



COMMUNITY TRAILS PLAN

08/20/2014

WINTER PARK & FRASER TRAIL PLAN



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INTRODUCTION

PLAN PHILOSOPHY

Sustainability is the guiding philosophy of the Towns of Winter Park and Fraser with respect to its non-motorized trails plan. It is important first and foremost to maintain the existing trails already within the Towns' system. In addition, a monitoring and evaluation aspect to the trails program needs to be implemented to ensure that trails are not being created where they could have negative environmental or social impacts. Poorly aligned existing trails shall be rerouted or decommissioned. Overall, the trail system needs to be maintained and developed in a cost effective manner, through the pursuit of grant opportunities and joint trail projects with other agencies or entities.

PLAN DEVELOPMENT / PLANNING AREA BOUNDARIES

The planning process occurred over a 20-month period. It included input from Winter Park and Fraser citizens, field visits, work sessions, public meetings, open houses, and a citizen advisory committee. Additional information was gathered through a trail survey conducted by Headwaters Trail Alliance in the fall of 2012. The planning process has allowed the Towns the ability to create a detailed picture of the existing and future trail systems in our community.

The planning area intentionally extends beyond the existing town limits of the municipalities, both to integrate future development activities adjacent to the Towns and to anticipate potential expansion of the Towns' boundaries. Because the planning area overlaps other jurisdictions, it is important for the Towns to coordinate closely with Grand County and Federal agencies in trail planning efforts. The Towns will work with our local trail organizations, Headwaters Trails Alliance, Grand Mountain Bike Alliance, and Fraser Valley Partnership for Trails on future planning efforts.



Idlewild Singletrack

PLAN PRIORITIZATION

This trail development program will be guided by the following priorities:

1. Maintain our existing trails to a high standard.
2. When it comes to new trail construction, focus first on those trails that originate from the town core or "hub," where various trailhead kiosks will be established.
3. Focus next on any new trails that further enhance the trail planning concept of a core hub (the downtown areas) with spokes emanating out from the town like a bicycle wheel.

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By developing trails along these lines, locals and visitors alike can access a linked trail system that will lead them away from the Towns without having to drive a vehicle to more remote trailheads. This design approach helps promote sustainable living through alternative transportation.

4. Construct or enhance trails on the backcountry parcels where public easements or leased property exists.
5. Construct or enhance trails on other public lands in cooperation with the United States Forest Service (USFS) that would ultimately improve the community-wide trail network.
6. Work cooperatively with private landowners to secure new and existing trail connections/easements throughout the community.

PLAN GOALS AND OBJECTIVES

This plan provides a coherent and well thought out framework for the future of Winter Park and Fraser's community trails. More specifically, this document is intended:

1. To provide a plan for a comprehensive public recreational trail network for the Towns and the surrounding area.
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 uses.
4. To offer trail opportunities to locals and visitors at all ability levels, from novices through more advanced trail users.
5. To offer recommendations to accomplish the specific trail and access projects outlined in this plan.
6. To provide public access to cultural and geographic landmarks such as historic sites, waterways and prominent view points.
7. To identify important trail-based recreational opportunities in the Towns and the surrounding area.
8. To balance trail use and access to ensure negative impacts from recreational access are minimized.
9. To create a high quality, cost-effective sustainable and integrated trail system in the Fraser Valley with the goal of providing additional recreational opportunities that also have an economic benefit to the community and improve quality of life and livability in the community.

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RELATIONSHIP TO OTHER PLANS

This Community Trails Plan is intended to consolidate and update the treatment of trails in previous plans completed by the Towns and County. Trails and trail planning have been addressed in a variety of other plans and documents over the years. This Trail Plan builds upon the trail information and ideas in previous plans as well as those of other entities. Following is a brief summary of the other trail-related documents

✓ Town of Winter Park Town Plan (2006)

The Town Plan addresses trails in Chapter 7 of the document. This chapter contains a map of the existing trail system in and around Winter Park along with a short description of the trails in the Town. The chapter also contains future trail alignments and a bullet list of trail actions the Town should take.

✓ Town of Fraser Comprehensive Plan (2010)

The Town of Fraser Comprehensive Plan addresses trails in the Open Space/ Recreation section of this document. There is an Open Space/Trails map which indicates proposed trail linkages. This section also contains a description of existing conditions and proposed goals and visions relating to trails and open space.



Leland Creek Trail

✓ Grand County Trails Master Plan – Headwaters Trails Alliance (2013)

The mission of Headwaters Trails Alliance (HTA) is to identify, maintain, and expand an accessible, interconnecting trail system in Grand County for appropriate multi-user groups. There are a number of goals and objectives outlined in the master plan.

✓ Grand County Trails Master Plan (Trail Assessment Plan) – Headwaters Trails Alliance (2012)

This document was drafted by an independent consultant in cooperation with Headwaters Trails Alliance (HTA) and International Mountain Biking Alliance. The plan includes a summary of trail facilities, issues and opportunities, and recommendations for improving the trail system in Grand County. The plan provides a rough prioritization and cost estimate for the various projects identified in the plan.

✓ Mountain Bike Trail System Master Plan Conceptual Summary – Grand Mountain Bike Alliance (2013)

The mission of the Grand Mountain Biking Alliance (GMBA) is to create a world-class mountain bike experience in the Fraser Valley and Grand County that offers a variety of user experiences in both difficulty and trail length.

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The plan makes recommendations for trailheads, signage, maintenance and improvements to the trail systems.

✓ Winter Park Resort Master Development Plan – Chapter 10 (2005)

This plan outlines the steps Winter Park Resort will take to create a summer trail system for mountain biking and hiking.

COMMUNITY BENEFITS

Colorado is viewed as a national destination for outdoor activity, much of which includes bicycling and hiking. It is well documented across the US that such tourism provides an economic benefit. Trails impact our economy through tourism, events, urban redevelopment, community improvement, property values, health care savings, jobs, investments and general consumer spending.

A 2006 Outdoor Industry Foundation study found that “Active Outdoor Recreation” contributes \$730 billion annually to the U.S. economy, supports 6.5 million jobs, and generates \$88 billion in annual state and national tax revenue.

Creating a sustainable, non-motorized trail system is key to providing a community amenity that people equate with quality of life and sense of place. Another study conducted in the Outer Banks in North Carolina studying the economic impacts of investments in bicycle facilities, indicates that “Investment in bicycle facilities improves the safety of the transportation system for all users and also benefits health and fitness, quality of life and the environment.”

The existing and future trail system will provide economic, social, environmental, and safety benefits to both communities. The Community Trails Plan has been developed to optimize those benefits by prioritizing implementation and construction.



Alpine Trail

Economic

The trail system will provide access to the downtown area from the residential neighborhoods as well as access to existing USFS trails. Research has shown that trails stimulate development of “clean” industries such as coffee shops, bike shops, and bed and breakfasts. The trail system will compliment economic development by creating a destination amenity for tourists and attracting businesses looking to locate in communities with diverse recreational opportunities. Additional information on economic benefits of outdoor recreation can be found in the GMBA Master Plan (2013).

Social

The trail system will enhance the social framework of the communities by providing multiple gathering points for tourists, families, and community activities, thereby providing an opportunity for community members to interact through trails. By creating a variety of trail sur-

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faces and widths, the trail system can be used by pedestrians, bicyclists, wheelchair users, equestrians, long boarders, roller skaters, and other non-motorized travelers.

Access

The trail system will connect the two communities with safe non-motorized routes. It will also connect residential neighborhoods to the downtown areas and to the existing USFS trail system. The trail system will include a number of streets that will be designated as bicycle routes to allow safe travel on the streets.

Environmental

Use of the trail system for transportation rather than commuting in passenger vehicles reduces the environmental costs associated with oil production, automotive maintenance, and road construction and also decreases vehicular congestion. Studies suggest that most car trips are less than three miles, which is a distance that can be traveled using multi-modal forms of transportation. This can minimize vehicular use.

Safety

The trail system will provide safer pedestrian and bicycle routes for residents, guests and young children. Many bike routes will be designated on existing roadways. Striping, lane dimension, signage, and other design factors will comply with appropriate specifications to promote safe conditions. Safety education for bicyclists and pedestrians and outreach between the towns, civic organizations, trail groups, schools and the community at large is important for implementing this plan.

Road crossings have been minimized to decrease the number of pedestrian/vehicle interactions.

Health

The use of trails will provide community members with a healthy alternative to driving. Pedestrians, bicyclists, wheelchair users, equestrians, long boarders, roller skaters, and other non-motorized travelers provide low impact, moderate intensity activity that promotes healthful lifestyles. The trails will also provide key links to a network of trails on private and Federal lands and access to outdoor recreational opportunities, which provides an option for more intense physical activity.

TRAIL POLICIES AND MANAGEMENT

Trail Program Policies

1. Community trails located within the Towns shall be designed and managed to minimize conflicts among users. Tools and measures intended to fulfill this policy include:

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- a. Maintenance of adequate sight distances around horizontal and vertical curves;
- b. Yield or stop signs at congested trail intersections;
- c. Centerline striping where poor sight distances exist;
- d. Centerline striping on the approaches to narrow bridges or underpasses;
- e. Gentle trail grades to reduce unsafe downhill speeds;
- f. Adequate trail widths to accommodate anticipated user volumes;
- g. Signage and public education to encourage a “share the trails” ethic.



Riding Singletrack

2. The Towns will pursue creative methods of trail easement acquisition and strive to work with property owners when acquiring trail easements. To encourage the donation of easements or land, the Towns will develop educational materials to assist property owners through this process.
3. When developing trails through residential neighborhoods efforts will be made to maintain the privacy of existing residences.
4. In all utility line and road construction projects, the Towns will incorporate trails when a strategic need for a trail exists along the project right-of-way/easement.
5. The Towns will attempt to procure trail corridors for future trail alignments through acquisition or other appropriate actions such as:
 - a. Easement and or land acquisition through dedication or purchase during the development review process;
 - b. Establishment of adequate building setbacks for new structures during the subdivision development review and building permitting process.
6. The Towns will continue to monitor trail safety conditions, including regular inventories of trail and bridge conditions. This will assist in the identification of safety improvements and the development of maintenance schedules.
7. The Towns place a high priority on obtaining and protecting trail corridors along the rivers and creeks in the Fraser Valley. The Towns will work with property owners to incorporate trail easements and dedications in new development or redevelopment wherever feasible.
8. The Towns place a high priority on preservation of key parcels for trail segments where public river access is important to recreational uses of the river.
9. The Towns will develop trail opportunities from the downtown and neighborhoods to adjacent and surrounding USFS lands.

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10. Property along drainages is appropriate for greenway and trail development, as long as it is compatible with protection of viable wildlife habitats.
11. The Towns support the trail improvements identified in the Headwaters Trails Alliance Sub-Area Master Plan, and will work with the trails group to implement the improvements.
12. The Towns will strive to create ADA accessible trails where feasible.
13. The Towns shall budget for annual maintenance costs and explore opportunities for a long-term sustainable funding source.

Management Considerations

Dog Control

In certain parks and trails, the Town of Winter Park requires dogs be on-leash. Trails within Hide-away Park, Confluence Park, Wolf Park and Denver Water Board property are required to be on-leash. Trails developed in Rendezvous Winter Park (Arrow) will be designated as off-leash trails until development in the area dictates a change in policy.

In the Town of Fraser, it is unlawful to allow dogs to run at large. The owner must have effective and immediate control of their pet, or the pet shall be leashed.

Each Town provides “clean-up stations” with small plastic bags and rely on signage to remind dog owners of the responsibility to remove their dog’s waste. While the expansion of clean-up stations could help to alleviate some of the problems associated with dog waste, it is sometimes difficult to persuade dog owners to use them. It is recommended that the Towns continue to post signs and use other educational strategies to remind owners to clean up after their dogs.

Minimizing User Conflicts

It is important to design and manage trails in a manner that minimizes conflicts between trail users. Trails should be designed with adequate sight distances so users can see others as they are approaching. Heavily used trails should be signed and designed to discourage high speeds. The varying widths of trails incorporated in this plan generally include wider trails in high use areas of the system. The inclusion of a soft natural surface trail that is either separated or immediately adjacent to the hard surface portion of a trail could be implemented where necessary to reduce conflicts. In some areas, such as the approaches to narrow bridges, or through blind curves, striping may be advisable to keep opposing traffic on appropriate sides of the trail. Signage and other education techniques can also play a role in reminding users to “Share the Trail.”



Trail Education

Recreation is both an important quality of life feature and an important component of the local economy. Therefore, it is necessary to educate locals and visitors on trail etiquette and ethics in order to minimize impacts to the natural environment and to protect and maintain our open space and trail network for the benefit of future generations.

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Leave No Trace refers to a set of outdoor ethics and a nonprofit organization that teaches Leave No Trace principles, which are designed to promote conservation in the outdoors. The organization Leave No Trace exists to educate people about their recreational impact on nature as well as the principles of Leave No Trace to prevent and minimize such impacts.

Leave No Trace is built on seven principles: Plan Ahead and Prepare, Travel and Camp on Durable Surfaces, Dispose of Waste Properly, Leave What You Find, Minimize Campfire Impacts, Respect Wildlife, and Be Considerate of Other Visitors. The Seven Principles have been adapted to different activities, ecosystems and environments.

Tread Lightly! is another national nonprofit organization with a mission to promote responsible recreation through ethics education and stewardship programs. The goal of the organization is to balance the needs of the people who enjoy outdoor recreation with the need to maintain a healthy environment.

Tread Lightly! is built on five principles: Travel Responsibly, Respect the Rights of Others, Educate Yourself, Avoid Sensitive Areas and Do Your Part.

Both Towns, in addition to many national governmental agencies, promote adherence to the principles listed above.

Locally, we have also spearheaded a Healthy Headwaters Campaign which is an anti-litter campaign for the Fraser Valley and beyond. This beautiful mountainous area serves as the headwaters of the Colorado River, the drinking water supply for 25 million people throughout five states and thus it is imperative that we are all good stewards of this important and magnificent watershed!

Rules of the Trail and Local Risks and Hazards

Kiosks located at trailheads will provide information regarding rules of the trail and local risks and hazards.

- Stay on open trails. Respect trail and road closures.
- You may encounter wildlife at any time. Remember that we are recreating in their neighborhood. Do not approach or feed any animals. Enjoy viewing wildlife from a distance. If an animal reacts to your presence, you are definitely too close!
- Colorado Parks and Wildlife (CPW) remind outdoors enthusiasts that moose can be aggressive when dogs and humans get too close. Moose see dogs as a threat due to their similarities with wolves, their primary predator.
- Public and private lands throughout Grand County have become infested with the mountain pine beetle. Falling trees are always a hazard when traveling in the forest. In addition, due to high winds in the area, you may encounter downed trees on the trail.
- You are playing at high elevation, stay hydrated!
- Colorado weather can change drastically throughout a day, and we can see all weather conditions throughout the year. Unforeseen dangers present unpredictable challenges. Be aware, prepared, alert and cautious! Your safety is Your responsibility!

PLANNING AREA – WINTER PARK

(WEST OF HIGHWAY 40)

This area includes trails and sidewalks west of Highway 40 (US 40). It includes the majority of the town trail system, including the Alpine Trail, Leland Creek Trail, and the trails on the Denver Water property.

ALPINE TRAIL

The Alpine Trail is an eight-foot wide gravel path that winds through the entire length of Wolf Park. The trail begins on the north end of the Park, travels south through the Park and crosses Kings Crossing Road near the Wolf Park Townhomes. The trail continues west to Forest Trail where it currently terminates. The trail width is reduced to five-feet after leaving Wolf Park. The five-foot width allows two pedestrians to pass comfortably while minimizing the footprint on the residential lots it passes through. The trail is proposed to continue to Pine Cone Lane and eventually connect to the Leland Creek Trail in the Elk Run Subdivision.



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Recommendation: The Town should continue to pursue easements across private property to complete the trail from Forest Trail to the Leland Creek Trail.

LELAND CREEK TRAIL



View from Leland Creek Trail

The Leland Creek Trail is a five-foot wide gravel surface constructed in 2012/2013. The trail commences on Moose Trail, and travels north through a public easement on Lots 60, 61, and 65, Elk Run of Winter Park Subdivision Filing 3 and through Lots 20 and 21, Leland Creek Subdivision. The trail follows Leland Creek Circle north to the intersection with Leland Creek Way. The trail turns west on Leland Creek Way for a short distance and then back north through a public trail easement on Tract B of the Leland Creek Subdivision. The trail traverses north through a series of switchbacks making its way down to Leland Creek (the actual creek). The trail then follows the creek east to its terminus at Kings Crossing Road.

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Recommendation: There is no parking for this trail. The Town should explore the possibility of creating a small trailhead parking lot at Kings Crossing Road.

SHORT-CUT TRAIL (SOCIAL TRAIL ACROSS RAILROAD TRACKS)

A social trail exists from Kings Crossing Road (at the end of the Alpine Trail) to the downtown through public and private property. The trail currently crosses the railroad tracks at an illegal and unsafe crossing. This trail is heavily used year around as it provides the most direct route to the downtown. The trail on the east side of the tracks currently terminates at High Seasons Way and trail users are required to walk down the roadway to the sidewalk at Lions Gate Drive. The Town owns property on both sides of the railroad tracks and it is feasible that a crossing could be constructed under the tracks.

Recommendation: The Town should pursue creating a legal crossing at the railroad tracks. This would require construction of an underpass. The Town should work with Union Pacific Railroad to determine the feasibility of an underpass.

Recommendation: The Town should pursue acquiring an easement from the property owner at 156 High Seasons Way to allow trail users to cross Vasquez Creek on a footbridge instead of having to travel down High Seasons Way. The footbridge would cross onto town owned property (adjacent to Lions Gate Drive) and be directly in alignment with the intersection of Lions Gate Drive and Rendezvous Way.

ELK RUN HOMEOWNERS ASSOCIATION TRAILS

The Elk Run Homeowners Association (HOA) holds trail easements across private open space and private property in the Elk Run Subdivision. The east-west trail runs through the Elk Run HOA open space from Elk Trail to Moose Trail. The north-south trail starts at the intersection of Moose Trail and Elk Trail, travels north across Fox Tail to Moose Trail, ending at the entrance to the Leland Creek Trail. The north-south trail runs through private property with an HOA trail easement. The trails are used by the public since signage does not indicate they are private trails.

Recommendation: The Town should pursue acquiring easements for the north-south trail that crosses private property. This trail will provide a critical link from Lake Trail (road) to the Leland Creek Trail.

Recommendation: The east-west trail would provide a connection to the Denver Water trails. The Town should work with the HOA to obtain an easement across their open space.



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VASQUEZ ROAD

Vasquez Road is a major portal to United States Forest Service (USFS) land west of the Town. This road is heavily traveled by mountain bikers and currently lacks adequate safety measures. A sidewalk exists from US 40 to the east entrance of Van Anderson Drive. From this point, bikers are required to share the narrow roadway with automobiles.

Recommendation: A bike lane should be installed on the westbound (uphill) lane of Vasquez Road to the USFS boundary. The bike lane should comply with the guidelines outlined in Chapter 14 of the Colorado Department of Transportation (CDOT) Roadway Design Guide.

Recommendation: The eastbound lane (downhill) lane should have shared lane markings (sharrows) installed to alert drivers that mountain bikers have the ability to use the entire lane. Most mountain bikers are traveling at the same speed as automobiles while going downhill on Vasquez Road. Chapter 14 of the CDOT Roadway Design Guide provides guidance for creating shared lane markings.



Example of Sharrow

ARAPAHO ROAD

Arapaho Road is another heavily used roadway for access to the USFS land west of Town. Mountain bikers use this roadway for access to Blue Sky, Ice Hill and other USFS trails. Automobile traffic is less pronounced on this roadway compared to Vasquez Road.

Recommendation: This roadway has a narrow right-of-way that likely prohibits the installation of a sidewalk or uphill bike lane. Shared lane markings should be installed on both lanes of the road to alert drivers that mountain bikers have the ability to use the entire lane. Signage on the westbound lane should be installed stating that bikes shall ride single file. This will prevent congestion from bikers who are riding slowly uphill. The eastbound lane will not require signage as mountain bikers are traveling the same speed as automobiles.

VASQUEZ ROAD TO TWIN BRIDGES

Hideaway Village HOA has an open space parcel between Vasquez Road and the USFS boundary that parallels Vasquez Creek. Twin Bridges (USFS trail) is located adjacent to the boundary line and could provide alternative trail access to the USFS. The trail would also provide the public with a scenic experience along the creek that is currently secluded and underutilized.

Recommendation: The Town should pursue a trail easement from the Hideaway Village HOA for access along Vasquez Creek. There are private residences that have backyards adjacent to the open space tract and the trail alignment will need to be sensitive to their privacy. This trail alignment will allow for public access to the Creek as well as an alternative alignment to Twin Bridges.

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KINGS CROSSING ROAD

Kings Crossing Road is a main collector street for residents west of the railroad tracks. This street begins at US 40, crosses the railroad tracks and turns south along Wolf Park ending at Forest Trail. There are no sidewalks along this road but the shoulders have been widened to allow for safer pedestrian access. Automobiles, bicycles and pedestrians heavily travel this road.

Recommendation: The Town should install a sidewalk along the south side of the road from the highway intersection to the railroad crossing. This will allow for safe pedestrian access along this roadway. The sidewalk would end at the beginning of the Alpine Trail and Leland Creek Trail.

Recommendation: The Town should install a bike lane on the westbound lane (uphill) from Lions Gate Drive to the railroad tracks. The right-of-way from US 40 to Lions Gate Drive is too narrow for a bike lane. Installing a bike lane will allow mountain bikers safe travel uphill on the steep curved roadway. The bike lane will end at the railroad tracks where the Alpine Trail and Leland Creek Trail begin.

Recommendation: Shared lane markings should be installed on the eastbound lane (downhill) from the railroad tracks to US 40 to alert drivers that mountain bikes have the right to use the entire lane.

LIONS GATE DRIVE (ROAD)

Lions Gate Drive, located between Kings Crossing Road and Vasquez Road, is a main collector street that parallels US 40. A sidewalk has been installed from Vasquez Road to Rendezvous Way. The Town has identified the need to install a sidewalk for the entire length of the Lions Gate Drive but it is a very expensive undertaking.

Recommendation: As funds become available, the Town should pursue installing a sidewalk from Rendezvous Way to Kings Crossing Road to allow for safe pedestrian access.

FOREST TRAIL (ROAD)

Forest Trail starts at Vasquez Road and travels north to Kings Crossing Road. This road leads to Wolf Park, the Alpine Trail and a large number of residential units. The roadway is steep, narrow, and has a steady flow of automobile and pedestrian traffic.

Recommendation: A sidewalk should be installed from Vasquez Road to the Alpine Trail on the south side of Wolf Park. This would allow for safe pedestrian access from Vasquez Road to Wolf Park. The sidewalk would also allow pedestrians the ability to travel from their residential neighborhood into the downtown without having to walk on the roadway. Sidewalks are very expensive to install; a short-term solution may be to install a pedestrian lane (similar to a bike lane) that would provide separation for pedestrians. The sidewalk may not be required if the Town develops the Short-cut Trail, pedestrians would then have safe access into the downtown.

BEAR CROSSING TRAIL (ROAD)

Bear Crossing Trail starts at Lake Trail and dead-ends into the Bear Crossing Subdivision. This private road provides access to the Sunset Pink trail. The Town has acquired an easement from the

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Bear Crossing Homeowners Association (Resolution 1305, Series 2011) but access has not been obtained from the owners of Vasquez Village Condominiums.

Recommendation: The Town should pursue acquiring an access easement from the owners of Vasquez Village Condominiums. Once legal access is obtained, this access should have minimum signage to direct users to the trail.

LAKE TRAIL (ROAD)

Lake Trail begins at Vasquez Road and climbs steeply towards the Elk Run Subdivision. This road services a large number of residential units including Elk Run, Vasquez Village, and Bear Crossing Townhomes. The road is steep, narrow, and has a steady flow of automobile and pedestrian traffic.

Recommendation: A sidewalk should be installed from Vasquez Road to the intersection of Elk Trail. This will allow safe pedestrian access from multiple residential neighborhoods to Vasquez Road where a sidewalk currently exists. The sidewalk is proposed to end at this intersection because multiple roads from the surrounding residential neighborhoods lead to this point and the traffic on those adjacent roads is considerably less than Lake Trail. As sidewalks are very expensive to install, a short-term solution may be to install a pedestrian lane (similar to a bike lane) that would provide separation for pedestrians.

DENVER WATER PROPERTY

The Town obtained a License Agreement in 2013 from Denver Water to build three trails on their 200-acre property west of Town. This parcel is located between the town limits and the National Forest and is a critical link in the trail system. The following trails are located on the property -

Sunset Pink Trail

Sunset Pink is an existing singletrack trail that begins at Vasquez Road and ends at D3 in the National Forest. This trail is located on an old logging road and the tread width varies between 18" to 60". This trail will serve as the main access point into the property for riders coming from downtown.

Recommendation: The trail width should be reduced to 18" to 24" to provide a true singletrack experience. This trail has erosion issues where fall lines exist. The trail should be rerouted where necessary to minimize erosion issues.

Recommendation: The Town should work with the USFS to improve the portion located in the National Forest. This section may need to be rerouted to avoid fall lines.

Akima's Way Trail

Akima's Way is a singletrack trail that begins at Sunset Pink and ends at WTB trail in the USFS. This trail was constructed in 2012 as a connector trail to allow bikers an alternative to using an old logging road. The section of trail through the aspens is very muddy until mid-July while the other portions of the trail are dry early in the spring.

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Recommendation: The portion of the trail through the aspens should have boardwalk installed to allow for early season riding and prevent resource damage.

Sundog Trail

Sundog is a singletrack trail that begins at Leland Creek Trail and climbs steeply to Sunset Pink. This trail was constructed in 2012 as an access trail from the Leland Creek and Elk Run Neighborhoods.

Recommendation: The switchbacks near the beginning of the trail are too steep to navigate on a mountain bike and need to be realigned.

Leland Creek Trail (future single-track)

Leland Creek follows the north property line of the Denver Water parcel. A singletrack trail

should be extended along the entire length of the creek. The trail would begin on Sundog and end at the National Forest boundary at Akima's Way.

Recommendation: The Town should work with the Denver Water to obtain permission to construct the Leland Creek Trail (singletrack portion). Since the trail would follow the creek, a wetlands survey shall be required and care will be taken to minimize impact to the creek.

Future Trails

The Town should consider hiring a professional trail consultant to master plan the trail system to allow for the appropriate mixture of beginner, intermediate, and expert trails.

CONNECTION TO WINTER PARK RESORT

The Town should continue to work with Winter Park Resort to make connections between the two areas. As the Resort begins construction of Phase II of their Master Trail Plan, the Town should work with them to determine if connections can be made from the Resort to the Town.

CONNECTION TO GRAND PARK TRAILS

The Town should consider connecting to the Grand Park Trail system in the Town of Fraser. The two most feasible connection points would be - at the bottom of Akima's Way just as the trail enters the USFS or on Leland Creek Trail near the railroad tracks. Those connections could allow for a trail across Grand Park to USFS roads that lead to the St. Louis Creek Trail System.

PLANNING AREA – WINTER PARK

(EAST OF HIGHWAY 40)

This area includes trails and sidewalks east of US 40. It includes the Fraser River Trail, Vasquez Creek Trail and the trails on the Arrow (Rendezvous) property.

FRASER RIVER TRAIL

The Fraser River Trail is the highlight of the trail system in Winter Park. Starting at the Winter Park Resort, the trail travels along Winter Park Drive on a six foot extended shoulder to Trademark Drive. From Trademark Drive, the trail turns north and becomes an eight foot wide paved path that runs adjacent to the Fraser River for nearly two miles. The trail leaves the River and travels into downtown Winter Park following the sidewalk through Town. At Telemark Drive, a three-foot shoulder allows trail users to walk or bike along the road to Sitzmark Pond where an eight-foot gravel trail was constructed in 2011. This gravel trail leads along Sitzmark Pond, through wetlands over boardwalks and along the Grand County Water and Sanitation Pond before crossing a bridge and heading into the Town of Fraser. The trail continues in the Town of Fraser several more miles following the Fraser River the entire way.



Fraser River Trail

The Town of Winter Park would like to extend the trail along the River wherever possible instead of having to traverse along the sidewalk in downtown. Several property owners would have to grant easements or dedicate property in order to complete the trail. The Town will continue to work with landowners to obtain easements. The majority of the property has not been subdivided or is not located in the Town. When this property is subdivided or annexed into Town, easements will be acquired.

Recommendation: The Town shall continue to pursue easements along the Fraser River as shown on the trail map.

Recommendation: The Town shall seek grants to repave the existing portion of the Fraser River Trail. This trail has not been repaved since it was originally installed in 1996.

Recommendation: The Town shall seek grants to pave the dirt portion of the Fraser River Trail.

Recommendation: The Town should explore the possibility of connecting the Fraser River Trail with the Corona Pass Road.

Recommendation: The Town should explore the possibility of extending the Fraser River Trail south through the Resort to the Jim Creek Trailhead and eventually to the summit of Berthoud Pass.

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VASQUEZ CREEK TRAIL

The Vasquez Creek Trail travels through Hideaway Park and Confluence Park along Vasquez Creek. This eight foot wide paved trail connects the two parks together and provides access to the Rendezvous (Arrow) Trail System.

Recommendation: The Town should explore making this trail ADA accessible and signing it as such.



Vasquez Creek Trail

TRAILHEAD LODGE TRAIL

This trail begins at the intersection of Rendezvous Way and Ski Idlewild Road and travels east and then north along the Trailhead Lodge Condominiums. This trail currently dead-ends at the property line but will eventually be extended to Ski Idlewild Road. The Preserve Property (north of Trailhead Lodges) will dedicate a portion of their property along the wet-lands for the trail and the Town already owns a tract of land through Sawmill Station to connect with Ski Idlewild Road. This trail will eventually become part of the Fraser River Trail once it is extended through the Beavers Property.



Trailhead Lodges

Recommendation: There is a possibility of aligning the trail across from the entrance to Confluence Park (as shown on the trail map) if additional easements are acquired. The Town shall work with those property owners to obtain easements.

RENDEZVOUS (ARROW) TRAIL SYSTEM

The Arrow Property has several miles of non-motorized trail easements dedicated to the public through the Rendezvous Planned Development (Ordinance 406, Series 2008). In 2013, the Town constructed two new trails on the property totaling 2.5 miles. The Yankee Doodle trail, named after a former ski run, connects the downtown to the Idlewild Trail System and Corona Pass Road. The Meadow Trail was extend from Fraser into Winter Park. In 2014, an additional 2.5 miles of trail were constructed. Yankee Doodle, Cross Trails and Serendipity were extended from Rendezvous into the Idlewild Trail System.

Refer to the Planned Development for additional information and a map of the proposed trails.



Yankee Doodle

Winter Park & Fraser Community Trails Plan



Log Crossing on Yankee Doodle



Bridge over a drainage on Yankee Doodle

BEAVERS PROPERTY - FUTURE ANNEXATION

The Beavers Property has a number of non-motorized trails that are used by the public although public trail easements do not exist. The trails provide a critical link to existing trails in Rendezvous (Arrow) and the USFS.

Recommendation: Until annexation occurs, the Town should work with HTA to acquire public access on the existing trails.

Recommendation: The Town should inventory the existing trails on the property once an annexation petition has been submitted to the Town. Existing trails should have public easements dedicated upon annexation.

Recommendation: The Town should work with the local trail organizations during the annexation process to determine if additional trail corridors should be established on the property.



Family-Friendly Riding



Aerial View of Fraser

PLANNING AREA – FRASER

(OLD TOWN FRASER)

The Town of Fraser is a small mountain community centrally located within the Fraser Valley in Grand County Colorado, approximately 70 miles northwest of Denver. The Town of Fraser encompasses approximately 2,300 acres and is home to 1,200 year-round residents. Grand County is a popular tourist and outdoor destination for visitors of all ages. Grand County boasts many miles of hiking and biking trails throughout its 1,869 square miles and is home to almost 15,000 residents. Grand County is overflowing with natural beauty and opportunity for adventure, including Colorado's largest natural lake, Grand Lake, headwaters of the Colorado River and Rocky Mountain National Park. The Town of Winter Park and the Winter Park Ski Resort are close neighbors and partners with the Town of Fraser.

The Town of Fraser (originally Eastom) was platted in 1905 by George Eastom who came to the area in conjunction with the development of the Moffat Line Railroad. Fraser was incorporated as a municipality in 1953. The Town paved its municipal streets in the late 1990s as a result of an election approving the issuance of bonds to finance the project. The project included asphalt pavement and concrete valley pans for stormwater drainage and for the most part, no sidewalks. Fraser desires to become a more pedestrian-friendly community however, it lacks the annual budget dollars necessary to consider a formal sidewalk retrofit policy at this time. Due to the freezing and thawing associated with our climate, the long-term maintenance would also be extremely costly. Additional sidewalks in Fraser would require additional snow management and may necessitate policy changes to address the snow removal on pedestrian paths.

Winter Park & Fraser Community Trails Plan

Some municipalities promote the shared space scheme, which suggests that by creating a greater sense of uncertainty and making it unclear who has the right of way, drivers reduce speed, and people are more alert and there are fewer accidents. While this shared space and uncertainty may exist in old Town Fraser west of the railroad tracks, organizations representing the blind, partially sighted and deaf oppose this philosophy.

Towns are reconfiguring streets to be more bicycle and pedestrian friendly as multi-modal alternatives to the automobile grow in popularity.

The physical setting of the Town is divided by the railroad, the Fraser River and US Highway 40 (US 40). Some sidewalks exist in Old Town Fraser adjacent to US 40. There is no sidewalk or trail on



US 40 from County Road 804 (CR 804) to Clayton Avenue. In addition, there is no sidewalk or trail on CR 804 from South Wapiti Drive to US 40. Clearly, there are not adequate safety measures in this area for bikers and pedestrians.

Recommendation: The Town should pursue an easement with the Colorado Department of Transportation (CDOT) and/or the adjacent property owner to install a sidewalk or trail along the east side of US 40 from CR 804 to Clayton Avenue. This would allow for safe pedestrian access along US 40.

US 40 Northbound

Recommendation: A sidewalk or trail should be installed on CR 804 from South Wapiti Drive to the intersection of US 40. This will allow for safe pedestrian access in and around the US 40 intersection. As sidewalks are very expensive to install, a short-term solution may be to install a gravel path in this vicinity.

Recommendation: The Town should partner with the County to obtain a public trail easement adjacent to CR 804. This will enable non-motorized users to reach the residential development at the top of the hill without sharing the road with motorized vehicles.

Recommendation: The Town, in conjunction with CDOT, should explore the possibility of installing a marked crosswalk on US 40 north of CR 804 to assist pedestrians safely across the state highway. The Town has inquired about adding a pedestrian crossing in this vicinity in years past. In June 2013, CDOT launched a Statewide Transportation Plan entitled “Life has enough problems. Share the road, friend.” In an effort to reduce injuries and fatalities on Colorado roads, CDOT launched this public awareness campaign that encourages all road users to uphold their mutual responsibility to share the road. Perhaps this program might assist the Town in securing another marked crosswalk for pedestrian crossing in Fraser.



Winter Park & Fraser Community Trails Plan



Typical Old Town Fraser Street

valley pan (concrete lined drainage swale) within the right-of-way (ROW) in old Town Fraser.

Recommendation: The Town should explore adding a gravel trail and/or signage within the railroad ROW east of the tracks. This would allow easy access to Koppers Park and the Fraser to Granby Trail.

Recommendation: The Town should explore the concept of sharrows.

Recommendation: The Town should explore utilizing bike lanes on certain roadways in Fraser. A bike lane is defined as “a portion of the roadway which has been designated by striping, signing and pavement marking for the preferential or exclusive use by bicyclists.” A bike lane would work well on Leonard Lane.

Recommendation: The Town should explore grant funding through CDOT via the Safe Routes to School (SRTS) program to improve safe access to the Fraser Valley Elementary and Fraser Valley Library. The SRTS provides funding for safe infrastructure and encourages healthy options for children who are walking and biking to school.

Recommendation: The Town should explore adding a side-walk/trail to the edge of the valley pan (concrete lined drainage swale) within the right-of-way (ROW) in old Town Fraser.



Example of a Bike Lane



Cozens Ranch Open Space

PLANNING AREA – FRASER

(EAST OF HIGHWAY 40)

FRASER RIVER TRAIL/COZENS RANCH OPEN SPACE

The Town of Fraser owns over 120 acres of open space along the Fraser River corridor. The area is known as Cozens Ranch Open Space, honoring William Cozens who first settled the property.

The Fraser River Trail is an eight-foot wide gravel path that meanders along the Fraser River corridor throughout the entire length of the Town of Fraser.



Fraser River Trail

The stretch of the Fraser River extending from Rendezvous Road to County Road 8 was dedicated in 2012 as the “Eisenhower Memorial Reach” honoring President Dwight “Ike” Eisenhower who vacationed and fished in the Fraser Valley. There are interpretive signs along the entire corridor encouraging the use of the open space area as a learning opportunity for a broad range of subjects including wildlife, ecosystems, geology and history. At the south end of Fraser, the trail continues through the Town of Winter Park and eventually ends at the Winter

Park Ski Area. At the north end of Fraser, the Fraser River Trail ends at County Road 8 and then users cross US 40 to connect to the Fraser to Granby Trail at Koppers Park.

At the north end of the Cozens Ranch Open Space, the Fraser River Valley Lions Club and the Colorado Parks and Wildlife stock two ponds with rainbow trout. Several years ago, the Lions Club contracted with a local artist to create an eight-foot bronze statue of



Fraser River Trail

Ike in his fly fishing clothes netting a large trout.

Recommendation: The Town should pursue an additional river crossing on the Fraser River Trail just southeast of the Lions ponds. This river crossing would provide a shorter looped trail for users, provide access to the Ike statue and help promote the Eisenhower Memorial Reach. Additional interpretive signs in this vicinity would encourage visitors and locals to walk the trail on the river and keep the history of Ike’s visits to the Fraser Valley alive.



Winter Park & Fraser Community Trails Plan

Recommendation: In an effort to help promote the Cozens Ranch Open Space and entice more users to this public open space river corridor, the Town should expand the existing trails and recreational opportunities on the west side of the Fraser River. Some ideas might include a dog park, a pump track and a bike park.



Trailhead Parking at HTA

headquarters in a Town-owned log building located on US 40 at 120 Zerex Street. It is the Town's intent to promote this location, which is just north of the traffic light at US 40 and CR 804, as trailhead parking. Public parking, restrooms, water, trash receptacles and a bike wash station are available. The Town has recently constructed a small primitive trailhead parking area on County Road 8 (CR 8) where it crosses the Fraser River.

Recommendation: The Town should pursue easements across private property within the Victoria Village Subdivision, located at the corner of US 40 and CR 8, or add a trail within the CR 8 ROW and/or within the Park Ave ROW to connect the Fraser River Trail to the beginning of the Fraser to Granby Trail at Koppers Park. This connection involves crossing US 40, so the construction of a trail adjacent to Park Avenue would be more favorable due to the close proximity to the existing marked pedestrian crosswalk at the Fraser Post Office. This trail connection will link the Fraser River Trail to the Fraser to Granby Trail.



Victoria Village Subdivision

Recommendation: Recently, the Town of Fraser collaborated with HTA and received grant money from the Sprout Foundation. This funding allowed for the purchase of several bear-proof trash cans, dog bag dispensers and anti-litter signs promoting Woodsy the Owl with his catch phrase "Give a Hoot, Don't Pollute." HTA, in conjunction with the Towns of Fraser and Winter Park, also recently received some State funding to design, fabricate and install trail wayfinding signage for the Fraser River Trail and



the Fraser to Granby Trail. The goal is to unify all signage and create clear and concise directional signage for users navigating the trails. We know that lack of accurate and meaningful signs at trail intersections and trailheads leads to



Winter Park & Fraser Community Trails Plan

users getting lost or disoriented. With many miles of trails in the Fraser Valley, both towns should continue to budget for additional wayfinding and signage trail elements, such as: directional signage to specific locations, mile markers, trailhead signs with maps and trail information, large maps with 'you are here' markers, and kiosks specifying educational information on trail etiquette, preparedness, risk/hazard warnings and rules of the road, in addition to other trail amenities.

Adjacent to a portion of the Cozens Ranch Open Space is a 24.02-acre tract of land owned by the Grand County Water & Sanitation District No. 1 (GCWS #1). Located on this property are a series of cold water ponds that are former sewer lagoons that have been rehabilitated and are currently utilized as water augmentation ponds. In 2009, Fraser and GCW&S entered into an Intergovernmental Lease Agreement for the purpose of providing public recreational use of the property. Such recreational uses may include, but are not limited to, public fishing access, non-motorized boating, hiking, wildlife viewing, special events and associated parking.

Recommendation: A goal in the Town of Fraser Comprehensive Plan is to expand and enhance the multi-purpose open space network facilitating pedestrian and recreational opportunities while maintaining the environment and ecosystem. The Town should continue to partner with GCWS#1 and enhance the trails around the perimeter of the ponds in addition to adding amenity improvements to the site, such as shade structures, picnic tables, benches, trash receptacles, restroom facilities an additional bridge crossing to the Fraser River Trail and expanding the parking facilities. This effort would provide long term benefits to an open space and trail corridor of which the centerpiece is the Fraser River.

Recommendation: The Town should continue to budget for annual repairs and maintenance costs, including noxious weed management for the Fraser River Trail.



GCWS#1 Leased Property

Recommendation: The Town has entered into a Memorandum of Understanding with HTA to memorialize the terms of agreement for the Volunteer Winter Grooming Program on the Fraser River Trail. The Town and HTA should continue this partnership as both entities share the common goal of creating and sustaining the public system of networked trails and access for all appropriate recreation users.

Winter Park & Fraser Community Trails Plan

RENDEZVOUS TRAILS

Rendezvous is a 444 acre Planned Development, Koelbel Mountain Community, on the east side of US 40 in the Town of Fraser. The developer has constructed and signed many miles of primarily single track trails throughout the development. The trails will be conveyed to the Town of Fraser for ownership and maintenance in the future. Most of these trails are interconnected and connect to the



Idlewild Trail System via Meadow Trail. The Bench Trail currently dead ends north of Bridger Trace.

Recommendation: The Town should acquire necessary trail easements through private property to connect the Bench Trail to the Winter Park Ranch Subdivision and the existing trails in USFS.

Recommendation: The Town should enhance the existing parking area off Rendezvous Road at the Fraser River Trail and explore the possibility of creating additional parking and trail access throughout the Rendezvous property.

Fraser River Trail at Rendezvous Road

The Town should add a marked crosswalk on Rendezvous Road in the vicinity of Mountain Man Park to the parking area for the Fraser River Trail.

Recommendation: When the trails are dedicated to Fraser, the Town should explore partnering with HTA to participate in the Adopt-A-Trail Program for assistance in the maintenance of these single track trails in the Rendezvous development. We would welcome the opportunity to have HTA provide resources, leadership, management and supervision for all necessary trail maintenance.

The Town of Fraser is working with CDOT and adjacent property owners on the installation of two additional traffic signals at the south end of Town. These improvements will also include two additional marked pedestrian crosswalks at each traffic signal.

Recommendation: The Town will need to ensure that there is pedestrian connectivity from each of these new marked pedestrian crosswalks to the Fraser River Trail and Winter Park to Fraser Trail.



Meadow Trail

PLANNING AREA - FRASER

(WEST OF HIGHWAY 40)

FRASER TO GRANBY TRAIL

The Fraser to Granby Trail is a 16.8-mile natural surface, non-motorized, multi-use trail stretching from Koppers Park in Fraser to Kaibab Park in Granby. Koppers Park is located at the north end of Fraser on Park Ave, just north of the Amtrak station between the railroad ROW and US 40. Koppers Park provides trash receptacles, a picnic table and limited trailhead parking. Head north from Koppers Park over the Peterson bridge and you are on your way to Granby!



Fraser to Granby Trail

Recommendation: The Town should continue to budget for additional wayfinding and signage trail elements, such as: directional signage to specific locations, mile markers, trailhead signs with maps and trail information, large maps with 'you are here' markers, and kiosks specifying educational information on trail etiquette, preparedness, risk/hazard warnings and rules of the road, in addition to other trail amenities.

WINTER PARK TO FRASER TRAIL

The Winter Park to Fraser Trail is a ten-foot wide paved trail adjacent to US 40. This trail is well used by locals and visitors alike. The trail was originally constructed in the early 1990s. In 2007, the Fraser portion of the trail was reconstructed and repaved with a four-inch asphalt lift at a cost of approximately \$230,000.00.

Recommendation: The Town should continue to budget for annual repairs and maintenance costs, including noxious weed management for the Fraser to Winter Park paved trail.

Winter Park & Fraser Community Trails Plan

GRAND PARK TRAILS

Grand Park is a 1,310-acre Planned Development on the west side of US 40 in the Town of Fraser. The approved plan for this property includes a vehicular/pedestrian grade-separated railroad crossing in the vicinity of Leland Creek, connecting Grand Park Drive, Old Victory Road and Kings Crossing Road. The developer has constructed and signed many miles of trails throughout the development. The paved trail adjacent to Old Victory Road and the paved trail adjacent to US Hwy 40 are both owned and maintained by the Town of Fraser for the use of the public. There are many trails constructed on the property that are currently private and maintained by the developer.

The Fraser Trails Committee has been working with the developer on proposed locations for new trails and trailhead access points on the Grand Park property.

Recommendation: The Town should partner with HTA to seek grant funding for trail construction in the Grand Park development and secure easements in agreed upon locations for trails as development of Grand Park continues.

Recommendation: The Town should explore other trail connections throughout the Grand Park property including into the USFS as the development of Grand Park progresses.

BYERS PEAK RANCH

Byers Peak Ranch is a 295-acre ranch located south of Mill Avenue, west of the railroad tracks and is bisected by the Fraser Valley Parkway. The owner of this property has been pursuing annexation to the Town of Fraser. At the present time, however, development approvals are being sought in Grand County.

Recommendation: HTA is a review agency for development in unincorporated Grand County. As such, HTA will work together with Grand County to ensure trail easements throughout the property.

COUNTY ROAD 73 (CR73)

County Road 73 is a major portal to the USFS land west of the Town. CR 73 becomes St. Louis Creek Road/Forest Service 160 (FS 160). This road is heavily traveled by mountain bikers. The Givelo Trail is a gravel trail that starts north of Fraser and parallels CR 73, crosses St. Louis Creek and travels adjacent to the John Work Arena Rodeo Grounds. The Givelo Trail ends at the Northwest Passage Trail. The Givelo Trail provides a great alternative to traveling on the gravel surface of CR 73. St. Louis Creek Road/FS 160 is the main access road to Creekside, Flume, and Chainsaw Trails.

Recommendation: The Town should explore trail connections from US 40 to the Givelo Trail. This might be done via bike lanes, sharrows or additional signage.

Recommendation: The Town, in conjunction with HTA and the County, should explore the concept of sharrows on the paved portion of CR 73. While the Givelo Trail provides an alternate route to access the Forest Service lands, on the return to town the bicyclist is usually eager to get back to town, racing downhill on CR 73.

Winter Park & Fraser Community Trails Plan

Recommendation: With the Givelo Trail located so close to the Town of Fraser, the Town should work together with HTA and the Fraser Valley Partnership for Trails (FVPT) to ensure the sustainability of this trail. FVPT serves the interests of all trail users in the Fraser Valley and was instrumental in the construction of the Givelo Trail. Through grant funding, a bear-proof trash can was recently purchased and placed on the Givelo Trail near the Rodeo Arena. The Town of Fraser provides trash removal.

Recommendation: A portion of the historic Byers Peak Ranch property recently transferred ownership. This 440-acre ranch was visited by Ike and has over one mile of St. Louis Creek running through the property. The current owner has expressed interest in providing a trail easement to grant access off CR 73 through the property to connect with Creekside, Flume and Chainsaw Trails. The Town, in conjunction with HTA, should explore an easement for this trail connection.



Givelo Trail

COUNTY ROAD 72 (CR72)

County Road 72 is another major portal to the USFS land west of the Town. CR 72 becomes Elk Creek Road/Forest Service 158 (FS 158). This road is also heavily traveled by mountain bikers. Elk Creek Road/FS 158 is the main access road to Zoom, Sunken Bridges, and Upper Elk Creek/Hump Loop Trails.

Recommendation: The Town should pursue trail easements through private property adjacent to CR 72 and Elk Creek Road/FS 158, to provide an alternative to traveling on the gravel road.



Bear-Proof Trash Can on the Givelo Trail

BICYCLE FRIENDLY COMMUNITIES

The League of American Bicyclists, Bicycle Friendly Community program provides a roadmap, hands-on assistance and recognition for states, communities, universities and businesses. The BFC program is a tool to make bicycling a real transportation and recreation option for all people.

Recommendation: The Towns should consider applying for Bicycle Friendly Community designations. We understand the application process forces applicants to think about all aspects of biking in their community and the League provides feedback from the application process. This could provide a good starting point for the formulation of a bicycle plan for the community and generate political support for the program.



TRAILHEADS

TRAILHEADS – WINTER PARK

The Town of Winter Park will have three trailheads located within its town limits. The trailheads will encourage trail users to park in the downtown area to access trails instead of driving into the National Forest. This in turn will encourage users to explore the downtown after their outing instead of just getting in their car and leaving.

The trailheads will be located at Sitzmark Campground off Telemark Drive, the Gondola Site (across from Town Hall), and at the Public Works Building on US 40. Each of these locations will have restroom facilities, trash receptacles and a trailhead kiosk with a map of the trail system.

TRAILHEADS – FRASER

The Town of Fraser currently has one fully-equipped trailhead facility located within the town limits. This location is at the Headwaters Trail Alliance headquarters at 120 Zerex Street, just north of the traffic light at US 40 and CR 804. This location has public parking, restroom facilities, water, trash receptacles and a bike wash station. The Town plans to construct a trailhead kiosk with a map of the trail system in the near future.

There are also trailhead parking, restroom facilities, water and trash receptacles available at the Grand Park Community Recreation Center located at 1 Main Street just off US 40. This facility is owned and operated by the Fraser Valley Metropolitan Recreation District (FVMRD) and offers a central location to park your vehicle and jump on your bike and ride/hike off into the forest.

The Cozens Ranch Museum is another option for a trailhead parking area. This is the site of the first ranch and stage stop in the Fraser Valley and is listed on the National Register of Historic Places. The original 1876 house has been beautifully restored and is open to the public. There is limited parking available and access to restrooms. The museum is located at 77849 US 40 across from the Grand Park Community Recreation Center. This location provides easy access to the Fraser River Trail and Rendezvous Trail System.

Winter Park & Fraser Community Trails Plan

There are several other trailheads in Fraser that offer limited parking and trash receptacles. Three primitive trailheads are located along the Fraser River Trail on Rendezvous Road, CR 8 and adjacent to the Cozens Ranch Open Space on the property owned by GCW&S.

There are also limited parking and restroom facilities adjacent to the Safeway parking lot behind the Fraser Marketplace building. In addition, there is limited parking, trash receptacles and a picnic table located at Koppers Park which is located on Park Ave, just north of the Amtrak station between the railroad ROW and US 40.

Another fully-equipped trailhead facility is located just north of Fraser at the Fraser Valley Sport Complex. This 40-acre park is also owned and operated by the FVMRD and is located on the west side of US 40 at County Road 5.

In the future, the Town hopes to partner with the developer to provide a fully-equipped trailhead facility located at The Village at Grand Park.

The Town of Fraser should work on providing additional amenities at the primitive trailhead locations, including consistent trailhead kiosks with a map of the trail system.

TRAIL SIGNAGE

Trail signage is an integral part of a successful trail system. The Towns of Winter Park and Fraser, in cooperation with Headwaters Trails Alliance, have developed a sign plan for both Towns. The signage will consist of trailhead kiosks, trailhead signs, and directional signage. The combination of these signs will guide pedestrians and mountain bikers to the trails located in both Towns and in the National Forest. The sign template can be found in the Grand County Trails Master Plan.



TRAIL STANDARDS

A variety of trail designs are proposed for the Towns trail system. These standards are intended to vary according to the anticipated amount of use; type of user, and type of area the trail is located in. In some instances, variations on these standards may be necessary due to topography or financial constraints. Five types of trails have been identified – Sidewalks, Bike Lanes, Major Trails, Neighborhood Trails, Singletrack Trails

- Sidewalks (within the Town of Winter Park) – along major roads
 - Width – Refer to the Standards and Specifications for Design and Construction, 2012 Edition
 - Surface – Refer to the Standards and Specifications for Design and Construction, 2012 Edition
 - Grade - Refer to the Standards and Specifications for Design and Construction, 2012 Edition
- Major Trails (i.e. Fraser River Trail)
 - Width – 8 foot – 10 foot
 - Surface – Gravel / Asphalt
 - Grade – 8% Maximum, 5% over sustained distance
- Neighborhood Trails (i.e. Leland Creek Trail / Alpine Trail)
 - Width – 5 foot
 - Surface – Gravel
 - Grade – 15% maximum, 10% over sustained distance
- Singletrack Trails (i.e. Akima's Way)
 - Refer to the International Mountain Biking Association Standards
- Town of Fraser Pedestrian Facilities
 - Refer to the Town of Fraser Design Criteria and Construction Standards

The Grand County Trails Master Plan, developed by Headwaters Trails Alliance has additional trail standards to use as a reference.

CONCLUSION

Both Winter Park and Fraser recognize that trails are an important economic and community amenity. Through this trails plan, the Towns are positioning themselves to help create high quality, cost-effective sustainable and integrated trail system in the Fraser Valley with the goal of providing additional recreational opportunities that also have an economic benefit to the community.

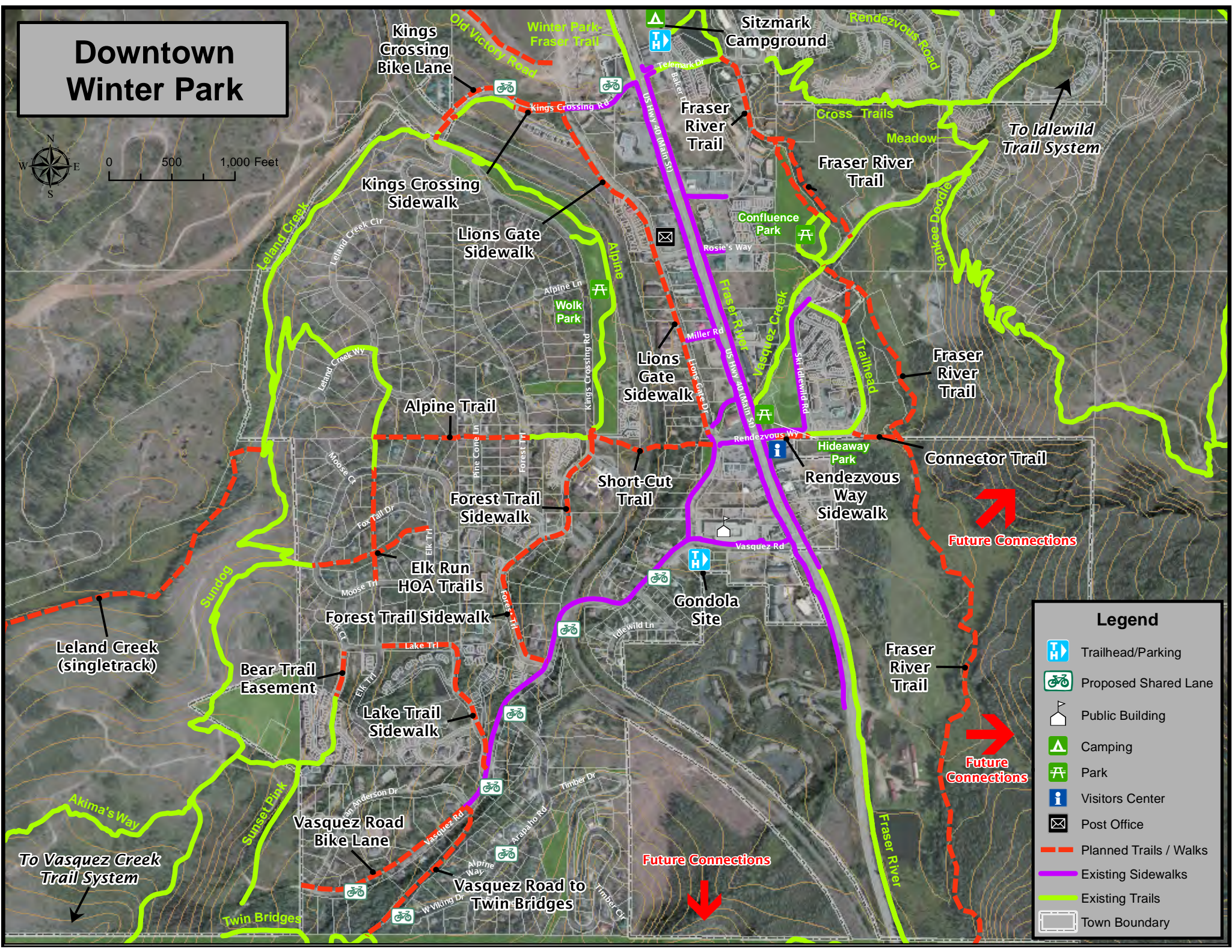
As Fraser Valley Partnership for Trails stated on their Duckie Race brochure, "Trails bring together people of all ages and athletic abilities and provide safe and economical transportation for our kids as well as commuters and recreational users. Only by working together can we preserve and improve our trail system."



Downtown Winter Park

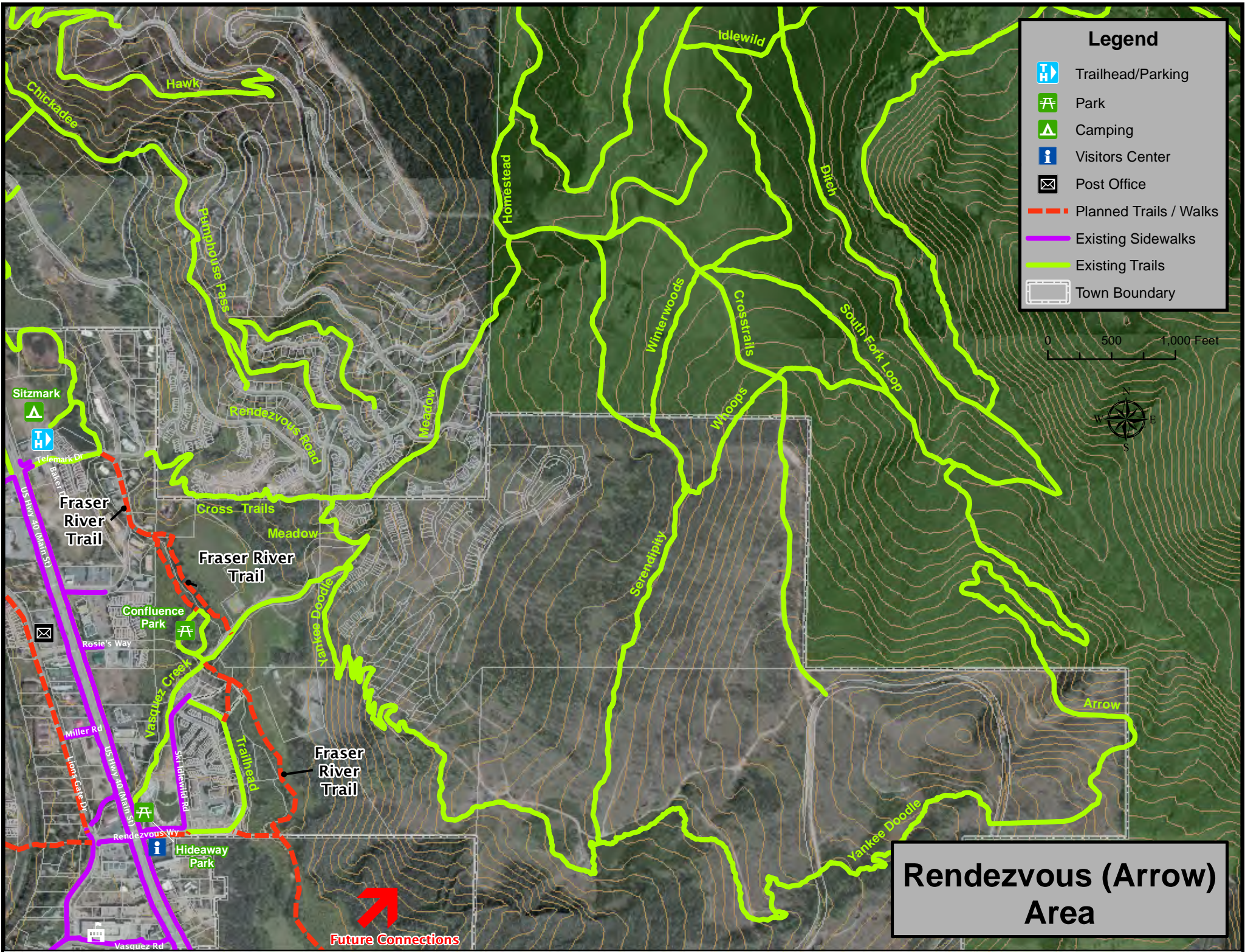


0 500 1,000 Feet



Legend

- Trailhead/Parking
- Proposed Shared Lane
- Public Building
- Camping
- Park
- Visitors Center
- Post Office
- Planned Trails / Walks
- Existing Sidewalks
- Existing Trails
- Town Boundary



**Rendezvous (Arrow)
Area**

Old Town North Winter Park



Legend



Trailhead/Parking



Planned Trails / Walks



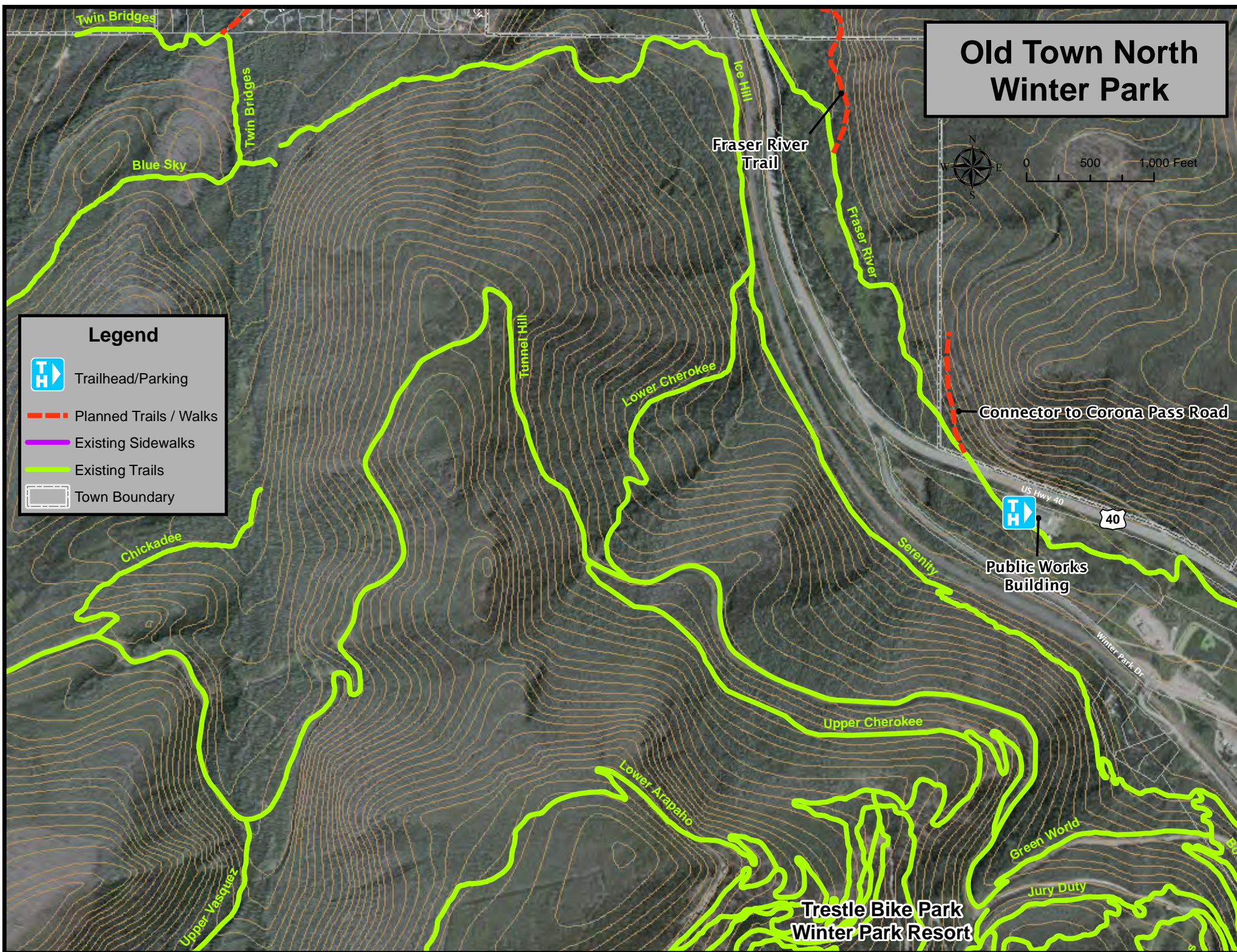
Existing Sidewalks



Existing Trails



Town Boundary



Old Town South Winter Park



Trestle Bike Park
Winter Park Resort

Fraser River Trail
(connection to Jim Creek)

P

Hiking Only,
No downhill bikes

40

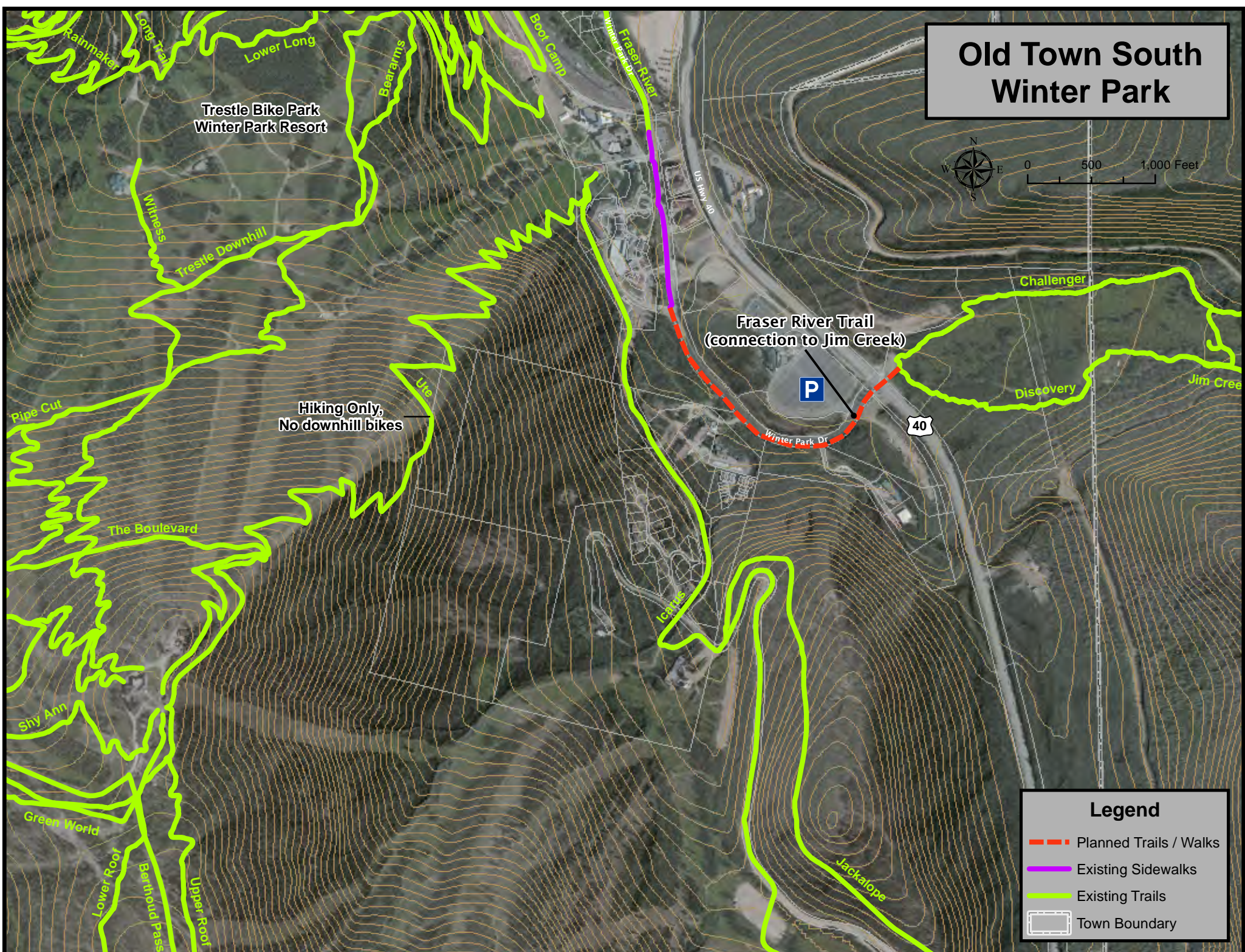
Challenger

Discovery

Jim Cree

Legend

- Planned Trails / Walks
- Existing Sidewalks
- Existing Trails
- Town Boundary



Rendezvous/Grand Park Fraser

