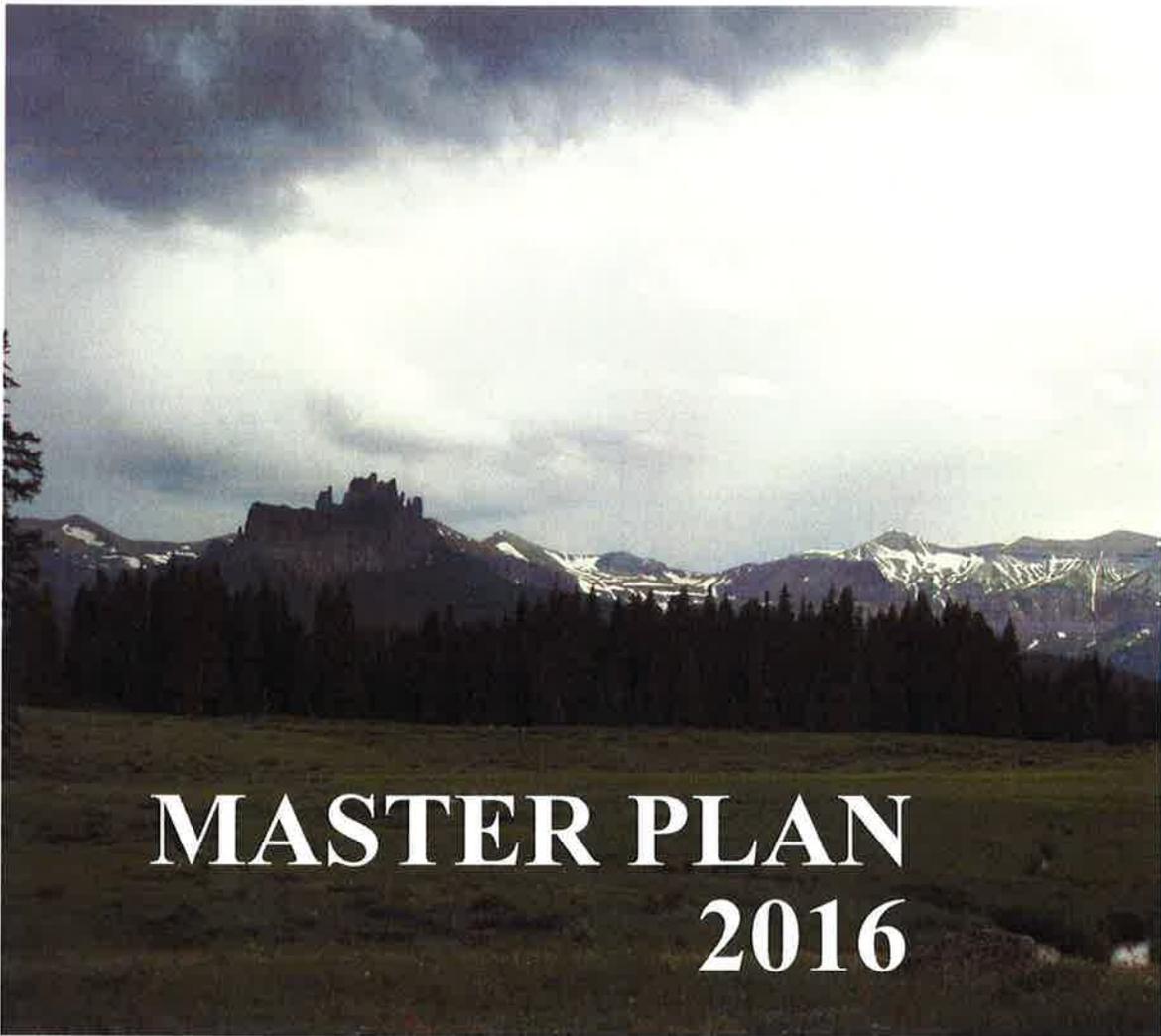


# Gunnison County Trails Commission



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# EXECUTIVE SUMMARY

The mission of the Gunnison County Trails Commission is to protect, plan, develop, identify funding and manage trails to promote alternative modes of transportation, to provide access to public lands, and to promote the recreational economy of Gunnison County. The Trails Commission is charged to develop a diverse trails system which respects the rights of private property owners, facilitates communication between interested parties, and works with private entities, local, state and federal agencies to enhance the trail system. The full mission statement appears in Chapter 1 of the Gunnison County Trails Commission Master Plan.

## **Guiding Principles**

The Gunnison County Trails Commission has adopted the following ideals to guide its actions and decisions:

- **Natural Resource Protection.**  
Work closely with management agencies and stakeholders to minimize the impacts of trails and trail-based recreation on wildlife and other natural resources.
- **Ranching and Other Public Land Uses.**  
Continually consider grazing and other activities dependent on public lands and work toward a positive relationship with open communication between trail recreationists and other users.
- **Travel Management.**  
Assist other governmental agencies with travel management and stay involved with future planning on all trails.
- **Education**  
Encourage and support educational programs about the numerous and diverse aspects and challenges of recreational trail use and closures and how it affects natural resources and public lands stakeholders.
- **Maintenance of Existing Trails.**  
Participate in the maintenance and improvement of existing trails to reduce resource impacts and improve usability. This can include clearing overgrown vegetation, establishing or maintaining drainage features to prevent erosion, installing or maintaining proper signage and rerouting problem sections of trail. The construction of walkovers and rollovers in areas of high trail use may alleviate problems with the opening and closing of gates.
- **ADA Accessibility**  
Be alert for opportunities to enhance current trails to make them more usable for people with disabilities; wheelchair users and others with different means of mobility. Be vigilant to create accessibility with construction of new trails whenever feasible. Consider the Department of Justice regulations with new projects.
- **Historic Routes.**  
Identify historic routes that access public land through private property. Pursue public access easements on these routes wherever possible and oppose closure of these routes when necessary.
- **Trail Opportunities.**  
Pursue and support opportunities for local and regional trails on private or public lands.

## **2016 Priorities**

- Baxter Gulch Trail - support trail construction project
- Brush Creek to Crested Butte South Trail – explore recreation path opportunities
- City of Gunnison trails - support development of trails from town to outlying areas
- Crested Butte Mountain Resort Trails – collaborate with CBMR regarding trail expansion including the proposed loop trail around Mt. Crested Butte
- Crested Butte to Carbondale Trail - work with the U.S. Forest Service, the West Elk Loop Scenic Byway group and other entities to develop a non-motorized trail to connect Crested Butte to Carbondale. Use the Crested Butte to Carbondale Trail Feasibility Study. Short term goals on this project include restoring the historic Kebler Pass Wagon Road to a non-motorized route. Continue to find solutions to extend the non-motorized trail, east to the Town of Crested Butte
- Crested Butte to Carbondale Trail - Kebler Wagon Trail #606 section from Crested Butte to the junction of USFS #795 and the Ragged's Trailhead #820
- Gold Basin Road - detached trail from Highway 50 to Hartman Rocks
- Gunnison to Crested Butte Back Country Route Trail - Continue to seek opportunities and support for a backcountry, predominantly single track route connecting Gunnison and Crested Butte
- Pursue the creation of a Gunnison County trails and parks extension office

- Riverwalk Trail – Apache to County Road 730 to be constructed in 2016
- Riverwalk Trail – Highway 135 to VanTuyl property
- Signal Peak Recreation Plan – assist BLM & Gunnison Trails
- Skyland to Buckhorn Ranch Estates Trail - via Whetstone Vista easement
- State Highway 135 Corridor Trail Opportunities - As land use changes occur, pursue additional right-of-ways that can be combined to create a trail corridor preferably separate from the roadway. The highest priority sections of this alignment would be from Brush Creek to Crested Butte South. Work in conjunction with utility companies to place a trail in utility easements where appropriate. Establish Safe Routes to School for Kids along Highway 135 from Crested Butte to Brush Creek and from Ohio Creek to Gunnison. This priority also meets the objective of the West Elk Loop Scenic Byway in creating a trail to parallel the byway.
- Support effective signing in the Gunnison Valley
- Support and inform Gunnison County departments and offices regarding State wide mapping efforts. Work with the Gunnison County Mapping Department to create a planning map identifying Gunnison County trail easements for internal use.
- Support matching grant fund efforts regarding trail access from Oh be Joyful campground to Gunsight Bridge and across the Slate River Road to the west
- Town of Crested Butte Perimeter Trail - support planning process
- W Mountain Ranch Perimeter Corridor – support planning process if airport and wildlife concerns can be mitigated

### 2015 Accomplishments

- Crested Butte to Carbondale Trail – construction of the Anthracite Creek bridge
- Deadman Gulch 420 Trail Bridge - Assist USFS and trail advocacy organizations with the construction of this bridge over Cement Creek (moved from priorities)
- Hartman Rocks Wastewater Treatment Trail – fence line re-route – being completed (moved from priorities)
- Hartman Rocks base area re-route
- Secured funding and engineering completed for Riverwalk Trail extension

### Access Concerns

The following access concerns are listed in alphabetical order:

- **Farris Creek / Strand Hill Road**  
Access to Strand Hill/Farris Creek is not completely resolved although the road is currently open to the public. Gunnison County Trails Commission can assist the United States Forest Service in establishing a new route and trail into this popular recreation corridor as appropriate.
- **Hartman Rocks Area**  
Continue to work toward obtaining needed access easements across private lands.
- **Kebler Pass Historic Wagon Road / Town of Crested Butte to Existing Trail #606**
- **Northwest Gunnison Trail System via VanTuyl Ranch Access/McIntosh Mountain**  
This area is popular with bikers, hikers, hunters, and horseback riders. Work with land agencies, Parks & Wildlife, Bureau of Reclamation, City of Gunnison and private landowners to pursue access.
- **Smith Hill / Pristine Point**  
Look for opportunities to link the Slate River Valley and Washington Gulch by trail.
- **Snodgrass Trail / Gothic Road to Washington Gulch**  
This very popular trail located north of Mt. Crested Butte on Snodgrass Mountain presently has a permissive easement with the Allen family and a permanent easement with the Town of Crested Butte and CB Land Trust.
- **State Highway 135 / Gunnison to Crested Butte Corridor**  
Acquire access for a non-motorized, recreational path separate from the highway.

### Opportunities and Assets

- **Community Connectors.** Provide improvements designed primarily to provide non-motorized means of transportation:  
State Highway 133 (SH 133) and Forest Service Road 314 (FS 314) from Marble to Redstone.  
State Highway 135 (SH 135) between Gunnison and Crested Butte.  
U.S. Highway 50 (US 50) east from Gunnison to the Gunnison/Saguache County line.

U.S. Highway 50 (US 50) west from Gunnison to the Gunnison/Montrose County line.

- **Recreational Corridors.** Provide routes connections to outdoor recreation areas on public lands in the region:
  - Crested Butte to Ragged Mountain Trailhead (at Munsey Creek)
  - Crested Butte to Slate River drainage.
  - Gunnison to Curecanti National Recreation Area.
  - Gunnison to Hartman Rocks.
  - Gunnison to McIntosh Mountain.
  - Mount Crested Butte to Gothic.
  - North Gunnison Loop (Walker Lane, Allen Lane, Ohio Creek Road, Highway 135).
  - Ohio Creek Road to Crested Butte via Ohio Pass.
  - Parlin to Pitkin.
  - State Highway 114 - US 50 east of Gunnison to Saguache.
  - State Highway 149 - Blue Mesa to Lake City.
- **Share the Road Routes.**
  - County Road 4 - Peanut Lake
  - County Road 10 - Walker Lane
  - County Road 12 - Kebler Pass
  - County Road 33 - McCabe's Lane
  - County Road 38 - Gold Basin Road
  - County Road 48 - Seneca Drive
  - County Road 76 - Quartz Creek Road
  - County Road 317 - Gothic Road
  - County Road 730 - Ohio Creek Road
  - County Road 734 - Slate River Road
  - County Road 738 - Brush Creek Road
  - County Road 740 - Cement Creek Road
  - County Road 811 - Washington Gulch Road
  - County Road 818 - Wiley Lane
  - County Road 888 - White Pine
- **Greenways.** The City of Gunnison has identified in their Trails Master Plan the Bridge to Bridge trail project as a greenway.
- **Bike Lanes.** The following locations have been proposed for bike lanes:
  - Brush Creek Road.
  - State Highway 135 north of Gunnison existing bike path extension.
- **Trailheads.** Points of departure and information areas which provide access to trails. In some areas parking is limited:
  - Brush Creek
  - Cement Creek (winter trail head)
  - Crested Butte Mountain Resort
  - Crested Butte Visitor Center
  - Gunnison River and SH 135
  - Hartman Rocks Recreation Area
  - Horse Ranch Park
  - Kebler Pass (winter trail head - day use only [overnight parking by permit for property owners and Forest Service permittees])
  - Lottis Creek Campground
  - Mill Creek
  - Peanut Lake
  - Pitkin (winter trail head)
  - Slate River (winter trail head - day use only [overnight parking by permit for property owners and Forest Service permittees])
  - Snodgrass, Mt. Crested Butte
  - Taylor Park Trading Post
  - Washington Gulch (limited use)
  - Washington Flats (west side of Kebler Pass)(winter trail head)
  - Western State Colorado University
  - Whitepine/Old Monarch Pass

# ACKNOWLEDGEMENTS

Many individuals contributed to the creation of the Gunnison County Trails Master Plan. Gunnison County would like to express its sincere gratitude to those who devoted considerable time and effort towards development of this plan.

## **Gunnison County Trails Commission Members**

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# CHAPTER 1: INTRODUCTION

The Gunnison County Trails Master Plan (GCTMP) focuses on ways in which alternative modes of transportation (i.e., non-automotive) can become more appealing within Gunnison County. This plan represents an opportunity for the County to achieve a trail system, which will benefit both county residents and visitors.

## GCTMP OBJECTIVES

The primary objectives of the GCTMP are to:

- Identify desirable multi-seasonal/multi-use routes, which connect trail systems, public lands, and communities within Gunnison County.
- Improve existing trails, signage and marking.
- Develop a plan to outline trail projects, priorities, and funding sources.
- Encourage and provide the county and communities with the opportunity to preserve trails by the prevention of trail closures because of privatization, development, or justified exclusionary practices.
- Promote trail user courtesy.
- Encourage the county and communities to preserve trail users legitimate rights to access to trails.

## WHY TRAILS?

Trails in Gunnison County fulfill local recreation and transportation needs, and provide a substantial attraction for tourists. Trails support recreational purposes and benefit a transportation system. Commercial and residential developers are encouraged to work with the Gunnison County Trails Commission to accomplish these goals.

## TRAIL BENEFITS

The combined benefits of trails have a strong influence on the development of the Gunnison County Trails Master Plan. Trails increase the ability to experience the natural outdoor beauty of Gunnison County. Enriching outdoor experiences improve physical and mental health, and encourage an understanding of one's relationship with the natural world. Improved facilities and continued planning of an interconnected trail system will enhance resident's lives and help provide a larger economic base of year-round tourism.

## TRAIL SYSTEMS

As trails are becoming increasingly recognized as a necessity and not merely a luxury, a community may enjoy many benefits with trails in its infrastructure. A good trail system:

- A. Establishes a multi-seasonal, multi-use transportation system for use by all. Development of trails ensures citizens of the ability to travel without using a car.
- B. Provides safety for children. Non-motorized trail usage helps ensure safe travel for children to and from schools.
- C. Provides accessibility to public lands, educational areas, and historic sites. Access promotes recreational opportunities and enhances a tourism economy.
- D. Enhances a sense of community. Trails increase opportunities for people to interact.
- E. Provides recreational opportunities. Trails are for people of all ages, abilities, and means.
- F. Enhances economic development opportunities and improves of land values. National Park Service and Colorado State Parks studies of communities with trail systems indicate that residential property values increase when near or adjacent to multi-use trails. Economic competitiveness between communities has stimulated many new recreational path projects. Some cities have made trails an important amenity for marketing and attracting tourists, and residential developers have built extensive trail systems to attract potential homebuyers.
- G. Improves air quality. While the Gunnison basin is presently in compliance with the 1990 Clean Air Act, if growth continues as projected by some studies, pollutants may exceed clean air standards. Non-attainment of air quality standards can result in withholding federal highway funding. Trails help by reducing the number of vehicles on the road and traffic congestion.
- H. Protects wildlife corridors. Wildlife corridors are essential to a healthy community of wild animals. Such corridors can be protected by well-designed trails that avoid these corridors, by planting "screen" vegetation along vital trail segments, and by closing some trails during vital migration or breeding periods. Other trail use restrictions may also be appropriate.

- I. Provides access for ranching and agricultural permittees. Trails help maintain important accesses for stock drives. These areas can be temporarily closed to recreational use during cattle movements.

## **GCTMP MISSION STATEMENT**

The mission of the Gunnison County Trails Commission is:

- To advise and assist the Gunnison County Board of Commissioners and Planning Commission to protect, plan, develop and manage trails in Gunnison County as a means of enabling alternative modes of transportation, minimizing disturbance to livestock movement and agricultural practices, providing necessary access to public lands, and promoting the recreational economy of Gunnison County.
- To develop a County trails system that respects the rights of private property owners.
- To facilitate communication between private landowners, local governments, public land managers and County citizens regarding proposed trail or public access by any organization or individual to ensure that the recreational desires of the citizens of Gunnison County are balanced against the rights of private property owners.
- To work cooperatively with municipalities in Gunnison County, the State of Colorado, and Federal agencies in the planning, preservation, financing, construction, maintenance, and management of new trails, existing trails, and trail access.
- To review development requests or land use changes, which will impact trail access or use throughout the County.
- To work with willing private property owners, municipalities, the State of Colorado, and the Federal government to acquire trails or trail easements which would further development of connecting trails between communities and places where residents live, work, attend school, and play.
- To assist the Gunnison County Board of Commissioners in the identification of and application for financial support for trails planning, development, construction, and management.
- To work with public and private entities to increase awareness and support of alternative modes of transportation to decrease vehicle usage and enhance safety on public roads.

## **THE PLANNING APPROACH**

Direction for plan development was provided by the Gunnison County Trails Commission. County residents have been involved and have participated in articulating their vision for multi-use, multi-seasonal travel within their communities. Similar trail planning activities by the City of Gunnison and the towns of Crested Butte and Mount Crested Butte are recognized in this plan. The recommendations contained in the Gunnison County Master Trails Plan start (geographically) from where local plans leave off.

# CHAPTER 2: BACKGROUND and ANALYSIS

## GUNNISON COUNTY

Gunnison County is centrally located in the State of Colorado amidst the Rocky Mountains. Gentle valleys full of game in the summers first attracted Ute Indian who returned south to avoid the harsh winters. An army surveyor, Captain John Gunnison for whom the Gunnison River, City and County are named, stayed in the region for less than two weeks in 1853 searching for a transcontinental railroad route. He opined that a rail route through the region would be impossibly expensive after encountering Lake Creek and Black canyons.

Prospectors came searching for gold and silver in the 1860's and found both, beginning the era of hard rock mining. Wagon roads were built to link the mines, mining camps, and towns such as Marble, Ruby-Irwin, Schofield, Gothic, Parlin and Tincup. Cattle were introduced in 1872, beginning the ranching industry that has sustained Gunnison County through times thick and thin.

Railroads and coal joined the local economy in 1881 when the Denver & Rio Grande Railroad arrived via Marshall Pass. The city of Gunnison boomed as the commercial hub of the region. A fledgling manufacturing and smelting industry began, and ranching prospered with the rail connection to the eastern slope. D&RG paused to build a spur north to access high-quality bituminous coal suitable for making coke and the only anthracite coal west of Pennsylvania. This railroad spur reached Crested Butte in 1881, and was later extended over Kebler Pass to Floresta in 1893. The main D&RG narrow-gauge line continued west to Montrose, arriving in 1882. A longspur line was built south to Lake City, and numerous short spurs came into being including one to a quarry southwest of Gunnison where granite for the Colorado state capitol building was mined from 1889 to 1893.

A competing railroad, the Denver South Park and Pacific (DSP&P), arrived in Gunnison via the Alpine Tunnel in 1882. The DSP&P was extended up Ohio Creek in 1883 to the coalmines around Baldwin with the intent to push over Ohio Pass to the prosperous silver mining town of Ruby-Irwin. With the Silver Panic (demonetization) of 1893, the silver industry collapsed, triggering an economic decline in the area. Mines closed, towns disappeared, and railroad spurs abandoned. In 1910, the Alpine Tunnel under Altman Pass was closed by a cave-in, and the DSP&P pulled out of Gunnison in 1911.

Western State College, established in 1911, and ranching helped prop up the local economy as Crested Butte became largely a town of old-world miners who supplied coal to the railroad and smelters. Northwest of Crested Butte, the town of Marble came to be because of huge veins of pure white marble. The first mine was opened in 1884, the railroad arrived in 1906, and Marble supplied the stone for the Lincoln Memorial in 1916. After providing the marble for the Tomb of the Unknown Soldier in 1931, the marble mines began closing. The county economy was sustained until World War Two by the college, coal, trains, and cows.

Coal and the railroad both began disappearing shortly after the end of the war. The coalmines around Baldwin closed in early 1946, and the railroad tracks were soon ripped out. The last big coal mine in Crested Butte closed in 1952. The rails to Crested Butte came up in 1954, and those through Gunnison were removed in 1955. In the midst of mountain splendor now sustained by only the college and cows, a local saying was "You can't eat scenery." Then came tourism.

An alpine skiing area at Crested Butte opened in 1961, bringing the potential for a winter resort in the county. Below Gunnison, Blue Mesa Reservoir in 1965 and Morrow Point Reservoir in 1970 came into being, encouraging more summer visitation. The true treasure of the county that had been here all along - the serenity and beauty of natural wonders - began to be open for business. While ranching continues to play a prominent role in the lifestyle and character of the Gunnison area, tourism now drives the local economy.

With over 1.9 million acres, Gunnison County is one of the largest counties in Colorado. About 85% of the county is under Federal ownership by the Gunnison and Uncompahgre National Forests, in lands administered by the Bureau of Land Management (BLM), and by the Curecanti National Recreation Area. These areas provide a wide variety of recreational environments ranging from sagebrush to the high alpine with all of the West Elk, Oh-Be-Joyful, Fossil Ridge and Raggeds Wilderness Areas in the county plus parts of the Maroon Bell-Snowmass, Collegiate Peaks and Powderhorn Wilderness Areas.

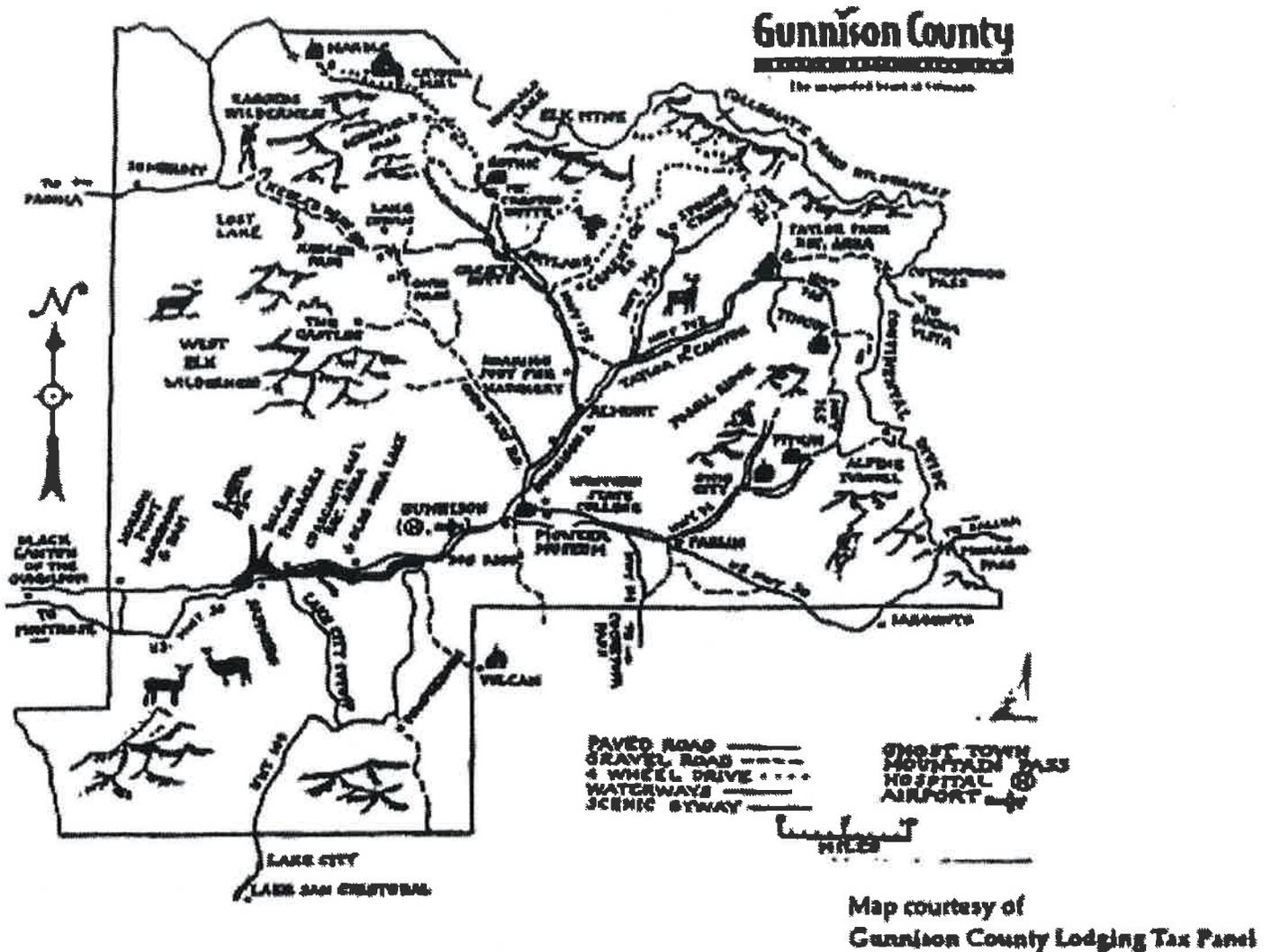


Figure 2.1: Gunnison County. (Map courtesy of Gunnison County Lodging Tax Panel.)

Summer recreational opportunities abound in Gunnison County. Miles of streams and rivers offer excellent fishing, float trips and whitewater rafting. Plentiful lakes and campgrounds are open to public access with literally hundreds of miles of trails for hikers to explore. Curecanti National Recreation Area hosts water skiers, boaters, sailboarders and fishermen; it is one of the most popular Colorado tourist destinations during the summer vacation period. Mountain biking got its start in Crested Butte, which has become a national center for the activity. Hartman Rocks Recreation Area just south of Gunnison has become nationally known for mountain bike racing and other activities.

Winter recreational activities include alpine skiing and snowboarding at Crested Butte Mountain Resort, a major ski area with over 1,150 acres of skiable terrain. The Crested Butte Nordic Center is a nationally recognized center for cross-country skiing. Backcountry skiers, snow shoers, and dog sledgers use many winter touring trails and take advantage of backcountry ski huts. Some parts of Gunnison County (particularly near Irwin) are very popular for snowmobiling. Ice fishing on Blue Mesa Reservoir and ice-skating rinks in Gunnison and Crested Butte round out the winter attractions.

### MASTER TRAILS PLAN PUBLIC INPUT

This Gunnison County Trails Master Plan was developed with the input of concerns and desires of both trail users and private landowners. Notices of the public workshops were placed in Western State College student newspaper and local

Gunnison and Crested Butte newspapers for workshops held on June 24th and 25th, 1996, one in Gunnison and one in Crested Butte. A third meeting in Gunnison June 26th, 1996 was held primarily for private property owners who they were asked to discuss their concerns about a trails plan and to determine realistic ways to address these concerns.

Mapping exercises at the two other workshops were used to engage participants in planning a countywide trails system. Most attendees were mountain bike riders, but hikers, cross-country skiers, equestrians and motorcyclists also attended. Participants were asked to "map out" new trails and needed trail connections, identify informal trails, and describe "the good" and "the bad" about of existing trail system. A Gunnison County Trails Survey was also distributed during the same week to elicit information about user, use patterns, demands, and perceptions for trail system improvements.



Photograph 2.1: Hartman Rocks Recreation Area South of Gunnison

## PUBLIC INPUT FINDINGS

Sixty-nine people responded to the Trails Survey, most of whom identified themselves as mountain bike riders who use trails in the Crested Butte/Mount Crested Butte area. Others only identified themselves as bikers, but it was clear that many used off-road trails. Biking on a paved trail or road, on an unpaved trail, and between home and work were the most frequent activities. The second largest trail user category was hikers. Third were motorcyclists, closely followed by those who used the generic definition of "biking". A significant percentage of respondents either walked (32%) or biked (56%) to work three or more times per week. The vast majority of respondents indicated they did not in-line skate, skate board or ride horses. The survey results significantly corresponded to the information obtained from the user group meetings.



Photograph 2.2: Bicyclist Accessing the Snodgrass Trail near Mount Crested Butte

### **Existing Trails**

Respondents identified almost 70 favorite trails. Snodgrass topped the list, barely edging out Forest Route (FR) 401. Both trails were used primarily by mountain bikers, but were also by many hikers. Trails identified as the most frequent destinations were:

- Snodgrass (north of Mount Crested Butte)
- Upper Loop (south of Crested Butte)
- Hartman Rocks (south of Gunnison)
- Lower Loop (north of Crested Butte)

General maintenance (erosion control, better trail markers, etc.) was a primary concern. Legal access was also frequently cited as needing improvement. Not surprisingly, the most heavily used trail (Snodgrass) was identified as most in need of improvement in terms of general maintenance and access. Lower Loop, Block & Tackle, Star Trail, and Green Lake were other trails mentioned by at least three respondents as needing improvement.

### **Shared Trail Use**

In response to the trails sharing question, most engaged in activities categorized as having the least (e.g., hiking and cross-country skiing) or moderate (e.g. mountain biking) environmental impact (trail wear and tear, noise, etc.) preferred not to share trails with those partaking in activities that have been classified as having a heavy impact (e.g. motorcycling, snowmobiling). 86% of those identified as mountain bikers, were willing to share trails with walkers, runners, joggers, and hikers; only 25% listed motorized off-road vehicles as compatible.

### **Local Community Trail Surveys**

Crested Butte and Mount Crested Butte have conducted similar trails surveys. The Mount Crested Butte trails survey in August 1996 asked some of the same questions as the Gunnison County Trails Survey with some differing results. The Mount Crested Butte data revealed that recreational walking and hiking were the most frequent activities of the vast majority of respondents, followed by running and jogging and recreational biking on a paved road/trail. The survey also asked respondents to choose three projects they believed the town should complete. The following received the most votes:

1. Continuation of the Recreation Path through the town
2. A trail circumnavigating Crested Butte Mountain
3. Upper Loop trail to the Town Center
4. Snodgrass access trail
5. A spur trail from the Recreation Path to the Upper Loop

As to whether or not people were in favor of including public access with utility easements in new subdivisions, 59% responded in favor of the idea, but only 43% favored pursuing public access with utility easements in existing subdivisions.

Crested Butte conducted a general land use survey in 1995. One survey form was delivered to each household in Crested Butte including owner-occupied, long term rental residences, second home owners, and owners of major undeveloped land. The response rate was 26.1%. Several questions dealt specifically with trails. The town asked to help identify places that should be linked by trails. The following were the top trail choices:

1. Crested Butte with Mt. Crested Butte
2. Crested Butte with Riverbend
3. Crested Butte with Oh-Be-Joyful Wilderness
4. Crested Butte with Green Lake
5. Crested Butte with Kebler Pass

The Crested Butte survey asked to rate the importance of a trail system providing non-motorized vehicle routes through the Slate River Valley. On a scale of 1 to 10 (1 being not important, 10 being very important), 67% rated its importance as a 10 while less than 10% rated it as 5 or below. The survey also asked what developers should provide as part of a development proposal. A list provided items such as affordable housing, land for a school, park land, parking, etc. Respondents indicated public access to public lands was the most important, followed by preservation of open space.

### **Trail Development**

Gunnison County trail users were full of ideas regarding trail development. The most frequently cited was a trail connecting Gunnison and Crested Butte. Others would like areas around Crested Butte to be better connected by trails, such as:

- Crested Butte to Mount Crested Butte (completed in 2001)
- Mount Crested Butte to Crested Butte South
- Crested Butte to Crested Butte South via Skyland

### **Trail Access**

Trail access was a common concern in all of these public participation activities. Trail users at public workshops expressed frustration over losing access to trails by new development, and wanted the County and municipalities to establish mechanisms to retain existing access when future development occurs. Landowners concerns were that as interest in wilderness recreational activities increases, will there will be increased pressures to allow access which raises issues such as liability, degradation or destruction of their property, and impairment of the ability to conduct the day-to-day business of cattle ranching. Few simply felt no inclination to allow trail users to cross their land. Access is a complex issue with no "quick-fix" available. However, awareness of the issue and a heightened level of sensitivity by both trail users and landowners are critical first steps for each.

## CHAPTER 3: THE TRAILS PLAN

In 1994, a group of concerned trail users from the Crested Butte area, inspired by Jan Runge and Susan Eskew, started to have questions regarding trails in the Upper Gunnison River Basin. Jan and Susan designed a map with the theme of "Dream Trails". Their idea: where would the trail users of the Crested Butte area like to see more trail opportunities even if they seemed a fantasy?

Many individuals responded to their idea, and soon that map was criss-crossed with trail routes. The people who put the trails on that map wanted more, and they united as the Ad-Hoc Trails Committee and started meeting in the summer of 1994. Gunnison Forest Ranger, Pam Bode, facilitated these meetings. It was evident during these early meetings that some type of official trails plan or group was needed for the Crested Butte area. Consequently, trail enthusiasts from other areas of Gunnison County wanted to be included. It became apparent that the creation of a county sanctioned commission would be the best way to facilitate trail concerns.

This trails committee wanted to find out how other counties handled their trail issues. The San Miguel County Trails Council came and spoke to the Crested Butte group as the guests of a meeting in 1994. Trails plans and ideas from other Colorado counties were acquired. The ad-hoc group began to formulate what a trails committee would look like, who would be on it and what trail decisions would be appropriate for it to make. The group was fortunate to have an excellent facilitator in Pam Bode, and the meetings were efficient and highly productive.

By October 1994, the group had drafted a proposal to create the Gunnison County Trails Commission. Included in the language were a mission statement, member criteria, and roles of the commission, a preliminary budget, trail projects and staffing suggestions. The committee submitted the draft proposal to the Gunnison County Commissioners in November. The proposal was reviewed and critiqued by the Gunnison County Stockgrowers, BLM, USFS, National Park Service, HCCA and the county attorney. Revisions were made and the final proposal was sent to the Board of County Commissioners. On February 21st 1995, Resolution No. 95-7 was signed by the Board Of County Commissioners creating the Gunnison County Trails Commission.

### GOALS

There are broad statements that describe how Gunnison County would like to preserve, manage and develop an integrated trails system.

1. Work to develop alternative modes of transportation to maintain the quality lifestyle now enjoyed and to provide people with transportation choices.
2. Provide for the safe and efficient movement of people, especially children.
3. Design and maintain a variety of trails which preserve and protect the environment.
4. Ensure trail designs can be efficiently maintained and that ranching and agricultural interests are protected.
5. Encourage new developments to provide at least one alternative mode of transportation within the development to help preserve the County's rural character and suggested within the Gunnison County Land Use Resolution (LUR).
6. Develop and maintain trails to further a recreational economy.
7. Adhere to the overall framework for trails development when reviewing any change in trails.
8. Provide a broad mix of trail types to serve all user groups including:

Non-motorized uses:

- |                 |                   |
|-----------------|-------------------|
| - Hiking        | - Trail running   |
| - Road biking   | - Mountain biking |
| - Equestrian    | - In-line skating |
| - Nordic skiing | - Showshoeing     |
| - Dog sledding  | - Baby strollers  |
| - Push Scooters |                   |

Motorized uses:

- |                        |                      |
|------------------------|----------------------|
| - Off-road motorcycles | - Snowmobiles        |
| - All-terrain vehicles | - Motorized Scooters |

9. Provide a coherent hierarchy of trail and pedestrian connections to provide access to public lands and other destinations and which focuses major trail corridors away from livestock operations.

10. Provide Gunnison County and municipalities within Gunnison County with a menu of methods to acquire easements, land leases or property for trails acceptable to private property owners.

## **PROJECT SELECTION CRITERIA**

These criteria are meant as guidelines for future projects and a means to gauge the importance and or need for trails. Specific projects in this trails plan are compared with the below criteria listed.

- 1) Linkages:
  - Link population centers in a multi-use/multi-season, interconnected trail network.
  - Link outlying developments safely with school and other institutions.
  - Link the recreation, historic, cultural, and other attractions to towns.
  - Link trail systems and to population centers.
  - Link trails to those of neighboring counties to create a regional trails network.
- 2) Access:
  - Access to public lands.
  - Access to cultural and historic points of interest.
  - Access to unique natural features.
- 3) Multiple-Use/Multiple-Seasons:
  - Enjoyment for different types of user groups.
  - Both recreation and commuter/transportation uses.
- 4) General Enhancements:
  - Improvements such as parking, signage, reroutes and trail repair.
- 5) Views and Aesthetics:
  - Offers scenic views and ambiance for users.
  - Provides aesthetics that can transfer into economic value (tourism revenue).
- 6) Other Issues:
  - Routes do not adversely impact sensitive sub-environments.
  - Route is safe.
  - Route is financially and technologically feasible.
  - Route minimizes adverse effects on neighboring land owners and land uses.

## **SPECIFIC PROJECTS**

The Gunnison County Trails Master Plan was determined by examining how potential users would travel between destinations and examining the needs of the recreational trail user. The plan incorporates planning work by Gunnison, Crested Butte, and Mount Crested Butte.

### **Community Connectors**

Community connectors refer to improvements, which have been designated for roadways and trails to provide for alternative modes of transport between communities. These routes also serve as recreational trails. In winter, alternative routes could link communities by groomed ski/snowshoe trails. Paved road shoulders are viewed as the primary means of connecting communities within as well as to areas without Gunnison County. Equestrians can use dirt paths beside existing roads as trail connections.

**U.S. Highway 50.** The Trails Commission plan of action for both the east and west segments of US 50 is to



encourage the CDOT to continue to provide paved shoulders for bicycle use, maintain the shoulder area for bicycle use, and post warning signs for motorists that bicycles are in use along this roadway.

**Photograph 3.1:** US Highway 50 Westbound Frontage Road with Bridge over Gunnison River. US 50 west of Gunnison is a 39.5 mile stretch of highway to the Montrose County line. It has a variety of shoulder conditions that are not as friendly to the cyclist but as those on US 50 east.

US 50 east of Gunnison carries the highest vehicular traffic volumes in the county, but it is also the most cycling friendly because of a wide right-of-way and shoulder widths of 8' to 10'. From the eastern city limits of Gunnison to the Saguache County line is just over 32 miles, plus another 8-mile stretch between Sargents (in Saguache County) and Monarch Pass.

**State Highway 135.** SH 135 from Gunnison to Crested Butte is the second most heavily traveled route in the county. It extends for 27.3 miles between US 50 in downtown Gunnison to the terminus as a state highway in Crested Butte at Elk Avenue.

It is the sole year-round commuter, service and tourist access from Gunnison to Crested Butte, and there is widespread interest in a multi-use connection between these municipalities. Just over 1.3 miles of the road are within the municipal boundaries of Gunnison or Crested Butte. The physical constraints between Gunnison and Crested Butte are challenging for development of alternative transportation modes. Some portions of SH 135 have been improved with paved shoulder widths of 4' to 8'. The rest of the highway has much narrower, and in some cases, no shoulders.

The Colorado Department of Transportation (CDOT) projects traffic on SH 135 to increase by 50% to 60% by 2020 extrapolated on a "straight-line" basis; that is, a growth rate uniformly applied to each segment along the road. The projection apparently ignores specific development proposals from growth in tourism, skier visits or other economic developments. Improvement to SH 135 is tied to CDOT's highway maintenance and improvement schedule. As segments of the route are scheduled for reconstruction, resurfacing or widening, paved shoulders of no less than 4 feet in width should be completed.



Photograph 3.2: SH 135 near Crested Butte with Wide Shoulders to accommodate bicyclists.

**Crested Butte to Crested Butte South.** This trail corridor is a priority for connection of the communities in the upper valley area. It will provide an opportunity to use alternative means of transportation by children to safely travel to the Community School complex in Crested Butte, by employees to get to job sites in the upper Slate River valley, and by members of the community for general recreational enjoyment. An already existing route in the form of the wide paved shoulders along SH 135 begins in Crested Butte from the 4-Way Stop to Cement Creek Road.

A proposed second route would be as a multi-use trail to connect with the first segment of which was completed in 2001 from Mount Crested Butte to the Slate River. Continuation of this trail south from recreation path would be through the east side of Crested Butte and link to the New Deli Trail. The route would then continue near SH 135 from the New Deli Trail south to Cement Creek Road at Crested Butte South. Winter use for Nordic will be limited since snow pack trails along roadways deteriorate quickly from snow removal activities. An alternative winter trail from Crested Butte to Riverbend provides winter access along this route. SH 135 from Crested Butte to Riverbend.



Photograph 3.3: Trail along

**Crested Butte South to Almont.** 9.4 miles of SH 135 between Crested Butte South and Almont have been improved with 4 foot minimum paved shoulder widths. The remaining 1.9 miles of SH 135 with narrower or no shoulders at all is scheduled to be improved and will be completed in 2004.

**Almont to Gunnison.** SH 135 has been improved with 4 foot wide paved shoulders from Gunnison to 4.3 miles south of Almont. The road south from Almont has narrow or virtually no shoulders to where the road has been improved. This stretch of road is slated to be improved by 2004.

**State Highway 133.** In Gunnison County, SH 133 from Carbondale in Pitkin County goes over McClure Pass (elevation 8,750 feet), runs along the North Fork past Paonia Reservoir to Hotchkiss in Delta County. This route is suggested to be developed along the same lines as the other highways in the area with 4-8 foot shoulders provided wherever possible.

### **Recreational Routes**

Recreational routes are those signed routes which provide either a connection to outdoor recreation sites on public lands or are looped to enhance a recreational outing.

- Gunnison to Hartman Rocks.** Hartman Rocks is a multipurpose, multi-seasonal area about 2 miles south of Gunnison. Bicycle access is provided along Gold Basin Road on a bike lane.
- Gunnison to Curecanti National Recreation Area.** The route may be completed either by a connection from Hartman Rocks to US 50 to the Colorado Division of Wildlife land which connects to Curecanti or via US 50 to Colorado Division of Wildlife land which connects to Curecanti.
- Gunnison to McIntosh Mountain.** McIntosh Mountain is located just west of Gunnison and encompasses a multi-user recreational trail system.
- Ohio Creek via Kebler Pass to Crested Butte.** This route follows Ohio Creek north of Gunnison on the paved portion of Gunnison County Road 730 (CR 730) for about 12 miles. It then turns into a gravel road for 12 miles to the Kebler Pass Road (CR 12). The route then follows CR 12 along Coal Creek for about 7.5 miles into Crested Butte. A return loop can be made along SH 135 to Gunnison.
- North Gunnison Loop (Sleepy Hollow).** A looped route using existing roads north of Gunnison which starts about a half mile north of SH 135 at the present municipal boundaries of Gunnison. It follows CR 730, CR 8, CR 10 and SH 135. It is about 10 miles long on a paved roadway and 2.4 miles of gravel road.
- State Highway 149.** SH 149 to Lake City from US 50 at Blue Mesa Reservoir connects to Powderhorn, the Alpine Loop Scenic & Historic Byway, and the San Juan Skyway. About 55 miles long, this is a paved roadway with little vehicular traffic except for the summer tourism season.
- State Highway 114.** SH 114 from US 50 east of Gunnison, is a 62 mile route from Gunnison through scenic Cochetopa Canyon (home of mountain sheep) past Cochetope Park, over the Continental Divide at North Pass (elevation 10,149 feet), and drops down to Saguache in the San Luis Valley.
- Parlin to Pitkin.** Parlin is about 12 miles east of Gunnison on US 50. The route follows CR 76 along Quartz Creek for about 15.5 miles. The road is paved and crosses BLM land, the Gunnison National Forest, USFS and private land.
- Crested Butte to Lake Irwin.** This route follows the Old Kebler Pass Wagon Route traversing some private property as well as USFS property. The route requires restoration and reconstruction to be a non-motorized, ADA route. TEA 21 funds have been received for the first and second phase of the project, and route improvement work commenced in 2002.
- Crested Butte along the Slate River (Lower Loop).** Lower Loop is a linking, non-motorized, partly ADA accessible trail from Crested Butte up scenic the Slate River valley about 1.5 miles to the Oh-Be-Joyful Wilderness Campground.
- Mount Crested Butte to Gothic.** A five mile route from the proposed trailhead at the Town Center of Mount Crested Butte along Gothic Road above and through the scenic East River valley. The route is paved for about a half mile and then becomes a gravel road (FSR 317) to Gothic, site of the Rocky Mountain Biological Laboratory.
- Colorado Trail and the Gunnison Spur Trail.** A USFS and Colorado Trail Foundation sponsored project, the Colorado Trail runs 18 miles through the County. The Gunnison Spur Trail extends off the main trail to Gunnison. The portions of the trails in the Collegiate Peak Wilderness cannot be used by motorcycles and mountain bikers.
- Continental Divide Scenic Trail.** This 3,100 mile trail along the nation's backbone runs along the border of the Gunnison National Forest for 3.5 miles in two locations.
- American Discovery Trail.** This is a coast-to-coast trail to link north-south, local, and regional trails into a nationwide trail network. It dips into the County below the Collegiate Peak Wilderness and goes over Schofield Pass (elevation 10,707 feet) and Tincup Pass (elevation 12,154 feet).

### **GREENWAYS**

No greenways now exist in Gunnison County, but two have been proposed.

- Gunnison River Greenway.** The Gunnison River Greenway is sponsored by the city of Gunnison. The gateway is proposed from Van Tuhl Ranch on SH 135 to the Twin Bridges to the south over US 50.

**Tomichi Creek Greenway.** The Tomichi Creek Greenway is proposed to provide fishing and walking access along Tomichi Creek. A 2.5 mile segment of this project was finished in 2003. Portions of this trail are currently under an environmental assessment.

## **BIKE LANES**

Bike lanes have been designated for four areas in the county:

**Crested Butte Country Club.** Bike lanes are proposed along FSR 738 to Grant Lake, to the proposed Buckhorn development, and to similar developments proposed in the Brush Creek area.

**Crested Butte South.** Bike lanes are proposed for FSR 740 into Crested Butte South.

*SH 135 - North Gunnison.* An existing detached bike lane on the east side of SH 135 from the Gunnison River bridge to the city is proposed for extension to CR 48 and the Ohio Creek Road (CR 730).



**Photograph**  
3.4: Bike / Pedestrian Lane North of Gunnison.

**Hartman Rocks / Gunnison Country Road 38.** A bike lane adjacent to CR 38 south from Gunnison to Hartman Rocks Recreation Area.

## **SUMMER TRAILHEADS**

Trailheads are points of departure and information areas where users can access a trail, change modes of travel, and obtain information on trails.

**Hartman Rocks.** This trailhead serves a variety of purposes for an area is used by mountain bikers, runners, climbers, four-wheel drive enthusiasts, motorcyclists, equestrians in the summer and skiers, snowshoers and snowmobilers in winter. With the competitive biking courses at the site, a number of users drive to the area and use the parking lot as a staging area. The trailhead also serves as a terminus for recreational cyclists from Gunnison and as a point of departure to 5,000 acres of adjacent BLM lands.

**Ridgeline/O'Fallon Ditchline Trails Recreation Area.** This trailhead is for the Colorado Trail Gunnison Spur, Western State College lands, and BLM areas. The trail systems from this trailhead offer recreation opportunities close to Gunnison and a link to longer routes.

**Gunnison River and State Highway 135.** A trailhead is proposed at the bridge north of Gunnison as a multipurpose access point to the greenway planned for the Gunnison River and trail system along SH 135. The Trails Commission is working with the City of Gunnison to locate a site.

**Crested Butte South.** This trailhead would serve commuters as well as provide access to the Gunnison National Forest trails to the east. The trailhead will be accessible year round.

**Brush Creek.** A Brush Creek trailhead will serve as a combination commuter/recreational trailhead and bus stop. Access to the Upper Loop trail and information on Forest Service trails to the east would be provided.

**Crested Butte and Mt. Crested Butte.** The Chamber of Commerce building in Crested Butte and the Town Center in Mt. Crested Butte are viewed as ideal locations for a major trailhead/mode transfer/informational center for the entire north valley trail system. These sites could provide information about trails throughout the system, provide a mode change point between the bus system and bicyclists, and be a staging/parking area for visitors.

## **WINTER TRAILHEADS**

The Trails Plan recognizes the need for winter trailhead flexibility in low and high snow level years. Map 3.1 shows the location of proposed trails and trailheads for Gunnison County. Map 3.2 is a more detailed graphic showing the generalized location for trails and other facilities along the SH 135 corridor. Table 3.1 summarizes the proposed trail activities, identifies the primary implementing agency, and shows when the improvement is projected to be complete.

Gang of Nine recommendations from the Dispersed Winter Recreation Management in the Crested Butte Area, April 1995. The United States Forest Service Taylor River/Cebolla Ranger District categorized appropriate winter recreational uses for appropriate drainages in the Crested Butte area.

Ohio Creek – General use area; commercial use discouraged.

Kebler East – Emphasis on snowmobiling; cross-country skiing discouraged.

Kebler West – Emphasis on snowmobiling but open to all uses.

Irwin – Emphasis on snowmobiling and snowcats but open to all uses.

Oh-Be-Joyful Wilderness – Motorized uses prohibited; emphasis on non-motorized and non-commercial.

Slate River – Emphasis on general non-commercial use.

Washington Gulch – Cross-country skiing emphasis; snowmobiles and dog sleds discouraged.

Gothic – Motorized uses prohibited; emphasis on non-motorized and non-commercial.

Maroon Bells – Snowmass Wilderness; motorized uses prohibited.

Lower East River; general use area.

West Brush Creek – Cross-country skiing emphasis; snowmobiling limited to Brush Creek and Deer Creek roads.

Middle Brush Creek – Motorized uses prohibited.

Upper East Brush Creek – General use area.

Lower East Brush Creek – Motorized uses prohibited; cross-country skiing emphasis.

Upper Cement Creek – General non-commercial use area.

Lower Cement Creek – General use area.

Farris Creek – General use area.

**Table 3.1: Summary of Trails Projects - Gunnison County Trails Master Plan.**

**SUMMARY OF TRAILS PROJECTS - GUNNISON COUNTY TRAILS MASTER PLAN**

Map No.	LINKAGE/PURPOSE	ROUTING	RECOMMENDATIONS	PRIORITY	IMPLEMENTOR
1	Crested Butte to Brush Creek Road	Adjacent to SH 135 and Gothic Road	Continuation of Multi-use Path	Moderate	Gunnison County
2	SH 135 - Bike Lanes North of Gunnison	Gunnison River to Ohio Creek Road	Separate Bike Path - East Side to West Side at Bridge	Immediate	Gunnison County City of Gunnison
3	Forest Service Access	Cement Cr., Brush Cr., Baxter Gulch	Multi-use Path - Obtain Public Access	Immediate	Private Developers USFS, Gunnison Co
4	Crested Butte Area Trailhead	Chamber of Commerce Buildings.	Major - Parking, Signage	Completed	Town of Crested Butte & Mt. Crested Butte
5	Brush Creek Bike Lane	SH 135 to Grant Lake	Separate Bike Path	Moderate	Private Developers Gunnison County
6	Cement Creek Bike Lane	SH 135 to CB South Entrance	Separate Bike Path or Bike Path on Cement Creek Road	Moderate	Private Developers Gunnison County
7	Brush Creek Trailhead	West of East River Bridge	Minor - Signage	Completed	USFS Gunnison County
8	Cement Creek Trailhead	FS 409 and Cement Creek Road	Minor - Parking, Signage	Moderate	USFS Gunnison County
9	Gunnison River Trailhead	SH 135 and Gunnison River	Major - Parking, Signage, Comfort Station, Picnic Area	Immediate	Gunnison County City of Gunnison
10	Brush Creek Road to CB South	Adjacent - near to SH 135	Continuation of Multi-use trail	Immediate	Private Developers Gunnison County Utility Cos., CDOT
11	Gunnison River Greenway	North Bridge to Twin Bridges	Multi-use Path	Immediate	Private Developers City of Gunnison
12	Gunnison to Mt. Crested Butte	SH 135 and CR 317 in its entirety	Paved shoulders Widen as roadway is improved	In-Progress	CDOT
13	Mt. Crested Butte to Gothic	Adjacent to CR 317	Signage, vehicle speed control, dust suppression	In-Progress	Gunnison County
14	Ohio Creek to Kebler Pass	CR 730/FS to CR 12/Forest Service	Signage for Equestrians and Bicyclists	Immediate	Gunnison County
15	Washington Gulch - Slate River Road	CR 811 - CR 734	Signage, vehicle speed control, dust suppression	In-Progress	Gunnison County
16	Crested Butte to Lake Irwin	Old Kebler Pass Wagon Road	Restore and reconstruction of a trail	In-Progress	Gunnison County US Forest Service
17	Redstone to Paonia	SH 133	Paved shoulders Widen as roadway is improved	Long-range	CDOT
18	Gunnison to Hartman Rocks	CR 38	Bike lane	Completed	Gunnison County City of Gunnison
19	Hartman Rocks Trailhead	Hartman Rocks Parking Lot	Major - parking, signage, comfort station, picnic area	Completed	City of Gunnison, BLM, Gunnison Co
20	McIntosh Mountain	US 50, CR 17, CR 18, & CR 818	Obtain & develop direct access to USFS, BLM Lands	Immediate	Private Land Owners, BLM
21	North Gunnison Loop	CR 730, 8, 10 and SH 135	Signed Route	Immediate	Gunnison County
22	West Elk Scenic Byway	SH 135, CR 12, SH 133 and US 50	Signage	Immediate	CDOT, Gunnison Co., TEA 21
23	Parlin to Pitkin	CR 76	Signed Route	Immediate	Gunnison County
24	Curecanti to Lake City	SH 149	Signed Route	Immediate	Gunnison County CDOT
25	Castle Mountain Loop	CR 730 and CR 48	Access to BLM Land	Moderate	Private Developers Gunnison County, BLM
26	Gunnison to Saguache	SH 114	Signed Route	Immediate	Gunnison County, CDOT
27	Gunnison to Montrose	US 50 West	Paved shoulders Widen as roadway is improved	Moderate	CDOT
28	Gunnison to Salida	US 50 East	Paved shoulders Widen as roadway is improved	Moderate	CDOT
29	Colorado Trail	Gunnison Spur	Construct Hiker/Biker Trail	Complete	USFS, Colorado Trail Fond. Gunnison Co.

Priority: Immediate = Year 2004 - 2005; Moderate = Year 2005 - 2011; Long Range = Year 2011 - 2044

**Table 3.2: Multiple Uses of Specific Trail Projects**

# CHAPTER 4: IMPLEMENTATION

Implementing a Trails Plan requires conceiving and following a strategy. The location and unfolding of new trail corridors within Gunnison County is influenced by the community desires and the cooperation of new developments as they apply for land use change with the planning department.

Organization is key to proper implementation of this plan. Finding individuals to perform tasks such as grant writing, office work and investigative findings will help. Provisions for a Gunnison County staff member to manage and administer the day-to-day activities of the trails system would be helpful. It is important to identify all available resources that can be committed to this plan and any new trail projects.

## FUNDING STRATEGIES

Potential funding sources are relatively easy to identify. Financial assistance can come from donated labor to million dollar grants, from Girl Scout troops to large corporate foundations. Volunteer user fees could be collected from local events, donations or adopt-a-trail promotions. It is generally best to begin with local support, then work toward larger foundation support.

### **The First Steps**

Most grant foundations, whether federal, state, or corporate, want applicants to demonstrate the support for and importance of their projects to the community. Simply stating the importance on the application is often not enough for a project to be ranked above hundreds of other requests foundations receive each year. What they want to see is grass-root support demonstrated by volunteer labor, in-kind material donations, and cash contributions from the local government, residents, and businesses. A community's heartfelt support for a project may often outweigh any financial weakness, and win a grant.

Efforts should be made to raise support and enthusiasm for the project in the local community. One must identify work that can be completed with volunteer labor, donated materials, and limited funds. Press releases and articles about the project are helpful. Ensure every single contribution is appropriately recognized and appreciated. Listing those giving to the project in the local newspapers, cable channels, newsletters, etc., is very important.

### **Funding Approaches**

When an individual or an organization is approached for funding assistance, the presentation should be tailored to the donor's agenda. If the individual or organization is convinced that your project matches their goals and objectives and offers the prospect for a win-win situation, the probability of success is greatly enhanced.

Success breeds more success. The first major financial contributor, volunteer work project, or completion of a trail section all demonstrate success. This success should be celebrated so that others can witness and learn that the project is moving forward. It encourages others to join the effort.

Potential funding sources can be either the public sector (federal, state and local governments) or the private sector (businesses, foundations, civic organizations, developers and individuals). For most communities, both sectors must be approached because neither is likely to have the resources to fund the project alone. The magic found in a community created by the public and private sectors working together is both rare and rewarding.

### **Inter-Governmental Cooperation and Funding**

Many agencies have different goals and overlapping objectives, and it is important to learn what they are and how these goals and objectives can be coordinated. Consider the proposed multi-use path system from Crested Butte to Crested Butte South. This can be viewed as a valuable recreation amenity, it fits as an alternative transportation mode that will reduce road congestion, and it would serve to reduce pollution created by automobiles. The portions may provide access for maintenance of drainage ways and flood control projects.

### **Business and Corporate Funding**

Businesses have become increasingly involved in the development of recreational amenities for good reason. Recreation is one of the fastest growing segments of the United States economy, and businesses want to be associated with recreation's positive qualities. Businesses located adjacent to or near a proposed trail corridor are prime targets for fund raising since they may directly benefit from increased traffic to their establishments.

When approaching a business or corporation, attempt to contact individuals who are known to be avid joggers, bicyclists or actively involved in environmental conservation. It is also helpful to find trail enthusiasts who know business and corporate leaders who may be supportive.

Real estate developers are often receptive to trail projects through or adjacent to their property because a trail would provide a valuable amenity for potential homebuyers or commercial renters. In recent years residential and commercial developers have planned and constructed trails at their own expense because many potential buyers demand recreational trails near their work or residence.

### **Citizens**

Citizen donations usually do not match contributions generated by governments, businesses, or large grant foundations. However, their support is equally valuable because potential donors from the government and business sectors often base their decision on how strongly the community has supported it. Volunteers giving time, materials or cash donations are all considered proof of public support. Bike-A-Thons, Trash-A-Thons, raffles, floating duck races, concerts, dinners, dances, and other fund raising activities are all excellent opportunities for the public to contribute toward the project. A fund raising process may develop a strong, positive constituency of support. As trails and related trail facilities are developed a volunteer fees should be considered. Some unattended Colorado State Park facilities use an envelope and drop box placed at trailheads. Users are encouraged to contribute a recommended fee for use of the facility.

### **Private Foundations**

Private foundations are generally created by large corporations or estates of deceased persons. Private foundations usually have a board of directors, managed by an executive director, and have specific criteria that must be met prior to receiving funding. Others may be more general in scope. Various private foundations which exist can be learned by contacting the Colorado Municipal League. This agency often keeps information about foundations which includes funding trends (who they are likely to award money to), how much they typically give, and when to apply.

## **LAND ACQUISITION**

A well conceived approach to land acquisition is necessary for a trail project's success. Land acquisition for trails, especially privately owned properties, is one of the most difficult aspects of the entire trail project.

### **The First Steps**

A successful, well planned land acquisition program begins with defining the minimum trail corridor width. The minimum width is dictated by design, safety and environmental considerations and should be carefully derived. Minimum width may have to change through the trail corridor, but once defined, the minimum width for each trail segment should not be compromised.

To ensure a property under consideration is suitable for trail construction, a thorough investigation must be done prior to finalizing plans for land acquisition. Land issues such as maximum slope (which generally should not exceed 8%), vegetation, sensitive wildlife habitat, soil composition, historic and archeological sites need to be considered.

All potential avenues should be explored when acquiring land. The effort should be closely coordinated with the jurisdiction in which the property is located. In most circumstances, the jurisdiction will own or be responsible for the acquired property. Land acquisition contracts may be drawn between the landowner and the municipality. Methods for land acquisition include:

### **Land Dedication**

Land dedication as part of a development agreement is a common and valuable negotiating tool. A developer may dedicate land that would be too expensive to develop (such as flood plains) or to gain open space dedication credits for use in exchange for development density variances. The public gains desirable open space while the developer gains a recreational amenity that can be used as a marketing advantage.

Landowners, who realize that trail corridor amenities will improve value and marketability of their properties, may donate, provide long-term lease, or sell the property at a reduced price. It is not unusual for developers to pay for trail improvements in addition to dedicating the property. Those who donate land to nonprofit organizations receive a tax incentive. Their tax bill decreases since they are not subject to property taxes for dedicated land.

### **Land Trades**

Land trades are negotiated when a landowner owns property that the county or other public agency wants or when the landowner wants property that the county or other public agency owns. The land trade can be an easy, low cost alternative for acquiring land when both sides benefit.

### **Property Easements**

Easements for trails can often be negotiated with property owners who do not want to deed the property to another party. Easements provide for the trail corridor but may apply some restrictions. Easements may cross property occupied by utilities (electric, sewer, water, gas, etc.), and a trail may be added to the utility easement agreement. Incentives for the landowner to negotiate a trail easement include tax benefits, future development and zoning considerations, and the potential for improved land value.

### **Land Trusts**

Land trusts are created for the purpose of acquiring and preserving open space land. Generally associated with not-for-profit organizations, land trusts may acquire land through gift or purchase, sometimes for future conveyance to a government agency by establishing conservation easements that place permanent legal restrictions on future use of the land. Landowners who seek tax benefits or who want to preserve land for personal reasons typically prefer to donate or sell their land to these not-for-profit land trusts.

### **Open Space and Recreation Districts**

Open space districts are generally special tax districts that generate tax revenues for open space land purchases. This type of land acquisition is more common for large areas of open space than trail corridors.

### **Land Purchase**

Direct purchase of a desired property is sometimes the easiest and perhaps only method for acquiring land. Such purchases may be possible with existing funds or with a general obligation bond financed by tax revenues. Another method to purchase land is to share the cost with other organizations that will benefit from the land. In most cases, all of the land acquired for trail use will be dedicated to the jurisdiction at some point during the process. There are many reasons to have the state or local government in control of the trail corridor once the improvements are made, including liability, maintenance and security.

## **LAND OWNER LIABILITY**

Liability is a major concern of many private landowners when discussing trails. Colorado Revised Statutes Sec. 33-41-101 (see Appendix L) provides landowners who open their property to recreational uses with protection and limits property owners liability. To be protected under this statute, the property owner may not charge a fee for the recreational use of the land. This statute does not protect against an "attractive nuisance" or "willful or malicious failure to guard or warn". When a government agency leases property or acquires an easement from a private landowner, that agency retains liability for occurrences of the easement or leased property, not the property owner.

## **GCMTP AMENDMENTS**

The GCMTP may be amended, supplemented, changed, modified or repealed, in whole or in part, by the Trails Commission only after a public hearing on the proposed amendment, supplement, change, modification or repeal. Notice of such public hearing, setting forth the date, time, place and purpose of such public hearing, shall be published in a newspaper of general circulation within Gunnison County at least once a week for two consecutive weeks immediately before the hearing.

## **GCMTP ANNUAL REVIEW**

The Trails Commission believes it important to review this plan on an annual basis and to determine an updated list of project priorities. An addendum will be attached to this plan yearly to reflect updates and changes, with a complete revision to be done every 5 years beginning in 2004.

# APPENDICES

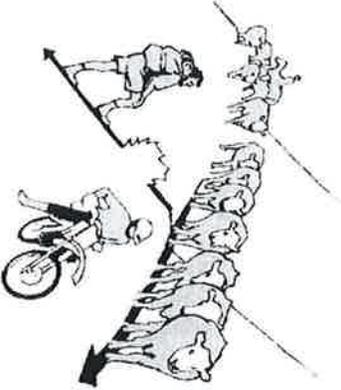
Appendix A.	Share and Enjoy - Colorado's High Country
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# APPENDIX A: SHARE AND ENJOY - COLORADO'S HIGH COUNTRY

Cattlemen have been coming to the high summer range for over 100 years. Like their parents and their grandparents before them, you may see the ranchers packing salt or moving the herd.

**PLEASE GIVE LIVESTOCK THE RIGHT OF WAY.**

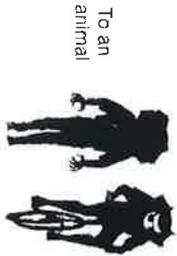
It is helpful if you can exit the trail or road on the downhill side whenever terrain permits.



**Remain quiet and still. The herd will pass you quickly. Always watch the persons handling livestock in case further direction is needed.**

**PLEASE STAY ON RECREATIONAL TRAILS**  
when livestock is present in an area. Recreational use of livestock trails may interrupt grazing patterns that are designed for vegetation management.

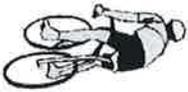
**ANIMALS ARE OFTEN STARTLED WHEN APPROACHED SILENTLY.**



To an animal

You may look like a trail monster!

As you approach a horseback rider from behind, at first sighting **speak loudly** make your presence known.



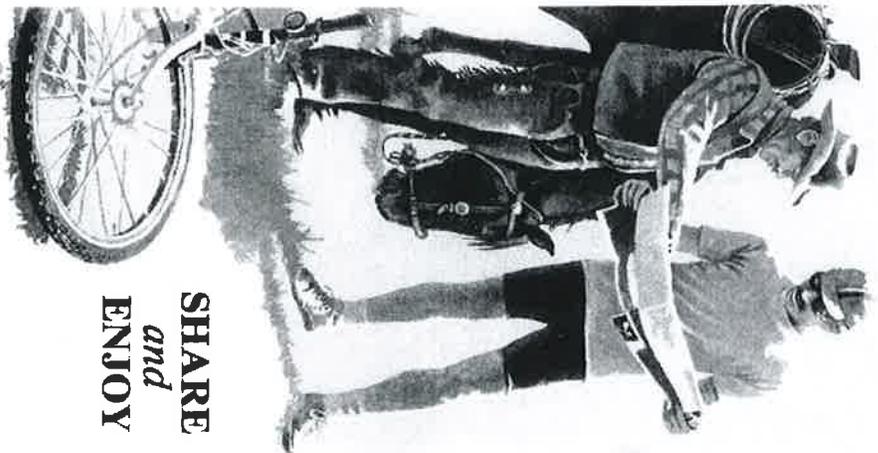
If the horse is frightened, **continue speaking** ask the rider if you can help by leaving the trail.

**Don't cause an accident.** Most riders would simply like an opportunity to leave the trail — SAFELY.

Please keep all dogs on leash or by side when livestock is present.

If you encounter grazing animals, **simply continue on your way.**

**THANK YOU FOR RESPECTING THE LIVESTOCK UPON WHICH OUR LIVELIHOODS DEPEND.**



**SHARE and ENJOY**

**Colorado's High Country**



BROUGHT TO YOU BY AREA RANCHING AND RECREATIONAL BUSINESSES AND LOCAL USFS.



## APPENDIX B: IMBA RULES OF THE TRAIL



Thousands of miles of dirt trails have been closed to mountain bicyclists. The irresponsible riding habits of a few riders have been a factor. Do your part to maintain trail access by observing the following rules of the trail, formulated by the International Mountain Bicycling Association (IMBA). IMBA's mission is to promote environmentally sound and socially responsible mountain biking.

- 1. Ride on open trails only.** Respect trail and road closures (ask if not sure), avoid possible trespass on private land, obtain permits and authorization as may be required. Federal and state wilderness areas are closed to cycling. The way you ride will influence trail management decisions and policies.
- 2. Leave no trace.** Be sensitive to the dirt beneath you. Even on open (legal) trails, you should not ride under conditions where you will leave evidence of your passing, such as on certain soils after a rain. Recognize different types of soils and trail construction; practice low-impact cycling. This also means staying on existing trails and not creating any new ones. Be sure to pack out at least as much as you pack in.
- 3. Control your bicycle!** Inattention for even a second can cause problems. Obey all bicycle speed regulations and recommendations.
- 4. Always yield trail.** Make known your approach well in advance. A friendly greeting (or bell) is considerate and works well; don't startle others. Show your respect when passing by slowing to a walking pace or even stopping. Anticipate other trail users around corners or in blind spots.
- 5. Never spook animals.** All animals are startled by an unannounced approach, a sudden movement, or a loud noise. This can be dangerous for you, others, and the animals. Give animals extra room and time to adjust to you. When passing horses use special care and follow directions from the horseback riders (ask if uncertain). Running cattle and disturbing wildlife is a serious offense. Leave gates as you found them, or as marked.
- 6. Plan ahead.** Know your equipment, your ability, and the area in which you are riding -- and prepare accordingly. Be self-sufficient at all times, keep your equipment in good repair, and carry necessary supplies for changes in weather or other conditions. A well-executed trip is a satisfaction to you and not a burden or offense to others. Always wear a helmet.

Keep trails open by setting a good example of environmentally sound and socially responsible off-road cycling

# APPENDIX C: ROADWAY SUITABILITY FOR BICYCLE USE

The public input process identified destinations for non-motorized travel in the area. Bicycle travel corridors can be thought of as "desire lines" which connect these destinations with residential areas, places of work, schools and recreational opportunities. The underlying assumption is that bikers want to go to the same places as do people in cars (within distance constraints), and that the existing road system reflects the travel demands in the region. Most adults have a mental map of their community based on experience as motor vehicle operators and tend to orient themselves by the location of major streets and highways.

## THE BIKING ENVIRONMENT

Various environmental factors determine the suitability of roadways for bicycle travel. Personal factors strongly influence the decision to bike or not to bike on a given roadway. Cyclists of differing skills will rate the suitability of the same street differently, based on their perception of safety along the route and their desire to ride for recreation or transportation purposes. Any methodology to rate roadway suitability should begin with an understanding of bicyclists.

The concept of a "design cyclist" is used to define three basic types of bicycle riders who have differing facility preferences and safety needs.

**Group A** (advanced riders): experienced adult bicycle riders who operate under most traffic conditions and typically ride on collector and arterial streets. Group A cyclists are estimated to represent less than 5% of all cyclists.

**Group B** (casual cyclists): occasional, new adult, and teenage riders who are less confident and capable of operating in traffic without special provisions for bicycles.

**Group C** (youth bicyclers): typically preteen riders whose roadway use is limited to residential streets with low motor vehicle speed limits and volumes.

The similarities in riding skills and facility preferences of Types B and C (which comprise 95 % of all riders) suggests combining the two into a single class: Type B/C.

## THE EVALUATION PROCESS

The initial step in the process to determine what existing streets and roadways should be designated as bicycle routes is to use an evaluation model. Since the types of bicyclists and traffic conditions may vary significantly between towns and rural areas, separate methodologies are available to analyze each in their current condition to identify where facility improvements are most needed. Analysis of town streets has been done by the plans developed for Gunnison, Crested Butte and Mount Crested Butte. This analysis focuses on those trail opportunities outside those communities.

## ROADWAY EVALUATION METHODOLOGY

Many methodologies are available to assist in assessing the suitability of rural roads for bicycle use. A consensus has emerged from planners and designers on the traffic operations and design factors having the greatest impact on bicycle use. Five factors most often cited for rural areas; four of these factors are used to define the recommendations in Tables C-1 and C-2. The factors are:

**Traffic Volume.** High motor vehicle traffic volumes imply greater risks for bicyclists. Frequent passing situations are uncomfortable for Group B/C bicyclists unless special design treatments are provided. The recommendations contained in Tables C-1 and C-2 are based on three ranges of traffic volume as expressed in the Average Annual Daily Traffic (AADT) or the average number of vehicles per day using the road:

- Fewer than 2,000 vehicles/day
- 2,000 to 10,000 vehicles/day
- More than 10,000 vehicles/day

**Average Motor Vehicle Operating Speed.** The average vehicle speed better reflects local conditions than a posted speed limit. High motor vehicle speeds increase risk to and discomfort for bicyclists unless mitigated by special design treatments. Four ranges of average speeds are used in Tables C-1 and C-2:

- Below 30 mph (<48 kph)
- 30 to 40 mph (48-64 kph)
- 41 to 50 mph (66-80 kph)

-Over 50 mph (>80 kph)

**Traffic Mix.** Large vehicles such as trucks, buses, and recreation vehicles (RVs) increase discomfort and risk for bicyclists. Windblast from large vehicles create serious risks of falls, and all bicyclists prefer to stay several feet away from these vehicles. Cyclists will generally choose a route to avoid large vehicles or not ride at all where there is a regular (about 30 per hour or more) close presence of such motor vehicles. Tables C-1 and C-2 suggest design treatments and widths when the volume of large vehicles is likely to have a negative impact on bicycle use.

**Sight Distance.** "Sight distance" is the distance at which a motor vehicle driver can see a bicyclist being overtaken. Inadequate sight distance occurs the motor vehicle does not have time to either change lane positions or slow to avoid a bicyclist. Inadequate sight distance is primarily associated with rural highways, but some urban streets have sight distance problems because of poor design and/or sight obstructions. Providing for bicycle operation on a bike lane or on roadway shoulder, or by adding width to the outside lane when posted speed limits are less than 41 mph (66 kph) help provide adequate sight distance.

**Intersections.** Intersections, especially those with bike lanes or separate bike paths pose special challenges. While not included in Tables C-1 and C-2 as a selection factor, the number and/or frequency of intersections should be considered when assessing the use of bike lanes. Some evidence suggests that the disruption in traffic operations associated with bike lanes is temporary as both bicyclists and motorists adapt to the new traffic patterns, learning to look for each other and effect merges prior to intersections.

## ROADWAY DESIGN TREATMENTS

Suitable roadway design treatments and widths to accommodate bicycles are presented in Tables C-1 and C-2. Suitable design treatments for Group A bicyclists should be used as a guide to the minimum design for any roadway on which bicycle use is permitted. Recommended design treatments for Group B/C bicyclists should be considered the desirable design for any route on which this type of bicyclist is likely to ride.

**Table C-1:** Suitable Rural Road Design Treatment for Group A Bicyclists.

Average Motor Vehicle Operating Speed	Average Annual Daily Traffic (AADT) Volume		
	Less than 2,000	2,000 - 10,000	Over 10,000
Less than 30 mph	14' Wide Curb Lane	14' Wide Curb Lane	4 foot Shoulder
30 - 40 mph	4 foot Shoulder	4 foot Shoulder	4 foot Shoulder
41- 50 mph	4 foot Shoulder	4 foot Shoulder	6 foot Shoulder

Source: Selecting Roadway Design Treatment to Accommodate Bicycles, FHWA, January, 1994.

**Table C-2:** Suitable Rural Road Design Treatment for Group B/C Bicyclists.

Average Motor Vehicle Operating Speed	Average Annual Daily Traffic (AADT) Volume		
	Less than 2,000	2,000 - 10,000	Over 10,000
Less than 30 mph	4 foot Curb Lane	4' Curb Lane	4 foot Shoulder
30 - 40 mph	4 foot Shoulder	6 foot Shoulder	6 foot Shoulder
41- 50 mph	6 foot Shoulder	8 foot Shoulder	8 foot Shoulder

Source: Selecting Roadway Design Treatment to Accommodate Bicycles, FHWA, January, 1994.

## EVALUATIONS

When travel speeds increase at the edges of towns, stress levels can become very high. Factors used in the rural suitability evaluations are similar to those used to determine bicyclist stress levels for urban areas - traffic volumes and pavement widths. In addition, the percent truck traffic; percent yellow line and seasonal traffic peaking characteristics are factored into the evaluations.

The process establishes acceptable levels of traffic volume for roadways of various widths. It examines "bicyclist squeeze points," or how frequently a cyclist may be squeezed off the roadway by a passing vehicle who simultaneously meets an oncoming vehicle. This "triple pass occurrence" is directly proportional to the volume of cars and trucks using a given roadway. For this reason, lightly traveled roads and roadways less than 24 feet wide are generally found to be suitable for

rural bike riding. These routes are typically not preferred by large vehicle traffic, and a narrow pavement width encourages vehicles to wait for a clear passing zone to overtake a cyclist, minimizing the potential for bicyclists to be forced off the roadway.

Figure C.1 depicts the results of the suitability evaluations for Gunnison County roadways. All state highways were evaluated using data contained in the CDOT State Highway Inventory (August, 1996), and the 1995 Traffic Volume Study. This data was supplemented with field investigations of county roadways. In general, all county roads are more or less suitable for bicycling.

The rating of a particular roadway indicates how appropriate it is for use by cyclists of varying skill levels, and the rating indicates conditions that bicyclists may encounter. The evaluation places roadways into one of three categories:

- Level 1: Roads reasonably safe for all types of bicyclists.
- Level 2: Roads that can accommodate Group A bicyclists but may need alterations to accommodate Group B bicyclists. Level 2 roadways are not recommended for children.
- Level 3: Roads or sections of roads that need improvements and compensating factors to accommodate even the most experienced bicyclist.

**State Highway 135.** There is general interest for a connection between Gunnison and Crested Butte. SH 135 extends for a distance of 27.3 miles north from US 50 in downtown Gunnison to Elk Avenue in Crested Butte. Just over 1.3 miles of the road are in the municipal boundaries of Gunnison or Crested Butte. An inventory of the roadway conditions and projected traffic volumes along SH 135 was undertaken in order to highlight the magnitude of the issues faced in achieving this objective. Figure C-2 shows the characteristics of the road in relationship to providing a bicycle lane and illustrates the location of the key factors affecting the highway:

As of 2000, almost 19% of SH 135 had a standard travel lane of 12 feet, 62% was "adequate" with an 11-foot lane width, and the remaining 19% was considered inadequate with travel lane widths of 10 feet. Almost 25% of the highway shoulders are 8 feet wide or more. Just over 10% has 6 foot wide shoulders while the remaining 65% has shoulders 3 feet to 4 feet wide. SH 135 is being reconstructed in stages which will alter the above figures as each stage is completed.

CDOT projects traffic volumes on SH 135 will increase 50% to 60% by 2020. This traffic growth was projected on a "straight-line" basis uniformly applied to each segment of the road and apparently did consider development proposals which may be a result of growth in summer tourism, skier visits or economic development initiatives.

## APPENDIX D: TRAIL STRATEGIES

Bicycle facilities separated from streets and roads are referred to as bicycle or bike paths. Since any path open for public use is likely to be popular with many user groups, the term multi-use trail has become synonymous with bicycle path. These are typically paved trails with origins in urban environments.

In the 1991 *Guide for the Development of Bicycle Facilities*, the national standards of the American Association of State Highway and Transportation Officials (AASHTO),

*"Bicycle facility planning is commonly thought of as the effort undertaken to develop a separated bikeway system composed completely of bicycle paths and lanes all interconnected and spaced closely enough to satisfy all the travel needs of bicyclists. In fact, such systems can be unnecessarily expensive and do not provide for the vast majority of bicycle travel. Existing highways, often with relatively inexpensive improvements, must serve as the base system to provide for the travel needs of bicyclists. Bicycle paths and lanes can augment this existing system in scenic corridors or places where access is limited. Thus, bicycle transportation planning is more than planning for bikeways and is an effort that should consider many alternatives to provide for safe and efficient bicycle travel."*

Strategies recommended for accommodating bicycle and pedestrian travel within Gunnison County include bike lanes and multi-use/multi-season trails, general roadway improvements, and supplemental programs to promote increased trail use and safety. It is important to realize that a balanced approach is necessary to meet the needs of all users in an efficient and cost effective manner.

Trail strategies must balance the needs of bicyclists and pedestrians against those of automobile and truck traffic, plus consider physical, environmental and fiscal constraints. The Master Trails Plan offers a vision for quality community growth which relinquishes some dependence on the automobile and makes streets and roads safer places for all. Reclaiming streets and roads for shared use with non-motorized transportation is viewed as a first step in maintaining and enhancing the vitality of Gunnison County communities as safe and enjoyable places to live, work and play.

## APPENDIX E: MULTI-USE/MULTI-SEASON TRAILS

Any path open for non-motorized public use is likely to be popular with many user groups; hence the term "multi-use trail" has become synonymous with "bike path". These are typically paths with at least a 4 foot wide improved surface and separated from the roadway system and designed. Unimproved multi-use trails are typically around 2 feet wide.

### BIKE PATHS

Bike paths provide enjoyable recreational opportunities, as well as commuter routes. Bike paths can be most effective when they provide linkage in areas where no on-street facilities exist, such as along abandoned railroad rights-of-way, within linear parks, or along greenways. Bike paths are also valuable as short cuts and connections between cul-de-sacs. Walkways immediately adjacent to roadways typically should not be designated as bicycle paths.

Bike paths should provide access points and transition areas to the on-street bikeways. Restricting motor vehicle access, considering safety and security of users and adjacent property owners, and providing resting areas for pedestrians are additional design requirements.

Trails within communities may be paved to widths of 10 feet or more. Trails in less developed areas may be 8 feet wide and surfaced with crusher fines or similar material. Per AASHTO, an 8-foot width is adequate only when:

- 1) Bicycle traffic is expected to be low, even on peak days or during peak hours.
- 2) Pedestrian use is not expected to be only occasional.
- 3) Good alignments provide safe passing opportunities.
- 4) The path is not subject to maintenance vehicles that would cause pavement edge damage.

Winter-use trails need a minimum of driveways and road crossings with wind protection and minimal side cuts. A surfaced trail used for a winter trail should have a light colored base to enhance snow coverage.

### TRAILHEADS

Trailheads function in a variety of ways. In their most extensive role, they serve as a mode transfer point between vehicle and pedestrian or bicycles. The most extensively developed trailheads will have parking stalls, a directory of trails, informational signs, trash receptacles, benches, a shade structure, a restroom facility, a shelter and a picnic area. These major trailheads serve as a staging area for access to a large system of trails. A minor trailhead often serves as access to a single trail. It should include as a minimum, a parking area, a trail map, and informational signs.

### RIVER TRAILS

One reason for preparing this Gunnison County Trails Plan is the interest in developing the Gunnison River Greenway and in preserving other riparian corridors. Segments of a multi-use trail have been considered for the edge of the flood plain and on nearby roads. This type of trail development must be considered only in association with a land use change, subdivision of property, and if landowners are willing to participate.

### MOUNTAIN BIKING AND HIKING TRAILS

An extensive network of trails in the Crested Butte area has been developed to be suitable for both hiking and biking. In Gunnison and other parts of Gunnison County, similar trails have been and are being developed. These recreation assets traverse across United State Forest Service and Bureau of Land Management acreage and/or public easements granted by private property owners.

Construction requirement. Many sources are available for information on constructing a trail that is sustainable and user friendly. Currently the Trails Commission recommends the International Mountain Bike Association, IMBA trail guide - Trail Solution, a book with extensive examples of trail construction. (Listed in Sources)

## APPENDIX F: SHARED-USE URBAN STREETS

A first step in the process for reclaiming urban streets for shared use is to embrace the concept that every street is a bicycling street. As AASHTO says, "to varying extents, bicycles will be ridden on all highways where they are permitted. All new highways, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that they will be used by bicyclists." It should be understood that bicycles are vehicles, and bicyclists fare best when they act like and are treated as, drivers of vehicles.

Making roadways better accommodate bicycle use means eliminating basic hazards to bicycle travel such as drainage grates, unresponsive traffic signals, rumble strips, pot holes, longitudinal pavement seams, and inadequate maintenance of the edges of roads. Removal of hazards is generally inexpensive and easily accomplished.

### Every Road is a Bicycling Road

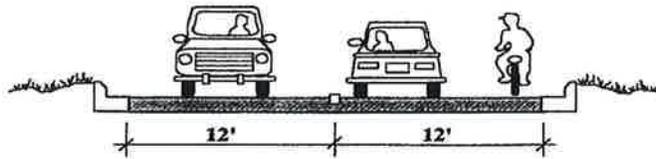


Figure F.1: When traffic volumes and speeds are low, extra pavement width is typically not required for bicycle use.

Bicyclists typically find sharing roadway space with vehicles is most pleasant on streets with low motor vehicle traffic volumes and speeds. Methodologies exist to determine bicycle stress levels. When traffic volumes are less than about 2000 ADT and vehicles speeds less than 30 mph, extra pavement width is not required for bicyclists to feel comfortable in sharing roadway space. Shared roadways do not usually require special signing for bicyclists except for preferred alternate bicycle routes or critical links.

### WIDE CURB LANES

Sharing narrow travel lanes with heavier traffic volumes traveling at faster speeds motor vehicles is not attractive to less experienced cyclists. Widening the right-hand or curb lane provides additional space for motorists and bicyclists to operate in the same lane without coming too close or having motorists change lanes to pass bicyclists.

Wide curb lanes are defined through traffic lanes which are at least 14 feet wide. Where traffic speeds exceed 40 mph and when traffic volumes exceed 10,000 ADT, lanes 15 to 16 feet wide are desirable. Wide curb lanes offer several advantages. They accommodate shared bicycle/motor vehicle use without reducing roadway capacity for motor vehicle traffic, minimize both the real and perceived operating conflicts between motor vehicles and bicycles, and increase roadway capacity by the number of bicyclists being accommodated. Wide curb lanes also assist turning traffic, better accommodates large vehicles, and require little additional maintenance.

The main disadvantage of wide curb lanes as a bicycle accommodation is the lack of a specific designation for bicycle use. Because of higher vehicular volumes and speeds, posting bike route signs is not advised. Less experienced cyclists may not realize the advantages of riding along a wide corridor, and to inform riders, a signed and striped bike lane or

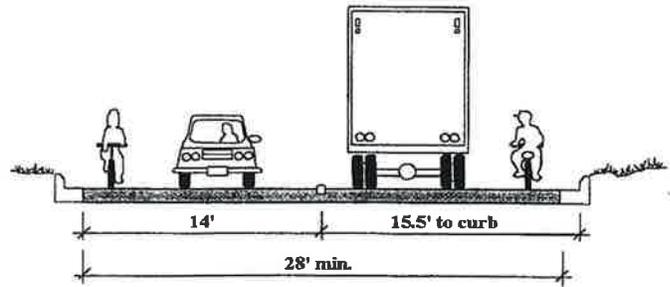


Figure F.2 Fourteen foot wide curb lanes provide extra operating room for motorists and cyclists.

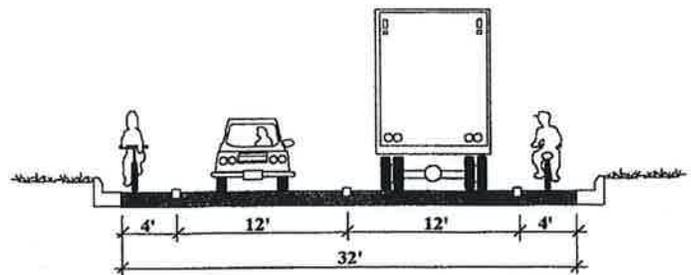


Figure F.3 Bicycle lanes on arterial streets can encourage people to make every day trips by bicycle.

shoulder should be used. Providing wide curb lanes will greatly improve bicyclist safety and enhance overall traffic flow.

Retrofit solutions to achieve wide curb lanes can be simple and inexpensive. When widening an existing roadway is not feasible, restriping is recommended. Limiting on street parking to one side of the street and shifting the centerline may gain additional space. Four-lane roadways are typically designed with 12-foot lanes, but can be restriped to create 11-foot inside through lanes with 13-foot curb lanes. This meets AASHTO standards. For all new roadways, however, 14-foot wide curb lanes and 12-foot inside lanes are recommended.

**BICYCLE LANES**

A preferred bicycle accommodation for urban streets is a bicycle lane. Some State departments of transportation have a policy that when the State constructs, reconstructs, or finances street and highway facilities, suitable space for bicycling must be included. Colorado does not have this policy, but Gunnison County is encouraged to follow this practice.

Bicyclists typically select streets on which to ride based on route directness and safety. Bike lanes on arterial streets enhance safety on routes that offer direct access to businesses, shopping or other destinations. A signed and striped lane designated for bicycle use will serve all cyclists, may encourage more people to bike, and encourage a channeling effect which promotes orderly traffic flow. Striped bicycle lanes sends a message to all users that bicycling is part of the transportation mix, and invites people to try biking.

If there is sufficient right-of-way, and anticipated bicycle use on the street exceeds 25 bicyclists per day, then bicycle lanes should be provided. Bicycle lanes should always be one way and carry bicycle traffic in the same direction as motor vehicle traffic. The minimum width for a bike lane is 4 feet, excluding the curb and gutter pan, as measured from the longitudinal joint between the road and the curb/gutter section. Bike lanes must be periodically swept to maintain a good riding surface, and the pavement lane markings also need to be repainted on a regular basis.

Bicycle lanes tend to complicate intersections. Right-turning vehicles must cross the bike lane, and left-turning cyclists must cross the motor vehicle left turn lane. Therefore, it is recommended to end lane striping at least 50 feet from intersections. On streets allowing on-street parking, bicycle lanes should always be between the parking lane and the motor vehicle lanes, not next to the curb. In this situation, the bike lane width should be 5 feet, and the combination bike/parking lane width should be at least 14 feet. All bike lane signing should be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

It is important to remember that a roadway's primary function is to move people and goods, not to store stationary vehicles. Safety is generally improved when parking is removed. However, on-street parking may be viewed as necessary in business districts, but may be optional in residential areas. Existing streets may be restriped to accommodate bike lanes by evaluating the need for on-street parking in residential areas, narrowing parking lanes to 7 feet, and/or narrowing travel lanes to 11 feet where speeds are less than 35 mph.

**SIDEWALKS**

Pedestrian needs are different from bicyclists needs. Pedestrians are slower than bicyclists; they prefer greater separation from traffic, tend to take short cuts, and are more likely to be ignored by motorists. Pedestrians may best be served by sidewalks near or along all streets and roadways. Sidewalks are usually concrete, separated from the street by a curb-and-gutter. In residential areas, a grass-planting strip is usually included (if adequate right-of-way allows) to provide a buffer between the sidewalk and the road. Planting the strip with over story trees is recommended to calm traffic.

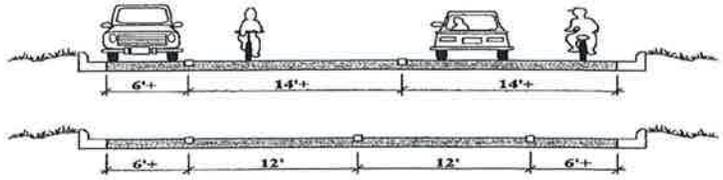


Figure F.4: Restricting parking to one side and restriping streets provides additional space for both motorists and bicyclists.

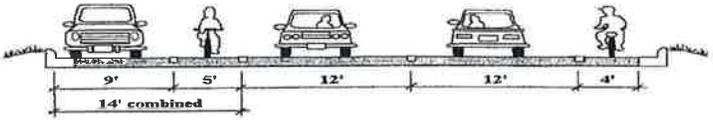


Figure F.5: To improve visibility and minimize obstacles, bike lanes should always be between parking spaces and travel lanes



Figure F.6: Bike lane sign.

Sidewalks are commonly used for bicycle travel by young children. Sidewalk widths are typically 4 to 6 feet, about half that of the recommended national standard bicycle path width. By national standards, sidewalks should not be designated as bicycle facilities. AASHTO defines a sidewalk as "the portion of a highway designed for preferential or exclusive use by pedestrians." All sidewalks and curb ramps must meet federal requirements of the Americans with Disabilities Act (ADA) for public walkways. Curb ramps should be installed perpendicular to the street and lead into a safe crosswalk area.

Pedestrian access ways (short sidewalk segments located away from street rights-of-ways) should be constructed where more direct paths of travel are desired. Such locations include providing rear or side access to a shopping center, links between subdivisions, and access to parks. Likely be popular with bicyclists, these access ways should be at least 8 feet wide.

The Gunnison County Land Use Resolution (LUR) can impact pedestrian travel. Communities requiring developers to build sidewalks when a lot is developed should consider that it may be years before development is continuous. Constructing sidewalks as part of initial street construction and assessing these costs to future lot owners so that pedestrians will have the same access to new development as motor vehicles.

## **NON-MOTORIZED PATHWAYS**

Non-motorized pathways are commonly used to describe a two-way bicycle path that is physically similar to sidewalks used in rural developments. Longer multi-use trails make a pleasant addition to a community's sidewalk system. Such projects are most feasible by rivers and streams, within linear parks, abandoned railway corridors, and utility easements. Trails in these areas should meet minimum bicycle facility standards to facilitate multi-use. Paved surfaces are recommended for urban and suburban trails to ensure access by all, including wheelchair users, push scooters, baby carriages, skateboarders, and in-line skaters.

Two-way bike paths are discouraged on or adjacent to vehicle roadways. A parallel bike path within the road right-of-way may be appropriate if it is obvious that the trail functions as a separate pathway for bicyclists, and when there are few streets and driveways intersections with the bike path. Where used next to a roadway, either a 6-foot minimum width or a physical divider of sufficient height should separate the pathway from the road. Bike paths within a road right-of-way should not be a substitute for bicycle street access.

When a bike path ends, bicyclists going against traffic will tend to continue to ride on the wrong side of the road. Likewise bicyclists approaching a bicycle path often ride on the wrong side of the road to get to the path. This is a major cause of bicycle/automobile accidents and can be reduced by intelligent design. To reduce bicycle/automobile accidents, bike path intersections should be at least 25 feet from street intersections. Motorists entering or crossing an intersection often will not notice bicyclists coming from their right, and bicyclists coming from the left often also go unnoticed, especially when sight distances are poor. When a bike path crosses a street, there should be warning signs for the bicyclists/pedestrian and motorist. Warning signs can be a stop sign for the bicyclist/pedestrian and the striped crosswalk on the street for motorists.

# APPENDIX G: TRAFFIC CALMING

The "Main Street" or Central Business District (CBD) of most communities in Gunnison County is a State or County highway. As such, through traffic often travels at speeds incompatible with even non-bicyclist activities such as pedestrian crossings and customer parking. In most instances, the need for on-street parking also limits the ability to provide bike lanes.

## SLOWING TRAFFIC

Three basic factors influence the suitability of a street for bicycle travel: traffic volume, traffic speed, and roadway space the available for shared use. One way to improve street conditions is use measures to "calm" or slow traffic to a speed more compatible with shared use. It is important to remember that streets are not just for cars, and residents have a right to the best quality of life a community can provide. Reducing vehicular travel to speeds compatible with bicycle travel lessens the need for wide lanes and has the additional advantage of benefiting pedestrians.

Several mechanisms exist to slow travel speeds. Most used is to reduce posted speed limits, but this tends to be effective only when enforced. Most effective is to alter the roadway design to change the psychological feel of the street to make the driver to want to go slower. Traffic calming measures include the following:

- Lowering posted speed limits.
- Use of signing.
- Installation of curb extensions or bulbs.
- Reduction of curb radii.
- Streetscape improvements.
- Use of traffic circles or roundabouts.

## SPEED LIMITS

One measure is to simply lower posted speed limits. The MUTCD recommends speed limits be determined based on factors including:

- Road surface characteristics, shoulder condition, grade, alignment, sight distance and curves.
- The 85th percentile speed (speed at which 85 % of the traffic is traveling regardless of posted speed limit).
- Land uses and activities along the roadway and their compatibility with different speeds.
- Use of the road by pedestrians and for parking.
- Reported accident experience.

The safety of residents and the need to accommodate bicycle and pedestrian travel must be balanced with an assessment of the 85<sup>th</sup> percentile speed. Communities should work with the CDOT and the Gunnison County Highway Department to ensure that all appropriate factors are considered when evaluating posted speed limits.

## SIGNING

Using signing to calm traffic is a passive control device because signs do not physically prevent action and are effective only when enforcement is possible. If there is little law enforcement and drivers resent the limits on their travel, compliance will be low, and attempts to lower speeds ineffective.

## CURB BULBS OR EXTENSIONS

To alert drivers to slow down because they are entering a "people space" in downtown areas, physical improvements that narrow the perceived roadway width are recommended. Curb bulbs are curb extensions that create neck downs or choke points to slow traffic and decrease street crossing exposure for pedestrians. While all travel lanes remain the same width, curb bulbs visually narrow the overall roadway width to just the width of the travel lanes. For cyclists, it is important to maintain at least 14 feet of usable lane width. Curb bulbs may be installed at or between intersections. They can help define parking lanes, protect visibility at corners, and may provide space for seating, bicycle parking and tree plantings. Permanent curb bulbs should be designed to accommodate snowplowing activities. Curb bulbs in Crested Butte are large wooden flower boxes that can be removed for the winter season with a small forklift.

## CURB RADIUS REDUCTIONS

Curb radii have increased over the years to increase the ease and capacity for right turns by longer vehicles, specifically semi-trailer trucks. A large curb radii also allows faster vehicle turn speeds and increases the exposure time of pedestrians (in particular) in corner-to-corner crosswalks. Reduction of curb radii to less than 15 feet effectively narrows intersections and slows traffic, but a small curb radii must be balanced against the frequency of use and turning radius requirements of long vehicles.

## STREETSCAPE IMPROVEMENTS

Planting over story trees to canopy the sidewalk and street edges is a simple way to enhance the quality of public spaces and provide a natural buffer between vehicular and pedestrian traffic. Tree planting within curb bulbs, in planters, in a buffer strip between the curb and sidewalk, between sidewalks and parking lots, and adjacent to roadway shoulders enhance a pedestrian-friendly atmosphere. Tall trees provide vertical elements which make the corridor seem narrower than it is, and this perception can encourage drivers to reduce their speeds. Low light posts, banners, flagpoles, and other vertical elements can have the same effect. Stores set behind large parking lots increases the visual width of the street and tends to encourage higher street speeds. Gunnison County Communities are encouraged to consider the consequences of building setbacks, landscaping ordinances which require planting over story trees, and provisions for tree-planted buffer strips for all street projects as they develop and update comprehensive plans and development ordinances.

## TRAFFIC CIRCLES

Another recommended traffic calming device is the traffic circle (or round-about), a raised island located in an intersection to slow traffic that must turn right or drive around the circle. Roundabouts should be custom designed for each intersection to be large enough to slow traffic but sufficiently small to allow large vehicles to navigate around them. Roundabouts are usually landscaped, need not be circular, and recommended for non-arterial residential streets; however, roundabouts have been successfully applied at high-traffic-volume major street intersections. Where bicycles are encouraged to route, consideration should be given to removing stop signs and installing roundabouts at intersections 600 to 800 feet apart to maintain reduced speeds between roundabouts. Where traffic circles has been most successful, local residents were actively involved in the decision to install the islands, and have often taken the responsibly to maintain the island plantings and landscaping.

Figure G.1: Traditional intersection.

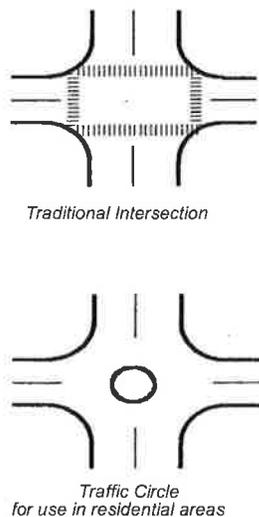


Figure G.2: Intersection with a round-about.

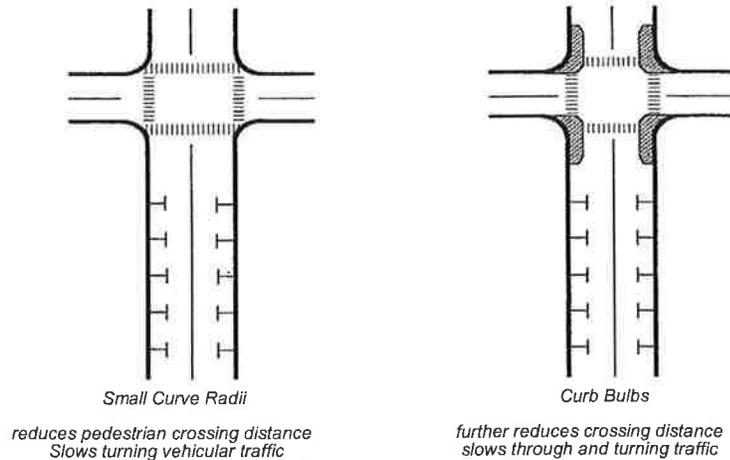


Figure G.3: Intersection with small curb radii to reduce pedestrian crossing distance and slow right turning vehicular traffic.

Figure G.4: Intersection with curb bulbs reduces pedestrian crossing distance and slows traffic.

# APPENDIX H: BICYCLE PARKING

Provision for secure bicycle parking is recommended to decrease the risk of theft and increase accessibility. If conveniently located, bicycle parking may decrease travel time, increasing the ability of the bicycle to compete as a transportation mode. Bicycle parking also delivers the message that the community is bicycle-friendly and may encourage more people to use their bicycle for utilitarian purposes. There is a high presence of bicycle parking in Crested Butte, but a general dearth of bicycle parking in the other Gunnison County communities. Where bicycle parking racks are provided, they are typically of a design that offers little security from theft or stability to support a bicycle frame.

## PROVISIONS FOR BICYCLE PARKING

Providing secure and convenient bicycle parking may be the strategy that represents the "biggest bang for the buck" in promoting alternative transportation modes. Future planning and zoning efforts within the County and its communities should include taking a hard look at adoption of an official bicycle parking ordinance. The ordinance should require bike parking as a condition of any new development, just as provision for adequate automobile parking is required. An ordinance should include sections addressing the required amount of bicycle parking, the location of bicycle parking facilities, and the recommended bicycle rack types.

Local parking ordinances should include guidelines for bicycle parking areas as follows:

- 1) Locate bicycle parking in secure, highly visible and well lit areas to reduce vandalism and theft.
- 2) Parking areas should be paved, accessible and convenient. Parking should be no more than 50 feet from a building entrance and no farther away than the closest non-handicap automobile parking space.
- 3) Parking protected from the weather by a roof or overhang is desirable.
- 4) Parking must not interfere with pedestrian or auto traffic.

Converting automobile parking spaces into bicycle parking areas can be easy and efficient. One auto space can accommodate six to eight bicycle. Curb bulbs also provide space for bicycle parking racks. Appropriate sidewalk locations are in areas 12 at least feet wide.

## BIKE RACKS

Bicycle parking facilities vary depending on the intended duration of use. Factors common to acceptable bicycle parking installations are:

- Good bicycle support.
- Security (capacity to lock frame and both wheels).
- Ease of use.
- Durability.
- Visibility of parking area.
- Convenience to destination.
- Compatibility with site conditions.
- Attractiveness.

Many types of bicycle parking facilities are available. These generally fall into three categories:

*Type I.* High security facilities including bicycle lockers, locked enclosures, or supervised areas to provide protection for longer-term parking. The attitude towards bicycling in Gunnison County is such that these high security facilities are not now warranted.

*Type II.* Medium security facilities such as stands or racks that allow a bicyclist to use a U-lock at least one wheel and the frame. These types of racks include ribbon racks, inverted "U" stands, and CORA racks. For those who need short to medium-term parking, the medium security *Type II* facilities are recommended.

*Type III.* Low security facilities are any stand that holds a bike by one wheel only. Traditional schoolyard racks are of this type. Since they are only slightly less expensive than *Type II* stands, *Type III* stands are not recommended.

Table H-1 lists simplified bicycle parking recommendations used in Portland and Eugene, OR; Missoula, MT; Boulder, CO; Palo Alto, CA; and Madison, WI. It is a general guide to the appropriate number of bicycle parking spaces for different land uses. These recommendations can be modified to fit specific community needs.

**Table H-1:** Bicycle Parking Recommendations.

Type of Establishment	Minimum Number of Bicycle Parking Spaces
Primary School or Secondary School	10% of the number of students plus 3% of the number of employees
College Classrooms	6% of the number of students plus 3% of the number of employees
Dormitories	1 space for every two beds
Commercial Street	1 space per 3,000 square feet of commercial space
Shopping Mall      Office Building	10% of the automobile spaces
Government Building	
Movie Theater      Restaurant	
Multi-Family Housing	1 space per apartment
Sport/Recreation Center	12% of the automobile spaces
Manufacturing Plant	4% of the automobile spaces
Other	5-10% of the automobile spaces

- General Notes: 1) A minimum of 2 spaces is recommended.  
2) Parking requirements should be reduced by half after 50 spaces have been provided.

### **PROVIDING BICYCLE PARKING**

The public sector is generally responsible for providing parking for regional bicycling destinations (such as transit stops in Crested Butte and Mt. Crested Butte) and at all public buildings. The private sector should be encouraged to provide bicycle parking at apartment complexes, dormitories, shopping centers, and major employers. A program should be implemented to encourage existing establishments to provide appropriate bike parking: inverted "U" racks take up little space and can be dispersed throughout business areas for short-term use by customers.

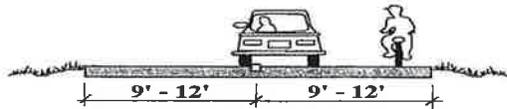
# APPENDIX I: SHARED-USE RURAL ROADWAYS

The concept that every street is a bicycling street also applies to rural roadways. While most Gunnison County's roads and highways are used by cyclists, not every roadway can or should be designated as a preferred route for bicycle travel. The proposed countywide system focuses on linking major origins and destinations by the safest and most direct routes.

## BICYCLIST NEEDS

The speed differential between car/truck traffic and bicycle travel is far greater on rural roads than on urban streets. When traffic speeds exceed 45 mph, the bicyclist stress level peaks. Rural roads are not recommended for use by young bicyclists, but only by riders 16 years and older who understand normal rules of the road.

The rural evaluation process establishes acceptable levels of traffic volume for roadways of various widths.



Important is the frequency of "bicyclist squeeze points": places where a cyclist may be uncomfortably closely passed by a vehicle which simultaneously passes an oncoming vehicle. This situation (also known as a "triple pass occurrence") is directly proportional to the volume of cars and trucks using a roadway.

Figure I.1: Traffic volumes on rural roadways (generally less than 500 ADT) allow bicyclists to share the road because "bicyclist squeeze points" are minimal.

Lightly traveled roads and county highways are preferred for rural bicycling routes. Rural roads less than 24 feet wide may actually be preferred for bicycle riding because vehicles may tend to wait for a clear passing zone to overtake a cyclist. Narrow roads also tend to have lighter truck traffic and slower vehicle speeds. Such roadways should be selected when possible to maximize use of existing transportation facilities. Where this solution is not available, paving roadway shoulders is recommended to better accommodate bicycle travel.

## PAVED SHOULDERS

To improve user safety in corridors with high vehicular traffic volumes and speeds, some roadways should be widened by adding paved shoulders. Shoulders provide structural support for a roadway, offer a break down and recovery area for motor vehicles, reduce the incidence of run-off-the-road accidents, eliminate rutting and drop offs, improve drainage, and reduce maintenance costs. Paved roadway shoulders also improve conditions for bicycle travel by providing additional operating room.

As a bicycle accommodation, shoulders must be smoothly paved and maintained to an equivalent surface standard as regular traffic lanes, and should not be routinely used as right turn lanes for vehicular traffic. Wider paved areas at the intersection of gravel drives with paved shoulders reduce the amount of loose gravel carried onto the biking area. The use of "rumble strips" is discouraged because of safety concerns for the bicyclist.

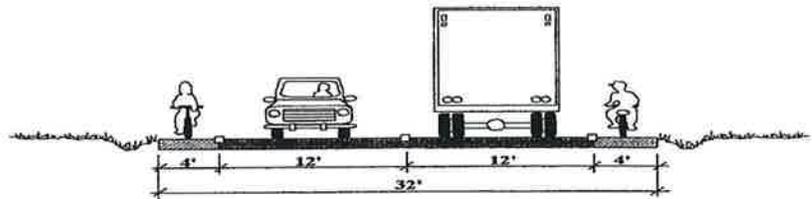


Figure I.2: Four-foot wide paved shoulders are recommended to accommodate bicyclists on rural highways.

Gunnison County is encouraged to pave roadway shoulders where 25 or more bicyclists per day use or anticipate using a roadway to better accommodate bicycles and motor vehicles in rural and developing areas. Some shoulder bikeway segments may be signed and marked for preferential use similar to bike lanes. This is recommended only on roadways at urban fringes where vehicular speeds are less than 40 mph.

Paved shoulders intended to benefit bicyclists should meet the minimum AASHTO standards for bikeways and be at least 4 feet wide. The Federal Highway Administration further recommends 6-foot wide shoulders on roadways with greater than 10,000 ADT and speed limits over 40 mph. Where shoulder bike lanes are desired and there is a paved shoulder less than 4 feet wide, consideration should be given to restriping the roadway. Narrowing vehicular travel lanes from 12 feet to 11 feet may help to slow motor vehicle traffic, and provides an extra foot of shoulder area designated for bicycle use.

# APPENDIX J: BIKE ROUTE SIGNING

Signs posted along streets and roadways are a highly desirable means to identify preferred bicycling routes and provide directions to destinations. Bike route signs are not needed along most streets because cyclists will use a variety of streets enroot to various destinations. Bike route signs should not be used to designate sidewalks or other inappropriate facilities as bikeways.

## BIKE ROUTES

Bike route signing is a cost effective means of encouraging more people to ride bikes. For liability and safety reasons, hazards to bicycle travel should be mitigated or removed before signing a route. Potential hazards include items as unsafe drainage grates, narrow or nonexistent shoulders, inadequate road striping, potholes, loose gravel, and debris.

A signed route should indicate direct routes and distances to destinations, and be on low stress streets or designated non-motorized pathways. Streets that provide direct routes of travel with traffic volumes less than 2,000 ADT and speeds less than 30 mph are most suitable for shared-use bicycle route designation.

Many communities have used the national standard #D11-1 "BIKE ROUTE" sign, as depicted in Figure J.1 and as described in the Manual on Uniform Traffic Control Devices (MUTCD). Where bike route signing is used, arrow and destination plaques should to be used with the #D11-1 sign to furnish additional information. (Refer to the MUTCD, pp 9B-9 to 9B-13.)



Figure J.1. The main function of a bike route sign is to provide directional assistance.

## COUNTY-WIDE ROUTES AND RURAL ROADS

The Gunnison County Trails planning process includes an analysis of roads and highways to determine safe and direct routes for bicycle travel between communities in the county. Where suitable options exist, it is advantageous to provide some assistance to bicyclists to direct them to recommended routes. However, use of a standard "BIKE ROUTE" sign on rural roadways is inadvisable because of the speed differential between cyclists and motorized traffic.

Some experts on bikeway liability consider the presence of bike route signs may encourage less experienced cyclists to ride under conditions unsafe for their skill level. Maps showing rural bicycle routes indicating skill levels appropriate for such roadways are a preferred way to identify rural routes.

There are several options for signing roadways in lieu of the MUTCD "BIKE ROUTE" signing. The AASHTO Guide for the Development of Bicycle Facilities states that "It may be advantageous to sign some urban and rural roadways as bicycle routes... Overall, the decision whether to provide a bicycle route should be based on the advisability of encouraging bicycle use on a particular road, instead of on parallel and adjacent highways."



Fig J.2. Share the Road sign.

## DESTINATION SIGNING

Gunnison County may opt to provide destination signs along the preferred bicycle routes following the MUTCD standard for vehicular guide signage. (Refer to the MUTCD, pp 2D-19 to 2D-23.) Green and white destination signs carry the name of a town, campground, etc. with a direction arrow. Distance signs may show the name of one to three areas and distance (to the nearest mile) to these places. A disadvantage is that the signs may attract vehicular traffic onto the roadways.

## EUROPEAN-STYLE SIGNING

Directional bicycle signing found in Europe uses long, rectangular signs cut on one end to form an arrow sign. At intersections, signs mounted on a post indicate directions and distances to various destinations. European signs include a bicycle icon, but in Gunnison County, a modified countywide bike logo should be used.

**COUNTY BIKING LOGO**

A "Bike Gunnison County" logo could increase awareness of local bicycle planning efforts. The logo could be used on promotional materials associated with bicycling in Gunnison County and in materials distributed by local Chambers of Commerce.

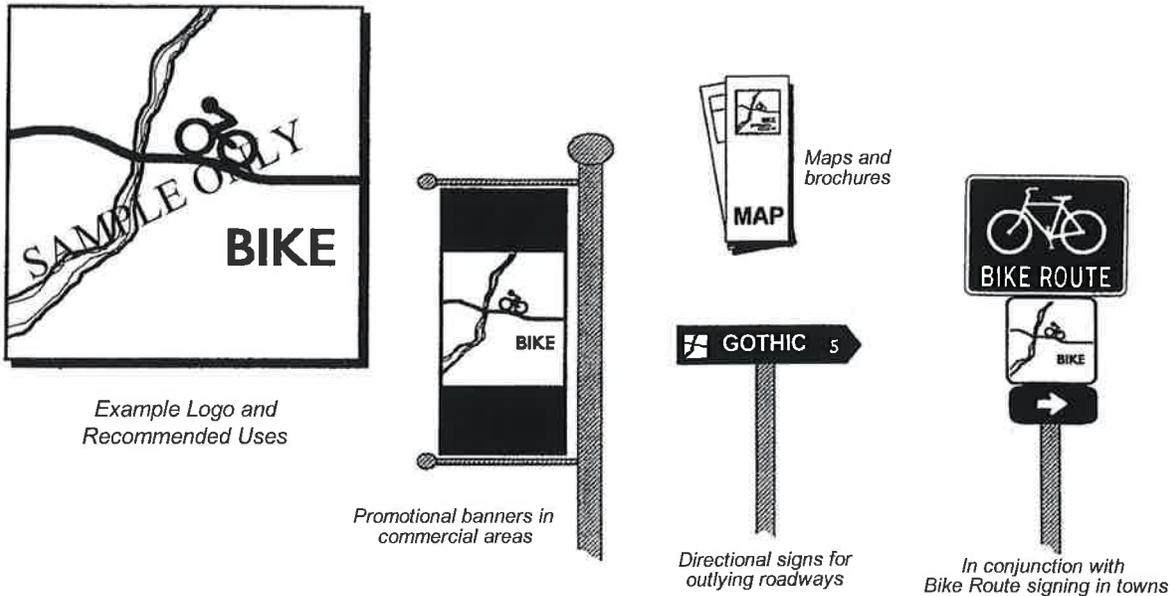


Figure J.3. An example county biking logo.  
 Figure J.5. A bike route sign providing directions on outlying roadways

Figure J.4. Biking logo promotional banners.  
 Figure J.6. A county bike route sign in conjunction with signing in towns.

Altered for use on rural roadway signs by removing the wording and bike icon, the logo could become a simple, small-scale graphic. Bicyclists familiar with the Bike Gunnison County program would recognize the logo, but inexperienced cyclists would not see a large "BIKE ROUTE" sign, tempting them to use a roadway without appropriate skills or caution.

As county routes approach urban areas, a larger Bike Gunnison County logo plate could be combined with the standard route signing so that non-local bicyclists can be encouraged to use the local bike route system with confidence that a selected route will lead across the urban area and rejoin the rural route system.

Another approach would be to delete all references to bicycling and create a "Gunnison County Backroads" program. Signs identifying the "backroads" could be posted as described above. Mapping and educational efforts could then promote the backroads as the County's preferred bicycling routes.

**WARNING SIGNING**

County directional signage should be posted only on roads which combine low traffic volumes with direct routes between communities. Warning signs may be posted to warn motorists to be alert for bicyclists and to advise cyclists to use caution on these roadways. Recommended for this situation is a "Share the Road" sign mounted below a standard yellow #W11-1 bicycle warning sign to increase bicyclists' visibility without designating the roadway as a preferred route.

In Gunnison County, this sign is suggested as an interim solution, intended for roadways with high levels of bicycle traffic, but relatively hazardous conditions for bicyclists. Paved shoulders or other physical improvements are ultimately recommended.

Where countywide routes cross or follow a short section of busy highway, the yellow diamond bicycle crossing sign should be supplemented with "Xing" or "Next 2 Miles" signs as appropriate. The MUTCD specifies these signs be installed 750 feet before intersections in rural areas, and 250 feet in urban environments. Additional guidance for regulatory signing is provided in Part IX: Traffic Controls for Bicycle Facilities of the MUTCD.

# APPENDIX K: TRAIL FEASIBILITY

This is intended as a guideline for future projects. When the question arises "Can a trail be built here?" the Trails Commission needs a format to determine the need and feasibility of a new trail.

## FEASIBILITY CHECKLIST

Consider the following checklist with questions that need to be thoroughly addressed before a trail project can be presented to the public.

- 1) **Purpose.** Does this trail fall into one or more of the selection criteria categories listed on page 9.
- 2) **Access.** Do you have permission, easement, right-of-ways or ownership of the land where the trail must go?
- 3) **Financing.** Do you have the funding to obtain easements, survey design, and build the trail?
- 4) **Users.** Have you established who are the user groups, identified support groups, and considered possible user conflicts?
- 5) **Trail Design.** What kind of trail do the users need? Is it to be paved, cement, crusher fines, or dirt? Is to be handicap accessible?
- 6) **Construction.** Who will survey and build the trail? Have you looked for partnerships with federal agencies, utility companies and volunteer organizations?
- 7) **Maintenance.** Who will be responsible for upkeep and maintenance of the finished product?
- 8) **Liability.** Who will have jurisdiction over the completed project? Who will have the liability insurance coverage?
- 9) **Education and Enforcement.** Who will be responsible for public user awareness programs? How will these awareness plans be implemented? What signage is needed? Are public service announcements, pamphlets and brochures needed?

## TRAIL FENCING

If an approved trail in the highway right-of-way is not separated from the adjacent agricultural land by a Colorado Department of Transportation right-of-way fence, a fence will be constructed and maintained by Gunnison County. The fence will be a standard barbwire fence designed to hold livestock. At such time as the adjacent land is no longer used for agricultural purposes the County maintenance responsibilities will cease. Areas disturbed by trail construction or maintenance shall be reclaimed per Section 4.10.1, Items P and Q, and Appendix G of the Gunnison County Standard Specifications for Road & Bridge Construction.

## STANDARD BARBED WIRE FENCE CROSSINGS

A standard barbed wire fence crossing (stile) is shown in Figure K.1.

### **Fabrication Procedure**

- Measure the height of the fence where the stile is to be installed. (Most barbed wire fence is 42" to 48" high.)
- Calculate the required length of the stile sides (which will be installed 45° from the vertical) required to reach a height to clear the fence. Calculate the rise (height from one step to the next) for the steps. (The rise should be 7.5" to 9" divided equally between 5 or 6 steps to reach a height to clear the fence.) Use treated lumber for all construction and deck screws vs. nails.
- Stile sides: 2"x12" lumber.
- Stile steps and top crossing: 2"x6" lumber. Steps should consist of two pieces of lumber separated by a .5" gap.
- The top crossing should consist of four pieces of lumber with small gaps separating them. The stile should be 3 feet wide for hiking trails, but increase to 4 feet if the crossing will be regularly used by mountain bikers.
- Step bases: 2"x6" or 2"x4"lumber.
- Stile cross braces: 2"x4"lumber.
- The stile may be fabricated in the shop and taken to the site.
- Construct each side of the stile separately, installing all step bases except for the top one which will go all the way across the stile.
- Install the lower steps and cross braces.

### **Installation Procedure**

- Take the stile to the installation site.
- Fit the two sides of the stile together over the fence.
- If the ground is sufficiently soft, bury the tips of the stile for added stability. If the crossing is on solid rock, cut the base of the stile to match the ground contour.
- Ensure the steps and top crossing are level on installation.
- Screw in the last step brace and install the top crossing.
- If possible tie the stile to a fence post with wood screws.

# Plans for a Fence Walkover (Stile)

A normal Barbed Wire fence is 42" to 48" high. It is suggested you:

- measure the height of your fence
- calculate the rise (the height from one step to the next) of your steps – it should be between 7.5 and 9 inches and equal from one step to the next. Normally 5 or 6 steps will get you to your desired height
- use pressure treated lumber to resist rot – 2 x 4 for step bases and cross brace, 2 x 6 for steps and 2 x 12 for the sides
- cut your 2 by 12s so that they come together just a bit higher than the top strand of wire, - stile should be about 3 ft. wide
- construct the two sides of the stile separately but make sure your steps are level
- screw in your step bases except for the one that goes all the way across
- take the 2 sides out to the work site and fit them together over the fence
- screw in your last step base to hold them together
- dig trenches to bury the ends of the 2 by 12s in (if it is set on solid rock then trim the bases to sit on top of the ground)
- screw the stile into a sturdy wooden upright at an H brace in the fence if you can to make it more stable
- use deck screws rather than nails to hold the thing together

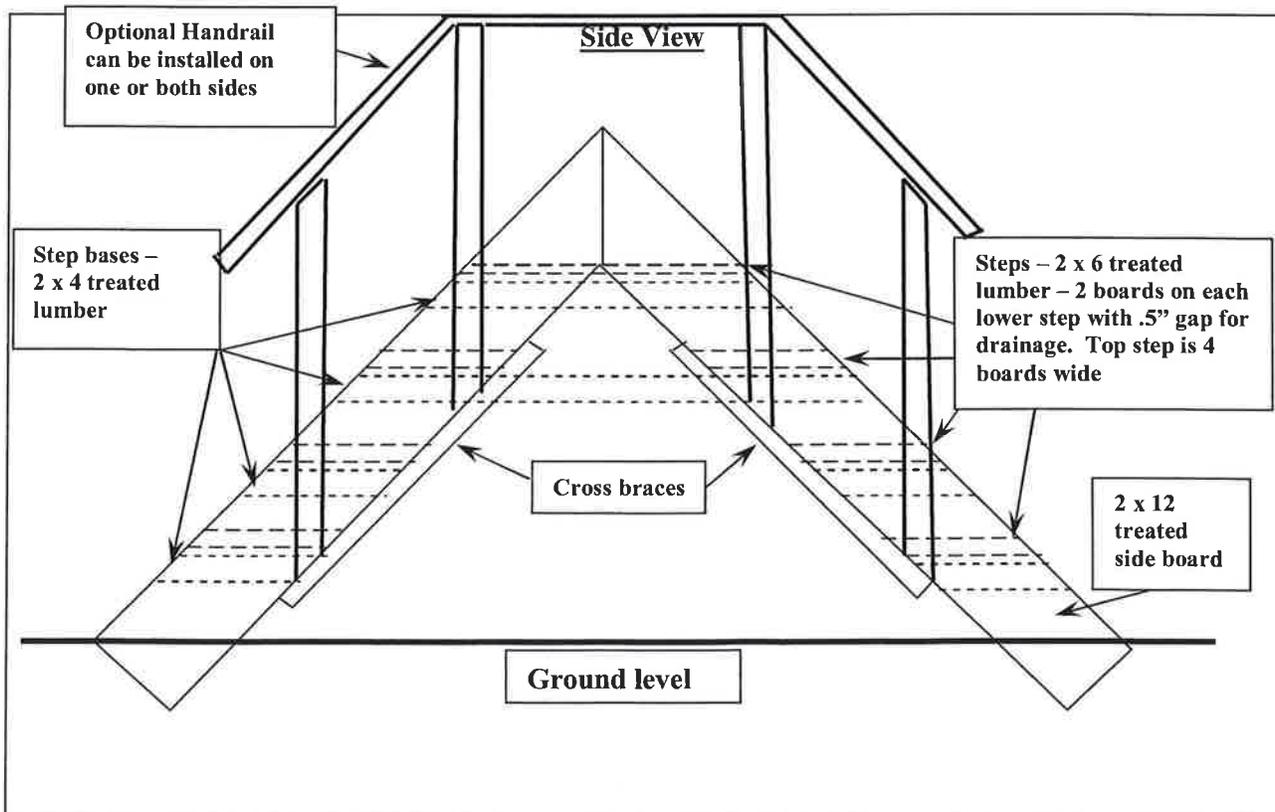
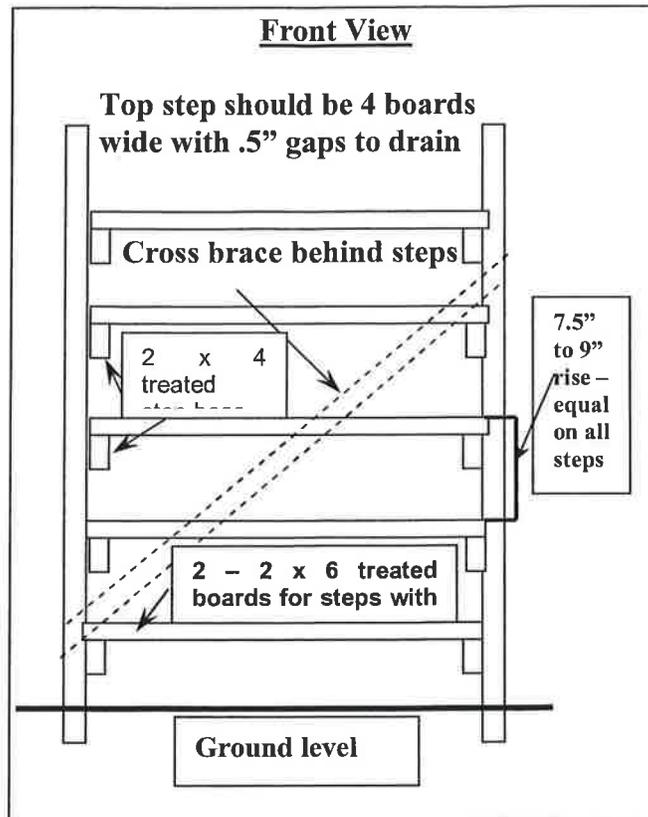


Figure K.1: Standard barbed wire fence crossing (stile).



## **FUNDING OPPORTUNITIES**

Potential funding sources include utility (sewer, gas, water, electricity) projects, new road construction, and road improvements. The following list identifies departments and agencies which may have funds for trails and related projects:

### **Gunnison Valley Land Preservation Board**

*Availability:* Gunnison County land Projects

*Funding:* Based on proposal

*Deadline:* Semiannually

### **State of Colorado, Division of Parks and Outdoor Recreation**

Colorado Greenways Project

*Availability:* Trail construction only

*Funding:* 50% match, \$100,000 grant limit per project

*Deadline:* December, annually

Colorado Land and Water Conservation Grant

*Availability:* Acquisition of land or water for development of outdoor recreation facilities

*Funding:* 50% match, \$200,000 available annually

*Deadline:* December, annually

### **State of Colorado, Colorado Department of Transportation**

Transportation Efficiency Act 2100 (TEA 21) Grants

*Availability:* Non-highway means of transportation

*Funding:* 20% match, approximately \$7.0 million annually

*Deadline:* Fall, annually

**National Recreation Trails Fund**

*Availability:* Non-highway transportation development

*Funding:* Varies

*Deadline:* January 31, annually

**Colorado Off-Highway Vehicle Recreation Fund**

*Availability:* Trails for motorized vehicles

*Funding:* Approximately \$150,000

*Deadline:* January 31, annually

**National Endowment for the Arts Fund**

*Availability:* Architecture, landscape architecture, urban design and planning, historic preservation, interior design, industrial and product design and graphic design.

*Funding:* 50% match, grants from \$10,000 to \$50,000

*Deadline:* June and December, annually

**Colorado State Lottery Fund - Great Outdoor Colorado (GOCO) Board:**

*Availability:* Trail construction, acquisition...

*Funding:* Varies

*Deadline:* Contact GOCO: (303) 863-7522

**Colorado Division of Wildlife**

**Fishing is Fun Program:**

*Availability:* Enhancement of fishing resources

*Funding:* 20% match, \$1.0 million available annually

*Deadline:* April and December annually

**Project Wild:**

*Availability:*

*Funding:*

*Deadline:*

**National Park Service - Rivers, Trails and Conservation Assistance Program:**

*Availability:* River trail & greenway planning assistance

*Funding:* Not applicable

*Deadline:* June 1, annually

**Tree Grant Programs**

Colorado Releaf. Colorado Park and Recreation Association, Small Business Administration, Colorado State Forest Service

*Availability:* Trees for beautification of public space, erosion control, reforestation, wildlife habitat, windbreaks and shelters.

*Funding:* Dependent on source

*Deadline:* Dependent on source

**Colorado State Historical Society - State Historical Fund**

*Availability:* Restoration or protection of historical resources

*Funding:* Varies

*Deadline:* Annually

**Volunteers for Outdoor Colorado**

*Availability:* Trail construction and restoration

*Funding:* Donate time and materials for construction of trails

*Deadline:* December, annually

**Recreational Equipment, Inc.**

*Availability:* Conservation and recreational grants

*Funding:* \$5,000

*Deadline:* January through October, monthly.

**State Byway Enhancement Funds**

*Availability:* Partnered with West Elk Loop Scenic & Historic Byway

*Funding:* 20% match, grants vary, typically \$10,000 to \$50,000

*Deadline:* Late spring or early summer - check [www.byways.org](http://www.byways.org)

# APPENDIX L: COLORADO RECREATION LIABILITY

## STATUTE

(Note in particular the section on attractive nuisance, 33-41-104(c); also, prevailing party pays in a lawsuit, 33-41-105.5.)

### **Colorado Revised Statutes 33-41-101 – Legislative declaration.**

The purpose of this article is to encourage owners of land to make land and water areas available for recreational purposes by limiting their liability toward persons entering thereon for such purposes.

### **33-41-102 – Definitions.**

As used in this article, unless the context otherwise requires; (1) "Charge" means a consideration paid for entry upon or use of the land or any facilities thereon or adjacent thereto; except that, in a case of land leased to a public entity or in which a public entity has been granted an easement or other rights to use land for recreational, any consideration received by the owner for such lease, easement, or other right shall not be deemed a charge within the meaning of this article nor shall any consideration received by an owner from any federal governmental agency for the purposes of admitting any person constitute such a charge. (2) "Land" also means roads, water, watercourses, private ways, and buildings, structures, and machinery or equipment thereon, when attached to real property. (3) "Owner" includes, but is not limited to, the possessor of a fee interest, a tenant, lessee, occupant, the possessor of any other interest in land, or any person having a right to grant permission to use the land, or any public as defined in the "Colorado Governmental Immunity Act", article 10 of title 24, C.R.S., which has an interest in land. (4) "Person" includes any individual, regardless of age, maturity, or experience, or any corporation, government or governmental subdivision or agency, business trust, estate, trust, partnership, or association, or any other legal entity. (4.5) "Public entity" means the same as defined in section 24-10-103 (5.) C.R.S. (5) "Recreational purpose" includes, but is not limited to, any sports or other recreational activity of whatever nature undertaken by a person while using the land, including ponds, lakes, reservoirs, streams, paths, and trails appurtenant thereto, of another and includes, but is not limited to, any hobby, diversion, or other sports or other recreational activity such as: Hunting, fishing, camping, picnicking, hiking, horseback riding, snow shoeing, cross country skiing, bicycling, riding or driving motorized recreational vehicles, swimming, tubing, diving, spelunking, sight-seeing, exploring, hang gliding, rock climbing, kit flying, roller skating, bird watching, gold panning, target shooting, ice skating, ice fishing, photography, or engaging in any other form of sports or other recreational activity.

### **33-41-103 – Limitation on landowner's liability.**

(1) Subject to the provision of section 33-41-105, an owner of land who either directly or indirectly invites or permits, without charge, any person to use such property for recreational purposes does not thereby: (a) Extend any assurance that the premises are safe for any purpose; (b) Confer upon such person the legal status of an invitee or licensee to whom a duty of care is owed; (c) Assume responsibility or incur liability for any injury to person or property or for the death of any person caused by an act or omission of such person. (2) (a) To the extent liability is found, notwithstanding subsection (1) of this section, the total amount of damages that may be recovered from a private landowner who leases land or a portion thereof to a public entity for recreational purposes for injuries resulting from the use of the land be invited guests for recreational purposes shall be: (I) For any injury to one person in any single occurrence, the amount specified in section 24-10-114 (1)(a), C.R.S.; (II) For an injury to two or more persons in any single occurrence, the amount specified in section 24-10-114 (1)(b), C.R.S. (b) The limitations in this subsection (2) shall apply only when access to the property is limited, to the extent practicable, to invited guests, when the person injured is an invited guest of the public entity, when such use of the land by the injured person is for recreational purposes, and only during the term of such lease, easement, or other grant. (c) Nothing in this subsection (2) shall limit, enlarge, or otherwise affect the liability of a public entity. (d) In order to ensure the independence of public entities in the management of their recreational programs and to protect private landowners of land used for public recreational purposes from liability therefore, except as otherwise agreed by the public entity and a private landowner, a private landowner shall not be liable for a public entity's management of the land or portion thereof which is used for recreational purposes. (e) For purposes of this subsection (2) only, unless the context otherwise requires: (I) "Invited guests" means all persons or guests of persons present on the land for recreational purposes, at the invitation or consent of the public entity, and with or without permit or license to enter the land, and all person present on the land at the invitation or consent of the public entity or the landowner for business or other purposes relating to or arising from the use of the land for recreational purposes if the public entity receives all of the revenues, if any, which are collected for entry onto the land. "Invited guests" does not include any such person or guests of any person present on the land for recreational purposes at the invitation or consent of the public entity or the landowner if the landowner retains all or a portion of the revenue collected for entry onto the land or if the landowner shares the revenue collection for entry onto the land with the

public entity. For the purposes of this subparagraph (I), 'revenue collected for entry' does not include lease payments, lease-purchase payment, or rental payments. (II) "Land" means real property, or a body of water and the real property appurtenant thereto, which is lease to a public entity or for which an easement or other right is granted to a public entity for recreational purposes. "Land", as used in this subsection (2), does not include real property, building, or portions thereof which are not the subject of a lease, easement, or other right o use granted to a publi8c entity. (II.5) "Lease" or "leased" includes a lease-purchase agreement containing an option to purchase the property. Any lease in which a private landowner leases land or a portion thereof to a public entity for recreational purposes shall contain a disclosure advising the private landowner of the right to bargain for indemnification from liability for injury resulting from use of the land be invited guests fore recreational purposes. (II.7) "Management" means the entire range of activities, whether undertaken or not by the public entity, associated with controlling, directing, allowing, and administering the use, operation, protection, development, repair, and maintenance of private land for public recreational purposes. (III) "Recreational purposes" includes, but is not limited to , any sports or other recreational activity of whatever nature undertaken by an invited guest while using the land, including ponds, lakes, reservoirs, streams, paths, and trails appurtenant to , of another and includes, but is not limited to , any Hobby, diversion, or other sports or other recreational activity such as: Fishing, picnicking, hiking, horseback riding, snow shoeing, cross country skiing, bicycling, swimming, tubing, diving, sight-seeing, exploring, kite flying, bird watching, gold panning, ice skating, ice fishing, photography, or engaging in any other form of sports or other recreational activity, as well as any activities related to such sports or recreational activities, and any activities directly or indirectly resulting from such sports or recreational activity. (f) Nothing in this subsection (2) shall limit the protections provided, as applicable, to a landowner under section 13-21-115, C.R.S.

**33-41-104 - When liability is not limited.**

(1) Nothing in this article limits in any way any liability which would otherwise exist: (a) For willful or malicious failure to guard or warn against a known dangerous condition, use, structure, or activity likely to cause harm; (b) For injury suffered by any person in any case where the owner of land charges the person who enters or goes on the land for the recreational use thereof; except that, in case of land leased to a public entity or in which a public entity has been granted an easement or other rights to use land for recreational purposes any consideration received by the owner fur such lease, easement, or other right shall not be deemed a charge within the meaning of this article nor shall any consideration received by an owner from any federal governmental agency for the purpose of admitting any person constitute such a charge; (c) For maintaining an attractive nuisance; except that, if the property used for public recreational purposes was constructed or is used for or in connection with the diversion, storage, conveyance, or use of water, the property and the water within such property shall not constitute an attractive nuisance; (d) For injury received on land incidental to the use of land on which a commercial or business enterprise of any description is being carried on; except that in the case of land leased to a public entity for recreational purposes or in which a public entity has been granted an easement or other rights to use land for recreational purposes, such land shall not be considered to be land upon which a business or commercial enterprise is being carried on.

**33-41-105 - Article not to create liability or relive obligation.**

(1) Nothing in this article shall be construed to: (a) Create, enlarge, or affect in any manner any liability for willfull or malicious failure to guard or warn against a know dangerous condition, use, structure, or activity likely to cause harm, or for injury suffered by any person in any case where the owner of land charges for that person to enter or go on the land for the recreational use thereof; (b) Relieve any person using the land of another for recreational purposes form any obligation which he may have in the absence of this article to exercise care in his use of such land and in his activities thereon or from the legal conseque4nces of failure to employ such care; (c) Limit any liability of any owner to any person for damages resulting from any occurrence which took place prior to January 1, 1970.

**33-41-105.5 - Prevailing party - attorney fees and costs.**

The prevailing party in any civil action by a recreational user for damages against a landowner who allows the use of the landowner's property for public recreational purposes shall recover the costs of the action together with reasonable attorney fees as determined by the court.

**33-41-106 - Ownership of recreational area by another state.**

No other state of the United States, or agency or political subdivision thereof, shall acquire, own, or operate any land or interest therein the state of Colorado for park or recreational purposes, except under the terms of an interstate compact.

# APPENDIX M: SOURCES AND REFERENCES

## DEVELOPMENT AND IMPLEMENTATION OF A TRAILS PROGRAM

AASHTO Guide for the Development of Bicycle Facilities  
American Assn. of State Highway & Transportation Officials  
444 N. Capitol Street NW, Suite 249  
Washington, DC 2001 (202) 624-5800

Manual of Uniform Traffic Control Devices (MUTCD)  
U.S. Dept. of Transportation, Federal Highway Administration  
U.S. Government Printing Office, Superintendent of Documents  
P.O. Box 371954  
Pittsburgh, PA 15250-7954 (202) 512-2250

Bicycling in Colorado - The Colorado Bicycling Manual  
Colorado Department of Transportation  
Bicycle/Pedestrian Program  
4201 E. Arkansas Avenue  
Denver, CO 80222 (303) 757-9982

## TRAIL STANDARDS

Trails Design And Management Handbook, January 1994  
Pitkin County Open Space & Trails  
530 East Main Street, Suite 301  
Aspen, CO 81611

Trail Development & Construction For Mountain Bicycling, May 1995, compiled by:  
International Mountain Bicycle Association  
P.O. Box 7578  
Boulder, CO 80306

Lightly On The Land, The Student Conservation Association Trail Building and Maintenance Manual by:  
The Mountaineers  
1001 SW Klickitat Way  
Seattle, WA 98134

## TRAIL SOLUTIONS

IMBA'S Guide to Building Sweet Single Track

# APPENDIX N: GCTC ACHIEVEMENTS

The Gunnison County Trails Commission lists the following as significant achievements in pursuit of its Mission Statement:

**Summer 2003:**

1. Opened the first segment of the W Mountain Trail constructed by the GCPWD around the east end of the Gunnison-Crested Butte Regional Airport as a National Trails Day event.
2. GCPWD began conversion of the of the first segment of the historic old wagon road to Kebler Pass into an ADA accessible trail.

**Fall 2003:**

1. The GCTC established an annual Rock Cairn Award to recognize those who have made a significant contribution to trails development in Gunnison County.

**Summer 2002:**

1. Secured a reroute of the Upper Loop trail through Skyland with a connection over USFS land in the Fall of 2001. Trail was rerouted by local volunteers under the direction of the USFS in July 2002.

**Fall 2001:**

1. The GCTC first submitted an application for a Go Colorado (GOCO) grant for preliminary planning for a trail within a linking corridor between Brush Creek and Crested Butte South. (The application was found to have merit but denied; however, the GCTC learned valuable information in GOCO grant applications.)
2. Installed signage on the Contour Trail with information statements to educate the public of the trail closure.
3. The GCTC recommended in the Spring 2001 that CR317 from Mount Crested Butte to Gothic be subject to a yearly winter closure to motorized vehicles to enhance the environment for cross-country skiing. Gunnison County implemented this recommendation in the winter of 2001-2002 and installed a locked gate on the road.

**Summer 2001:**

1. Having procured a route on private land for a trail linking Crested Butte with the Upper Loop Trail, the 1.5 mile "Tony's Trail" was constructed by 123 local volunteers in June 2001 as a National Trails Day event.
2. When the railroad culverts and magnificent stone masonry (the "Great Stone Wall") were given Historic Preservation status, the GCTC sponsored a hike and dedication ceremony commemorating the enormous effort by the Denver, South Park and Pacific Railroad to extend the rails over Ohio Pass in the 1880's.

**Fall 2000:**

1. The GCTC made a presentation to the public on the recreational possibilities for the W Mountain Ranch and answered question during the W Mountain Ranch Public Hearing.

**Summer 2000:**

1. Following negotiating a public access agreement with a private property owner, a 2.2 mile public trail connecting the Upper Upper Loop trail to the Brush Creek trailhead was constructed by 60 volunteers on National Trails Day in June 2000.

**Summer 1999:**

1. The GCTC hosted the 25th Anniversary of the Colorado Trail and ribbon cutting ceremony for the Ridgeline Trail property on National Trails Day in June 1999. Local donations, contributions from the Gunnison Valley Land Preservation Fund, and GOCO funds had been used to purchase 43 acres of land by Gunnison County to provide public access to the Colorado Trail spur and over 13,000 acres of BLM lands.

**Winter 1999:**

1. The GCTC hosted a presentation for the public by White River National Forest personnel on all aspects of the revision of the White River National Forest Plan.
2. The GCTC jointly sponsored a public hearing with the Board of County Commissioners to help resolve conflicts in the McIntosh Mountain/Antelope Hills area between trail users and the Gunnison Sportsmen Club.

**Summer 1998:**

1. The GCTC helped with recommendations to establish a formal trailhead at Hartman Rocks Recreation Area south of Gunnison through the Hartman Rocks Master Management Plan guidelines.

## APPENDIX O: GLOSSARY

AASHTO:	American Association of State Highway and Transportation Officials
ADA:	Americans with Disabilities Act
BLM:	United States Bureau of Land Management
CBMBA:	Crested Butte Mountain Biking Association
CDOT:	Colorado Department of Transportation
CDOW:	Colorado Division of Wildlife
CR:	Gunnison County Road
FSR:	Forest Service Road
GCPWD:	Gunnison County Public Works Department
GCTC:	Gunnison County Trails Commission
GCTMP:	Gunnison County Trails Master Plan
IMBA:	International Mountain Bicycling Association
LUR:	Land Use Resolution
MUTCD:	Manual on Uniform Traffic Control Devices
NPS:	National Park Service
SH:	Colorado State Highway
SAFETEA-LU:	Transportation Efficiency Act
USFS:	United States Forest Service