

FRISCO TRAILS & PATHWAYS MASTER PLAN



2023 UPDATE

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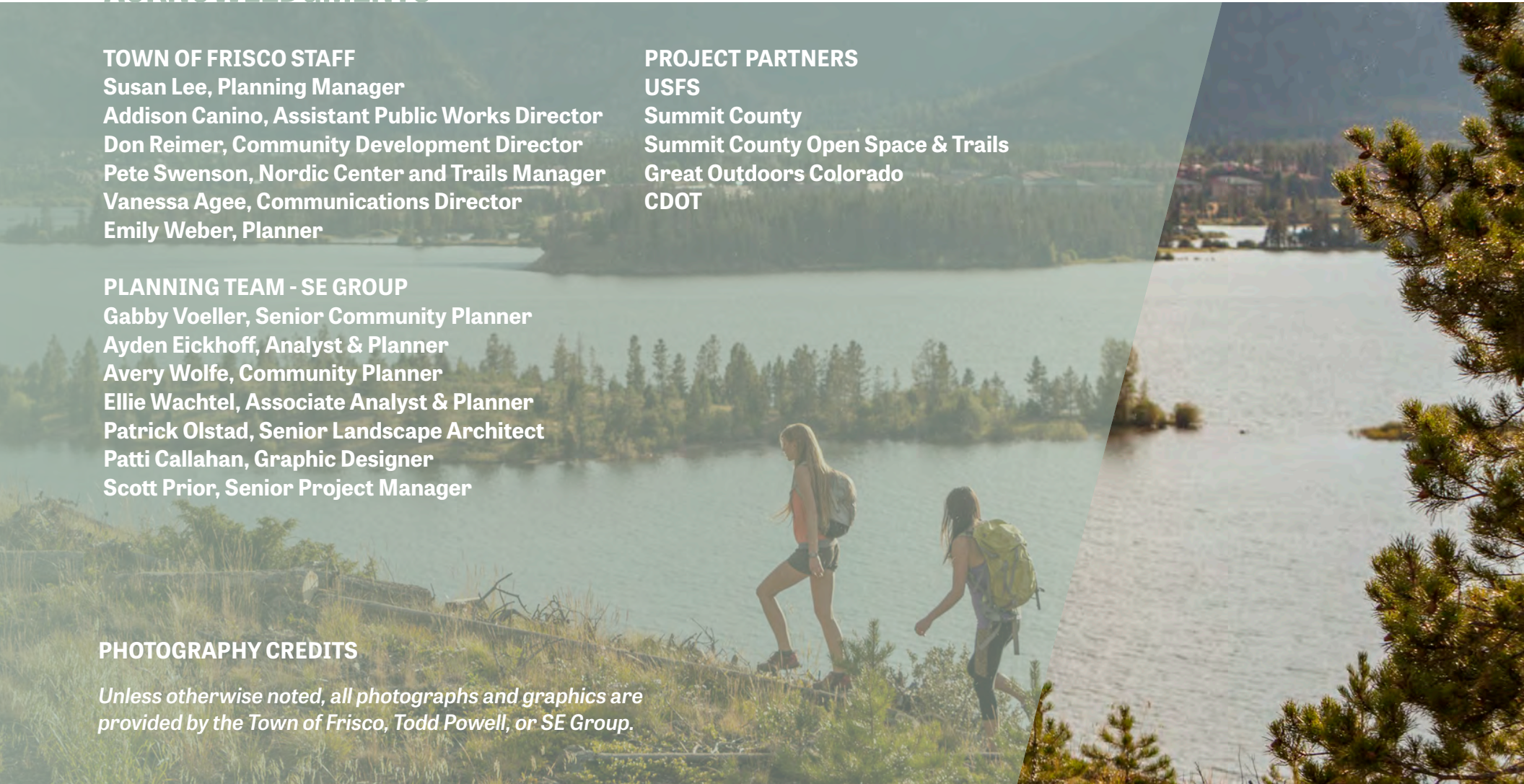
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INTRODUCTION

About This Plan

Frisco is a small town in the heart of Summit County, Colorado. With National Forest System (NFS) lands to the north, west, and south and Dillon Reservoir to the east, Frisco is surrounded by year-round recreation opportunities right in its backyard. As stated in the Community Plan,

Frisco is a close-knit, welcoming community that cherishes our history, environment, healthy lifestyle, and unique sense of place. In addition, outdoor recreation is identified as one of the community's most prized characteristics, while improvements to wayfinding and signage is identified as a top priority. Town Council recognizes that maintaining, improving, and expanding the trail network for non-vehicular connectivity throughout and adjacent to Town is essential to enhancing the quality of life in Frisco for both its residents and visitors. Additionally, the compact layout of Frisco means that many recreation opportunities are easily accessible from town. By enhancing pedestrian and bicycle connectivity and safety in Frisco, the trails and transportation network become one – connecting people to destinations and recreation seamlessly, while also minimizing vehicular circulation and parking demand.

This plan serves as an update to the 2017 Frisco Trails Master Plan, much of which the Town has proudly implemented. Over the last five years, the Town has successfully moved forward with planning, approval, and completion of many new and improved trails for Nordic skiing, mountain biking, hiking, and running at the Peninsula Recreation Area (PRA) – spearheaded by the hire of a new Trails Manager. The few remaining projects there are slated for completion over the next 2-3 summer seasons. Additionally, the Town has invested in two new paved multi-use pathways along 2nd Avenue and Belford Street, providing essential dedicated infrastructure for bicyclists and pedestrians in the neighborhoods south of Main Street and adjacent to Frisco Elementary. The Town has also continued to work successfully with CDOT to improve circulation and pedestrian infrastructure along SH-9, including its intersection with Main Street, two new roundabouts, and a pedestrian underpass at Peak One Boulevard/Recreation Way connecting County Commons to the PRA. These, along with other projects illustrate the Town's commitment and achievement in improving safety, comfort, connectivity, and recreational opportunities for its residents and visitors.



This update is a targeted document that outlines specific existing and proposed trails, connections, and wayfinding amenities the Town would like to create or collaborate on with local partners. This document also brings in work from the recently completed Complete Streets Plan and shows the whole suite of recommended typologies, both from the old plan and new. This update becomes a new complete plan document rather than referencing either the 2017 and 2023 plans for different types of information. Both this update and the original 2017 Plan were developed with broad community input and support. Specifically, this 2023 update was created to:

- Review progress to-date on goals outlined in the 2017 Trails Master Plan.
- Revisit 2017 goals not yet completed and determine whether they are still relevant.
- Inventory and map existing trails and connections and make any revisions or additions to trail recommendations.
- Inventory and map existing wayfinding amenities and make recommendations to improve navigation and continue to address safe bicycle and pedestrian connectivity throughout Frisco.
- Assess trail access and user experience at key trailheads to understand capacity and inform management strategies around trail access and use.
- Prioritize projects and outline implementation strategies to start acting on plan recommendations without delay.

**NEW UNDERPASS
CONNECTING PRA TO
COUNTY COMMONS**



**CREW WORK ON NEW
TRAILS AT THE PRA**



**NEW MULTI-USE PATH ON
BELFORD STREET**



**NEW SEPARATED MULTI-
USE PATH ON 2ND AVENUE**



Plan Organization & Themes

This Plan largely follows the structure and themes of the 2017 Trails Plan, with inventories and recommendations oriented around four geographic areas shown in Figure 1 (Frisco's Gateway, Downtown Core, Peninsula Recreation Area, and Frisco's Backyard) and two overarching policy topics (Connectivity and Winter Use) – Chapters 1 through 6. To address some of the issues raised in the 2017 Plan, this update broadens the town-wide connectivity policy topic to include wayfinding, recreation access & use management. Chapter 7 lays out implementation strategies, funding measures, key partnerships, and project prioritization. Recommendations are organized into nine categories:

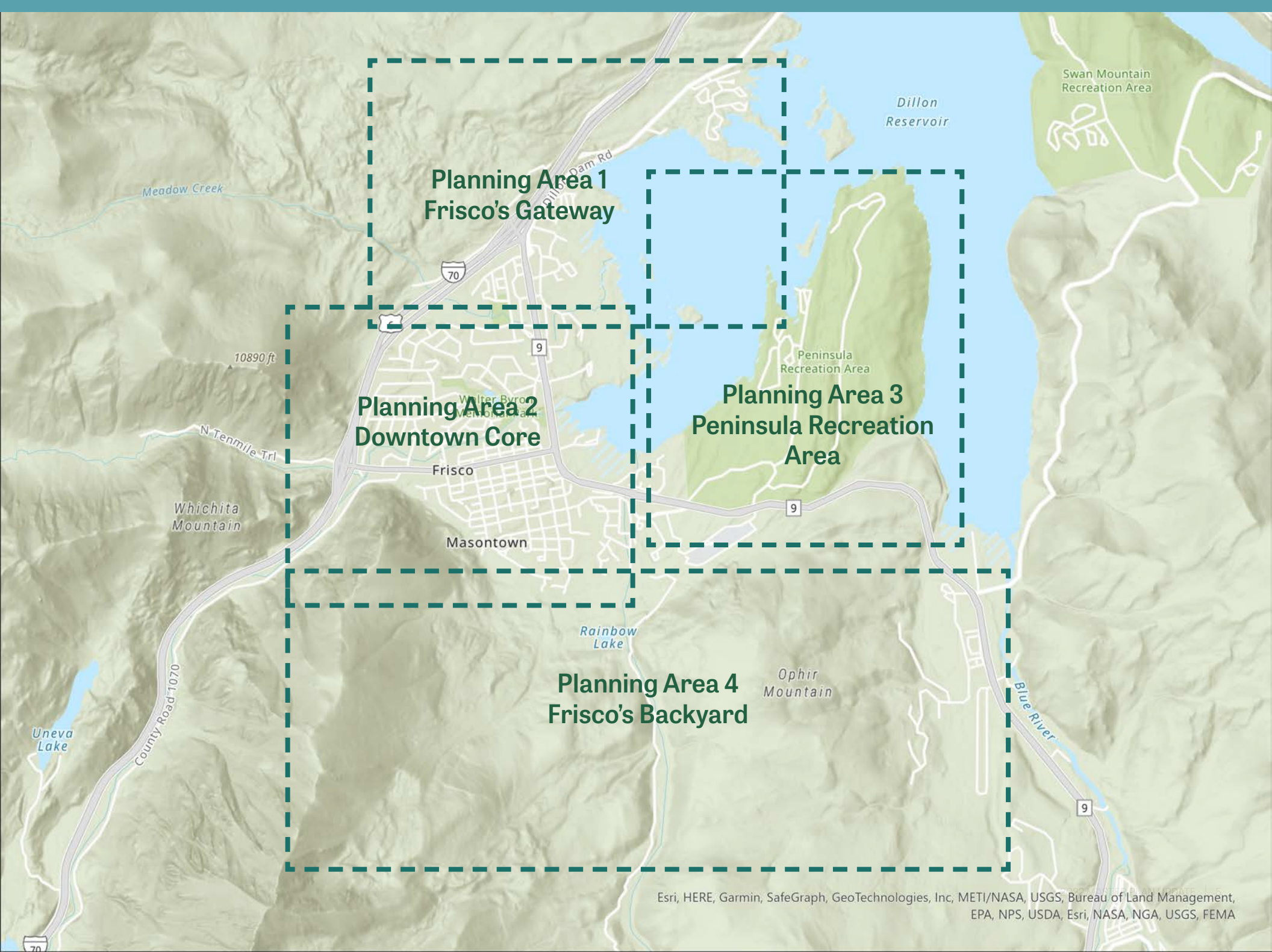
- 1 Connectivity Policies
- 2 Wayfinding
- 3 Use Management
- 4 Winter Policies
- 5 New Trails
- 6 Frisco Pathway Connections
- 7 Peninsula Recreation Area Policies
- 8 Backyard Policies
- 9 Implementation

Chapter 8 provides further details on the 2023 update planning process, including community engagement, research, and analysis. Additional supporting information can be found in the Appendices.

Through the community engagement process of the original 2017 planning effort and subsequently echoed through community input that informed this update, the following themes were expressed by the Frisco Community. These themes guide the goals and recommendations stated in this document:

- A love for recreation of all types of people of all ages and abilities and a desire to respectfully share recreational amenities.
- A respect for the ecology and wildlife of the National Forest System (NFS) lands.
- A wish to provide safer streets and intersections for walking and bicycling.
- A need for consistent branding, mapping, and wayfinding of the trails and pathway systems in and around Frisco.
- An acknowledgement that implementation of trail and connectivity projects will take work, funding, commitment, and creative partnerships from the Frisco community and beyond.

FIGURE 1: FRISCO TRAILS & PATHWAYS PLANNING AREAS



Consistency in Planning

This document does not stand alone. Throughout this process, the Town and project team worked diligently to ensure that this plan is both informed by and consistent with other established plans and concurrent planning efforts. The Frisco Trails & Pathways Plan primarily reflects the Community Plan's "Mobility" and "Vibrant Recreation" guiding principles as well as the following goals:

1.1 Protect the character and livability of Frisco's residential neighborhoods.

1.2 Improve the aesthetic appeal and functionality of the Summit Boulevard corridor and the exit 203 gateway.

3.1 Provide high quality public infrastructure and services to meet current needs and accommodate growth.

3.2 Promote open communication, responsive governmental actions, and regional collaboration.

4.1 Provide a safe and efficient multimodal transportation system.

4.2 Promote walking, bicycling, and other alternative modes of travel.

4.3 Continue to expand regional transportation options for Frisco residents and visitors.

5.1 Provide high quality, year-round recreational amenities that appeal to both residents and visitors.

5.3 Create more opportunities and improve the quality of our interaction with the natural environment.

In 2022 the Town adopted a Downtown Complete Streets Plan to guide and prioritize right-of-way improvements to provide a safer and more inclusive mobility environment for all user-types (pedestrians, cyclists, personal vehicles, public transit, freight and safety vehicles, etc.). Recommendations in this 2023 Trails & Pathways Plan are informed by and reference specific designs from the Complete Streets Plan as applicable. Frisco's Complete Streets Plan serves as a supplemental resource to inform the implementation of this plan.

The Town also adopted a Master Development Plan (MDP) in 2019 for the Frisco Nordic Center and associated trail systems at the Peninsula Recreation Area (PRA). As elaborated in Chapter 5, the MDP serves as a supplemental plan, accomplishing most of the recommendations from the 2017 Trails Plan through permitting and design and partial implementation. The MDP will be the key resource for completing projects in the Peninsula Recreation Area moving forward.

Concurrent with the development of this 2023 update and still ongoing, the Town is pursuing site specific environmental review of a detailed sub-area plan and forest health project under the National Environmental Policy Act (NEPA) within the Frisco Backyard area. This project involves close coordination with the U.S. Forest Service (USFS) to identify specific trails for adoption, abandonment, improvement, maintenance, and use as well as forest health management strategies. This project acknowledges the recent designation of the Tenmile range as a National Monument, which includes the Backyard area, and in part is intended to address anticipated visitation associated with the National Monument designation. Like the Complete Streets Plan and Nordic Center MDP, the Frisco Backyard Fuels and Recreation Project and its associated documents serves as a supplemental resource, providing detailed direction to fulfill recommendations of the 2017 Frisco Trails Plan. Thus, the recommendations in this plan for the Backyard Planning Area (Chapter 6) are centered around this effort.

Future planning efforts and implementation of this plan should consider all of Frisco's adopted and ongoing plans as a coordinated resource to guide decision-making, rather than individual references in isolation.

Frisco Trails Plan Goals

The 2017 Trails Plan goals are still relevant today. Minor revisions and additions were included to fully reflect the community's most pressing needs and priorities:

- 1. Partner proactively with the USFS on the maintenance of existing trails; rehabilitation, restoration, re-routing, or abandonment of unsustainable trails; and developing new trails on NFS lands surrounding the Town of Frisco.**
- 2. Add trails that fill gaps to create or improve access to recreational trails, the Summit County Recreation Path system, and key destinations. By creating new points of access and connectivity, Frisco and its surrounding area become a true “network” where one can get from one place to another without a car.**
- 3. Make Frisco a safe place for people of all ages and abilities to walk, bike, and cross the street. Prioritize access for people over access for vehicles.**
- 4. Continue to explore ways to enhance winter recreation and connectivity through an enhanced Nordic Center; trails for fat biking, skiing, showshoeing, and walking; and strategic plowing and grooming.**
- 5. Make trailheads inviting places where users can easily access recreational amenities and enjoy their experience from beginning to end. Creatively and strategically manage access and demand through multimodal connections, information disbursement and wayfinding signage.**
- 6. Make navigation for bicyclists and pedestrians in Frisco clear and consistent, prioritizing the “Frisco Pathway” as a comfortable and convenient route to connect residents and visitors seamlessly to key destinations.**

CHAPTER 1

CONNECTIVITY, WAYFINDING, RECREATION ACCESS, & USE MANAGEMENT

A guiding purpose for this plan is to establish safe and easily navigable bicycle and pedestrian connectivity throughout town. By doing so, Frisco can become a safe place for people of all ages and abilities to get from one destination to another without the need to drive. This not only improves quality of life and experiences for residents, but also for visitors. For example, someone could easily get to Frisco via the Summit County Recpath system, Summit Stage or other regional transit, or by personal vehicle – having to park only once while able to visit any part of the community and its surrounding resources. Navigation and multi-modal safety were top concerns expressed by the community in 2017 and remain at the top of the community's mind today. With the adoption of a Complete Streets Plan, Frisco is now better equipped to address these pressing issues and create a vibrant pedestrian-focused community.



Transit

The Summit Stage transit system currently operates 11 routes, four of which travel through Frisco. These routes primarily serve as connections between Frisco and other key destinations such as Breckenridge, Copper Mountain, Silverthorne, and Lake County. However, they do not necessarily provide comprehensive or convenient circulation within the Town of Frisco for those who simply wish to get groceries or meet friends for a hike on the other side of town. Thus, Frisco residents have continued to express interest in additional stops, new routes, a local circulator shuttle, or some other micro-transit program to expand local mobility options.

Particularly considering plans for the eventual Lake Hill housing development, providing more opportunities for residents and visitors to safely travel through town via public transit and/or walking and cycling will help to mitigate traffic congestion on the major corridors of SH-9 and I-70. These modes also provide other benefits such as encouraging more physical activity and reducing Greenhouse Gas Emissions (GHGs). While implementing a local micro-transit system has hit roadblocks in the past (cost, impact to existing routes, capacity, etc.), it will be an important option for the Town to continue to investigate, prioritize, and advocate for as development occurs. At this time, it seems that the Summit Stage system cannot accommodate the creation of a new circulator in Frisco or additional stops to their existing routes. Nonetheless, the Town should pursue their own options in conjunction with the Stage to maximize resources and determine the most effective approach to meet local and regional needs.

FIGURE 2: SUMMIT STAGE TRANSIT SYSTEM - COUNTY

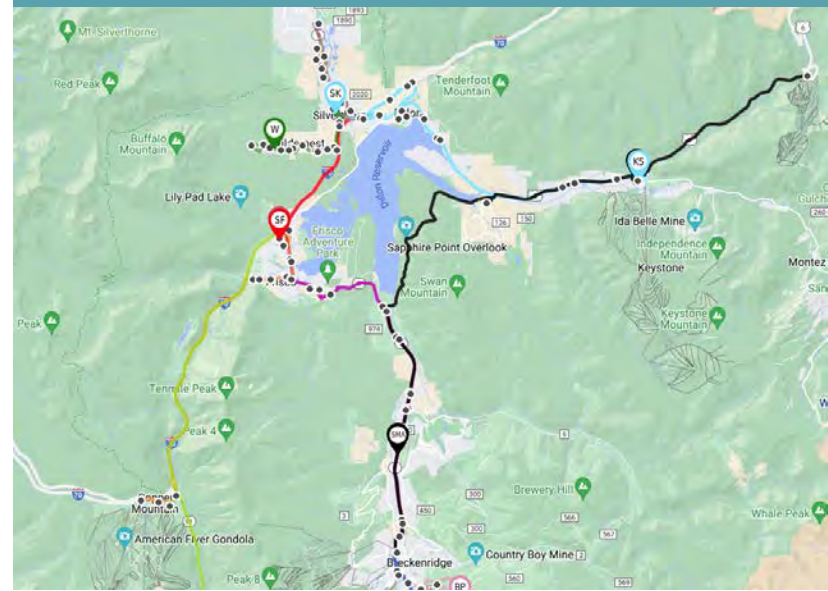
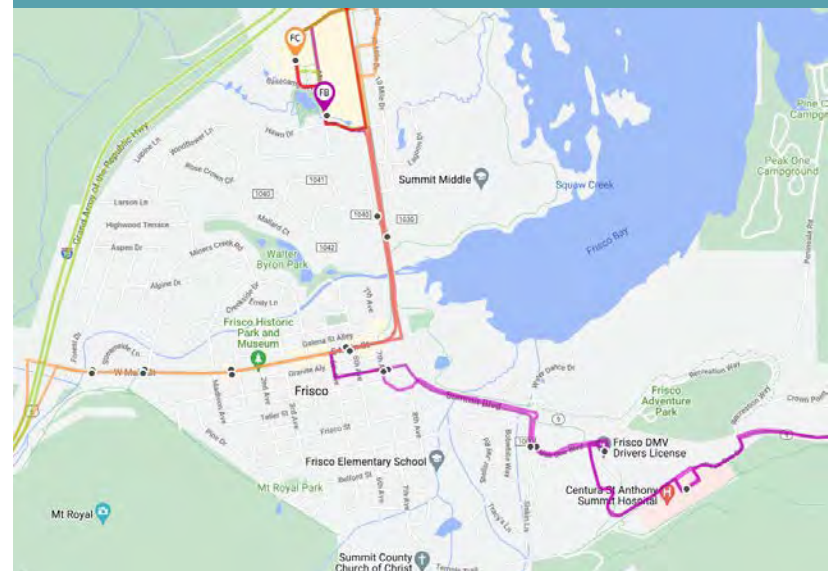


FIGURE 3: SUMMIT STAGE TRANSIT SYSTEM -FRISCO



Source: Summit Stage

Recreation Access & Use Management

The 2017 Trails Plan included several recommendations to assess parking demand and explore potential expansions or new amenities to accommodate growing demand at key recreational destinations and trailheads, such as Zach's Stop, North Tenmile Creek, Miners Creek, and others. Results from the Capacity Analysis (details provided in Chapter 8 and Appendix C) conducted during this plan update revealed that trailhead parking lots are nearing capacity on weekends but have not yet become a critical issue – meaning that even on the busiest days recreators are still able to find parking and reported positive experiences overall even though lots were at or near capacity. The analysis also revealed that many users rely on Google Maps directions and trail apps to reach these destinations.

Given that Frisco is a relatively compact community, and that town-wide bicycle and pedestrian connectivity is already a priority of this plan, the Town is interested in pursuing a proactive approach to trail access and parking management: “Frisco as a Trailhead.”

With clear and consistent wayfinding and safe, prioritized bicycle and pedestrian routes throughout Frisco, residents and visitors will be able to access any trailhead easily, regardless of where they are able to find parking. For example, if a visiting family from out of state drives into town with the intention to hike the Rainbow Lake/Peaks trail, Google Maps or other trail apps may direct them to the Zach's Stop Lot by default. However, upon entering Frisco, they will immediately see signs indicating that they can access their desired trail from the larger Kayak Lot, or even utilize on-street parking near the Visitor Center and walk to their nearby trailhead. Furthermore, they may be inspired by all the other trail and recreation options clearly identified

and decide to return to Frisco and rent bikes to tour around the County Recpath system when they visit again next year. In this way, not only does wayfinding and safe multi-modal connectivity improve user experiences for getting around town but can also help to disperse parking demand and drastically improve accessibility to Frisco's great trails and recreational amenities as well as its downtown.

It is important to note that Frisco's Backyard area is now within the recently designated Tenmile National Monument area. This new designation may increase visitation. Thus, the more proactive the Town can be in implementing the access and use management recommendations in this plan, the more likely they will be able to avoid potential impacts of increased visitation and usership. It will be important for the Town to work closely with the Forest Service, continue to monitor conditions at all relevant trailheads, and adjust their approach to use management as needed moving forward.

Wayfinding

The Wayfinding Assessment (details provided in Chapter 8 and Appendix B) conducted during this plan update confirmed public concern that pedestrian-scale wayfinding in Frisco is currently confusing and insufficient. Signs are placed sporadically; pathway typologies vary widely and change frequently or abruptly; and both sign content and pathway indicators (stamping and striping) are not always clear enough to adequately manage uses and direction. This makes bicycle and pedestrian movement confusing and contributes to unnecessary vehicular circulation and parking demand, as described above.

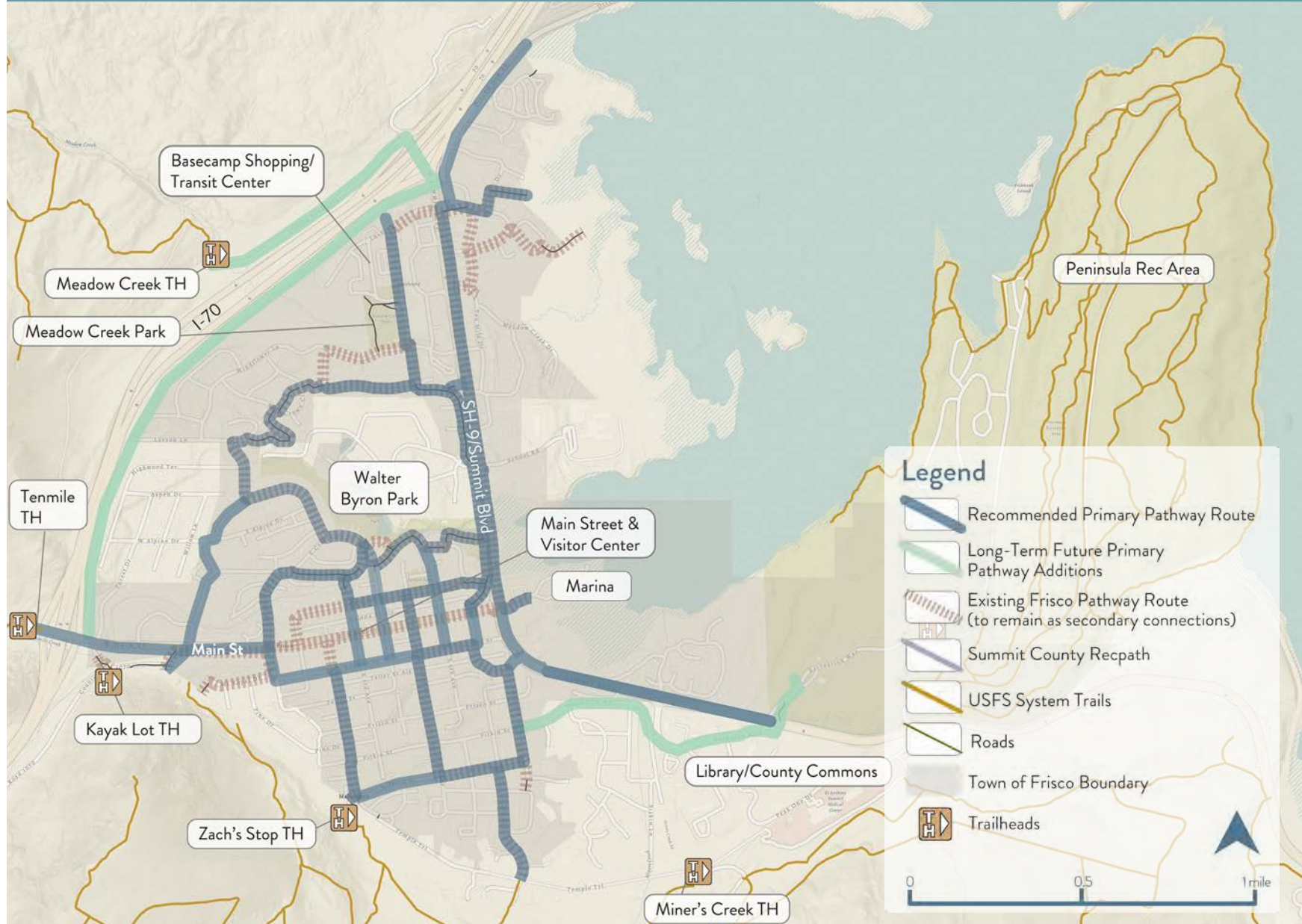
In particular, the purpose of the “Frisco Pathway” is currently nebulous and lacks the necessary facilities or navigational tools to make it useful and easily navigable. Thus, the recommendations in this plan lay out the process for re-branding the “Frisco Pathway” as a prioritized network of high comfort, easily navigable bicycle and pedestrian facilities. Its purpose is to provide a primary year-round route for travel through town, and to connect with key destinations or other dedicated bicycle and pedestrian facilities, such as the County Recpath system or Peninsula trails. Figure 4 illustrates this re-framed “Frisco Pathway,” which includes removing some sections of the existing “route” to avoid confusion and redundancy. While any infrastructure that exists on these segments will remain as alternate routes, they will not be included in the prioritized primary route with clear markings and ensured winter plowing. While the Town should still strive to improve safety and comfort for pedestrians and bicyclists on all streets, this refined Pathway focuses prioritization of resources and efforts while providing clarity to users.

Ultimately, the goal for this route is to provide “high-comfort” facilities for walkers and cyclists while still allowing cars to move through. Regarding pathway design, the two most important

characteristics that support safety and comfort are pathway width – especially for multi-directional and/or multi-use paths – as well as buffer between users. Multi-use or bi-directional paths should be at least 8 to 12 feet wide. Bike-only lanes or pedestrian-only sidewalks should be 4 to 6 feet wide. A buffer of one or more feet is also recommended wherever possible. Additionally, physical separators such as grass, bollards, or planters can help visually separate bike-ped facilities from vehicles. The following typologies are prioritized based on these characteristics – the Town should follow these standards to strive for the highest-comfort option allowable considering any constraints identified during implementation. Wherever the Town has the ability to work around identified constraints they should do so, either simply by power of decision, acquiring easements, or other appropriate measures.

In some areas, specific determinations for which pathway typology is most appropriate will require further investigation of Right of Way (ROW). Easements and coordination with property owners may be required to achieve best results as recommended in this plan, while existing private property rights will be respected. Continuity between pathway types should be prioritized wherever possible. Solid white lines, bike and pedestrian stamps, and directional arrows or mid-lines should be implemented consistently. Bike and pedestrian stamps should be placed in the middle of the pathway or street to maximize visibility. This is particularly important when used as a “sharrow” to indicate that a street is shared by bicyclists and vehicles.

FIGURE 4. RECOMMENDED FRISCO PATHWAY PRIMARY ROUTE



PATHWAY TYPOLOGIES & PRIORITIZATION

Separated pathways provide ample buffer between pedestrians or cyclists and vehicles, making them the most comfortable option. Thus, separated multi-use paths should be prioritized wherever possible, but especially on busier roads such as SH-9/Summit Blvd. These pathways may be at-grade or curbed.

Attached on-road pathways (multi-use or bike only) are most comfortable when a buffer of at least one foot is included. The buffer can be fulfilled by the presence of a rain gutter and/or painting stripes (at least 6" wide or double lined). Bollards or small planters can provide additional visual separation between vehicular traffic and on-street bike-ped facilities. An on-road attached pathway is only considered a comfortable multi-use facility if it is at least 8 feet wide. This typology is most appropriate on neighborhood streets that do not have existing sidewalks. If a narrow (less than 8 feet) curbed sidewalk already exists, an on-road attached bike-only lane may be added to provide designated space for cyclists. A bike lane is only considered comfortable if it is at least 4 feet wide if one-directional or 8 feet wide if bi-directional.

Curbed multi-use paths also provide a distinct separation between moving vehicles and cyclists or pedestrians. A curbed path is only considered a comfortable multi-use facility if it is at least 8 feet wide. Examples of these facilities currently exist along some sections of Main Street as well as SH-9/Summit Blvd. Frisco's Complete Streets Plan designs for north-south streets also include a curbed multi-use path, as shown below. Curbed multi-use paths can be used in instances where ROW may not allow for the additional 1–5-foot buffer needed for a separated path but where traffic volumes and speeds are higher (e.g. 30–35 MPH). Whether curbed or not, buffers are always preferred.

Unbuffered on-street attached bike-ped facilities are of lowest priority, but with the appropriate width, they may be implemented if other options are constrained.

Shared streets are also of lowest priority, but with the appropriate placement of sharrow stamps (as described above), they may be implemented if other options are constrained. For example, Windflower Lane is a common route for both pedestrians/cyclists and vehicles but has poor visibility due to curves. While the prioritized Frisco Pathway route and wayfinding recommendations of this plan will help to direct cyclists and pedestrians along an alternate, more comfortable route in this area, adding sharrow stamps and/or signage at this location can help indicate to vehicles that they should travel slowly and keep an eye out for people walking and cycling.

Filling gaps in the Frisco Pathway route illustrated in Figure 4 to complete the network should be the Town's top priority and can be fulfilled by implementing the specific recommendations in this plan. As opportunities arise, as funding allows, and/or once these priorities come to completion, the Town should also focus on upgrades to existing bike and pedestrian facilities within the Frisco Pathway route to ensure that the entire network is continuous and meets the safety and comfortability standards outlined above. Implementing bicycle and pedestrian infrastructure elsewhere in town may also be pursued as opportunities arise/funding allows (such as sharrows on Windflower Lane as described above) but is not the priority of this plan.

FIGURE 5: WAYFINDING PRECEDENT IMAGERY



5A: CURBED MULTI-USE PATH - HIGHEST COMFORT OPTION



5B: CURBED MULTI-USE PATH



5C: ATTACHED ON-ROAD PATHWAY (MULTI-USE)



5D: ATTACHED ON-ROAD PATHWAY

FIGURE 6: EXISTING CONDITIONS IMAGERY



6A: EXISTING SEPERATED PATHWAY



6B: EXISTING WIDE CURBED SIDEWALK FOR MULTI-USE



6C: EXISTING ATTACHED ON-ROAD PATHWAY



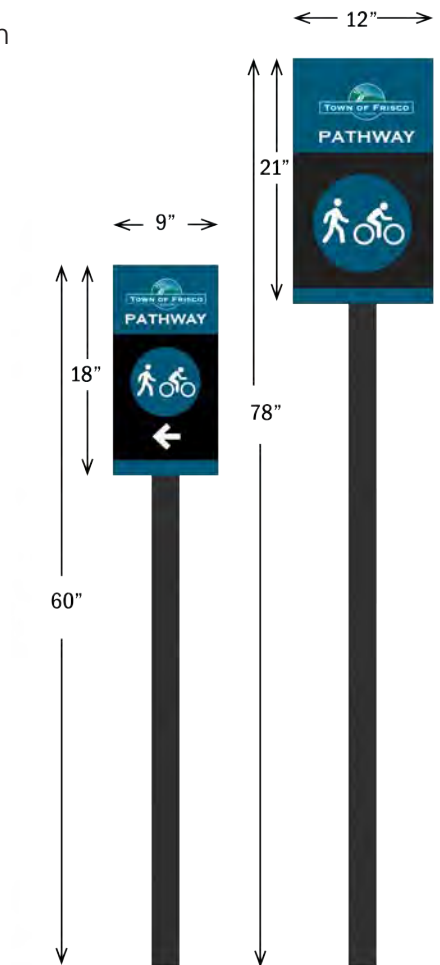
6D: POTENTIAL OPPORTUNITY FOR ADDED BIKE LANE

SIGN FAMILY CONCEPTS

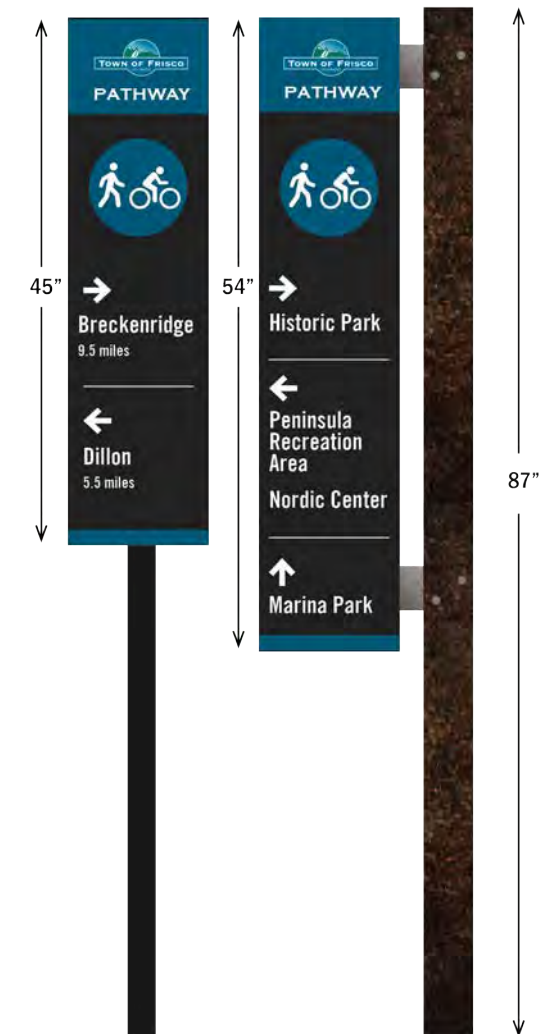
To address the broader issue of wayfinding and navigation, the sign family design concepts illustrated below should be implemented according to specific placement guidelines. Figure 7 provides a visual representation for these guidelines.

Further planning will be required to finalize sign placements and content for each location. Additional information regarding implementation, including cost estimates can be found in Chapter 7.

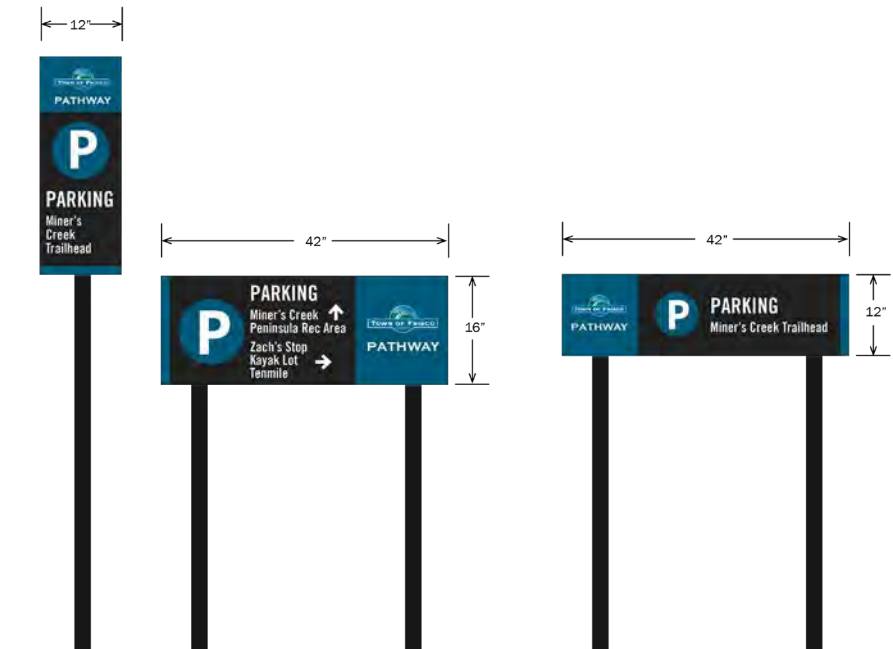
Frisco Pathway Markers should be placed at any location where the pathway typology changes, the route reaches an intersection, or the route turns/goes out of sight.



Frisco Pathway Directional Destination Markers should be placed at any intersection of the Frisco Pathway (where the pathway goes multiple directions), even if not a formal four-way stop.



Trailhead Parking Signs should be placed on Main Street and SH-9/Summit Boulevard well in advance of necessary turns. Thereafter they should be placed at any point where a turn is necessary to reach the desired trailhead destination. For example, a vehicle traveling south on SH-9 should see a parking sign approximately 100 feet before its intersection with Main Street indicating that Zach's Stop, Kayak Lot, and Tenmile Trailheads are accessed via a right turn onto Main Street while the Peninsula Rec Area and Miners Creek Trailheads are accessed by continuing straight on SH-9. If that vehicle continues south on SH-9, just before the Peak One Boulevard roundabout, another sign should indicate that Miners Creek is accessed by turning right onto Peak One Blvd and the Peninsula Rec Area is straight ahead. Figure 7 illustrates key locations for Trailhead Parking Sign locations.



Frisco Map Kiosks should be placed at key destinations and gathering places as deemed appropriate. When updated, these maps should be oriented with north pointing up for easier navigation.

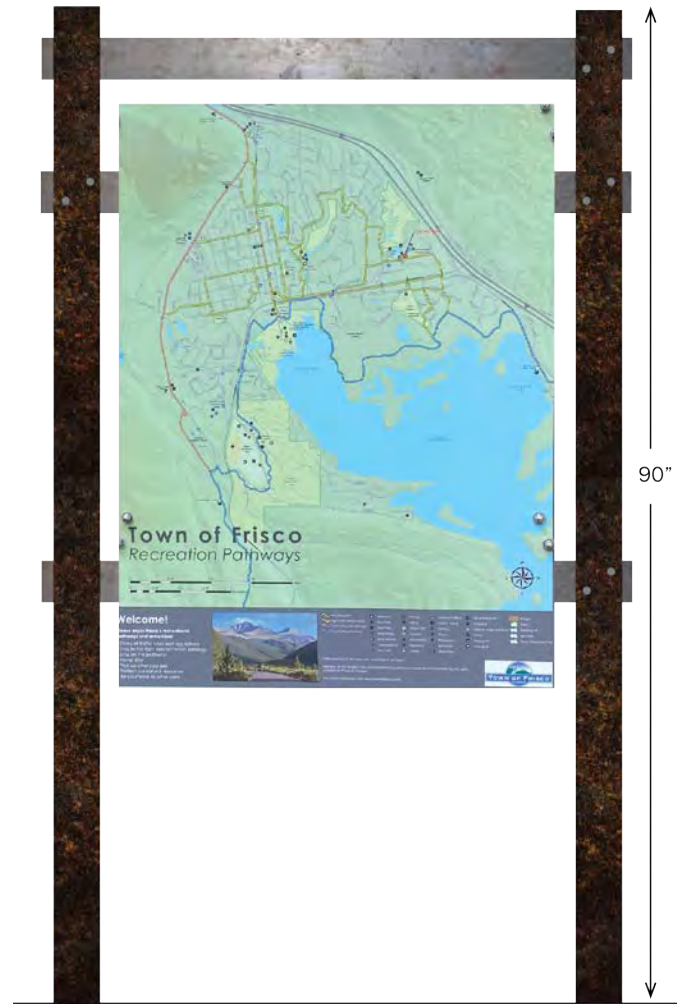
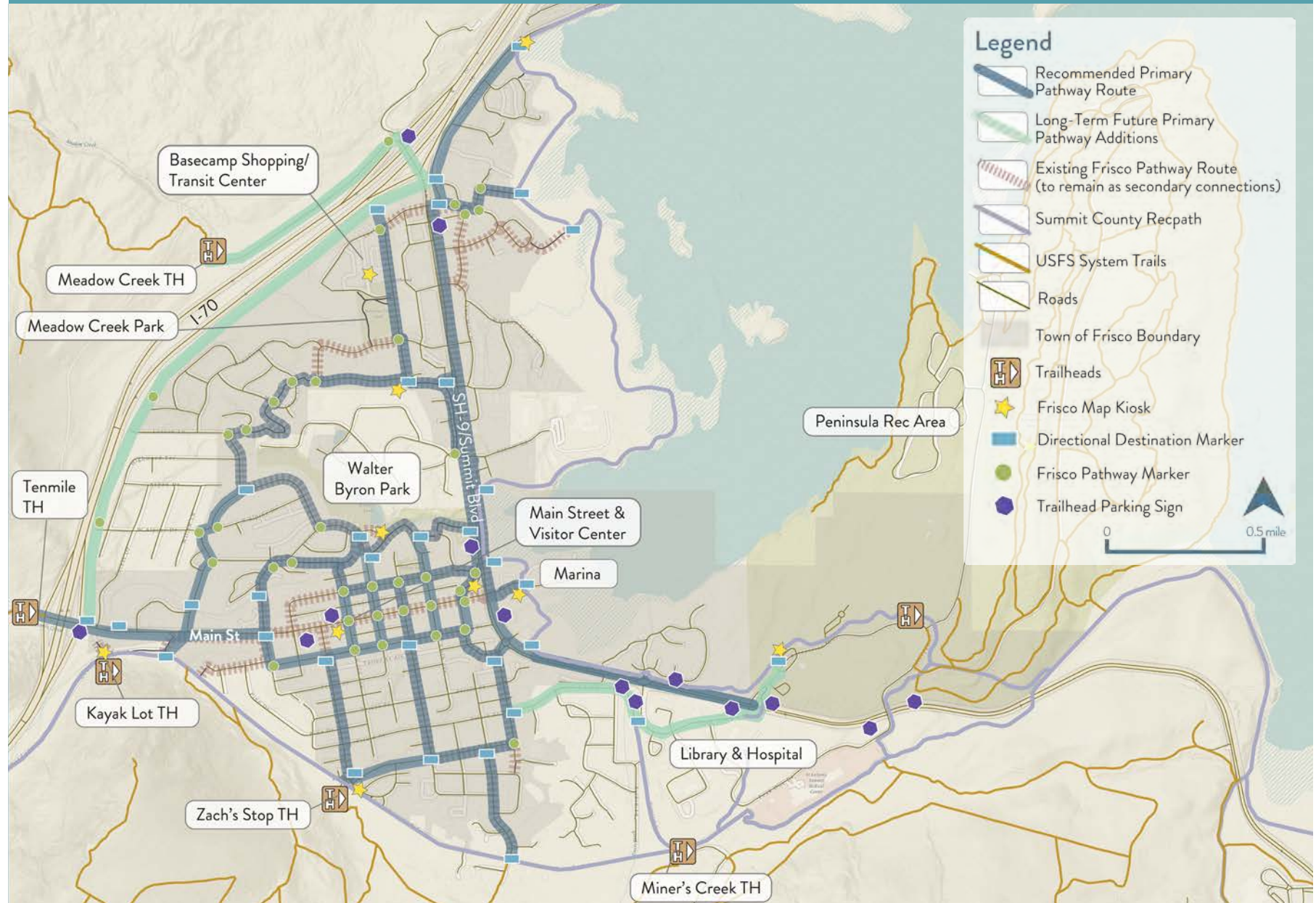


FIGURE 7: WAYFINDING SIGN PLACEMENT RECOMMENDATIONS



Connectivity, Wayfinding, Recreation Access & Use Management Recommendations

Connectivity Policy #1

Continue to pursue the creation of a local micro-transit option that integrates with the existing regional Summit Stage bus system.

Connectivity Policy #2

Finalize adoption of a town-wide Complete Streets Policy to accompany the Town's Downtown Complete Streets Plan; regularly update the Complete Streets Plan.

Connectivity Policy #3

Include pedestrian and cyclist accommodations (i.e. bike lanes, sharrows, sidewalks, crosswalks, bike racks, signage, etc.) wherever possible; especially as part of any transportation improvement project (TIP), regular maintenance (such as striping), or new developments.

Connectivity Policy #4

Proactively coordinate with CDOT and Summit County to advocate for high comfort bicycle and pedestrian facilities on and across any CDOT or County managed rights of way. Examples include: ongoing plans to reconfigure the SH-9 & Dillon Dam Road intersection; further improvements to the new roundabout at SH-9 and 7th/8th Avenues; continued connections on Peak One Blvd at the new SH-9 underpass to the PRA; and other coordinated projects included in this plan to continue infrastructure between municipal and county roadways.

Connectivity Policy #5

Monitor on- and off-street bicycle and pedestrian facilities within Frisco on an ongoing basis to inform and ensure that regular maintenance needs are met, ensuring smooth surfaces and clear striping and stamping.

Wayfinding #1

Implement sign family design and locations per identified placement guidelines, as illustrated in Figure 7, and further details in Chapter 7 (Project Prioritization).

Wayfinding #2

Implement pathway typologies per the prioritization guidelines laid out in this plan.

Wayfinding #3

Create Town webpage with a wayfinding and destinations map as well as key information about user etiquette, such as shared use, dismounting bikes on Main Street, etc. Provide a QR code for this page that can be added to flyers and/or included on wayfinding signage.

Wayfinding #4

Update Frisco Map Kiosks as deemed appropriate to ensure that trail users and visitors have the most up to-date and clear information possible regarding recreational access and navigation. These maps can also be used for the wayfinding and user etiquette webpage (Wayfinding 3).

Connectivity, Wayfinding, Recreation Access & Use Management Recommendations (Cont.)

Use Management #1

Implement a regular system of checking popular trails apps to coordinate any necessary updates or clarifications about access and use. Apps include Alltrails, MTB, CoTrex, Trailforks, etc. Coordinate with Use Management 1a in Chapter 5.

Use Management #2

Regularly assess trailhead use and capacity through interviews, observations, trail counters, and other means necessary.

Use Management #3

Continue to work with the Forest Service to coordinate summer and winter maintenance of trails and trailheads.

Use Management #4

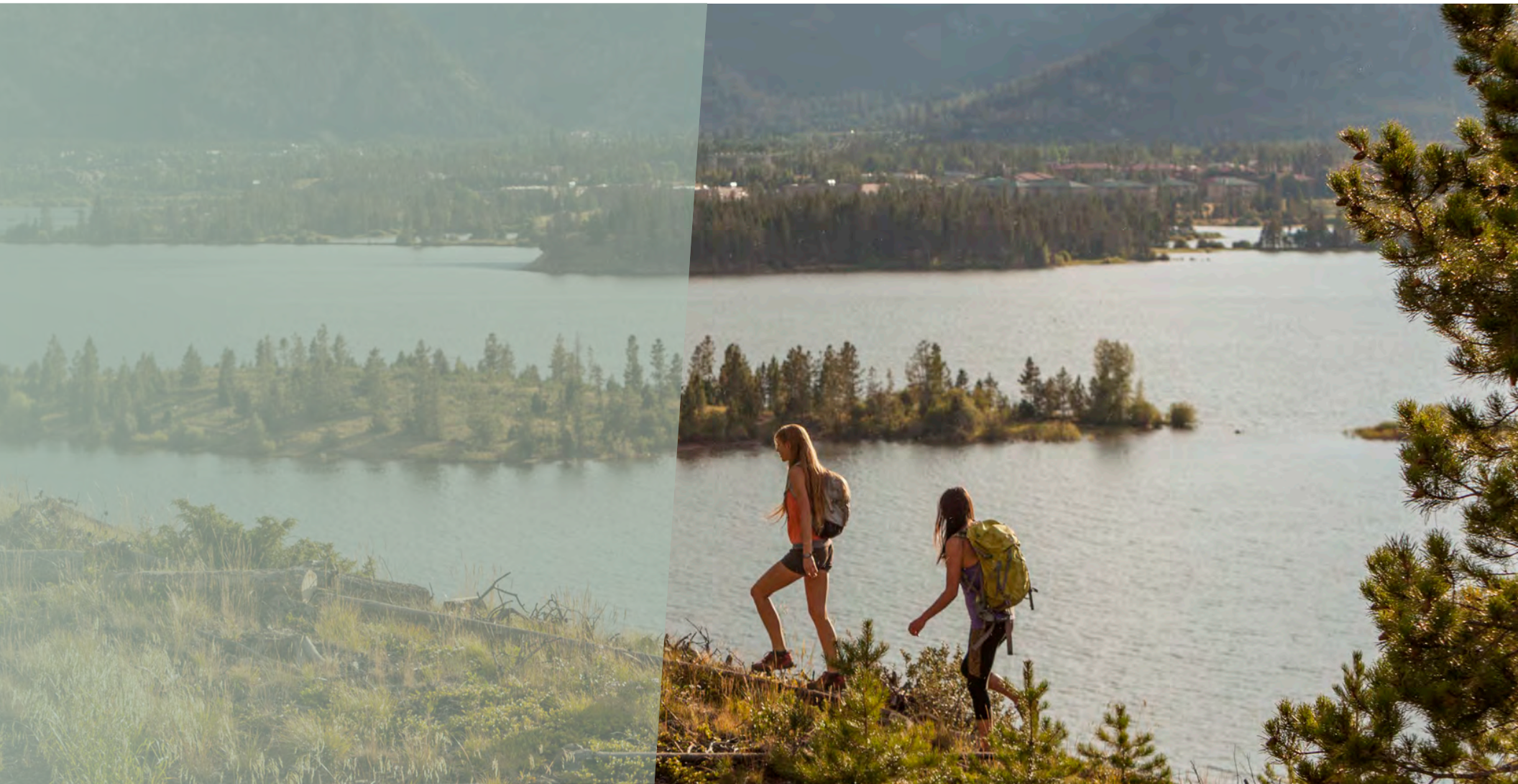
Add and enforce no parking signs in conjunction with trailhead parking directional signs to manage street parking. This is particularly important along the Pathway route where designated bicycle and pedestrian infrastructure is attached to the roadway and parked vehicles could interfere with mobility and safety.

Use Management #5

Coordinate with Summit County to improve pedestrian-vehicular intersections along the County Recpath system to improve safety and visibility for all users, including stamping, signage and/or rumble strips. This will give more warning to ensure that bicyclists, pedestrians, and vehicles approach these intersections with caution.

Use Management #6

Continue efforts to provide key amenities at every trailhead in or immediately adjacent to Frisco, including bathrooms, dog bags, and trash cans. Collaboration with and permission from Summit County and USFS will be necessary.



CHAPTER 2

WINTER USE

Many residents live in Frisco because of its winter recreation offerings. Six major downhill ski resorts are located within a 30-minute drive. The PRA offers Nordic skiing, snowshoeing, tubing, and winter sleigh rides. Backcountry skiing, Nordic skiing and snowshoeing are also allowed on the surrounding NFS lands and some pathways. Additionally, fat tire biking is becoming more popular as a winter activity. This plan suggests some basic recommendations for how to prioritize plowing and grooming efforts to clear key connections and provide varied recreational opportunities throughout the winter.

Since the implementation of the 2017 Trails Plan, the Town has invested deeply in improvements to the winter trails and facilities at the PRA and Nordic Center. This update recognizes those efforts and serves as a guide for continued success and improvement, acting concurrently with the Nordic Center MDP.





Winter Use Recommendations

Winter Policy #1

Once bicycle and pedestrian connectivity is continued at the new SH-9 underpass from the PRA to Peak One Blvd (C28 and C29), work with the County to provide plowed access through the underpass for year-round connection to winter recreation activities at the PRA.

Winter Policy #2

Ensure that Frisco's plowing strategy incorporates any new bicycle and pedestrian infrastructure implemented, particularly as part of the Frisco Pathway Route, to keep these key connections clear and accessible in snowy winter months.

Winter Policy #3

Continue to assess and consider formal opportunities for fat biking at the PRA and in the Backyard per consultation with USFS. As fat biking becomes more popular, the Town may want to explore opportunities for long-distance, user-dedicated routes.

Winter Policy #4

Pursue necessary budget allocations, grants, or other funding for maintenance and to complete final implementation of PRA Nordic trails as outlined in the Master Development Plan. Consider establishing a dedicated funding source for these projects and services.

CHAPTER 3

FRISCO'S GATEWAY

This planning area encompasses land within Frisco town limits (residential, open space, and the Basecamp commercial complex and Transit Center) as well as land immediately surrounding town located in unincorporated Summit County. Currently, the Town has several trailheads that can be reached by vehicle. However, this plan supports exploring improvements for neighborhood access to recreational trails without having to use a car. Recommendations in this area focus on providing clear, high comfort infrastructure for bicyclists and pedestrians to navigate between neighborhoods and destinations, following the refined Pathway route previously outlined in the Wayfinding section of Chapter 1.

With the potential future Lake Hill housing development in this area (and hundreds of year-round residents), demand for short and long loops and routes for daily use will increase dramatically. There are numerous existing trails to the northeast along with loops across Dillon Dam Road near Lake Dillon. Providing connectivity for Lake Hill and the existing Lake Forest and Prospect Point developments as well as the general public to these adjacent National Forest trails will help to prevent the further development of numerous social trails. However, the Town recognizes that social trails do exist, and sometimes challenges prevent them from becoming formalized. For example, the 2017 Trails Plan recommended the adoption of the non-system trail that exists along the waterfront from the Giberson Bay Day Use area, but the Town has determined that formalizing this trail is not a feasible priority. Nevertheless, it remains as an informal amenity in the area. Coordination and approval from the USFS, Summit County, and Denver Water will be necessary to secure easements that could make new trails and connections possible.



FIGURE 8: FRISCO GATEWAY RECOMMENDATIONS



Frisco's Gateway Recommendations

New Trails (T1)

Create a new soft surface trail connecting the potential Lake Hill development to adjacent NFS lands.

New Trails (T2)

Create a new paved trail connecting the potential Lake Hill development and existing Lake Forest condos to the County Recpath system with a grade separated connection over Dillon Dam Road.

New Trails (T3)

Work with the Forest Service and Summit County to create a soft surface trail connecting Wilderrest to Frisco (I-70 overlook and Meadow Creek Trailhead). Will need to determine best route through or around Giberson property.

New Trails (T4)

Partner with Denver Water to create a scenic/soft surface walking trail between the northern residential areas of Frisco and Dillon Reservoir waterfront to help separate walkers from cyclists using this popular section of the County Recpath system.

New Trails (T5)

Formalize the soft surface pedestrian footpath from Willow Preserve Overlook (and Trailhead Parking) to the County Recpath system. Portions of this area are classified as "shrub scrub" wetland; further investigation of impact should be pursued.

Frisco Pathway Connection (C0)

Once bicycle and pedestrian infrastructure is implemented to provide connection across I-70 at Exit 203 (C4), work with Summit County to add bicycle and pedestrian infrastructure along County Road 1251 to the Meadow Creek Trailhead.

Frisco Pathway Connection (C1)

Work with CDOT to establish designated bicycle and pedestrian infrastructure to improve the connection between the Frisco Transit Center & Basecamp commercial complex to the residential areas and County Recpath system across SH-9 and via Dillon Dam Road. CDOT's latest design concepts for this intersection are illustrated in Figure 9.

Frisco Pathway Connection (C2)

Establish designated bicycle and pedestrian infrastructure connecting the off-street paved path at North Ten Mile Road to the County Recpath system via Lakepoint Drive to 9000 Divide.

Frisco Pathway Connection (C3)

Work with CDOT to establish a continuous, year-round, multi-use paved pathway on the west side of SH-9 from Lusher Court to County Rd 1040.

Frisco Pathway Connection (C4)

Work with CDOT to establish designated bicycle and pedestrian infrastructure across I-70 at exit 203 to connect with the Meadow Creek Trailhead access drive and other proposed trails. CDOT's latest design concepts for this intersection are illustrated in Figure 9.

Frisco's Gateway Recommendations (cont.)

Wayfinding #1a

Implement sign family design and place signs according to placement guidelines illustrated in Figure 7.

Connectivity Policy #6

Evaluate ways to improve pedestrian and bicycle infrastructure within the Basecamp commercial complex for internal circulation and safety, including improved plowing of pathways, sidewalks, and crosswalks.

FIGURE 9: EXIT 203 CONCEPTUAL DESIGN



CHAPTER 4

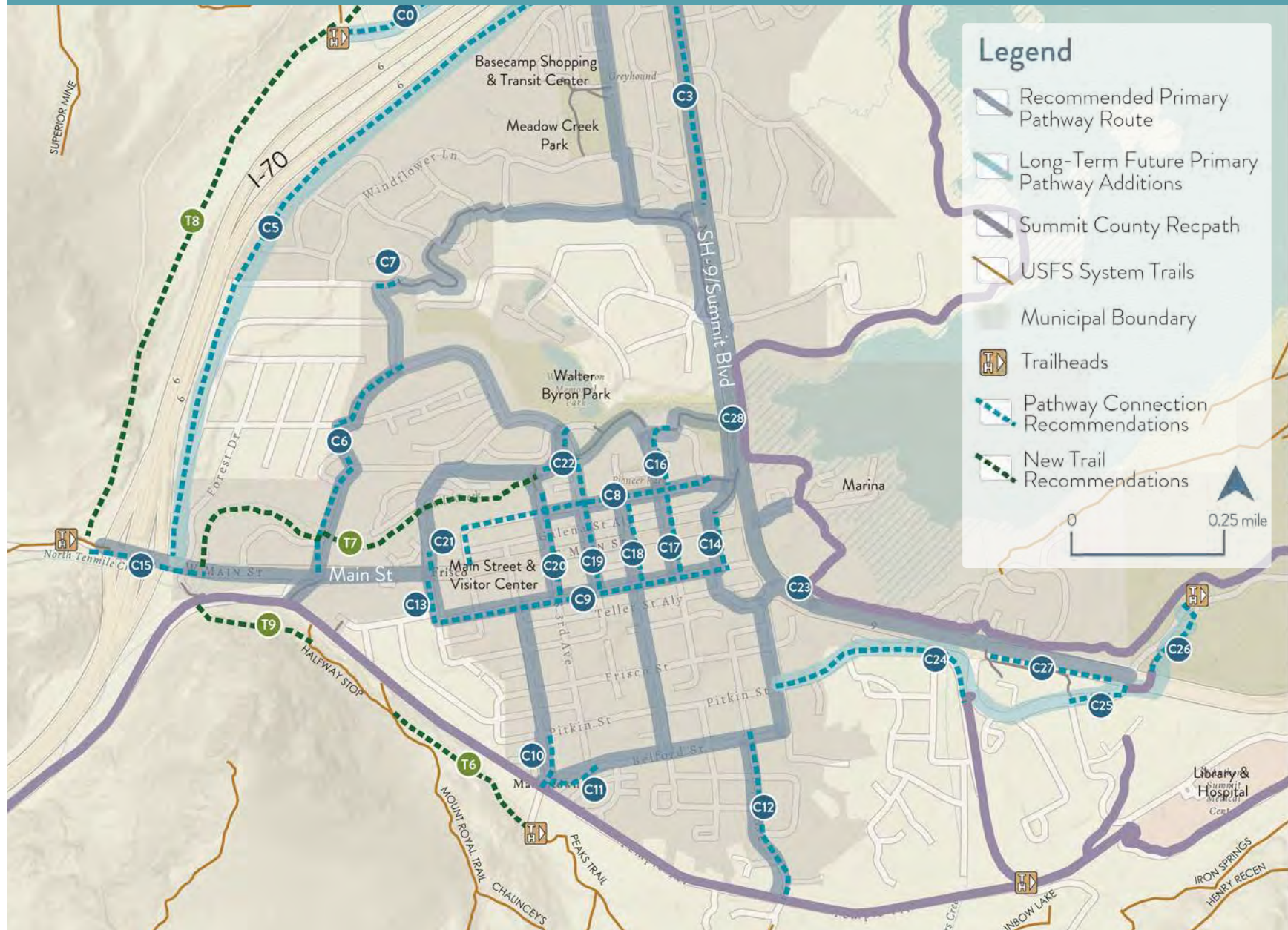
DOWNTOWN CORE

This planning area encompasses the commercial centers of Main Street, Summit Boulevard and overlaps with the Gateway area's Basecamp commercial complex and Transit Center. This area includes multiple residential neighborhoods, Frisco Elementary School, and Summit Middle School. Few purely recreational trails exist in this area due to the density of development and the challenge of obtaining easements on private property. The focus of this planning area is to create safe, convenient connections for pedestrians and bicyclists through the provision of sidewalks, bike lanes, multi-use paths, and intuitive signage. The goal is to get people traveling comfortably between activity centers, recreational destinations, and residential neighborhoods – as well as providing seamless connections to move through town efficiently for commuters and longer recreational adventures.

The recommendations in this section are focused on improvements required to implement the refined Pathway route previously outlined in the wayfinding section. Creating a more continuous and clearly defined route between popular destinations will help users navigate through the town and promote active forms of transportation. Recommendations in this section are also informed by goals and concepts in the Downtown Complete Streets Plan. This area includes some of the most popular trailheads in Frisco which also informs the connection recommendations.



FIGURE 10: DOWNTOWN CORE RECOMMENDATIONS



Downtown Core Recommendations

New Trails (T6)

Work with the Forest Service to adopt/formalize the informal trail that exists parallel to the County Recpath system from Zach's Stop to the Halfway Stop/Mount Royal trail. This will provide hikers and pedestrians a dedicated route that is separated from the paved County Recpath system where faster moving bicyclists and skiers are more common. (This recommendation is repeated in Chapter 6: Frisco's Backyard).

New Trails (T7)

Create a new off-street soft surface or paved pathway segment along Tenmile Creek from the West Main Street bridge to the existing Alley Right of Way north of Galena. Consider adding amenities such as interpretation and benches. Completion will be dependent on easements from private property owners.

New Trails (T8)

Work with the Forest Service and Summit County to create a new soft surface trail between the Meadow Creek Trailhead and North Tenmile Creek Trailhead.

New Trails (T9)

Work with the Forest Service to extend the Halfway Stop/Mount Royal trail all the way to the Kayak Lot. This will provide hikers and pedestrians an essential dedicated connection that is separated from the paved County Recpath system where bicyclists and skiers are more common. (This recommendation is repeated in Chapter 6: Frisco's Backyard).

Frisco Pathway Connection (C5)

Create a new paved multi-use path between the Basecamp commercial complex and West Main Street for commuter and recreation-based through-traffic. Coordination with private property owners will be required as well as further environmental assessment.

Frisco Pathway Connection (C6)

Establish an attached or separated multi-use pathway along Creekside Drive from West Main Street to Wichita Avenue, Alpine Drive, and Miners Creek Road to Little Chief Way.

Frisco Pathway Connection (C7)

Continue designated bicycle and pedestrian infrastructure along Larson Lane between Primrose Place and Little Chief Way to provide a connection for the Pathway route between Little Chief and the off-street paved Pathway through The Reserve.

Frisco Pathway Connection (C8)

Add a separated multi-use path along Galena Street to establish this as an alternate route to Main Street and provide additional connections within the Pathway route. Timing for installation shall be as growth and infill dictate the need for more infrastructure. See Figure 11 and refer to the Downtown Complete Streets Plan for further details.

Downtown Core Recommendations (cont.)

Frisco Pathway Connection (C9)

Add a separated multi-use path and stop sign optimization along Granite Street from Madison Avenue to 7th Avenue. See Figure 12 and refer to the Downtown Complete Streets Plan for further details.

Frisco Pathway Connection (C10)

Extend pedestrian infrastructure (sharrow stamps or designated bike lane) on 2nd Ave from Pitkin Street to the County Recpath system/Zach's Stop.

Frisco Pathway Connection (C11)

Extend bicycle infrastructure (sharrow stamps or designated bike lane) along the south side of Belford Street from 3rd Ave to Meridian Loop and the County Recpath system/Zach's Stop.

Frisco Pathway Connection (C12)

Add designated bicycle and pedestrian infrastructure along 7th Avenue between Belford Street and the County Recpath system. Consider adding no parking signs in conjunction with signage recommendations to direct people to Zach's Stop or Miner's Creek parking areas.

Frisco Pathway Connection (C13)

Extend a new separated multi-use path on Madison Avenue from Granite Street to Main Street. Refer to the Downtown Complete Streets Plan for further details.

Frisco Pathway Connection (C14)

Add a new separated bi-directional bike path in addition to sidewalks to 7th Avenue between Granite Street and Galena Street. See Figure 13 and refer to the Downtown Complete Streets Plan for further details.

Frisco Pathway Connection (C15)

Work with CDOT to improve existing bicycle and pedestrian infrastructure between North Tenmile Creek Trailhead and Kayak Lot with striping, attached pathways, sharrow stamps, and signage. Continue this connection east over the bridge along the road shoulder to the existing curbed multi-use path on the south side of West Main Street.

Frisco Pathway Connection (C16)

Continue designated bicycle and pedestrian infrastructure around the northern 6th Avenue cul de sac to complete the connection to the off-street paved path, and add bike-ped stamps to the on-street path that exists south on 6th to Galena Street.

Frisco Pathway Connection (C17)

Add a new separated bi-directional bike path in addition to sidewalks to 6th Avenue between Granite Street and Galena Street. See Figure 13 below and refer to the Downtown Complete Streets Plan for further details.

Downtown Core Recommendations (cont.)

Frisco Pathway Connection (C18)

Add a new separated bi-directional bike path in addition to sidewalks to 5th Avenue between Granite Street and Galena Street. See Figure 13 and refer to the Downtown Complete Streets Plan for further details.

Frisco Pathway Connection (C19)

Add a new separated bi-directional bike path in addition to sidewalks to 4th Avenue from Granite Street to the existing infrastructure at the Tenmile Creek Bridge/Creekside Drive. See Figure 13 below and refer to the Downtown Complete Streets Plan for further details.

Frisco Pathway Connection (C20)

Add a new separated bi-directional bike path in addition to sidewalks to 3rd Avenue from Granite Street north to the off-street path connection at the 3rd Street dead-end. See Figure 13 below and refer to the Downtown Complete Streets Plan for further details.

Frisco Pathway Connection (C21)

Extend bike lane or add sharrows on northern Madison Avenue all the way to Main Street.

Frisco Pathway Connection (C22)

Add bicycle and pedestrian striping to the access road/driveway southwest off Creekside Drive that connects to the off-street paved path (Across from Walter Byron Park entrance)

Frisco Pathway Connection (C23)

Work with CDOT to improve bicycle and pedestrian safety for crossing at the new SH-9 roundabout at Watertower Way/South 8th Ave, potentially with flashing lights. Work to integrate and complete the sidewalks installed as part of the Gap Project to eliminate dead ends.

Frisco Pathway Connection (C24)

Work with Summit County to advocate for a formal Frisco Pathway connection (designated bicycle and pedestrian infrastructure and signage) along Pitkin Street/County Road 1000 from 8th Avenue to Peak One Boulevard and on to connect with the Miner's Creek Trailhead and provide a high-comfort bike-ped route all the way to the new SH-9 underpass across to the PRA.

Frisco Pathway Connection (C25)

Work with Summit County to extend and integrate the new SH-9 underpass on the southwest side at Peak One Boulevard with the existing attached multi-use pathway. (This recommendation is repeated in Chapter 5)

Downtown Core Recommendations (cont.)

Frisco Pathway Connection (C26)

Add striping and additional signage to extend the new SH-9 underpass path on the northeast side along Recreation Way and through the parking lot to connect with the County Recpath system. (This recommendation is repeated in Chapter 5)

Frisco Pathway Connection (C27)

Collaborate with CDOT to continue pedestrian infrastructure along the south side of SH-9 from the new Peak One Boulevard roundabout to the new underpass at Peak One Boulevard/Recreation Way. If/when a multi-use path is established along County Road 1000 (C24), that route should be prioritized for the Frisco Pathway as SH-9 is a busier road.

Frisco Pathway Connection (C28)

Work with CDOT to incorporate a pedestrian bridge or underpass along Tenmile Creek where it runs under SH-9 to provide a safe crossing for cyclists and pedestrians.

Wayfinding #1b

Implement sign family design and place signs according to guidelines illustrated in Figure 7.

FIGURE 11: COMPLETE STREETS DESIGN FOR GALENA STREET

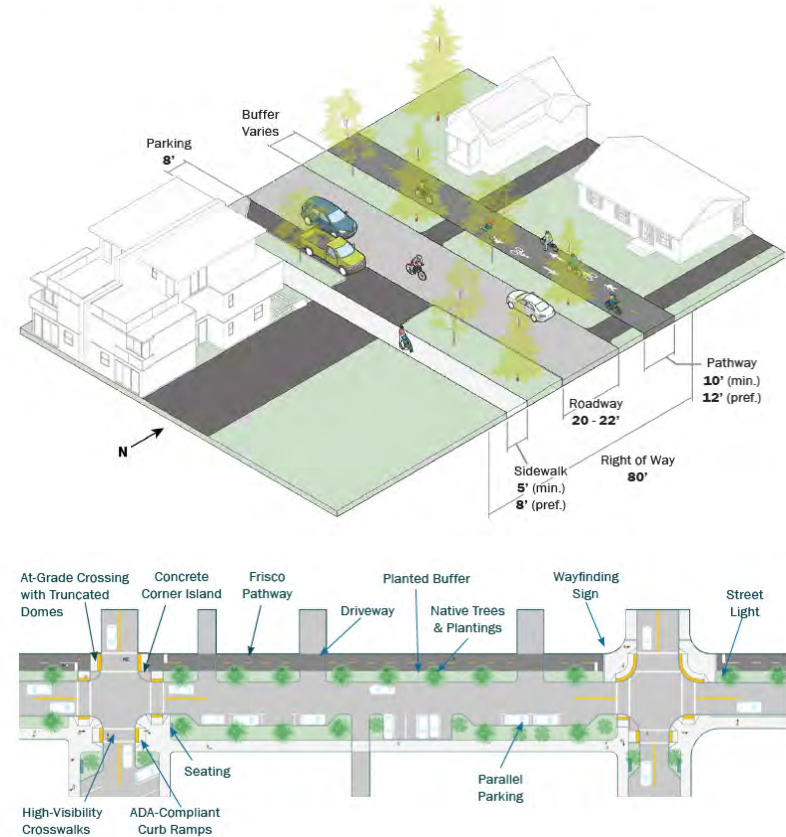


FIGURE 12: COMPLETE STREETS DESIGN FOR GRANITE STREET

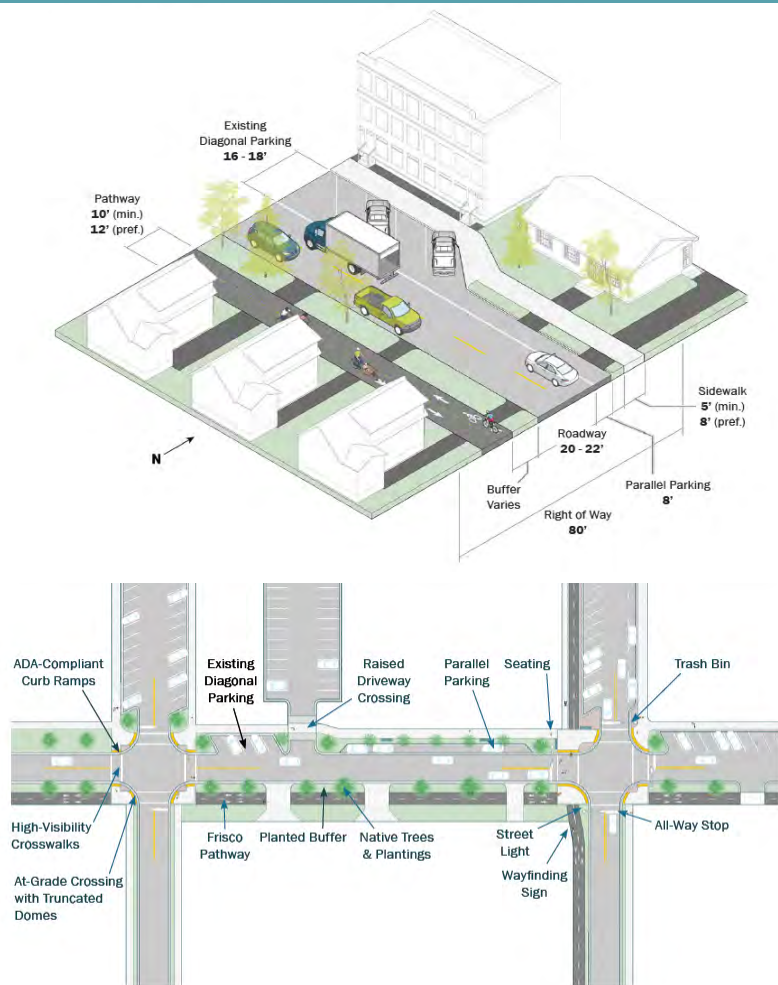
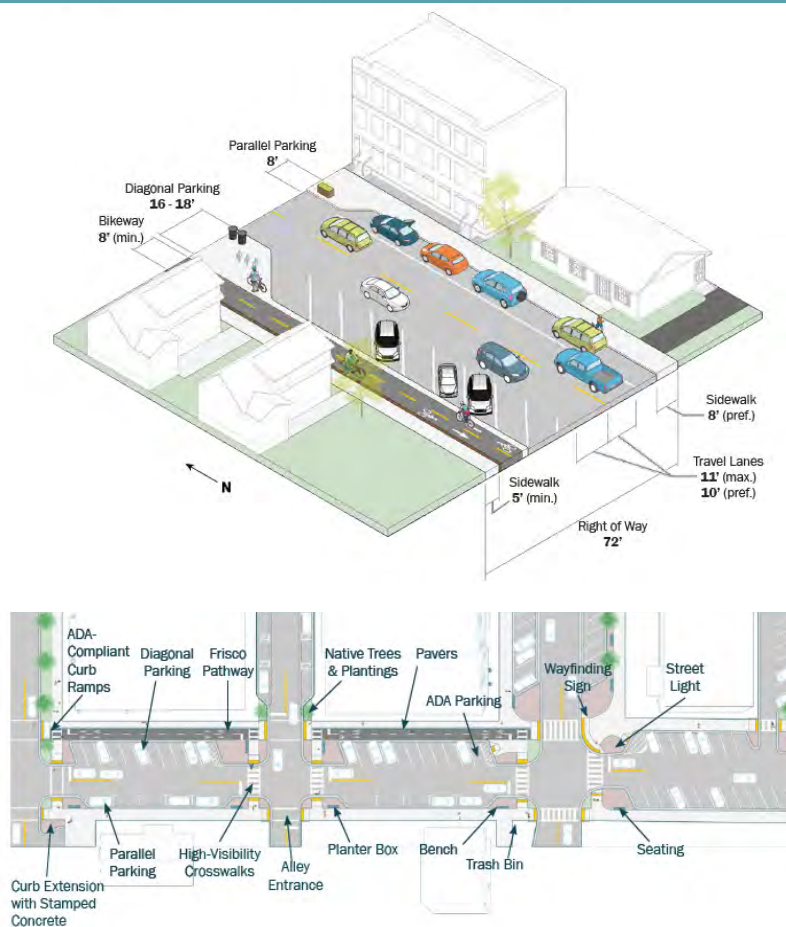


FIGURE 13: COMPLETE STREETS DESIGN FOR NORTH/SOUTH STREETS





CHAPTER 5

PENINSULA RECREATION AREA

This planning area is focused on the Peninsula Recreation Area (or PRA), which is comprised Town-owned land and NFS land currently under permit by the Town of Frisco to operate recreational activities. This area contains several important community amenities including the Nordic Center, ball field, bike and skate parks, the Ski and Ride Hill, the Adventure Park Tubing Hill, and summer trails for mountain biking (including e-biking) and running/hiking. Since the 2017 Trails Plan, the Town has invested deeply in improvements to the trails and facilities at the PRA and Nordic Center through the development and partial implementation of the Nordic Center Master development Plan (MDP).

This update recognizes those efforts and serves as a guide for continued success and improvement. The focus of this section is to identify next steps to complete the implementation of the MDP recommendations. In addition, this section promotes continued monitoring for capacity, use management, and further assessment of signage and wayfinding needs for this area specifically. This gem of Frisco has long provided both developed and natural recreational opportunities, and its continued improvement will make a terrific asset even better.



FIGURE 14: PENINSULA REC AREA WINTER PROJECTS



FIGURE 15: PENINSULA REC AREA SUMMER PROJECTS



Peninsula Recreation Area (PRA) Recommendations

PRA Policy #1

Pursue necessary budget allocations, grants, or other funding for maintenance and to complete final implementation of PRA summer trails as outlined in the Master Development Plan. Consider establishing a dedicated funding source for these projects and services. Coordinate with Backyard Policy 1 in Chapter 6 and Implementation 2 in Chapter 7.

Frisco Pathway Connection (C25)

Work with Summit County to extend and integrate the new SH-9 underpass on the southwest side at Peak One Boulevard with the existing attached multi-use pathway. (This recommendation is repeated in Chapter 4)

Frisco Pathway Connection (C26)

Add striping and additional signage to extend the new SH-9 underpass path on the northeast side along Recreation Way and through the parking lot to connect with the County Recpath system. (This recommendation is repeated in Chapter 4)

Wayfinding #5

Once new trails are complete at the PRA, design and implement new soft-surface trail map kiosks at the locations identified in Figure 17. Assess and address additional needs for on-trail directional signage at the PRA.

Use Management #1a

Ensure that new trails are added to popular recreation and trail apps such as Alltrails, MTB, CoTrex, Trailforks, etc. Implement a regular system of checking these apps and coordinating any necessary updates or clarifications (Coordinate with Use Management 1 in Chapter 1).

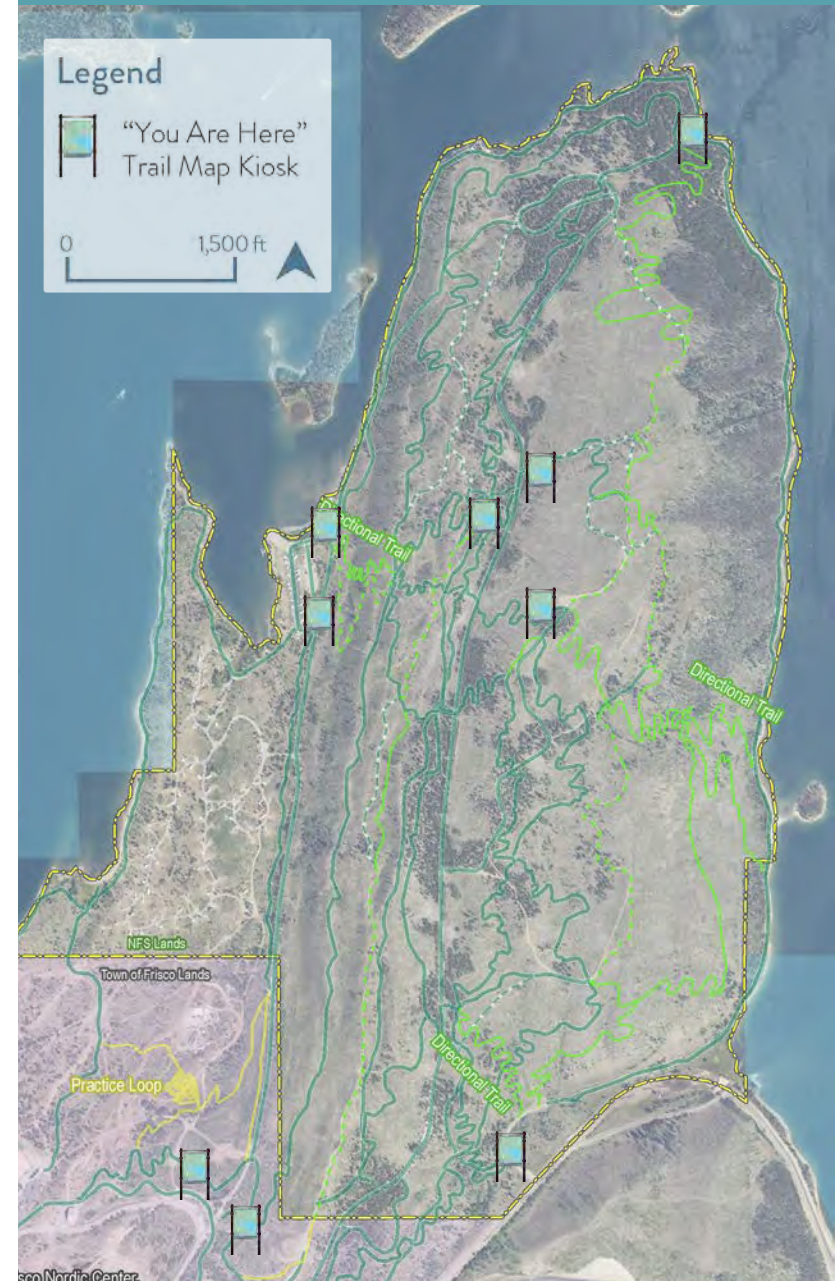
Use Management #7

Continue to monitor PRA parking areas to determine any needs or strategies associated with managing use, including trailhead amenities, fees, etc.

FIGURE 16: PENINSULA REC AREA CONNECTIVITY



FIGURE 17: PENINSULA REC AREA WAYFINDING



CHAPTER 6

FRISCO'S BACKYARD

This planning area is expansive and encompasses the land located generally south and east of Frisco, comprising Mount Royal, Miners Creek, Rainbow Lake, Peaks 1 and 2, Ophir Mountain, and Gold Hill – all within NFS lands. This area and these recreational assets are very important to the community, with a natural forested backcountry character, yet immediately adjacent to Town, for easy recreational access. The area provides opportunities for solitude in contrast to the more developed recreational experience at the PRA and serves as a portal to adjacent NFS lands. The overarching goal for this area is to implement Frisco Backyard Fuels and Recreation Projects, that were developed in collaboration with the USFS and currently undergoing NEPA review (Figure 19). The projects aim to provide a well-maintained, legitimized, and user-defined natural trail system right in Frisco's backyard, while also addressing hazardous fuel loads within the White River National Forest and Town of Frisco's wildland urban interface (WUI). Appendix A outlines the recommendations from the 2017 Trails Plan for this area, which have informed the Frisco Backyard Fuels and Recreation Project.

There exists an abundance of trails, both singletrack and roads, in this area, developed over time due to the desire for convenient recreation to nearby residential areas. This is especially true for mountain biking, as some NFS lands nearby are designated Wilderness Areas, and do not allow bicycles. Many of the Backyard trails are not currently recognized by the USFS as system trails but nevertheless are significant, serving the crucial purpose of providing “short, local, daily” experiences, as well as longer distance alternatives with connections to other parts of Summit County via Peaks and Gold Hill trails. Thus, the Frisco Backyard Fuels and Recreation Projects seek to establish a well-maintained and formal system of trails for improved safety and user experience.

Because of the concurrent planning effort in this area, this plan defers to the expected results of the projects that are currently under NEPA review and focuses efforts on the adjacent connections to this key recreational area. For example, this plan includes two recommendations that are not part of the Backyard Fuels and Recreation Projects.



However, these additional connections will directly serve recreators of the Backyard area. Recommendations T6 and T9, illustrated in Figure 18, will together provide hikers direct and dedicated access from the Town's largest recreational parking area (Kayak Lot) to the Backyard trails.

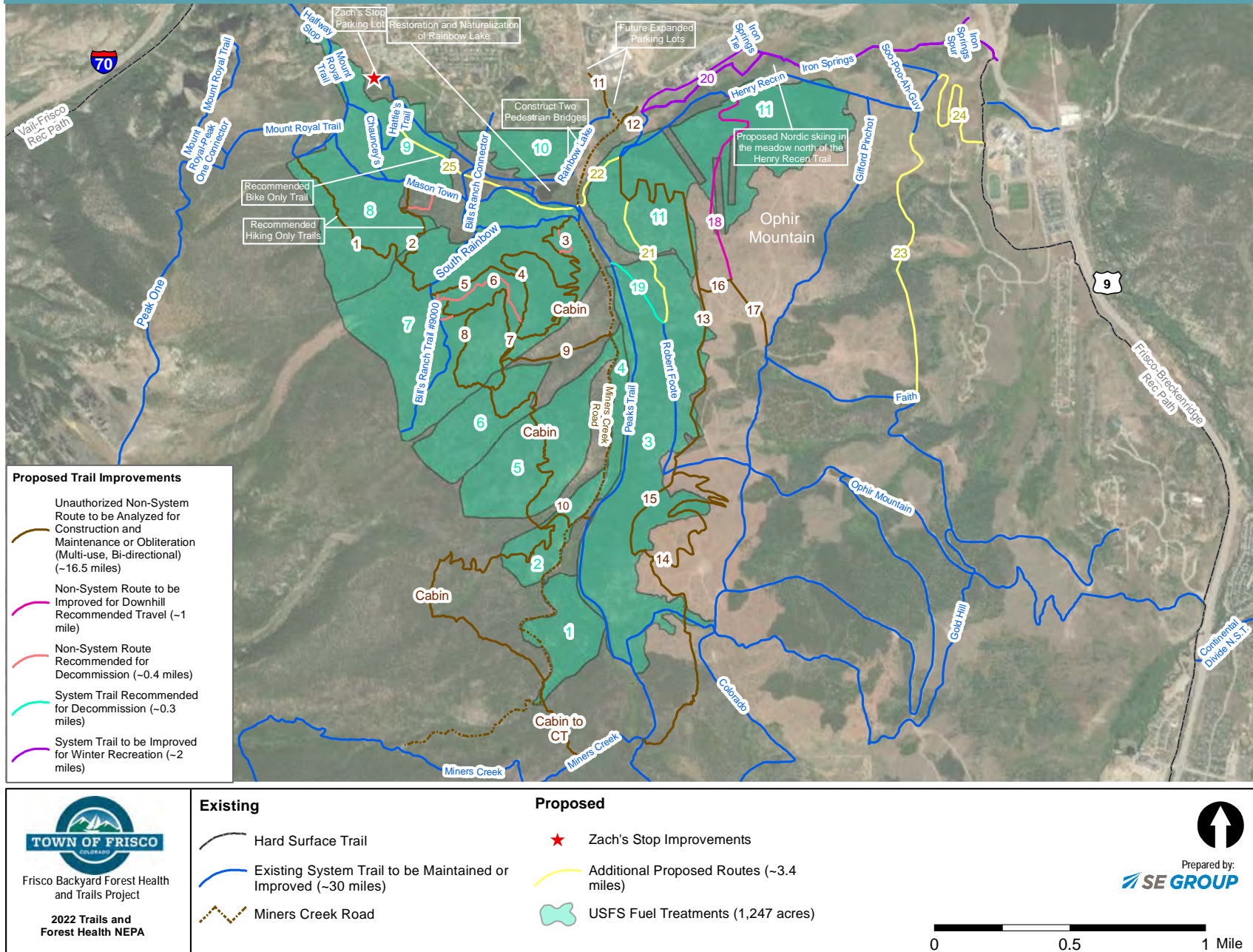
It is important to note that with the recent designation of the Tenmile National Monument, which encompasses this area, any future projects will be subject to an additional level of scrutiny and review in planning and implementation processes.

Additionally, there is a need for balance in this area between access to recreational amenities and necessary closures to protect wildlife and other natural resources. Forest health and fuels treatments are intended to protect the community and natural ecosystems from wildfire, while also supporting the investment in recreation resources within this key area. As described in the Recreation Access & Use Management section in Chapter 1, it will be important to continue monitoring parking and access demand as well as user experience for the Backyard trails and trailheads.

FIGURE 18: BACKYARD CONNECTIVITY



FIGURE 19. FRISCO BACKYARD FOREST HEALTH AND TRAILS PROJECTS



Frisco's Backyard Recommendations

Backyard Policy #1

Coordinate with the Forest Service and other partners to implement the Frisco Backyard Fuels and Recreation Projects, subject to NEPA review and approval. This includes formal adoption, new trails, user regulation, decommissions, and maintenance. Pursue necessary budget allocations, grants, and other funding, including consideration of a dedicated funding source for these projects and services. Coordinate with *PRA Policy 1* in Chapter 5 and *Implementation 2* in Chapter 7.

Use Management #8

Install trail counters and conduct annual assessments to understand and address trail and trailhead capacity as needed.

New Trails (T6)

In addition to the recommendations in the Frisco Backyard Fuels and Recreation Project, work with the Forest Service to adopt the non-system soft-surface trail that exists parallel to the County Recpath system from Zach's Stop to the Halfway Stop/Mount Royal system trail. This will provide hikers and pedestrians a more formal route separated from the paved County Recpath system where bikes or skiers are more common. (This recommendation is repeated in Chapter 4)

New Trails (T9)

In addition to the recommendations in the Frisco Backyard Fuels and Recreation Projects, work with the Forest Service to extend the Halfway Stop/Mount Royal system trail all the way to the Kayak Lot. This will provide hikers and pedestrians a more formal route separated from the paved County Recpath system where bikes or skiers are more common. (This recommendation is repeated in Chapter 4)

CHAPTER 7

IMPLEMENTATION

Implementation is where the recommendations in this plan can come to life. This chapter weaves together all the work generated during this process into a prioritized set of recommendations and associated information to strategize implementation. This includes key elements such as partnerships and funding sources.

Partnerships

Many of the recommendations identified in this document are in locations that are managed by other entities such as Colorado Department of Transportation (CDOT), Summit County, the United States Forest Service (USFS), or other private property. Therefore, it is important to recognize that it is essential for Frisco to cooperate and collaborate with these entities as well as advocate for the goals and recommendations in this plan to realize the intended outcomes for the community's benefit. Representatives from these organizations were consulted during the 2017 and 2022 trails planning processes. However, this does not mean that these projects have received explicit buy-in or permission.

This plan will not absolutely determine the direction of potential trail development or trail adoption for lands not owned by the Town or street designs on CDOT rights-of-way. Rather, these recommendations can be used as a resource by these agencies to understand Frisco's goals and vision as they make decisions for specific areas. As each project moves forward, it is important to re-engage with the appropriate partners to make it successful for all parties. Furthermore, it is important to state that the projects presented here are visionary and that private property rights will be respected and recognized by the Town of Frisco. Cooperation with landowners will be required for certain projects. The Town can engage with private property owners through tools such as property acquisition, tax incentives, easement dedications, etc.

Additionally, collaboration and cooperation with other local partners will be essential to see the objectives of this plan come to fruition. The Town should proactively foster partnerships with local businesses and organizations to help implement this plan and establish a welcoming and safe recreational atmosphere.



For example, Rebel Sports, Marina, Nordic Center and Adventure Park staff can help inform visitors about Frisco's Pathway route with safe connections and respectful etiquette (such as dismounting bicycles on Main Street sidewalks or sharing facilities with other users). The Town should consider creating a QR Code flyer that directs inquirers to a dedicated webpage with the trail system map shown at the Friso Map Kiosk locations as well as additional information about user regulations and etiquette (See Wayfinding 3 in Chapter 1).

Staffing

Managing implementation of the projects in this plan as well as continued maintenance could require one or more new staff positions within the Town of Frisco. Especially as the Town is poised to take on a larger role in the Backyard, the Town should continue to evaluate staffing needs to adequately maintain Frisco's trail systems in both summer and winter months. This includes general cleanup and debris removal, new build projects or reroutes, decommissions, improvements to manage erosion or other conservation and preservation measures, coordination with partners as necessary, organizing volunteer events, funding acquisition, plowing, signage upkeep and installation, repaving, painting and stamping, etc.

Funding & Resources

The following is a list of some available grant and partnership opportunities for funding trail and connectivity projects:

- **FHWA Recreational Trails Program** – This program provides funds to the States to support a wide variety of trail activities and related facilities, as well as environmental education and safety programs. The program is administered by the State Trails Program.
- **Federal Lands Access Program (FLAP)** – Applicants may be state, county, tribal, or city government that owns or maintains the transportation facility. Project must be located on, adjacent to, or provide direct access to federal lands.
- **Land and Water Conservation Fund State and Local Assistance Program** – The Land and Water Conservation Fund (LWCF) state assistance program provides matching grants to help states and local communities protect parks and recreation resources. LWCF funding has benefited nearly every county in America, supporting over 41,000 projects. From building hiking and biking trails, to improving community parks, playgrounds and ballfields, this 50:50 matching program is the primary federal investment tool to ensure that families have easy access to public, open spaces.

- **American Rivers Connecting Communities to Rivers Grant Program – Intermountain West** Beginning on October 27, 2015, American Rivers began accepting proposals for the new Connecting Communities to Rivers Grant Program, which will provide financial support for projects that connect communities in the Intermountain West to their rivers by improving family-friendly recreational opportunities and protecting rivers and surrounding lands. Grants ranging from \$5,000 to \$25,000 will be awarded to action-oriented projects that connect people to their rivers through recreation; establish a strong sense of river and land stewardship; and have clear and identifiable community, recreation, conservation and economic benefits.
- **Great Outdoors Colorado (GOCO) Grant Program** – This is a competitive grant program for park and open space land acquisition and development, outdoor recreation, environmental education, conservation, youth corps and capacity building that is also derived from the Colorado Lottery. Grants are generally awarded in two funding cycles, with deadlines in the spring and fall.
- **Colorado State Trails Program** – This is a competitive grant program for trails. A 25–50% match is required. The state funding pool is relatively small, so this resource is proposed for a small component of the trails system. Grant deadline is typically in the November.
- **Transportation Alternatives Program** – CDOT that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving nondriver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- **Safe Routes to School** – While this is a federal program, it is administered through CDOT, who can assist with the project identification and application. Funding available for infrastructure and non-infrastructure projects. Application trainings are available. School districts, schools, cities, counties, state entities and tribal entities are eligible to apply. Nonprofits need to partner with a state subdivision to apply for funding.
- **Sales or Hospitality Tax** – Many communities in Colorado raise funds for open space and trails through a dedicated sales or hospitality tax. These taxes create a dedicated funding stream for staff, property acquisition, as well as building and maintaining trails. A voter approved process would be used to implement a new tax in the community.
- **User Fees** – User fees for non-residents or visitors could be a potential funding source for future projects. USFS trailheads would not be under Town of Frisco's jurisdiction to enact user fees. A “softer” approach could be to place donation boxes at trailheads for voluntary support.

Community Feedback

Some of the implementation strategies described above were presented at a Public Open House during the 2017 Trails Plan process to get feedback from the community. The implementation of a sales or hospitality tax to fund trails was strongly supported or somewhat supported by over 90% of respondents. An allocation from the general fund for dedicated staff members and trail work was also supported by over 90% of respondents. The creation of a non-profit initially funded by Frisco but designed to work on trails independently of the Town was also supported (95% strongly or somewhat supported). Development impact fees were somewhat supported, and user fees were strongly opposed (85% did not support).

A “Pilot” Approach

Many, but not all, of the recommendations in this Trails Plan can be piloted before full-scale implementation, which can help conserve resources as well as potentially build public support for some projects. This means that an idea (such as a bike lane) can be tested for a few weeks or months before the Town decides to spend money committing to the full project. The benefit of piloting a project is that you can collect “before and after” data, get community feedback, and try out different alternatives or confirm that a potential approach will work before spending money on a more permanent installation.

A recent example of this approach is the experimental plowing of the off-street paved pathway that connects between Larson Lane and Rose Crown Circle. Originally, Public Works was worried about the steep grades on this path but after considering other potential concepts to provide a well-connected and comfortable year-round pedestrian path in that area, the Town decided

that piloting plowing at this location was worth a shot. These efforts confirmed that this option is viable and informed the recommendations of this plan, potentially saving the Town significant resources that can be redirected elsewhere.

Project Prioritization

The following are examples of some of the highest priority projects identified by Town staff and/or the community through this process.

Wayfinding – the following estimate was provided by House of Signs for materials and manufacturing for an estimated count of each sign type informed by Figure 7 and the placement guidelines outlined in this plan. House of Signs could also provide installation but these costs are subject to various unknowns, such as specific location (concrete or dirt). Installation by House of Signs and their contractors would significantly increase overall costs. Additionally, further planning and coordination will be necessary to determine the exact location for each sign type, the specific content for each sign (especially directional markers), whether any signs will be double-sided (pathway markers), as well as specific materials and finishes. These technical planning activities may add additional cost as well.

[cost estimates from House of Signs will be added here]

Granite Street Complete Streets Design (C9) – with specific design concepts already in place, this project will serve as a catalytic project to provide significant benefit to residents and visitors. This project will require additional technical design planning as well as construction costs, estimated around \$25,000 to \$100,000.

Exit 203 Redesign (C1 & C4) – this project is under the jurisdiction of CDOT and is already in progress. The Town's role in this project is primarily to stay attentive to continued progress and next steps and to advocate for the inclusion of high quality bike and pedestrian infrastructure. To maximize resources and efforts, incorporating bicycle and pedestrian access across I-70 at this intersection should also be advocated for as part of this project.

Complete SH-9 Underpass Connections (C25 & C26) –

Successfully advocating for this new underpass was a great achievement of the 2017 Trails Plan. Now that it is complete, however, this new access point needs to be fully integrated into the existing network on either side to ensure safe and comfortable use. In the Town's jurisdiction on the west side of SH-9 at Recreation Way, the Town can quite easily extend the pathway or add striping and stamping as well as a more formal crosswalk to connect the underpass with the Summit County Recpath access point at the Frisco Nordic Center parking lot. This project is estimated to cost less than \$25,000, depending on the facility type chosen. The other side of SH-9 is under Summit County's jurisdiction, and they have indicated that improvements to this connection is not a high priority. The Town should continue to advocate for and consider supporting this effort as it is currently unsafe and leaves the new underpass isolated as an underutilized investment.

Extend SH-9 Sidewalks (C27 & C3) – to continue the momentum of recent work along SH-9, the Town should advocate for new sidewalks along the east/south side of SH-9 to continue from the Peak One Boulevard roundabout to the other end of Peak One Boulevard and the new underpass. This will provide pedestrian access to the new underpass as an alternative route. Again, the

Town's role in this effort is advocacy. Additionally, conversations and designs are already underway to add a separated multi-use path to the east side of SH-9 from Walmart to County Road 1040. The Town should continue to work with CDOT on these efforts and advocate for their extension all the way to Lusher Court.

Complete Connections at new SH-9 Roundabouts (C23) –

in another effort to continue momentum and elevate new infrastructure investments along SH-9, the Town needs to connect the new roundabout sidewalks into the Frisco neighborhoods. As illustrated below, the new sidewalks currently dead-end and should be extended for continuity. These projects will require technical design planning as well as construction costs and are estimated between \$25,000 and \$100,000. Additionally, the Town should continue to advocate for improved pedestrian safety through these new roundabouts, including flashing lights on both sides of SH-9.

Low Hanging Fruit Frisco Pathway Connections – many of the connection recommendations in this plan will be easy and low-cost to implement. One example is continuing the on-street pathway striping from the north end of Little Chief Way onto Larson Lane and connecting to the off-street pathway toward Rose Crown Circle (C7). Additionally, adding bicycle and pedestrian stamps to all existing pathways on the Frisco Pathway route will be easy to implement and have high impact. These efforts can be done in house and cost less than \$25,000.

PRA and Backyard – these areas have already seen a lot of investment and work. The Town should commit to these efforts by funding their continuation as planned and/or recommended in those supplemental documents.

DEAD END SIDEWALKS ON
TELLER STREET



PATHWAY ENDS AT LARSON
LANE



Source: Google Maps

PATHWAY DEAD END AT
UNDERPASS SOUTH SIDE



DEAD END ON THE SOUTH
SIDE



Implementation Recommendations

Implementation Recommendation 1

Maintain a committed staff presence at regular meetings and events programmed by key partners, such as CDOT, USFS, Summit County Open Space & Trails, DRec, Summit Stage Transit, and others.

Implementation Recommendation 2

Consider establishing a dedicated funding source for trail construction and maintenance needs.

Implementation Recommendation 3

Continue to assess staffing and maintenance needs and prioritize funding to support those needs. Consider adding a new Department if deemed appropriate.

Implementation Recommendation 4

Using the prioritized projects below as a starting point, internally create 5-year implementation plan to budget accordingly and ensure incremental implementation of this plan.

CHAPTER 8

PLANNING PROCESS

Initiated in February 2022, the Town of Frisco contracted with consultants SE Group to prepare this update to the 2017 Trails Master Plan, for which SE Group also served as the primary consultant. Because the Town felt that the 2017 Plan had a strong foundation, this update relied heavily on that process and document. The Town identified key recommendations from the 2017 Plan that had not yet been addressed concerning wayfinding and trailhead access and management to inform the scope of work for this plan.

The project team began the process with an audit of the 2017 Plan, reviewing all recommendations with Town staff to determine their status and continued relevance – the results of this effort can be found in Appendix A: Existing Conditions. SE Group has also played a role in related planning efforts for the Town, such as the 2022 Downtown Complete Streets Plan, the 2019 Nordic Center Master Development Plan, and the ongoing Backyard Trails and Forest Health Plan. Understanding these fundamental current conditions set the groundwork for this plan.

Another part of this first phase existing conditions assessment was the completion of a Wayfinding Inventory and Trailhead Capacity Analysis (Appendices XX and XX). The Wayfinding Inventory involved physical and web-based investigation of every street and paved pathway in Frisco to understand the placement, content, and condition of each wayfinding sign as well as all pathway conditions. The Capacity Analysis involved in-person interviews and observations at three popular trailhead locations in Frisco – the Kayak Lot, Zach's Stop Lot and Dickey's Day Use Lot.



Once all this information was gathered, the project team provided two opportunities for public input. An all-day in-person event was held on October 5, 2022, providing a high-level overview of what has been accomplished since 2017, and providing opportunities for residents to weigh-in on the relevance of remaining projects or to identify new issues or concerns that this plan should address. This information and opportunities for input were also offered as an online survey, open to the public between October 10, 2022 and October 21, 2022. Much of what the project team heard from the community reinforced the remaining 2017 recommendations not yet completed, particularly those related to wayfinding. Full engagement details and results can be found in Appendix D.

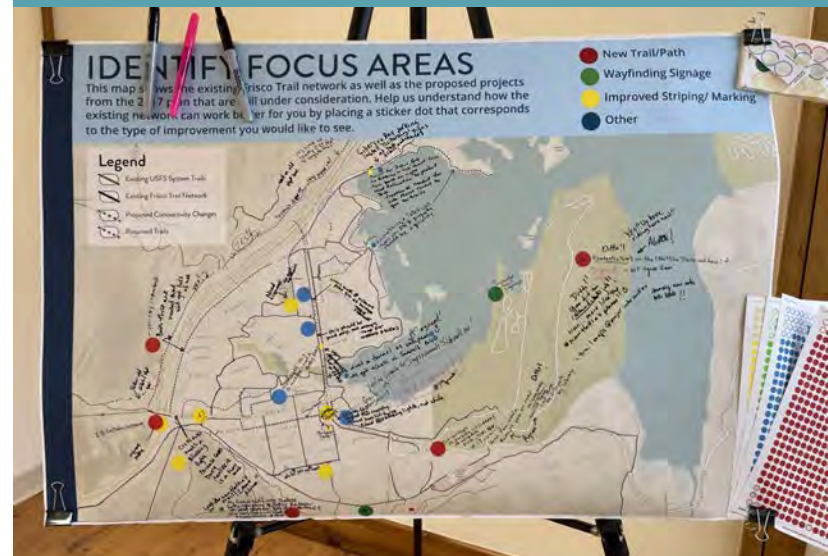
Project Timeline



RESIDENTS GIVE INPUT AT THE OPEN HOUSE EVENT



MAP COMMENTS FROM THE OPEN HOUSE EVENT



APPENDIX A

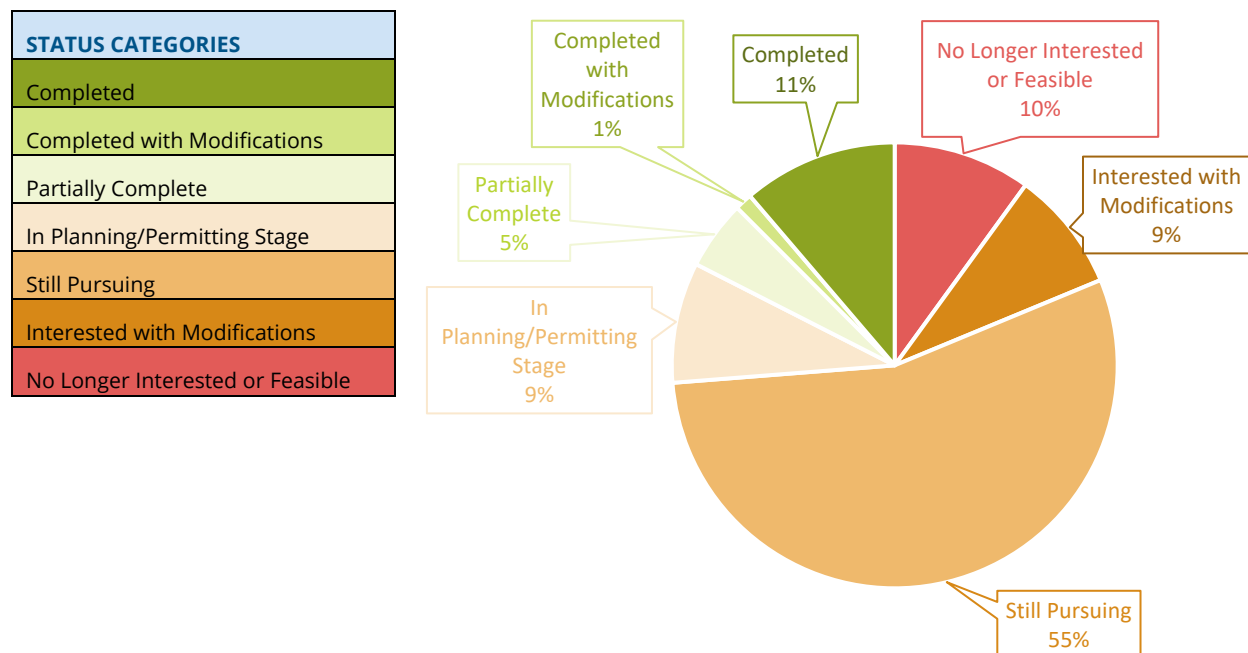
EXISTING CONDITIONS MEMO

FRISCO TRAILS & PATHWAYS MASTER PLAN

EXISTING CONDITIONS & 2017 TRAILS PLAN STATUS

This summary serves as an overview of the status of recommendations included in the Town of Frisco 2017 Trails Plan. This information will be used to inform and adjust recommendations for the ongoing 2022 Plan Update. To assess current conditions, SE Group compiled a spreadsheet of all the recommendations included in the 2017 Plan. Principal Planner for the Town, Susan Lee, reviewed each recommendation, marking it with one of the following status categories and adding any relevant commentary. SE Group also sought out additional input from Community Development Director Don Reimer, Addison Canino, Assistant Public Works Director, and Frisco Nordic Center & Trails Manager, Pete Swenson.

The chart below shows the status of all recommendations, indicating that the majority are still being pursued (65%), some of which need to be adjusted and updated for the plan update (interested with modifications, 9%). The Town has completed 12% of recommendations, a few with modifications, and has partially completed an additional 5%. These projects will still require some follow-up to finalize. Updated recommendations will be added to the plan update to ensure their completion.



This summary is organized according to the chapter/recommendation categories outlined in the 2017 Trails Plan: Connectivity, Winter Use, Frisco Gateway, Downtown Core, Peninsula Recreation Area, and Frisco’s Backyard. Each section includes narrative description of conditions, relevant interrelated plans (as applicable), and a table showing the status of each recommendation. The final section includes implications and ideas for the 2022 Trails Plan Update.

CONNECTIVITY

The connectivity policies in the Frisco Trails Plan are either complete or still being pursued.. The Frisco Flyer does not look like it will work for the Summit Stage transit system, given other route needs and the lack of drivers. Instead, Town staff are exploring micro-transit options to meet public transportation connectivity needs¹. In March, 2022, the Town adopted a Complete Streets Plan for the downtown core and is in the process of developing and adopting an associated policy (*Recommendation 1*). The Complete Streets Plan will inform more specification for *Recommendation 2* in the Trails Plan Update.

Recommendation 4 includes improvements at three identified intersections. Upates were implemented at SH-9 and Main Street, but only the recommendation to tighten the slip lane turning right onto Main Street was included from the 2017 Plan recommendations. It is thus unlikely that the other pedestrian improvement recommendation will be implemented in the near future. There has been ongoing discussion, including development of design concepts, for the SH-9/Dillon Dam Road intersection. The Town is continuing to monitor and engage in this process to promote bicycle and pedestrian connectivity and safety within the design. The Underpass at SH-9 and Peak One/Recreation Way is complete. However, the project does not adequately and safely connect into the broader network on both sides, which the Town is planning to address (North side) and work with the County to address (South side). An inventory of existing signage and recommendations for sign design, content, and placement is included in the scope for this 2022 Trails Plan update (*Recommendation 5*).

CONNECTIVITY		
Recommendation ID	Recommendation Description	Status Options
Connectivity Policy 1	Adopt Complete Streets policy	Still pursuing
Connectivity Policy 2	Add pedestrian and cyclist accommodations including markings on roads, traffic calming measures, speed messaging signs, back-in angle parking, bike corrals, pedestrian plaza	Still Pursuing
Connectivity Policy 3	Support creation of Frisco Flyer route in Summit Stage system with stops at Day Lodge and Lake Hill housing development	Interested with Modifications
Connectivity Policy 4	Engage with CDOT on design for SH-9, advocate for intersection concepts and crossings at Dillon Dam Road and Recreation Way	Still Pursuing
	- SH-9 & Main Street Intersection	Completed with Modifications
	- SH-9 & Dillon Dam Rd Underpass	Still Pursuing
	- SH-9 & Peak One Blvd/Recreation Way Underpass	Partially Complete
Connectivity Policy 5	Implement wayfinding recs for Frisco Pathways paths and bike lanes, install more visible striping and stamping in alignment with typology standards	In Planning/ Permitting Stage

¹ While other needs and recommendations took precedence in the 2021-2025 Summit County Short Range Transit Plan, the engagement survey results do note community request for service to the Frisco Adventure Park. The Lake Hill Development is not mentioned.

WINTER USE

The winter use policies include management strategies that the Town of Frisco can pursue to provide accessible and diverse multi-season recreation opportunities. These strategies include plowing and grooming specific sections of trails and trailheads to enhance connectivity and access and identifying opportunities to support fat biking and nordic ski trail development. The Town has made significant progress towards implementing these policies, primarily through the development of the 2019 Frisco Nordic Center Master Development Plan which includes planning for 7.5 miles of fat bike-designated trails (*Recommendation 8*) and more advanced nordic ski trails (*Recommendation 9*), and establishes nordic trail maintenance and operations as the primary winter objective of the Peninsula Recreation Area Special Use Permit (*Recommendation 10*). The Rec Path to Breckenridge is currently groomed on Mondays, Wednesdays, and Fridays throughout the winter and the Town will pursue plowing of the Rec Path from 7th Ave to the Underpass once the additional connections are completed at County Commons (*Recommendation 7* and *Connectivity Recommendation 4*). Additional fat biking opportunities and a backcountry multi-use route (*Recommendations 8 and 11*) may be adjusted for the 2022 Plan Update per conversations with the Town and National Forest Service regarding feasibility. While the Forest Service is continuing to evaluate fat bike access on Peaks Trail grooming is currently restricted along the 2017 recommended long-distance backcountry route due to elk habitat(*Recommendation 11*). *Winter Use Policy 6* plowing recommendations are not feasible due to steep grades, County control, and ballards. These areas can still be used by residents in the winter due to natural pack from use.

WINTER USE		
Recommendation ID	Recommendation Description	Status
Winter Use Policy 6	Plowing (Rec Path between 7th Ave and West Main St. parking lot, Rec Path connection Larson Lane to Frisco Transit)	No Longer Interested or Feasible
Winter Use Policy 7	Grooming (Rec Path for Nordic skiing between 7th Ave and new underpass to PRA, Rec Path to Breckenridge along new alignment by Lake Dillon)	Partially Complete
Winter Use Policy 8	Pilot fat biking loop at PRA with alignment determined by Nordic Center. Work with partners to legitimize fat biking on appropriate USFS trails and explore opps for groomed/packed trails between Frisco and Summit communities	Still Pursuing
Winter Use Policy 9	Assess Nordic Center trail system and explore opps for new/more difficult Nordic Trails	In Planning/Permitting Stage
Winter Use Policy 10	Explore changes to PRA special use permits with USFS--changes could include different management direction for PRA that would put Nordic trail maintenance and operations as primary objective	Completed
Winter Use Policy 11	Consider long-distance groomed/packed multi-use backcountry route between Frisco/Breck for skiing, fat biking, snowshoeing	Interested with Modifications

FRISCO GATEWAY

Recommendations for the Gateway area – the northern part of Frisco – focus on new trails as well as connections to improve access and opportunity within the existing local and regional County network. They also aim to fix and mitigate the effects of social and unsanctioned trails. The importance of these recommendations is underscored by the anticipated increase in demand with the forthcoming Lake Hill development which is still in planning and permitting phases. The Town is still pursuing almost all of these recommendations.

Existing Non-System Trails

The Town is no longer interested in formalizing and improving the trail that runs along the waterfront just south of Heaton Bay Campground (A) because of Denver Water and Forest Service ownership. This trail remains as an informal social trail.

New Trails

The Town is still interested in pursuing all recommended new trails for this area. T1 and T2 are being pursued in conjunction with the Lake Hill Development, Summit County OSAC is pursuing T3, coordinating with USFS, and T4 and T5 will require Denver Water easements and coordination with the County. T5 may be fixed with better wayfinding.

New Connections

The Town is in ongoing coordination with CDOT to pursue C1 and C5 at Exit 203 and the Transit Center. These recommendations are intertwined with Connectivity recommendation 4 (SH-9/Dillon Dam Rd) and will be further explored and adjusted in the 2022 Plan Update.

Town efforts to implement C17 faced roadblocks in 2019 from neighbor concerns regarding traffic and landscaping, which the Town plans to address moving forward. While efforts to implement C4 were stalled due to private ownership constraints, the Town is confirming the current designs and is actively working to acquire the necessary easement from WalMart for pedestrian infrastructure along the west side of SH-9. These recommendations may be adjusted accordingly in the 2022 Plan Update.

Wayfinding and Trailheads

An inventory of existing signage and recommendations for sign design, content, and placement is included in the scope for this 2022 Trails Plan update.

FRISCO GATEWAY		
Recommendation ID	Recommendation Description	Status
Existing Non-System Trails (A)	Adopt non-system trail that's being used by nearby residents to walk along waterfront. Potential for ADA trail development due to manageable grades	No Longer Interested or Feasible
New Trails (T1)	Future soft-surface trail connecting Lake Hill dev to adjacent NFS lands	Still Pursuing
New Trails (T2)	Paved trail connecting Lake Hill dev to Rec Path with grade separated connection over Dillon Dam Road	Still Pursuing
New Trails (T3)	Soft-surface connection between Silverthorne and Frisco connecting Wilderrest and Frisco (could first connect to I-70 scenic overlook then to Meadow Creek Trailhead)	Still Pursuing
New Trails (T4)	Scenic walking trail between residential areas and waterfront to help separate walkers from bicyclists on rec path	Still Pursuing
New Trails (T5)	Re-route Rec path in this location to ease confusion (staying straight would keep users by lake, turning would get users back to town)	Still Pursuing
New Trails (T18)	Create new connection between Willow Creek Trailhead and Rec Path to provide waterfront access and ease confusion in neighborhood, new connections must consider wetland area	Still Pursuing
New Connections (C1)	More direct connection between Rec Path and Basecamp/Frisco Transit Center Area. Many developments are isolated cul-de-sacs with no connectivity to rest of street network	Still Pursuing
New Connections (C2)	Striped bike lane and better signage to connect segments of Rec Path system	Still Pursuing
New Connections (C3)	Striped bike lane and better signage to connect segments of Rec Path system	Still Pursuing
New Connections (C4)	Paved sidewalk/multi-use path on west side of SH-9	In Planning/Permitting Stage
New Connections (C5)	Paved sidewalk for better bike/ped connections across I-70 to connect with Meadow Creek Trailhead access drive and other proposed trail connections	Still Pursuing
New Connections (C17)	Paved sidewalk/multi-use path between Beaver Lodge Rd and 9000 Divide. Connection would enhance access to nearby bike lanes and Grand Hotel Summit Stage Transit Stop	Interested with Modifications
Wayfinding and Trailhead (1)	Place additional Frisco Pathway signs on existing facilities at any point where they cross a street, make a turn, or change facility type (i.e., changing from paved shoulder to multi use path). Add signs at these locations for new trails and connections	In Planning/Permitting Stage

DOWNTOWN CORE

Recommendations for Frisco's downtown core and central neighborhoods focus on safe and convenient bicycle and pedestrian connections within town and to nearby recreation opportunities. Recommendations include new connections, improvements for consistency and ease of use, and better and more clear wayfinding and information about where to go and how to get there. The Town has made progress on several recommendations in this area and is still pursuing those remaining.

Existing Non-System Trails

The Town is still interested in formalizing the trail that parallels the Rec Path between Mt. Royal Trailhead and Zac's Stop. This recommendation may be included in the Backyard Plan as it ties into that trail system.

New Trails

The Town is still pursuing three new trail segments for this area. T6 faces challenges from unsupportive neighbors and will require further planning around easements and feasibility. The Town is also still interested in pursuing T19 as an extension of the trail formalization discussed above (B) and key connection to the Backyard System, potentially freeing up space at the Zach's Stop parking lot.

New Connections

Six new connections have been completed, although C7 and C8 are still in progress and require further work to be fully realized. Since the adoptions of the 2017 Trails Plan, Frisco has developed a Complete Streets Plan which addresses most of these recommendations with more specificity. Implementation will follow the prioritization of the Town's current and subsequent Complete Streets strategies, including adjustments to C10, C11 and C15. The Town acknowledges an existing informal footpath between 3rd Ave and Belford St, indicating that the implementation of a multi-use rec path may no longer be a priority (C16).

Wayfinding and Trailhead

This 2022 Trails Plan update will be the first step to address *Recommendation 1* to inventory signage needs and update wayfinding throughout town, and *Recommendation 2* to assess use and potential impacts of crowding at Mount Royal Trailhead. Planning for *Recommendation 3* is ongoing this summer with the addition of portable toilets managed by the Town. The Town has indicated that *Recommendations 4 and 5* to expand parking opportunities at 7th St. and North Tenmile are not likely feasible. The Town wants to implement a broader strategy to encourage the concept of "Frisco as a Trailhead" where visitors can park virtually anywhere in town and improved signage will help them navigate a short distance by foot to their desired trailhead or activity. The updated plan may require modification to *Recommendation 4* to manage street parking along 7th St. The Tenmile parking lot is owned and managed by the Forest Service (*Recommendation 5*). USFS may decide down the road that parking expansion is warranted but at present there is no indication that this recommendation will be implemented due to space constraints.

Interrelated Plans: Downtown Complete Streets Plan

Adopted in March, 2022, Frisco's Downtown Complete Streets Plan lays out a vision and implementation strategy for the downtown core regarding public right-of-way improvements that support safe multimodal transportation and connections to key downtown destinations. The plan covers Main, Granite, and Galena Streets from Madison Ave to Summit Blvd, and builds upon the 2017 Trails Plan, among others. In addition to new recommendations, the plan addresses several of those included in the 2017 Trails Plan Downtown Core area. As the process for the current 2022 Trails Plan update unfolds, it is important to maintain consistency between these plans and to clarify whether specific recommendations should be duplicated or just remain in one of the plan documents. The Complete Streets Plan focuses on key updates to the Town's code to ensure street design is consistent with outlined typologies as well as associated capital projects. Snow removal and inconsistent /incomplete networks are key challenges and opportunities. The adoption of a Complete Streets Policy following this plan will be the first major implementation, and it is also a key recommendation of the 2017 Trails Plan.



DOWNTOWN CORE		
Recommendation ID	Recommendation Description	Status
Existing Non-System Trails (B)	Adopt non-system trail that exists parallel to Rec Path between Mt. Royal Trailhead and Miners Creek Rd	Still Pursuing
New Trails (T6)	In-town beginner soft-surface trail along Tenmile Creek. Consider adding interpretation and benches. Will require collaboration with private property owners	Still Pursuing
New Trails (T7)	Provide soft-surface connection between Meadow Creek Trailhead and North Tenmile trailhead	Still Pursuing
New Trails (T19)	Extend non-system trail at Mt. Royal and connect to parking lot at end of West Main St, will disperse hiking to this popular section of recpath	Still Pursuing
New Connections (C6)	Paved multi-use path providing connection between Basecamp and West Main. Current pathway system is not intuitive. Environmental and ownership constraints would have to be evaluated	Still Pursuing
New Connections (C7)	Attached multi-use pathway connection along Creekside Drive	Partially Complete
New Connections (C8)	Continue attached multi-use pathway along Larson Lane and add signage so Rec Path is easier to find	Partially Complete
New Connections (C9)	Bike lane on Galena Street to disperse use by creating an alternative path to Main St	Still Pursuing
New Connections (C10)	Bike lanes on both side of roadway and sidewalk on at least one side of Granite	Interested with Modifications
New Connections (C11)	Multi-use paths on both sides of roadway along 2nd Ave to connect Main St and Rec Path more intuitively	Interested with Modifications
New Connections (C12)	Attached multi-use pathway connection along Belford St	Completed
New Connections (C13)	Extend bike lane between Belford St and Rec Path on 7th Ave	Still Pursuing
New Connections (C14)	Attached multi-use pathway to re-route bicycles off Main and direct them toward Granite St	Still Pursuing

DOWNTOWN CORE (Continued)		
Recommendation ID	Recommendation Description	Status
New Connections (C15)	Shared roadway stamp and additional signage to connect 7th Ave bike lake to Main St. This will prevent users from getting dead-ended at Highway 9	Interested with Modifications
New Connections (C16)	Connect 3rd Ave to Belford St with multi-use pathway	No Longer Interested or Feasible
New Connections (C18)	Sidewalk on west side of SH-9 connecting Main St to County Commons intersection	Completed
New Connections (C19)	Alternate multi-use path route for Rec Path to connect more directly to intersection at Main St and SH-9.	Completed
New Connections (C20)	Sidewalk or attached multi-use path between North Tenmile Trailhead and West Main St trailhead	Completed
Wayfinding and Trailhead (1)	Place additional Frisco Pathway signs on existing facilities at any point where they cross a street, make a turn, or change facility type (i.e., changing from paved shoulder to multi use path). Add signs at these locations for new trails and connections	Still Pursuing
Wayfinding and Trailhead (2)	Monitor West Frisco/Mount Royal Trailhead for excessive use and provide information on activities in the area/alternative trailheads to help disperse trail users	Still Pursuing
Wayfinding and Trailhead (3)	Coordinate summer and winter maintenance of 2nd street trailhead with USFS staff. Maps showing this trailhead could potentially disperse users from West Main parking lot. As the trailhead receives more use, consider providing more trailhead management as needed (toilet, surface maintenance, signage, etc.)	In Planning/Permitting Stage
Wayfinding and Trailhead (4)	Consider expanding parking opportunities adjacent to 7th street mini-trailhead	No Longer Interested or Feasible
Wayfinding and Trailhead (5)	Consider parking expansion at North Tenmile Trailhead. Work with USFS to plow and maintain surface	No Longer Interested or Feasible

PENINSULA RECREATION AREA

New Trails

Much of the new trail development at the Peninsula Recreation Area has been completed or is in the Planning /Permitting phase per the 2019 Master Development Plan discussed below. Completed projects include strategic trail connections that help increase access and trail realignments to mitigate sharp curves and improve user experiences. Trail T8 is no longer being pursued due to private property constraints.

Wayfinding and Trailhead

The Town of Frisco purchased two trail counters to monitor use at Dickey Lot and Pine Cove Campground and will conduct a more in-depth analysis during summer 2022. The Town is interested in better signage for trail users to get from the Day Lodge and Dickey Trailheads out to the soft surface network. This will be a focus of the 2022 update.

Interrelated Plans: Frisco Nordic Center Master Development Plan

The 2019 Frisco Nordic Center Master Development Plan identifies existing facilities and operations as well as planned improvements in compliance with National Forest Service (NFS) requirements for the area’s Special Use Permit (SUP). However, it is inclusive of the entire Peninsula Recreation Area which encompasses Town land and Denver Water land as well. The Plan lays out recommendations for realignments, upgrades, and new connections for nordic, fat bike, mountain bike, multi-use, and expanded Special Use Permit boundaries to broaden the trail network and implement connections to the Rec Path, among other centralized amenities. While all of these recommendations are conceptual and will require NFS approval, they would significantly improve recreational opportunities and are a first step in moving many of the 2017 Trails Plan recommendations forward. While maintenance and grooming are not directly addressed in the plan, many of the recommended changes would improve efficiencies and allow for activity-specific grooming (such as fat biking vs. nordic skiing). As the process for the current Trails Plan update unfolds, it is important to maintain consistency between these plans and to clarify whether specific recommendations should be duplicated and/or prioritized.



PENINSULA RECREATION AREA		
Recommendation ID	Recommendation Description	Status
New Trails (T8)	Create soft-surface connection from existing non-system trail behind Water Dance neighborhood to Peninsula	No Longer Interested or Feasible
New Trails (T9)	Create paved or soft-surface trail between Peninsula and Marina. Re-route Rec Path in this location to mitigate sharp curve by sanitation property	Completed
New Trails (T10)	Realign short section of trail to connect outer Peninsula trails to lakefront trail	Completed
New Trails (T11)	Create additional loops and disperse trail use across Peninsula trail system	In Planning/Permitting Stage
New Trails (T12)	Soft-surface trail connecting Pine Cove Campground to access points to the south.	Completed
New Trails (T13)	Provide access to Perimeter trails from relocated Dickey Trailhead. Trail should have gentle grades	Completed
Wayfinding and Trailhead (6)	Monitor use at Dickey Lot and Pine Cove Campground lot and determine management strategies (fees, trailhead amenities, etc.)	In Planning/Permitting Stage

FRISCO'S BACKYARD

Interrelated Plans: Frisco Backyard Trails and Forest Health

Trails and trail connections within Frisco's Backyard are concurrently being analyzed in a Trails and Forest Health NEPA analysis. This project involves coordination between the Forest Service and the Town of Frisco to identify a proposed trails plan for this subarea in conjunction with a set of forest health management strategies. The trails plan will identify which social trails in the Backyard will be brought into the official trail system and which will be closed. The trails plan will also include recommendations for trail connections and directional trails to help facilitate user flow and provide optimal user experience. All of the 2017 Trails Plan recommendations thus far are included in the Backyard Plan, with some minor clarifications and adjustments, except for T16 and T17. During discussions for this project, the Town raised concerns about their ability to maintain and manage these trails due to their relative remoteness and implications for the Colorado Trail. During the 2022 summer season, fieldwork will be done in the Backyard to identify a set of forest health strategies that could include actions such as downed tree removal and tree thinning. As these strategies are implemented in the following years it is likely that certain portions of Backyard trails will be temporarily closed while machinery is on-site. As the process for the current townwide Trails Plan 2022 update unfolds, it is appropriate to maintain consistency between these plans and to clarify whether specific recommendations should be duplicated and/or prioritized.

FRISCO'S BACKYARD		
Recommendation ID	Recommendation Description	Status
Trail Policy (12)	Partner with USFS to maintain and potentially reroute existing heavily used trails (Pinchot, Peaks Trail, Gold Hill, Mason Town, Robert Foote)	Still Pursuing
Existing Non-System Trails (C)	Provides a connection between Pinchot Trail and other Ophir Mountain trails to Frisco and the trails above St. Anthony's Medical Center. Re-route steep sections of trail	Still Pursuing
Existing Non-System Trails (D)	Connects trail C and E so that users have options for ascending and descending north side of Ophir. Could be one-way trails	Still Pursuing
Existing Non-System Trails (E)	Re-route steep singletrack trail to provide alternate route to Ophir Mtn area, dispersing use	Still Pursuing
Existing Non-System Trails (F)	Provides loops within Ophir Mtn area	Still Pursuing
Existing Non-System Trails (G)	Trail could be adopted as a one-way descent from summit of Gold Hill for looping opps in Frisco's Backyard	Still Pursuing
Existing Non-System Trails (H)	This spur connects more significant for looping opps	Still Pursuing
Existing Non-System Trails (I)	Like H, this trail provides traversing route to access Gold Hill area	Still Pursuing
Existing Non-System Trails (L)	Connects Miners Creek Road to M, avoiding steep section of trail and creating alternative to Peaks Trail	Still Pursuing
Existing Non-System Trails (M)	Like L, this trail creates a long distance loop and provides an alternative route to Peaks Trail	Still Pursuing
Existing Non-System Trails (N-T)	Short series of trails that connect to provide short recreational singletrack loops close to Frisco	Still Pursuing
Existing Non-System Trails (U)	Trail that connects Masontown trail to loop system south of Rainbow Lake	Still Pursuing
Existing Non-System Trails (V)	Part of series of trails that connect to provide short loops close to Frisco	Still Pursuing
Existing Non-System Trails (W)	Working with U, this trail connection the Masontown trail to nearby loop system	Still Pursuing
Existing Non-System Trails (X)	Provides moderate grade route connecting Mt. Royal trail with U and nearby loop system	Still Pursuing
Existing Non-System Trails (Y)	Short trail that creates alternative route for a steep section of Mt Royal trail	Still Pursuing
Existing Non-System Trails (Z)	Short trail connecting Miners Creek Rd to Rec Path	Still Pursuing
New Trails (T14)	New soft-surface connection between Summit County High School and Ophir Mtn area	Still Pursuing
New Trails (T15)	New soft-surface connection between Frisco and Gold Hill, providing easier climbing route into Ophir Mountain area	Still Pursuing
New Trails (T16)	Provide access between Lake View Meadows and existing trails. Easement would need to be obtained to secure neighborhood access to NFS lands	No Longer Interested or Feasible
New Trails (T17)	Provide access between Highland Meadows and existing trails. Easement would need to be obtained to secure neighborhood access to NFS lands	No Longer Interested or Feasible
Wayfinding and Trailhead (7)	Consistent plowing and improved signage and Lower and Upper Miners Creek Trailhead. As popularity increases, consider providing more trailhead management including toilets, surface maintenance, signage, maps, and measures taken to minimize impacts to nearby residential areas	Still Pursuing

IMPLICATIONS FOR TRAILS PLAN UPDATE

Through the process of reviewing current conditions and status for the recommendations in the 2017 Trails Plan, SE Group identified several key ideas and themes that should be addressed in the 2022 Plan Update:

- Update recommendations table with some recommendations getting removed, others getting modified, and others being kept as is for the 2022 Plan Update.
- Update all maps according to current conditions and adjusted, updated, or new recommendations.
- Include a section about trail capacity and overuse, explaining strategies for identifying, quantifying, and remediating issues. This will include findings from a capacity/user experience survey at Zach's Stop, Kayak Lot, Dickey's, and the Marina.
- Include concept of "Frisco as a Trailhead," encouraging dispersed and potentially increased parking access for recreational activities and trailheads at strategic locations throughout town with improved wayfinding and connections.
- Include a section to discuss the interrelated Backyard Forest Health and Trails Plan, Nordic Center Master Development Plan, and Downtown Complete Streets Plan, and how they relate to the 2022 Trails Plan, whether recommendations should be duplicated across plans (and at what level of detail), or whether other plans should simply be referenced.
- Integrate discussion or add a specific section about the role of Summit County, Forest Service, CDOT, and any other relevant partners in trail planning initiatives in and around Frisco. Implementation often requires and can be greatly impacted by coordination with these entities, so it is important to outline this process and be dynamic. This should include the identification of partners for each recommendation.
- Consider whether recommendations should be prioritized for implementation and, if so, by what methodology.
- Include specific recommendations for improved wayfinding, per various recommendations from the 2017 plan.

APPENDIX B

WAYFINDING ANALYSIS MEMO

FRISCO TRAILS & PATHWAYS MASTER PLAN

WAYFINDING ANALYSIS

Part of the scope of work for this 2022 update to the 2017 Frisco Trails Plan is an assessment of the existing wayfinding which will inform associated recommendations for how the Town can improve wayfinding for clarity and user experience. This report provides that initial assessment of existing conditions. This effort addresses the 2017 Plan recommendations listed below and focuses on the Downtown Core and Gateway planning areas.

Connectivity Policy 5	Implement wayfinding recs for Frisco Pathways paths and bike lanes, install more visible striping and stamping in alignment with typology standards.
Gateway (1) and Downtown Core (1) Wayfinding and Trailhead Recommendations	Place additional Frisco Pathway signs on existing facilities at any point where they cross a street, make a turn, or change facility type (i.e., changing from paved shoulder to multi-use path). Add signs at these locations for new trails and connections.

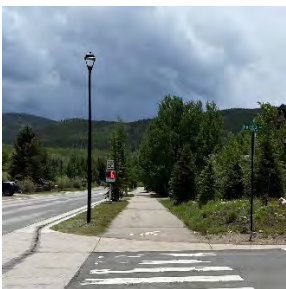
This assessment includes an inventory of existing wayfinding – both signage and street stamps/stripping – as well as pathway typologies. This assessment uses the typologies described in the 2017 Trails Plan as a foundation while adding a few new classifications. Inventorying pathway typologies as well as existing wayfinding infrastructure serves to identify inconsistencies and needs for new or updated wayfinding.

PATHWAY TYPOLOGIES

The following list provides a brief description of pathway typologies. Additional typologies were added from the 2017 plan to further differentiate pathway types. Those that are retained from the 2017 Plan are starred (*).



Attached multi-use path* - Paved pathway that is directly adjacent to the roadway. Pathway is generally wide enough to accommodate bi-directional use for walkers and cyclists. Stamps and striping or gutters should denote these facilities. Signage indicating that parking is not allowed also helps to denote these facilities and keep them clear, however illegal parking is still an issue currently. Solid green painting could increase visibility and clarity for these facilities.



Separated multi-use path* - Paved pathway with at least a few feet of separation between the roadway and path. Pathway is generally wide enough to accommodate bi-directional use for walkers and cyclists. Stamps should denote these facilities.



Curbed multi-use path – Paved pathway adjacent to and elevated a few inches above the roadway. Similar to a curbed sidewalk but wider to accommodate bi-directional use for walkers and cyclists. Stamps should denote these facilities.



Off-street multi-use rec path (Town of Frisco) – Paved pathway that provides off-street connections and scenic recreational opportunities within town. Pathway is generally wide enough to accommodate bi-directional use for walkers and cyclists. Stamps and signage can help to denote these facilities.



Summit County RecPath - Paved pathway that provides off-street scenic recreational opportunities within and between Summit County communities. Pathway is generally wide enough to accommodate bi-directional use for walkers and cyclists. Stamps and signage can help to denote these facilities.



Bike lane* – Portion of the roadway dedicated to bicycles, indicated with white striping and no separated gutter pan. Bicycle stamps and solid green painting would increase visibility and clarity for these facilities.



Shared roadway* – Stamps and signage denote these facilities where bicycles share the roadway with vehicles, especially along bicycle/recreational routes through town and on busy streets. Many existing stamps are faded and need to be replaced. Placement in the middle of the road also increases visibility and signifies equal rights to use the roadway.



Curbed sidewalk* – Paved path adjacent to and elevated a few inches above the roadway. Sidewalks are generally intended for pedestrian use as they tend to be narrower than multi-use facilities.



Attached sidewalk* – Paved pathway directly adjacent to the roadway. Rather than a curb there is a gutter pan between the sidewalk and the road. Sidewalks are generally intended for pedestrian use as they tend to be narrower than multi-use facilities.



Separated sidewalk – Paved pathway elevated a few inches above and separated from the roadway by at least a few feet with either a planted or gravel buffer. Sidewalks are intended for pedestrian use as they tend to be narrower than multi-use facilities.



Paved footpath – Particularly narrow paved pathway intended for pedestrians to provide key off-street connections. They often are within or between neighborhoods.

The Town of Frisco also has a “Frisco Pathway/Frisco Recpath” route, which winds through town and connects to the Summit County Recpath System. This route involves a variety of pathway typologies.

WAYFINDING TYPOLOGIES

The following list provides a brief description of each wayfinding typology, including signs and street stamps.



Town of Frisco map kiosk – These large maps illustrate the “Frisco Rec Path” route, Summit County Recpaths, high traffic shared roadway (Main Street), and various recreational destinations around town.



Summit County map kiosk – These large maps, which have a larger extent than the Frisco map kiosks, illustrate the Summit County Recpath system (Snake River, Tenmile/Vail Pass, Lower and Upper Blue, and Dillon Reservoir sections as well as “other” and on-street” sections). These maps also illustrate private, town, and USFS lands as well as elevation profiles for the various recpath sections.



Frisco Pathway sign – These small circular signs with a bicycle icon denote the “Frisco Recpath” route through town. Some signs are double sided, while others are single sided. Some have directional arrows, while others simply label the route.



Destination markers – These Town of Frisco signs indicate the direction and mileage to nearby destinations. All destination markers are labeled “Frisco Paved Pathways” with a bicycle icon.



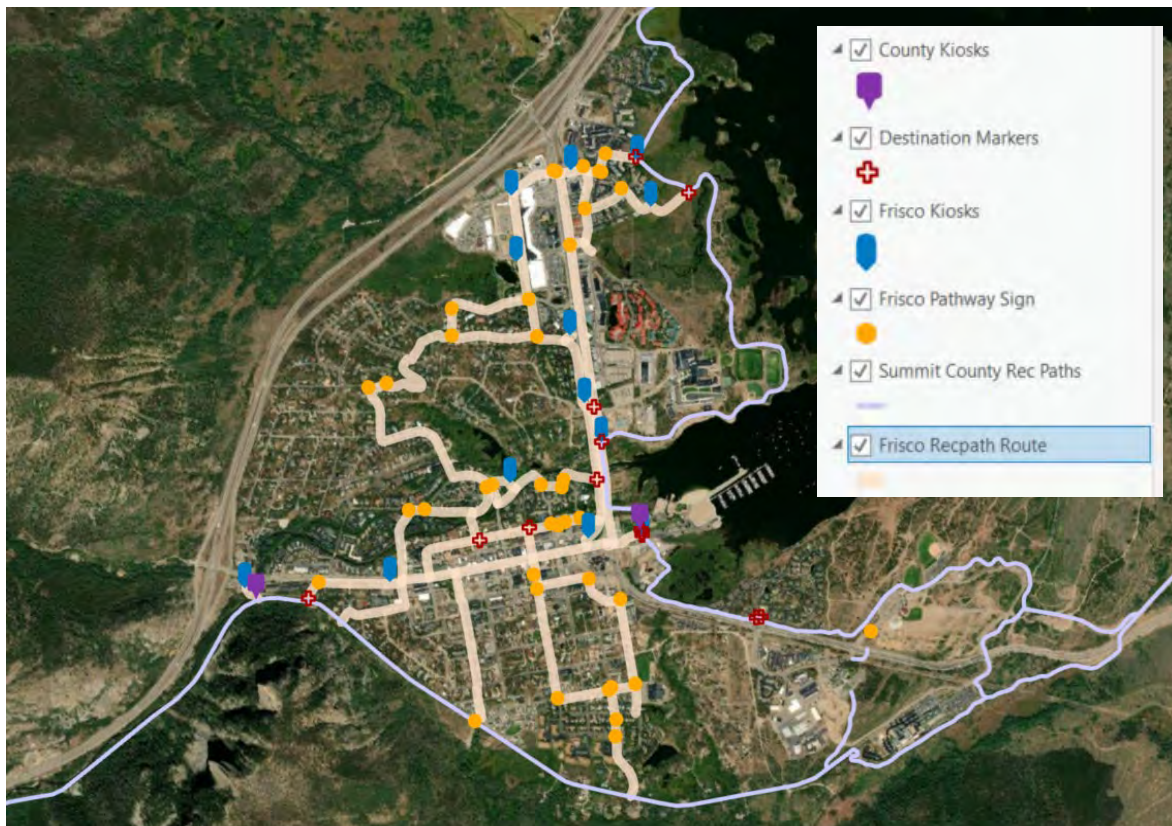
Bike street stamps – These bike icons stamped onto the roadway or pathway indicate that the space is designated for bicycle use.

FINDINGS

Overall, there is a lack of consistency in labeling across signs. First and foremost, the Town of Frisco Recpath route is referred to as the “Frisco Recpath,” “Frisco Pathway” and “Frisco Paved Pathways.” Attractions identified on the Destination Markers include Meadow Creek Park, Summit Blvd Path, Lakefront Rec Path, Lakefront Park & Marina, Frisco Recreation Area/Frisco Adventure Park/Peninsula Recreation Area, Breckenridge, Main St, County Commons, Dillon, Walter Byron Park. Again, the Peninsula Recreation Area is referred to using three different terms. Additionally, the “Summit Blvd Path” and “Lakefront Rec Path” are not identified in any other signage, including maps.

There are some portions of the existing “Frisco Recpath” route that do not have designated bicycle and/or pedestrian infrastructure. Some of these Recpath segments lack directional signage as well. Conversely, there are some areas with bicycle or pedestrian infrastructure (and in some cases signage) where the current “Frisco Recpath” route does not exist on maps. There are also a few areas where the current route dead ends where it seems it should keep going or formally reconnect with the route or County Recpath system. There are 45 intersections along the current “Frisco Recpath” route that do not have any signage, many of which include changes in presence or type of infrastructure (e.g. from separated multi-use path to curbed sidewalk). Additionally, many Destination Markers stand in isolation, likely leaving users confused as to where to go next when they reach the next intersection. There are several instances where Frisco Pathway signs or Destination Markers are only located at one corner of an intersection or are one-sided, which only provides information for users traveling from one direction. In some cases, the placement of a sign and/or its content (e.g. directionality of Frisco Pathway signs) is incorrect, incomplete, or vague.

There are currently 13 Town of Frisco map kiosks, all but one located north of Granite Street. They are generally placed at entrances to paved off-street recpaths. There are two Summit County map kiosks, one at the Kayak Parking Lot access intersection with the County Recpath and one along the County Recpath at the Marina. There are destination markers placed at 13 locations, and there are 40 Frisco Pathway signs scattered throughout town.



RECOMMENDATION IDEAS

1. Determine the difference between wayfinding for “getting around town” and for recreation purposes.
 - a. Consider simplifying or otherwise adjusting the “Frisco Recpath” route to capitalize on recreation (multi-use rec path facilities).
 - b. Integrate Destination Markers/Pathway signs onto the RecPath system once the route has been decided upon. Everything else will not have the same type of signage.
2. Ensure that all bike lanes and multi-use pathways have proper stamps and striping → implement both bicycle and pedestrian stamps for multi-use paths (implement green painting as discussed with Public Works).
3. Ensure that all “Frisco Recpath” connection segments on streets have proper stamps and signage. Implement attached or separated multi-use pathways or bike lanes as possible.
4. Update all Frisco Pathway signs to be directional (all should have arrows).
5. Make all labels and destination language consistent.

NEXT STEPS

1. Create new signage typology “family”
2. Create new map with recommendations for wayfinding improvements:
 - Locations for each signage typology within the new family.
 - Locations for each pathway typology, noting where painting and stamps need to be added or upgraded.

APPENDIX C

CAPACITY ANALYSIS MEMO

FRISCO TRAILS & PATHWAYS MASTER PLAN

TRAILHEAD CAPACITY ANALYSIS – SURVEY SUMMARY

This summary serves as an overview of findings from six trailhead intercept survey events conducted by SE Group at three popular trailhead locations in Frisco:

- Kayak Parking Lot – County Recpath, Mount Royal trail, and Tenmile Creek access.
- Zach’s Stop Parking Lot – Mount Royal and Rainbow Lake trails; connections to Peaks, Masontown, Hattie’s, and other trails; County Recpath access.
- Dickey’s Day Use Parking Lot– access to County Recpath and various mountain biking, running, and hiking trails.

Along with observational data, the survey was designed to better understand how these trailheads are used and to gauge how much crowding is an issue – for both parking/access and on-trail experience. These findings will inform efforts to better manage use and parking, and to improve overall user experience.

KEY FINDINGS

- As expected, weekends tend to be busier than weekdays at all three locations.
- All three lots and trailheads appear to be nearing capacity on weekends, especially between 8:30-10:30 am. However, crowding and access are not yet critical issues as survey results indicated that recreators can still find legal parking and experience is not negatively impacted.
- The Kayak lot is a popular access point for locals and Colorado residents who want to access the paved Recpath, as well as for some out of state visitors. It is also a popular access point to Tenmile Creek for fishing and the Mount Royal trail (dispersing users between this lot and Zach’s Stop). More formalized parking management may improve parking experience and capacity at this lot. As trails become busier, educational information and signage¹ could increase safety and user experience for sharing the trails among walkers, dog-walkers, families, large groups, bikers, and runners. In particular, speed limits for bikes and directional striping may help manage shared trail use.
- Zach’s Stop is a popular access point for locals, Colorado residents, and out of state visitors alike. Of the three, our surveys indicate that this area sees the most out of state visitation. Clear directional signage for accessing the lot, more formalized parking management, and improved navigational signage on trails could support activity at this site. As these trails become busier, educational information and signage as well as trail improvements, such as widening (specifically Rainbow Lake) could improve user experience for sharing the trails among hikers, dog-walkers, families, mountain bikers, runners, etc.

¹ Educational information and signage should include trail etiquette and any other regulations about allowable or intended uses, dogs, etc.

- The Dickey Day Use lot is a popular access point for more local crowds, primarily serving Summit County residents. This site sees less activity overall than the other sites surveyed and does not appear to be popular or apparent as an option to out of state visitors.
- As new trails become busier, educational information and signage could improve user experience for sharing the trails among mountain bikers, runners, hikers, and dog-walkers. Clear signage about allowed or intended uses for each trail or alternating distinct uses on specific days may improve safety and user experience, especially on narrow singletrack trails.

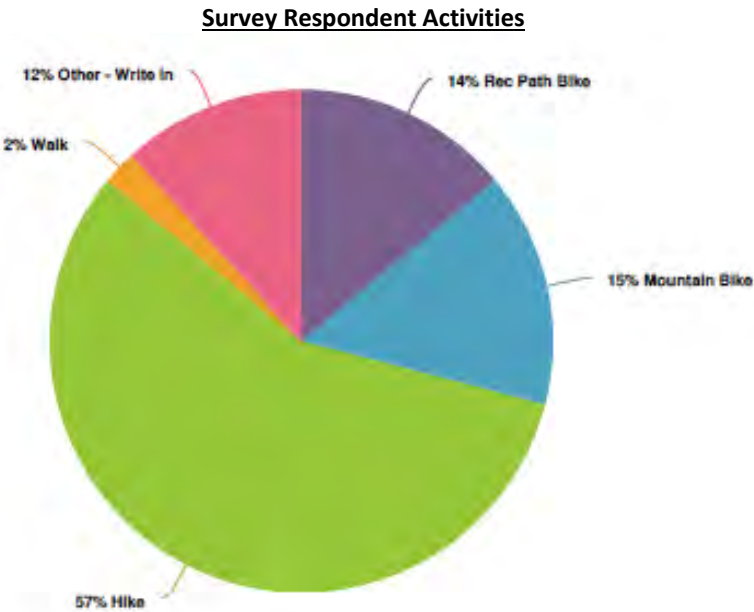
IMPLICATIONS FOR THE PLAN

- Trailhead crowding is not yet a critical issue that negatively impacts visitor experience. However, people have different thresholds for what they deem “moderately crowded” or “overcrowded”. Continue to manage expectations through trail and trailhead information and advertising. Ensure that information on popular trail apps and website is up to date (Trailforks, AllTrails, etc.).
- Consistent trailhead signage concerning trail access, parking areas, and allowed uses will help visitors understand how to use the space. Parking space delineation and rock armoring non-parking areas can help encourage appropriate parking. Improved wayfinding and messaging throughout town could help disperse parking pressures and inform visitors that trailheads are just a short walk from virtually anywhere in town.
- Continue to educate about trail etiquette and interacting with different user types. Signs indicating where runners/walkers/bikers should be on the trail can increase visibility and awareness. Work with county and USFS to have similar messaging on Rec Path and other trails and trailheads. Consider user-separated trails in the future on popular trails or trail segments.

DETAILED FINDINGS

We spoke with 94 groups in total. The Zach’s Stop lot had the most with 45 groups surveyed (48%), followed by the Kayak Lot with 30 groups surveyed (32%), and the Dickey’s Lot with 19 groups surveyed (20%). Across all three sites there was more activity during weekend surveys (68%) than on weekdays (32%). The most common group size across all surveys was two (43%), followed by individuals (20%), groups of four (15%), groups of five or more (14%), and lastly groups of three (8%).

Hiking was the most common activity across all three sites (57%), followed by mountain biking (15%), biking on the paved Recpath (14%), running (7%), flyfishing (4%), and walking on the paved Recpath (2%).



Users coming from Summit County (40%) and Front Range communities (37%) were most common, followed by visitors from out of state (17%), and other Colorado communities (7%). Most out-of-staters were staying in Summit County communities. Unsurprisingly, the share of users coming from Front Range communities was slightly larger on weekends than weekdays.

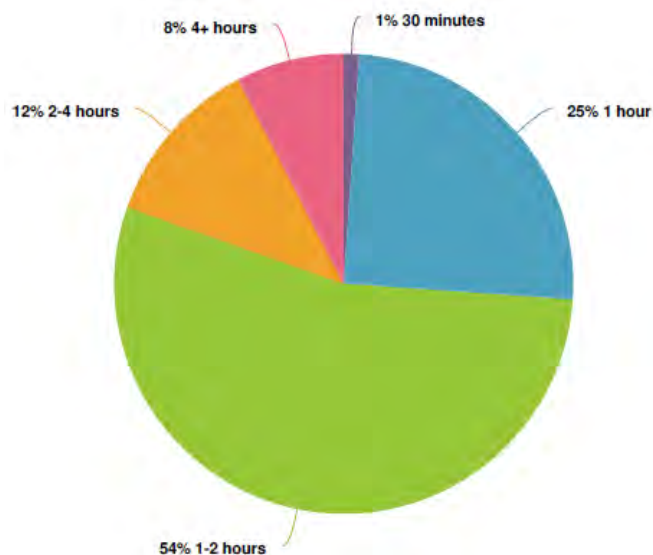
Survey Respondent Origin



Almost all (97%) groups reported accessing the lot/trailhead by personal vehicle, with three groups walking from their homes or elsewhere in town. It is important to note that we observed a few other runners or bikers leaving the trail and directly exiting the parking lot too quickly for us to stop and speak with, indicating a slight miscount of people accessing these trailheads this way. Three-quarters of respondents rated their experience accessing the trail highly (5 out of 5), including parking. Only six groups rated access and parking lower than 4 out of 5. However, many weekend groups that gave high ratings did note that they felt lucky to have found a spot given that the parking lot was very busy.

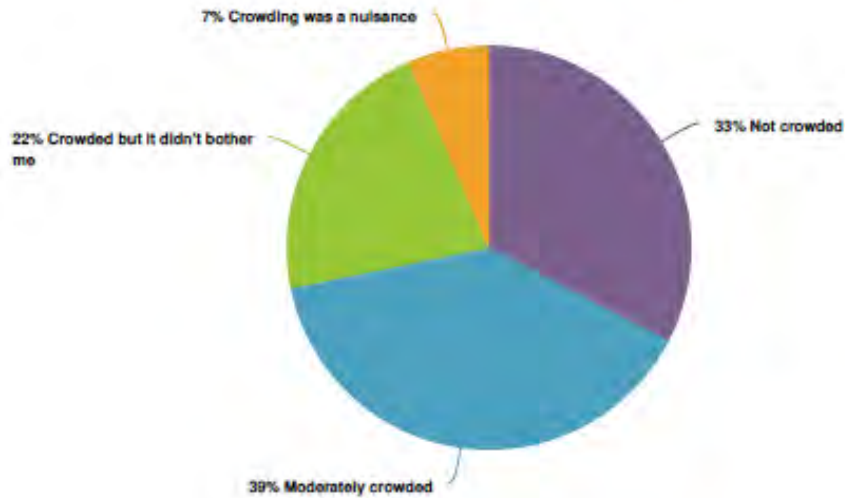
Survey Respondent Recreation Duration

Most groups reported spending about 1-2 hours recreating (79%). The vast majority (79%) rated their overall experience highly (5 out of 5).



Finally, most groups reported that trails were moderately crowded (40%), followed by those who reported that trails were not crowded (33%). Twenty-two percent reported that trails were quite crowded but that it was not an issue, and just six groups (7%) reported that crowding was a nuisance/issue (weekend only).

Survey Respondent Crowding Perception

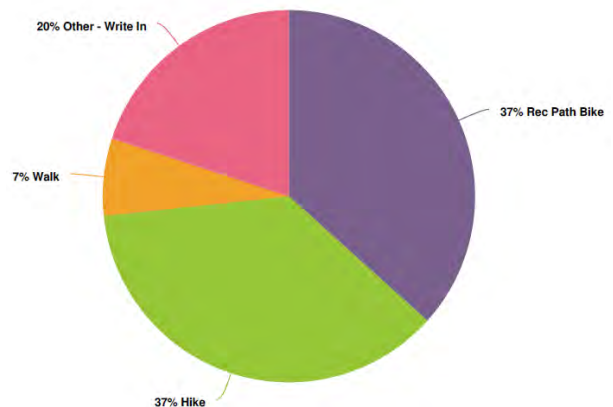


Kayak Lot

Thirty groups were surveyed at the Kayak Lot – 22 on the weekend (73%) and 8 during the week (27%). Large groups (5+) were slightly more common at this site than others, representing 20 percent of those surveyed. This is presumably due to the wide Recpath that easily accommodates large groups and potentially the larger parking lot as well.

Biking on the paved Recpath and hiking (Mount Royal) were the most common activities at this site (37% each). Four weekend groups used this lot to access Tenmile Creek for flyfishing and the remaining four groups were walking or running on the Recpath. It is important to note that bikers are sometimes harder to stop as they whiz to their cars. Thus, this user group may be slightly underrepresented.

Survey Respondent Activities



Forty-seven percent of groups reported traveling from Front Range communities, 37 percent from within Summit County, and 17 percent from out of state.

The majority of groups reported that they were familiar with the area (90%) and that they had visited this location previously (79%). When asked how often they visited this lot, most responded that they came frequently, some weekenders indicating that they usually come on weekdays. When asked if they have noticed any changes over time, many responded that this location has become busier.

When asked how they chose to come to this location, many indicated their familiarity with the lot and trails, easy access off I-70 and to the Recpath, Mt. Royal trail, and Tenmile Creek, and that it's family-friendly. A few people mentioned the option of longer Recpath rides, and one person mentioned that it was a recommendation from a local fly shop.

The majority of groups (67%) rated their access and parking experience highly (5 out of 5), with 27 percent giving a rating of 4 out of 5. Just two groups gave a lower score. Several of those who gave a score of 4 or lower indicated that they had to "make up" a potentially illegal parking spot or that they parked elsewhere and walked (1). Many noted that the lot filled quite early. Seventy percent of groups gave their overall experience a rating of 5 out of 5, with the remainder giving a score of 4 out of 5.

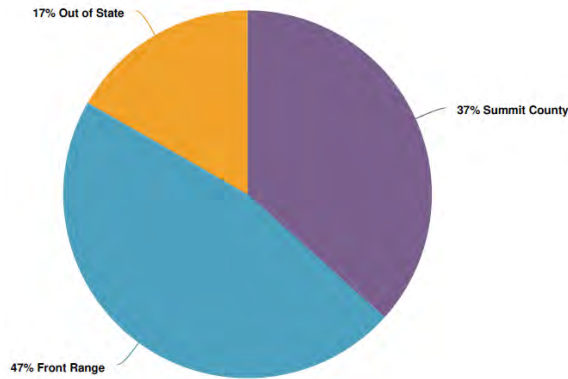
The majority of groups reported that the trails were not crowded (52%), followed by those who reported that trails were moderately crowded (31%). Just four groups (14%) indicated that the trails were crowded but a non-issue and just one group reported that crowding was a nuisance/issue. A slightly higher proportion indicated that trails were crowded on the weekend.

During the weekend session there was an event happening on the Recpath, which a few groups mentioned probably impacted their sense of how busy this area was. We observed approximately 80 cars upon arrival at 10 am on the weekend, essentially filling the lot. There was moderate turnover and the lot stayed full, with several cars looping and some leaving when they could not find a spot. During the weekday we observed 50 cars upon arrival at noon, some parked in improvised spots indicating that it may have been busier earlier in the day.

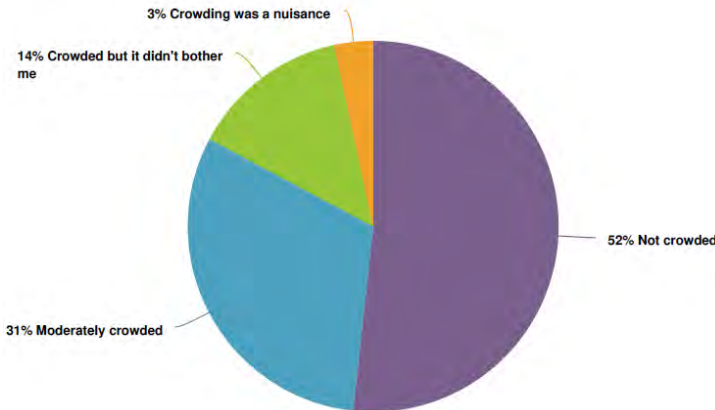
Other comments include:

- Some large groups were difficult to navigate around/spread out on the trail.
- Speed of bikers was sometimes worrisome.

Survey Respondent Origin



Survey Respondent Crowding Perception



- Bikers seem less knowledgeable.
- Weekends are very busy; regular traffic on weekdays but never too busy.
- Concern about dogs off leash.
- Don't build more parking.
- Porta potties are pretty clean.

Zach's Stop

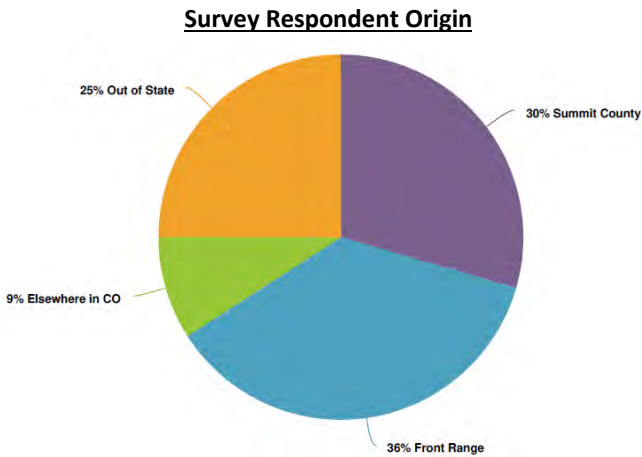
Forty-five groups were surveyed at Zach's Stop – 31 on the weekend (69%) and 14 during the week (31%). Individual users were less common at this site than others, representing just 9 percent of groups surveyed.

Hiking was by far the most common activity at this site (89%), with three mountain biking groups (7%), one runner, and one biker on the paved Recpath (5% total). It is important to note that a few runner/bike groups were harder to stop as they whizzed past. Thus, these user groups may be slightly underrepresented.

Thirty-six percent of groups reported traveling from Front Range communities, 30 percent from within Summit County, 25 percent from out of state, and 9 percent from elsewhere in Colorado. This is a higher proportion of out-of-staters compared to other sites.

The majority of groups reported that they were familiar with the area (84 percent) while just half reported that they had visited this location previously. This is likely influenced by the higher proportion of users coming from out-of-state, many of which reported that they visit Colorado annually leading to their general familiarity but lower likelihood to have visited this site. Few reported how often they visit but when asked if they'd noticed any changes, respondents largely mentioned the cleared trees and a few mentioned that it's become busier.

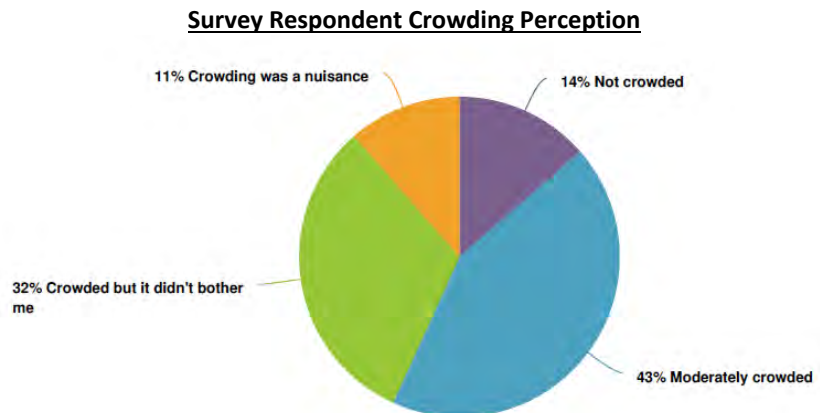
When asked how they chose to come to this location, many indicated using apps or online sources (23) including All Trails (14), google search (7), MTB project (3), and COTrex (1). Others indicated their familiarity with the lot and trails, easier/shorter options and family-friendly nature, water access, scenery and wildflowers, and that it's dog-friendly. Three groups reported that this location was recommended by locals or friends and two groups mentioned that they came to this trailhead after finding the Lilypad Lake lot full.



The majority of groups (75%) rated their access and parking experience highly (5 out of 5), with 18 percent giving a rating of 4 out of 5. Just three groups gave a lower score. One group that gave a lower score said they got lost but admitted that they were not using a GPS device, and other groups indicated that parking was a little tough although they were able to find a spot. Another group reported that the lot was hidden and a little hard to find. A few groups that gave high scores indicated that they felt lucky to have gotten a spot. Eighty-two percent of groups gave their overall experience a rating of 5 out of 5, with all but one remaining giving a score of 4 out of 5.

The majority of groups reported that the trails were moderately crowded (43%) or crowded but not an issue (32%). Fourteen percent reported that trails were not crowded, and five groups (11%) reported that trails were so crowded that it was a nuisance/issue – all on the weekend. A slightly higher proportion of groups reported that trails were crowded on the weekend. Several groups indicated that higher

concentrations of people were found near Rainbow Lake and that the Mount Royal trail was less crowded. Many groups indicated that, although it was busy, people were polite and good at sharing the trail and managing their dogs.



During both the weekend and weekday cars were parked along the side of the access road leading to the larger parking area by the trailhead. During the weekday we observed 34 cars upon arrival just after noon, leaving few available spaces. Many people came off the trail between noon and 1, opening up more spaces. There were 24 cars upon leaving at 2pm. On the weekend we observed 48 cars upon arrival at 11am, completely filling the lot and a few people parking in the center of the larger parking area. Spots started to open up around 11:30 with 20 cars remaining when we left at 1:30. We observed a few cars circling to find parking within the first hour. Because this lot is less formalized, the number of spaces available partly depends on how people choose to park – how much space is left between cars vs. more compact parking. This led to the lot being almost full during the weekday with just 34 cars but accommodating 48 cars on the weekend.

Other comments include:

- Don't like all the dogs.
- Portable toilet was full, would rather a permanent bathroom structure.
- Wasn't sure where to get information online.
- Better signage at trail intersections – use consistent and clear trail/destination names.
- Fast bikers feel unsafe.
- Loose boards and nails on boardwalk.

Dickey’s Lot

This site had the lowest number of groups surveyed at 19 – 11 on the weekend and 8 during the weekday. This is not surprising given that the parking area is significantly smaller than the Kayak or Zach’s Stop lots. While two-person groups were still most common at this site (42 percent), individual users (37%) were much more common than other sites, and no groups larger than 4 were surveyed.

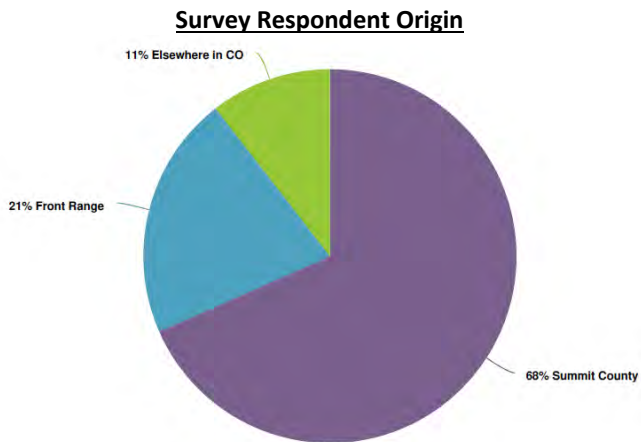
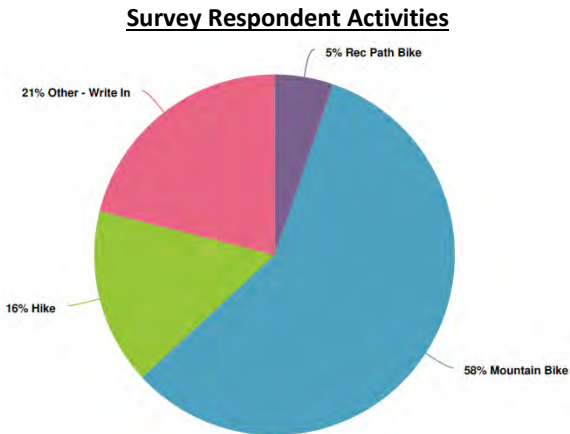
Mountain biking was the most common activity at this site (58%) – not surprising given the supply of single-track trails meant for this use. Runners were also more common at this site (21%), in addition to hikers (16 percent) and one group of paved Recpath bikers (5%) that round out users surveyed. All groups reported spending 1-2 hours recreating at this site, while at least a few groups at other sites reported spending 3+ hours recreating.

A much higher share of users at this site reported traveling from within Summit County (68%), 21 percent from Front Range communities, and 11% from other Colorado communities. No groups surveyed were from out of state.

All groups surveyed at this site reported that they were familiar with the area and that they had visited this location previously, not surprising given the higher proportion of Summit County residents and lack of out-of-staters. Many reported that they visit this access point frequently. When asked if they’d noticed any changes over time, many reported how much they love the new trails and improvements to older trails and that it’s become busier.

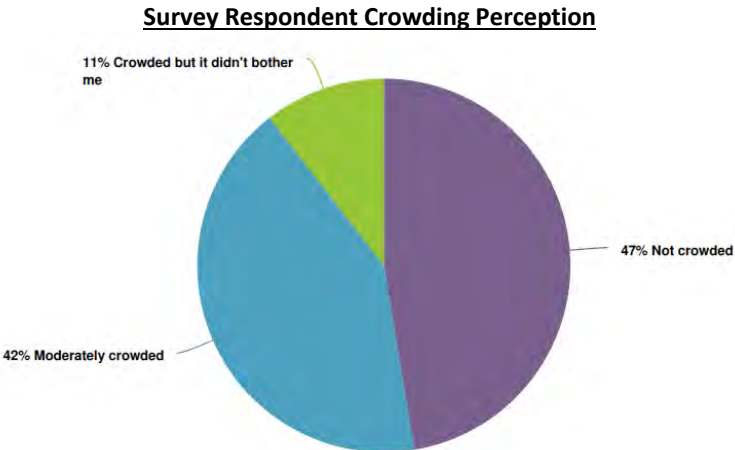
When asked how they chose to come to this location, many indicated their familiarity with the lot and trails, proximity to home or work, and easy access. Some noted the scenery, the variety of trails, and that the terrain is not too hilly. One person mentioned handicap access.

The majority of groups (90%) rated their access and parking experience highly (5 out of 5). One group gave a rating of 4 out of 5 and one other gave a rating of 3 out of 5, indicating that they snagged the last parking spot and felt that there should be more (weekend). Similarly, 84 percent of groups gave their overall experience a rating of 5 out of 5, with the remainder giving a score of 4 out of 5.



The majority of groups reported that the trails were not crowded (47%) or moderately crowded (42%). Just two weekend groups reported that trails were more crowded but none reported that crowding was a nuisance/issue.

During the weekday, we observed that about a third of parking spots were open upon arrival at noon, but the lot was almost full by 12:30. However, turnover left about half the spots open by the time we left at 1:45. On the weekend we observed that at least 1-2 spots were almost always available after we arrived at 10 and that about half the spots were open by 1 when we left. While we did not survey these groups, we observed many bikers going past on the paved Recpath both on the weekend and during the weekday.



Other comments include:

- The perimeter trail near the campground is a little unclear; better signage here would help.
- Many bikers on trails and only some use proper trail etiquette/let you know they are coming.
- Several people who indicated low or moderately crowded trails and parking lot gave the caveat that they have experienced busier times, that they were lucky to get a spot, or that they try to avoid the busier trails (Recpath).
- Rocky trails.
- Don't love all the e-bikes.

SURVEY METHODOLOGY

Three consultants from SE Group split survey administration at the three identified locations, with one person staffing each event. We aimed for 2-3 hours for each session with timing somewhat dependent on weather and pace of activity. During the busier weekend sessions, we were not able to speak with every group that came off the trail so survey numbers do not reflect all users during each session. Because three individuals administered the surveys and took observations, there is some variability in approach that may have impacted findings.

Location	Date	Time
Zach's	July 13 (Wed.)	12:00 – 2:00 pm
Kayak	July 16 (Sat.)	10:30 am – 1:30 pm
Dickey's	July 16 (Sat.)	10:30 am – 1:30 pm
Kayak	July 21 (Th.)	12:00 – 2:00 pm
Dickey's	July 21 (Th.)	12:00 – 2:00 pm
Zach's	July 23 (Sat.)	11:00 am – 1:30 pm

Groups were approached and asked a series of 13 questions. Responses were recorded by hand on pre-prepared paper survey sheets. Additional observations were noted. In some cases, one representative would answer for an entire group while in others several people would contribute, working together to come up with collective responses. A blank survey form is attached at the end of this summary for reference. A few notes about how we interpreted responses are laid out below.

Question 2: When asked where people were traveling from, there were many instances where members of the group were from different locales. In this case, we prioritized individuals who lived closest. For example, a group that included one visitor from out of state and one Summit County resident we counted as a Summit County entry.

Questions 5 & 7: Similarly, when asked if people were familiar with the area or had visited the site before, we prioritized local knowledge and experience, assuming that this contributed to the reasoning for choosing that trailhead. If one person had visited the site, but others hadn't, we counted this as an instance of prior visitation.

Upon completing all sessions, survey responses were entered into Alchemer – an online survey manager and analyst tool. Multiple-choice, scale-based, and yes or no questions were then automatically summarized in charts and tables. Additional comments were reviewed and summarized along with administrator observations.

SURVEY FORM

Location _____ Date _____	
<p>What was your activity today?</p> <p> <input type="checkbox"/> Rec Path Bike <input type="checkbox"/> Mountain Bike <input type="checkbox"/> Hike <input type="checkbox"/> Walk <input type="checkbox"/> Other </p> <p>If other: _____</p>	<p>Rate your experience accessing and parking at this site.</p> <p> <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 Difficult Excellent </p> <p>Explain: _____</p>
<p>Where are you coming from today?</p> <p> <input type="checkbox"/> Summit Cty <input type="checkbox"/> Front Range <input type="checkbox"/> Elsewhere in CO <input type="checkbox"/> Out of State </p>	<p>About how much time did you spend on the trail/recreating today?</p> <p> <input type="checkbox"/> 30 mins <input type="checkbox"/> 1 hour <input type="checkbox"/> 1-2 hours <input type="checkbox"/> 3-4 hours <input type="checkbox"/> 4+ hours </p>
<p>How many people are in your group?</p> <p> <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5+ </p>	
<p>How did you get here today?</p> <p> <input type="checkbox"/> Bike <input type="checkbox"/> Walk <input type="checkbox"/> Vehicle <input type="checkbox"/> Bus <input type="checkbox"/> Other </p> <p>If other: _____</p>	<p>Rate your overall experience today</p> <p> <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 Disappointing Exceptional </p>
<p>Are you familiar with the area?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Did your experience meet your expectations?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Explain: _____</p>
<p>How did you decide to come to this trailhead/area today?</p>	
<p>Have you visited this trail/area before?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes, how often? _____</p>	<p>In your opinion, how busy was the trail today? Was crowding an issue?</p> <p> <input type="checkbox"/> Not crowded <input type="checkbox"/> moderately crowded <input type="checkbox"/> crowded but didn't bother me <input type="checkbox"/> crowding was a nuisance </p>
<p>If you've visited before, have you noticed any changes or differences from your experience today/over time?</p>	

APPENDIX D

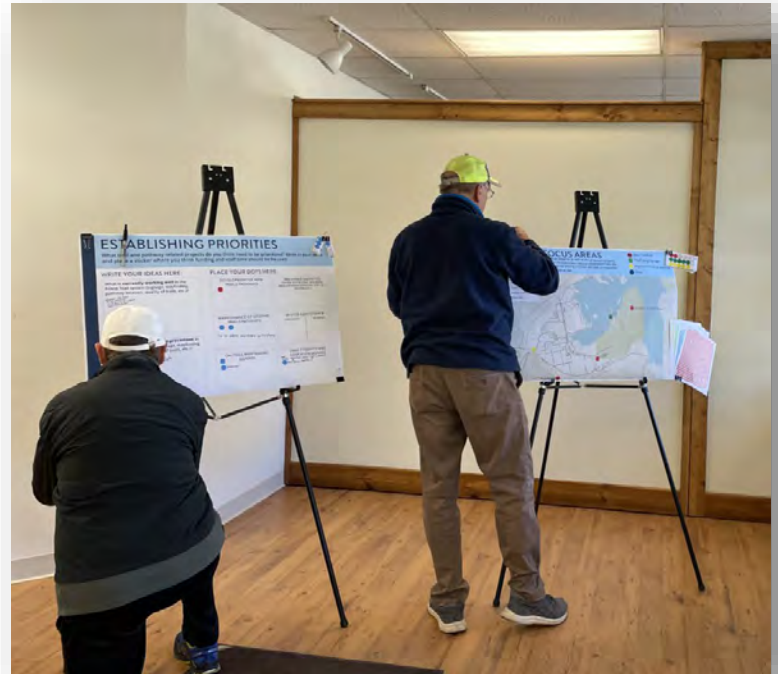
COMMUNITY ENGAGEMENT MEMO

FRISCO TRAILS & PATHWAYS MASTER PLAN

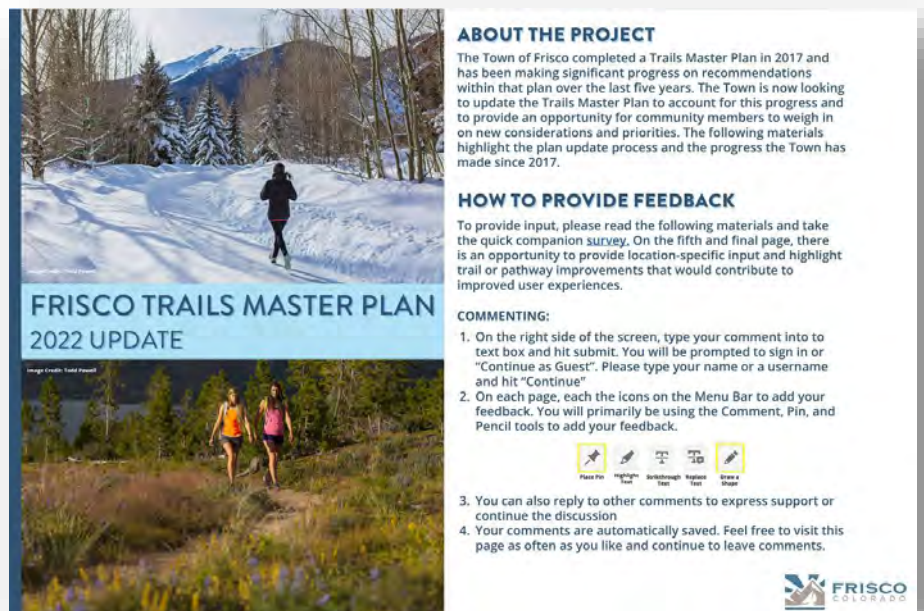
Public Engagement Results

On October 5, 2022, the Town of Frisco and SE Group hosted a public engagement session at 1st and Main St. The session allowed for community members to drop by, learn about the Town's progress from the 2017 Trails Master Plan, and provide their feedback about the existing trail system. Questions included "What is working well?", "What needs improvement?", and "How would you like to see funds and staff time prioritized?" Approximately 65 community members attended.

After the meeting, the same information was made available online and an online survey was open through October 21. 95 responses were received through the online survey. This document captures all responses collected at the in-person event as well as through the online survey. Appendix A provides a record of all write-in comments.



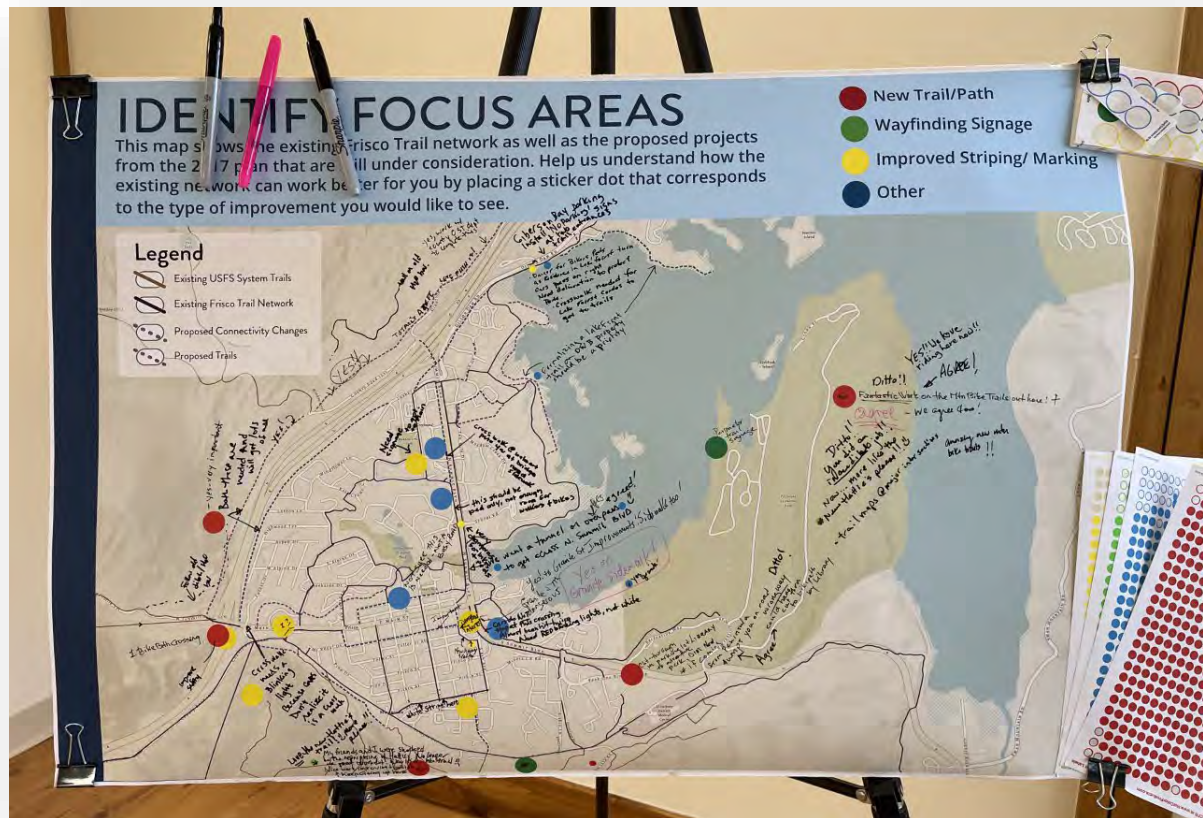
Community Members Providing Feedback during Oct 5 event



Screenshot of Online Engagement Information

ENGAGEMENT SUMMARY

MAP COMMENTS



Peninsula

- We love riding at the Peninsula
- You did an incredible job at Peninsula!
- More like Hatties please
- Want trail maps at intersections
- Fantastic work on bike trail out here
- Perimeter Trail signage

Recreation Way Intersection

- Cut through in parking lot library to adventure park, dirt now
- If coming from peninsula, the underpass dumps you on road the wrong way, could have cut through to bike path by the library

Backyard

- My friends and I were shocked by the repurposing of Hatties. No longer a great workout. Now it's a bike trail
- Nice work improving Hatties and keep going up there
- Love the new Hatties trail! More please

Downtown Core

- Want white strip on Belford so cars don't swerve into bike lane and don't use it as a parking lane
- Crosswalk at Forest Drive and Main needs a blinking light because cars don't realize it's a crosswalk
- connection under Summit blvd should be a long-term goal, if feasible
- Regarding #3 and the updated pathways around the SH-9 rebuild. Many pathways stop abruptly (i.e. were never fully finished), or connect to existing or other paths at angles so sharp it makes bicycling difficult, especially for younger riders.
- Many many many are people walking & biking along both sides of Windflower Lane rather than follow the path through The Reserve at Frisco. Please investigate adding a path along the west side of Windflower at least from Hawn Drive to the Stop Sign if not all the way through to Larson Lane and reconnecting at Little Chief Way. I mention the stop sign because with Windflower curving between Hawn and the Stop Sign there is great risk of a car/human or bike accident.
- Strongly support this addition (multi-use pathway along Creekside Drive) as we walk this way and I see others who are also walking along the side of the roads highlighted by the dotted line.
- Suggest re-route of perimeter trail from directly on/intersecting the rec path to the adjacent crown point road approx. 50-100ft from the intersection of the rec path. Visibility can be an issue here.
- Agree the signage redirecting off Little Chief Way to the continuing pathway to the east is lacking. Most locals know of the connection, but some signage would be valuable.
- Four way stops along Granite Street at EVERY INTERSECTION is long overdue. Both pedestrians, bicycles, and motor vehicles alike are challenged to navigate along and across Granite Street. PLEASE prioritize this study and addition of 4-way stops at all cross streets.
- Improve safety at 10-mile trailhead
- Improve crossing from Creekside to Kayak Lot, it is awkward for bike/ped
- Cars aren't stopping at roundabout just south of Main and Summit, need red blinking lights, not white
- Granite & 7th is a dangerous intersection
- Want granite street improvements, sidewalks
- Want a tunnel or overpass to get across Summit Blvd
- Dangerous to bike along Summit Boulevard
- West side of Summit Blvd should just be for pedestrians, not enough room for bikers and walkers
- Crosswalk at Walmart puts you at bridge need sidewalk
- Need signage to get to main when you are at Meadow Creek Park/Transportation Center area
- Formalizing a lakefront trail on DWB property should be a priority
- Giberson Bay parking install NO Parking signs at trail entrances



- Danger for bikers, peds as residence in Lake Forest turn cars pass on right need delineation to protect pedestrians
- Crosswalk needed for Lake Forest Condos to get to trails
- Path on Galena is not needed, not a busy road
- Not sure bike path is needed on Galena, not a busy road, just paint a white line.
- Granite St. Sidewalk
- I also support the proposed trail along the lakefront and encourage Frisco to work with the Denver Water Board to formalize and improve the existing social trail that is located between the bike path and the lake and connects the middle school area to the rec path bridge that crosses Meadow Creek. Having a natural surface trail in this area would provide a great alternative, for pedestrians, to the busy rec path and a very unique opportunity to enjoy an up-close experience along a beautiful section of the lake.

West Frisco

- Connect proposed trail to ten-mile trail
- Trails along I-70 are needed and will get lots of use
- Very important
- Work with County OST to develop trail west of i-70
- I really like the idea of the connectivity change proposed east of i-70
- Really like the idea of Trails that allow for pedestrian access to trail heads west of i-70
- I support the development of the proposed natural surface trail between Silverthorne (Wilderness area) and the two Frisco exits. I am pleased that Frisco is working on this effort, in collaboration with the Dillon Ranger District, Summit County Open Space and Trails and a landowner.



WHAT IS WORKING WELL?

A total of 91 comments were collected in response to the question “What is currently working well in the Frisco Trail system?” Answers included several positive references to the new trail construction on the peninsula, both in quantity and quality. Respondents commented on the quality of the existing trail system saying they appreciate the separated paved bike paths and the extensive multi-use trail system. Respondents particularly liked that the existing trail system allows pedestrian and bicyclist access to surrounding towns and recreation amenities. Refer to Appendix A for a complete record of write-in comments.

WHAT NEEDS IMPROVEMENT?

A total of 111 comments were collected in response to the question “What do you think needs improvement in the Frisco Trail System?” Several responses emphasized the importance of wayfinding signage to help orient people between trail system gaps and to point users towards Main St. and other points of interest. The County Commons Complex was mentioned several times as a location where improved wayfinding signage is needed. Many comments suggested strategies to further separate bicyclists and pedestrians from vehicular traffic including striping attached bike lanes, an underpass on Summit Boulevard, managing Rec Path vehicle crossings, providing a paved path alternate to Swan Mountain Road, and increasing visibility of bicyclists and pedestrians at roundabouts. Although many respondents commented on the good quality of the existing trail system, a few specific trails and locations were mentioned as needing improvement: the Rainbow Lake Trail, the Mt. Royal Trail, and segments of paved pathways that have developed cracks. A few comments mentioned concern about bicyclist speeds on the rec path and the presence of bicyclists on sidewalks along Main Street. Write-in comments concerning new trail development included a request for better trail access to the Base Camp Area and to reevaluate the Rec Path underpass intersection at the County Commons. Refer to Appendix A for a complete record of write-in comments.



PRIORITIES:

The following graph illustrates how respondents prioritized various management and investment items. The top priority was “development of new trails and pathways” although “maintenance of existing trails and pathways” was a close second. Investments into trailheads and etiquette/education signage were not indicated as top priorities though many write-in comments identified trail etiquette as an issue.

	First Choice	Second Choice	Third Choice	Fourth Choice	Fifth Choice	Total Checks
Development of new trails and pathways	38	21	11	9	10	91
Maintenance of existing trails and pathways	36	28	18	5	3	90
Winter grooming and plowing	10	15	28	14	14	81
On-trail wayfinding signage	7	10	20	21	17	75
Trailhead amenities (water, restrooms, changing areas, kiosk, bike fix-it station, etc.)	5	12	10	23	29	79
Trail etiquette and educational signage	8	13	16	9	30	76



APPENDIX A: WRITE-IN COMMENTS

WHAT IS CURRENTLY WORKING WELL IN THE FRISCO TRAIL SYSTEM (SIGNAGE, WAYFINDING, PATHWAY LOCATION, QUALITY OF TRAILS, ETC.)?

- Excellent new trails on the peninsula
- Great quality of separate paved bike paths
- Signage, excellent trail placement, good quality of trails
- Peninsula trails
- Great clean up on Hatties trails, great for bikes now
- Peninsula, great green and blue trails
- All the bike trails are what makes Frisco so awesome, the more bike paths the better
- Bike paths separated from roadways are good
- Looking forward to Ophir Mtn trails
- The upkeep of the Trail System is excellent! Appreciated the refreshed painted symbols on the pavement. The team does a great job. THANK YOU!
- We like the restrooms and garbage cans at Peaks trailhead
- The master plan! Because the Town has been able to implement recommendations in the plan, it is obviously a very useful tool for local trail development and management.
- The PRA summer trail system is very popular, useable and successful. The addition of many trails in the PRA under the Town's supervision has greatly improved the summer trail opportunities in Frisco.
- When developing natural surface trails, the Town is committed to making almost all of the new (and existing) trail a nonmotorized, multiple use experience. It is great that the Town has recognized that many locals and visitors both hike and mountain bike and is developing a trail system that effectively accommodates all nonmotorized user groups and does not prioritize one user group over another.
- The grooming of the rec path, letting it be a free recreation resource and allowing for a variety of users, not just skiers.
- New Peninsula quality of trails.
- Signage
- Quality of trails
- The trails are in pretty decent condition (with the exception of Mount Royal). The peninsula and all the new trails there are amazing!
- Great signage. Great quality paths
- Quality of trails
- expanding trail system (mountain biking) on PRA. signage definitely improving in the overall



- Quality of trails, pathway location
- Everything. We do need some mountain bikers yield to hikers and horses sign's. Peaks trail mainly.
- I think signage is good and there are a lot of paths in the town.
- Overall signage is great. The quality of the trails is great!
- Generally, the trails are good.
- Paved trails are great. Generally, in good shape and accessible.
- I think the new trails are very good
- trail surface quality, signage, scenery
- Signs on recpath are informative.
- In town pathway is growing, PRA is excellent.
- trails
- Seems to be a good amount of well surfaced trails with good signage and a network serving the majority of the town.
- Quality of trails
- I use the peninsula trails frequently on my ebike. Because it is the only single track in the county which allows them. Thank you, thank you. I wish you would open up more single track to eMTBs for us long time mtb-ers who love all kinds of cycling.
- Great job, overall
- signage, trail development, quality of trails
- The adventure park peninsula trails are amazing.
- Really enjoy all aspects of the hard & soft trails in Frisco. Big part of why we bought a home in Frisco are full time residents.
- Quality of Trails, Quantity of new trails, Signs with trail names
- pathway location
- quality of trails
- Generally, all of the above- just not enough trails.
- Number of paths
- quality and quantity of trails is great
- Number of trails, wooden walkways over wet/mud areas
- Trails dedicated to hikers, the addition of trash cans, updates and maintenance of trails.
- Path location & signage
- it a good system but has potential to be much better
- Signage, new lighting in Meadow Creek Park, trail surfaces are good.
- Easy and safe to bike from Frisco to Breck, Dillon, and Copper.

- The paved bicycle rec path system is great
- Have hiked trails surrounding Peaks Trail, Peninsula Trails, Lily Pad, Old Dillon Dam this summer. Impressed with trail maintenance, new bridges and signages. Bike path is well maintained - as soon as you cross over to Dillon, you see how much better Frisco trails are maintained. In winter, we Nordic at the peninsula, also well maintained.
- wayfinding, location and quality of trails
- The existing trails are really top-notch compared to others with respect to length, ease of access, and maintenance.
- The signage and quality of trails is very nice. The paths make it easy to get around town or get out for a bike ride or walk.
- New signs are much better, brighter and larger print for us 50 ers. Not allowing pedal assist bikes is a HUGE mistake and it will be over turned so why not get behind the movement please.
- Such great paths, and usually very well-maintained!
- Quality is great. Signage is also very good.
- Pathway locations, trail quality
- Boardwalks helping to navigate across streams and mud. Trash cans.
- Quality of trails
- Lots of great new trails on PRA
- The quality and maintenance of the existing networks
- All of the above. New trails on the peninsula are well designed.
- Frisco is not regularly traffic heavy making it more user friendly for cyclists and pedestrians
- Trail quality and signage. There are some difficult areas from Hawn Dr. to exit 203
- Extensive trails. Trails are usually in good shape
- quality of trails
- I think the trails are kept up well in the summer.
- Paved trails, rec path are awesome
- I love that the town is beginning to add bearproof trash bins at trailheads! As local mountain bikers, we are also enjoying the expanded trail network at the Frisco Peninsula, particularly in the summer months. We love that Frisco has teamed up to groom the recpath from Frisco to Breck in the winter. This is such an amazing community amenity!!
- Trails are fairly well marked and overall quality is good considering number of trails to maintain. More parking may be needed for some trails (i.e. North Ten Mile, Rainbow).
- Great increase of trails on peninsula. Quality of trails is excellent.
- I think the trails are well-maintained and well-used. Peak season can be crowded, and understanding shared use is sometimes challenging.



- Trails are generally in good condition and well-marked.
- Peninsula MTB trails
- Peninsula recreation area trail improvements. So fun and so many new thoughtful trails squeezed into a small footprint. New paths adjacent to hwy 9 south of Main Street.
- Trails like Peaks, Cabin cut-off are nice and so on are nice.
- Great new mountain bike trails on the peninsula
- I hike Ten Mile Trail. Love this trail for scenery and can't get lost
- Signage is lacking. Quality of trails is mixed but improving since the 10 years I've been in Frisco, so thank you!
- Quality of trails. Adventure park is amazing
- Love having so many trails
- Mix of hiking, mountain biking, and paved trails. Connections to adjacent communities.
- Accessibility of the whole town and surrounding area. There's almost no place where you can't get there on a walking or bike path.
- Nordic/bike trails on the Peninsula. Breck to Frisco Bike Trail on both sides of Frisco.
- Quality of trials is good. Signage could be a little better if you stray off the trails.
- This current level of Trail development is fine
- Love how easy it is to access and use the many trails walking distance from town.
- quality of trails

WHAT DO YOU THINK NEEDS IMPROVEMENT IN THE FRISCO TRAIL SYSTEM (SIGNAGE, WAYFINDING, PATHWAY LOCATION, QUALITY OF TRAILS, ETC.)?

- Improve painting lanes/ signage where bike paths share streets
- Speed limit signs on pedestrian crossings on Main Street (just add to stanchions)
- Signage on sidewalk
- Because the pathway in The Reserve at Frisco between Primrose Place and Rose Crown Circle isn't groomed (preferred) or plowed pedestrians are force to walk along Windflower Lane. This is both difficult and dangerous. If grooming/plowing that section of the trail is unfeasible, than at least plow along Windflower enough room off the road for people to safely walk. Today it is left to the thoughtfulness of the street plowers.
- Pathway pavement repair is needed at the intersection of Little Chief Way and the pathway to County Road 1040. A hole was dug for cable a/o telephone and the repair left an ankle twisting hole/depression. This will be especially bad when covered with new snowfall.
- More directional singletrack with signs
- Peak Rainbow Lake portion needs updating works, worn from so much usage
- Improved wayfinding for trails through West Frisco



- Pay attention to pedestrian safety, especially high vehicle traffic zones like summit Blvd. shopping areas
- Crossing on Summit Blvd
- Not sure if it is Frisco or CDOT, but that paved connection from Frisco to County Commons is great in the summer and shoulder season when Miner's Creek road is muddy. It's a little harder to use during the winter when cars can spray bikes / pedestrians with road grime. A landscape buffer would be nice.
- Slow down hard-core cyclists
- Coming down Swan Mountain Road is very dangerous on a bicycle
- Complete the path on either side of 8th avenue as you leave the roundabout
- Keep rental bikers off main street, walk their bikes to eat or shop
- Main street pedestrian crossings are dangerous
- Dismount/walk bike signs on Main Street are too high on posts, need to be eye level
- Main St. Dismount
- North 6th Ave cul-de-sac needs bike lane striping
- Elevated ped/bike crossings on summit Blvd. and Main
- Crossing at new roundabout just south of Main St. needs red blinking lights on sign, we have already been almost hit twice
- Trail leading out of Zach's Stop to right needs shoring up to correct erosion
- Trails needs smoothing of the heaving spots and cracks
- Post peninsula trails on Trailforks + MTB project
- Really need trashcans along rec path + trailheads, tired of seeing dog poop bags along trail
- Mid-trail maps at major intersections
- Giberson Bay Parking, install no parks signs at two trail entrances
- Grooming of existing paved paths makes them more enjoyable so please groom them all especially 10 mile and the one near Dillon Lake near Summit Blvd
- Need ebike restrictions clear marked
- Fishing from 4th street bridge is dangerous
- Temple Trail/Rec Path through Bills Ranch is dangerous. Bikes go way too fast, more speed signage and speed bumps please.
- Ten-mile creek trail from Copper needs lower speed limit signs
- Composting toilets as opposed to just porti-potties at trailheads.
- Pathway locations
- More trails
- Preventing E-bikes where they are not allowed- better and prominent signage.



- Summit Boulevard area, specifically near Lusher Court, Hawn Drive, Transit Center, Ingres and Egress to/from shopping center for pedestrians is really bad. Ensure snow plowing along path includes whatever crossways do exist - typically access to crossways are blocked by snow/ice mounds
- Not sure
- maps at tourist information facility on 3rd and Main
- Better signage along some of the rec path trails
- Not much. The trails are really nice.
- Large cracks need to be repaired. They are hard on the back. Always can use more paved trails for those of us who cannot mountain bike.
- Trail etiquette- more/larger signage to educate guests. Groom the single track at the Peninsula during the winter to allow for fat-biking.
- Connections. Many trails go 'most' of the way to thing, but often require road riding. Also maintenance and some strange road crossings, which have been correctly identified in the study.
- More designated bike lanes and bike racks in town. Better wayfinding.
- since we allow ebikes on the trails now, they must know to yield to non-motorized travel always
- Need pedestrian access across 9 at main st/marina that doesn't involve navigating that giant intersection with my bikes dogs kids and beach equipment. Need better connections between trail segments that don't rely on walking on main roads.
- More signs in the National Forest are needed.
- wayfinding, trailhead parking, improve connections between paved trail segments
- quality of trails
- More on road markings and dedicated bike lanes would seem to make sense.
- Wayfinding
- Wayfinding perhaps - I still get confused finding the pathway near the Reserve in Frisco.
- Any way to police the problem of dogs off leash on the Rec path?
- Could you influence whoever controls the lake Rec path to put in a few more signs on hairpin curves and where the roads to the camp sites cross the trail. There are a few blind spots, and it gets dangerous sometimes due to riders who cross the yellow line, stop in the middle of the trail, and drivers who don't slow down when crossing the asphalt bike trail.
- I think you guys are doing a great job! Can't wait for more awesome trails.
- A bit more signage, but generally speaking trails are fantastic.
- Get lots of questions from tourists about directions back to town.
- signs with maps to orient people
- wayfinding



- signage/wayfinding
- More signage and way finding is always helpful.
- Signage and way finding for trails within town (not perimeter trails)
- some missing links need to be finished: 1) connecting Meadow Creek Tr with Ten Mile trail on North side of I70. 2) Better pedestrian access from town to Meadow Creek Trail; that I70 interchange is super dangerous to cross on foot or by bike. An underpass under I70, from near the Whole Foods?
- Mt Royal trail is rapidly degrading with high use and added bike traffic. I'd love to see that NTM to Meadow Creek connection, so I don't need to drive to the MC trailhead!
- Separate mountain-bikers from hikers. Some cyclists do not slow down or warn the hikers that they are coming down behind them.
- Put dog poop bags near trash receptacles so dog walkers can replace one when it has been used & thrown away.
- Wayfinding needs improvement and a lot of the trails (paved) are in need of improvements
- I sometimes walk/run trails and sometimes bike. These 2 uses don't always co-exist well. Bikes too fast and walkers hogging whole trail.
- Keep bikes off of Main St - too busy. Have signage near bike rental places, since it is the renters who tend to not know how to get onto the trail system.
- The Willow Preserve nature preserve off 10 mile and summit blvd. in Frisco. A beautiful nature path impossible to walk because all low-lying areas are water flooded. Need to elevate the walking path.
- I think you've been doing a great job. I would like to see the bike paths groomed in winter more frequently for Nordic skiing. It gets chopped up quite a bit with multi-use.
- We need the protected rec path to be completed around the lake. I love biking it but feel uncomfortable biking up swan mountain road in with traffic.
- I think trail amenities and directions to various points of interest should be the primary focus of near-term improvement efforts.
- More connections from the town paths to the hiking trails in the area
- The Hattie's trail is an excellent upgrade from the old one. Keep up the great work on mountain bike trails please.
- Signage could be improved.
- Increase quantity. Need better trail access to base camp area. Need safer crossings across Summit Blvd.
- Hiking trail sustainability/maintenance, mitigation of non-official social trails
- Less mountain bikes on hiking trails. Perhaps find an area (like the peninsula) that is dedicated to mountain bikers. Leave trails in their natural state (instead of clearing around them) so hikers can enjoy the natural environment. Fixing ruts and such is great but please stop cutting down trees to make the paths wider and less aggressive. Hikers enjoy

the uphill challenge. We like to get a quick hard workout that is steep without having to spend hours on the trails. As an example,... Hattie's trail was a great quick workout with a beautiful feeling of being surrounded by untouched nature. Please don't do that to Ophir. These trails are in our back yard. Easy to get to. There are already other trails nearby that are suitable for the mountain bikers. Not all of us feel safe or can ride bikes on the trails. All ages can hike and walk.

- Pathway location
- Signage with permitted usage. System Maps.
- Need a highway 9 underpass in Frisco
- The prioritization of the trails with respect to signage, lighting, and safety improvements need work.
- Older trail system With regards to rainbow lake trail, peaks trail etc. have been overused and are in need of extensive work.
- Signage, way finding, ok
- Again, a pathway in front of Wal-Mart and Safeway
- High Powered E-bikes are taking over bike paths. Class two and three bikes are all over trails and are often ridden by people who look like they have no cycling skills. Signage is not good.
- smooth asphalt cuts along breck-copper trail in Frisco backyard area
- I am often asked my visitors how to get somewhere from different areas of the bike trail, especially over by the hospital and senior center. More signage over there could be helpful. I would like to see the bike path over by the south roundabout cleared better in the winter, so I don't have to walk in the street.
- Signage and some new pathways
- We would like to see more diversity in the trails, for example, it seems like we're removing rocks from all existing trails and adding rollers and berms to all new/updated trails. We use those trails for both biking and hiking with guests and/or our dogs, so really appreciate "cross-country" trails for their multi-use capacity. Yes, rollers and berms are fun and trendy but there are plenty of cross-country riders on the trails too. It would be nice to see more diversity both for rider type and so that trails don't become singular use. The perimeter trail, for example, used to be a great trail for kids to learn some technical skills. It has since been dumbed down to the point that we see tourists riding hybrid e-bikes on that trail. We would like Frisco to keep e-bikes off the trail and include more signage educating users. The Town's recpath system still needs more help with connectivity/flow/safety... specific areas of concern are between the Ten Mile Creek west of Summit Blvd to the path on the east side, the new roundabout at Waterdance (the bike path that was there was narrowed to a sidewalk and the crossing signal is not visible to drivers during the daytime. It is dangerous!!!!) and lastly, the section of trail that comes from the bike park under the highway to the county commons puts cyclists head on into potential vehicular traffic. This seems like it was designed only for pedestrians using the tubing hill but it is actually used frequently by locals and youth on bike. Please address these safety issues asap!!



- You have recognized the improvements needed 1) crossing Summit Blvd. 2) Bikes on Main Street, Granite and Galena 3) Additional pathways.
- More trails with the increase in population and visitors. Maintenance on the peaks trails is necessary. Very rutted and rocky on path from Frisco to Breckenridge.
- Signage and reminders to share the pathway.
- Better connectivity in Area 1 to businesses and downtown.
- Homologated ski trails and cross-country stadium at Peninsula
- The path connection around the new roundabout as you enter 8th Street. Neither paved path (on the north or south side of 8th) flow into either the street or a complete path. Really frustrating for cyclists.
- Ways to find Frisco main street from bike path. So many tourists on bike path by hospital or by the church ask where main street is. How to cross Highway 9 safely at intersection with main street or Granite street. Safer street crossing, example taking the trail from Bike path thru Peak 1 neighborhood then no signage on Pitkin to let drivers know cyclist may be coming down the hill. Discourage drivers on Main street to try to pass cyclists just to hit the brakes hard at next stop sign. Maybe every intersection on Main should have 4-way stop.
- more dog clean up stations (need trash cans!)
- Would be nice if First section of the N Ten Mile Trail could be more visually appealing. cleaned up. It appears there is always construction going on, which is good, so not sure what could be done.
- Connectivity is number one. Road crossings are unbelievably bad. A beg button at the roundabouts? Do you know how terrifying it is to step into those crosswalks with kids in tow? Most drivers don't even slow down, let alone stop. I was shocked not to see more done for safe crossings of Summit Blvd. It really degrades the quality of life in Frisco to not have safe pedestrian and bike crossings between downtown and the marina and Peninsula. The underpass at the bike park is great, if you can find it, but too far from Marina or other things on the east side of Summit.
- Maps at intersections for wayfinding
- More frequent repairs to the asphalt bike paths - the cracks and open seams are huge and dangerous in many areas.
- Visitors keep getting lost in the County Commons Complex while trying to be on the Breck to Frisco trails. They can't find the tunnel to the pump track from the hospital side and end up cutting over the highway.
- Area 1 - New trails C16. This trail should be prioritized as it will be critical if the Lake Hill Affordable Housing Project is ever built. The trail would connect Lake Dillon to the I-70 Exit 203 and the businesses beyond. The CDOT website indicates that the Exit 203 project has been funded and will begin in 2023. Part of the project is to build a traffic circle on the east side of Exit 203 where 10-mile Drive connects to the Dillon Dam Road. I assume that Summit County will have to modify the Dam Road to accommodate the traffic circle. That would be a perfect time for the Town of Frisco to partner with the

county and CDOT to build a recpath along the Dam Road to connect Lake Hill to the town, so that the infrastructure is in place when Lake Hill is finally built.

- The trail access to the right from Zach's Stop needs shoring up
- I think it is great! Can you even make more trails? Wish there was a better marked trail to get from Main Street to the Whole Foods area that did not involve Route 6 (which is awful to navigate). Wish there was a way to go along Lake Dillon from Frisco to Dillon without going on shared roads.
- We walk to the trails; however, it appears that the parking at the trailheads is often overflowing. trash & recycling bins at trailheads would be much appreciated
- More consistent maintenance to the sections of bike path with in town boundaries, especially in addressing the huge cracks that develop.
- As existing natural surface trails are improved, and new ones are developed, design should be focused on routes that effectively accommodate all allowed user groups. Features such as large berms and jumps should be limited, (instead of the norm) in order to minimize the perception that a trail is designed just for mountain bikers and also, to effectively promote the "expect and respect other trail users" ethic that comes from trail design that works well for all users and doesn't cater extensively to one user group.
- More trailhead parking is needed. Is there any way the Town could work with the Dillon Ranger District to eliminate the day use fee at the parking lot next the Pine Cove campground and boat ramp? This is a great alternative parking area once the marina lot gets full. It is currently under-utilized because of the fee.
- Although the Summit Stage routes currently provide close access to several trailheads, there should be discussion for providing (and promoting) even better public transportation directly to trailheads, to minimize the current overcrowding at many parking locations.

OTHER WRITE-IN COMMENTS

- Because of increased trail use and a lot of new users, an increased effort in etiquette and education is crucial.
- Since the bike paths provide critical connections throughout the community, if they start to get plowed during winter, an adequate width strip of snow should be left along one side to accommodate skiers using these routes.
- Redo the 10-mile culvert under Summit Blvd to concrete and widen to include a bike lane to create an underpass crossing
- Main St./Hwy 9 intersection need more signage to tell bikes where to go because there is no crosswalk on one side
- Be creative with funding opportunities (Town, county, grants, Walton family foundation, CDOT)
- Need trail and road prescriptions to notify cars and bikers of road crossing at Zach's stop and 7th Ave



- Potentially look at Pitkin County for road prescription examples, striping, speed bumps, etc.
- T6 Downtown Core segment behind Galena along creek, very close to home, lack of privacy. Remove this segment of T6 from future maps
- For future Backyard engagement, make sure people are notified and information can be found on a variety of sources. Sometimes people miss newspaper announcements
- T3: realign around Giberson property
- We love the work being done at the Peninsula! Compliments to Pete!
- Underpass crossing issues, turning left is difficult, build up ditch so you can cross
- Move dog waste stations
- Keep main street open to vehicles
- More etiquette signage on PRA, no e-bikes
- I like closed Main St. during peak summer, I live on 5th and Granite
- West side of tunnel at County Commons needs to be fixed
- PRA is amazing! Hatties is awesome!
- Rec path has become dangerous, roadies are going too fast. Too many other users on path to go that fast, install speed bumps or an archway asking people to slow down
- Trailhead access is difficult if you don't bike, I'm a hiker
- Connector from North Ten Mile all the way to Salt Lick – high priority
- Would love a fire tower or a way to better see the sunset
- Although the current update scope does not include the “Backyard” area, I am pleased that the Town recognizes the importance of a sustainable trail system in this area and has initiated communication with the Dillon Ranger District regarding a partnership to address improvements in this area. I applaud the Town for taking on this effort. Because this area is heavily used and very loved by many it is critical, as the Backyard plan effort moves forward, that there is extensive public comment during the planning phase.