

CHAPTER III: TRAILS



TRAILS

Introduction

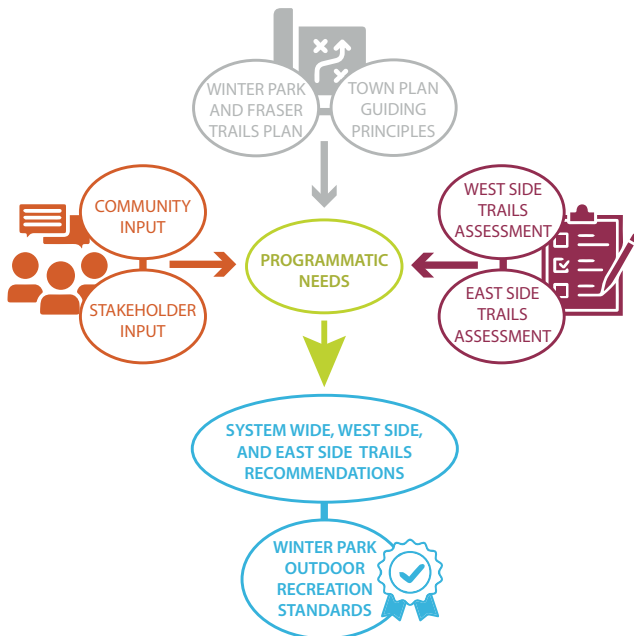
Trails for traveling mountain passes have been part of the framework of Fraser Valley since its early inhabitation by the Ute, Arapaho, and Cheyenne native nations in the 16th and 17th century. Following the establishment of the railroad in Grand County, trails and trail roads became essential for connecting these mountain communities to one another. While many of the established trails and trail roads have since grown into the paved road network that makes up the Town of Winter Park (the Town), trails have remained essential for connecting the community and accessing regional mountain peaks, passes, and waterways.

The purpose of the Trails section of this report is to take a broad look at the Town’s existing trail network, provide inventory and analysis of the network, assess needs and opportunities identified by Town staff and larger community, and provide recommendations guiding improvements and future development. These recommendations aid Town staff in decision-making.

Existing Trail Standards

In 2014, the Towns of Winter Park and Fraser joined the Headwaters Trails Alliance (HTA) in developing the *Winter Park and Fraser Trails Plan* — a regional non-motorized community trail plan and set of standards for the Towns' interconnected trail system. Many of the trails continue to follow these standards and are maintained by HTA.

The consultant team has evaluated the *Winter Park and Fraser Trails Plan (2014)* and incorporated the relevant framework into this chapter as well as **Chapter VI: Outdoor Recreation Standards**.



PART III TRAILS FRAMEWORK

- Winter Park and Fraser Trails Plan
- Town Plan Guiding Principles
- Community Input
- Stakeholder Input
- Programmatic Needs
- West Side Trails Assessment
- East Side Trails Assessment
- System Wide Recommendations
- West Side Recommendations
- East Side Recommendations
- See Part VI Winter Park Outdoor Standards

FIGURE 3–1. This chapter is organized using the following visual structure. Color guides on each page indicate if that page corresponds to either Guiding Principles, Community/ Stakeholder Input, Assessments, or Recommendations.

Winter Park and Fraser Trails Plan

The *Winter Park and Fraser Trails Plan (2014)* outlined the planning areas for trails between the west and east side of Highway 40. This regional plan intentionally assessed trails beyond the Towns of Winter Park and Fraser, anticipating future growth and development for each town's boundaries.

This planning approach works for regional connectivity; however, the plan is based on assessments conducted over a decade ago. The conditions of the trails have changed since 2014. Some of the changes have been implemented whereas other recommendations no longer are feasible or appropriate. A few trail connections are in the planning stages and are noted in the assessment sections. The Town would like to build upon the framework of this plan to better understand the sections of trails they are responsible for maintaining and help prioritize improvements.

The consultant team has reviewed the conditions and recommendations for existing and planned trails outlined in the *Winter Park and Fraser Trails Plan (2014)* and incorporated these recommendations where feasible.

Trails Overview

This report uses the *Winter Park and Fraser Trails Plan (2014)* as a foundation for its assessment and recommendations. For continuity, it retains the same planning areas for Winter Park trails West and East of Highway 40 (US 40). The highway acts as a clear separation and barrier between both sides of Town. These trails are outlined below.

In addition to reviewing existing trails, this report reviews the feasibility of the planned trails outlined in the *Winter Park and Fraser Trails Plan (2014)* and uses the same names indicated in this plan. These trails are assessed in the recommendations section of each planning area. Trails sections entirely outside the town's existing or proposed boundary were not evaluated.

Additionally, this report evaluates the trail system holistically in relation to the Town's parks and open space. Select locations within the trail system have been identified for trail improvements, sidewalk connections, trailheads, and parking that were not previously evaluated in the *Winter Park and Fraser Trails Plan (2014)*.

Existing West Side Trails

- ▶ Alpine Trail
- ▶ Leland Creek Trail
- ▶ Sundog Trail
- ▶ Akima's Way
- ▶ Razzmatazz
- ▶ Sunset Pink

Existing East Side Trails

- ▶ Fraser River Trail
- ▶ Vasquez Creek Trail
- ▶ Trailhead Lodge Trail
- ▶ Yankee Doodle Trail
- ▶ Meadow Trail
- ▶ Crosstrails
- ▶ Serendipity Trail
- ▶ Arrow Trail
- ▶ Whoops
- ▶ Depot Trail

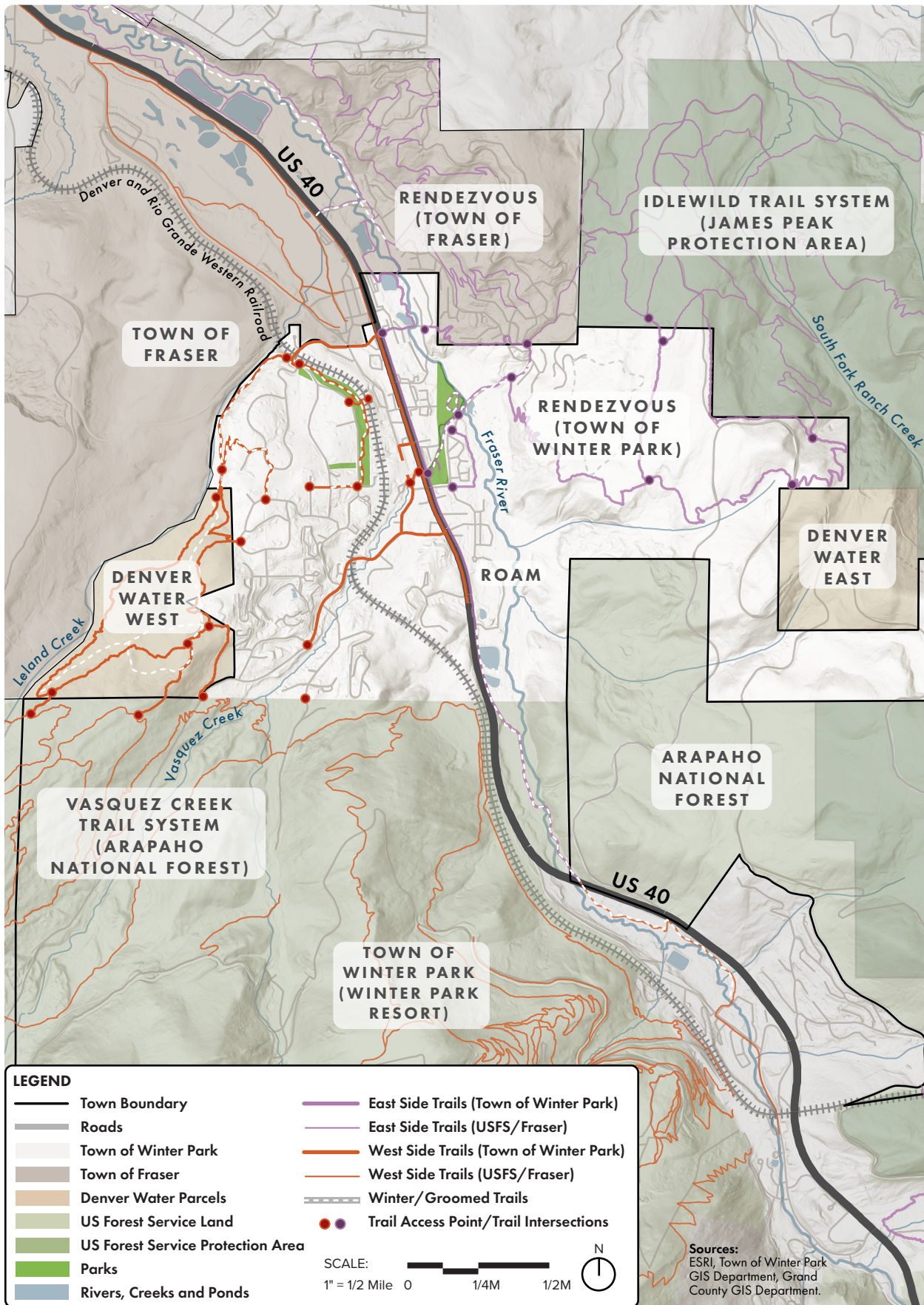


FIGURE 3-2. Town of Winter Park Existing Trails Vicinity Map

	Strategy	Vision Statement
Character and Culture	CC 1.5	Strengthen the sense of connection between Downtown and The Resort.
	CC 2.9	Build on Winter Park’s designations as “Mountain Bike Capital USA” and Colorado’s “Top Adventure Town” as a way to attract growth that supports our recreational heritage.
Global and Local Community	CO 1.2	Provide enhanced connections between the Resort and Downtown such as a ski back trail, a direct gondola, and circulator bus routes.
	CO 1.5	Initiate a comprehensive signage program to provide intuitive wayfinding throughout Town.
	CO 3.11	Provide a bicycle system that offers both recreational and in-town connectivity and accommodates all levels of riders.
	CO 3.13	Complete the Fraser River Trail to ensure it functions as the primary north-south bicycle corridor.
World-Class Outdoor Recreation	OR 1.1	Integrate dedicated recreation paths throughout the Town into a comprehensive regional network.
	OR 1.3	Design roadways with hikers and cyclists in mind, with particular attention to posted speeds, width, and other pedestrian/cyclist awareness measures.
	OR 1.4	Maintain trailhead and forest access points and easements within and through residential and commercial developments. This access can be as simple as signage and a hiker/biker/horse width easement.
	OR 1.5	Manage trailhead parking to mitigate impacts to the environment and to residents.
	OR 2.1	Develop recreational opportunities suited to short, daily activities.
	OR 2.2	Maintain winter connectivity and access to all recreational trails including the Fraser River Trail.
	OR 2.6	Collaborate with public, private, and non-profit entities to increase recreation opportunities for everyone.
	OR 3.5	Work to establish and reestablish clear trail and backcountry connections between Winter Park and other communities.
Healthy and Thriving Environment	OR 3.7	Examine regional solutions when responding to evolving recreational preferences and opportunities (e.g. determining where a facility would fit best)
	EN 1.1	Protect and increase physical and visual access to waterways within and around the Town.
	EN 1.4	Strengthen the Fraser River and its associated floodplain as a recreational and economic amenity while preserving the riparian habitat.
	EN 1.5	Protect the viability of natural wetlands and watercourses as a key component of our natural and built environments.
	EN 1.8	Extend trails and create additional linkages, as appropriate, to link to waterways such as the Fraser River.
	EN 2.2	Design trail routes to minimize ecological impacts while enhancing access and recreation.
	EN 2.3	Protect the integrity of significant wildlife habitat and movement corridors.
	EN 2.4	Foster alliances and partnerships with organizations that are working toward a healthy & thriving environment.
EN 2.5	Promote education & understanding of public lands through appropriate recreational activities, formal and non-formal education, and interpretive programs.	

Town Plan Guiding Principles

This Trails section builds upon the strategies outlined in the *Imagine Winter Park Town Plan (2019)* and uses these as guiding principles for the trails system.

Culture

- ▶ Provide high-quality trails that the Town is proud to share with its residents and larger community.
- ▶ Foster a sense of trail etiquette where all users partake in stewardship of the trails and assist in encouraging others to do the same so all users can enjoy recreating.

Connectivity

- ▶ Develop an interconnected system of parks, trails and open space.
- ▶ Incorporate trails that connect users to Fraser, Winter Park Resort, US Forest Service, and the Denver Water parcels.
- ▶ Incorporate a set of trail standards and wayfinding that make the Town system feel comprehensive and accessible to all users.

Recreation

- ▶ Maintain and provide access to world-class trails. Provide quality trailheads complete with wayfinding signage, parking, and restrooms, where feasible.
- ▶ Coordinate with the community, stakeholders, and neighboring towns to identify and prioritize new trail connections and foster stewardship of the existing and future trails system.

Environment

- ▶ Preserve existing trail corridors and avoid aligning trails through developed residential areas.
- ▶ Avoid aligning trails through prime wildlife habitat and sensitive natural areas.
- ▶ Utilize sustainable trail design methods when building new trails. Partner with a professional trail design consultant when developing new alignments.

FIGURE 3-3. The strategies above from the *Imagine Winter Park Town Plan (2019)* relate directly to the principles that guide the Trails section of this report.

Community Input

Community input on this section of the master plan was gathered through in-person and online engagement. In the Summer of 2024, the Town and the consultant team held two community pop-up events during High-Note Thursdays at Hideaway Park to engage the public on the trails. A series of boards presented information on existing trails system. Members of the public participated in activities that allowed them to provide comments on what they liked about the trails system and where they wanted to see improvements. Town staff and the consultant team answered questions, discussed issues, and guided the public to the online survey. This survey was available from June to September 2024. Over 100 participants engaged with the consultant team during the two High-Note Thursday events and 173 individuals shared comments via the online survey.

Key takeaways from community input are located on the following pages.

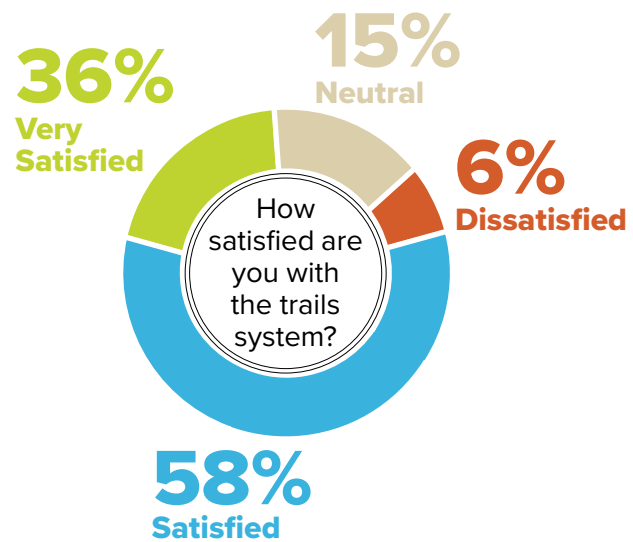


FIGURE 3-4. Participants pinned locations where they would like to see trail and trailhead improvements.

Key Takeaways on the Overall Trail System

- ▶ Keep the natural experience along trails and limit conflicts with vehicles and opposing uses;
- ▶ Respondents felt there was a lack of connectivity between trails. They felt trails with similar uses (MTB to MTB, hiking to hiking, etc.) should be signed appropriately and have clear connections;
- ▶ Opinions on motorized use on trails varied. Few responses indicated a desire for eBikes, snowmobiles, or dirt bikes use on public trails. If developed, motorized trails should be a designated use and signed appropriately to avoid potential conflicts with other users;
- ▶ Respondents noted conflicts with different user groups were common and that trail courtesy should be encouraged and trails should be signed for allowable uses;
- ▶ Respondents noted the trail system lacked clear, consistent signage at trailheads and intersections;
- ▶ Respondents would like to see more consistently groomed winter use trails and expressed a desire for a groomed ski back trail;
- ▶ Respondents bike, walk, or drive to trailheads, further supporting the need for clearly delineated trailheads with signage and parking for bikes and vehicles;
- ▶ Respondents desire better neighborhood connections on the east and west side to limit vehicle dependency.



Yankee Doodle Trail

"Loss of Connectivity due to Development"

Fraser River Trail

"Need a bypass trail to avoid traveling along US 40!"

Serendipity Trail

"Love to hike and bike Serendipity!"



Leland Creek

"Great Accessibility in Town!"

Razzmatazz

"Great Technical! SO FUN!"

Akima's Way

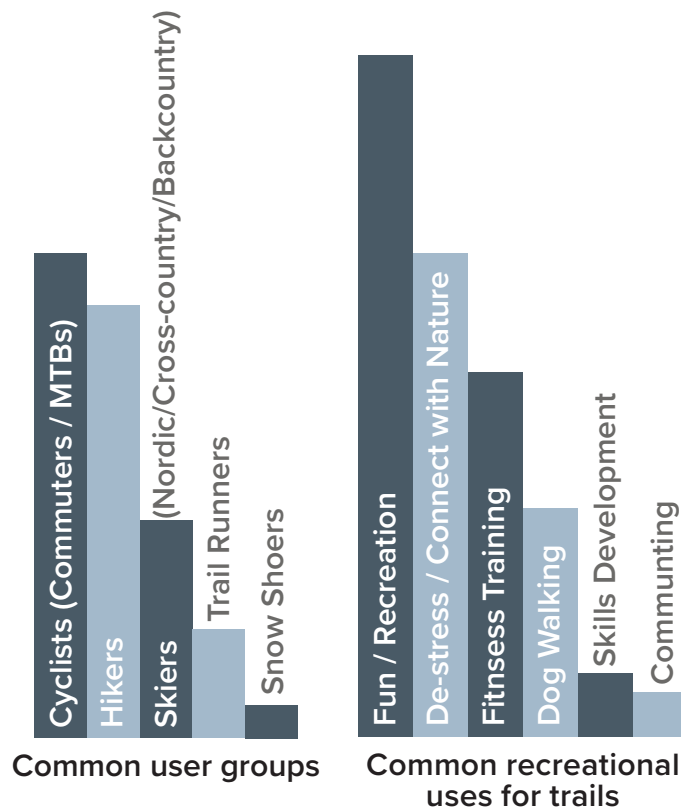
"Great Connector!"

Key Takeaways on Existing West Side Trails:

- ▶ Leland Creek can be hard to hike when there are numerous blind curves and high MTB bike activity;
- ▶ Respondents wish to see limited development of the Denver Water West parcel to provide a scenic biking experience;
- ▶ Consider repurposing old logging roads at the Denver Water West parcel for the addition of more technical trails like Razzmatazz;
- ▶ Consider implementing more MTB trails in Denver Water West parcel that cater to varying levels of experience including beginner and more technical trails.

Key Takeaways on Existing East Side Trails:

- ▶ A bypass is needed for the Fraser River Trail through the Roam Community and north through Fraser to avoid pedestrian, biker, and vehicular conflicts along US 40;
- ▶ Development has disrupted access and parking to trails on the east side and negatively impacted the trail experience in certain areas;
- ▶ The east side lacks parking opportunities to access trails;
- ▶ Trails are inconsistently marked and difficult to locate;
- ▶ Respondents wished to see improved parking and access for trail access to Confluence Park.



Issues that negatively affect user experience:

1. Trail Capacity / Crowding
2. Wayfinding / Signage Issues
3. Mountain bike / Hiker conflicts
4. Mountain bike / E-bike conflicts
5. Poor trail conditions
6. Off-leash Dog conflicts
7. Highway and Road crossings
8. Challenging Terrain

Stakeholder Input

The Town and consultant team identified stakeholders who have an overlapping interest in trails within the Town's boundary. Stakeholders include Winter Park and Fraser Chamber, Winter Park Resort, Headwaters Trails Alliance, Fraser Valley Mountain Bike Coalition (FVMTB), and the US Forest Service. Stakeholders were interviewed to determine potential partnerships to meet community needs. Notable partnerships and goals for each stakeholder are examined and presented on the following pages.



Winter Park and Fraser Chamber

On-going Projects:

- ▶ The Chamber is developing a proposal for a Wayfinding Plan for the region (Winter Park, Fraser, and the Resort) to address connectivity and signage issues.

Partnership Opportunities and Goals:

- ▶ The Chamber would like to see improved connectivity and signage to help orient visitors to recreational opportunities and to avoid visitor parking within residential neighborhoods.



Winter Park Resort

On-going Projects:

- ▶ The Resort has developed master plans to improve summer and winter operations and recreational opportunities within the US Forest Service Permit Area.

Partnership Opportunities and Goals:

- ▶ The Resort would like to see improved connectivity of the Fraser River Trail to its base area;
- ▶ The Resort would like to expand Trestles Bike Park and trail opportunities to the north of the permit area;
- ▶ The Resort would like to see the proposed Town gondola and ski back trail incorporated into the trails master plan.



Headwaters Trails Alliance (HTA)

On-going Projects:

- ▶ Continued stewardship of the trails in Winter Park and other municipalities in Grand County through trail construction and improvement projects;
- ▶ HTA has been coordinating the Trail Smart Sizing Project — a project that promotes sustainable trail design, connecting trail systems, and protecting sensitive wildlife/habitats.

Partnership Opportunities and Goals:

- ▶ HTA assisted with expanding the parking areas at Vasquez and Arapahoe Roads with the US Forest Service. They agree that these parking areas could be expanded to accommodate users; however, this would need to be coordinated with US Forest Service and NEPA (National Environmental Policy Act);
- ▶ HTA would like moose and other wildlife habitat to be considered when developing or recommending any further trail development;
- ▶ HTA would like to see the trails master plan address connectivity, parking, and signage issues. They feel the master plan should address limiting "relocatable easements" as development increases in the Fraser Valley;
- ▶ HTA would like to see the master plan address winter trail use and grooming through its standards.

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Fraser Valley Mountain Bike Coalition (FVMTB)

On-going Projects:

- ▶ FVMTB is focused on improving and developing more MTB trail opportunities within the Fraser Valley. They currently assist with trail maintenance within the Town and hold "Dig Days" to maintain the trails.

Partnership Opportunities and Goals:

- ▶ FVMTB has expressed interest in developing more modern-progressive trails. They would like to see more trails developed in the Denver Water West parcel and they hope the Town can acquire it for more trails development;
- ▶ FVMTB would like to see additional parking access near Town Hall, Vasquez Road, and on the east side of Town;
- ▶ FVMTB would like to see a bike park or pump track in the Fraser Valley as these are great spaces for community gathering and developing MTB skills.



US Forest Service (USFS)

On-going Projects:

- ▶ The USFS Sulphur Ranger District is working with the Rendezvous developers to plan and develop more trails into US Forest Service lands.

Partnership Opportunities and Goals:

- ▶ The USFS Sulphur Ranger District manages the lands that surrounds most of the Town. They are interested in a continued partnership with the Town and Rendezvous developers to create a safe and sustainable trail system that extends into US Forest Service lands;
- ▶ The US Forest Service would like to see a more formalized pit toilet restrooms at trailheads along the Town boundary to improve sanitation along the trail;
- ▶ The US Forest Service is interested in improving and expanding the trailheads at Vasquez and Arapahoe Roads; however, improvements require NEPA process and Environmental Assessment (EA) to determine their final design and location. At this time, the EA would need to be led by a third-party consultant since the US Forest Service does not have the capacity to undertake this process.

Programmatic Needs

The matrix on the following page identifies opportunities and constraints for existing and future trails. Guidance on how to improve each trail is included in the *Recommendations section of this chapter*. While there are limitations to improving each trail, the Town will be able to meet many of the goals and needs expressed by the community and stakeholders.

For improvements that cannot be achieved by the Town, stakeholders have been identified to assist in improving trail experiences. The Town should actively collaborate and support these endeavors to enhance recreational access throughout the Fraser Valley.

Improved Parking and Trailhead Restrooms

Parking was identified as one of the main inhibitors to trail access. Where feasible, existing parking should be expanded to accommodate additional vehicles and bikes. All new trails should have access to parking. Trailhead parking should accommodate a restroom facility (i.e. pit toilet) where feasible as these facilities promote increased sustainable and sanitary practices along the trail.

Improved Signage

Signage across the trails system is inconsistent. Signage recommendations made in this master plan should be incorporated into the regional *Wayfinding Plan* being developed by the **Winter Park and Fraser Chamber**.

Scenic Protections

This master plan aims to address scenic protections at a system-wide level. The *Winter Park and Fraser Trails Plan (2014)* recommends the implementation of scenic buffers around existing and future trails.

Connector Trails

Although most trails managed by the Town connect to one another, these connections lack consistent signage and trailhead kiosks, making it difficult for users to navigate the system. Future trails should prioritize creating loop alignments that intersect with trailheads.

MTB Trails and Designated Trails

The steep topography and terrain across the Fraser Valley slopes offers great Mountain Bike (MTB) experiences for intermediate and advanced riders; however, these trails present a challenge to beginners.

Community members and (FVMTB) have expressed continued interest in a bike park or pump track as well as more progressive MTB trails. FVMTB has offered to maintain all existing and future MTB trails. *As identified in the Parks Chapter*, The **Town of Fraser** is planning to develop a pump track at Cozens Ranch Open Space, if funding becomes available. Additionally, **Winter Park Resort** currently provides green-rated, beginner routes at Trestles Bike Park for a fee.

Hiker/dog and cyclist conflicts were identified as a persistent issues across the trail system. Some of these conflicts could be reduced through more signage and public education on trails etiquette. The Town should establish trails designated for MTB use only to limit these conflicts.

Accessible Trails

While steep terrain poses a challenge to accessing the outdoors, the Town should prioritize developing trails that provide access to people with disabilities. Accessible trails — including those which adhere to the US Access Board guidelines for Outdoor Recreation Access Routes (ORAR) — should be developed and identified with signage so users can make informed decisions. The Town should consider providing manual, all-terrain wheelchair rentals for visitor use. These wheelchairs operate similar to MTB bikes, allowing users to navigate rocks, snow, and dirt roads. The Town should also consider adapting more existing trails for handcycle use and follow *Adaptive Trail Building Guidelines*.

Groomed Trails

The Town's existing network of winter groomed trails accommodates trails that can be feasibly maintained with available equipment. Future trail alignments and structures should consider the dimensions turning radius, and clearance of grooming equipment. The Town should provide winter groomed trails where feasible. Future groomed trail alignments, such as the ski back trail, should be coordinated with the **Winter Park Resort**.

West Side Trails Program Matrix

	Alpine Trail	Leland Creek Trail	Sundog Trail	Razzmatazz	Akima's Way	Sunset Pink	Neighborhood Trails	Ski Back Trail	Vasquez / Arapahoe Connector	New MTB Trails	
	Existing Trails						Future Trails				
Mileage	0.67 mi	1.1 mi	1.0 mi	1.1 mi	1.0 mi	0.8 mi	TBD*	0.6	1.5 mi*	TBD*	
Surface Type	Crusher Fines	Recycled Asphalt	Native Surface	Native Surface	Native Surface	Native Surface	Crusher Fines Paved	Native Surface	Paved Walk & Bike Lane	Crusher Fines	
Slope	1% to 4%	4% to 6%	5% to 15%	5% to 12%	4% to 12%	5% to 10%	TBD	TBD	TBD	TBD	
Scenic Qualities	Forest	Forest Rivers	Forest	Forest	Forest	Forest	-	Forest	-	Forest	
Co-Land Management	-	-	Denver Water	Denver Water	Denver Water USFS	Denver Water USFS	-	Cooper Creek USFS Resort Permit Area	USFS Resort Permit Area	Denver Water	
Groomed	x	x	Partial	-	Partial	-	-	-	-	-	
MTB Classification	Green	Green	Blue	Blue/Black	Blue	Blue	Green	Blue/Black	Green	TBD	
Ex Parking	at Wolf Park	at Wolf Park	-	at Vasquez Road	at Vasquez Road	at Vasquez Road	-	-	at City Hall and Trailheads	at Vasquez Road	
Ex Trailhead Signage	-	-	-	-	-	-	-	-	x	-	
Ex Connector Trail	-	x	x	x	x	x	x	Future	Future	Future	
Ex Amenities	Restroom	-	-	Wooden/ Built Features	Wooden/ Built Features	-	-	-	Restroom	-	
	New Opportunities										
Improved Parking	x	x	-	-	-	x	-	x	x	x	
Improved Signage	x	x	x	x	x	x	x	x	x	x	
Scenic Protections	x	x	x	x	x	x	x	x	-	x	
Improvements	Improved Connectivity Accessible Trail	Improved Connectivity Accessible Trail	Bike Parking	Designated Use Trail	-	-	Improved Privacy Connector Trail	Groomed Trail Resort Connectivity Connector Trail	Improved Restrooms MTB Access Connector Trail	MTB Trails Connector Trail Designated Use Trail	

*Mileage dependent on final alignment

FIGURE 3-5. Programmatic Needs matrix for existing and proposed trails West of US 40.

East Side Trails Program Matrix

	Fraser River Trail	Vasquez Creek Trail	Trailhead Lodge Trail	Meadow Trail	Whoops Trail	Crosstrails	Yankee Doodle Trail	Serendipity Trail	Arrow Trail	Depot Trail	Porphyry Trail
	Existing Trails										Future
Mileage	6.5 mi	0.45 mi	0.25 mi	0.44 mi	0.4 mi	0.54	2.14 mi	0.64 mi	1.21 mi	0.4 mi	TBD
Surface Type	Crusher Fines Paved	Crusher Fines Paved	Paved	Paved Native Surface	Native Surface	Native Surface	Native Surface	Native Surface	Native Surface	Native Surface	Native Surface Paved
Slope	2% to 11%	1% to 12%	1% to 8%	5% to 14%	4% to 10%	Lower: 7% to 13% Upper: 4% to 9%	Lower: 7% to 12% Upper: 5% to 9%	4% to 10%	6% to 13%	-	-
Scenic Qualities	Forest Rivers Wetlands	Forest Rivers	Forest Rivers Wetlands	Forest	Forest	Forest	Forest	Forest	Forest	Forest	Forest
Co-Land Management	Fraser Roam USFS Resort Permit Area	-	-	Fraser Rendezvous USFS	Rendezvous USFS	Fraser Rendezvous USFS	Rendezvous	Rendezvous USFS	Rendezvous USFS	Rendezvous USFS Denver Water	Roam Rendezvous
Groomed	x	x	x	-	-	-	-	-	-	-	-
MTB Classification	Green	Green	Green	Blue	Black	Lower: Blue Upper: Green/ Blue	Lower: Black Upper: Blue	Blue	Blue / Black	Not Rated	TBD
Ex Parking	at Public Works Parking	In Town	In Town/ Hideaway	In Town/ Hideaway	-	-	Idlewild/ Corona Pass Pull- Out	Corona Pass Pull- Out	-	-	-
Ex Trailhead Signage	x	-	-	-	-	-	-	-	-	-	-
Ex Connector Trail	x	x	-	x	x	x	x	x	x	x	Future
Ex Amenities	Restroom Access	Restroom (Hideaway Park)	-	-	-	-	Parking	-	Parking	Parking	-
	New Opportunities										
Improved Parking	x	-	-	-	-	x	x	-	x	x	x
Improved Signage	x	x	x	x	x	x	x	x	x	x	x
Scenic Protections	x	x	x	x	x	x	x	x	x	x	x
Improvements	New Phased Alignment Improved Water Access	Bike Parking Accessible Trail (partial)	Connector Trail Fraser River Trail Phase II	Restroom at Idlewild Park	-	Restroom at Forest Spur Park	-	Restroom at Forest Spur Park	-	Restroom at Porphyry Park MTB Trail	

*Mileage dependent on final alignment

FIGURE 3-6. Programmatic Needs matrix for existing and proposed trails East of US 40.

Existing Trails Assessment

A combination of narrative text, photographs, matrices and diagrams convey the existing condition of each trail. The Town's trails system was inventoried through field assessment and a drone survey completed in Summer 2023 and 2024. These field assessments were followed up with community engagement (*see Community Input section*) and meetings with the Town's staff to identify additional issues and needs.

Each trail was assessed for three criteria: connectivity, signage, and parking. Based on how each trail scored on these criteria, they were assigned an overall rating that was used to inform recommendations. The criteria are described below.




				
Criteria	Description	Good	Fair	Poor
Connectivity	Connectivity emphasizes a trails ability to connect to other trails within the system. An ideal trail system should be well connected and offer multiple routes for varied experiences.	Trail connects to other trails on both ends (or is clearly marked with a defined trailhead). Trail lacks any fragmented sections.	Trail is clearly connected on at least one end and nearly connected on the opposite end	Trail is fragmented or undefined at both ends. Trail is hard to find or indistinguishable from surrounding forest or sidewalks.
Signage	Signage is essential to navigating a trail. An ideal trail system should have clear and consistent signage at trailheads and intersections. Trail signage should establish a hierarchy of importance.	Trail is clearly signed at both ends. Line of sight to trail sign is not obstructed by vegetation or other features. Sign material matches the standard developed by the Town.	Trail is marked with signs only on one end. Signs are obscured by vegetation or hard to find.	Trail signage is nonexistent, marked by paper signage, or damaged.
Parking	Parking is essential to being able to access a trail. An ideal trailhead should have vehicular and bike parking. Parking areas should be clearly defined and not lead to congestion along roads or within neighborhoods.	Trail parking is clearly defined and can accommodate vehicles/bikes. Parking at trailheads is available for at least 3-4 vehicles.	Trail parking is available for 3-4 vehicles but is not well-defined as a public parking area.	Trail parking is not available to access the trail. Current parking is creating congestion within neighborhoods and on roadways.
Overall	Trails that exhibit these three criteria are an essential part of each trail system. A good trail is well-loved by the community and well-utilized. It attracts both locals and visitors and leaves a lasting impression.	Trail is in good, operable condition. Trail is well-connected, possess wayfinding signage, and has desirable parking near trailhead. Trail does not require immediate intervention and only needs routine maintenance.	Trail faces connectivity issues. Wayfinding signage is unclear or inconsistent. If the trail is further neglected, the condition will deteriorate to poor in a few years.	Trail is not navigable in its current state. Wayfinding is non-existent. Repair is required to ensure safe use.

FIGURE 3-7. Criteria for existing trail assessment.

West Side Trails Assessment

Trails on the west side of US 40 include neighborhood access, trails in the Denver Water West parcel, and trails that extend into the Resort/ US Forest Service Permit Area for the Winter Park Resort. The trails in the Denver Water West parcel are of relatively recent construction and are actively used by the Mountain Bike (MTB) community.

Connectivity

- ▶ The west side is composed of moderately dense residential development with limited open space corridors. This limits opportunities for creating new direct connections between trails;
- ▶ The lack of clear signage and physical connections has led to several social trails along and through private property lines;
- ▶ New connections will be limited to developing shared-use paths/ bike lanes along existing roads or establishing easements with property owners. Most of the road right-of-ways lack sidewalk connections;
- ▶ Some existing trails and social trails pass within close proximity to residences without substantial buffers.

Signage

- ▶ Many of the trails are unmarked at key entrances and decision-making points;
- ▶ Existing signage lacks visual consistency (i.e. temporary paper signage);
- ▶ The residential neighborhood is difficult to navigate due to inconsistent signage and along streets.

Parking

- ▶ Outside of Arapahoe and Vasquez Roads, trail access points lack defined parking areas;
- ▶ Due to the lack of trailheads, parking is often located along neighborhood streets where there is no public street parking or along gravel shoulders in the right-of-way.

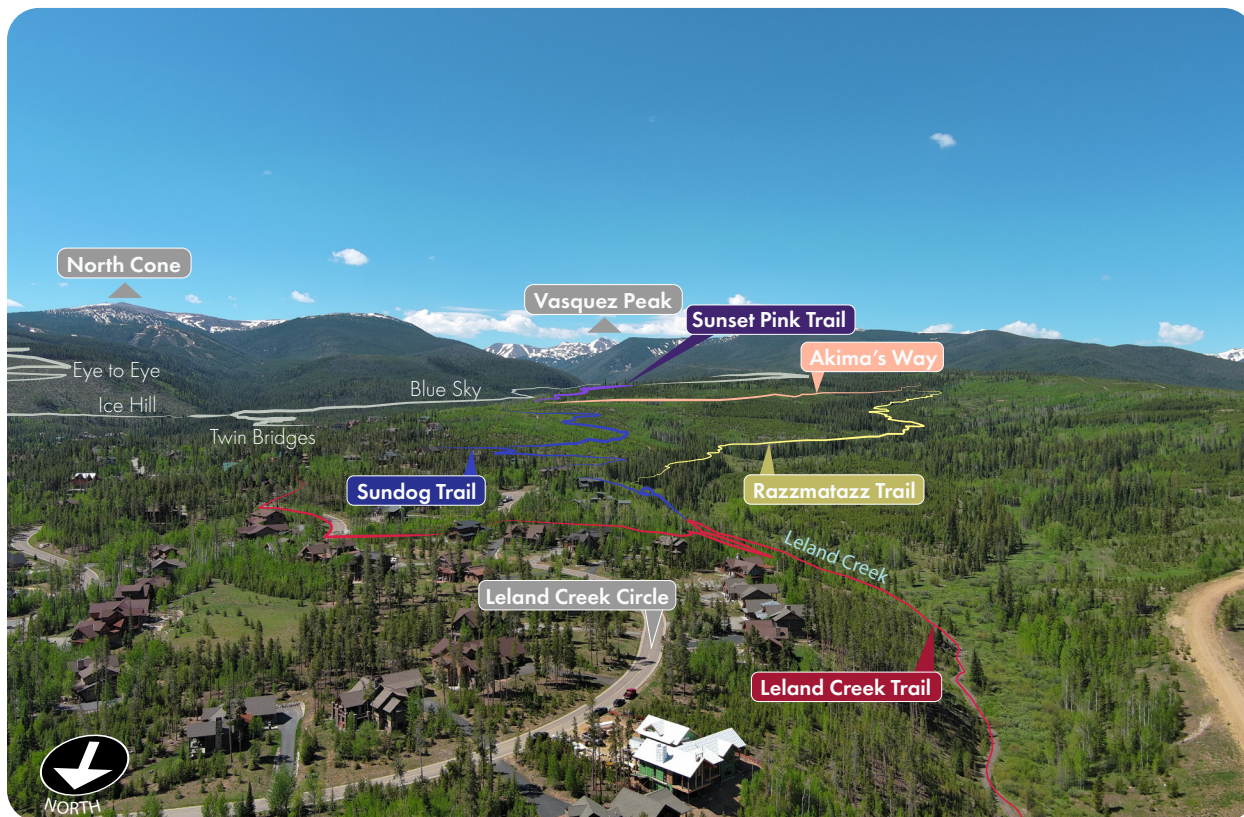


FIGURE 3-8. Trails along the west side of US 40.

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FIGURE 3-9. This HOA trail within the neighborhood passes within 10-feet of a residence without any buffer.



FIGURE 3-10. This access point to the Sundog Trail from Moose Trail is unsigned and features no shoulder parking.



FIGURE 3-11. This section of the Leland Creek Trail passes in close proximity to houses and aligns with a residential driveway. There is no parking at the start of this trailhead.



FIGURE 3-12. Not all the intersections within the Denver Water West parcel are marked with signs making it easier to get lost between the interconnected network on trails and forest roads.



FIGURE 3-13. Across from the outlet of the Alpine Trail is a sign preventing further connection.



FIGURE 3-14. Some existing trails intersect directly with roads that have no shoulder or location for users to walk. They lack any signage or striping that would indicate an adjoining trail to a vehicle. This presents a hazard to both trail users and vehicle operators.

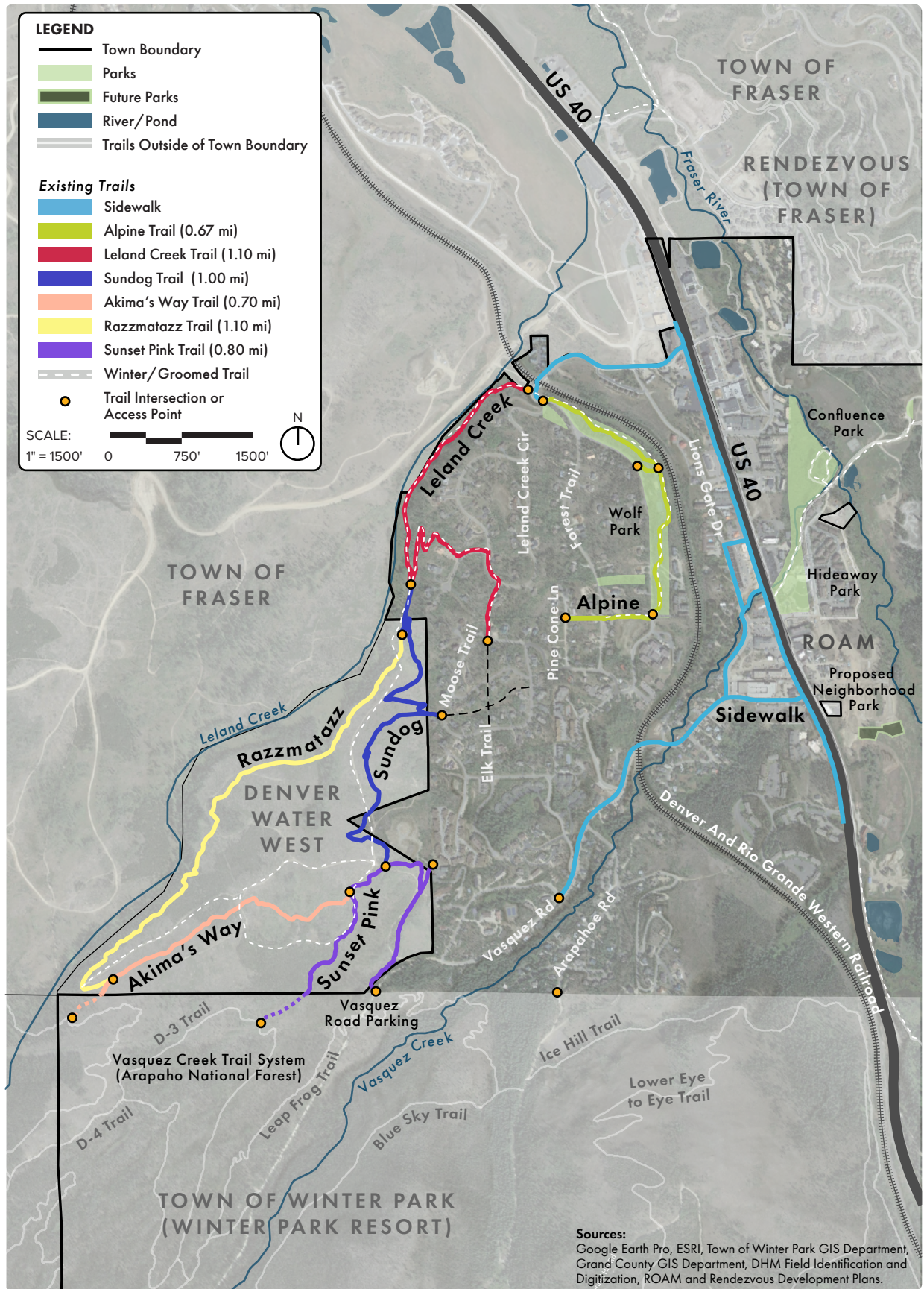



FIGURE 3-15. Existing trails on the west side of US 40.

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The following table provides a brief description and identified issues of trails **West of Highway 40** within the Town boundary.

Trail	Description	Users	Issues	Evaluation
<p>Alpine Trail (0.67 mi)</p> 	<ul style="list-style-type: none"> Trail extends through Wolf Park with three access points along Kings Crossing Road, including one at Wolf Park's parking lot; North end: Trail connects to a sidewalk that extends down the road and across the street from Leland Creek; South end: Trail continues across street to short connector trail that crosses Forest Trail and eventually dead ends at Pine Cone Lane. "No Trespassing" signage at the end of the trail deters further access west. 	<p><u>Summer</u> Hikers</p> <p>MTBs</p> <p>Dogs</p> <p><u>Winter</u> Groomed XC ski</p> <p>Snowshoes</p>	<ul style="list-style-type: none"> Incomplete easements and connections to adjacent trails; Inconsistent width; Unmarked trail crossings at road; Poor/inconsistent signage at Forest Trail and Pine Cone Lane; Minimally buffered between driveways at Forest Trail; Parking at Wolf Park is not ADA accessible. 	<p><u>Connectivity</u> Poor</p> <p><u>Signage</u> Fair</p> <p><u>Parking</u> Fair</p>
<p>Leland Creek Trail (1.1 mi)</p> 	<ul style="list-style-type: none"> The trail extends along the west side of Town through public easements and along Leland Creek to connect to Sundog Trail; North end: Access from Kings Crossing Road at unmarked gravel pull-offs; Town Access: Trail officially begins at Moose Trail down a signed driveway and along a paved road at Leland Creek Circle. Trail transitions to a native surface trail at the Leland Creek Way cul-de-sac. 	<p><u>Summer</u> Hikers</p> <p>MTBs</p> <p>Dogs</p> <p><u>Winter</u> Groomed XC ski trail</p> <p>Snowshoe</p>	<ul style="list-style-type: none"> No defined parking area at north end; Users are parking on unsigned shoulder; Poorly signed along shared Leland Creek Circle with no designated lane for trail users along shared-use road; No defined parking at mid-way access. 	<p><u>Connectivity</u> Fair</p> <p><u>Signage</u> Fair/Poor</p> <p><u>Parking</u> Poor</p>
<p>Sundog Trail (1.0 mi)</p> 	<ul style="list-style-type: none"> Singletrack mountain bike trail located in the Denver Water West parcel with access from Moose Trail; Connects Leland Creek Trail and Sunset Pink Trail. 	<p><u>Summer</u> Hikers</p> <p>MTBs</p> <p>Dogs</p> <p><u>Winter</u> XC ski trail</p> <p>Snowshoe</p>	<ul style="list-style-type: none"> Access at Moose Trail is not signed and does not have designated parking. 	<p><u>Connectivity</u> Fair</p> <p><u>Signage</u> Fair</p> <p><u>Parking</u> Poor</p>
<p>Razzmatazz (1.1 mi)</p> 	<ul style="list-style-type: none"> Designated-use, one-directional mountain bike trail located in the Denver Water West parcel. Extends parallel to Leland Creek; Connects Sundog Trail and Akima's Way. 	<p><u>Summer</u> One-way, Downhill MTBs</p>	<ul style="list-style-type: none"> Select locations in need of additional crusher fines. 	<p><u>Connectivity</u> Good</p> <p><u>Signage</u> Fair</p> <p><u>Parking</u> N/A</p>
<p>Akima's Way (1.0 mi)</p> 	<ul style="list-style-type: none"> Singletrack mountain bike trail located in the Denver Water West parcel; Connects USFS owned/managed MTB Trail and Sunset Pink. 	<p><u>Summer</u> Hikers</p> <p>MTBs</p> <p>Dogs</p> <p><u>Winter</u> XC ski</p> <p>Snowshoes</p>	<ul style="list-style-type: none"> Shaded portion of trail is muddy mid-July; Signage is inconsistent. Can be confusing to orient around forest road network. 	<p><u>Connectivity</u> Good</p> <p><u>Signage</u> Fair</p> <p><u>Parking</u> N/A</p>
<p>Sunset Pink (0.8 mi)</p> 	<ul style="list-style-type: none"> Singletrack mountain bike trail located in the Denver Water West parcel; Access from Vasquez Road and D3 within USFS land. Trail continues through USFS land; Acts as a main access point for many mountain bikers accessing USFS trails on the west side. 	<p><u>Summer</u> Hikers</p> <p>MTBs</p> <p>Dogs</p> <p><u>Winter</u> XC ski</p> <p>Snowshoes</p>	<ul style="list-style-type: none"> Varied width; not a true single-track. Areas of erosion in fall lines Signage is inconsistent. Can be confusing to orient around forest road network, 	<p><u>Connectivity</u> Good</p> <p><u>Signage</u> Fair</p> <p><u>Parking</u> Fair</p>

The following table summarizes the mountain biking conditions of each trail on the **West of Highway 40** within the Town boundary and their connectivity to other routes.

Trail	Type	Grade Change	Rating	Features
Alpine Trail	Gravel Path	1% to 4%	Green (Easy)	-
Leland Creek Trail	Recycled Asphalt	4% to 6% (4' Up, 147' Down)	Green (Easy)	-
Sundog Trail	Singletrack	5% to 15% (0' Up, 217' Down)	Blue (Intermediate)	Flow Boulders Berms Switchbacks
Razzmatazz	Singletrack	5% to 12% (0' Up, 328' Down)	Blue/Black (Intermediate/Difficult)	Downhill Drop/Jumps Flow Wooden/Built Features
Akima's Way	Singletrack	4% to 12% (0' Up, 328' Down)	Blue (Intermediate)	Wooden/Built Features
Sunset Pink	Singletrack	5% to 10% (230' Up, 20' Down)	Blue (Intermediate)	Boulders

Table based off data collected from International Mountain Bicycling Association and the Mountain Biking Project.

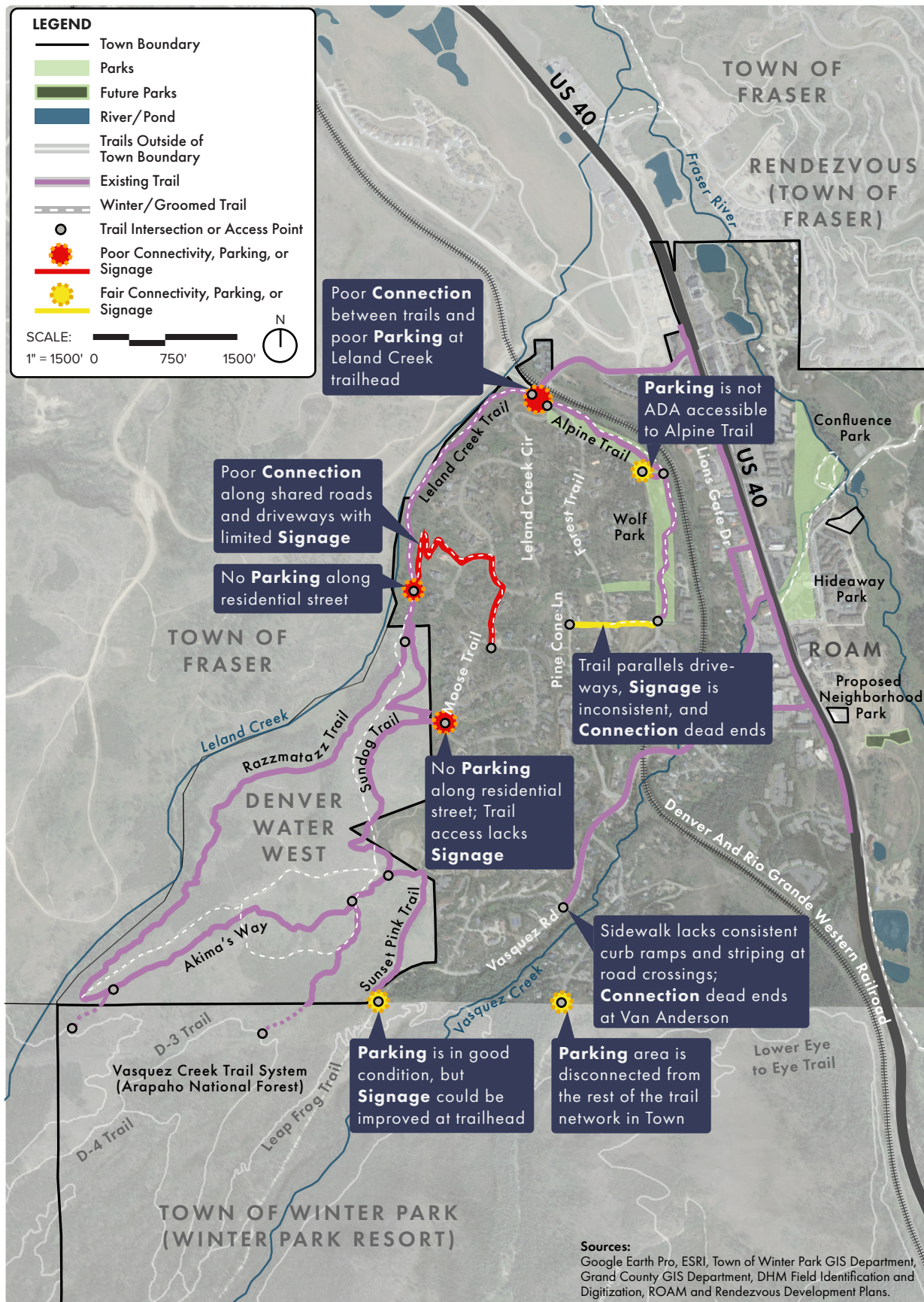


FIGURE 3-16. Analysis of existing trails on the west side of US 40.

East Side Trails Assessment

Trails on the east side of US 40 include neighborhood-use access trails from the Town of Winter Park and the Town of Fraser, trails through existing parks, trails along the Fraser River, and trails within the Rendezvous Trail System.

Connectivity

- ▶ Many of the trails on the east side were developed to coincide with future residential developments and to provide access to US Forest Service lands;
- ▶ Popular trails are in "movable easements" and are subject to future realignments. The forested character of these trails may disappear as these trails are rerouted through new residential developments;
- ▶ Terrain within the Rendezvous Trail System varies with steep descents and sharply rising hillsides. Switchbacks are commonplace to account for terrain variability.

Signage

- ▶ Signage varies from the standard Winter Park sign to paper signs on T-posts to "Rendezvous" signs that make it feel like the user is traveling through a private development;
- ▶ Trail entrances in residential areas are not clearly marked;
- ▶ Apart from trail access signs, Corona Pass Road is poorly signed and lacks a trailhead kiosk, making it easy to get lost among the network of multiple forest roads and trail access points.

Parking

- ▶ Parking for trail access is often improvised on the side of Corona Pass Road or within residential neighborhoods where there is no public street parking;
- ▶ Public parking within town on the east side is limited to Hideaway Park and Cozen's Ranch (Fraser).

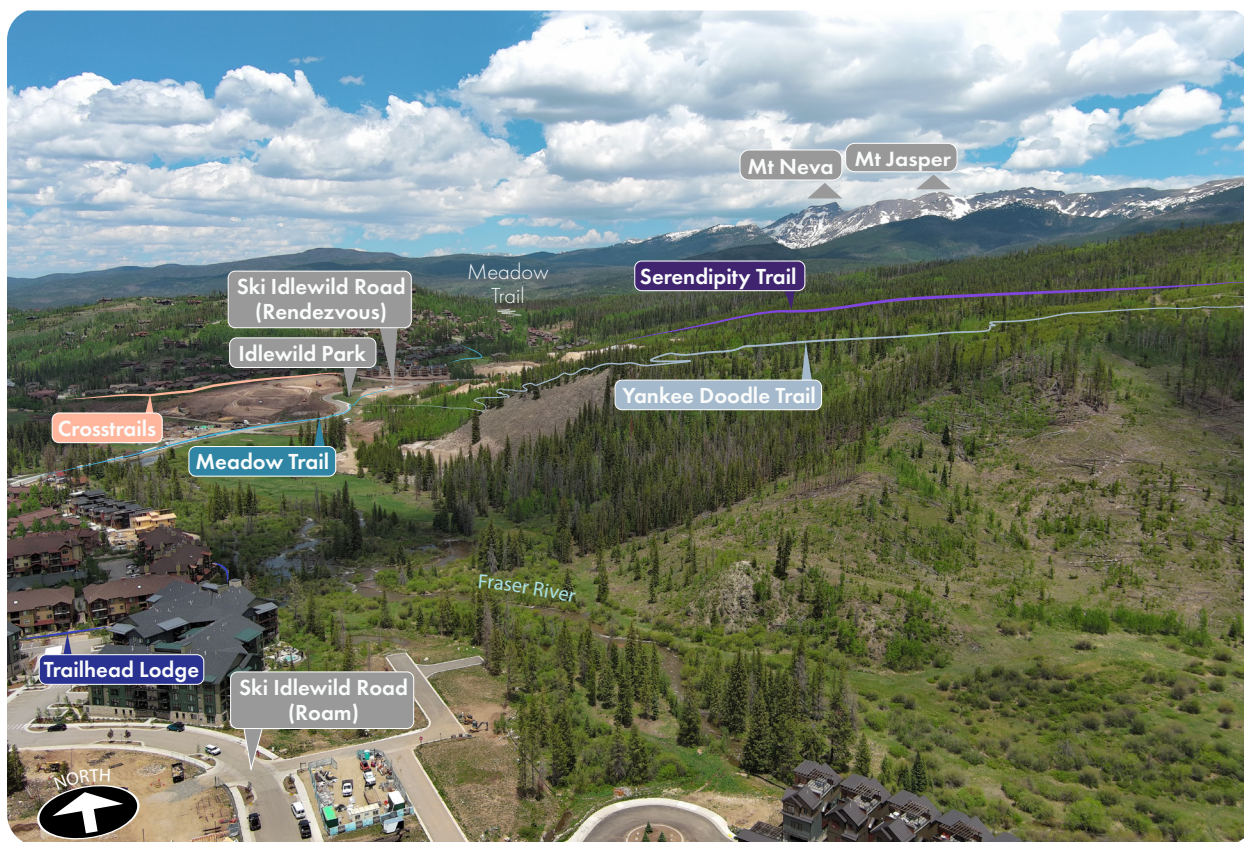


FIGURE 3-17. Trails along the east side of US 40.

TRAILS



FIGURE 3–18. Through Town, the Fraser River Trail persists as an attached sidewalk. This condition is not ideal in the hotter months as the trail has limited tree cover and the ambient heat from the asphalt creates discomfort for pedestrians.



FIGURE 3–19. Recent development is actively changing the character of well-established trails. There is a growing concern within the community that once forested trails will be realigned to abut residences and the trail character will change.



FIGURE 3–20. The most popular trails in the system are groomed in the winter to provide pedestrian access to winter activities including skiing and snowshoeing.



FIGURE 3–21. This access point to Crosstrails is poorly marked and within a private development with no public parking areas. This makes the trail feel private to the users that live here.



FIGURE 3–22. The appearance and information provided on wayfinding is inconsistent across trails in the Rendezvous Community, Winter Park, and Fraser.



FIGURE 3–23. The future Forest Spur Park parcel has both the Arrow Trail and Crosstrails passing through it; however, these routes are not signed and can be disorienting to navigate.

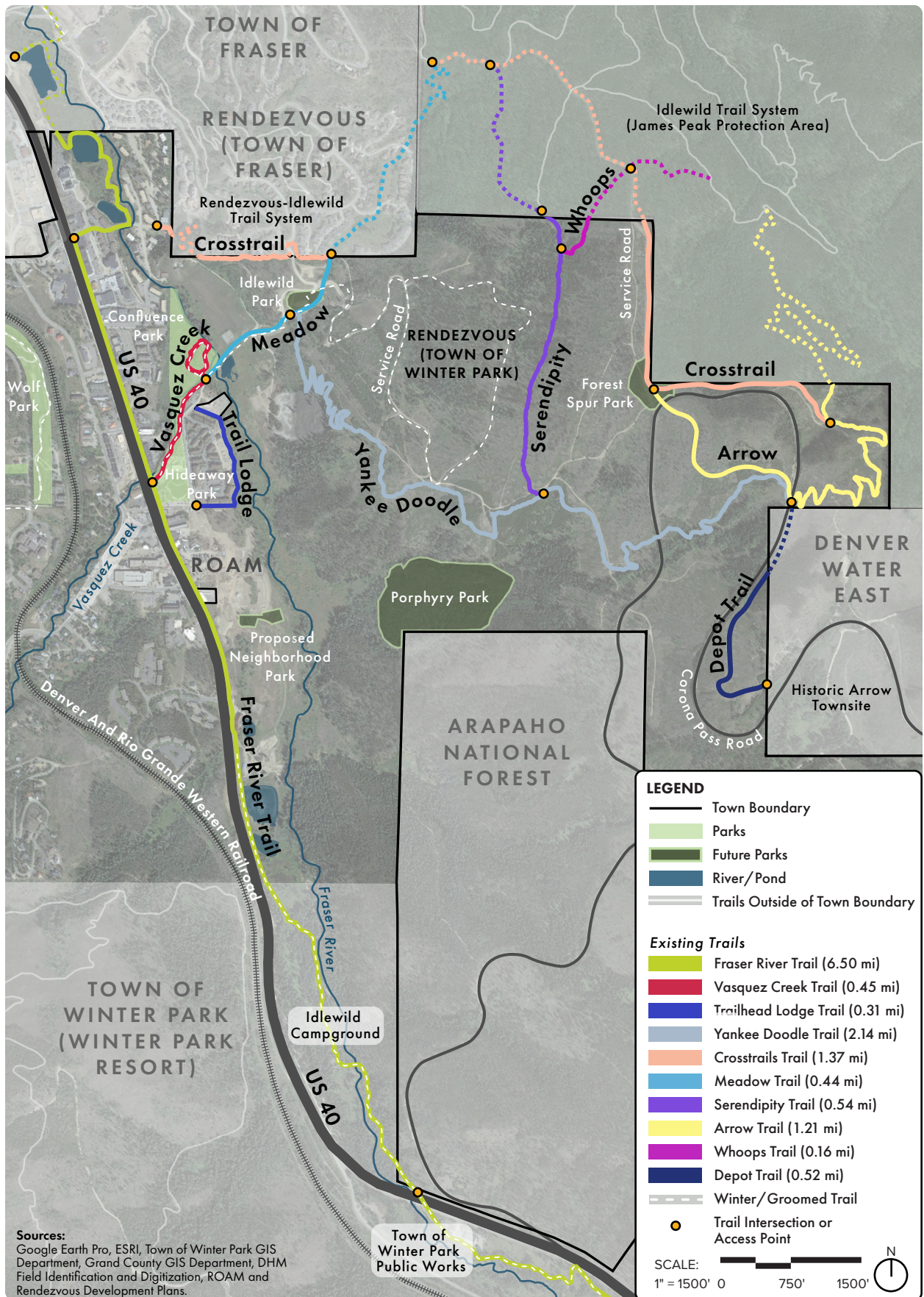












FIGURE 3-24. Trails along the east side of US 40.

The following table provides a brief description and identified issues of trails **East of Highway 40** within the Town boundary.

Trail	Description	Users	Issues	Evaluation
Fraser River Trail (6.5 mi) 	<ul style="list-style-type: none"> Multi-surface trail connecting Winter Park Resort, Town of Winter Park and Town of Fraser; Co-managed with the Town of Fraser; It extends along roads in the Resort area to the Winter Park Public Works building. From here, it passes US 40 via an underpass bridge and extends through Idlewild Campground. Within the Town of Winter Park, it primarily extends along US 40, traveling north into the Town of Fraser. 	Summer Hikers MTBs Dogs Winter Groomed XC ski Snowshoes	<ul style="list-style-type: none"> Trail departs from the Fraser River through Town and loses forested trail character along US 40. Minimal shade cover past Beaver Village Condos; Inconsistent surface type and width. 	<u>Connectivity</u> Fair <u>Signage</u> Fair <u>Parking</u> - Fair
Vasquez Creek Trail (0.45 mi) 	<ul style="list-style-type: none"> Trail extends through Hideaway and ends with a loop trail through Confluence Park; Confluence section includes wood boardwalk and steps; Slated for improvements within Hideaway Park to provide formal creek access and address erosion control; Parking within Hideaway/No designated parking at Confluence. 	Summer Hikers MTBs Dogs Winter Groomed XC ski Snowshoes	<ul style="list-style-type: none"> Inconsistent surface type and width; Erosion within riparian areas along Hideaway Park; Sections of trail within Confluence Park are too narrow for grooming equipment. 	<u>Connectivity</u> Fair <u>Signage</u> Good <u>Parking</u> - Fair
Trailhead Lodge Trail (0.25 mi) 	<ul style="list-style-type: none"> Trail extends along north, east and west sides of Trailhead Lodge Condominiums; Intersects with Ski Idlewild Road and Rendezvous Way, east of Hideaway Park; Abuts wetlands of the Fraser River. 	Summer Hikers MTBs Dogs Winter XC ski Snowshoes	<ul style="list-style-type: none"> Although the trail is across from Hideaway, it feels disconnected from other trails and feels private to Trailhead Lodge; No parking or signage indicating this as a trail; Trail dead ends. 	<u>Connectivity</u> Fair <u>Signage</u> Poor <u>Parking</u> - Fair
Meadow Trail (0.44 mi) 	<ul style="list-style-type: none"> Part of Rendezvous Trail System / Extends into USFS; Trail begins at attached sidewalk entrance of Rendezvous Community near Confluence Park and transitions to a single-track near Idlewild Park into through Rendezvous; Shared alignment with Crosstrails as the trail enters Fraser and the USFS land. 	Summer Hikers MTBs Dogs Winter XC ski Snowshoes	<ul style="list-style-type: none"> Not signed near Confluence Park; Existing trail alignment not final due to surrounding area under construction; Trail is likely to shift around development; Visitors park in Fraser neighborhoods to access trail. 	<u>Connectivity</u> Fair <u>Signage</u> Fair <u>Parking</u> - Poor
Whoops Trail (0.4 mi) 	<ul style="list-style-type: none"> Part of Rendezvous Trail System / Extends into USFS; Trail extends midway from Serendipity and is managed primarily by the USFS; Primarily a connector trail between routes. 	Summer Hikers MTBs Dogs Winter XC ski Snowshoes	<ul style="list-style-type: none"> No issues identified. 	<u>Connectivity</u> Good <u>Signage</u> Good <u>Parking</u> - N/A

Trail	Description	Users	Issues	Evaluation
Crosstrails (1.37 mi) 	<ul style="list-style-type: none"> Part of Rendezvous Trail System / Extends into USFS; Lower Crosstrails - extends from River Drive along border between Fraser and Winter Park; Transitions into a shared alignment with Meadow Trail up through USFS land and eventually connects south to Upper Crosstrails; Upper Crosstrails - extends along boundary of USFS land/ Corona Pass Road and eventually connects to the Arrow Trail; Lower Crosstrails is 0.53 mi; Upper Crosstrails is 0.84 m. 	Summer Hikers MTBs Dogs Winter XC ski Snowshoes	<ul style="list-style-type: none"> No clear parking/access point; Limited tree cover along Town boundaries due to recent construction/ clear-cutting along hillside; Trail network in future Forest Spur Park area is poorly signed and demarcated. 	<u>Connectivity</u> Fair <u>Signage</u> Fair/Poor <u>Parking</u> - Poor
Yankee Doodle Trail (2.14 mi) 	<ul style="list-style-type: none"> Part of Rendezvous Trail System; Trail starts at Idlewild Park/Ski Idlewild Road and extends up the hillside through a series of switchbacks to the Serendipity and Arrow Trails. Crosses Corona Pass Road in two locations; Heavily forested except for clearings at road intersections. 	Summer Hikers MTBs Dogs Winter XC ski Snowshoes	<ul style="list-style-type: none"> Existing trail alignment not final due to surrounding area under construction; Unclear how it will connect to future Meadow trail realignment and if it will be impacted by future housing development; No clear parking near Idlewild Park entrance; Sizable shoulder parking area for 3-4 vehicles at the top of the trail near Arrow Trail. 	<u>Connectivity</u> Good/Fair <u>Signage</u> Good <u>Parking</u> - N/A
Serendipity Trail (0.64 mi) 	<ul style="list-style-type: none"> Part of Rendezvous Trail System / Extends into USFS; Intersects midway through Yankee Doodle and connects to Whoops near Town and USFS boundary; Heavily forested character. 	Summer Hikers MTBs Dogs Winter XC ski Snowshoes	<ul style="list-style-type: none"> Closest parking is near Corona Pass Road where there is only limited shoulder parking available. 	<u>Connectivity</u> Good <u>Signage</u> Good <u>Parking</u> - Fair
Arrow Trail (1.21 mi) 	<ul style="list-style-type: none"> Part of Rendezvous Trail System / Extends into USFS; Trail extends from Forest Spur where it crosses Corona Pass Road into two locations. At second crossing, it switchbacks north to meet Crosstrails before continuing into the USFS boundary. 	Summer Hikers MTBs Dogs Winter XC ski Snowshoes	<ul style="list-style-type: none"> Limited tree cover; Cannot access parking from Forest Spur since it is gated. Decent shoulder parking available at intersection with Yankee Doodle. 	<u>Connectivity</u> Good <u>Signage</u> Good <u>Parking</u> - Fair
Depot Trail (0.4 mi) 	<ul style="list-style-type: none"> Part of Rendezvous Trail System / Extends into Denver Water East; Extends from Corona Pass Road into disorganized road network at Arrow Townsite. 	Summer Hikers MTBs Dogs Winter XC ski Snowshoes	<ul style="list-style-type: none"> Access point is poorly signed and entrance is difficult to find; Arrow Townsite is unsigned and difficult to navigate making it easy to lose trail; Denver Water has not granted public access. 	<u>Connectivity</u> Fair <u>Signage</u> Poor <u>Parking</u> - Fair

The following table provides a brief description and identified issues of trails **East of Highway 40** within the Town boundary.

Trail	Type	Grade Change	Rating	Features
Fraser River Trail	Paved Path	2% to 11%	Green (Easy)	-
Vasquez Creek Trail	Paved Path	1% to 12%	Green (Easy)	-
Trailhead Lodge Trail	Paved Path	1 to 8%	Green (Easy)	-
Meadow Trail	Singletrack	5% to 14% (236' Up, 0% Down)	Blue (Intermediate)	-
Whoops Trail	Singletrack	4% to 10% (74' Up, 80' Down)	Black (Difficult)	Boulders
Crosstrails	Lower: Singletrack	7% to 13%	Blue (Intermediate)	-
	Upper: Singletrack	4% to 9%	Green/ Blue (Easy/ Intermediate)	-
Yankee Doodle Trail	Lower: Singletrack	7% to 12% (588' Up, 0' Down)	Black (Difficult)	Boulders Switchbacks
	Upper: Singletrack	5% to 9% (255' Up, 1' Down)	Blue (Intermediate)	Wooden/Built Features
Serendipity Trail	Wider Singletrack	4% to 10% (194' Up, 0' Down)	Blue (Intermediate)	-
Arrow Trail	Singletrack	6% to 13% (194' Up, 0' Down)	Blue/ Black (Intermediate/ Difficult)	Switchbacks
Depot Trail	Singletrack	-	-	-

Table based off data collected from International Mountain Bicycling Association and the Mountain Biking Project.

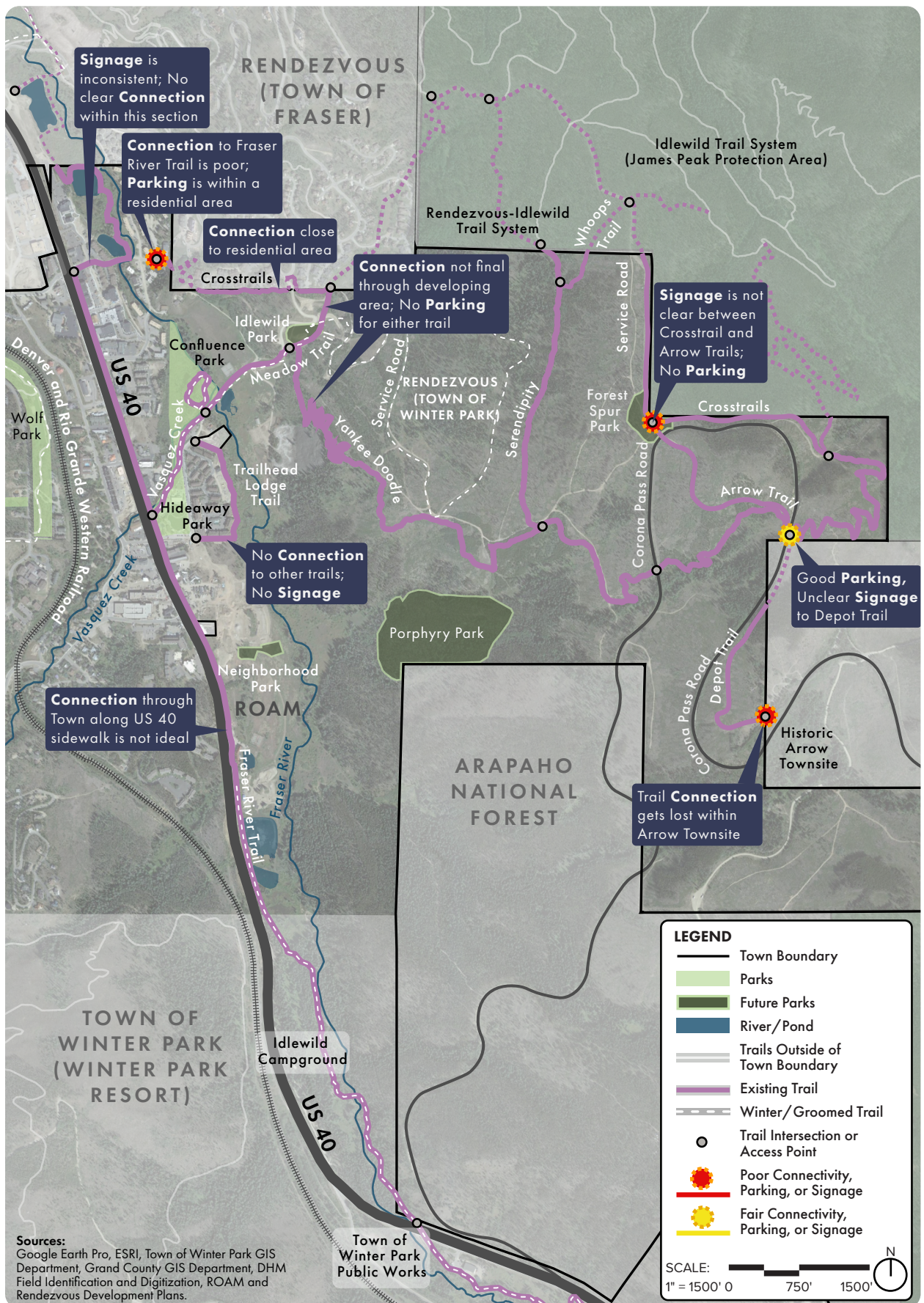


FIGURE 3-25. Analysis of Trail Conditions along the East Side of US 40.

System Wide Trails Recommendations

Trail recommendations are informed by the programmatic needs identified in this chapter, the *Winter Park and Fraser Trails Plan (2014)*, the Town Plan's Guiding Principles, site assessments, and community and stakeholder input.

Recommendations include improvements to existing trails and proposed trail alignments to further connect the trails network. The proposed trails system features four types of connections; **Scenic Trails, Sidewalks, Neighborhood Trails, and Shared Use Roads**. Each typology varies in infrastructure and visual appearance and is illustrated with sections and plan locations on the following pages. These connections are listed in order by preference, with scenic trails being the most desired public amenity and shared use roads being the least desirable.

For existing and proposed trails, recommendations are included in a priorities matrix that assigns a time frame for when these improvements should occur.

Time frames are as follows:

- ▶ Routine: Continue to maintain trail as-is through routine upkeep and inspection;
- ▶ Short-Term: Complete improvement within 0 to 5 years;
- ▶ Long-Term: Complete recommendation within 5 to 10+ years.

Refer to the Town Outdoor Recreation Standards chapter for more guidance on trail standards including widths, acceptable trail surfaces, and maintenance/ grooming requirements.

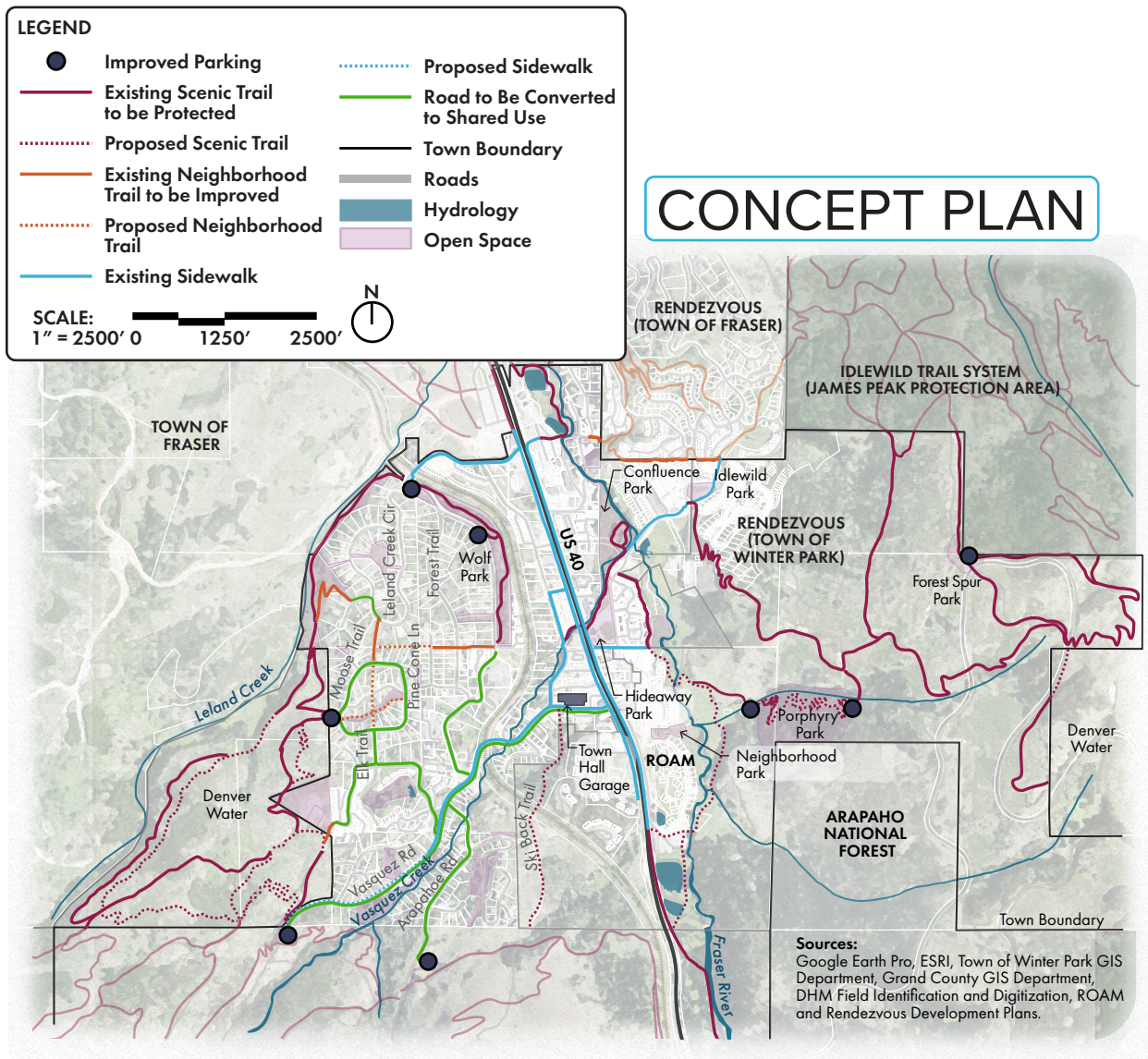


FIGURE 3–26. This map shows the proposed network of Scenic Trails, Neighborhood Trails, Sidewalks, and Shared Use Roads.

Scenic Trails and Neighborhood Trails

Scenic and Neighborhood Trails are the primary pedestrian corridors that connect the Town's trails system. These trails are used by residents and the general public alike for recreation, exploration, and for access into adjacent public lands.

Scenic Trails extend along forested areas and wetlands. They are often continuous and have very few visual or physical interruptions apart from an occasional road crossing at a low volume road. These trails are buffered by forested edges which visually screen nearby residential or commercial properties and provide a physical layer of safety from mixed-uses and vehicles. They also provide vital edge habitat and migratory corridors for animals.

Neighborhood Trails are the in-town connections that offer access to scenic trails for residents. Neighborhood trails are comprised of shorter

connector trails that intersect with longer, more continuous scenic trails. They are often located along narrow easements near residential properties.

Neighborhood trails offer fewer amenities than scenic trails and do not connect to public parking areas. It is recommended to sign them with less high-profile signage to deter public users from attempting to park at them. They are not intended to be private use; rather they are intended to reduce frequent conflicts between visitors and residents. Conflicts include day-use parking congestion in residential areas and lack of visual buffers on hiking trails passing in close proximity of residential homes.

The graphics below illustrate the desired visual condition for each type of trail as well as select improvements that can be made to enhance user experience along the trails.

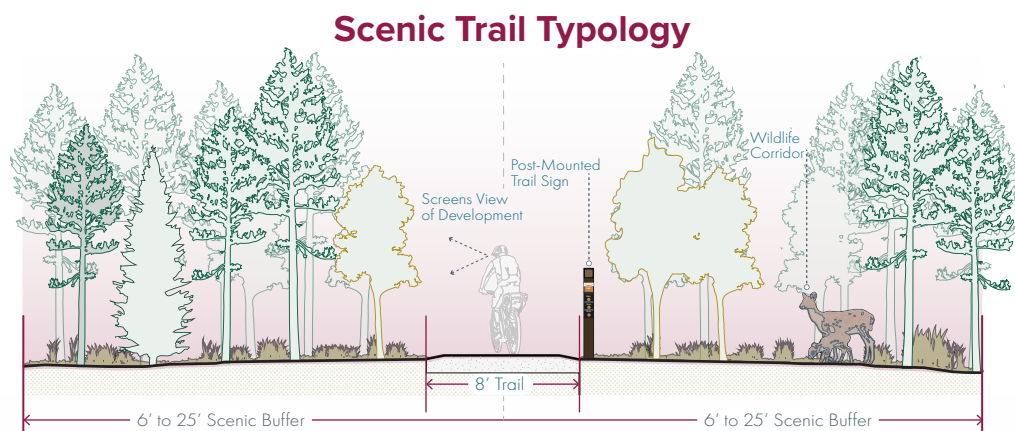


FIGURE 3–27. The graphic above showcases the desired condition for Scenic Trails. This condition is preferred at existing trails in forested areas as well as realigned trails through developed areas.

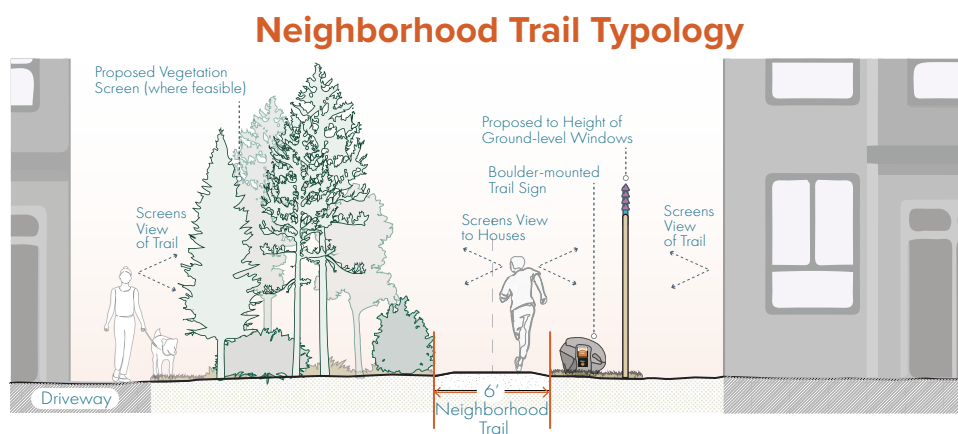


FIGURE 3–28. The graphic above shows an improved condition for the current Neighborhood Trails to buffer adjacencies. This condition is preferred for trails within developed areas close to residential and commercial areas.

Sidewalks and Shared Use Roads

In places where there is not an easement between properties, sidewalks and shared use roads will be needed to connect discontinuous sections of trail. These connections are less desirable than trails, but they are needed to provide safe access to trailheads and reduce users from walking within the road.

Sidewalks connect users from parking areas to other trails, parks, and commercial developments. Many of the neighborhoods within Town were not built with sidewalks and require pedestrians to walk or bike within the road and/or gravel shoulder. Sidewalks should be implemented where feasible along existing right-of-ways. If a road is wide enough, a bike lane or detached sidewalk is more desirable as it provides some distance between vehicles and pedestrians/cyclists.

In places where a road cannot be modified to accommodate a sidewalk or bike lane, a **Shared Use Road** is needed to facilitate safer access to trailheads. A shared use road would require minimal rework of the existing infrastructure and at a minimum require signage and striping to indicate the presence of shared use to vehicles. Shared use roads are only recommended on roads with a low volume of traffic.

The graphics below illustrate the desired visual condition for each type of trail as well as select improvements that can be made to enhance the user experience along the trail.

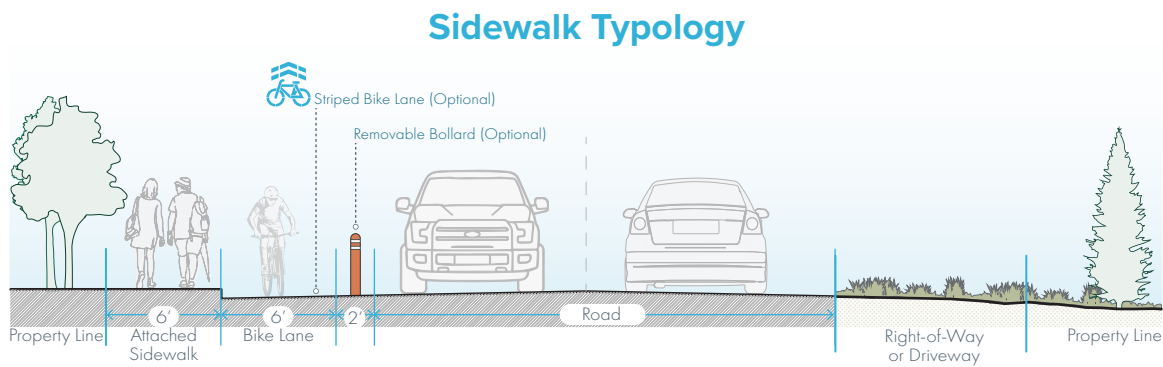


FIGURE 3–29. The above graphic showcases a desired condition for an attached Sidewalk or Bike Lane. This would be the ideal condition for new road construction. If feasible, a detached sidewalk should be considered to provide more distance between vehicles and pedestrians. Provide curb ramps, striped walks, and other appropriate safety/pedestrian infrastructure at crossings and driveways.

Shared Use Road Typology

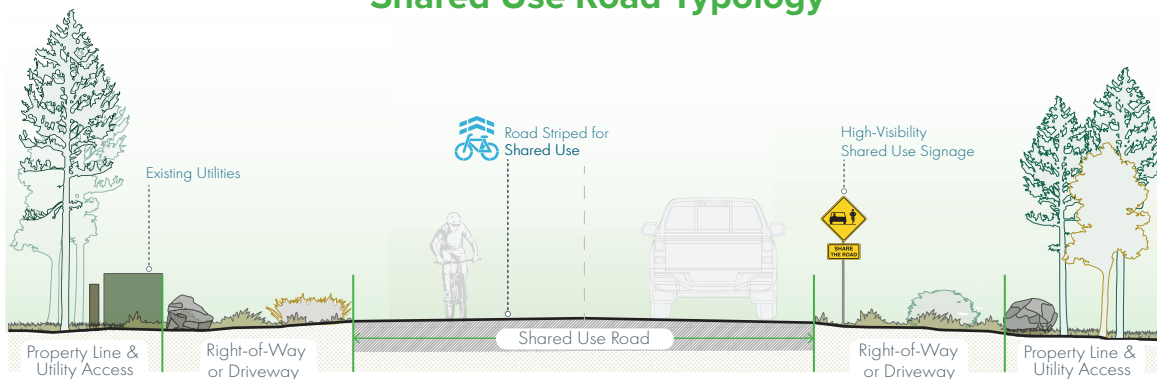


FIGURE 3–30. The above graphic showcases the desired condition for Shared Use Roads. These should be incorporated along existing roadways that are constrained to a narrow corridor and cannot be widened due to adjacent utilities, drainage, or narrow right-of-way.

Signage Improvements

A clear and consistent signage system is essential to maintaining an excellent trail network and addressing some of the issues that exist across the trails system.

The Town of Winter Park Downtown Master Plan (2020) recommended a series of conceptual wayfinding signs for the downtown corridor.

This master plan recommends developing a comprehensive Wayfinding Master Plan that incorporates visual standards for both signage Downtown and for the trails system.

Refer to section 8.0 Signage of the Town Outdoor Recreation Standards chapter.



Trailhead Kiosks

These should be incorporated at every trailhead where there is trailhead parking. Kiosks should include large/legible map showing the entirety of the trail and its connecting trails, trail hazards, information rules and regulations, Leave No Trace rules, as well as sponsorship information.



Standard Directional Sign

These should be located at the beginning and at the intersections of all Public trails. These shall replace all paper or temporary signage. A clear line of sight should be provided to all sides of the sign. Its recommended that these also incorporate mileage where possible to assist with decision-making.



Low-Profile Directional Sign

Many of the trails that are recommended for Neighborhood Trails already feature low-profile boulders at their entrances. These boulders, or another low-profile option, should be used to contrast the Public Trail signage and should be retrofitted with directional signage that guides and connects users to Public Trails.



Mile Markers with Mini Maps

These are essential for long stretches of trail. Where feasible, these should indicate distance from the trailhead and proximity to commercial properties to act as directories to resources along the trail.



MTB/Designated Use Sign

These demarcate trails for specific activities/uses/levels to help guide users who are less familiar with the area and notify them that they are about to enter a trail that is designated for a single use.



Hazard/ Etiquette Sign

These signs are movable and more official than a paper sign. They alert users to hazards (construction, wildlife danger, etc). They can also be used to recommend trail etiquette and stewardship (dog/visitor use, trail passing, waste removal, etc).

TRAILS

West Side Trails Recommendations

Trail system recommendations on the west side of US 40 focus on improving connections, signage, and parking issues identified in the assessment of this master plan.

Many of the trails in this plan are already established routes but they need proper signage and an established hierarchy to guide their management. Key improvements are outlined below:

Connectivity

- ▶ Maintain and improve Scenic Trails;
- ▶ Improve connectivity within Town by utilizing a combination of Neighborhood Trails, Sidewalks, and Shared Use Roads;
- ▶ Direct public users to trailheads for Scenic Trails to ease congestion issues on residential streets where parking and wayfinding are not available;
- ▶ Maintain year-round access to Leland Creek and Alpine Trails. In the future provide year-round access to planned connections along Arapahoe and Vasquez Roads;
- ▶ Improve connections to existing trails from the Town Parking Garage;

Signage

- ▶ Improve, install, and repair signage to emphasize the location of Scenic and Neighborhood Trails;
- ▶ Provide trailhead kiosks at all public parking locations.

Parking

- ▶ Improve parking at existing trailheads at Wolf Park, Vasquez Road, and Arapahoe Road;
- ▶ Incorporate a new public parking area near the entrance to Leland Creek Trail;
- ▶ Provide bike parking at all Scenic Trail entrances and in parks.



FIGURE 3–31. Accessible trails are essential to providing an equitable community for all. Emphasis should be placed on creating an accessible trail from Wolf Park to Leland Creek. (Photo by the National Park Service).



FIGURE 3–32. This existing section of trail signed as "Leland Creek" should become an improved Neighborhood Trail due to its close proximity to homes and lack of public parking.



FIGURE 3–33. Facilitating access to the west side for mountain bike access should be a priority for the Town.

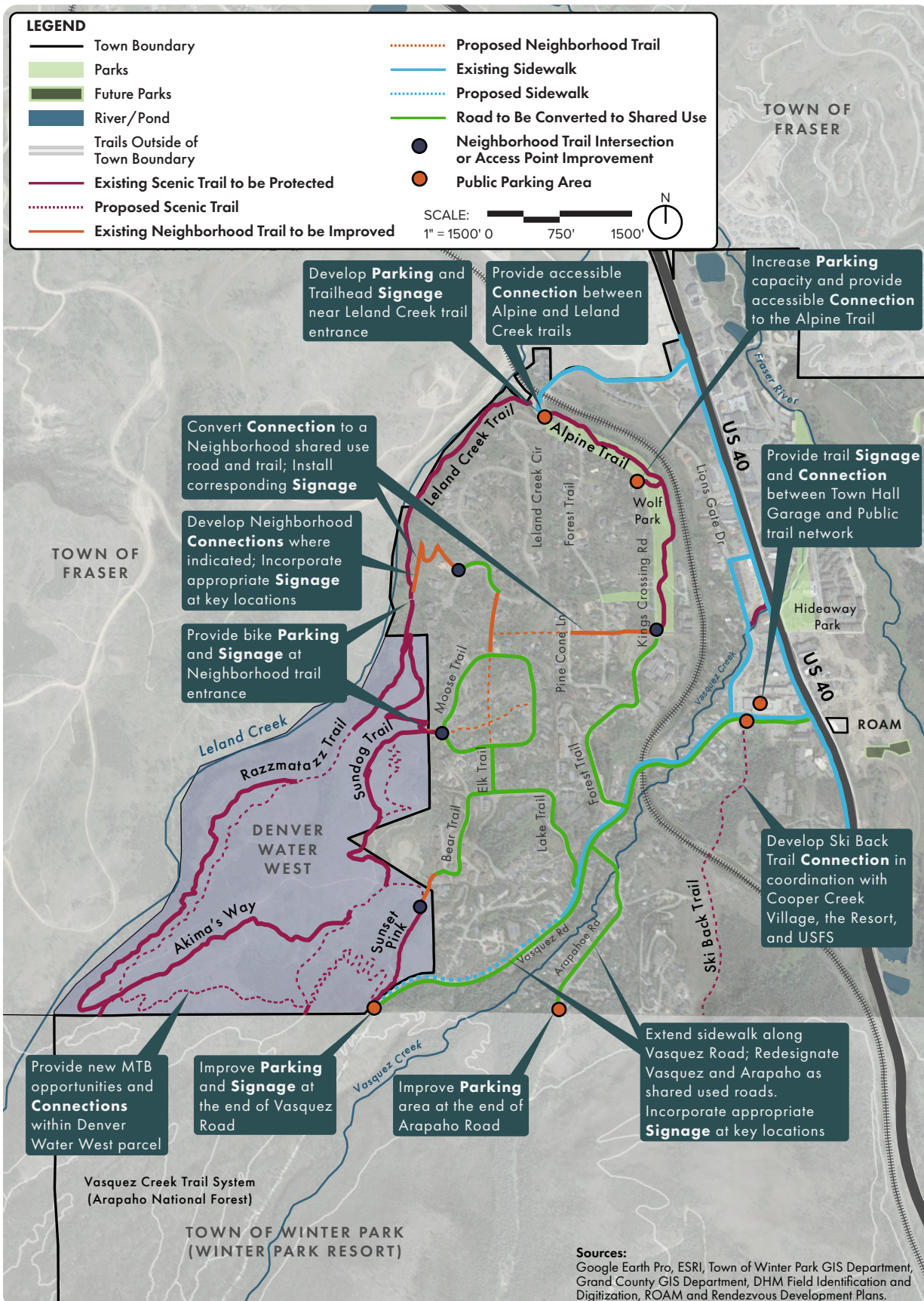


FIGURE 3-34. Proposed Trail System improvements to the West of US 40.

Winter Park Trails (West) Priorities		
Amenity	Timing	Recommendation
Alpine Trail	Routine	Maintain as an asphalt surface trail. Groom trail during winter season for public use.
	Short-Term	Convert Connection from Pine Cone Lane to Kings Crossing Road to a Neighborhood Trail by replacing signage. Improve trail surface condition to match Neighborhood Trail Standard and remove metal edging.
	Short-Term	Incorporate trail signage at the north end to emphasize connection to Leland Creek Trail.
	Long-Term (Redesign of Wolf Park)	Redesign parking area in Wolf Park to remove terraced wood retaining walls, increase parking/trailhead capacity, and provide accessible routes to park amenities and Alpine Trail. Improve Alpine Trail to meet Outdoor Recreation Access Route (ORAR) standards for passing, width, and surface treatment.
Leland Creek Trail	Routine	Inspect/maintain trail condition and refinish surface, as needed. Groom trail during winter season for public use.
	Short-Term	Develop trailhead parking area at the shoulder near the intersection of Leland Creek Circle and Kings Crossing Road). Incorporate trailhead kiosk for visitor orientation. Incorporate accessible ramps and crossings into design. Protect public trail connection from surrounding residential and commercial development by designating a natural forested buffer.
	Short-Term	Convert Connection from Moose Trail (road) to Leland Creek Way to a Neighborhood Trail by replacing signage at entrances, roads, and along shared driveway. Stripe road to indicate shared use road. Provide bike parking at the entrance at Leland Creek Way.
	Long-Term	Provide ADA parking and accessible aisle between Alpine and Leland Creek Trails. Provide Outdoor Recreation Access Route (ORAR) accessibility improvements at Leland Creek trail including passing zones, width, and surface treatments.
Sundog Trail	Routine	Inspect/maintain trail condition and refinish surface, as needed. Inspect and repair trail signage.
	Short-Term	Incorporate Neighborhood trail signage at entrance at Moose Trail (road). Provide bike parking at the entrance.
	Long-Term	Protect public trail connection from surrounding residential and commercial development by designating a natural forested buffer.
Razzmatazz	Routine	Inspect/maintain trail condition and refinish surface, as needed. Maintain trail as a one-way, downhill MTB trail. Inspect and repair trail signage.
	Short-Term	Improve designated use trail signage at the top and bottom of trail for safety and clarity.
	Long-Term	Protect public trail connection from surrounding residential and commercial development by designating a natural forested buffer.
Akima's Way	Routine	Inspect/maintain trail condition and refinish surface, as needed. Inspect and repair trail signage and features.
	Short-Term	Install trail signage at key intersections along roads to orient users and keep them on the trail.
	Long-Term	Protect public trail connection from surrounding residential and commercial development by designating a natural forested buffer.
Sunset Pink	Routine	Inspect/maintain trail condition and refinish surface, as needed. Inspect and repair trail signage and features.
	Short-Term	Install trail signage at the entrance to the trail and key intersections along roads to orient users and keep them on the trail.
	Long-Term	Protect public trail connection from surrounding residential and commercial development by designating a natural forested buffer.

Winter Park Trails (West) Priorities		
Amenity	Timing	Recommendation
Neighborhood Trails and Shared Use Roads	Short-Term	Improve Neighborhood trail network to incorporate connections indicated on Trails Plan including intersecting trails at Moose Trail (road), Foxtail Dr, Elk Trail (road), and Pine Cone Lane.
	Long-Term	Develop shared use roads at locations indicated in maps along Vasquez Road, Arapahoe Road, Lake Trail (road), Elk Trail (road), Bear Trail (road), Moose Trail (road), Leland Creek Way, Bear Trail (road), and Kings Crossing Road.
Ski Back Trail	Long-Term	Coordinate with Cooper Creek Development, the Resort, and the US Forest Service to provide a ski back trail from Winter Park Resort (US Forest Service Permit Area) through the proposed Cooper Creek development south of the Town Parking Garage. Protect trail connection from surrounding residential and commercial development by designating a natural forested buffer around the trail.
Vasquez Road and Arapahoe Road	Routine	Assist in the management and upkeep of these trailheads. Monitor and enforce dispersed camping policies in coordination with the US Forest Service.
	Short-Term	Coordinate with the US Forest Service to evaluate, improve, and expand parking capacity at these trailheads.
	Long-Term	Use the Town Parking Garage as trailhead parking when capacity is reached at Vasquez/ Arapahoe Road trailheads. Extend sidewalk along Vasquez Road and incorporate Shared Use Roads along Vasquez and Arapahoe Roads from the Town Parking Garage. Install trail signage and kiosk near the Town Parking Garage to help orient visitors.
New MTB Trails in Denver Water West	Short-Term/ Long-Term	Develop new trail connections and alignments within Denver Water West Parcel. Coordinate with appropriate parties throughout design and development of new trails including Denver Water, Colorado Parks and Wildlife, and local trail advocacy agencies.

West Side: Ski Back Trail

This master plan supports the proposed Ski Back Trail to be developed jointly by the Resort and the Town through the US Forest Service Permit Area and the future Cooper Creek Village and Square.

The Ski Back Trail will extend from the top of the proposed Town Gondola and Cooper Creek South lifts and bring skiers back to Downtown Winter Park. The Winter Park Resort Master Plan (2022) estimated that the first 2000-feet would be a traditional ski trail and then it would transition to a 24-foot wide, 9-percent ski way down to Town.

It is assumed that a traditional trail connection to the Resort would fall within this alignment to accommodate hiking and mountain-biking during the summer season. During the winter season, this would be a designated one-way, winter groomed trail.

Approximately 1.5-miles of the trail would extend through the US Forest Service Permit Area and the remaining 0.6-mile would extend through Cooper Creek Village. The Cooper Creek Village section would fall within the Town's management. The Resort will be responsible for the permitting and development through the US Forest Service Permit Area.

The trail ends across from the Town Parking Garage which will act as the northern trailhead for this trail. Trailhead signage and designated-use signage should be located in this location.

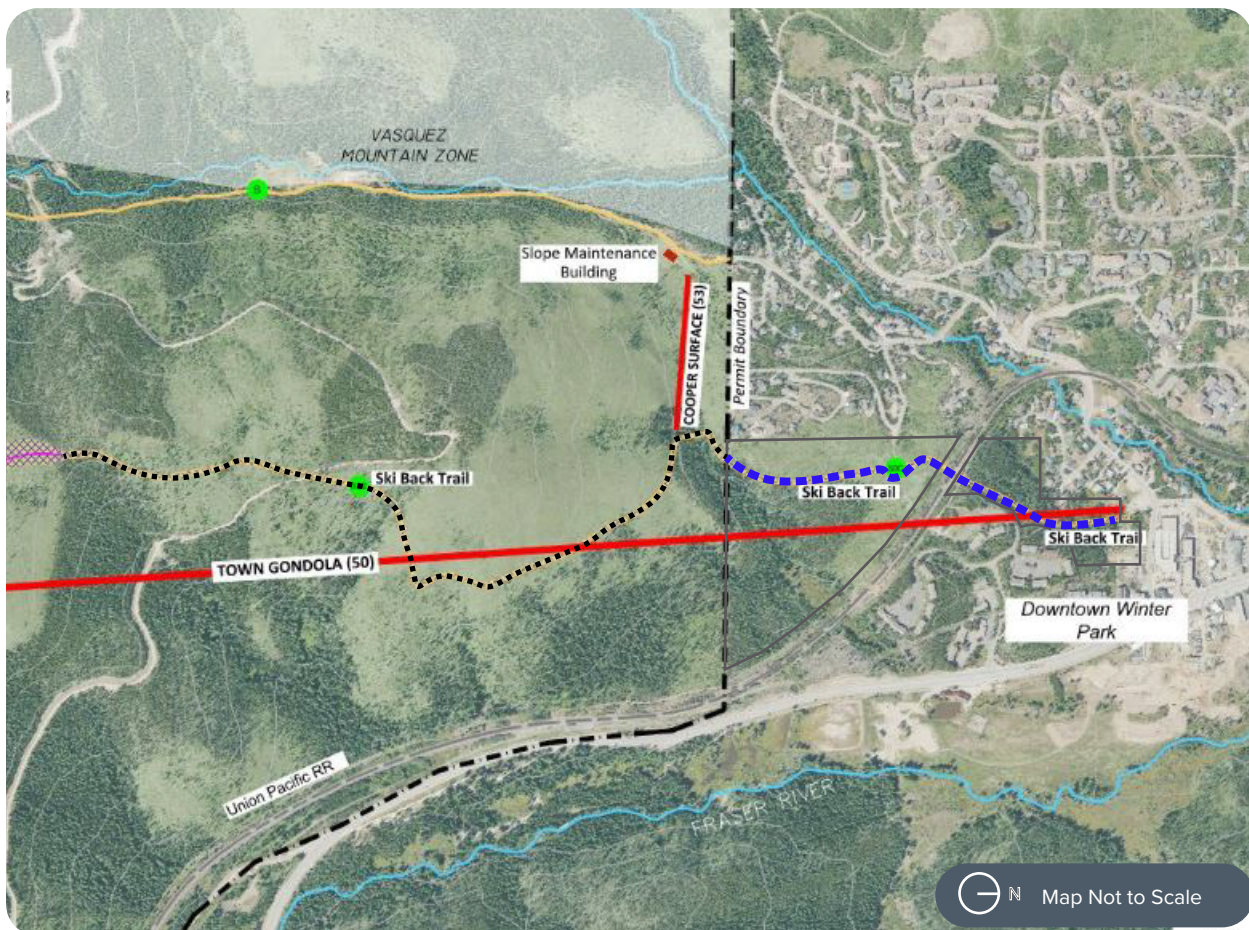


FIGURE 3–35. Map of the *Winter Park Resort Master Plan (2022)* shows the approximate location of the Ski Back Trail. Annotated to indicate the USFS alignment (black, dashed) and the Town alignment (blue, dashed). This alignment has also been incorporated into the *Final Development Plan for Cooper Creek Village and Square (2022)*. (Original Map by Winter Park Resort; annotated by DHM Design).

West Side: Parking/ Trailhead Improvements

This master plan recommends improvements to the three existing trailhead parking areas on the West Side of Town at Vasquez Road, Arapahoe Road, and Wolf Park. Additionally, this plan recommends formalizing trailhead parking at a parcel owned by the Town near Leland Creek Trail and the privately-owned parking area across from Town Hall.

Vasquez/Arapahoe Road Connections and Parking Improvements

This improvement expands on a recommendation originally identified in the *Winter Park and Fraser Trails Plan (2014)* for improved access to the US Forest Service Permit Area at the ends of Vasquez and Arapahoe Roads. Both these parking areas connect to popular trails, but they only accommodate a handful of vehicles and do not have permanent restrooms.

This master plan recommends the Town work with a thirty-party consultant to undergo a NEPA/EA process with the US Forest Service to expand these trailhead parking areas. The new trailheads should be improved to provide more parking and pit toilets. The EA would recommend an appropriate size and layout for the parking areas based on constraints and visitor needs. Additionally, this master plan recommends improving public access along both Vasquez and Arapahoe Roads by extending the sidewalk along Arapahoe Road to the trailhead and converting both roads to Shared Use Roads to facilitate safer pedestrian/ bike access to these trailheads from Town Hall. ***See Page 38 for proposed concept for Arapahoe Road and Vasquez Road Improvements.***

Wolf Park Parking Improvements

Wolf Park improvements were identified in the Parks section of this master plan. Parking was identified as a vital improvement to expand capacity and accommodate ADA access to the Alpine Trail and Wolf Park restroom.

Leland Creek Parking Improvements

A town-owned gravel pull-off at the corner of Kings Crossing Road and Leland Creek Circle currently acts as a non-designated parking for the Leland Creek Trail. This pull-off should be outfitted with a trailhead kiosk and a parking boundary to delineate the edge of the parking area and protect adjacent

drainage. ADA access ramps and striping should be incorporated across from the parking area and along Kings Crossing Road to facilitate ADA access to Leland Creek Trail.

Parking Improvement Across from Town Hall

This private parcel is anticipated to be the location for the Town-Resort gondola and terminus for the Ski Back Trail. This improvement calls for the parcel to be improved with a trailhead kiosk and temporary restroom in the interim until improvements occur along Vasquez/ Arapahoe Road.



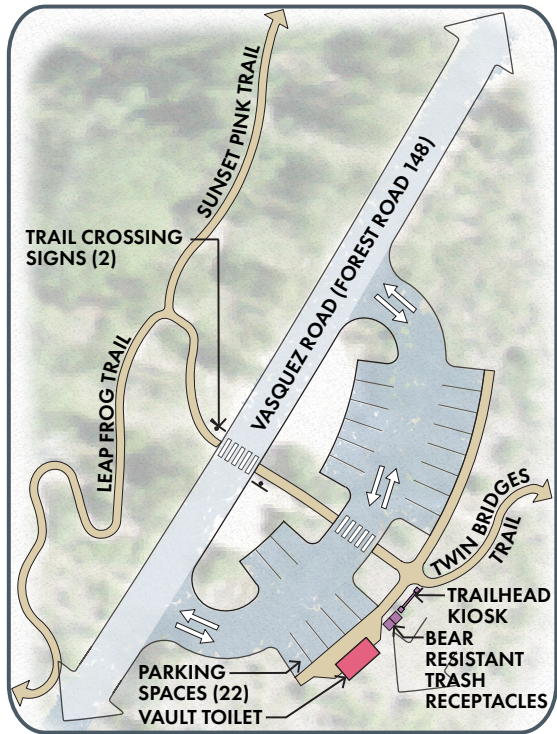
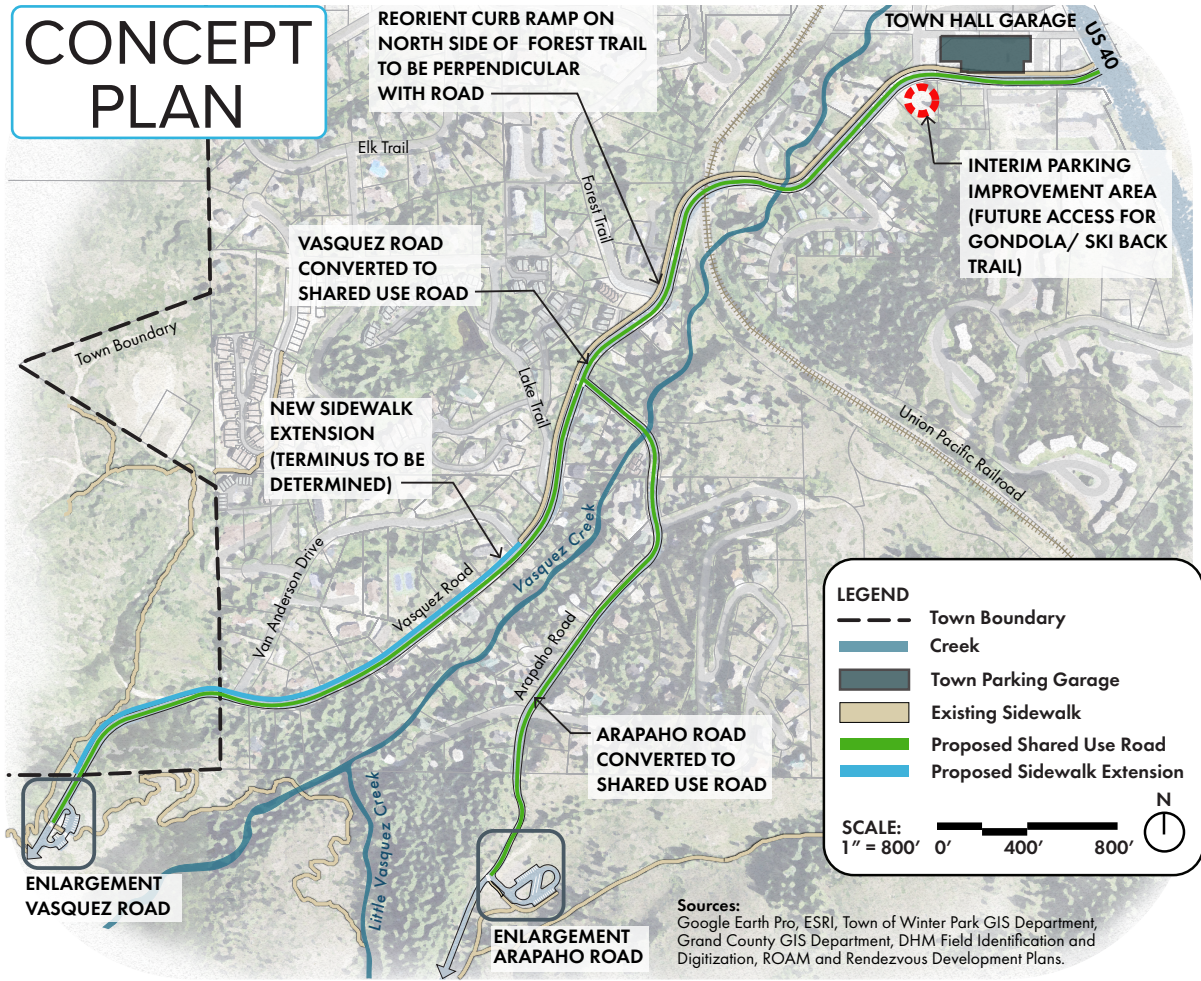
FIGURE 3–36. Existing trailhead parking at the end of Vasquez Road (Twin Bridges) in the Resort/US Forest Service Permit Area.



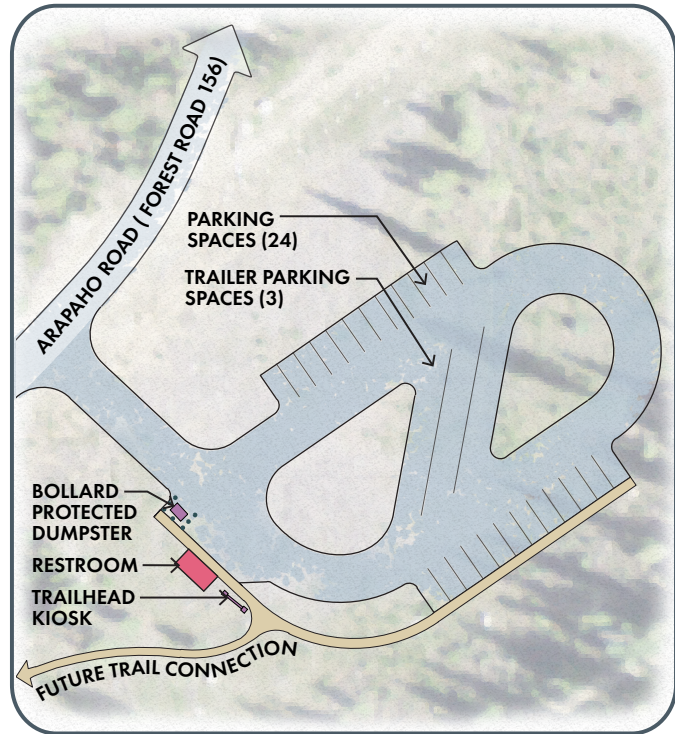
FIGURE 3–37. Existing trailhead parking at the end of Arapahoe Road in the Resort/US Forest Service Permit Area.



FIGURE 3–38. Existing non-designated parking near the entrance to Leland Creek Trail



ENLARGEMENT VASQUEZ ROAD



ENLARGEMENT ARAPAHO ROAD

FIGURE 3–39. Conceptual connection and trailhead parking at Vasquez and Arapahoe Road. Note: Trailhead within USFS land will need to undergo NEPA/ USFS coordination to develop final layout, location, and capacity.

West Side: New MTB Trails

Community members and members of the Fraser Valley Mountain Bike Coalition (FVMTB) have expressed interest in the Town developing more MTB trails within the Denver Water West parcel that could cater to all skill levels alike. Desired new trails include:

- ▶ **Green** climb and flow trails
- ▶ **Blue** flow/jump trails
- ▶ **Black** flow/jump trail and technical trails

Currently, the Denver Water West parcel accommodates four trails including Akima's Way, Sunset Pink, Sundog Trail, and Razzmatazz Trail, a very popular downhill trail. Due to its location and popularity among residents and the public alike, this parcel poses a great opportunity for additional trails; however, it also supports the local moose population.

Colorado Parks and Wildlife (CPW) has identified nearly all of the Denver Water West parcel, as well as the west side of town, as priority moose habitat. This area supports a high concentration of moose year-round due to its elevation and its proximity to Leland and Vasquez Creeks. These creeks provide essential habitat to support a healthy moose population. Moose habitat is progressively shrinking in the Fraser Valley as increased development condenses their movement corridors and access to natural resources.

The graphic on the following page illustrates a conceptual plan for how some of these MTB trails could be incorporated on the Denver Water West parcel. It is recommended that trails should be aligned to avoid sensitive habitat, such as priority moose habitat, and allow for ecological restoration and preservation. Trails should be designed with the assistance of a professional design team experienced in sustainable MTB trail design and with a consultant familiar with the moose habitat and migration needs. If the Denver Water West parcel is acquired by the Town, it should be further developed into a public park with amenities that support bike use. To cater to more users, the Town should also consider accommodating trails for handcycles and pedestrians.

Refer to Chapter V Open Space for further recommendations on the Denver Water West parcel.



FIGURE 3–40. Green flow trails are highly desired. These can be accommodated flatter areas and along the maintained through roads. Photo of Coler Preserve in Bentonville, Arkansas.



FIGURE 3–42. Consider moose habitat when implementing MTB trail structures. Selectively implement low structures like reinforced berms and avoid tall structures that could impede animal movement. Photo of Slaughter Pen in Bentonville, Arkansas.

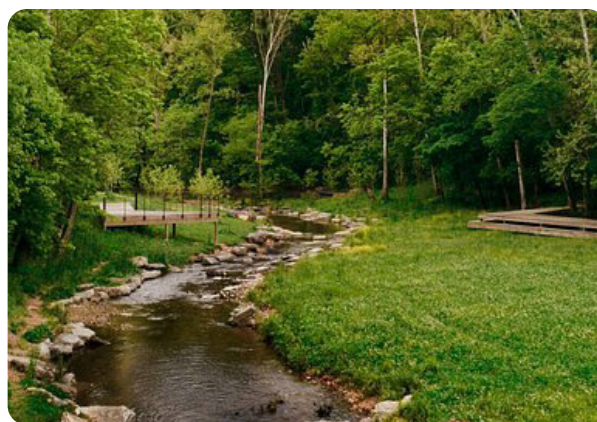


FIGURE 3–41. Habitat preservation should be accommodated along new MTB trails. The overlooks above are located along the bike routes to elevate the trail out of sensitive areas and highlight surrounding ecology. Photo of Coler Preserve in Bentonville, Arkansas.

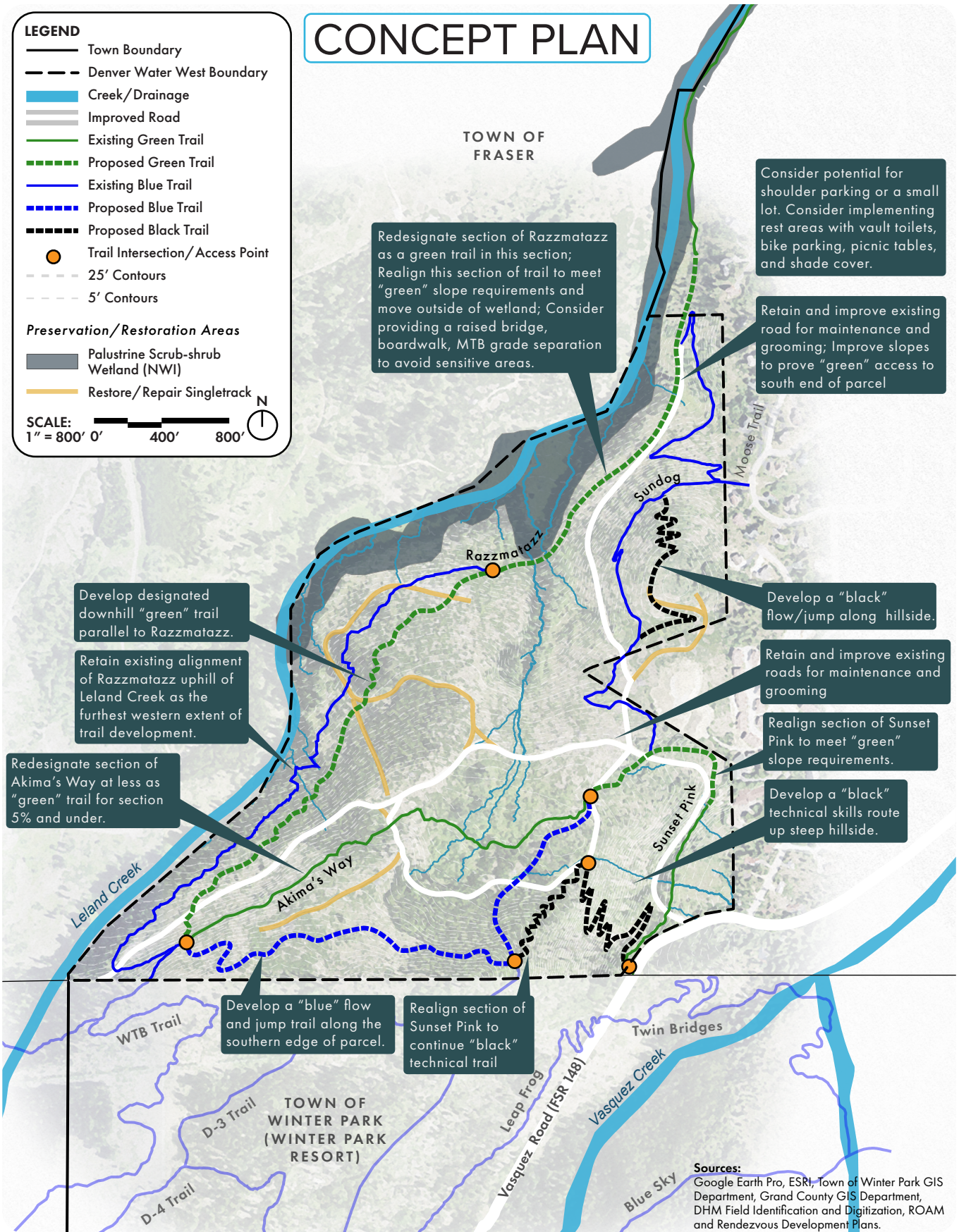


FIGURE 3-43. Conceptual plan of MTB trail improvements at the Denver Water West parcel. Final alignments and feasibility to be determined during design in coordination with respective agencies.

East Side Trails Recommendations

Trail system recommendations on the east side of US 40 focus on improving connections, signage, and parking issues identified in the assessment of this master plan.

Many of the trails in this plan are already established routes but they need better signage and an established hierarchy to guide their management. Key improvements are outlined below:

Connectivity

- ▶ Realign the Fraser River Trail off of US 40 and connect it through natural environs along the Fraser River through Town;
- ▶ Convert existing trails within established and developing communities to Neighborhood trails. Avoid heavily advertising these trails for public use to ease congestion issues on residential streets where parking and wayfinding are not feasible/available;
- ▶ Maintain and improve Scenic Trails;
- ▶ Maintain year-round access to the Fraser River Trail and Vasquez Creek Trail;
- ▶ Integrate new trail connections when new parks are established at Forest Spur and Porphyry Park.

Signage

- ▶ Improve, install, and repair signage to emphasize the location of trails. Use clear and consistent signage throughout the trail system;
- ▶ Provide trailhead kiosks at all parking locations.

Parking

- ▶ Develop new trailhead parking areas at Forest Spur Park and Porphyry Park;
- ▶ Provide bike parking at all Scenic Trail entrances and in parks.



FIGURE 3–44. Recent development is actively changing the character of well-established trails on the east side of Town. There is a growing concern within the community that all forested trails will be realigned to abut residences, permanently changing the character of trails on the east side.



FIGURE 3–45. A combination of forested buffers and clear wayfinding will help in preserving the character of the trail system on the east side of Town.



FIGURE 3–46. The future Forest Spur Park parcel has both the Arrow Trail and Crosstrails passing through it. This will someday be a great trailhead for the Town with parking and restroom amenities for public use.

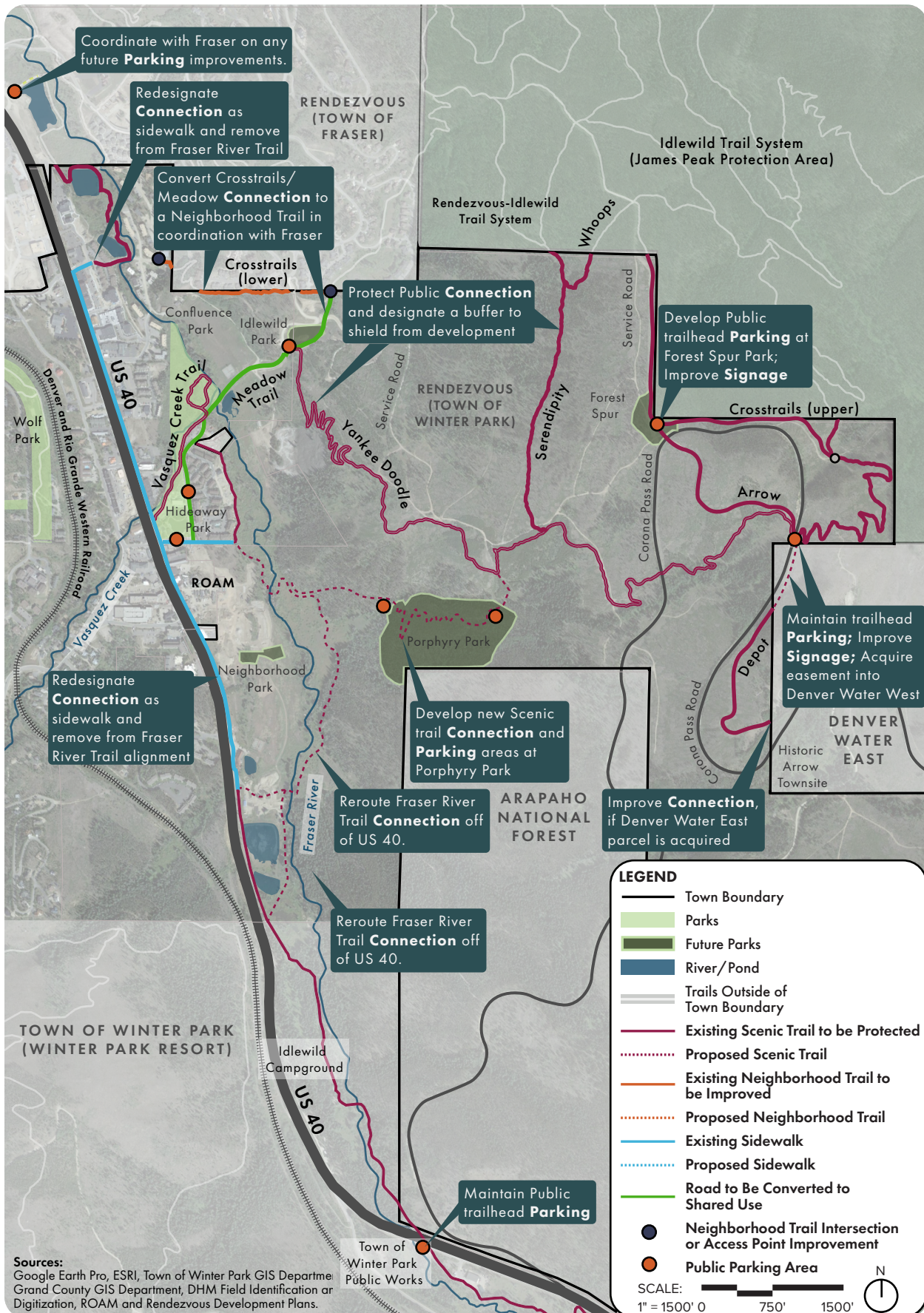


FIGURE 3-47. Proposed Trail System improvements to the East of US 40.

Winter Park Trails (East) Priorities		
Amenity	Timing	Recommendation
Fraser River Trail	Routine	Maintain as an asphalt surface trail. Patch asphalt as needed. Monitor and replace signage as needed. Groom trail during winter season. Maintain Public parking at Town of Winter Park Public Works parking area. Coordinate with the Town of Fraser on any future trail improvements and parking near the Town boundary.
	Short-Term	Develop Phase 1 Fraser River Trail realignment along the east side of the Roam Community. Provide Outdoor Recreation Access Route (ORAR) accessibility improvements at Fraser River Trail including passing zones, width, and surface treatments. Retain existing US 40 sidewalk connection and provide trail signage to the Fraser River Trail at Rendezvous Way.
	Long-Term	Develop Phase 2 Fraser River Trail realignment further north to connect to existing Fraser River trail at Telemark Drive. Aim to provide accessible width, passing, and surface along the entire alignment. After this phase is complete, redesignate previous Fraser River trail alignment along US 40 as a sidewalk. Update signage accordingly. In the future, consider a Phase 3 that will realign the trail further east of US 40 and connect the Roam Community to Idlewild Campground.
Vasquez Creek Trail <i>(these are identical to the recommendations in the Parks Chapter)</i>	Routine	Inspect/maintain trail condition and refinish surface, as needed. Maintain furnishings along the trail. Monitor and replace signage as needed. Groom trail during winter season.
	Short-Term	Define boundary for seating areas to prevent further compaction of tree roots Revegetate social trails with a native seed mix. Add signage along areas being revegetated to encourage users to stay on the trail and protect natural resources Incorporate interpretive signage throughout loop to engage public with natural setting within the Confluence Park section. Implement improvements along Hideaway Park stretch including seating areas and river access points. Stabilize and revegetate riverbanks and social trails. Provide Outdoor Recreation Access Route (ORAR) accessibility improvements at Vasquez Creek Trail including passing zones, width, and surface treatments.
Trailhead Lodge Trail	Routine	Inspect/maintain trail condition and refinish surface, as needed. Monitor and replace signage as needed. Groom trail during winter season.
	Short-Term	Install trail signage along Ski Idlewild Road.
	Long-Term	Most of the Trailhead Lodge Trail will be incorporated into Phase II of the Fraser River Trail realignment. After the realignment, redesignate trail and remove "Trailhead Lodge Trail" from Public maps.
Meadow Trail	Short-Term	Install trail signage along Ski Idlewild Road to denote location of Meadow Trail. Designate Ski Idlewild Road as a Shared Use Road.
Whoops Trail	Routine	Inspect/maintain trail condition and refinish surface, as needed. Monitor and replace signage as needed.
	Long-Term	Protect trail connection from surrounding residential and commercial development by maintaining a natural forested buffer.
Crosstrails	Routine	Inspect/maintain trail condition and refinish surface, as needed. Monitor and replace signage as needed.
	Short-Term/Long-Term	Protect trail connection from surrounding residential and commercial development by maintaining a natural forested buffer near Forest Spur Park alignment.
Yankee Doodle Trail	Routine	Inspect/maintain trail condition and refinish surface, as needed. Monitor and replace signage as needed.
	Short-Term/Long-Term	Determine new realignment of the trail through the lower Rendezvous development that provides adequate buffering on both sides to avoid redesignating section as a Neighborhood trail. Protect trail connection from surrounding residential and commercial development by maintaining a natural forested buffer. Install trailhead signage and formalize shoulder parking area along Corona Pass Road where the trail intersects with the Arrow Trail.

Winter Park Trails (East) Priorities		
Amenity	Timing	Recommendation
Serendipity Trail	Routine	Inspect/maintain trail condition and refinish surface, as needed. Monitor and replace signage as needed.
	Long-Term	Protect trail connection from surrounding residential and commercial development by maintaining a natural forested buffer.
Arrow Trail	Routine	Inspect/maintain trail condition and refinish surface, as needed. Monitor and replace signage as needed.
	Long-Term	Protect trail connection from surrounding residential and commercial development by maintaining a natural forested buffer.
Depot Trail	Routine	Inspect/maintain trail condition and refinish surface, as needed. Monitor and replace signage as needed.
	Long-Term	Protect trail connection from surrounding residential and commercial development by designating a natural forested buffer. If the Denver Water East parcel is acquired by the Town, tie trail into Arrow Townsite and the trail network within that parcel.
Forest Spur Park	Long-Term	Develop a sizable trailhead parking area within the future park, complete with a restroom, trailhead kiosk, and picnic area.
Porphyry Park	Long-Term	Develop a switchback trail through Porphyry Park that connects the Fraser River Trail along the future Roam Road to the Yankee Doodle Trail. Provide parking at both the west and east sides of the park when road access is developed to the site.

East Side: Fraser River Trail

Realignment

The Fraser River Trail acts as the primary pedestrian connection between Fraser, the Town, Idlewild Campground/ US Forest Service land, and the Resort. The trail is beloved for its proximity to the Fraser River and its scenic/ natural qualities. At present, the trail is aligned through Town along a sidewalk that borders US 40, providing an undesirable and unsafe trail experience. This master plan recommends realigning the trail in phases.

Phase 1: Roam Community Realignment

Phase 1 calls for realigning the trail through the Roam Community. The new trail will utilize a series of boardwalks to navigate the wetlands along the Fraser River. Two pocket parks/access points to the Fraser River will need to be incorporated into this alignment, per the Roam Community's FDP. The trail will extend from Beaver Lodge Road to the south end of Trailhead Lodge Trail. From here, the trail will cut across the south sidewalk at Rendezvous Way/Hideaway Park to the US 40 sidewalk to continue the trail until Phase 2 is complete. Phase 1 is under development and is expected to be complete by 2025/2026. *See Page 46 for proposed Phase 1 Alignment plan.*

Phase 2: Trailhead Lodge - Confluence - Hi Country Drive Realignment

Phase 2 calls for realigning through both public and private properties. The trail will utilize a series of existing and new alignments to connect the trail from the south end of Trailhead Lodge to the ponds at Telemark Drive. This alignment will require coordination with property owners to establish easements as well as a dedicated trail along Hi Country Drive. Final alignment to be determined after feasibility assessment. *See Page 47 for proposed Phase 2 Alignment plan.*

Phase 3: Roam Community - US Forest Service Realignment

Phase 3 is a potential phase to realign the trail further from US 40 and into the US Forest Service lands south of the Roam Community. This alignment will need to be further studied as the terrain in this location is steep and the Town will need to work with the US Forest Service to determine the final alignment.

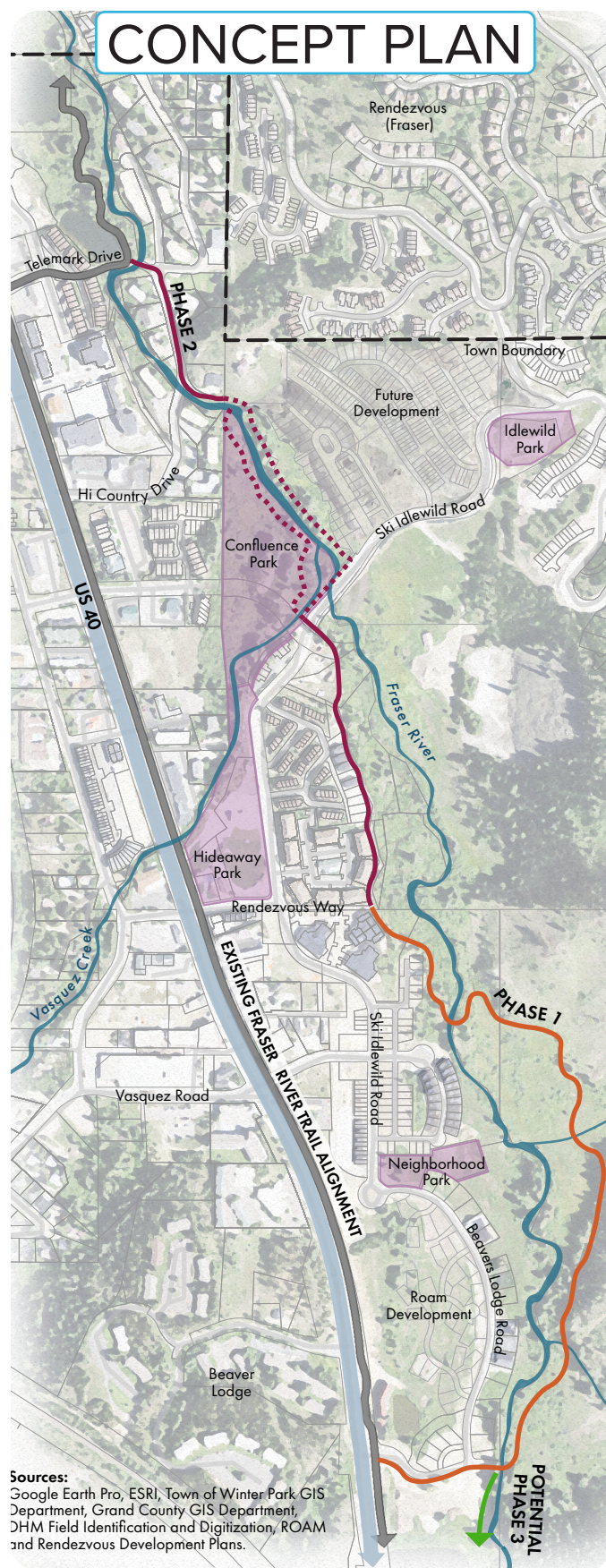


FIGURE 3–48. The Town is actively working to realign the Fraser River Trail through Town and off US 40. Realignment will need to be phased for the Town to achieve this effort and coordinate with property owners.

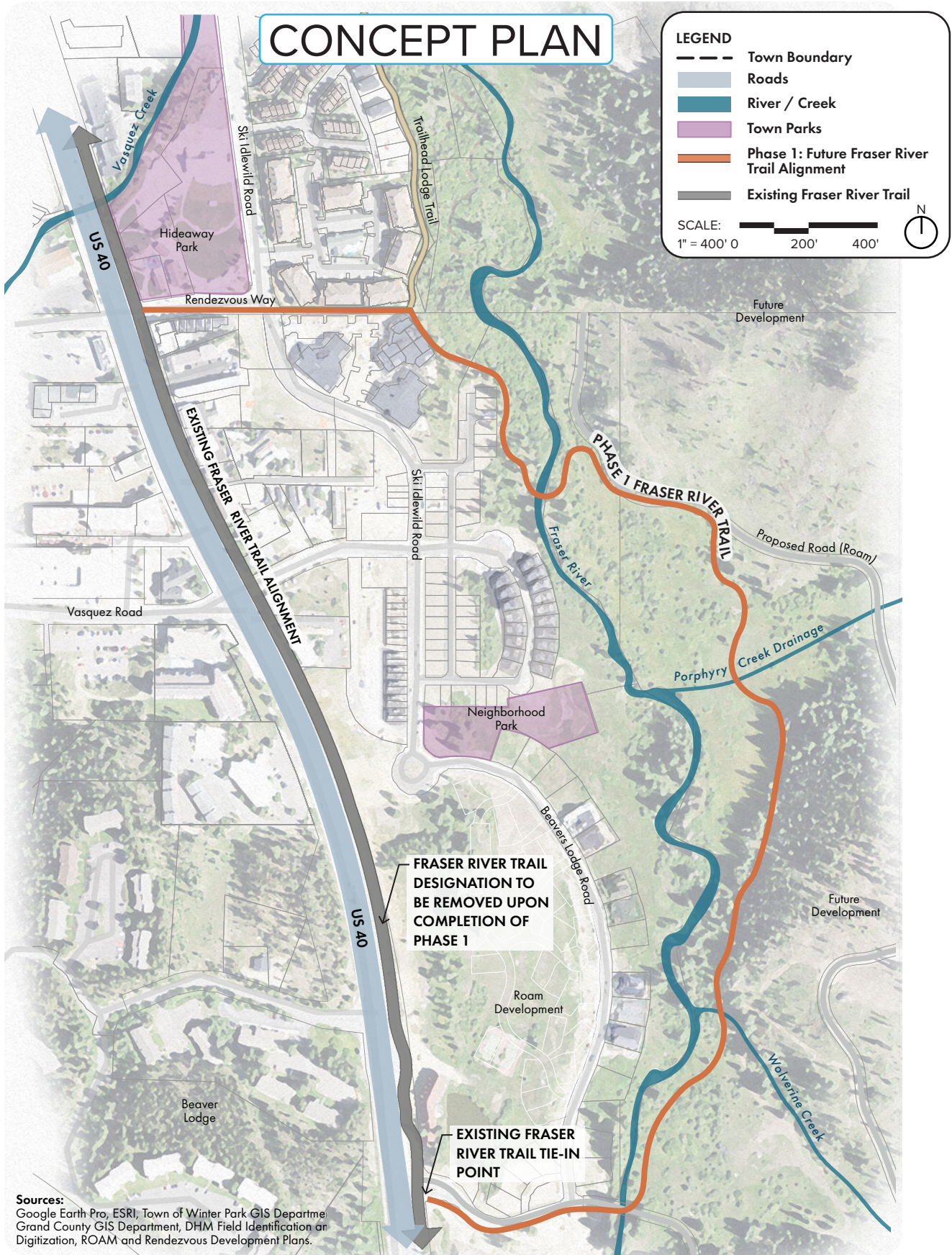


FIGURE 3-49. Phase 1 of the Fraser River Trail Realignment will require realigning the trail from the existing connection at Beaver Village through a series of boardwalks in wet meadows to the south end of Trailhead Lodge Trail. In the interim, users will need to utilize the sidewalk/road at Rendezvous Way to connect back to the existing trail along US 40 until Phase 2 is completed.

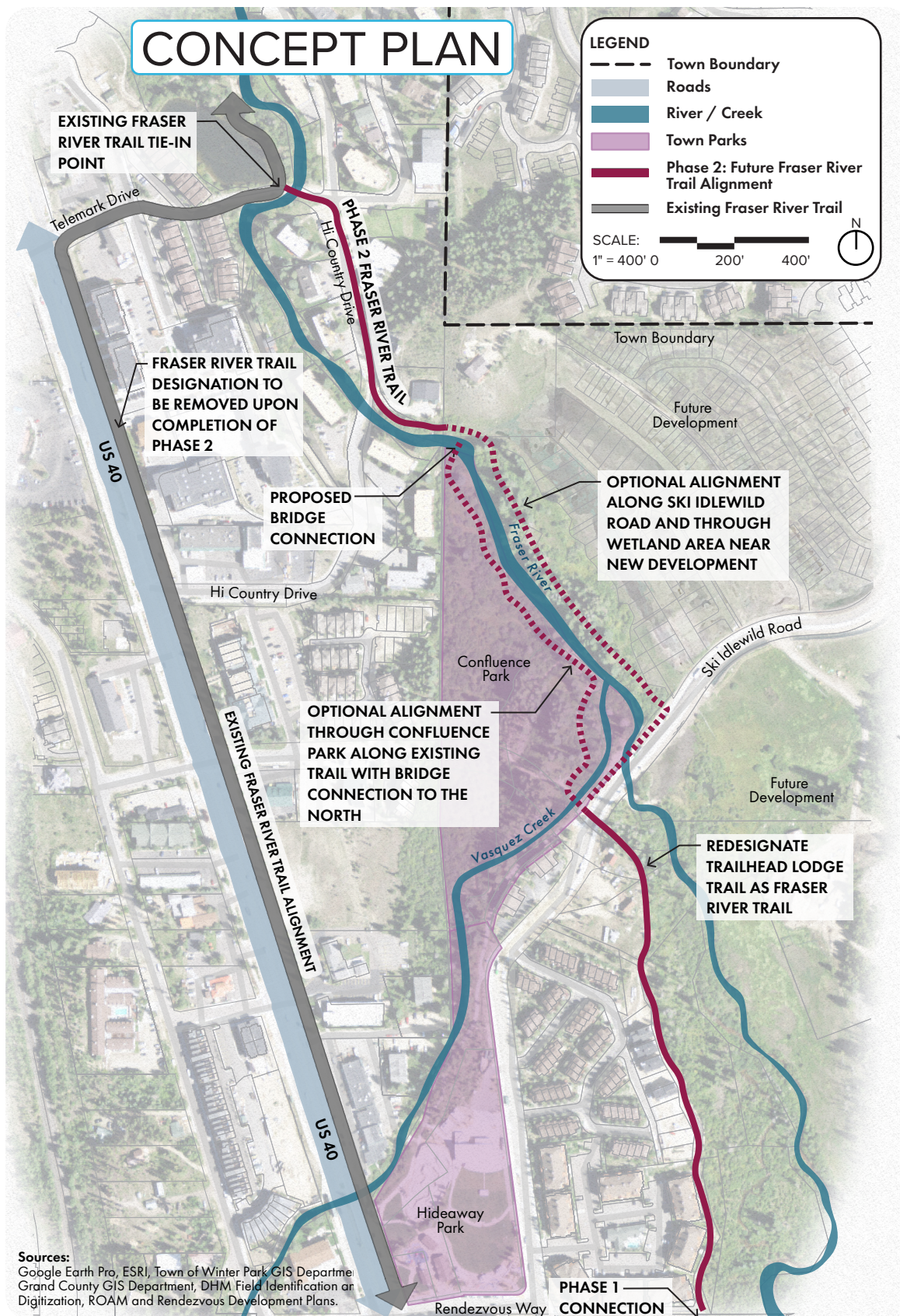


FIGURE 3-50. Phase 2 of the Fraser River Trail Realignment will require redesignating Trailhead Lodge and Vasquez Creek trail sections as part of the Fraser River Trail. The Town will need to develop an easement through the Snowshoe Property. From Confluence Park, the trail will need to cross over the Fraser River and connect to Hi Country Drive. To facilitate safe movement along roads, a dedicated bike lane/sidewalk should be incorporated along Hi Country Drive and Telemark Drive to connect to the existing Fraser River Trail near the ponds.

East Side: The Future of the Rendezvous/Idlewild Trail System

The Rendezvous/Idlewild trail system offers great access to a network of Town and US Forest Service trails. The Rendezvous developers are responsible for developing, dedicating, and aligning a network of trails based on the Final Development Plan (FDP), approved in 2008. These trails are intended to be a combination of paved and unpaved, non-motorized, and multi-use recreational trails connecting the Rendezvous Community to the Town and the US Forest Service lands. The trails dedicated by Rendezvous act as an interconnected public greenway where the trails will be dedicated to the Town for public use at the time of non-minor final subdivision platting.

Some of these trails have already been dedicated to the Town and the Rendezvous developer may relocate sections of the alignments as development occurs. The trails were not named in the FDP

document, but to date, some of the alignments have already been built out. The graphic below illustrates which trail alignments have been dedicated.

The exact alignment of these trails is yet to be determined and will likely not reflect exactly what is depicted below; however, the primary connections noted should be established per the FDP. Community members desire these trails retain some scenic value and showcase the natural/forested qualities of the existing trail system. Ideally, a forested buffer of 6' to 25' should be established on either side of the trail to buffer it from residential and commercial adjacencies.

Additionally, trailhead parking areas should be established where the trail system crosses the future and existing road network.

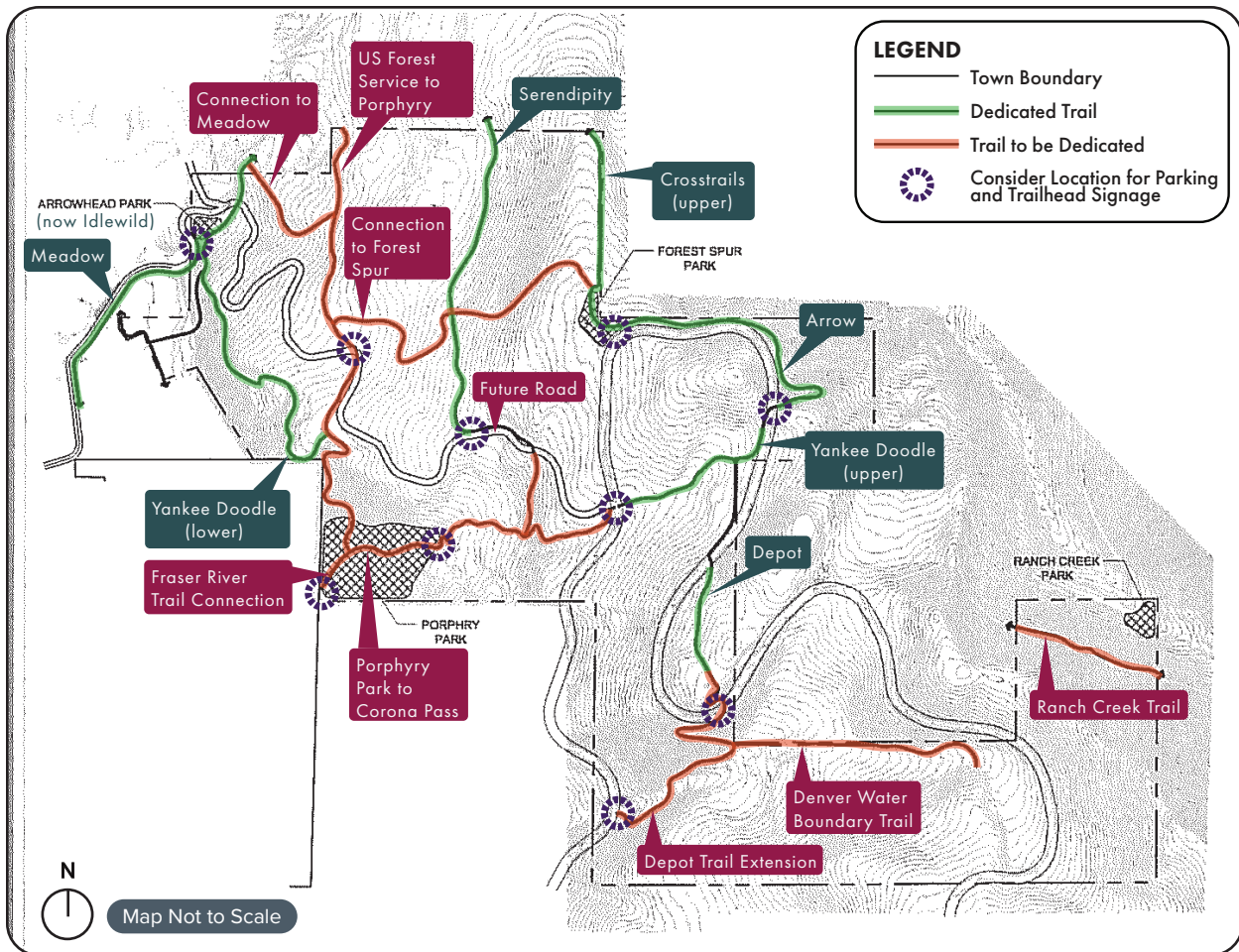


FIGURE 3-51. Dedicated Open Space/Trail network dedicated by Rendezvous developer in the 2008 FDP. The plan is annotated to indicate the alignments that have been built (Original Map by Rendezvous developer; annotated by DHM Design).

East Side: Porphyry Park Trail

This master plan proposes using Porphyry Park to act as a trailhead and a connector between developments on the east side of Town. This will provide a connection between Yankee Doodle and the Fraser River trails. This will give users an option to access east side trails, outside of Corona Pass Road and Ski Idlewild Road.

This proposed trail alignment extends from the east side of the future Roam Road and Fraser River Trail to the west entrance/parking area of Porphyry

Park. The trail then snakes its way up a series of switchbacks to the far east parking area of the park where users can connect to the Yankee Doodle Trail.

Note: The feasibility and connectivity of this trail is contingent on final alignments of connecting roads within the Roam and Rendezvous Communities. Development of these roads should factor in trailhead parking and trail connectivity through Porphyry Park. It is unclear if this route would be accessible in the winter as a winter groomed trail.

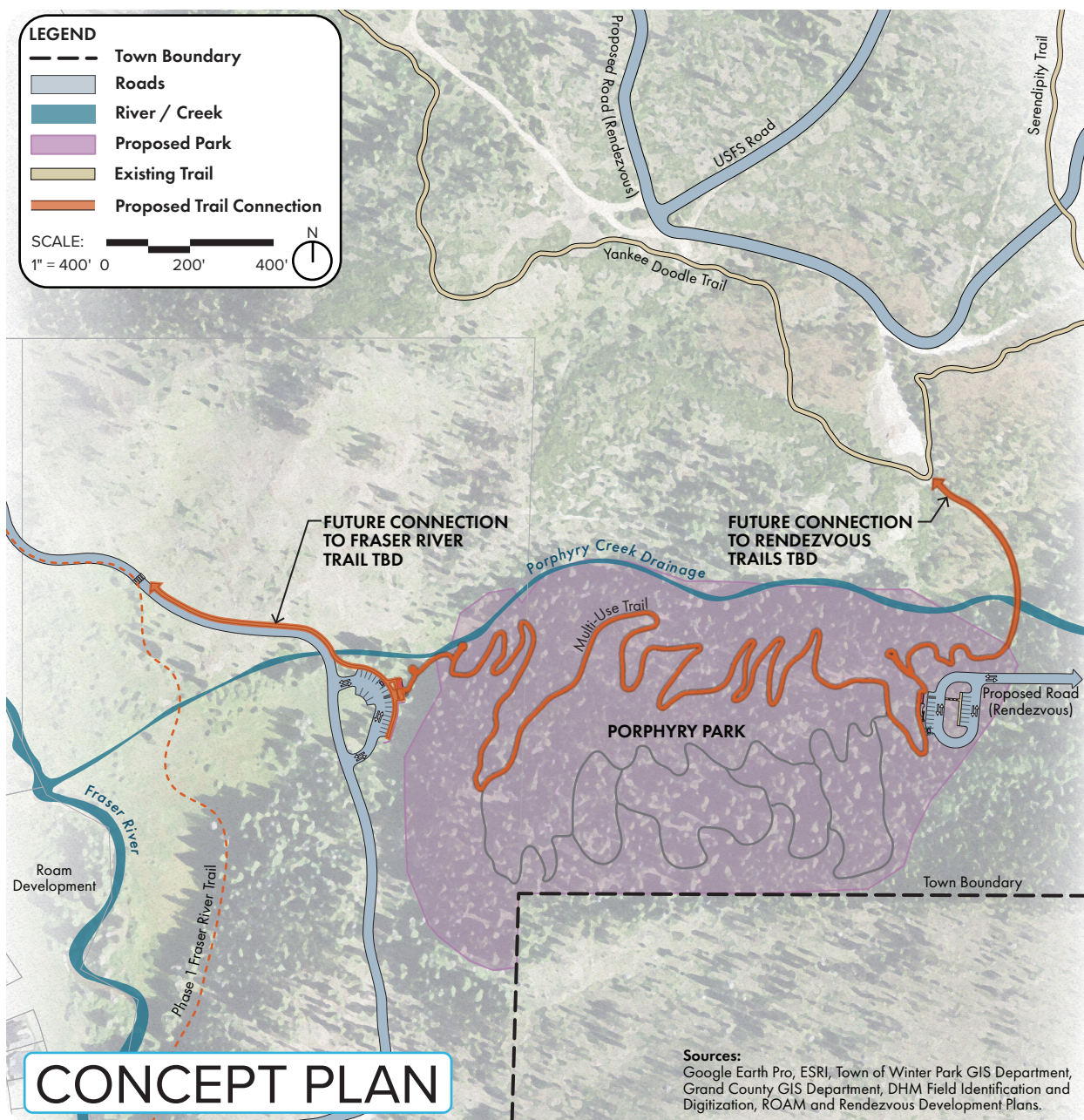


FIGURE 3-52. Proposed Porphyry Park connector trail between the Fraser River Trail and Yankee Doodle Trail offers a whole new way to connect pedestrians to amenities and trails on the east side.