest lands and serve as winter and summer recreational routes. In winter, however, plowing and recreational snowmobiling make the routes undesirable for non-motorized users.

Recommendation: Work with the USFS to post (with blue diamonds) and prune parallel non-motorized winter-only routes along Indiana Creek Road (to Boreas Pass Road) (21) and Pennsylvania Gulch Road (22). These parallel, winter only routes should be monitored to ensure that summer routes in the same alignments do not develop.

Minnie Mine Trail

15. Spruce Creek Trail Spur

The Spruce Creek Road and Spruce Creek Trail create a popular loop for non-motorized users south of Town in both summer and winter. The Spruce Creek Road is a high clearance vehicle route open to all uses, while the Spruce Creek Trail is a non-motorized winter and summer route. There is an historic ditch that travels east, then south from the Spruce Creek Trail and connects to an historic roadbed that connects to Highway 9 near the junction with Blue River Road.

Recommendation: Work with the USFS to designate the Spruce Creek spur a system route (23), then work to ensure access along this route is limited to non-motorized users for both winter and summer access. Any portions of this proposed route on the National Forest would be subject to site specific NEPA analysis to be included in the USFS travel system.

16. Lehman Gulch Trail

The Breckenridge Ski Area has a diverse network of trails that cross several of the peaks included in the ski area boundary. Many of these routes are well designed and maintained, while a few need minor reroutes to become more sustainable and user friendly. One ski area trail, in particular, has been identified as needing additional realignment and maintenance. The ski area trail that travels down Lehman Gulch offers a valuable connection between the upper reaches of the Peak 9 area and connects to the top of Chair A, which serves the main Peak 9 road. This trail needs realignment to avoid wetland areas and significant maintenance to improve drainage.

Recommendation: Work with BSA and USFS to improve the alignment and maintenance of the Lehman Gulch Trail in the Peak 9 portion of the ski area (24).

17. Monte Cristo Trail Redesign

The Monte Cristo Trail is a popular summer hiking destination and is located above Blue Lakes just south of Town. Although quite popular, this trail is in need of maintenance and realignment to reduce trail braiding and improve drainage.

Recommendation: Work with the USFS to improve trail drainage and formalize a single tread alignment for the Monte Cristo Trail (25).

18. Spruce Valley Ranch Trails

The existing Spruce Valley Ranch stables route is a popular non-motorized trail that connects Spruce Valley Ranch/Indiana Creek Road with Boreas Pass Road. Although quite popular, the route is poorly aligned and maintained. Similarly, there is a social trail located off of lower Indiana Creek Road that roughly parallels Indiana Creek and between Mount Argentine Road and the Wakefield/Blue River Trail. Although in need of some minor rerouting and drainage work, this trail is a valuable connection for the public through Spruce Valley Ranch.

Recommendation: Secure legal public access to the private portions of the Stables (26) and lower Indiana Creek Trails (27) while also working with the USFS to establish the portion of the Stables Trail on the National Forest as a system route. Work with both the USFS and Spruce Valley Ranch to realign the Stables and lower Indiana Creek Trails to improve drainage and user experience.

19. Baker's Tank Area Trails

The Baker's Tank Trail is a very popular winter and summer USFS non-motorized route that traverses the lower western flank of Baldy between the historical water tank and a trailhead on Boreas Pass Road. Baker's Tank also connects to several other important trails such as the Mountain Pride Trail, Pinball Alley and the Iowa Mill Road. Together, these routes represent much of usable non-motorized network on Baldy, which is within the Backcountry Non-motorized Recreation prescription in the White River National Forest Plan. In addition to these primary routes, there are several others that receive sizeable non-motorized use, including the Powerline Trail and a ditch that parallels Boreas Pass Road, south of Baker's Tank. Slightly farther south along Boreas Pass Road is a trail that connects the road with Indiana Creek Road. Although unsustainable in its current alignment, this trail provides an important connection from Boreas Pass Road to the Indiana Creek drainage trails.

Recommendation: Establish Pinball Alley (28) and Mountain Pride Trails (29) as system routes on the National Forest.

Recommendation: Construct new system route on the ditch south of Baker's Tank to provide a parallel, non-motorized route to Boreas Pass Road between Baker's Tank and the Indiana Creek Road (30). Any portions of this proposed route on the National Forest would be subject to site specific NEPA analysis to be included in the USFS travel system.

Recommendation: Realign the Powerline Trail (31) and establish this loop route as a non-motorized system route on the National Forest.

Recommendation: Realign connection between Boreas Pass Road and Indiana Creek and establish this connection as a USFS system route.

20. Dyersville Trail

The Dyersville Trail is a singletrack that connects the historical town of Dyersville to the upper portions of Indiana Creek. Although in need of minor realignments due to unsustainable grades, this route is an important recreational trail in the Indiana Creek basin.

Recommendation: Establish the Dyersville Trail (32) as a formal system route on the National Forest. Realign minor portions of the trail to improve grade, sustainability and user experience. Any portions of this route on the National Forest would be subject to site specific NEPA analysis to be included in the USFS travel system.

21. Alpine Breckenridge/Blue Lakes Connection

Non-motorized trail connections between the Alpine Breckenridge/ Tordal Estates area and Blue Lakes are limited, although there is one trail used in both winter and summer that connects between lot 15, bock 2 of Alpine Breckenridge and Blue Lakes Road (CR 855). This route is especially important in winter months, when the McDill Placer Road is plowed.

Recommendation: Secure legal access to the Alpine Breckenridge to Blue Lakes connection (33).

22. Hunter Claims Trail

Also in the Tordal Estates area is an historical mining road that starts on lot 61 of the Valley of the Blue subdivision and connects to the Hunter mining claims, two inholdings within the National Forest. This route receives heavy local use by neighborhood residents. Summit County Government has secured legal public access to the bottom portion of this neighborhood trail, but the USFS has not designated the upper portion as a system trail.

Recommendation: Designate the upper portions of the Hunter Claims route as a non-motorized route on the National Forest (34).

23. McCullough Gulch Trail

McCullough Gulch is an important access that connects the Summit County-owned McCullough Gulch open space parcel with the upper McCullough Gulch road and the Wheeler Trailhead. The Town of Blue River approved the McCullough Gulch Preserve subdivision, which blocks the historic access to the general public, but allows access by Town of Blue River residents. Summit County and the Town of Breckenridge have sought to reestablish this public access, or recreate a parallel route on the National Forest to reconnect the McCullough Gulch Trailhead with the historical McCullough Gulch Road.

Recommendation: Work with Summit County, the USFS and the Town of Blue River to secure legal non-motorized public access to the lower portion of the McCullough Gulch Road (35).

Recommendation: Work to narrow the McCullough Gulch road to promote development of a non-motorized singletrack trail.

Golden Horseshoe

Area 4: East Side/ French Creek

This area includes portions of the Upper Blue Basin east of Town, including the flanks of Bald Mountain, the Golden Horseshoe, and the Swan River above Four Mile Bridge. Please see Map 5.

Existing Town system trails in Area 4 include: the Barney Ford, Hermit Placer, Moonstone, Nightmare on Baldy, Carter Park, Bonanza, Wellington, Vista Point, River, Flumes, Tom's Baby, Discovery, Mike's and the rest of the Golden Horseshoe trails.

1. Moonstone Trail Reroute

The Moonstone Trail is a popular singletrack trail that connects the top of the Carter Park Trail and the bottom of the Barney Ford Trail. Although the trail was rerouted once from its original user-created alignment, the current alignment drains poorly, lacks "flow" and fails to utilize much of the available open space parcel in the area.

Recommendation: Realign the Moonstone trail to improve drainage and user experience.

2. Breck South Connections

The junction at the eastern end of the Hermit Placer Trail and the top of the Jack's Cruel Joke Trail offers two potential trail connections to complete a functional trail network in the area. To the southeast, the historical ditch used to create the Hermit Placer Trail continues, until it dead-ends in the Tyrollean Terrace subdivision in front of an existing residence. Although easily created due to the existing ditch, this trail is problematic due to its terminus in the driveway of an existing home (Lot 29 Tyrollean Terrace).

Reservoir Trail

The second potential trail alignment would be more straightforward from a private property standpoint, but more challenging in terms of trail construction. A trail could be designed and constructed on open space lands to connect the Hermit Place/Jack's Cruel Joke junction with Boreas Pass Road near the pump station across Boreas Pass Road from the Breckenridge South subdivision. Either of these completed trails would provide a valuable connection for the subdivisions in Illinois Creek area to access the primary Town trail network.

Recommendation: Design and construct one or both of the two potential trail connections between the Hermit Placer/ Jack's Cruel Joke junction and the Breckenridge South or Tyrollean Terrace subdivisions (36).

Jack's Cruel Joke Trail

3. Weisshorn Utility Corridor

A social trail exists between the east end of Lincoln Ave (at the base of the Lincoln Trail) and Gold Flake Road, along a utility corridor behind homes in the Weisshorn subdivision. This trail provides a safe trail alternative to the hill on Wellington Road.

Recommendation: Assess options for securing public access to the social trail within the utility easement behind the Weisshorn (37).

4. Weisshorn Trail Connection

Behind the previous location of the Breckenridge Building Center on Main Street is a trail that connects Briar Rose Road with Royal Tiger Road in the Weisshorn subdivision. This social trail is a heavily used connection between the French Creek trails and Town.

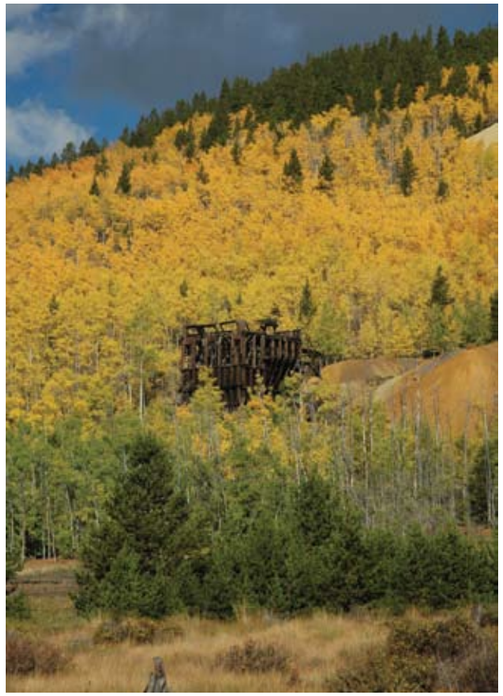
Recommendation: Secure public access for the social trail between Briar Rose and Royal Tiger Roads (38).

5. Kennington Place /Reiling Road Recpath

With its construction of the sidewalk along Wellington Road from Main Street to the Reiling Road junction, and the installation of a path down Reiling Road to French Creek/Valdoro Village, the Town has invested in the creation of a grade separated pathway system from Town into the French Gulch valley. However, important connections still need to be made, including along Reiling Road between the Vista Point subdivision and Highway 9 (in front of Kennington Place). This section would be located entirely in unincorporated Summit County, but the benefi-

ciaries of such a finalized connection would be visitors and residents in and around Breckenridge.

Recommendation: Encourage the completion of a grade separated recpath between the Highway 9/CR 450 junction up Reiling Road through French Creek to the existing Vista Point pathway (39) to encourage safe commuting and recreation along this increasingly busy road.



Golden Horseshoe

6. Huron Heights Ditch Trail

At the junction of Reiling, French Gulch and Wellington Roads, a historical wagon route travels uphill and east, ultimately connecting to a ditch that could easily be developed into a non-motorized trail. The ditch travels northwest through private property (part of the Western Sky Ranch PUD) on a dedicated trail easement, across National Forest lands, then to private property on the Alice A. Placer and the Huron Heights subdivision. Establishment of this historical road and ditch as a non-motorized trail would greatly enhance connectivity between the Flumes (Upper/Middle/Lower) system of trails and the French Gulch valley.

Recommendation: Strive to secure additional legal accesses to establish public access along the historical ditch between the Wellington and Huron Heights subdivisions (40).

Reiling Dredge Bridge

7. Wellington and B&B Trail Connection

The Wellington and B&B Trails are recently opened trails in French Gulch that are likely to become some of the more heavily utilized routes in the Upper Blue Basin, given their proximity to high density residential areas. Currently, the Wellington Trail dead-ends at a river crossing that will hopefully be remedied through the construction of a bridge in summer 2009. This trail will provide convenient recreational access for the Town stables and the Wellington Neighborhood residents, among others. The B&B Trail is a north-facing route east of the Wellington Trail in the French Gulch valley. Connecting these two trails across the Country Boy Mine property or open space properties would provide an accessible trail from the Wellington Neighborhood and Town stables to the Reiling Dredge and remove recreational traffic from French Gulch Road.

Recommendation: Design and construct a connection between the Wellington and B&B Trails (41) to provide an alternate, non-motorized route to French Gulch Road.

Recommendation: Design and construct a parallel, soft surface trail on the Wellington Neighborhood side of French Gulch Road to provide non-motorized users a safe alternative to traveling on the road.

8. Upper Spiral Stairs Reconstruction

The Spiral Stairs trail is a Summit County-managed route along the northern boundary of the Ranch at Breckenridge subdivision. Although a large portion of the Spiral Stairs trail is located on a trail easement managed by Summit County, the upper portion of the trail, which connects to several routes on the western flank of Baldy, is located on private property with no trail easement. As a result of trespass concerns, the landowner recently closed the upper portion of the trail.

Recommendation: Work with Summit County Government and area landowners to reestablish and secure the upper portion of Spiral Stairs through a trail easement (42).

9. Golden Horseshoe

The Golden Horseshoe (GH) is an approximately 9,000-acre area east of Town that is largely in public ownership, between the National Forest and Town/County open space lands. The GH is also an important recreational resource for a variety of user groups, including motorized users. Between 2005 and 2007, the Town, County and USFS worked through a consensus-based planning process with members of the public to develop a recommendation for the type, distribution and amount of recreational access in the Golden Horseshoe. The final recommendations, for both winter and summer uses, were then forwarded to the USFS for consideration and inclusion in the travel management planning process for the White River National Forest.

The final GH maps offered by the Breckenridge Open Space Advisory Commission and Summit County's Open Space Advisory Council to the USFS remains the blueprint recommendation for this area, but two important trails were left off of the map: the Squatter's Trail on the Cosie D placer and an unnamed route that traverses the Western Sky Ranch PUD, paralleling CR 484. These two routes provide parallel options to plowed County Roads that will experience additional use in the coming years.

Recommendation: Secure legal public access for the Squatter's Trail (43) and the trail that parallels CR 484 through the Western Sky Ranch PUD (44). Any portions of these routes on the National Forest would require site specific NEPA analysis to be included in the USFS travel system.

Lower Flume

10. Lower Flume Winter Use Trailhead

Parking access to the Town's Flumes Trails (Lower/Middle/Upper) have always been limited, particularly during winter months when trailhead parking is at a premium. There appears to be an opportunity to establish a small winter use trailhead behind the County Road and Bridge maintenance buildings between the Kennington Townhomes and the recycling center. Such a trailhead would serve winter users seeking to ski or snowshoe the Flumes Trails.

Recommendation: Work with Summit County Government to establish and consistently plow a small trailhead (K) behind the County maintenance buildings adjacent to the Kennington Townhomes and the recycling center.

River Trail

11. Block 11

The Block 11/Airport Road area is slated for a Town commissioned affordable housing subdivision and the new campus for the Colorado Mountain College. At present, the Block 11 parcel is a vacant dredge rock strewn area that serves as ski area parking and Town snow stacking during the winter and experiences little activity in the summer. However, the parcel could soon be densely populated with residential housing and a college campus, which would in turn create a strong demand for commuting and recreational trails. Some of the primary trail needs identified for Block 11 include: multiple natural surface trails to connect the proposed neighborhood to the River Trail and the Blue River; a paved pathway and sidewalk system to provide effective circulation around the entire parcel; efficient trails to connect the Block 11 area with the Valley Brook child care facility, the Recreation Center and Town core; and recreational trail connections to the north (McCain property), east (Flumes) and west (CR 3).

Recommendation: Continue involvement in the planning for Block 11 parcel to ensure viable commuting and recreational routes (45) within the parcel and well planned connections to other areas from the parcel.

12. Brown Gulch Trailhead

The base of Brown Gulch in the Swan River drainage (upper Tiger Road) is an important winter and summer access point for non-motorized users accessing many of the routes in the Golden Horseshoe. Additional plowing of the existing small parking area at the base of Brown Gulch would greatly improve winter access for non-motorized users.

Recommendation: Improve plowing in the small trailhead parking area (L) located between the Horseshoe Gulch Trail head and the Tiger town site.

13. Good Times/Middle Fork Parking Area

Summit County Government negotiated an easement for a limited non-motorized parking area along Tiger Road at the junction of the Middle Fork and South Fork of the Swan Road (Mascot and Swan River Placers). The easement is for a small portion of a large parking area that serves guests of the Good Times snowmobiling operation. Parking can be at a premium during peak use times and the non-motorized parking allotment can be overtaken by motorized users and guests of Good Times.

Recommendation: Work with Summit County Government and the snowmobiling concessionaire to ensure adequate parking for non-motorized users (M) at the junction of the Middle and South Fork of the Swan Roads.

14. Summit Estates/Discovery Hill Trails

Recreational access into the Golden Horseshoe from the northwest has been complicated by the failure to secure trail access from the Summit Estates subdivision. The Discovery Ridge subdivision contains multiple dedicated trail easements, but several of the routes do not yet exist. Completing the platted trails in Discovery Hill and securing additional trail easements across the Summit Estates subdivision would greatly improve non-motorized access from the Delaware Flats and Summit Estates area. A through connection would also greatly benefit the proposed Gold Run Nordic Center expansion by connecting Golden Horseshoe routes with Pegasus, a winter groomed route on the Breckenridge Golf Course.

Recommendation: Work with the Summit Estates homeowners to research and secure public trail access through Summit Estates to the Golden Horseshoe area (46) to improve summer access and winter Nordic skiing connections.

Recommendation: Complete the dedicated trail network in the Discovery Hill subdivision (47).

Jack's Cruel Joke Trail

Freeride Park

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