

TOWN OF BRECKENRIDGE  
*OPEN SPACE ADVISORY COMMISSION*  
Monday, January 12, 2009  
BRECKENRIDGE COUNCIL CHAMBERS  
150 Ski Hill Road

5:30 Call to Order, Roll Call

5:35 Discussion/approval of Minutes – December 8, 2008

5:40 Discussion/approval of Agenda

5:45 Public Comment (Non-Agenda Items)

5:50 Staff Summary

- White River National Forest Travel Management Plan Update

6:15 Open Space and Trails

- VERP Presentation
- Nature/Nordic Presentation
- 2009 Workplan
- BOSAC Retreat Discussion

8:00 Commissioner Issues

8:15 Adjourn

For further information, please contact the Open Space and Trails Program at 547.3110 (Heide) or 547.3155 (Scott).

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**Memorandum**

To: Breckenridge Open Space Advisory Commission  
From: Heide Andersen, Open Space and Trails Planner III  
Mark Truckey, Asst. Director of Community Development  
Scott Reid, Open Space and Trails Planner II  
Re: January 12, 2009 meeting

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**Staff Summary****White River National Forest Travel Management Plan Update**

Attached is the final version of the Town's comments regarding the White River National Forest travel management plan. The comments were received by the Content Analysis Group and the USFS by the January 6, 2009 deadline.

**Open Space and Trails****VERP Presentation**

Peter Newman, Dave Pettebone and Christy Carello will present the results of the Cucumber Gulch Preserve VERP study.

**Nature/Nordic Presentation**

Suzanne Allen-Guerra will present on the current status of the Nature/Nordic Center.

**2009 Workplan**

Please review the attached draft workplan. Open Space staff will provide a brief overview of the proposed 2009 workplan for BOSAC review and input.

**BOSAC Retreat Discussion**

Open Space staff will provide BOSAC a draft agenda for the BOSAC retreat, currently scheduled for Thursday, February 12, 2009.

### ***Roll Call***

Matt Stais called the December 8, 2008 BOSAC meeting to order at 5:38 p.m. Other BOSAC members present included Monique Merrill, David Rossi, Ellen Hollinshead, Dennis Kuhn and Scott Yule. Staff members present were Heide Andersen, Scott Reid, Mark Truckey, Tony Overlock, Tim Gagen, Jim Sanders and Peter Grosshuesch. Brian Lorch from Summit County was also present, as was Art Girten from OSAC. John Cooney was also present.

### ***Approval of Minutes***

The minutes were approved as presented.

### ***Approval of Agenda***

The agenda was approved as presented.

### ***Public Comments***

There were no public comments.

### **Staff Summary**

There were no comments or questions.

### **Open Space and Trails**

#### **Friends of Breckenridge Trails Program presentation**

Tony Overlock provided an overview of the seasonal trail crew's work, including the Friends of Breckenridge Trails volunteer program.

#### **BOSAC Retreat discussion**

Ms. Andersen introduced the concept of the BOSAC retreat and explained that part of the agenda will be reviewing the guiding documentation and Council policies to identify where there may be disagreement among BOSAC members. Those topics could then be discussed at a joint meeting with Council, if necessary.

BOSAC agreed to meet on Friday 1/23/09 from 2-5 pm. Location will be determined. Staff will bring a draft agenda to the 1/12 BOSAC meeting.

#### **White River National Forest Travel Management Plan discussion**

Mr. Reid provided an overview of the Town's comments and process for commenting on the USFS Travel Management Plan.

BOSAC agreed with staff's direction and promised to comment on the plan prior to the deadline. Staff will provide BOSAC and Council with a final draft for review.

### **Executive Session**

Mr. Yule made a motion at 6:46 p.m. to enter into Executive Session to discuss property acquisitions. Mr. Rossi seconded the motion. Mr. Rossi motioned to come out of Executive Session. Mr. Kuhn seconded the motion. The session ended at 6:52 p.m.

**Commissioner Issues**

Ms. Merrill: There is an ice flow above Josie's cabin, as we expected. We need to take care of that.

Mr. Yule: Can we discuss moving the fences at Nightmare on Baldy and on True Romance so make it easier to get through?

Ms. Hollinshead: It would be nice to have an arrow on the tree where the turn is. We should try to retain winter access on the old Nightmare alignment when we close the alignment for summer use. It is hard to use it in early winter. Someone plowed in front of B&B Trail. Please be sensitive to the grass in front of the B&B Trail.

***Next Meeting***

The next BOSAC meeting is scheduled for 5:30 pm on January 12, 2008 in the Town Hall Auditorium.

Ms. Hollinshead motioned to adjourn the meeting and Mr. Yule seconded. The meeting was adjourned at 7:00 p.m.



January 5, 2008

White River National Forest Travel Management Plan and SDEIS  
c/o BW-CAG  
172 E 500 S  
Bountiful, UT 84010  
wrtmp@contentanalysisgroup.com  
801-397-1605 fax

To Whom It May Concern:

Thank you for the opportunity to comment on the White River National Forest Supplemental Environmental Impact Statement for its Travel Management (SDEIS). This letter comprises the Town of Breckenridge's comments on the SDEIS.

Although we submitted lengthy written comments on the Draft Environmental Impact Statement (DEIS) in October 2006, those comments were reflected neither in the comment response matrices nor in the SDEIS maps. These comments pertained specifically to trails outside of the Golden Horseshoe, but within Summit County and on the Dillon Ranger District. We find this lack of review of the Town of Breckenridge's original comments regrettable and unfortunate, because the content of the comments would have greatly benefitted the SDEIS process. However, we have received correspondence from the Dillon Ranger District staff that the Town's 10/06 comments will be addressed through this SDEIS process and we are thankful for the strong working relationship between our staffs. We remain optimistic that the Town and the USFS can work cooperatively to have these issues addressed through the travel planning process.

### **Travel Management Plan Philosophy**

In general, the SDEIS is an improvement over the original DEIS because the trail system was evaluated more systematically and many of the original mapping errors were corrected. In addition, the supporting language in the SDEIS is much clearer regarding the USFS philosophy and approach to travel management.

The following are some examples of the statements made throughout the SDEIS document that the Town of Breckenridge strongly supports and would like to reiterate as a basis for the specific route comments that follow:

- The "objectives of the travel management plan include bringing summer and winter transportation systems into compliance with laws, regulations, agency or national direction, and the forest plan"; and "designating the forest road and trail

system and elimination through rehabilitation those that are not a part of system.” (SDEIS, pg. 1)

- The “emphasis will be to design and utilize trails and networks that meet the needs of users while protecting the natural resources. This new emphasis requires designing systems for that use, not necessarily accepting systems designed from the past. This also means providing networks in certain particular areas that are best suited for the intended use.” (SDEIS, pg. 8)
- “Identify the transportation system with the goal of balancing the physical, biological, and social values of the forest.” (SDEIS, pg. 9)
- “The need to determine the proper balance in the type, extent, and levels of forest transportation facilities and uses in order to resolve user conflicts and adequately protect resources.” (SDEIS, pg 10-11)
- The importance of “consideration of the effects of the designation of motorized use on National Forest System natural and cultural resources, public safety, provision of recreational opportunities, access needs, conflicts among users of NFS lands, the need for maintenance and administration of uses on roads and trails ...; and the availability of resources for that maintenance and administration.” (SDEIS, pg. 17)
- The importance of considering “safety, effects on resources, potential impacts to wildlife, and the ability to administer and enforce” the designated travel system. (SDEIS, pg. 17)
- “Instead of trying to provide all opportunities in all locations possible, the forest will provide opportunities in appropriate locations and of sufficient quantity and quality to be sustainable, manageable, and remain as good visitor experiences.” (SDEIS, pg. 67)

The Breckenridge Town Council and citizens strongly support these principles as set forth by the USFS in the SDEIS.

## **Summer Routes**

### ***Upper Blue***

The following are more specific comments that pertain to identified routes within the SDEIS. For the purpose of analysis, the Preferred Alternative (Alternative G) is the basis upon which these comments are made.

- The current inventory map is lacking an important existing trail known as the **Lower Peaks Trail**. The trail starts at the Peaks Trailhead, parallels the Peaks Trail (5-45.1) to the east, and ends at the junction of 5-3.1B (South Barton West Trail) and Ski Hill Road (CR 3). This trail offers an opportunity to disperse users from the Peaks Trailhead and can be used as a loop with the southern portion of the Peaks Trail (5-45.1) in both winter and summer. The trail is heavily used and currently has existing USFS signage at its northern terminus. We recommend that this route be included in the inventory map and designated for continued non-motorized use.
- **5-852.1A, Lower McCullough Gulch Road**. This route provides good access to a portion of the Wheeler Trail, McCullough Gulch, and the northern flank

of Quandary Peak. However, the bottom (eastern) end of this route enters a platted subdivision that has a dedicated non-motorized access to Blue River residents for the portion of the Lower McCullough Gulch Road that crosses it. Accordingly, we recommend that the entire route be dedicated as open to non-motorized access to match the existing platted subdivision and discourage user/landowner conflicts. This designation would help separate uses accessing the McCullough Gulch Trail (5-43.1) and the Wheeler Trail (5-39.1). In addition, the Town of Breckenridge will continue to encourage the Town of Blue River to provide broader public access, rather than limiting public access to residents and guests of Blue River.

- **5-40W.1A, Aspen Grove Trail.** We agree with the designation of this route as open to non-motorized uses, including bicycles. However, the line work on the map is inaccurate as currently presented. The route begins south of the junction of Boreas Pass Road and the Baker's Tank Trail, rather than north of that junction as shown on the map. Also, the trail does not cross Boreas Pass Road by Illinois Creek, but rather connects to the southernmost portion of the broad turn on Lower Boreas Pass Road. Town staff is willing to work with USFS staff to improve the line work for this trail, especially as it gets closer to being distributed for public wayfinding purposes. We recommend the non-motorized designation remain, but the line work be corrected.
- **5-528.2, Illinois Gulch (a.k.a. Pinball Alley Trail).** The line work for this route is inaccurate and should be corrected before being distributed for wayfinding purposes. Route 5-559W.3 (Nightmare on Baldy Trail) should be extended south from its junction with route 5-520W.1 (Mt. Baldy Road) all the way to route 5-538W.1 (Illinois Gulch Road) on contour. This connection represents a sustainable, on-grade route that is heavily used by non-motorized users. We recommend that the line work be corrected before the final travel management plan decision is rendered and that the non-motorized designation be retained.
- **5-N300.1, Gilrose Back Door.** This route is identified as open to non-motorized users, but the route in question is unsustainably steep and dead ends in private property. We recommend that the route be closed to further use, or realigned to a secure, legal public access.
- There are important and missing trails in the Horseshoe Gulch area in the Swan River Drainage. The **Blair Witch Trail** connects between the Colorado Trail (5-2108.3) west of the Horseshoe Gulch connection (5-351.1) and the Keystone Ranch Trail (5-351.2A). This is an extremely heavily used trail that provides a loop opportunity between the Colorado Trail area and Keystone Ranch. The second missing trail is called the **Mushroom Trail**. It is located on the northwest flanks of Swan Mountain, connects from routes 5-132W.2 and 5-132.2, and is located on an old ditch, making it a sustainable trail that receives considerable use out of the Keystone Ranch area. We recommend that the Blair Witch Trail and the Mushroom Trail be added to the USFS inventory and designated for continued non-motorized use. This comment was originally made by the Town of Breckenridge in October, 2006, so both excluded routes will hopefully be included in the SDEIS inventory.
- **5-316W.1B, Soda Creek Trail.** Alternative G identifies this critical connection as closed to all uses. This is a heavily used, sustainable, non-

motorized trail that connects the Colorado Trail/Horseshoe Gulch area with Summit Cove and the Soda Creek area. This is very important, sustainable connection that should not be closed. We recommend this trail be identified as open to all non-motorized uses, including bicycles, as it has been for many years.

- **5-1029.1, Keystone Aqueduct Trail.** Alternative G identifies this critical connection as closed to all users. This is a heavily used, sustainable, non-motorized trail that connects the Keystone Ranch area with Keystone via a contouring singletrack. As with the Soda Creek Trail (5-316W.1B) mentioned above, this is a centerpiece to a functioning non-motorized network and should not be closed. This route also helps separate uses by taking the non-motorized use off of the Keystone Ranch Road. We recommend this trail be identified as open to all non-motorized uses.
- **5-3.1D, Middle Barton Trail, North.** The line work for this trail appears incomplete, because the trail connects all the way to the Peaks Trail, creating a loop. We recommend that the map be corrected to create a loop all the way to the Peaks Trail and the non-motorized use designation remain.
- **5-3.1B and 5-3.1C, South Barton West and South Barton South Trails (a.k.a. Siberian Loop).** This is a heavily used winter ski touring route that is also part of the Breckenridge Nordic Center. There is a summer (and winter) route that connects the northern ends of these two routes (Jeffrey's Biff) and should be included on the map for summer non-motorized use. We recommend that Jeffrey's Biff be added for both summer and winter non-motorized uses.
- **5-611.1, Pennsylvania Creek.** Neither full-sized vehicles nor other motorized use should be allowed on this road. This section of the road accesses other routes that are unsustainable, closed, or non-motorized and has no legal access for motorized users. Utilization of this section by motorized users is at best an out and back experience and otherwise encourages unauthorized and impactful use. As a twenty-five year resident of this area, and the current town mayor, I have watched this route degrade appreciably over the last many years, thereby threatening the users and the surrounding natural resources. We recommend that Pennsylvania and Indiana Creek Roads (including 5-611.1, 5-593.1, and 5-611W.3A) be closed to all motorized use due to resource protection issues and no legal public access.
- **The Dyersville Single Track Trail** is a heavily used trail that has been permitted by the USFS in the past for cycling and running races. The single track trail connects routes 5-597.1 with 5-611.1 and should be included in this inventory as open to non-motorized uses. We recommend that the line work representing the Dyersville Single Track Trail be added and the route be designated as open to all non-motorized uses (including mountain bikes).
- **5-597.1, Dyersville Road.** This road is an out and back for motorized use, is unsustainable itself, and accesses other unsustainable routes. We recommend that this route be closed to all motorized use, and closed altogether south of the junction with the (missing) Dyersville Single Track Trail. This designation would take advantage of the existing, sustainable portion of the route to connect to the non-motorized Dyersville single track trail and create a



sustainable, non-motorized loop in this basin. The upper portion of the Dyersville Road should be closed to all users for sustainability reasons.

- **5-611W.2A, Mount Argentine Trail (a.k.a. 360 Trail).** This trail has become very eroded in areas due to heavy motorized use and extremely steep grades. Although the summit of Mount Argentine offers an excellent vista, the unsustainable trail grade to and from the summit is inappropriate. We recommend that this route be closed to all uses, with a future goal of reestablishing this route sustainably, and for non-motorized use only to ensure long term sustainable use.
- **5-72W.1, Bemrose Trail.** The Town supports the designation of this trail as a non-motorized summer and winter route, as shown in Alternative G. This designation is recommended in the Town's Trail Plan.
- **5-520W.3, Upper Baldy Mountain Road; 5-538W.1, Illinois Gulch Road; and 5-528.1B, Boreas Pass.** It appears that a mapping error has occurred in this area. These routes are all designated as open to licensed and unlicensed vehicles in Alternative G, but there is no legal access for unlicensed vehicles to them or from them. We recommend that the primary switch-backed Baldy Mountain Road be designated for licensed vehicle use only, and the rest of the routes in that area be designated as open to non-motorized use only. This designation would allow licensed vehicles access to Iowa Mill and above, but would discourage the proliferation of user-created motorbike trails on the western face of Baldy and in the 3.1 Backcountry Non-Motorized management prescription. Such a designation would also reduce unlicensed vehicle access on Sallie Barber Road.
- The various summer trails under special use authorization within the Breckenridge ski area boundary also deserve consideration. The commercial horse use on the ski area has done measurable damage to these trails over the years, and there has been no discernible effort to improve or reroute these trails to accommodate this heavy use. We request that the Forest Service work with the equestrian concessionaire to maintain, improve or close these trails, focusing particularly on the trails on Peak 8. Current trail conditions preclude reasonable public access and violate the Forest Service's natural resource protection mandates. Also, as outlined the Town of Breckenridge Trails Plan, we recommend that the **Lehman Trail** on the Breckenridge Ski Area receive additional maintenance and attention because it is an important and mostly sustainable route on the Breckenridge Ski Area.
- **5-600.1, Upper Fredonia Gulch Road.** The upper portion of this historical road is designated as closed to mountain bikes, but open to other non-motorized users, even though it is a sustainable road that could certainly withstand mountain bike use. We recommend that this route be designated as open to all motorized users, including mountain bikes.

### *Golden Horseshoe*

The Golden Horseshoe (GH) is of great importance to the Town of Breckenridge, due to its close proximity to the town, its historical connection to the town, its recreational opportunities, and its natural resource values. For over 130 years, the GH has been the "wild west" both literally and figuratively. The results of that mentality are multiple,

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duplicative, unsustainable user-created routes lacking overall planning. These routes are largely unmanageable in their current state. There are also some historical roads, ditches and a few user-created routes that warrant inclusion in a public travel system because they provide a sustainable connection to important activity hubs, trail accesses or points of interest.

The goal of this travel management plan is to separate the poorly designed routes and retain and improve on the sustainable ones. Inevitably, after many years of a free-for-all in the GH area, users of all types will complain about the loss of access. As land management partners, the USDA Forest Service (USFS), Town of Breckenridge (TOB), and Summit County Government (SCG) must balance those recreational access concerns with natural and historical resource protection mandates and a reasonable management presence.

We urge you not to underestimate the importance of directing the future use of this as-yet unmanaged area with a long history of misuse. This travel management planning process is our best chance to make the GH functional and sustainable in the short and long term. We need to take this opportunity to do the right thing for the long term health of the Golden Horseshoe and the citizens who use and benefit from it.

As partners in managing the GH area, the TOB, SCG and the USFS embarked upon a lengthy citizen-driven planning process for the GH area that concluded in October 2006. This process included a thorough evaluation of the historical, natural resource and recreational values of the area, and produced citizen-based recommendations that were approved by both the Summit County Board of Commissioners and the Breckenridge Town Council.

Throughout the planning process, the governmental entities (USFS, SCG and TOB) and the citizen participants recognized that the travel recommendations yielded by the process still needed to be evaluated through “management filters” including natural resource protection mandates, private property access, and available management resources (i.e. the ability for an entity to successfully manage the recommended routes for the long term). Those “filters” were applied by the Golden Horseshoe Task Force, including representatives from the USFS, SCG and TOB, during the summer of 2008, utilizing a matrix for each route, a systematic decision making flow chart, and several site visits.

The results from this 2008 analysis yield a different map than what is proposed in Alternative G, and benefit from improved information and ground verification. The comments below reflect the Town of Breckenridge’s perspective on the ground verified Golden Horseshoe routes included in the SDEIS.

We hope you will value all the on-the-ground and conceptual planning work that was done to achieve the GH comments below, which build upon years of citizen and staff input (including the USFS, SCG, TOB and others).

- **5-GH-14 and 5-GH-16, Last Chance and Pelican Trail**, respectively. The GH Task Force evaluation from summer 2008 indicated that these two routes are duplicative and that 5-GH-14, Last Chance Trail should be closed and 5-

GH-16, Pelican Trail should remain open. We recommend that route 5-GH-14 be closed and decommissioned and 5-GH-16 be retained in the travel system for motorbikes and non-motorized uses.

- **5-GH-21, Peabody Road.** This route is identified as open to licensed and unlicensed motorized use, but has poor access for trailers and unlicensed motor vehicles. In addition, the vast majority of this route is located on the Town/County-owned Peabody Placer, which was funded by GOCO funds and precludes unlicensed motor vehicle access. We recommend the Peabody Road be designated as open to licensed vehicles only.

*(Note- The next several comments (through 5-GH-44) pertain to Discovery Hill, within the north-central portion of the GH. It may be easier to outline the Town's proposal for the Discovery Hill area of the GH. It is as follows: Route 5-GH-34 would be opened to full-sized vehicles (FSV) and all other uses up to the collapsed slope of the Jesse Mine. 5-GH-32, 5-GH-29, 5-GH-36 and the remainder of 5-GH-34 would be closed to all use. 5-GH-30 would remain open to non-motorized vehicles. This proposed route designation would address natural resource protection concerns, private property access issues and management capabilities in the Discovery Hill area. Rationale for this proposal follows.)*

- **5-GH-19, Jesse Road (a.k.a. Backdoor).** This route dead ends into private property for which the landowner expressly forbids motorized use. We recommend that this route be retained for non-motorized use, which is acceptable to the private land owner, and connects to an existing non-motorized route on a legal easement (5-GH-23).
- **5-GH-23, Preston Way.** This route has an existing legal easement through Dry Gulch that forbids public motorized use, but the Alternative G map identifies the route as open to FSV and all other uses. We recommend that the legal easement agreement be honored and the route be identified as open only to non-motorized users through Dry Gulch. Doing so would still retain a full sized vehicle, motorized through-route via Sawmill (5-GH-22).
- **5-GH-29, Molly B Trail.** The line work reflected on the map is inaccurate. The connection was reviewed by the GH Task Force in summer 2008 and proved to have an unsustainable grade and cross several private parcels with landowners who have objected to public access across their property. We recommend that the inaccurate line work be corrected, and the route shown to be closed to all uses due to natural resource concerns and lack of legal access.
- **5-GH-32, Slide Lode Trail.** Field evaluation by the GH Task Force revealed that this route is unsustainable due to excessive grade and also leads to other routes that the Town recommends be closed for natural resource protection and private access issues (e.g. 5-GH-29, 5-GH-34, 5-GH-36, and 5-GH-76). We recommend this route be closed to all uses.
- **5-GH-34, Traylor Way.** The line work reflected on the map is inaccurate. The primary route on that hillside is misrepresented by the map which instead includes an extremely unsustainable fall line route as the primary FSV route. The portion of 5-GH-34 on the western portion of Discovery Hill should correspond with the line work currently attributed to the switchback on 5-GH-30 (Moscow #1 Trail) and the fall line connection should be shown as decommissioned. In addition, field visits from summer 2008 by the GH Task

Force revealed that the portion of 5-GH-34 east of the junction with 5-GH-32 are unsustainable and should be altogether closed. We recommend that the map be adjusted to repair the incorrect line work, and that Traylor Way (5-GH-34) be closed entirely east of the junction of 5-GH-32, and that the remainder of the route (on the western portion of Discovery Hill) be open to FSV. This would allow full-sized vehicles an out and back experience to the top of Discovery Hill for scenic vistas and access to the Jessie Mine stope. The Moscow #1 Trail (5-GH-30) would be the only open route from that point with the recommended closure of 5-GH-29 and 5-GH-32, and that access to Moscow #1 would be limited to non-motorized use only.

- **5-GH-35, Sidewinder Road.** The landowner of Dry Gulch has expressed interest in working with the GH Task Force to plan a non-motorized trail system in this area, but expressly forbids motorized through access to the property. In addition, the GH Task Force evaluated the northwestern most route in summer 2008 and found that, although identified as a full sized vehicle route in the planning process (and on the Alternative G map), the route is actually an unsustainable, user-created single track. We recommend that the majority of route 5-GH-35 be identified as open to non-motorized use only based on this landowner access requirement. The misclassified section of this route (northwest of the junction with 5-GH-36) should be closed to all uses, and the section south of the junction with 5-GH-22 (Sawmill/Heinous Hill) remain open to licensed and unlicensed vehicles.
- **5-GH-36, Lightburn Road.** The southern terminus of this route is in Dry Gulch Placer, whose owner has clearly stated his opposition to motorized access across his property. The upper portion of this route is unsustainable and should be closed altogether. Given access limitations and poor alignment, we recommend that Lightburn Road be altogether closed.
- **5-GH-44, Fuller Trail.** The line work reflected on the map is inaccurate. The northeastern portion of route 5-GH-44 connects all the way to 5-352.1 (Summit Gulch Road) and should be reflected as such on the maps so that 5-GH-44 can be a usable connection for motorbikes and non-motorized users. Similarly, the western terminus of the route should connect all the way to 5-GH-22 (Sawmill Road), coinciding with the northernmost segment of 5-GH-27 (Brakesville Road). We recommend that the mapping line errors on both ends of the route be corrected and the entirety of route 5-GH-44 be designated as open to motorbikes and non-motorized uses.

#### *Other GH Routes*

- **5-GH-47, Minnie Mine and X10U8 Trails.** The mapping line work for these routes are inaccurate and should be shown as open to non-motorized vehicles along the entire length of the route (including the portions of lower trail currently shown as black or “other routes”. In addition, the portion of Sidedoor Trail, west of the 5-GH-47 should be shown as open to non-motorized users only. We recommend that the mapping line work be corrected to include the remainder of the X10U8 Trail as non-motorized, and all of the Sidedoor Trail also identified as open only to non-motorized use.
- **5-GH-63, Little French Flume.** The line work reflected on the map is incorrect. The trail connects from 5-GH-63 south to 5-569.1 and creates a

loop. We recommend that this line work be corrected and the route be designated open to non-motorized use only. We also support the closure of the unsustainable motorized route on the ridge. This change would match the GH recommendations.

- **5-GH-67, Governor King Trail (a.k.a. Moto Descent).** This route is shown as closed on the current plan due to natural resource protection concerns. However, this route is the most sustainable of the unsustainable routes and given the USFS staff's willingness to assume maintenance responsibility of the route, we believe that this route could be a good candidate for inclusion in the travel system (with significant drainage and minor realignment work to be performed). We recommend that this route be included in the system for motorbikes and non-motorized uses, and the USFS staff assume immediate, necessary maintenance responsibility of the route, as has been requested by USFS staff.
- **5-GH-71, Golden Rule Trail.** The map line work for this route is inaccurate. The eastern terminus of this route as shown on the map was closed by the Rocky Mountain Youth Corps in 2008. At the last turn towards the eastern end of the existing line, the route should veer south, then connect to 5.567.9A (Lincoln Road) closer to Lincoln Park. We recommend that the line errors be corrected, but the use designation remain open to motorcycles and non-motorized uses, as recommended through the GH planning process.
- **5-GH-76, Galena Gulch Road, Upper.** This route was reviewed by the GH Task Force in summer 2008 and found to be unsustainable and requiring active closure. We recommend that the upper portion of Galena Gulch Road be actively closed, but route 5-350.2A be retained so that a FSV loop can be established on the northern portion of the GH.
- **5-GH-90, Georgia Gulch Road.** The line work reflected on the map is inaccurate, based on the site visits performed during summer 2008. The westernmost portion of this route actually switches back to the south, providing the same full sized vehicle access on a much more sustainable grade and alignment. We recommend that this line work be corrected to reflect the existing, sustainable route in lieu of the current unsustainable, fall line route currently shown.
- **5-GH-95, Brewery Hill Trail (a.k.a. Divide Overlook).** The SDEIS provides conflicting information on this route. The map shows the route as closed entirely, while the associated tabular information shows the route as open to motorbikes only. We recommend this route be closed until additional site-specific NEPA can be performed to accommodate a new route, as outlined in the GH travel recommendations.
- **Other, unlabeled routes.** This comment pertains to the **Barney Ford Trail** and the **Nightmare on Baldy Trail**. These two important system routes are identified on the plan for Alternative G as "other routes and trails", but both are very important non-motorized system routes. In addition, the line work for both routes is inaccurate. We recommend that the routes be adjusted to reflect on-the-ground reality and the routes be identified as non-motorized system routes, particularly Barney Ford, which crosses a small sliver of National Forest and is managed by the Town of Breckenridge and Summit County Government under a special use authorization.

## *Winter*

The following are winter-specific comments to the information contained in the SDEIS:

Generally speaking, motorized use on winter routes through private land are not indicated on the SDEIS maps. This is not the case for the summer routes. This line work makes it difficult to follow which routes are open to motorized users and which are not. We recommend that future winter and summer Travel Management maps be consistent in this respect. Other more specific comments follow:

- The Breckenridge Town Council strongly supports the designation of the western face of Mount Baldy (a.k.a. Bald Mountain) as non-motorized in the winter months. This area is a safe, nearby, historically non-motorized winter access that has recently been overrun by snowmobile use. We strongly support the Alternative G recommendation as non-motorized for safety and user experience reasons.
- The Town strongly opposes the large open motorized area that runs from the southern flanks of Bald Mountain, through Indiana Gulch, and south into Pennsylvania Gulch. This area has no clear geographic or topographic boundaries, and no legal winter access, and also has high natural resource values and challenging, difficult to manage terrain. Contained within this bubble are popular non-motorized trails, such as Bakers Tank and the Blue River Trail. As proposed, the bubble runs above Boreas Pass Road into an area with no clear boundary, so it will be very easy for motorized users to encroach into the non-motorized designated portions of Bald Mountain and Horseshoe Basin. In addition, the Middle Indiana Creek Road (a.k.a. Cabin Road) has failed to make the inventory, but is a heavily used non-motorized route that should remain open only to non-motorized users in both winter and summer. The Indiana Gulch area is accessed by a private non-motorized trailhead, where motorized use is not permitted and the trail is groomed for non-motorized winter use. The Pennsylvania Gulch access is also problematic, as there is no room for trailer parking, and only Town of Blue River residents can legally access the roads leading to it. This motorized bubble includes steep wooded hillsides, wetland and riparian areas, and habitat important for the Canada lynx. Open motorized use in this area would further encourage unauthorized access into the sensitive Horseshoe Basin area. This open motorized area will be environmentally impactful, will likely create even more user conflicts with non-motorized users than already exist, and will be impossible to manage or enforce. We do not support the motorized bubble in this area, and strongly recommend that it be designated as a non-motorized zone based on safety, access, terrain, and natural resources issues.
- **CR 450, Forest Hills Drive.** This route climbs from the Town of Breckenridge through the Western Sky subdivision and is a paved, switch-backed, plowed Summit County road. The plan shows this route as open to snowmobiles, which would prompt safety concerns on a plowed County road. We recommend that the route be removed from the winter map and shown as “other roads and trails”

because it is managed by Summit County Government and unsafe for winter snowmobile use.

- **Gold Run Road** is a primary access between French Gulch and the Swan River drainage. The route provides good recreational access on both ends and also bisects the center of the proposed Gold Run Nordic expansion area. The current map identifies this route as open to winter motorized use, in direct contradiction to the GH winter travel recommendations. Also, the route is managed as a Summit County Road and one portion is within the Town's jurisdiction, where snowmobiles, ATV's, and motorcycles are expressly prohibited via plat. We recommend identifying Gold Run Road as "other roads and trails" or at least removing it as a winter motorized access route to match the mutually agreed upon GH winter travel recommendations. This includes portions of the road from French Gulch Road all the way to the Peabody Placer (misabeled as Preston Way on the SDEIS maps).
- **5-GH-93 American Gulch Road.** Although this is the primary road grade to the historic Town of Wapiti and Humbug Hill, this route near Parkville has been mislabeled as closed to winter use (or not labeled at all). We recommend identifying American Gulch Road (5-GH-93), which accommodates FSV during the summer, as a designated winter route in addition to allowing winter motorized use on 5-GH-90 (Georgia Gulch). This would allow a winter motorized loop access to the open winter motorized area in Georgia Gulch.
- **5-GH-35, Sidewinder Road.** This route is identified as open to winter motorized use, in contrast to the desire of the owner of Dry Gulch, who requests that no winter or summer motorized access be allowed through his property. We recommend that Sidewinder be removed from the list of winter routes open to motorized use.
- **5-352.1, Summit Gulch Road.** We recommend that this route be shown as open to winter motorized use, according to the Golden Horseshoe recommendations.
- **5-GH-90, Georgia Gulch Road .** The map for Alternative G is inaccurate and should include this route as open to motorized use in both winter and summer, specifically from the open motorized use area west to Lincoln Park Road (5-567.3A). We recommend that this designation be made clear according to the Golden Horseshoe winter recommendations.
- The map shows winter motorized use on **CR 484**, which is plowed in the winter and was not indicated in the Golden Horseshoe Plan as a route that would be opened to snowmobile use. We recommend this route be designated as "other routes and trails" and closed to snowmobile use.
- **Traylor Way (5-GH-34)** and **Sidewinder (5-GH-35)** are shown to be open to motorized use, presumably making a loop with Lightburn Road (5-GH-36). Sidewinder and Lightburn both cross private property, for which the owner is not supportive of motorized use on his land. There is currently no other legal route that makes a connection between these two roads. Therefore, motorized use should not be allowed on either Traylor Way or Sidewinder unless such a connection is made, for both winter and summer use. We recommend that these routes be shown as closed to winter motorized use.
- **5-01452, 5-01458, the Siberian Loop.** There are two connections between these trails that are not reflected on the winter maps. One connects them in the

middle, near the huts (Siberian Cutoff), and the other connects the northern ends via a trail called “Jeffrey’s Biff.” Jeffrey’s Biff also exists as a summer route. We recommend that the mapping errors be corrected and the routes be identified for use under winter special use authorization.

- **Gluteus Maximus** (and the parallel **Gluteus Minimus**) are other missing trails that connect the CR3 trailhead for the Peaks Trail with the Siberian Loop. These two trails are a part of the Breckenridge Nordic Center and are included in the Nordic Center’s Forest Service permit. We recommend that these routes be identified on the map as open in winter under special use authorization.
- **5-2108.3, Colorado Trail.** On the east side of the North Fork of the Swan River, there is a snowmobile route that is shown accessing a summer route that is indicated to be closed to the public. We recommend removing this short section of trail from a winter motorized use designation.
- An open motorized use area is designated to the west of the Continental Divide from just north of the South Fork of the Swan River drainage north to Tiptop Peak in the Swan River drainage. This area is very large and has no definable topographic or geographic boundaries to the west and north. Instead of being confined to the ridgeline terrain above treeline, this use designation encompasses many areas of wildlife habitat, including riparian areas, wetlands, stream drainages and forested hillsides that are inappropriate for unrestricted winter motorized use. Most of this area would be considered lynx habitat by the U.S. Fish and Wildlife Service and inappropriate for unrestricted motorized travel with the resultant snow compaction. We recommend that this open motorized bubble be reduced in size and restricted to areas with lesser habitat values, including the above treeline area on the Continental Divide.
- **5-88.1, Windy Point Trail.** This route is designated under Alternative G as open to winter snowmobile use, but is an inappropriate location for such use. The trail in question is a user-created single track on a steep side slope. In addition, snowmobile use on Dillon Reservoir during winter months (which would be the result of such a designation) is contrary to policies held by Denver Water and Summit County Government. We recommend removing the winter motorized designation for this route.
- **Iron Springs/Miner’s Creek area** (the winter open motorized area wrapping to the north of Ophir Mountain and along Miner’s Creek). This open winter motorized area includes the Summit County recpath and many non-motorized and closed routes on Iron Springs, and extends to Summit High School. The area also spans into the Rainbow Lake area/ Miner’s Creek drainage, which contains multiple winter non-motorized trails (e.g. 5-45.1, the Peaks Trail) and routes closed to summer use. We recommend that the entire open motorized area be designated as a Restricted- Motorized Routes Only area, with Miner’s Creek Road being the sole designated winter motorized route. This designation would reduce user conflict, prevent incursions into the conservation easement adjacent to the high school, limit unauthorized use of closed routes, and address existing illegal access concerns from Farmer’s Korner.

Thank you for your consideration the Town of Breckenridge’s comments. If you have specific questions regarding these recommendations, please feel free to contact our Open



Space and Trails Division at 970-547-3155 (Scott Reid) or 970-547-3110 (Heide Andersen).

Respectfully,

A handwritten signature in black ink, appearing to read "John Warner". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mayor John Warner, DDS

cc: Mary Morgan, Acting Forest Supervisor, White River National Forest  
Jan Cutts, Dillon District Ranger  
Summit County Board of Commissioners  
Senator Dan Gibbs  
Representative Christine Scanlan  
Senator Mark Udall

2009 Project Workplan

<b>Project</b>	<b>Proposed Completion Date</b>	<b>Priority</b>	<b>Status</b>
Assist USFS with Travel Management Plan information/comments	Spring 2009	High	Comments submitted on 1/6/09. Awaiting forest supervisor decision.
Assist USFS with implementation tasks associated with approved Travel Management Plan	Autumn 2009	High	Depends on TMP decision timeframe and USFS needs.
Complete Golden Horseshoe Management Plan	Summer 2009	High	Working together with Summit County staff on this currently.
Perform overall trail system evaluation and repair	Autumn 2009	High	Task list developed at year end 2008
Implement forest health management strategies as prioritized in the forest health plan	Autumn 2009	High	
Work with County on forest health/fire mitigation projects on joint properties	Autumn 2009	High	
Construct Wellington Bridge	Autumn 2009	High	Have requested easement. Awaiting landowner permission
Construct Turk's Trail with VOC assistance	Summer 2009	High	Pending consultation with USFWS. If delayed, resources will be shifted to Middle Flume realignment.
Construct crusher fine trail along French Gulch Road @ Wellington NH	Spring 2009	High	
Complete adoption of revised Trails Plan	Spring 2009	High	On Council agenda for second reading for 1/13/09.
Construct Lower French Gulch Trailhead	Summer 2009	Medium	
Assist Breckenridge Heritage Alliance with historic preservation efforts on Lucky Mine site	Autumn 2009	Medium	Have plan in hand for Tony Harris to initiate work, pending project funding.
Complete Site-specific NEPA analysis for GH Nordic Area (Preston Loop Special Use Permit)	Autumn 2009	Medium	Working with Eric Petterson and Eric Twitty to develop necessary reports.
Install toilet facilities at F&D Placer	Autumn 2009	Medium	
Proceed with additional VERP monitoring/ management recommendations	Autumn 2009	Medium	
Install forest health interpretive signage in appropriate public locations	Autumn 2009	Low	
Oversee comments for Hidden Gems Wilderness proposal	Unknown	Low	
Complete Iowa Hill Trail uphill of cabin	Autumn 2009	Low	
Complete status document for Nature/Nordic center with Council review.	Spring 2009	Low	
Update trail maps and fabricate kiosk maps	Autumn 2009	Low	

Ongoing Duties

<b>Project</b>	<b>Proposed Completion Date</b>	<b>Priority</b>
Oversee Open Space acquisitions	Ongoing	Required
Oversee development-related trail review	Ongoing	Required
Oversee trail crew-related work	Ongoing	Required
Coordinate volunteer efforts	Ongoing	Required
Update website	Ongoing	High
Weed and pest control on open space	Ongoing	High
Fulfill B&B Mine Consent Decree Requirements	Ongoing	Required
Oversee concessionaires	Ongoing	Required
Oversee Golden Horseshoe Management tasks	Ongoing	Required
Track open space property ownership	Ongoing	Required
Oversee Cucumber monitoring program	Ongoing	Required
Oversee special event permitting	Ongoing	Required
Oversee next steps and potential grants for Reiling Dredge restoration	Ongoing	Medium
Work on McCain/Block 11 Master Planning	Unknown	Low (On hold due to budget allocation priorities)