

## PLANNING AREA 1: FRISCO'S GATEWAY

	Prioritization Score (low) 1-10 (high)	Current Status
Existing Non-System Trails		
Trail A: Adopt this non-system trail that has been used by nearby residents to walk along the waterfront. This trail could potentially be an ADA-accessible trail due to manageable grades.	4	USFS Property
New Trails		
Trail 1: A future soft-surface trail would connect the Lake Hill development to adjacent NFS lands. It will help disperse use in an area that is anticipated to have future residential growth.	3	In conjunction with future Lake Hill
Trail 2: This paved trail would connect the Lake Hill development to the Rec Path with a grade-separated connection over the Dillon Dam Road. This would provide residents with a safe and direct bicycle and pedestrian connection to the Rec Path and water adjacent recreation.	6	In conjunction with future Lake Hill
Trail 3: A soft-surface connection between Silverthorne and Frisco that would connect Wilderndest and Frisco, a connection that only exists with major roadways at present. This trail could first connect to the I-70 scenic overlook, then again to the Meadow Creek Trailhead to give users options and multiple access points. Collaboration with the USFS and private property owners is key for this trail.	7	Summit County OSAC working with USFS
Trail 4: An additional easy, scenic walking trail between the residential areas and the waterfront to help separate and disperse walkers from bicyclists on the Rec Path.	6	Need Denver Water easement
Trail 5: Re-route the Rec Path in this location to ease confusion. With this new alignment, staying straight would keep users by the lake, and turning would get users back to town.	4	Need Denver Wtr easement. County to lead.
Trail 18: Create a new connection between the Willow Creek Trailhead and the Rec Path to provide waterfront access and ease confusion in the neighborhoods north of this location. This is a wetland area where bikes are currently not allowed—sensitivity in design is important here.	5	
New Connections		
Connection 1: A more direct connection between the Rec Path and the Basecamp/Frisco Transit Center Area. Many of these developments are isolated cul-de-sacs off Dillon Dam Road, and have no connectivity to the rest of the street network.	9	CDOT looking at this with Exit 203
Connection 2: A striped bike lane and better signage to connect two segments of the Rec Path system.	5	
Connection 3: A striped bike lane and better signage to connect two segments of the Rec Path system.	6	
Connection 4: A paved sidewalk/multi-use path on the west side of SH-9. There are many major employment centers and shopping areas that would benefit from better pedestrian connections.	9	Stalled due to private land ownership
Connection 5: A paved sidewalk to create better bicycle and pedestrian connections across I-70 to connect with the Meadow Creek Trailhead access drive and other proposed trail connections.	9	CDOT looking at this with Exit 203
Connection 17: A paved sidewalk/multi-use path between Beaver Lodge Road and 900 Divide. This area contains multiple cul-de-sacs that do not connect to each other. A connection here would enhance access to nearby bike lanes and the Holiday Inn Summit State Transit Stop.	7	Budgeted for and subsequently cancelled in 2019 due to concerns from neighbors regarding traffic and landscaping.

#### Wayfinding and Trailhead Recommendations

Recommendation 1: Put additional “Frisco Pathway” signs on existing facilities at any point they cross a street, make a turn, or change facility type (such as from a paved shoulder to a multi-use path). Add signs at these locations for any new trails or connections.

Budget for a consultant to create sign plan and install plan.

### PLANNING AREA 2: DOWNTOWN CORE

#### Existing Non-System Trails

Trail B: Adopt the non-system trail that exists parallel to the Rec Path between the Mt. Royal Trailhead and Miners Creek Road.

5

Need to create management plan with USFS

#### New Trails

Trail 6: An in-town beginner soft-surface trail along Tenmile Creek. Interpretation and benches could be added to provide creekside experiences. This is mostly private property so collaboration and easements with property owners would be key.

6

Planning to study existing and needed easements

Trail 7: Provide a soft-surface connection between Meadow Creek Trailhead and North Tenmile Trailhead.

8

USFS Summit County OSAC

Trail 19: Extend the non-system trail at Mt. Royal and connect it directly to the parking lot at the end of West Main Street. This will disperse hiking to this popular section of Rec Path.

5

Need to create management plan with USFS

#### New Connections

Connection 6: A paved multi-use path that provides a direct connection between Basecamp and West Main Street. The current pathway system is winding and not intuitive. Wetlands and private property in this area would have to be evaluated.

9

Start exploring feasibility

Connection 7: An attached multi-use pathway connection along Creekside Drive. This would help bicyclists and pedestrians navigate a direct route through this neighborhood.

7

Connection 8: Continue the attached multi-use pathway along Larson Lane and add signage so that the Rec Path is easier to find.

3

Connection 9: A bike lane on Galena Street to create an alternative path to Main Street, dispersing use.

6

Part of ongoing Complete Streets Plan

Connection 10: Bike lanes on both sides of the roadway and sidewalk on at least one side of Granite, with access control for parking and driveways.

6

Part of ongoing Complete Streets Plan

~~Connection 11: Multi-use paths on both sides of roadway along 2nd Avenue to connect Main Street with Rec Path more intuitively.~~

~~7~~

~~East side complete—Complete~~

~~Connection 12: An attached multi-use pathway connection along Belford Street.~~

~~9~~

~~Complete~~

Connection 13: Extend the bike lane between Belford Street and Rec Path on 7th Avenue.

6

Work with County to add (road and bridge) sharrows and signage

Connection 14: An attached multi-use pathway to re-route bicycles off Main Street and direct them towards Granite Street.

6

Part of ongoing Complete Streets Plan

Connection 15: “Shared Roadway” stamp and additional signage to connect 7th Avenue bike lane to Main Street and prevent users from getting dead-ended at Highway 9 where there are no bicycle or pedestrian facilities.	4	Part of ongoing Complete Streets Plan
Connection 16: Connect 3rd Avenue to Belford Street with a multi-use pathway for better grid connectivity.	5	
Connection 18: A sidewalk on the west side of SH-9 connecting Main Street to the County Commons intersection.	7	Ongoing - Gap Project
Connection 19: An alternate route for the Rec Path to connect more directly to the intersection at Main Street and SH-9. The current alignment creates a sharp and dangerous turn around at the Sanitation District. This connection would be a paved multi-use path.	7	Ongoing - Gap Project
<del>Connection 20: A sidewalk or attached multi-use path between the North Tenmile Trailhead and the West Main Street trailhead.</del>		<del>Complete CDOT?? Ask Diane/Pete</del>

#### Wayfinding and Trailhead Recommendations

Recommendation 1: Put additional “Frisco Pathway” signs on existing facilities at any point they cross a street, make a turn, or change facility type (such as from a paved shoulder to a multi-use path). Add signs at these locations for any new trails or connections.

Propose budgeting for a consultant to prepare plan to complete in 2022

Recommendation 2: The West Frisco Parking Lot/Mount Royal Trailhead is an extremely popular existing large paved trailhead located on the west edge of Frisco. The trailhead is appropriately outfitted with a portable/compostable toilet, picnic bench, signage and a bike rack. Rec Path cyclists, mountain bikers seeking trails, and hikers all start their activity here. This trailhead should be monitored for excessive use, and should also provide information on activities in the area and alternative trailheads to help disperse trail users.

Applied for GOCO grant did not receive. Continue to explore opportunities to improve

Recommendation 3: The 2nd Street Trailhead, “Zach’s Stop,” is also heavily used, mostly by locals who know it exists. Consistent plowing is recommended for winter use, along with summer maintenance to minimize potholes. This is technically a USFS trailhead so both summer and winter maintenance should be coordinated with the USFS staff. Maps showing visitors this large trailhead could help potentially disperse users from the West Main parking lot. As the popularity of this trailhead increases in use, consideration of providing better higher level trailhead management should be explored and implemented as need arises including: portable toilets, surface maintenance, signage, and measures taken to minimize impacts to adjacent residential areas. Consider maintaining this trailhead under a special use permit maintenance agreement with the USFS.

In the fall of 2020 the Peak One HOA volunteered to create a task force, ideas on parking control in their neighborhood.

Recommendation 4: The mini-trailhead at 7th Street in Frisco has no parking, but nevertheless provides a portal for neighborhood users to NFS lands. Expansion of parking opportunities adjacent to 7th Street would help take pressure off other trailheads, implemented with consideration to neighborhood impacts.

In conjunction with C13 add no parking signage (with County)

Recommendation 5: The North Tenmile Trailhead experiences a high level of parking utilization in summer months, sometimes overflowing beyond capacity. Used for both hiking and backcountry skiing/snowshoeing, it is anticipated that users will continue to drive to the trailheads, so parking expansion could be considered. Consistent plowing and surface maintenance is needed, using partnerships between the USFS and the Town of Frisco.

Multiple land owners. No action at this time.

### PLANNING AREA 3: PENINSULA RECREATION AREA

#### New Trails

Trail 8: Create a soft-surface connection from an existing non-system trail behind the Water Dance neighborhood to the Peninsula. This would provide direct access to the waterfront trails.

7

Trail 9: Create a paved or soft-surface trail between the Peninsula and the Marina. Re-route the Rec Path in this location to create a better experience and mitigate a dangerous and sharp curve by the sanitation property.	7	
Trail 10: Re-align a short section of trail to connect the outer Peninsula trails to the lakefront trail. This will create a new connection that avoids connecting directly to the campgrounds.	3	In progress. Expected completion mid-June 2021.
Trail 11: A future soft-surface trail to create additional loops and disperse trail use across the Peninsula trail system.	3	Construction and improvements are ongoing with completion by October of 2023.
<del>Trail 12: A future soft-surface trail connecting the Pine Cove Campground with access points to the south. This will provide additional loops and disperse trail use across the system. Switchbacks could connect this trail to Jody's at an appropriate mid-point.</del>	3	The Peak One trail was completed in November of 2019 and connects Pine Cove Campground with the Dickey Day Lot and Adventure Park.
<del>Trail 13: This is the re-routed trail that will provide access to the Perimeter trail from the new, relocated Dickey Trailhead. This trail should have gentle grades so that a wide range of users can access the reservoir.</del>	7	This re-routed segment was completed in June of 2019.
Wayfinding and Trailhead Recommendations		
<del>Recommendation 6: The new Dickey Trailhead, relocated with the Iron Springs SH 9 realignment, needs to be sized appropriately since the lot at the current location is heavily used and often fills up. Since the new Dickey Lot will be a significantly farther hike to the lake, the parking lot by Pine Cove campground is a trailhead alternative with parking very close to the lake and nearby trails (although a fee is required). Partnering with the USFS, monitoring use at these two lots over the next few years should provide guidance for fees and other amenities needed here.</del>		Worked with County and CDOT to complete lot here. Complete. Future amenities to be completed per PRA vision plan concentrated in Village Center area.

#### PLANNING AREA 4: FRISCO'S BACKYARD

##### Trail Policy Recommendations

Recommendation 12: Partner with the USFS to maintain and possibly re-route existing heavily used trails such as Pinchot, the Peaks Trail, Gold Hill, Mason Town, and Robert Foote. This could be done through a special use permit, funding for trail staff, or other means.

All PA 4 projects require further planning with USFS and creation of an approved management plan.

##### Existing Non-System Trails

Trail C: Provides a connection between the Pinchot Trail and other Ophir Mountain trails to Frisco and the trails above St. Anthony's Medical Center. As the trail drops toward Frisco it gets steep in places and should be sustainably re-routed here.

Trail D: Connects trail C with trail E so that users have options for ascending and descending the north side of Ophir Mountain. C and E could become one-way trails, with D providing a connection to link them.

Trail E: This steep singletrack trail, if re-routed, could provide an alternative route to the Ophir Mountain area, dispersing use.

Trail F: This trail provides a fun recreational experience providing loops within the Ophir Mountain area.

Trail G: This trail could be adopted as a one-way descent from the summit of Gold Hill for looping opportunities in Frisco's Backyard.

4  
4  
4  
5  
5

Trail H: This spur connects more significant trails for looping opportunities.	4
Trail I: Like H, this trail provides a traversing route to access the Gold Hill area.	4
Trail L: Connects Miners Creek Road to M, avoiding a steep, rocky section of trail and creating an alternative to the heavily used Peaks Trail. This trail is part of a long-distance loop from Frisco.	6
Trail M: Like L, this trail creates a long distance loop, provides an alternative route and looping opportunity to the Peaks Trail or Miners Creek Road.	6
	N, O, P = 6
Trails N, O, P, Q, R, S, T: A series of short trails that connect to provide short recreational singletrack loops close to Frisco.	Q, R, S = 4
Trail U: A trail that connects the Masontown trail to the loop system south of Rainbow Lake.	5
Trail V: Part of the series of short trails that connect to provide short loops close to Frisco.	5
Trail W: Working with U, the trail connections the Masontown trail to the nearby loop system.	5
Trail X: This trail provides a moderate grade route connecting the Mt. Royal trail with trail U and the nearby loop system.	5
Trail Y: A short trail that creates an alternative route for a steep section of the Mt. Royal trail.	5
Trail Z: A short trail that connects Miners Creek Road to the Rec Path.	5

#### New Trails

- Trail 14: A new soft-surface connection between Summit County High School and the Ophir Mountain area.
- Trail 15: A new soft-surface connection between Frisco and Gold Hill, providing a more attainable climbing route into the Ophir Mountain area.
- Trail 16: Provide access between the Lake View Meadows neighborhood and existing trails. An easement across private property at the end of Lake View Circle would need to be obtained to secure public neighborhood access to NFS lands here.
- Trail 17: Provide access between the Highland Meadows neighborhood and existing trails. Private property easements would need to be obtained to secure neighborhood access to NFS lands here.

#### Wayfinding and Trailhead Recommendations

Recommendation 7: Both Lower and Upper Miners Creek Trailheads are very important portals since there are not very many trailheads on the south side of Frisco. They are extremely popular in both summer and winter, and consistent plowing and improved signage is recommended. It is important that a good size trailhead is maintained in the area or at a minimum, access maintained to the upper trailhead. As the popularity of this trailhead increases in use, consideration of providing better higher level trailhead management should be explored and implemented as need arises including: portable toilets, surface maintenance, signage/maps, and measures taken to minimize impacts to adjacent residential areas.