



TOWN OF BRECKENRIDGE
OPEN SPACE & TRAILS

Breckenridge Open Space Advisory Commission

November 18, 2024

Council Chambers in Town Hall

150 Ski Hill Road, Breckenridge, CO 80424

THE TOWN OF BRECKENRIDGE IS HOLDING HYBRID MEETINGS. THIS MEETING WILL BE HELD IN PERSON AT BRECKENRIDGE TOWN HALL. ALL MEMBERS OF THE PUBLIC ARE INVITED TO ATTEND. IN PERSON ATTENDEES MUST NOT ACCESS THE VIRTUAL MEETING WHILE IN COUNCIL CHAMBERS.

This meeting will also be broadcast live over Zoom. Log-in information is available in the calendar section of our website: www.townofbreckenridge.com. Questions and comments can be submitted prior to the meeting to websiteopenspace@townofbreckenridge.com.

- 5:30 pm** **Call to Order**
- 5:35 pm** **Discussion/Approval of Minutes**
- October 21st, 2024 Draft BOSAC Meeting Minutes
- 5:40 pm** **Discussion/Approval of Agenda**
- 5:45 pm** **Public Comment (Non-Agenda Items; 3-Minute Limit Please)**
- 5:50 pm** **BOSAC and Council Joint Meeting Topics**
- McCain Property Open Space Master Planning
 - Signage Workplan
 - 2024 Quandary Peak Report
 - Other
- 6:50 pm** **Staff Summary**
- Field Season Update
 - Little Daisy Update
 - Wellington-Oro Water Treatment
 - Laurium Public Site Visit
 - 10944 Highway 9
 - McCain Fish Population
 - Forest Health Update
 - CHCDNM Schedule
 - Minnie Mine Update
- 7:00 pm** **Open Space Discussion**
- Colorado Fourteeners Initiative Grant

7:15pm **Council Matters Related to Open Space**

7:20 pm **Other Matters**

7:30 pm **Adjournment**

I) CALL TO ORDER

Nikki LaRochelle called the October 21st, 2024, regular meeting of BOSAC to order at 5:32 pm. Other members of BOSAC present were David Rossi, Bobbie Zanca, Chris Tennal, Krysten Joyce, Matt Powers, and Town Council liaison Jay Beckerman. Staff members present were Mark Truckey, Tony Overlock and Duke Barlow. Jessica Forsythe, from Summit County Open Space (SCOS), was also present. Members of the public: Greg Ruckman.

II) APPROVAL OF MINUTES

A) BOSAC REGULAR MEETING – September 16th, 2024

The minutes were approved as presented.

III) PUBLIC COMMENTS

N/A

IV) STAFF SUMMARY

A) Field Season Update

B) Naturalist Update

C) Golden Horseshoe Oversight Committee

There was a brief discussion between BOSAC and OST staff regarding the upcoming seasonal staffing/budgeting cuts the Forest Service (USFS) is going to be dealing with, how that affects the NEPA review process, and the effectiveness of working with independent contractors/consultants during this time. OST staff also shared they have another Golden Horseshoe Oversight Committee meeting coming up before the end of the year during which they will discuss specific trail projects that will involve a NEPA process.

D) Camp Hale Continental Divide National Monument

Ms. Zanca asked about the timeframe for the Camp Hale Continental Divide National Monument (CHCDNM) planning process to go from “concept options to final plan.” Mr. Barlow replied that he believes in the next month or two the USFS and the Volpe Center will finalize their recommendations – it’ll then be up to the stakeholders (SCOS, Town of Blue River, USFS) to decide how they want to implement those recommendations.

E) Quandary Shuttle Turnaround

F) Recreation Access Management Initiative

G) Forest Health Update

H) Wellington Oro Treatment Plant

- I) **Blue River Bike Park**
- J) **Tony Mine**
- V) **OPEN SPACE DISCUSSION**

Signage Workplan

John Bosio from MERJE presented the group’s Wayfinding Analysis & Schematic Design Preview, featuring initial design concepts, sign hierarchy, sign placement scenarios and photo renderings.

Mr. Bosio discussed the importance of wayfinding in the context of the trail system in Breckenridge. Mr. Bosio highlighted the need for consistency in signage and information, and the importance of organizing information to avoid clutter; he also emphasized the need for landmarks and orientation devices to help users navigate the trails. Mr. Bosio mentioned the use of maps, brochures, and QR codes as tools for wayfinding, and the need for bilingual signage. There was also discussion on the issue of too much information on signs, and the need to provide only what is necessary at a given point. Finally, Mr. Bosio’s presentation ended with renderings and improved scenarios for signage, with separate elements for trail names, rules, and regulatory signs.

BOSAC had many questions and comments for Mr. Bosio. Among them: general questions regarding the heights of certain sign types, duplicating messages on different sign types, and differentiating between Cucumber Gulch Preserve signage and “regular” trail signage. Mr. Rossi and Mr. Overlock discussed the “in-town” kiosks and whether or not staff would be replacing those or reusing them, to which OST staff responded they hadn’t reached that decision point yet. Mr. Tennal voiced his opinion on the initial designs and stated he hopes we go with a more natural and simplistic aesthetic regarding color choice and design. Mr. Beckerman encouraged the team to see how they could “push the envelope” on some of these concepts and incorporate different and unique methodologies. Ms. Joyce felt that having more concise and simpler language might be more effective than some of the longer, “more polite” style messaging being presented in the initial concepts. Mr. Rossi echoed some of Mr. Beckerman’s comments and also proposed additional ideas, such as a trail profile to show gain and trail distance. Ms. Zanca brought up the potential for users to reporting trail conditions through signage, which led to a conversation about linking our new Trail Reporting tool on the OST website through a QR code. Mr. Powers stated he liked the approach of the etiquette signage using more polite language and that a lot of users will respond better to a sign asking them to “be considerate of each other” versus a “don’t do that” enforcement type of language. Ms. LaRochelle was curious about repurposing our current portal posts, pictograms, and the proposed color palettes.

A few of the major takeaways from BOSAC included: recommendations to revise signage design options based on feedback, including more minimalist and creative options. To explore ways to consolidate information on signs and reduce clutter. To consider different

signage approaches for frontcountry vs. backcountry areas and to look into incorporating trail difficulty ratings and elevation profiles on signs.

2025 TOB Open Space Grant Review

BOSAC and OST staff discussed grant applications from Colorado Fourteeners Initiative (CFI) and Friends of Dillon Ranger District (FDRD). For the CFI grant request, BOSAC focused on the proposed “14er Economic Impact and Hiking Use Study.” Mr. Powers questioned whether the grant’s focus on economic impact was an appropriate use of open space funds, to which Ms. Joyce agreed. Mr. Beckerman stated that he had reviewed the previous 4-5 cycles of grant funding for CFI and they had all been focused on more or less the same thing – trail maintenance, education, and data collection on Quandary Peak. Ms. Zanca added that economic studies may not be an appropriate use of Open Space funds.

BOSAC decided not to award the CFI grant as requested. Rather, they expressed an eagerness to continue to support CFI and are willing to consider an amended grant request that focused on the conventional CFI efforts of the past, such as trail maintenance, hiker education, and conditions collections on Quandary Peak. If CFI is interested in submitting an amended 2025 grant request, BOSAC would be able to review it during their November 18, 2024 meeting.

For the FDRD grant request, there was initial discussion regarding the increase in the total amount of funding being requested. Mr. Overlock stated the cost of wages and materials has risen in the past few years. Mr. Overlock also stated that FDRD has been a great partner for the past 10-15 years and is key in mitigating overuse and maintaining trails that are just outside of Town of Breckenridge’s purview.

BOSAC agreed unanimously to support FDRD’s grant request.

BOSAC and Town Council Joint Meeting Topics

OST Staff and BOSAC discussed the upcoming (November 18, 2024) joint meeting with the Town Council and sought suggestions for potential topics. The consensus was to focus on the McCain project, specifically an update on the naming process and plans for future programming. There was also a discussion about the definition of open space and its parameters for use. The idea of hiring a consultant for programming was also brought up. Additionally, the team discussed the potential need for increased trailhead amenities in the future. Mr. Beckerman brought up talking about the enforcement of regulations on trails and/or a “ranger” type program. Ms. LaRochelle wanted to make sure we touched on the Signage Workplan and potential trail connections on the west side of the McCain parcel. Finally, Ms. LaRochelle proposed talking about a longer-term (“20-year vision”) for the future of trail construction and connections in Breckenridge.

VI) COUNCIL MATTERS RELATED TO OPEN SPACE TOPICS

N/A

VII) OTHER MATTERS RELATED TO OPEN SPACE TOPICS

N/A

VIII) EXECUTIVE SESSION

Mrs. LaRochelle moved that BOSAC go into executive session under C.R.S. § 24-6-402(4) for the purpose of determining positions relative to matters that may be subject to negotiations, developing strategies for negotiations, and/or instructing negotiators concerning a property that the Town may be interested in acquiring for open space purposes. Mr. Tennial seconded the motion. BOSAC went into an executive session at 8:24 PM.

The executive session of BOSAC concluded at 8:31 PM. The participants in the executive session were Nikki LaRochelle, Krysten Joyce, Matt Powers, David Rossi, Chris Tennial, Bobbie Zanca, and Council liaison Jay Beckerman. Staff present included Duke Barlow, Tony Overlock, and Mark Truckey. Jessica Forsyth from Summit County Open Space & Trails was present.

IX) ADJOURNMENT

A motion to adjourn the BOSAC meeting was made by Mrs. LaRochelle, and Mrs. Zanca seconded it. The October 21st, 2024 regular meeting of BOSAC ended at 8:32 PM.

The next regular meeting of BOSAC is scheduled for November 18th, 2024.

Nikki LaRochelle, Chair

Memorandum

To: Breckenridge Open Space Advisory Commission
From: Open Space & Trails Staff
Re: BOSAC and Town Council Joint Meeting Topics

BOSAC would like to discuss the following agenda topics with the Town Council at the joint meeting.

Agenda Topics:

1. McCain Property Open Space Master Planning
2. Signage Workplan
3. 2024 Quandary Peak Report
4. Other

- **McCain Master Planning**

The McCain property was acquired by the Town in 2000. As part of the acquisition, Open Space contributed 30% of the cost so that the Blue River corridor which runs through the property would remain protected as open space (Tract 10b). The Colorado Division of Parks and Wildlife identified the Blue River corridor as the primary wildlife migration corridor through this portion of Summit County and State Highway 9 was designed with a wildlife underpass at Four Mile Bridge north of the McCain property. The identified wildlife migration corridor is also the reason why no trails or other disturbances have been allowed on the National Forest on the western side of the Blue River in that area. Since 2000, the Town Open Space program has also managed the western side of the Blue River on the McCain property as a wildlife preserve with no public access.

The Town has made significant investments in restoring the section of the Blue River that runs through Tract 10b. The first river restoration project on McCain was designed by Tetra Tech and constructed by ESCO Construction Company in 2016. The project was landscaped in 2017 under a separate contract with DHM Design. In 2019, that project failed during peak run-off. The river failed to overtop its banks and connect to the floodplain, resulting in severe cutting and erosion of the entire river segment.

The Town then hired the design-build team of Ecological Resource Consultants (ERC) and Tezak Heavy Equipment to rebuild the failed segment of river with a natural and dynamic floodplain system that was constructed in 2022. This current river alignment is designed to overtop its banks during spring runoff every 3-5 years on average, as it did in 2024. ERC is contracted through 2025 for weed mitigation, Army Corps monitoring, and minor repairs to the riverbanks.

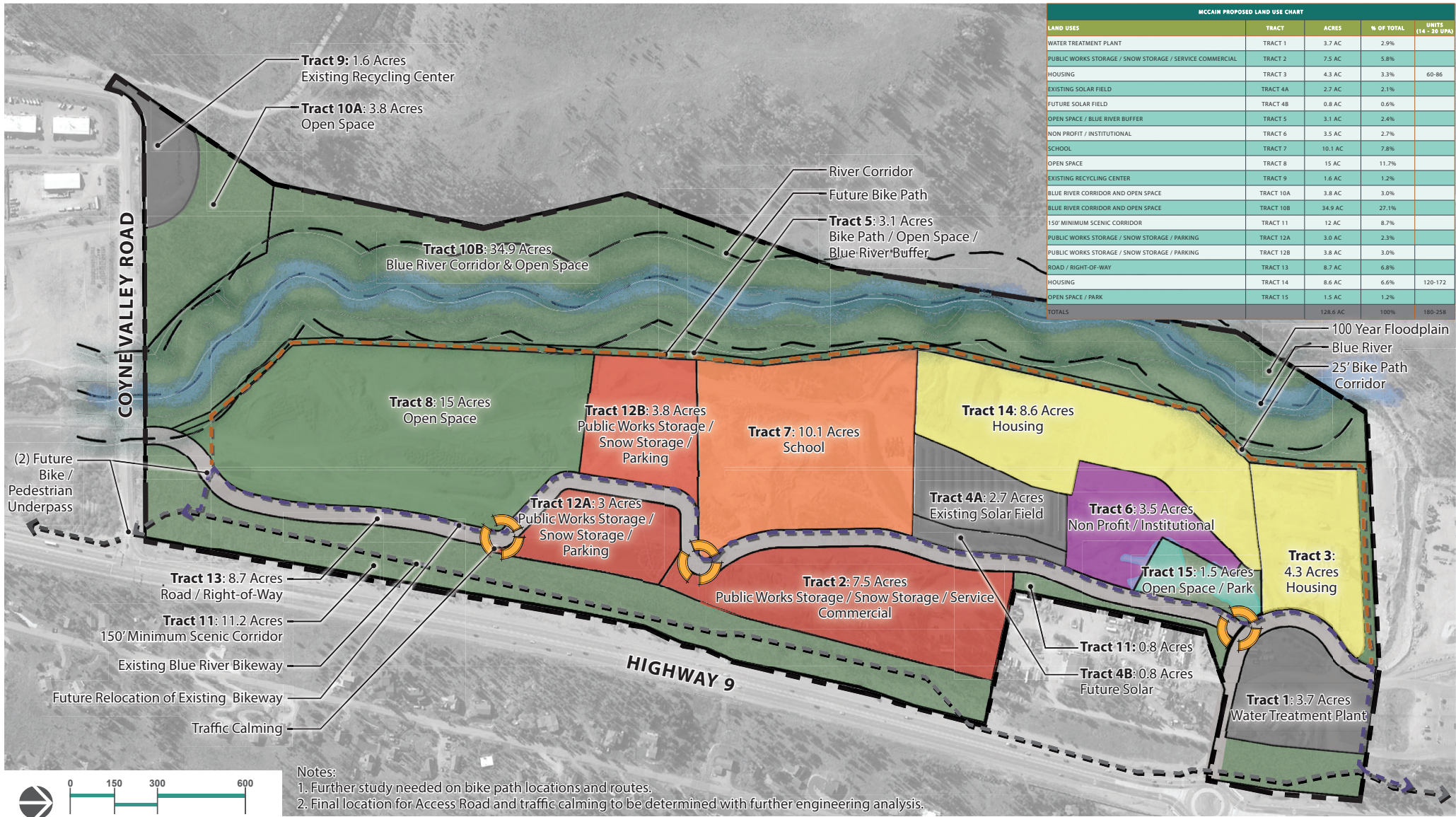
The McCain property master plan has undergone multiple revisions since 2000. As a result, in 2021, the Council approved \$115,000 from Open Space funds to purchase an additional 15 acres of the McCain parcel (Tract 8). As a result, Tracts 8 and 10b are the only sections of the McCain property purchased with Open Space funds.

During their November 13, 2024 work session, Council voted in favor of moving forward with a revised McCain skier parking proposal. This parking lot would have 350 spots and addresses many of the concerns raised in the previous proposal including having a smaller footprint, using previously disturbed land thus not affecting any historic mining tailings while providing significant cost savings, and improved buffering by standing trees, making it less visible to Highway 9 traffic and residents to the east. The proposed location is currently used for snow storage and surrounded by public works storage,

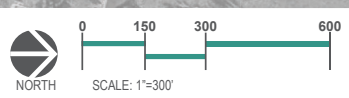
commercial rental space, and additional snow storage. The potential usage of this new lot is scheduled for winter 2025-2026, at the earliest.

The Town plans to undertake a master planning process for the McCain open space area beginning in 2025. This will require an in-depth public process to determine community desires and needs. Staff envisions this public process engaging key stakeholder groups including BOSAC, neighboring partner organizations, and residents including the residents of the existing 552 housing units (from Blue 52 to Vista Verde). The 2025 budget includes money for a consultant to assist with master planning efforts. Implementation could take place in 2026, with public access in spring 2027.

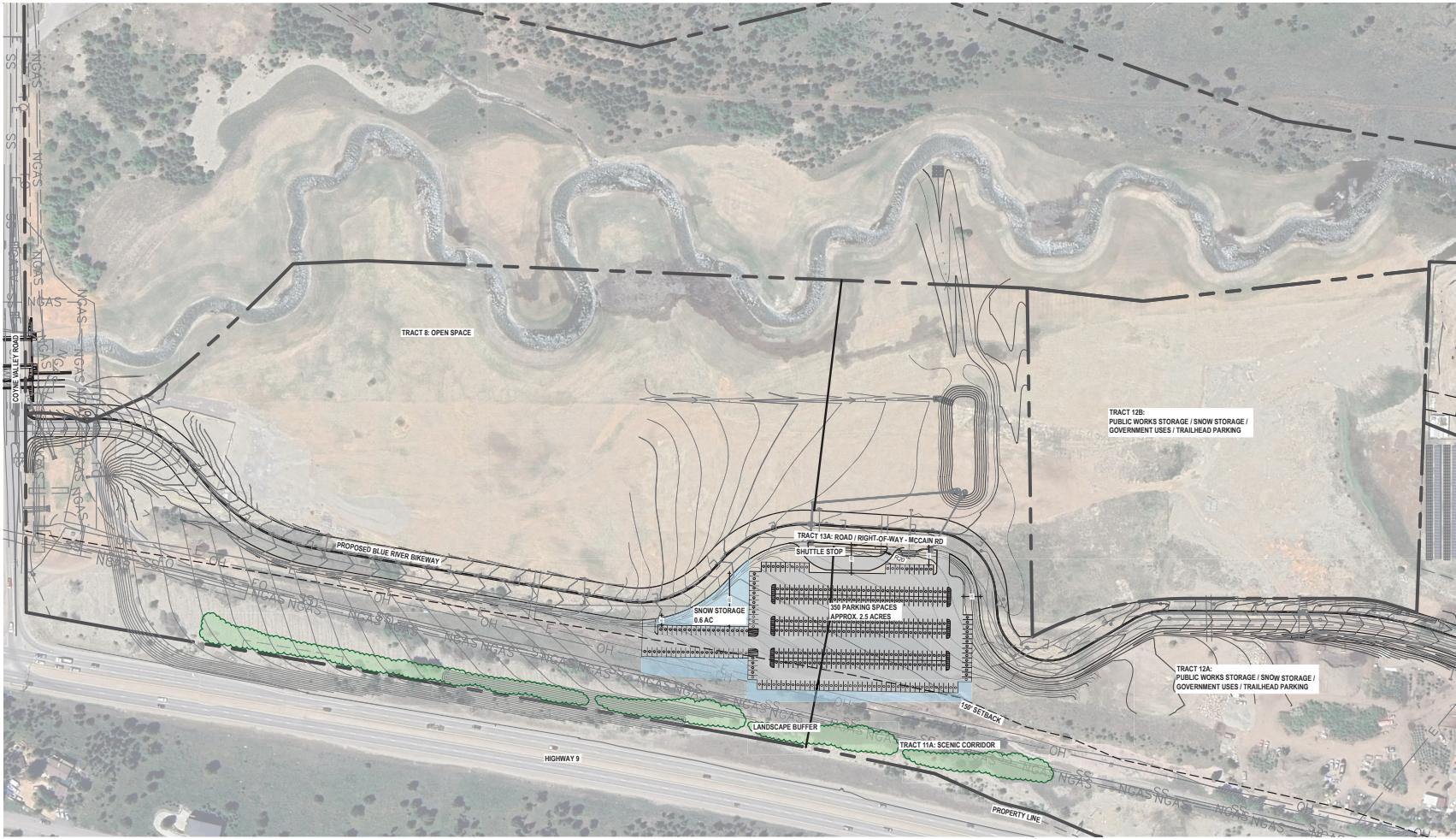
- 1. Does BOSAC or Council have recommendations for specific criteria to be incorporated into the consultant RFP?**
- 2. Does BOSAC or Council have suggestions on how to best incorporate the strategic goals of the 2023 OST Master Plan: Conservation, Recreation, Access and Inclusion, and Stewardship into the programming of the McCain Open Space parcels?**
- 3. Does BOSAC or Council have any other questions, comments, or concerns regarding the McCain Property?**



MCCAIN PROPOSED LAND USE CHART				
LAND USES	TRACT	ACRES	% OF TOTAL	UNITS (14 - 20 UPA)
WATER TREATMENT PLANT	TRACT 1	3.7 AC	2.9%	
PUBLIC WORKS STORAGE / SNOW STORAGE / SERVICE COMMERCIAL	TRACT 2	7.5 AC	5.8%	
HOUSING	TRACT 3	4.3 AC	3.3%	60-86
EXISTING SOLAR FIELD	TRACT 4A	2.7 AC	2.1%	
FUTURE SOLAR FIELD	TRACT 4B	0.8 AC	0.6%	
OPEN SPACE / BLUE RIVER BUFFER	TRACT 5	3.1 AC	2.4%	
NON PROFIT / INSTITUTIONAL	TRACT 6	3.5 AC	2.7%	
SCHOOL	TRACT 7	10.1 AC	7.8%	
OPEN SPACE	TRACT 8	15 AC	11.7%	
EXISTING RECYCLING CENTER	TRACT 9	1.6 AC	1.2%	
BLUE RIVER CORRIDOR AND OPEN SPACE	TRACT 10A	3.8 AC	3.0%	
BLUE RIVER CORRIDOR AND OPEN SPACE	TRACT 10B	34.9 AC	27.1%	
150' MINIMUM SCENIC CORRIDOR	TRACT 11	12 AC	8.7%	
PUBLIC WORKS STORAGE / SNOW STORAGE / PARKING	TRACT 12A	3.0 AC	2.3%	
PUBLIC WORKS STORAGE / SNOW STORAGE / PARKING	TRACT 12B	3.8 AC	3.0%	
ROAD / RIGHT-OF-WAY	TRACT 13	8.7 AC	6.8%	
HOUSING	TRACT 14	8.6 AC	6.6%	120-172
OPEN SPACE / PARK	TRACT 15	1.5 AC	1.2%	
TOTALS		128.6 AC	100%	180-258

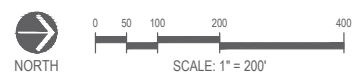


Notes:
 1. Further study needed on bike path locations and routes.
 2. Final location for Access Road and traffic calming to be determined with further engineering analysis.



Plan is conceptual and subject to change.

MCCAIN ROAD PARKING | PARKING LAYOUT CONCEPT
 SEPTEMBER 2024



- **Signage Workplan**

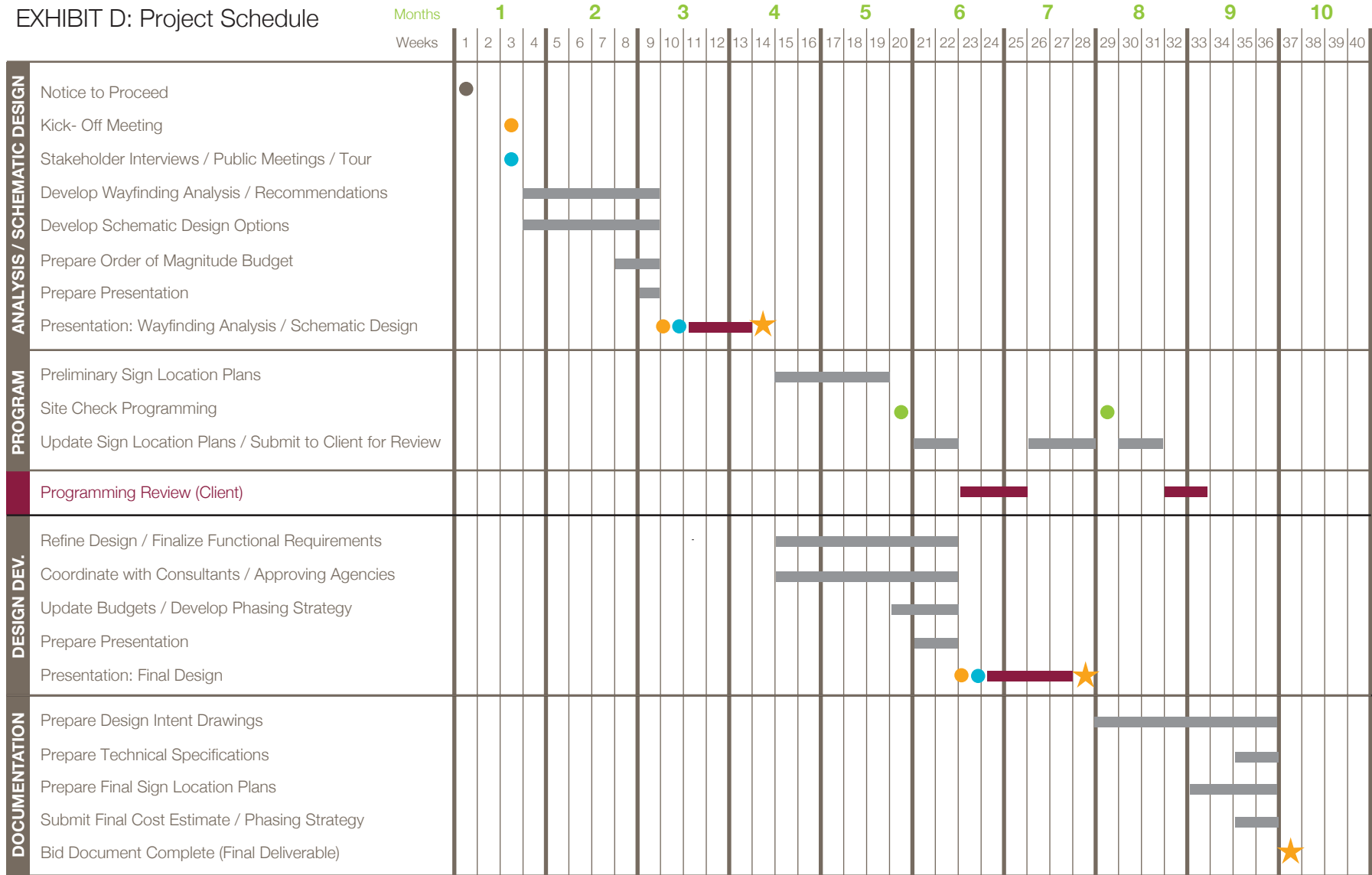
As part of the communication component of the 2023 Town of Breckenridge [Open Space and Trails Master Plan](#), the Open Space and Trails Department is developing a Comprehensive Signage Workplan. MERJE Environments and Experiences, a consulting company from West Chester, PA, that specializes in parks, trails, and community wayfinding, has been hired to complete this work. This project aims to develop a comprehensive signage master plan for our extensive Open Space network. The plan will address the need to declutter and streamline existing signage, ultimately improving visitor experience and clarity on our trails.

MERJE completed their second site visit last month, during which they presented their [Schematic Design & Wayfinding Analysis](#) to BOSAC and Council, in addition to hosting two Open House sessions at the Breckenridge Recreation Center. In the weeks following, staff met with Summit County Open Space (SCOS) staff to get their general feedback regarding new signage on jointly owned properties. To gather more feedback from younger trail users, staff presented a condensed version of MERJE's Schematic Design & Wayfinding Analysis to the Summit High School cross-country team on November 11, 2024. All participants in each of these groups had an opportunity to provide input on the presentation/current status of the Signage Workplan through verbal feedback and MERJE's Design Survey – linked via QR code at the end of the presentation. MERJE will synthesize all the responses from the participants and feedback from staff & partners to help formulate the next stages of the Signage Workplan – Sign Location Plans, Programming Review, and Design Development.

Over the next few months, MERJE will finalize its preliminary sign location plans and functional requirements, develop a phasing strategy, and prepare its final design. MERJE is planning to be back in Breckenridge for the January 27 BOSAC meeting and the January 28 Town Council Work Session to present their Final Design. Final deliverables are slated for early April 2025.

- 1. Does BOSAC or Council have any questions, comments, or concerns regarding the Signage Workplan product or process to date?**

EXHIBIT D: Project Schedule



Key

- Steering Committee ●
- Stakeholders / Public ●
- Site Checks ●
- MERJE Tasks
- Client Review / Approvals
- Stage Complete ★

Design and Planning Schedule:

Schedule shown illustrates typical time frames for tasks provide by MERJE. Client reviews and approvals, including State, County and City are difficult to predict and generally have a effect on the final completion date

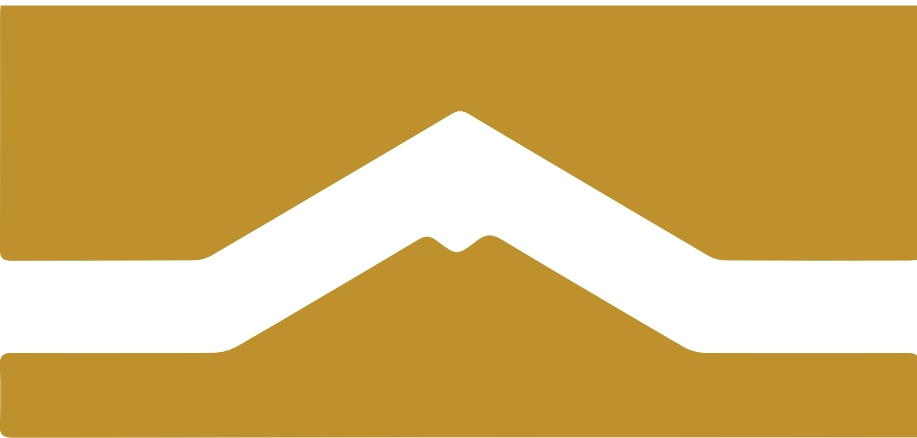
We will work with you to develop a revised project schedule once we have a better understanding of the project and your internal approval requirements and protocols.

Fabrication and Installation Schedule:

The time-frame for the implementation phase will depend on the quantity of signs and final scope of work. Typical lead times for this stage can range between 4 and 9 months.

merje

ENVIRONMENTS & EXPERIENCES



Town of Breckenridge
Wayfinding Analysis &
Schematic Design

October 21, 2024

Survey Results

197 Total Responses

77% Resident or Employee

23% Visitor of Trail System

TOP DESTINATIONS WHEN UTILIZING TRAIL:

Parks	12 mentions	Next Access Point	37 mentions
Connecting Trails	95 mentions	Parking Lots	30 mentions
Downtown	14 mentions	Transit/Shuttle Stops	6 mentions
Major Attractions	17 mentions	Other	26 mentions

"Add Interpretive signage at places, things of historic significance. Tell the story of Breck."

"Create suggested loops for tourists that are in the 5 to 15 mile range indicated by something specific on trail signage"

"Provide information about current trail conditions."

"I love the kind/funny messages at some of our intersections with the great artwork! Please keep these!"

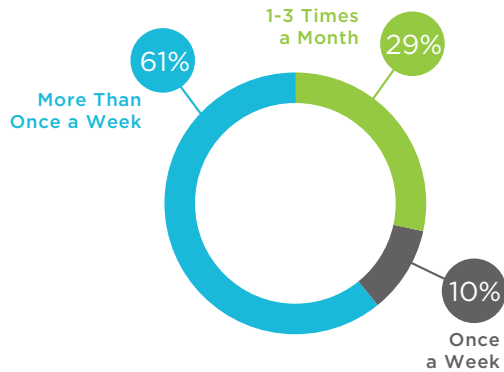
"Due to density of trails and number of intersections, maps are crucial for the occasional user. I am a Summit County local and almost never use the town trail system because it is confusing and overcrowded."

"Consistent etiquette signage would be helpful. There is always the pushback that people will just ignore it, but at least the expectation is set."

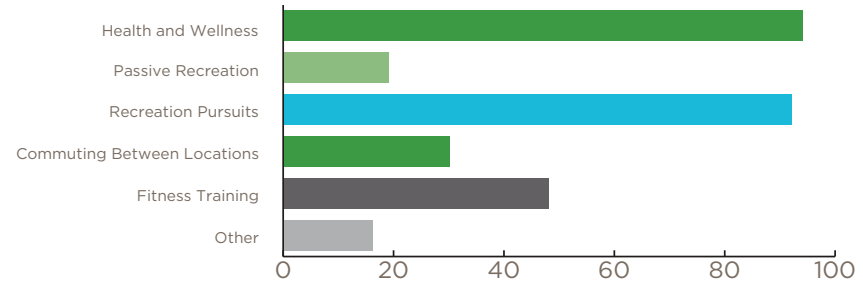
"Provide zoomed in maps at major intersections to help direct users to destinations. And post trail maps at the start and end of every trail."

Survey Results

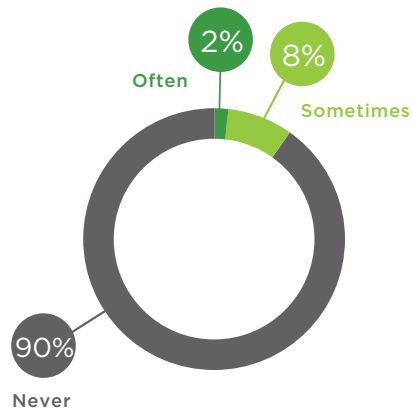
How often do you utilize the trail system?



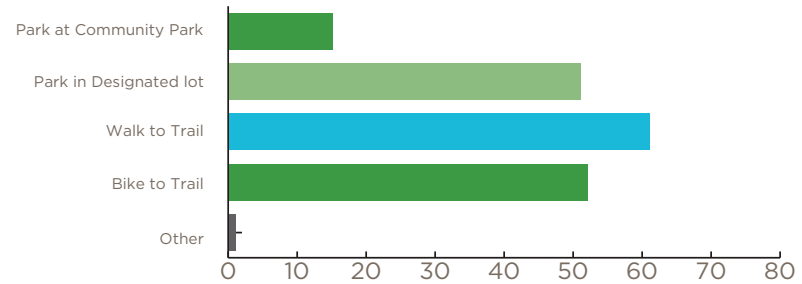
Why do you utilize the trail system (check all that apply)?



How often do you use the "B Like Breckenridge" app to access information?

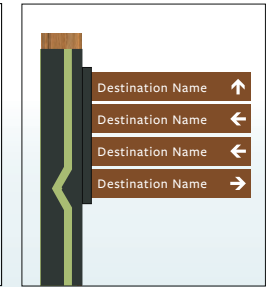
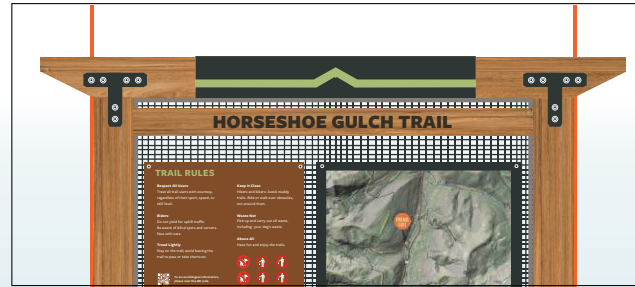
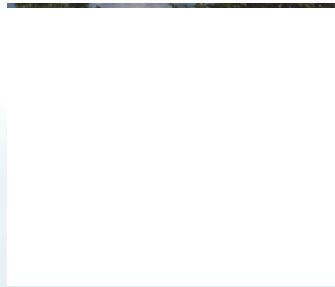
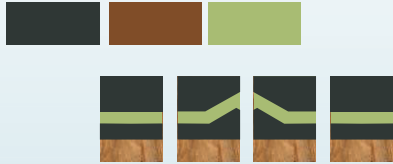


How do you primarily access the trail?



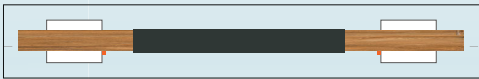
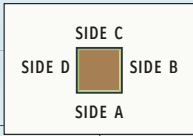
Schematic Design

OPTION 1

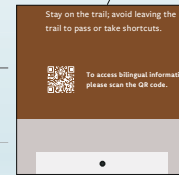


Town roofline Inspired Graphic

13'-6"
12'-0"
10'-6"
9'-0"
7'-6"
6'-0"



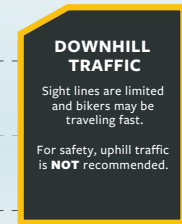
TOP VIEW



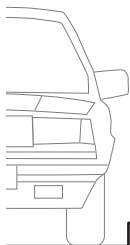
QR Code



Bilingual Rules



DOWNHILL TRAFFIC



Scale: 3/8"=1'-0"

TRAIL.1
Trail Identification
(Re-face existing trail totem)

KIOSK.1
Pedestrian Kiosk
(Re-face existing Kiosk)

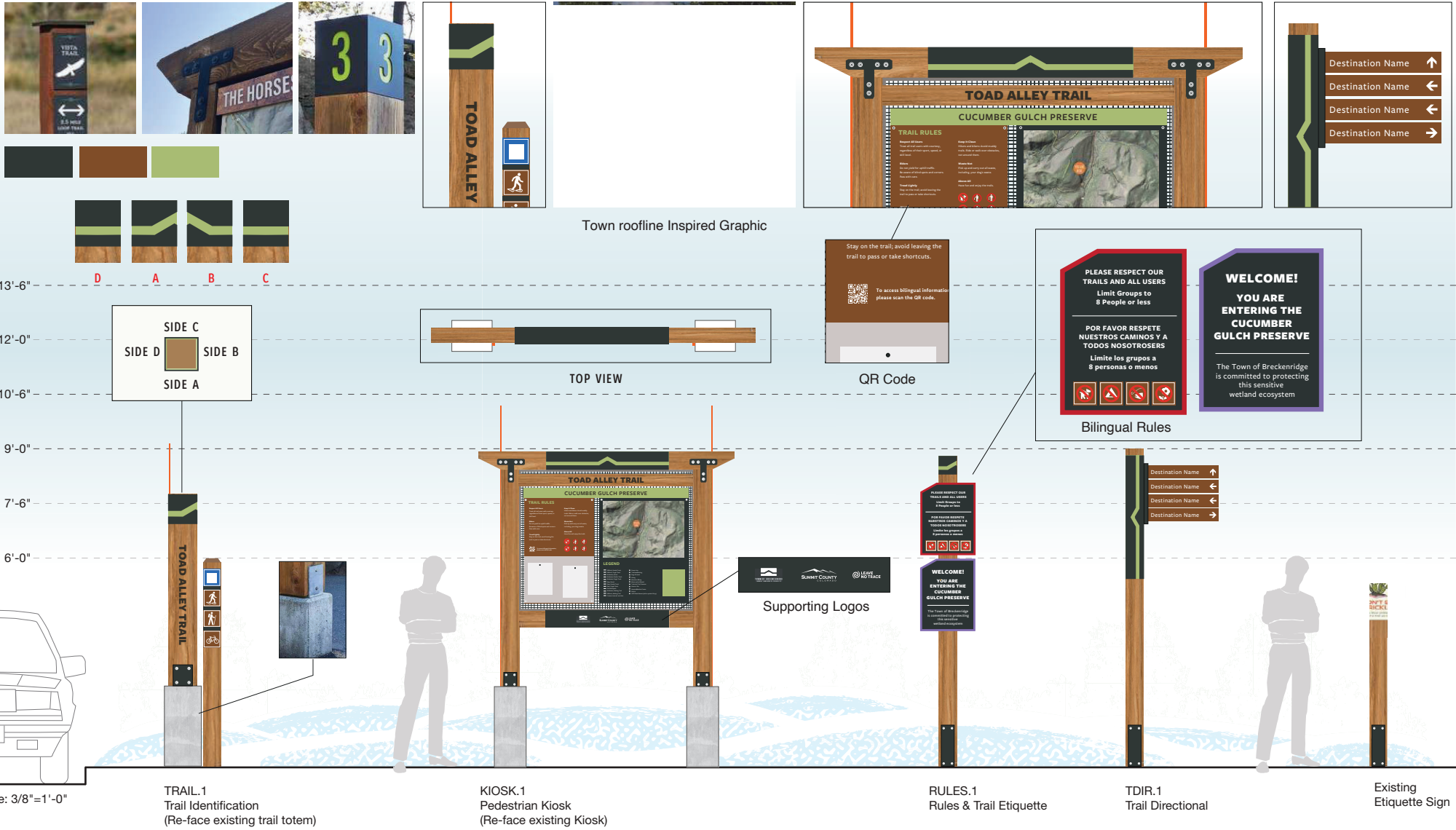
RULES.1
Rules & Trail Etiquette

TDIR.1
Trail Directional

Existing
Etiquette Sign

Supporting Logos

Supporting Logos





REGULATORY



WARNING



CONSERVATION



RULES



GENERAL INFO



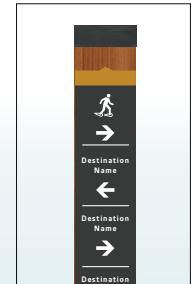
ETIQUETTE



EXISTING



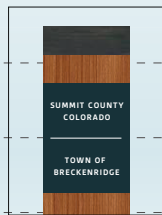
OPTION 2



Supporters

Bilingual Trail Information

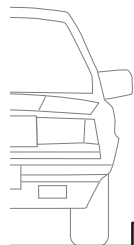
13'-6"
12'-0"
10'-6"
9'-0"
7'-6"
6'-0"



Kiosk roof Inspiration (Town Architecture)

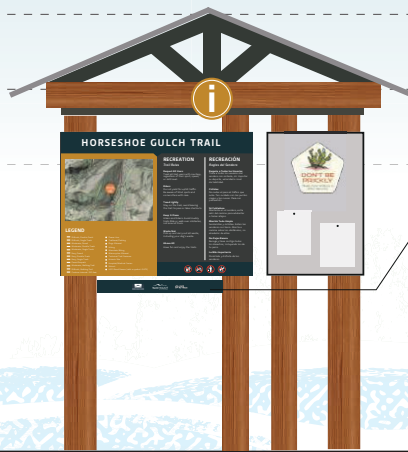


SIDE VIEW



Scale: 3/8"=1'-0"

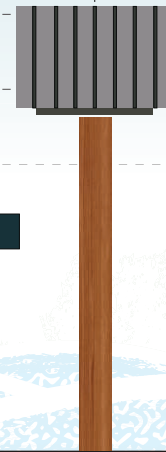
TRAIL.1
Trail Identification
(Re-face existing trail totem)



KIOSK.1
Pedestrian Kiosk
(New Structure)



Supporting Logos



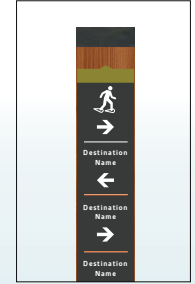
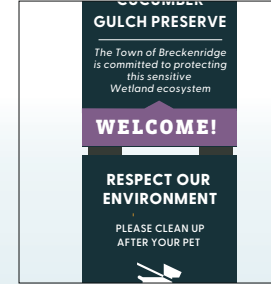
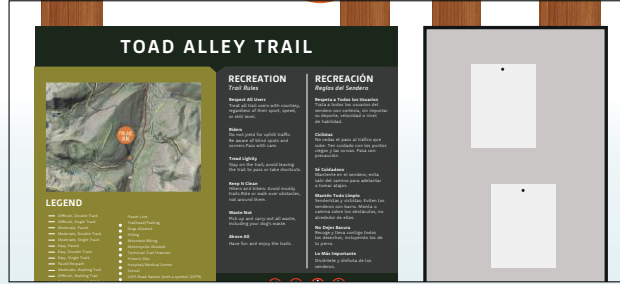
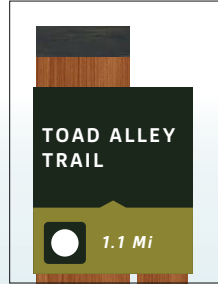
KIOSK.1
Side View



RULES.1
Rules & Trail Etiquette



TDIR.1
Trail Directional



Supporters

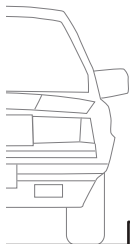
Bilingual Trail Information

13'-6"
12'-0"
10'-6"
9'-0"
7'-6"
6'-0"

SIDE VIEW

Kiosk roof Inspiration
(Town Architecture)

Supporting Logos



Scale: 3/8"=1'-0"

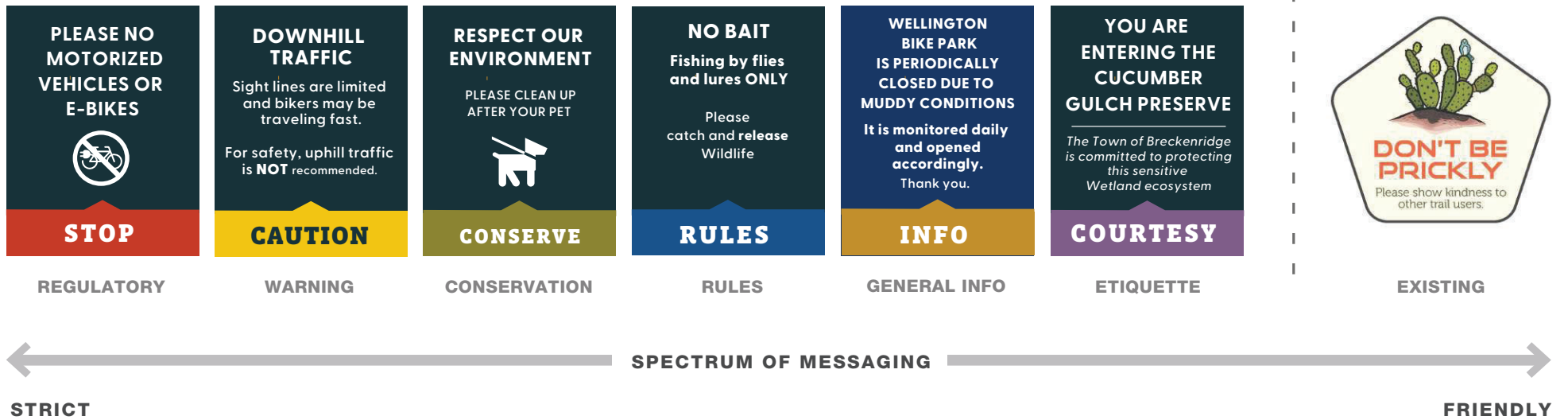
TRAIL.1
Trail Identification
(Re-face existing trail totem)

KIOSK.1
Pedestrian Kiosk

KIOSK.1
Side View

RULES.1
Rules & Trail Etiquette

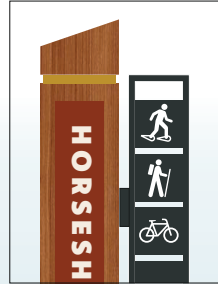
TDIR.1
Trail Directional



OPTION 3

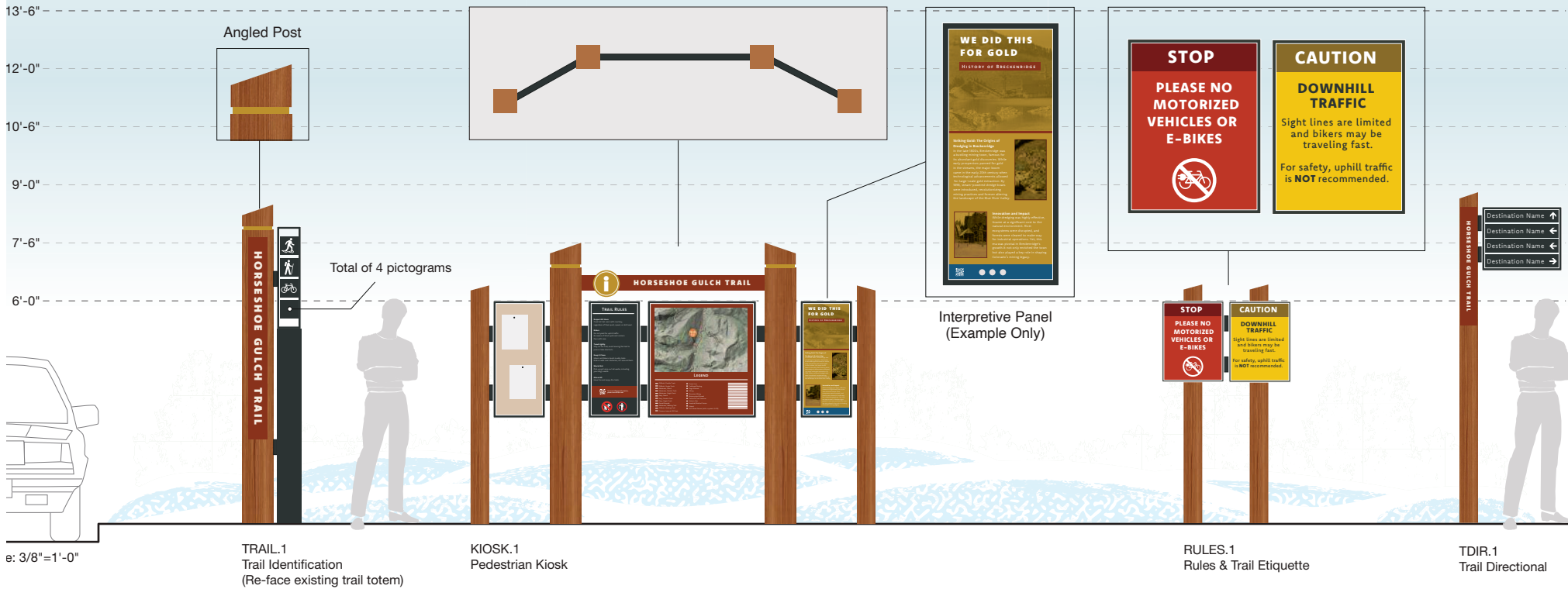


Color Palette Reflects History of Breckenridge



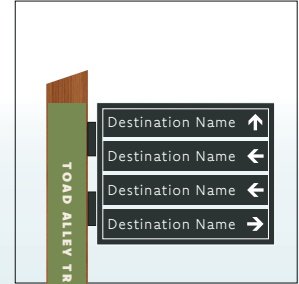
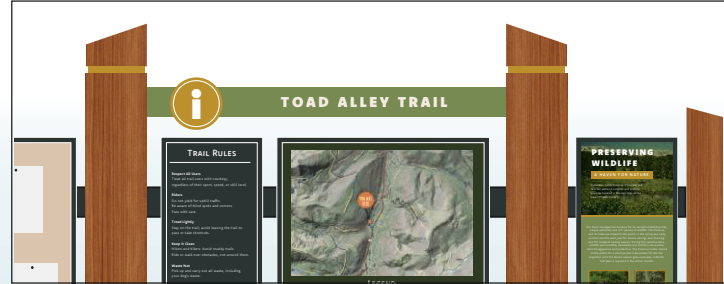
Modular System

TOP VIEW



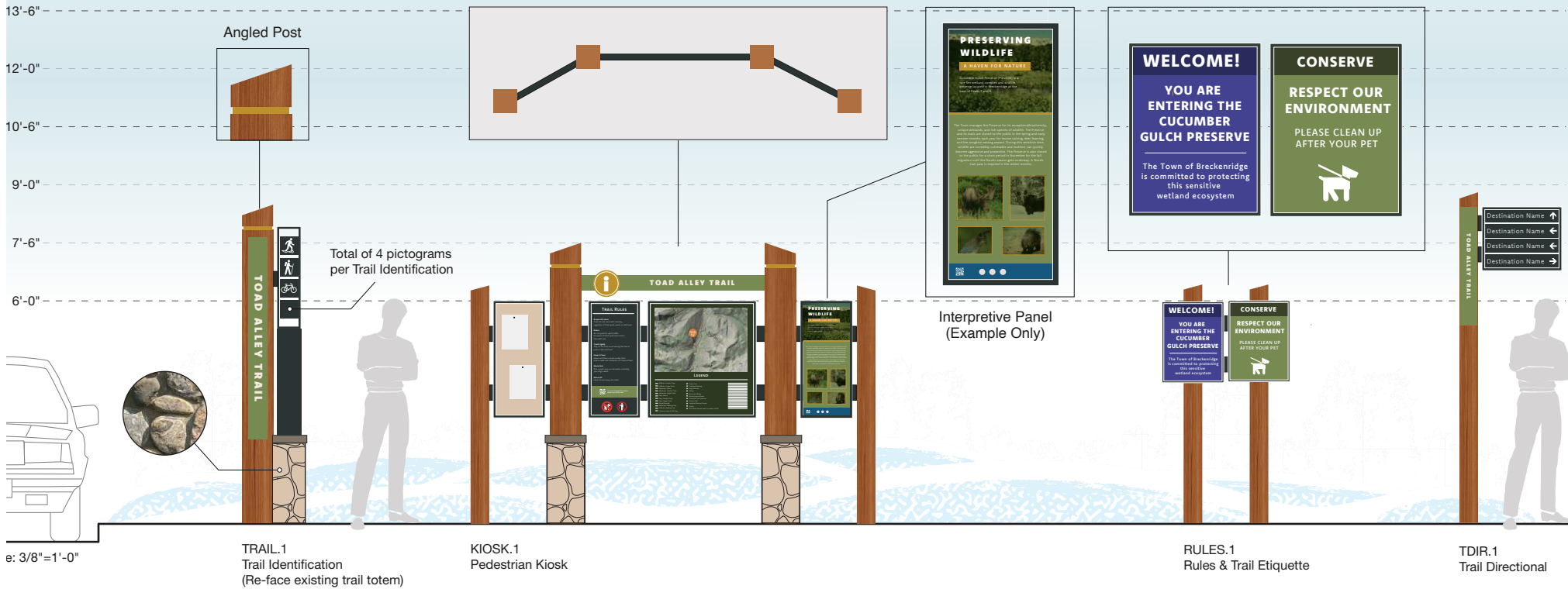


Color Palette Reflects History of Breckenridge



Modular System

TOP VIEW



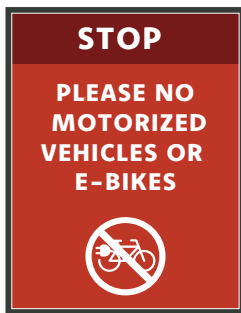
e: 3/8" = 1'-0"

TRAIL.1
Trail Identification
(Re-face existing trail totem)

KIOSK.1
Pedestrian Kiosk

RULES.1
Rules & Trail Etiquette

TDIR.1
Trail Directional



REGULATORY



WARNING



CONSERVATION



RULES



GENERAL INFO



ETIQUETTE



EXISTING



- **Quandary Peak and McCullough Gulch 2024 Report**

The 2024 Quandary Peak and McCullough Gulch parking and shuttle reservation system ended for the season on September 15, 2024. This is the fourth year of this program's implementation. SCOS staff's [Quandary and McCullough Gulch 2024 Report](#) is included in the packet.

1. **Does BOSAC or Council have any questions, comments, or concerns for staff regarding the Quandary Peak and McCullough Gulch 2024 Report?**

QUANDARY PEAK AND MCCULLOUGH GULCH 2024 REPORT



PREPARED BY SUMMIT COUNTY

In partnership with the USDA Forest Service, Towns of Breckenridge and Blue River, and Colorado Springs Utilities

TABLE OF CONTENTS

01 INTRODUCTION

05 PROGRAM DATA

11 PUBLIC FEEDBACK

19 VISITATION DATA

24 CONCLUSION

INTRODUCTION

2024 marks the fourth year of the parking and shuttle reservation system at Quandary Peak and McCullough Gulch. The system remained exactly the same as 2023, where visitors were required to reserve a parking spot or ride a shuttle to access the two trailheads between June 15 – September 15.

Summit County (the County) and Town of Breckenridge (the Town) contracted with SP Plus Corporation (SP Plus) for the second year in a row. SP Plus continued to manage the parking and shuttle reservations from the hikequandary.com website.



OVERVIEW OF 2024 OPERATIONS

NOTE: No changes from 2023 operations

Parking

- Parking reservations were required from June 15 to September 15.
- Visitors had the same reservation options as last year.
 - Full day parking (5:00am – 3:00pm)
 - \$30 for non-peak days
 - \$55 for peak days
 - Short-term parking (4 hours)
 - \$10 for non-peak days
 - \$20 for peak days
- Parking was free and first-come first-served after 3:00pm.

Shuttle

- Similar to 2023, shuttles ran seven days a week from 5:00am – 5:00pm.
- From 5:00am – 8:00am, all shuttles ran from Breckenridge to Quandary Peak. After 8:00am, one shuttle stayed onsite and ran every 20 minutes from Quandary Peak to McCullough Gulch until 4:00pm.
- From June 15-30 and September 3-15, SP Plus operated two shuttles, and from July 1 to September 2, SP Plus operated three shuttles.
- Shuttle fares remained the same as 2023.
 - \$7 for visitors
 - \$0 for Summit County residents.
- Shuttles were first-come first-served and visitors could take a shuttle any time on the day for which they purchased a ticket.
- Dogs continued to be allowed to ride the shuttle.



2024 IMPROVEMENTS

Numerous infrastructure improvements were implemented in 2024 including the construction of a new shuttle turnaround and waiting area as well as the installation of new wayfinding and trail signage, two bear proof trash cans, three benches, and one waiting area shelter. Below provides an overview of the improvements.



A new shuttle turnaround and waiting area was constructed on Aspen Springs Lot 1 to provide more convenient shuttle service.



USFS installed new signage to provide visitors with information about dispersed camping and trail directions.



Two bear proof trash cans were installed at the Quandary Peak Trailhead and shuttle turnaround to help with waste issues.



The Summit County Road and Bridge Department graded McCullough Gulch Road prior to the system starting in June.

INVESTMENT AND REVENUE

Summit County Government and Town of Breckenridge contracted with SP Plus to provide a parking reservation and shuttle service for a **total cost of \$250,194**. Similar to 2023, SP Plus remitted 100% of the revenue from the parking and shuttle reservations to the County.

The total gross revenue for both the short-term and full day parking reservation system was \$194,100. Due to the lack of personnel, no revenue was collected from parking citations, but SP Plus did credit back the \$2,000 enforcement fee to the County. Therefore, after \$23,246 of credit card fees were removed, **the total net revenue for the parking reservation system was \$172,835**. The total gross revenue for the shuttle system was \$57,995. With \$8,184 in credit card fees, **the total net revenue for the shuttle system was \$49,810**. In total, **the County received \$222,663 in revenue** that could be applied toward the parking and shuttle contract.

Similar to last year, the Town agreed to split the subsidy by 50% up to \$60,000. Therefore, with \$27,530 remaining, **the Town and County split the subsidy equally and each paid \$13,765**. This cost is a decrease of \$4,845 from last year's subsidy.

TABLE 1: FINANCIAL COMPARISON OF COUNTY COSTS

	2021	2022	2023	2024
Shuttle Contract	\$267,600	\$294,138	\$251,069	\$244,194
Parking Reservation Management Fee	N/A	\$5,000*	\$26,000	\$6,000
Total Contract Cost	\$267,600	\$299,138	\$277,069	\$250,194

	2021	2022	2023	2024
Shuttle Revenue to County	\$0	\$34,411	\$42,889	\$49,810
Parking Revenue to County	\$47,424	\$94,355	\$189,108	\$170,853
Citation Revenue to County	N/A	\$2,976	\$7,851	\$2,000*
Total Revenue to County	\$47,424	\$131,743	\$239,848	\$222,663

	2021	2022	2023	2024
Total subsidy remaining	\$220,176	\$167,395	\$37,220**	\$27,530
Town of Breckenridge Contribution	\$0	\$5,000	\$18,610	\$13,765
Total Subsidy Paid by the County	\$220,176	\$162,395	\$18,610	\$13,765

*No citation revenue was collected this year. SP Plus provided a credit of \$2,000 towards the contract cost.

PROGRAM DATA

In 2024, visitors could select either a full day or short-term parking reservation for the Quandary Peak Trailhead parking lot. Like last year, SP Plus offered around 50 full day and 15 short-term reservations per day on the hikequandary.com website. These amounts were often exceeded, as SP Plus could turnover spots and sell more than the 65 reservations per day.

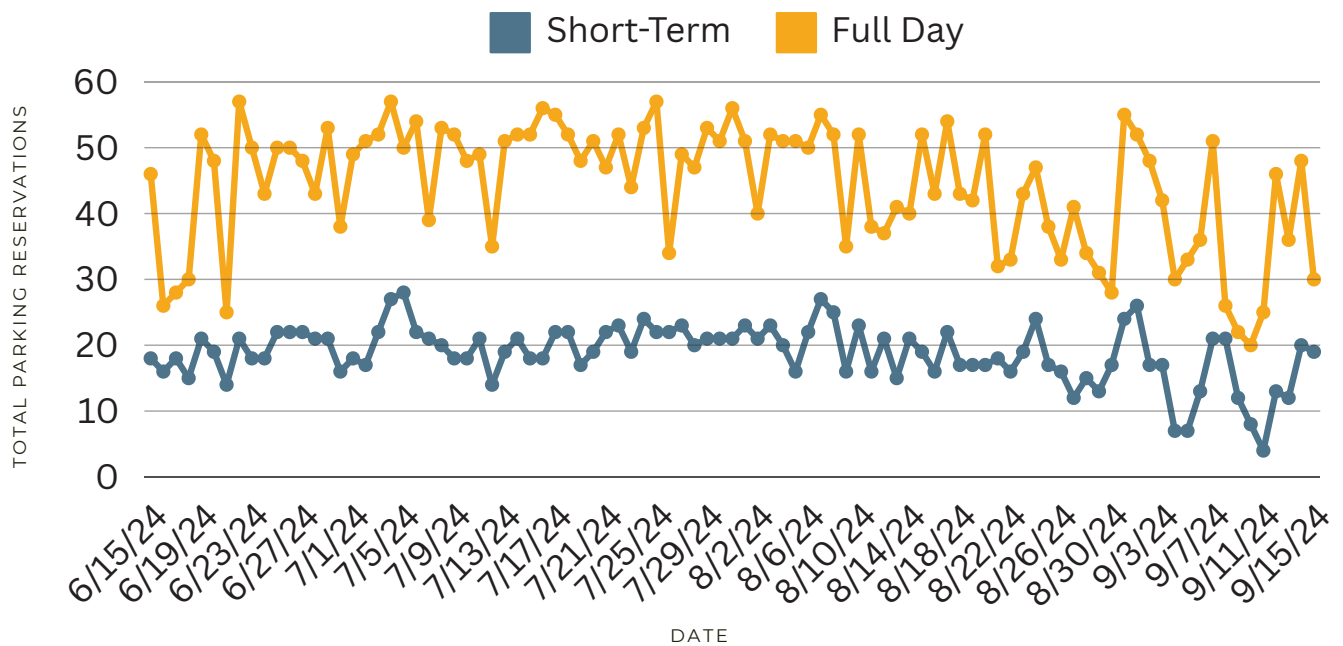
Similar to last year, SP Plus utilized one 25-passenger van and two 14-passenger vans for the 2024 season. From June 15-30 and September 3-15, SP Plus operated only two shuttles, and from July 1 to September 2, SP Plus operated three shuttles. All shuttles made continuous loops from Breckenridge to Quandary Peak from 5:00 to 8:00am, and then one shuttle stayed onsite to take passengers to the McCullough Gulch Trail while the other shuttle(s) continued to take passengers between Breckenridge and Quandary Peak. One noteworthy item is that due to staffing and/or mechanical problems, SP Plus did not always run three shuttles during the peak season which caused long wait times and frustrated customers.



PARKING RESERVATION RESULTS

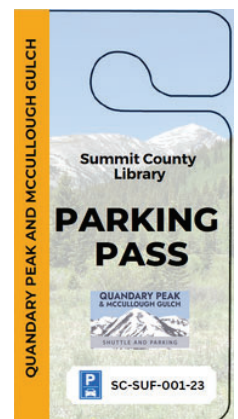
From June 15 to September 15, **visitors purchased a total of 5,874 total parking reservations**, a slight 2% increase from 2023 (n= 5,760 reservations) and a 14% increase from 2022 (n=5,164 reservations). Of the total parking reservations in 2024, visitors reserved **4,127 full day reservations** and **1,746 short-term reservations**.

Figure 1: Total Full Day and Short-Term Parking Reservations in 2024



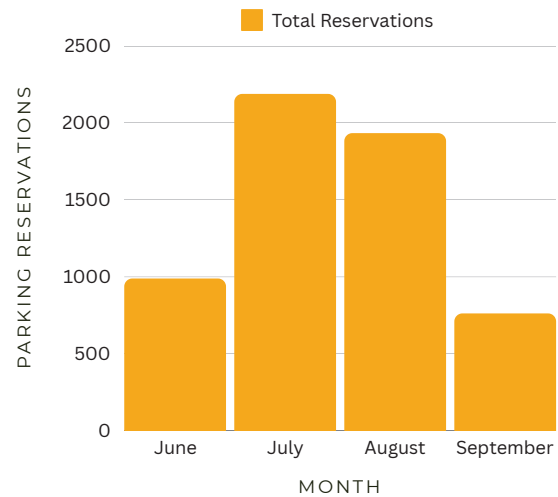
To reduce the financial barrier of the parking reservations, staff worked with the Summit County Libraries for the second year to provide free parking passes to anyone with a Summit County library card. This year, each library branch had two passes available, and library patrons could use the pass for one day during their week-long check out period.

From June 15-September 15, **library patrons checked out the parking passes 70 times**, a 118% increase from 2023 (n=32 times). This increase is most likely a result of having two passes available at each library in 2024 as opposed to only one in 2023. It is also estimated that the utilization rate of these passes was 85%. The pass at the Breckenridge branch was checked out the most (29 times), followed by Silverthorne (23 times), and then Frisco (18 times). The physical passes that patrons could hang in their car continued to work well this year.



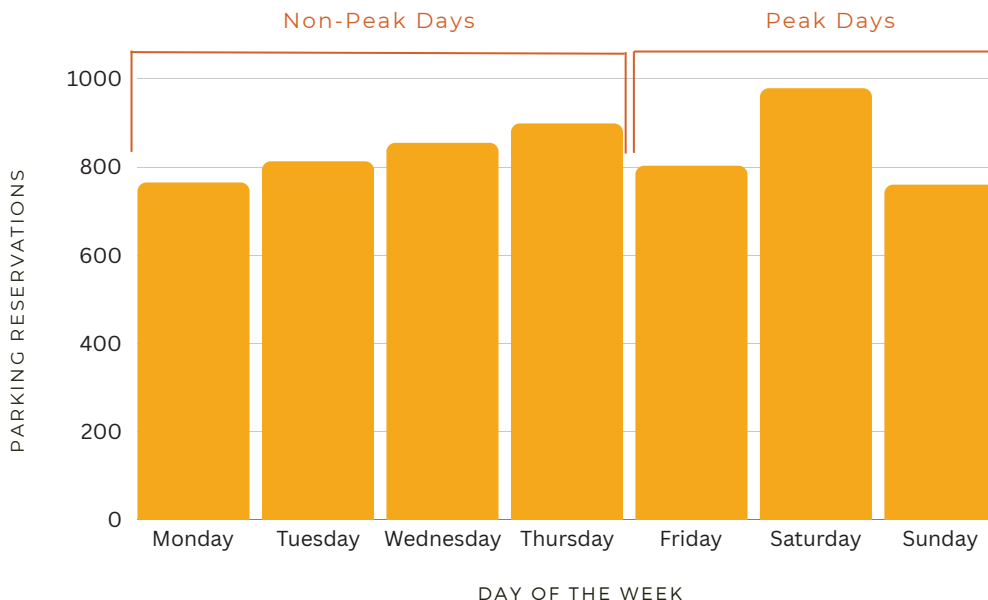
July was the most popular month to make a parking reservation. Visitors made 1,549 full day reservations and 640 short-term reservations for a total of 2,189 parking reservations. This is a slight 4% decrease from 2023. August was also a busy month, as visitors made a total of 1,934 reservations—1,346 full day and 588 short-term reservations, equating to a 2.7% increase from 2023. June was busier than September, as visitors made a total of 989 reservations in June and 762 reservations in September.

Figure 2: Total Number of Parking Reservations Per Month



Although Saturdays (n=979) were the most popular days to make a parking reservation in 2024 (Figure 3), **there was minimal variance between the days of the week.** Tuesdays (n=813), Wednesdays (n=855), and Thursdays (n=899) were more popular than Fridays (n=803) and Sundays (n=760) despite being non-peak days. This trend is similar to 2023, as weekday reservations did not substantially differ from weekend reservations. It is inferred that the higher pricing on peak days may have led to more visitors wanting to purchase a cheaper parking reservation on non-peak days.

Figure 3: Total Number of Parking Reservations Made by Day



SHUTTLE SYSTEM RESULTS

SHUTTLE TICKETS

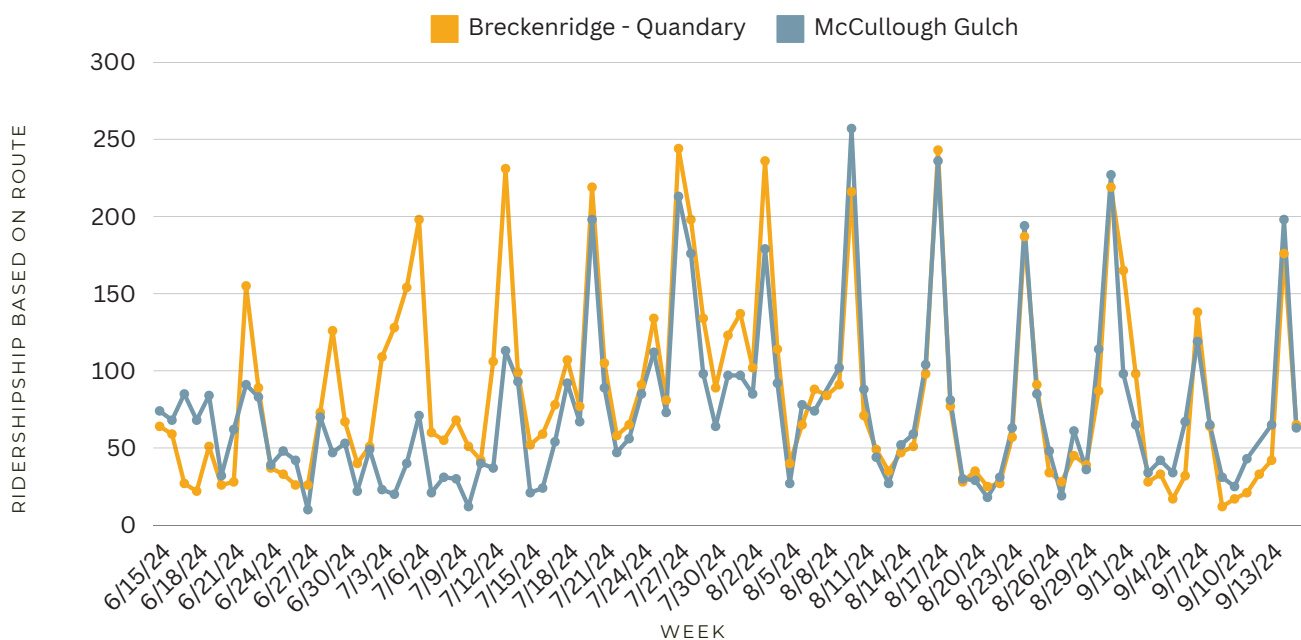
From June 15 to September 15, **visitors purchased 8,285 shuttle tickets**, a 23% increase from 2023 (n=6,738 tickets). Similar to last year, shuttle tickets were free for Summit County residents, and residents ‘purchased’ **163 Summit County local passes** in 2024.



SHUTTLE RIDERSHIP

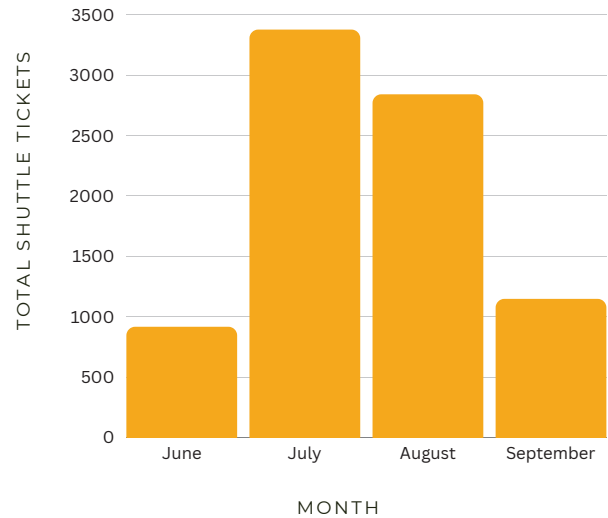
Total ridership on all four routes was 29,224 passengers and 364 dogs, a slight 1.4% increase from 2023 (n=29,828 passengers). Of these total passengers, 15,804 passengers rode the shuttle to and from Breckenridge and the Quandary Peak Trailhead, and 13,420 passengers rode the shuttle to and from McCullough Gulch. Compared to 2023, ridership increased by 17% on the Breckenridge - Quandary Peak route, but decreased by 17% on the McCullough Gulch route.

Figure 4: Total Shuttle Ridership Based on Route



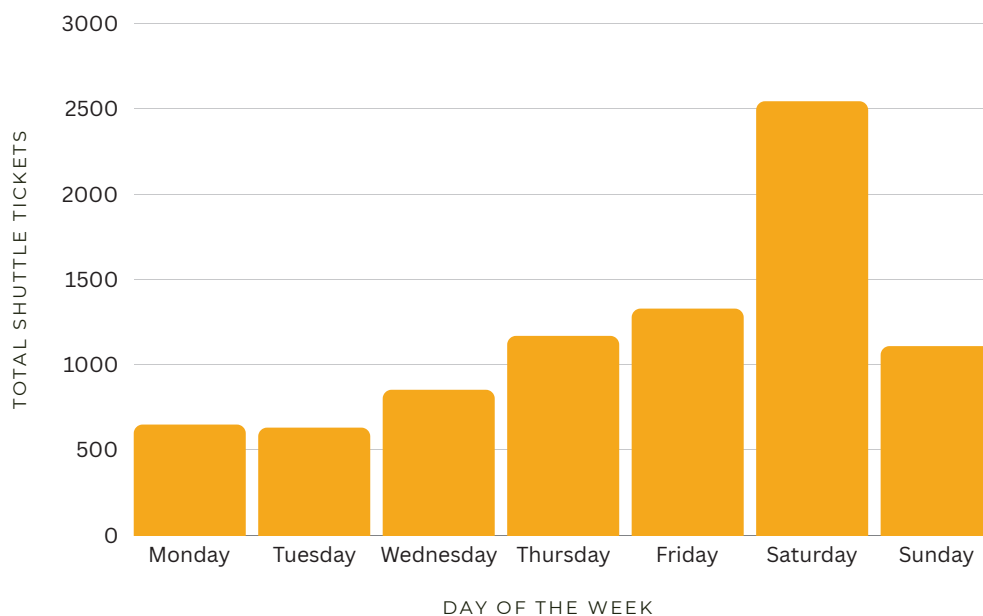
July was the most popular month to utilize the shuttle system, as visitors purchased a total of 3,378 tickets and total ridership on all four routes was 10,948 passengers (Figure 5). This total equates to an average of 2,737 total riders or 88 riders per day. August was the second most popular month with 2,842 purchased tickets. Ridership was almost the same as July, as there were 10,766 passengers on all four routes. This equates to an estimate of 2,691 total riders or 87 riders per day. June and September had very similar ticket purchases (n= 917 and 1,148 tickets, respectively) and ridership was almost identical (n= 3,730 and 3,780 passengers, respectively).

Figure 5: Total Shuttle Tickets Purchased Based on Month



Saturdays were the most popular days to utilize the shuttle system, as visitors purchased a total of 2,545 tickets (Figure 6), and ticket sales were almost double that of any other day. **Mondays (n=649) and Tuesdays (n=631) were the least popular days** to utilize the system. Shuttle ticket purchases followed a bell-shaped curve, with purchases increasing as the week progressed and peaking on Saturday. This pattern is different than the parking reservations, as parking reservation sales had little variation between the days of the week.

Figure 6: Total Number of Shuttle Tickets Purchased by Day



ENFORCEMENT AND EMERGENCY DATA

ENFORCEMENT

The Sheriff's Office issued 32 citations from June 15 to September 15 along McCullough Gulch and Blue Lakes Road for cars parked illegally on the County road. In 2023, the Sheriff's Office issued 93 citations. The decrease in parking violations this year could be a result of the numerous 'no parking - \$100 fine' signs placed along the County roads.



EMERGENCY SERVICES

The Summit County Search and Rescue group received 15 calls and responded to 11 of those calls this summer. Of these, Flight For Life assisted five times and the HAATS National Guard (Blackhawk Hoist) assisted three times. These calls involved avalanche rescues, lost hikers, injuries, and becoming cliffed out on the West Ridge Trail.

One issue that occurred after the reservation system ended in September was a helicopter could not land in the helipad due to illegally parked cars. To remedy this situation, County staff installed buck and rail fencing around the helipad to prevent cars from parking in the area. Staff will ensure emergency access in 2025 is maintained at all times.



PUBLIC FEEDBACK

To gauge satisfaction of the parking reservation and shuttle system, visitors could complete a survey that asked about their experience and satisfaction of the system. This survey asked the exact same questions as the previous three years so staff could compare feedback.

In 2024, staff installed three survey kiosks with paper surveys in the Quandary Peak Trailhead—one at the shuttle stop and two next to the trailhead sign. From June 15 to September 15, **visitors completed 91 surveys.**



PARKING SATISFACTION RESULTS

Only 27 people completed a parking satisfaction survey in 2024. Of those 27 people, 80% hiked Quandary Peak and 20% hiked McCullough Gulch. A majority made a full day parking reservation (n=63%) as opposed to a short-term reservation (n=26%). Two people mentioned they did not even make a reservation, and one person parked after 3:00pm. Of the survey respondents, 52% stated it was their first time visiting and only 14% of respondents stated they “sometimes” or “frequently” visited Quandary Peak and/or McCullough Gulch. Below is a summary of the survey results.

How easy was it to make a parking reservation online?

Visitors thought reserving a parking spot was easy with an average rating of 7.3 (1= very difficult, 10= very easy). This rating is 1.5 points higher than 2023. Most comments about having trouble related to not knowing about the system and not being able to make a reservation onsite.

Did you feel the cost of a parking reservation was acceptable?

Visitors felt the cost of a reservation was expensive with a rating of 3.7 (1=very expensive, 10=very inexpensive). A majority of the open ended comments were related specifically to the high cost. These ratings were very similar to previous years, as visitors gave a 3.1 rating in 2022 and 2023.

Did you have trouble parking even with a reservation?

96% of visitors stated that they did not have any trouble parking. Those that did have a problem stated it was because there was no cell phone service to make a reservation onsite or they had no idea there was a reservation system and couldn't make one that day.

Would you recommend the reservation system to others?

60% of visitors stated they would recommend the parking reservation system to others. This is the first year that more visitors would recommend the system than not. Of the 40% of visitors who would not recommend the system, most stated it was because it was “too expensive.”

Overall satisfaction of the parking reservation system

Visitors gave the parking reservation system an overall satisfaction ranking of 5.4 (1=terrible, 10=excellent), which is 2.3 points higher than 2023 (n=3.1). Visitors thought the system was “so easy” and appreciated the “[high] quality and upkeep of the trails,” but continued to feel it was “too expensive,” wanted “nature to be free and accessible,” and recommended website improvements.

Overall experience on the trail

Visitors had an excellent experience on their hike. On a scale of one (terrible) to ten (excellent), survey respondents had an overall experience rating of 8.9. They also did not feel crowded on the trail, and gave a rating of 2.8 when describing crowding levels (1=not crowded, 10=very crowded).

The following represents verbatim, open-ended comments received from the parking satisfaction survey.

POSITIVE

- It was perfect!!
- So easy! Great!
- This was amazing.
- The quality and upkeep of the trail is a gift to Colorado.

COST

- Expensive, had to rush my experience
- Too expensive.
- Nature fees create elitism.
- I would recommend only if the cost goes to \$35.
- \$55 is A LOT for parking, a more reasonable price would be \$25.
- \$20?!? I could understand \$5/2 hours but \$20 for 4 hours?!?
- \$55 for parking???
- Please let nature be free and accessible. Why are you monetizing this?? Parking lot empty but we aren't allowed to park?
- If we are paying \$30, please make sure toilet paper is always stocked in porta potties.
- Felt too expensive. I love the idea of parking and having a shuttle to help preserve the park, but feel this idea needs to be adjusted
- Where's the welcome center? \$55 is steep



SYSTEM OPERATIONS

- Google directs you down CR
- I had to go back to wifi!
- Short term did not work. I had to pay more even though I did not need it.
- Place better signs that you need to park here and take shuttle only for McCullough Gulch Trail
- I'm experienced on this trail and I didn't make it in 4 hours.
- Didn't know about it until arrival and was frustrated to not be able to pay in person - no phone service
- Unclear how shuttle system worked when researching online.
- Please fix website.
- It is not clear where parking reservations get you. The point was to not take a shuttle. No mention of a free shuttle at parking. There is a "P" at McCullough Gulch trailhead on the map here. Our reservation for parking also says "parking instructions - none."

OTHER

- I don't agree w/ system
- It's a buzz kill.
- Please emphasize/enforce dogs on leash laws! We saw someone's off leash dog chase a mountain goat.
- I don't see how this system will work. The majority of vehicles in the lot did NOT have permits in the windows. People will always continued to park here w/o a permit. This is the only place I've seen this. I would guess more visitors would not know about this system.
- The trail is what I would call "overrun" with visitors - Labor Day though! I was angered and disappointed to see the parking reservation system.

SHUTTLE SATISFACTION RESULTS

A total of 64 people completed a shuttle satisfaction survey in 2024. Of those respondents, 41% hiked McCullough Gulch and 59% hiked Quandary Peak. Most respondents (n=75%) stated it was their first time visiting the area or that they rarely visit (n=19%). Below provides a summary of the shuttle satisfaction results.



How easy was it to purchase a shuttle ticket and ride the shuttle?

Visitors felt reserving a shuttle ticket (rating = 8.6) and riding the shuttle system (rating = 7.4) was easy (1=very difficult, 10=very easy). A few respondents stated that the website needed improvements such as “explaining how the McCullough Gulch shuttle works if you reserve a parking spot at the trailhead.”

Did you feel the cost was acceptable for your shuttle ticket?

Visitors thought the cost of the \$7 shuttle ticket was relatively inexpensive and gave the shuttle cost a rating of 7.8 (1=very expensive, 10=very inexpensive). A few visitors had trouble with the South Gondola Parking Garage and would recommend improving communication about the free parking when booking a shuttle, as some also paid for parking.

Would you recommend the shuttle system to others?

74% of visitors would recommend the shuttle system to others because it was “cheaper than parking,” “easy to use,” and “had great drivers.” However, this is 11% lower than 2023, most likely due to long wait times. Of the 26% of visitors who would not recommend the system, 100% of the comments related to the shuttles being “unreliable” and having “unacceptable wait times.”

Overall satisfaction of the shuttle system

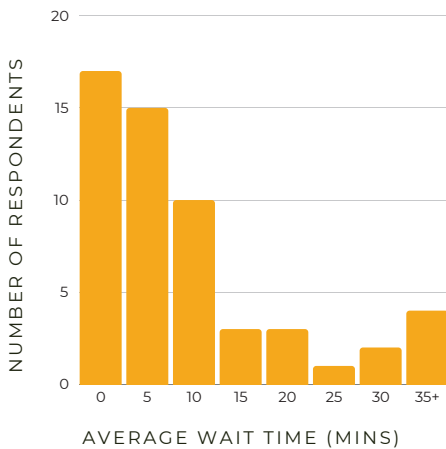
Overall satisfaction of the shuttle system was 1.0 to 2.0 points lower than the previous three years, as survey respondents had a satisfaction rating of 6.7 (1=terrible, 10=excellent). The drop in satisfaction is attributed to visitors waiting “too long,” the shuttles “not coming every 30 minutes as advertised,” and having “too small of buses.” Visitors also recommended improving wayfinding signage.

Overall experience on the trail

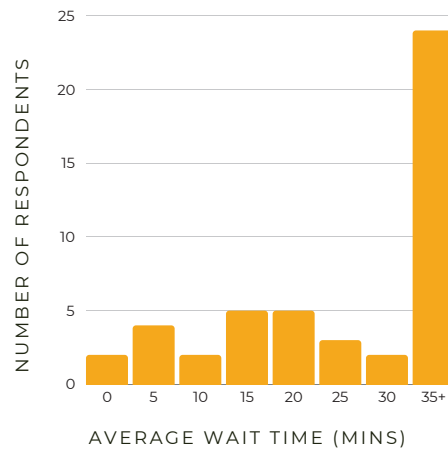
Despite the lower satisfaction rating, visitors had an excellent time on the trail. On a scale of one (terrible) to ten (excellent), survey respondents had an overall experience rating of 9.1, which is 1.2 points higher than 2023. Visitors generally did not feel crowded as well and gave a rating of 3.8 when describing crowding levels (1=not crowded, 10=very crowded).

To ensure wait times were acceptable, respondents were asked how long they waited for each shuttle. 76% of survey respondents stated they waited less than 10 minutes at the Breckenridge South Gondola Lot for the shuttle to go to Quandary Peak. These wait times are drastically different than the shuttle returning to Breckenridge, as **more than half (51%) of visitors stated they waited 35 minutes or more** to take the shuttle back to Breckenridge after their hike. Some visitors even commented that they waited 50 to 75 minutes. Visitors last year stated that the shuttle returning to Breckenridge also had the longest wait times, but the 18% of survey respondents who waited 35 minutes or more took a shuttle in either June or September when only two shuttles were running every hour. This is different than this year, as the long wait times occurred in July and August when the shuttles were supposed to come every 30 minutes. **Wait times for the McCullough Gulch shuttle were short**, as 70% of visitors stated they waited five minutes or less to go from the Quandary Peak Trailhead to the McCullough Gulch Trail, and 76% of visitors had wait times of ten minutes or less to return from their McCullough Gulch hike.

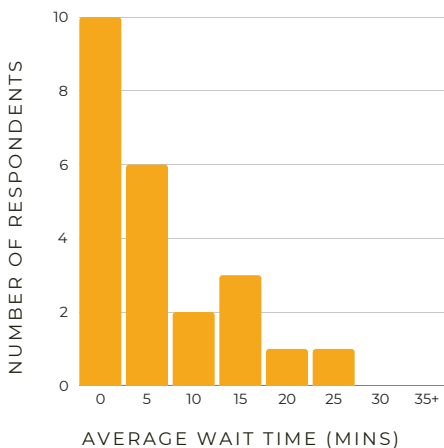
BRECKENRIDGE TO QUANDARY



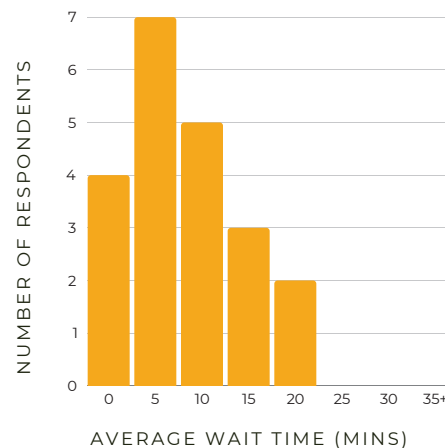
QUANDARY TO BRECKENRIDGE



TO MCCULLOUGH GULCH



FROM MCCULLOUGH GULCH



The following represents verbatim, open-ended comments received from the shuttle satisfaction survey.

POSITIVE

- Robert and Craig were fantastic.
- Easy to use and convenient.
- Give school bus driver gal a raise - she is great
- Craig was a great driver!
- Cassie was great
- Craig is amazing! Super funny, friendly, and personal. Remembered the names of the people.
- Our driver was awesome.
- Shuttle employees were great!! Super friendly.
- Buses were very clean. Trail easy to navigate if you have a map
- Ride itself is easy and not hard to book.
- The shuttle is great. Will definitely recommend.
- Wonderful!

SYSTEM OPERATIONS

- Cheaper than car parking but system confusing
- We should not have to use another app [to book free parking].
- Take shuttle farther up road to the gate by the green boxes.
- System was down- had to call to make a reservation.
- Not long enough hours.
- Come every 15 minutes!!!
- McCullough Gulch has less people and [the shuttle] is more frequent but has a bigger van - doesn't make sense.
- The parking at B-South parking lot was confusing. Buying shuttle ticket, I was led to believe parking would be free all day.
- The reservation website could do a better job explaining how the McCullough Gulch shuttle works if you reserve a parking spot at the trailhead.
- Website said shuttle takes you to trailhead- not true. We waked 20 minutes from shuttle drop off to trailhead with probably added another mile or more.
- It is fine except for honk mobile. I couldn't figure it out.
- Free parking not easy to book!
- Trail marking needed after waterfall too hard to follow.
- Not everyone gets a seat which is fine but not great.
- The bus does not hold very many people and only runs every hour. There was no room on the 2:30pm bus :(

INFRASTRUCTURE

- Build a waiting area!!
- The driver was great, but it's ridiculous not having a waiting area.
- Please add benches to wait for shuttle.
- LONG wait = add benches to shuttle stop!!

WAIT TIMES

- So many people didn't get on 7am and had to wait for the next one which adds an hour. Same coming back. People had to wait 1.5 hours. Way too many people for capacity - need bigger or more buses.
- Takes too long to get back
- Very late, very annoyed. No worth the wait!
- Your website said shuttles run 2x per hour until 9/5. This is not true. Today is 8/3 and there is only 1x per hour. If you advertise a service and sell a ticket, you should deliver that service.
- Too long/crowded
- Unacceptable wait
- Waited 50 min, supposed to come every 30!
- I waited from 4:00 for 45 minutes and had to walk back. The bus never came for a 4:30 pickup.
- Waited 1 hour!!
- Timing of shuttle not as advertised. Unreliable company.
- Shuttle not on schedule
- Too much waiting - not worth it.
- Walking would suck but the shuttle took forever
- Too much waiting around. No shuttle at 8:30
- Bus too small and infrequent.
- Unacceptable schedule/size of shuttle
- TOO LONG! :(
- So far, its 10:52 and the 10:30 shuttle never arrived.
- Shuttle to Breck was a long wait.
- Need longer shuttle hours
- I waited from 4:10 for 45 minutes. The shuttle never came. DO not make a schedule if you cannot uphold your end.
- Arrived at 8am and waited 25 mins.
- The website says shuttles are every 30 minutes from QP TH to Breck, but the sign in the parking lot says 1 hour. This is a big deal and upsetting since we got to the shuttle stop at 10:55 expecting an 11am ride! I love transit and hate driving but transit is not useful without reliable schedules.
- Internet said return shuttle departs every 30 min, but at trail said every hour so we had to wait 35+ min post-hike.
- The bus does not hold very many people and only runs every hour. There was no room on the 2:30pm bus :(



PUBLIC QUESTIONS

Summit County staff categorized questions received by the public via email over the course of the 2024 summer season. This data set is separate from the satisfaction survey and does not include any questions received from the numerous daily phone calls (on average around three to five calls per day) to the Open Space and Trails phone line. Below is a sample of questions received.

MCCULLOUGH GULCH ACCESS

How do I get to McCullough Gulch trailhead after September 15?

With the shuttle no longer running after Sept 15, how does one access the McCullough Gulch trailhead?

After September 15th when the shuttle ceases, is it permissible to park off the road in the shuttle turnaround lot for McCullough?

GENERAL QUESTIONS

I am reaching out for options for nighttime parking to hike Quandary Peak, so we can summit for sunrise. Any thoughts?

What time do we need to arrive?

How often does the shuttle from the trailhead back to the parking lot?

If I need to camp the night in the area, is there a place nearby where I can do that?

How do international visitors make these reservations?

RESERVATION TROUBLES

I'm trying to book parking and shuttle reservations for a short day, 11-3, at McCullough Gulch, but it keeps turning it into a full day reservation. Can you help?

I'm picking up a rental, so I won't know the license plate number until then. Can I make the online parking reservation now and add the license plate number later?

I tried to book parking and am getting a spinning wheel. Is the parking sold out?

The Honk parking app says there no is parking available. Can I pay when I get there or do I need to cancel my reservation due to the lack of parking on app for the South Gondola lot?



VISITATION DATA

In partnership with Colorado Fourteeners Initiative, staff continued to monitor five trail counters (Quandary Peak, Quandary Peak trail easement, McCullough Gulch, Lower McCullough Gulch, and Upper Blue Lakes) and two vehicle counters (Blue Lakes Road and McCullough Gulch Road) to understand use and visitation patterns.

NOTE: Staff divided all detections, or the time-stamped records recorded on the counter, by two to account for out-and-back travel. Therefore, visitation in this report is represented as "visits" (so half of the time-stamped records), or the distinct number of times that visitors hiked Quandary Peak or McCullough Gulch, and "trips," the number of out-and-back travel by vehicles.



QUANDARY PEAK VISITATION

During the reservation system from June 15 to September 15, **Quandary Peak had an estimated 21,932 visits.** Visitation in 2024 was identical to 2023, as there was only a difference of 311 total visits between the two years (n= 22,243 visits). However, visitation increased 22% from 2022 (n=18,010 visits) but decreased 18% from 2021 (n=26,810 visits).

Similar to previous years, **July was the busiest month to hike Quandary Peak,** with a total of 8,489 visits and an average of 274 visits per day. August was the second busiest month, with 7,521 visits and an average of 243 visits per day. September received 5,266 total visits and an average of 176 visits per day, and June had the lowest visitation, with 3,921 visits and an average of 131 visits per day.

Saturdays (n=5,340 visits) were the busiest days to hike Quandary Peak and had an average of 411 visits per day. Although Sundays (n=3,249 visits) were the second busiest days to hike Quandary Peak, visitation on Sundays was more like visitation on the weekdays. Similar to last year, **there was little variance between Monday to Friday.** Weekday visitation had a range of 2,377 to 2,819 total visits, equating to 183 to 216 visits per day. Peak visitation occurred on Saturday August 17, where the trail counter detected 541 visits in one day.

FIGURE 7: VISITATION BASED ON DAY

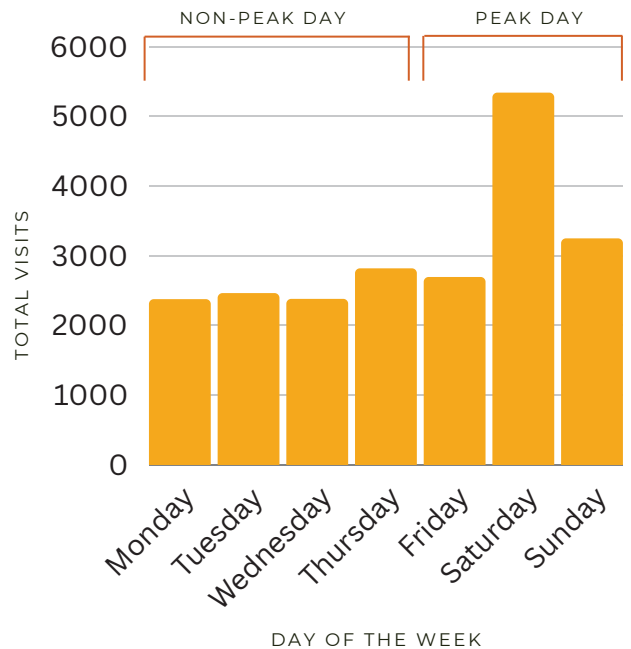
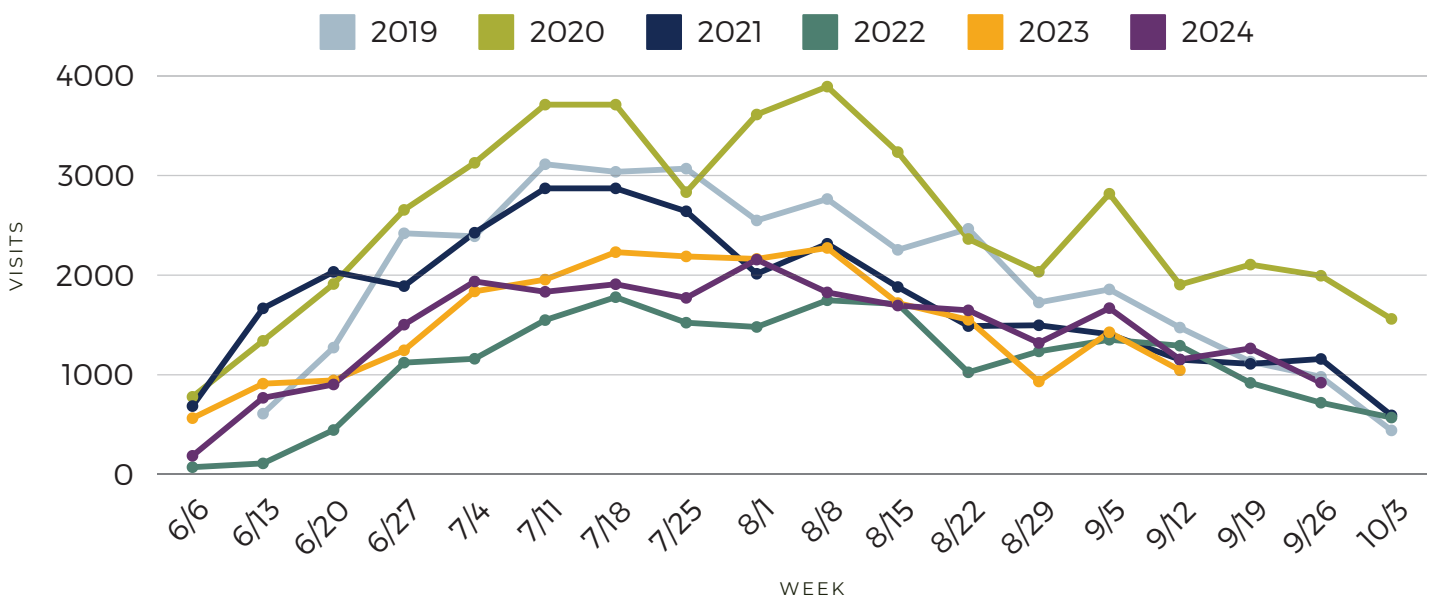


FIGURE 8: VISITATION AT QUANADRY PEAK 2019-2024



MCCULLOUGH GULCH VISITATION

From June 15 - September 15, **McCullough Gulch had an estimated 11,426 visits.**

Visitation in 2024 was very similar to 2023 (n=11,797 visits) and 2021 (n=13,513 visits). However, visitation drastically increased by 64% from 2022 (n=6,961 visits). Note: visitation dropped in 2022 as a result of the new system.

July was the busiest month to visit

McCullough Gulch with a total of 4,977 visits and an average of 161 visits per day. August was the second busiest month, with 3,494 visits and an average of 113 visits per day. June had similar average daily visits as August, with an average of 109 visits per day. September was the least busiest month to visit McCullough Gulch with an average of 81 visits per day.

Saturdays were the busiest day of the week

to hike McCullough Gulch with an average of 319 visits per day. Apart from Saturdays, there was little variance between the other days of the week which had an average of 181 to 226 visits per day.

FIGURE 9: VISITATION BASED ON DAY

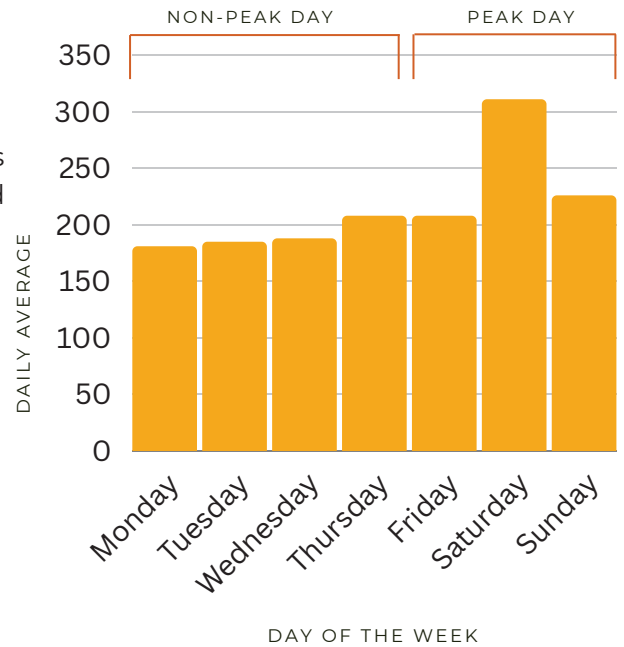
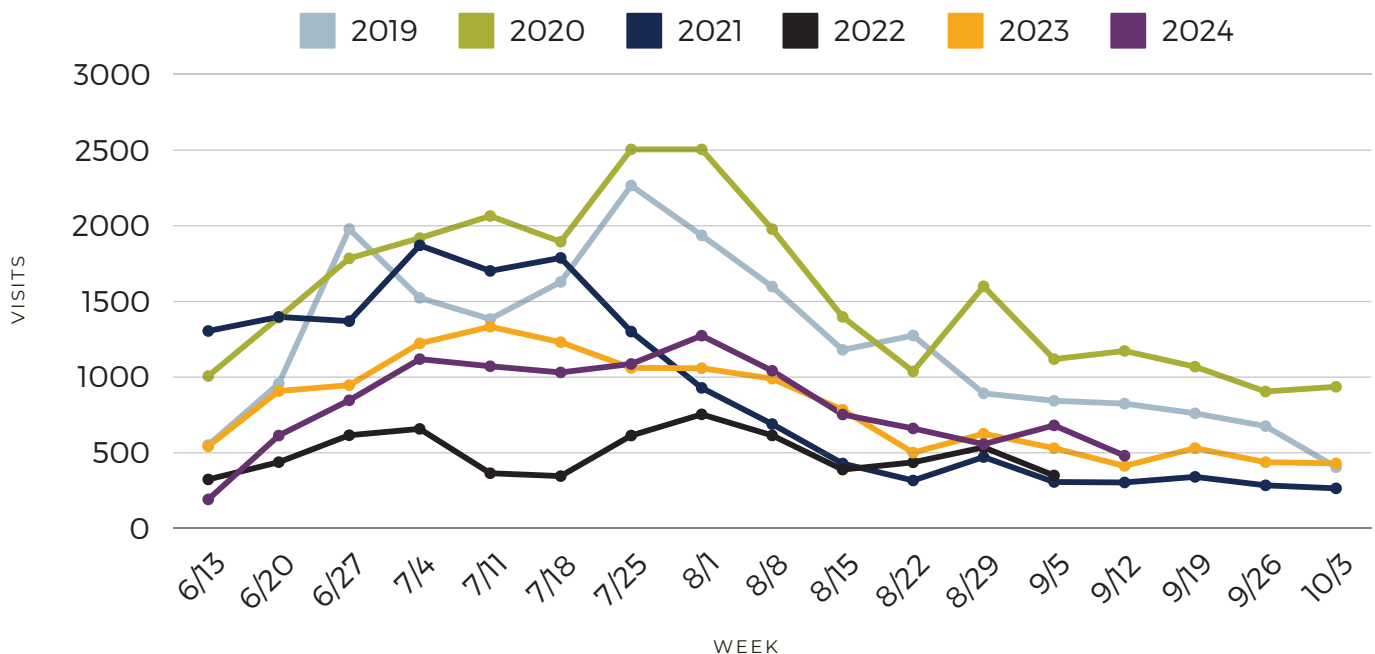


FIGURE 10: VISITATION AT MCCULLOUGH GULCH 2019 - 2024



ADDITIONAL TRAIL VISITATION

To determine how visitation on adjacent trails compared to Quandary Peak and McCullough Gulch trails, staff continued to monitor the Lower McCullough Gulch and Upper Blue Lakes trail counters this summer.

Visitation at Lower McCullough Gulch and Upper Blue Lakes continues to be substantially lower than visitation at Quandary Peak and McCullough Gulch. From June 15 to September 15, the **Lower McCullough Gulch Trail received 3,037 visits** (a 15% decrease from 2023). Due to a counter error, visitation was not collected until June 27 at the Upper Blue Lakes Trail. Therefore, from June 27 to September 15, the **Upper Blue Lakes Trail had 4,929 visits** (a 16% decrease from 2023).

FIGURE 11: WEEKLY VISITATION AT UPPER BLUE LAKES

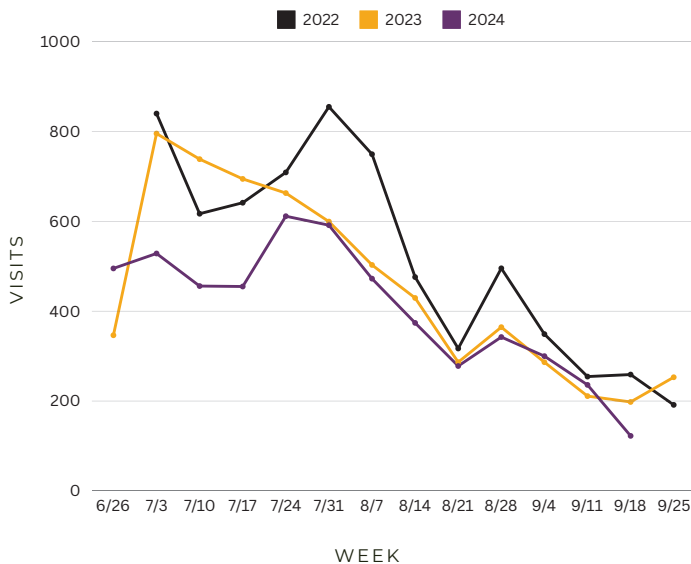
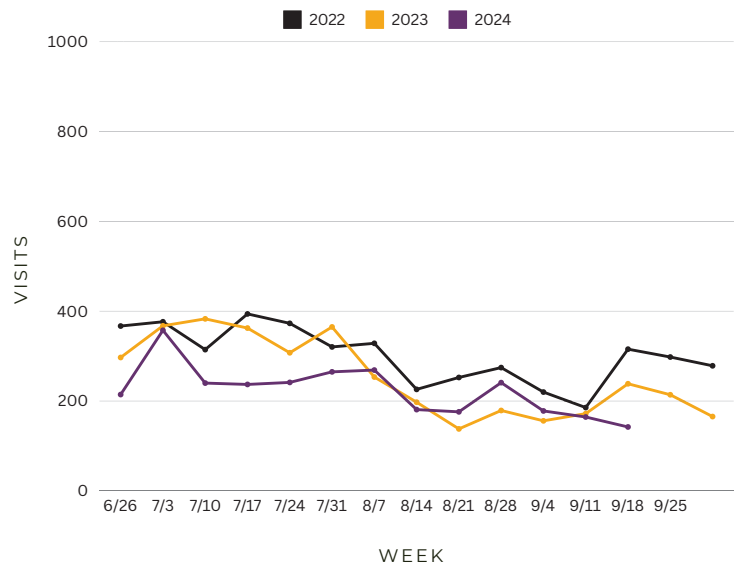
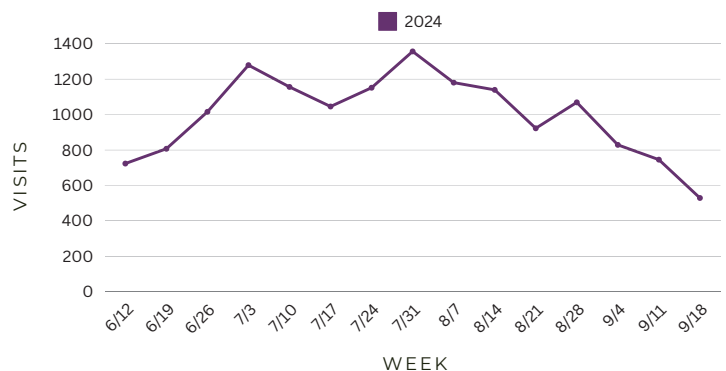


FIGURE 12: WEEKLY VISITATION AT LOWER MCCULLOUGH GULCH



In winter 2024, staff installed a new trail counter on the Quandary Peak trail easement to help staff understand the total number of visitors utilizing the Quandary Peak Trailhead parking lot to access both the Quandary Peak and McCullough Gulch trails. During the reservation system, **the counter recorded 14,233 visits**. This equates to an average of 153 visits per day. Visitation was highest in July, with a peak of 1,357 visits per week. **Weekly visitation ranged between 530 and 1,357 visits.**

FIGURE 13: WEEKLY VISITATION AT QUANDARY PEAK TRAIL EASEMENT



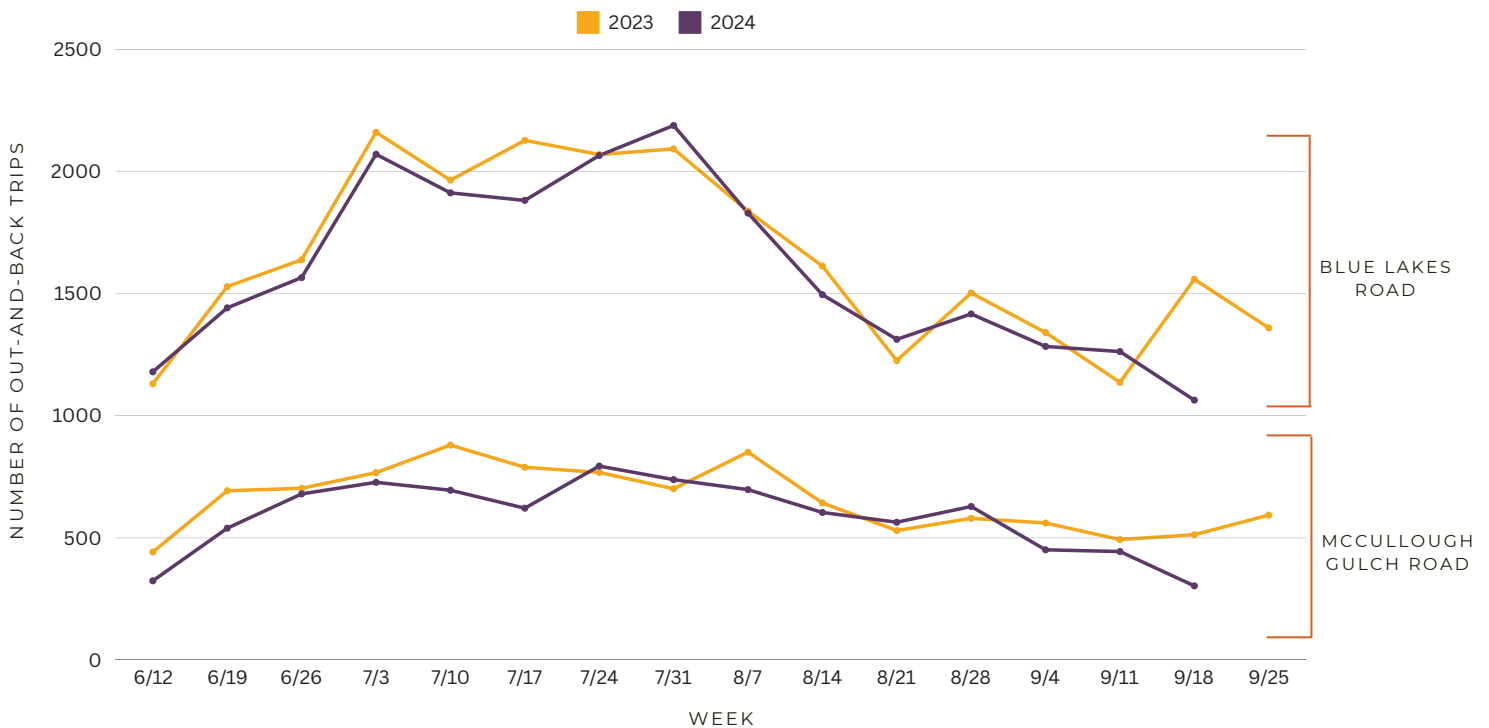
VEHICLE COUNTER DATA

Staff continued to monitor the two vehicle counters on McCullough Gulch Road and Blue Lakes Road this season.

Visitation on McCullough Gulch Road continues to be substantially lower than Blue Lakes Road. From June 15 to September 15, **the McCullough Gulch Road counter detected 8,259 out-and-back trips**, a 10% decrease from 2023. It should be noted that the shuttle trips were included in this total. Visitation was highest in July, with an average of 101 trips per day, followed by August (n=91 trips), and June (n=87 trips). September (n=69 daily trips) was the least busy month to travel on McCullough Gulch Road.

The Blue Lakes Road counter detected 22,208 out-and-back trips during the reservation system period. Visitation in 2024 is very similar to 2023 visitation, as there was a difference of only 713 trips over the three-month period (n= 22,921 total trips in 2023). Similar to McCullough Gulch Road, July had the highest average trips per day (n=283), followed by August (n=226 trips), June (n=218 trips), and then September (n=196 trips).

FIGURE 14: WEEKLY VISITATION ON MCCULLOUGH GULCH AND BLUE LAKES ROADS



CONCLUSION

After four years of the program operating, visitors seem to understand the system better and operations appear to run smoothly. 2024 marks the first year where visitors were almost as satisfied with the parking reservation system as the shuttle system, as there was not such a big split in satisfaction ratings between the two systems. Unlike the previous three years where visitors were generally satisfied with the shuttle system, visitors this year had more negative comments about the shuttle system than the parking reservation system. There were a few issues this year with the shuttle operations, including broken shuttles, long wait times, and a few incidents with the drivers.

The following recommendations, which were made in collaboration with the interagency group, continue to look for ways to improve the parking reservation and shuttle system, address equity and inclusion concerns, and provide adequate access to the area. In addition to the parking and shuttle system, greater challenges in the area include parking congestion at nearby trailheads, the new National Monument designation, displacement of use, lack of adequate infrastructure, financial sustainability, and staff capacity.



RECOMMENDATIONS

The following recommendations are not organized by priority and are independent of cost. Further discussions must occur between partners to prioritize the following strategies based on funding availability and the goals and priorities of each partner agency.

Parking

- Consider reducing the cost of a parking reservation, especially for full day reservations, to improve satisfaction ratings and equitable access.
- Consider adjusting peak day pricing to include Saturday and Sunday only since Friday visitation was more similar to Monday - Thursday visitation. However, the loss in revenue is estimated at \$27,000.
- Improve messaging on the hikequandary.com website for when the parking lot is full so visitors do not get a “spinning wheel.”
- Continue offering free parking after 3:00pm.
- Ensure the contractor provides enforcement of the Quandary Peak parking lot. Consider an onsite person to oversee the enforcement.
- Continue to utilize strategies to maximize space availability in the parking lot.
- Continue offering the free library parking passes in 2025.
- Seek alternative options that do not require cell phone coverage, such as Starlink internet, for visitors that arrive and are unaware of the parking reservation requirement.

Shuttle

- Assess all aspects of the shuttle operations (i.e., frequency, accessibility, number of shuttles) to decrease wait times, improve visitor satisfaction, and enhance financial sustainability.
- Continue utilizing the new shuttle turnaround zone.
- Consider making the shuttle free for all riders to make it more accessible. If the shuttle is free, parking reservations should remain expensive.
- Ensure the shuttle company has a backup plan when a shuttle breaks down or a shuttle driver cannot work their assigned shift to prevent any lapses in service.
- Assess CDL driver requirements and ensure this is included in the contract.
- Continue utilizing the South Gondola Parking Garage as the shuttle pickup location in Breckenridge and work with the Town of Breckenridge to offer free parking with the purchase of a shuttle ticket. Consider using a different payment process than the Honk mobile app.
- Continue to offer the free Summit County resident tickets.
- Continue to allow dogs to ride the shuttles.

RECOMMENDATIONS

Pre- and Post-Season

- Improve access to McCullough Gulch once the shuttle service ends in September, so visitors do not have to hike an additional 1.5 miles each way on McCullough Gulch Road.
- Provide better instructions on how to access McCullough Gulch once parked at the trailhead (take a shuttle), and after the shuttle operations end.
- Due to parking congestion occurring on the Country roads after the season ends, consider increasing enforcement or installing VMS signs to discourage visitors from parking on McCullough Gulch and Blue Lakes Roads.
- Provide better information on the hikequandary.com website explaining how visitors can access Quandary Peak and McCullough Gulch outside of the reservation system period.

Other

- Monitor the level of servicing needed for the new trash cans and restrooms at the Quandary Peak parking lot and shuttle turnaround and adjust as needed.
- Continue to look for ways to improve equity and access to Quandary Peak and McCullough Gulch.
- Ensure the Camp Hale - Continental Divide National Monument planning project addresses the parking and shuttle system.
- Delineate the helicopter landing zone better or add signage and barriers to ensure visitors are not parking in the helipad and blocking emergency access.
- Consider adding links to external websites for weather, hiking tips, and trail maps on the hikequandary.com website to minimize the number of people asking general questions.
- Provide a way for international visitors to make reservation using a non USA zip code.

Memorandum

To: Breckenridge Open Space Advisory Commission
From: Open Space & Trails Staff
Re: November 18, 2024 Meeting

Staff Summary

A map, with bookmarks for many of the locations referenced in this Staff Summary, can be found [here](#). Trails highlighted in pink indicate winter grooming activity.

Field Season Update

The 2024 Summer Field Season has concluded. For the final month, Trail Technicians were busy completing the following:

- The 45-foot bouncy bridge on the River Trail was replaced with a new aluminum bridge.
- Summer seasonal signage was replaced with winter signage, including in the Cucumber Gulch Preserve.
- A number of trail portal posts were replaced.
- Technicians harvested buck & rail fence material.
- Technicians started snowmobile compacting the free groomed trail system adjacent the Gold Run Nordic Center.
- Slalom Trail's recommended directional trail signs will be installed in the spring of 2025.
- Road maintenance on Gold Run Road has been postponed to the spring of 2025 due to early season snow accumulation.

Little Daisy Update

The septic tank replacement for Little Daisy is underway, with expected completion by Thanksgiving. Additionally, the USFS is in the process of transferring well and road permits for the property to the Town of Breckenridge, as each uses National Forest System land.

Wellington-Oro Water Treatment

Tetra Tech completed their "pump draw down" tests using their recently drilled wells at the Wellington-Oro property, as planned on October 23, 2024. Tetra Tech is scheduled to provide their feasibility report for a passive or semi-passive treatment system, which will include the results of these tests, by the end of 2024. The next steps are dependent on the recommendations of this report and could include pilot tests of these alternative treatment systems.

[The EPA is currently testing a passive treatment system on the Puzzle-Willard mine](#), on Boreas Pass Road, which is also targeting high levels of cadmium and zinc.

Laurium Public Site Visit

On November 4, 2024, staff, in conjunction with staff from Summit County Open Space (SCOS) and Summit County Sheriff's Office, hosted a public information session at the Laurium Trailhead to explain the details of the planned relocation of the parking lot, the steps taken in the process, and the reasoning behind them. The Summit Daily News covered the event in [this article](#). SCOS and staff will be posting a QR code on the Laurium Trailhead kiosk directing trail users to an internet link that describes the project in detail.

10944 Highway 9

The Town recently established an updated Trail License Agreement with Mr. Richard Himmelstein, owner of 10944 Highway 9, to provide legal access from Highway 9 to the bottom of the French Creek Trail. This is a popular trail connection for residents of the French Creek neighborhood traveling to and from downtown Breckenridge. The updated agreement indicates that the trail travels along the southern edge of Mr. Himmelstein's property (Appendix A).

McCain Fish Population

Regional Colorado Parks and Wildlife (CPW) Aquatic Biologist Jon Ewert plans to continue to stock the Blue River, along Tract 10B of the McCain parcel (Appendix B), with rainbow trout in anticipation of public access to that stretch in 2027. Mr. Ewert stocked this stretch of river with 30,000, 2", wild-type rainbow trout in June 2023 and plans to conduct an electrofishing survey post-runoff in 2025 to determine a population count. CPW is optimistic, given the amount of time before this section of river is scheduled to open to the public and the lack of physical barriers downstream, that a viable rainbow trout population can be established.

Forest Health Update

Staff met with representatives from the Red, White, & Blue Fire Protection District and Summit County Fire & EMS on October 29, 2024, to review and discuss the next steps for two different forest health projects on Town of Breckenridge and jointly owned properties in the Upper Blue Valley. The group reviewed work completed over the spring, summer, and fall months and began to coordinate for upcoming burns – including the Airport Road & Shock Hill Hazardous Fuels Reduction (HFR) project. Staff and partners also explored opportunities for leveraging fire district resources and the 109 grants available for the Town of Breckenridge Open Space parcel management, including HFR projects. Locations and maps of all the HFR projects are included in the packet and the Staff Summary GIS map.

Airport Road & Shock Hill HFR - The site-specific burn plan and strategies for fuel reduction near Airport Road and Shock Hill were the primary focus of the October 29, 2024, meeting (Appendix C). A draft of the Smoke Management permit was finalized with our community partners and the permit has been submitted to the Colorado Department of Health and Environment for approval in preparation for this site's scheduled burning this winter season.

- Site Challenges:
 - The project site poses unique challenges due to its proximity to downtown and steep terrain.
 - The planning includes close monitoring to ensure safe conditions for burning.
- Community Outreach:
 - A press release is prepared to inform the public about the burn.
 - Notifications will be distributed through social media and other communication channels in the days leading up to the burn.
 - Additional outreach efforts will target nearby residents, smoke-sensitive individuals, and the general public with location, date, and time details.

Bacon Lode HFR - The Bacon Lode Open Space piles are scheduled to be burned this winter. The project is on property the Town owns jointly with SCOS. The unit is located just east of Breckenridge, at a higher elevation near the intersection of the Chantilly Trail and the new Ellie's Features Trail (Appendix D). This project presents less concern because the burn area is located further away from residential and commercial areas, unlike the project on Airport Road & Shock Hill. SCOS will lead this project, including

the majority of the public messaging and communication. Local fire districts will manage the operational aspects of the burn.

Peabody Placer HFR - The Peabody Placer project is located within the wildland-urban interface (WUI) of the Golden Horseshoe near the Highlands at Breckenridge neighborhood (Appendix E). The Town has coordinated with SCOS, the Colorado State Forest Service (CSFS), and the United States Forest Service (USFS) White River National Forest Dillon Ranger District for the Peabody Placer Hazardous Fuels and Forest Health project. The HFR work was completed last fall, and the piles must be cured for another year to meet the two-year standard curing protocol. The tentative schedule is to conduct the burning of the piles in the winter of 2025-2026.

Blue River East HFR - This HFR project includes the Royal Placer, a property owned jointly by the Town and SCOS (Appendix F). The project is 85 acres in total, on the eastern side of Blue River, and aims to regenerate unhealthy forests and create a strategic fuel break. The project is being led by Bill Wolf from CSFS with additional support from Jordan Mead of SCOS. The two are orchestrating all phases of the project, including treatment unit layout, contract/permit administration, and community communication with support from the Town of Blue River.

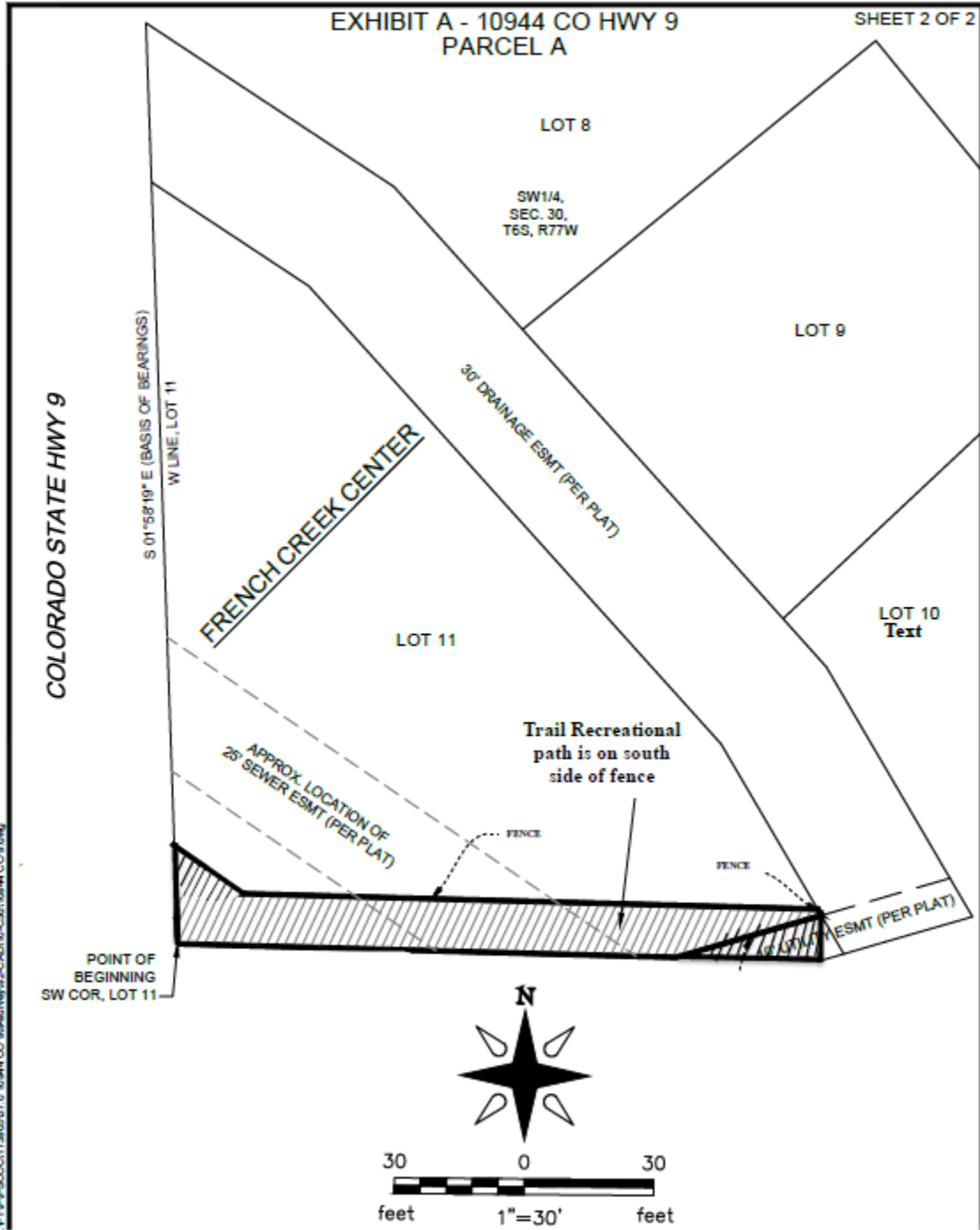
CHCDNM Schedule

The Volpe Center, which has been contracted by the Dillon Ranger District of USFS and SCOS to design programming recommendations for the Southern Tenmile section of the Camp Hale Continental Divide National Monument (CHCDNM) is nearing completion of an Action Plan draft. Volpe is now soliciting input from key stakeholders prior to producing a Final Action Plan. These include the Summit County Open Space Advisory Council (OSAC), the Board of County Commissioners (BOCC), BOSAC, and Council. Volpe is scheduled to virtually attend the December 16, 2024, BOSAC and the January 8, 2025, OSAC meetings to discuss their Action Plan draft. OSAC will be attending the January 27, 2025, BOSAC meeting, during which SCOS and staff will facilitate a joint discussion on the Action Plan draft. Council and BOCC are each scheduled to discuss the proposed Action Plan in February, with Volpe to provide the Final Action Plan by February 28, 2025.

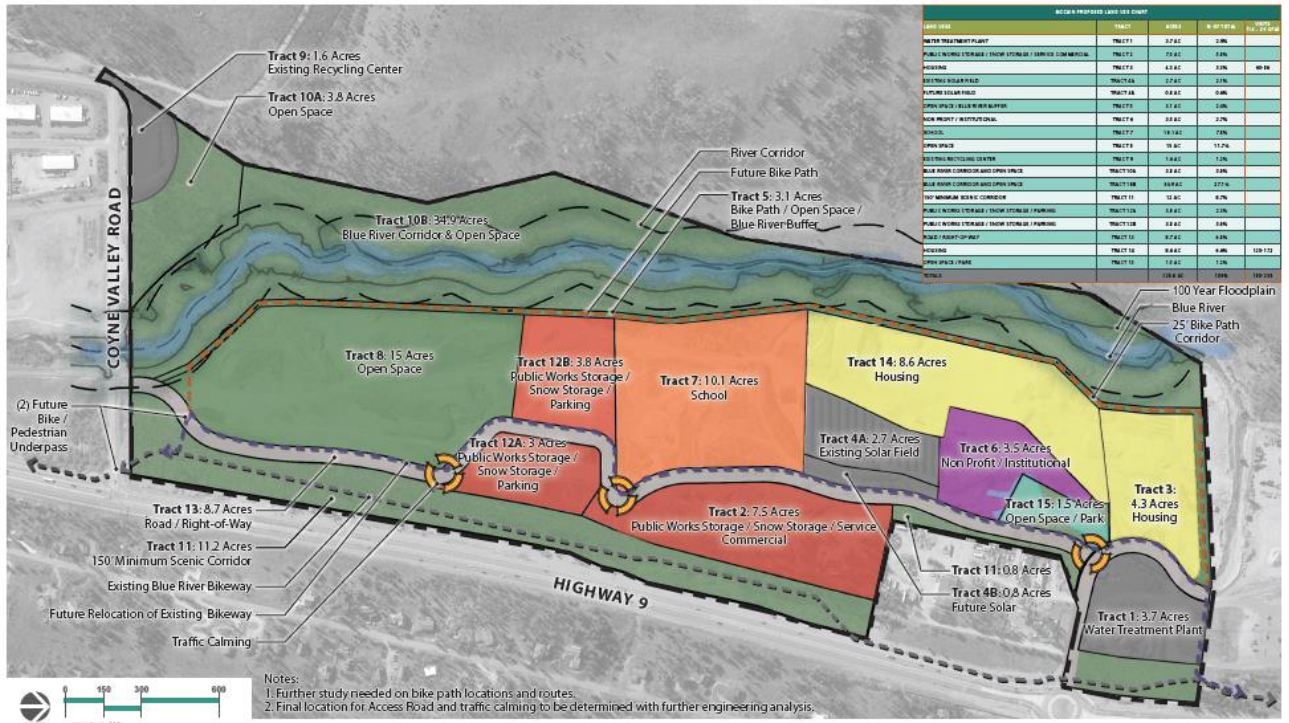
Minnie Mine Update

Breck History presented their proposed 2025 capital projects on open space lands at the August 19, 2024 BOSAC meeting. The largest of these projects was the Minnie Mine Compressor Shop stabilization and reconstruction. Given that the project did not receive unanimous support from Council and that a County Commissioner had expressed concerns, the Breck History Board revisited the project at their November 13, 2024 Board meeting. At the meeting, the Breck History Board decided to withdraw the Minnie Mine project from its list of 2025 capital projects. No further work is expected at the site in the upcoming year. The trail crew has recently installed fencing at the Minnie Mine site to provide a separation between the Minnie Mine trail and the historic remains of the Minnie Mine compressor shop.

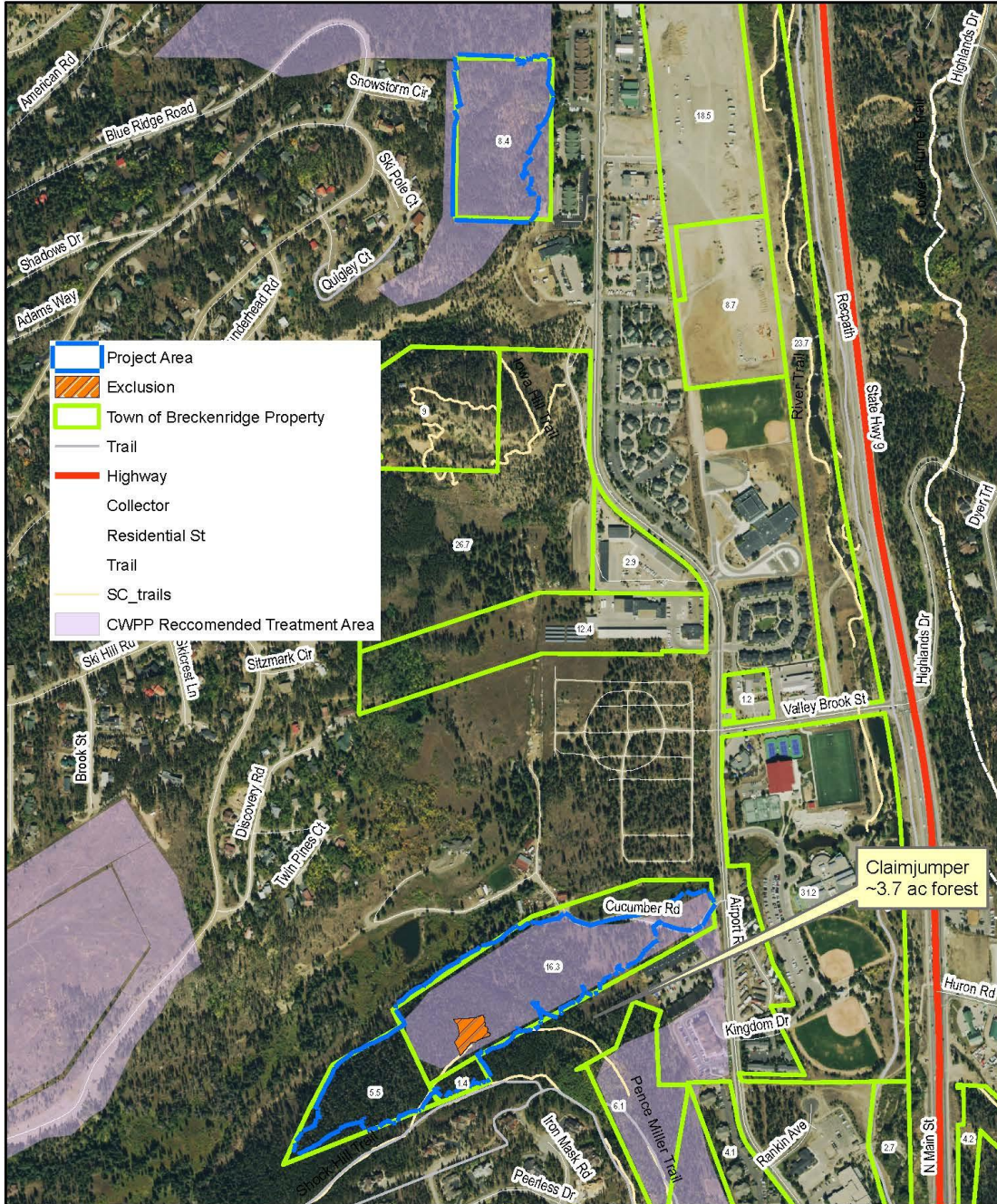
Appendix A



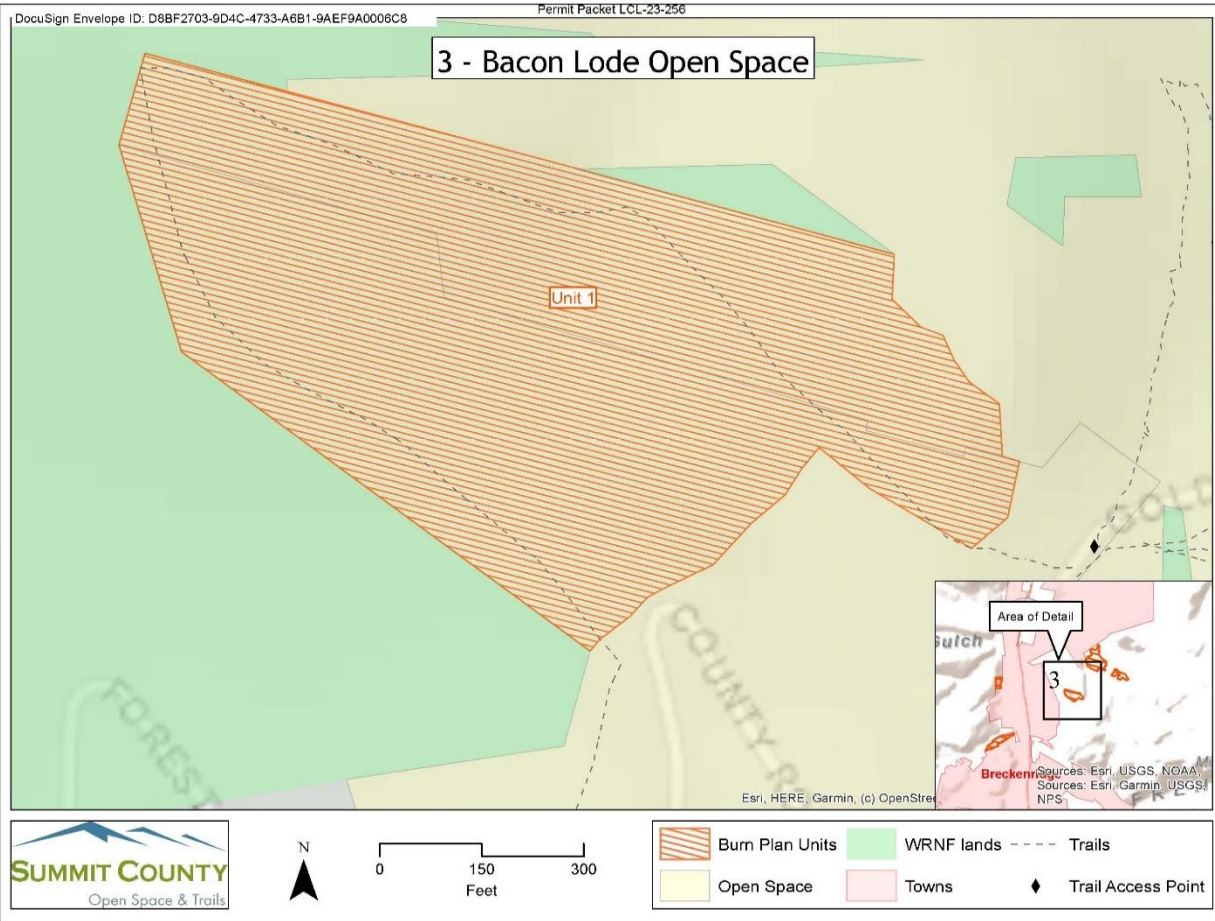
Appendix B



Airport Road & Shock Hill Hazardous Fuels Reduction

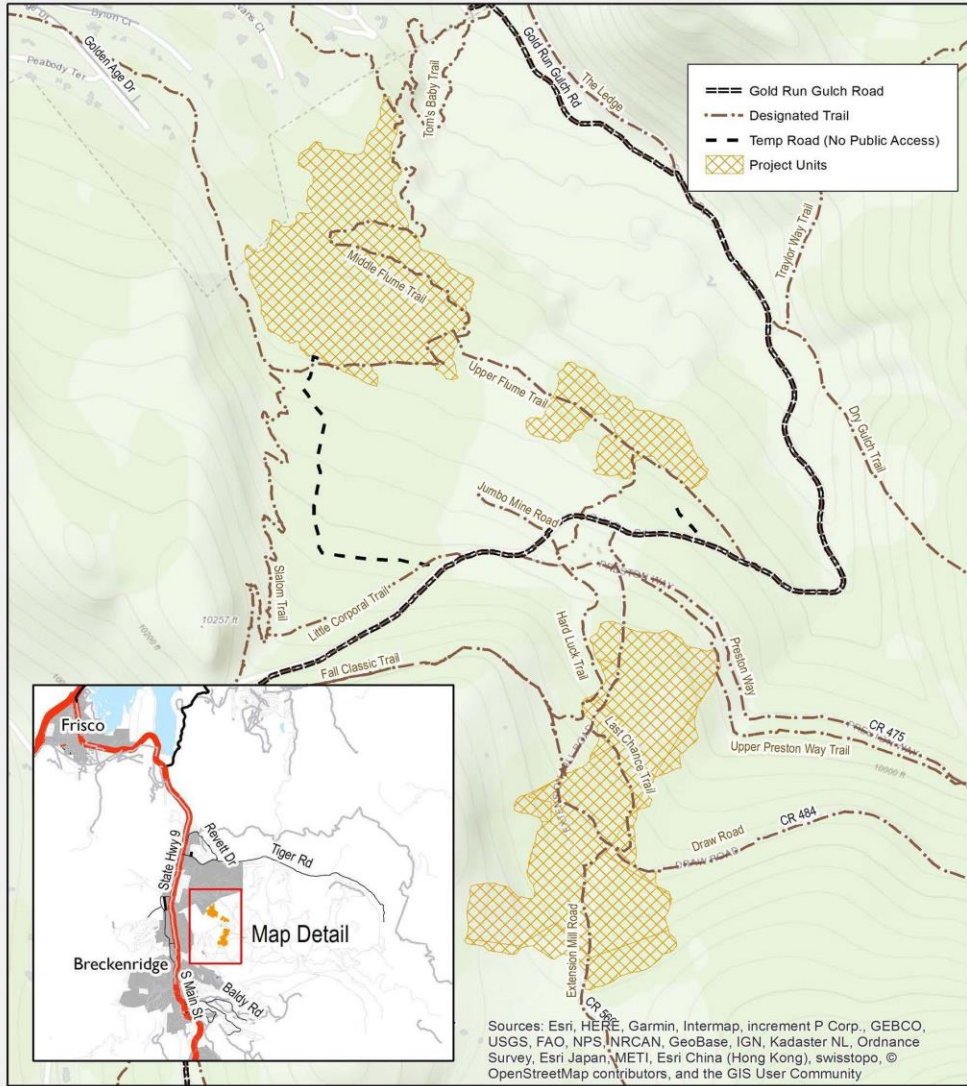


Appendix D



Appendix E

Peabody Placer Hazardous Fuels Reduction



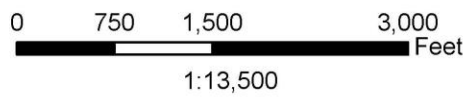
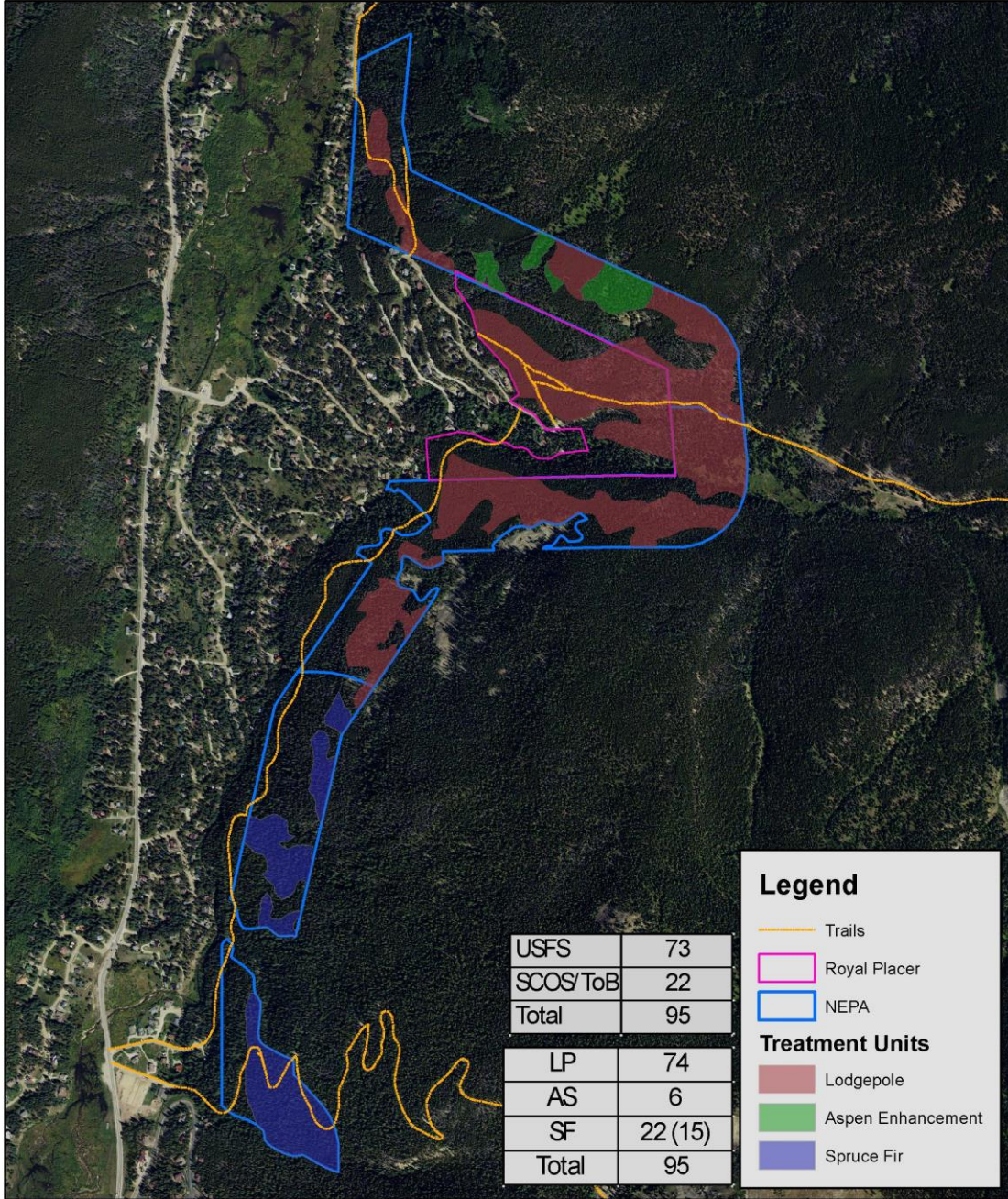
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, INRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community



Document Path: E:\GIS\Working\PeabodyPlacer\Map.mxd



Blue River East GNA Fuels Reduction Project



Prepared By:
Colorado State Forest Service
Granby FO - Northwest Area
April 2024



Memorandum

To: Breckenridge Open Space Advisory Commission

From: Open Space & Trails Staff

Re: November 18, 2024 Meeting

Open Space & Trails Discussion

Colorado Fourteeners Initiative Grant

Following BOSAC's direction from their October 21, 2024 meeting, staff advised Colorado Fourteeners Initiative (CFI) that their 2025 grant application for \$10,000.00 was rejected because an economic impact study wasn't an appropriate use of Town of Breckenridge Open Space funds. Staff invited CFI to submit an amended grant application that focused on the conventional CFI efforts of the past, including trail maintenance, hiker education, and conditions collections on Quandary Peak. Please see CFI's amended grant application included in the packet, directed toward trail maintenance on the Blue Lakes Trail. Also included is CFI's 2024 grant report.

- 1. Are there any questions, comments, or concerns regarding this grant application?**
- 2. Does BOSAC support awarding these grants, using Open Space funds, as requested?**
- 3. Does BOSAC have any feedback for CFI?**

Colorado Fourteeners Initiative – 2025 Town of Breckenridge Grant
Amended Application

Organization History and include year organization was established (100 words or less):

In 1994, Colorado Fourteeners Initiative (CFI) was established with the mission to protect Colorado's 14,000-foot peaks. With an estimated 263,000 hikers visiting these peaks each year, the delicate alpine ecosystems face significant strain, threatening the ancient soils, and fragile plant and animal communities. CFI addresses this challenge through various initiatives:

- a) Constructing sustainable summit routes and rehabilitating vegetation on existing trails,
- b) Performing trail maintenance via "Adopt-a-Peak" crews and volunteers,
- c) Monitoring route conditions and user-created trails to plan for future construction and maintenance,
- d) Educating hikers about Leave No Trace (LNT) techniques through paid crews and volunteer "Peak Stewards."

Organization Mission Statement (75 words or less):

To protect and preserve the natural integrity of Colorado's 54 14,000-foot peaks - aka "Fourteener" - through active stewardship and public education.

Give a brief overview of your most impactful programs and recent key accomplishments (250 words or less):

To date, CFI has successfully built 40 sustainable routes on 36 Fourteeners, with 22,942 volunteer days dedicated to hands-on stewardship and educational interactions with over 211,262 hikers regarding LNT practices. In 2023, CFI continued its impactful work, focusing on reconstructing Mount Elbert's Northeast Ridge trail and initiating a two-year project on Elbert's Black Cloud route. Additionally, crews returned to Mount Shavano for the second season of a six-year project to build a new trail, enhancing access to the summit. Last year, CFI's Adopt-a-Peak crews led 42 volunteer projects on 12 different peaks across the state. 594 individual volunteers recorded 1,186 days of volunteer stewardship.

A significant milestone in 2023 was CFI's collaboration with The Conservation Fund and Mosquito Range Heritage Initiative (MRHI) to acquire privately-owned land on Mount Democrat and near the Kite Lake trailhead. These lands were transferred to the US Forest Service, bringing close to 300 acres of land into public ownership and securing legal access to two 14ers, forever!

For the past two years, CFI has collaborated with the FixCRUS coalition to lobby for changes to Colorado Recreational Use Statute. In March 2024, Governor Polis signed SB-58 into law which aims to protect private landowners who allow free public access to their land for recreational purposes. The law took effect on August 7, 2024.

AMOUNT OF REQUEST:

\$ 10,000.00

FISCAL YEAR END:

12/31

BRIEF DESCRIPTION OF REQUEST – 20 words or less:

CFI will perform trail maintenance on Quandary Peak’s Blue Lakes trail and collect hiking use data on Quandary’s East Slopes.

Describe the project/program(s) to be funded (250 words or less):

CFI’s Adopt-a-Peak crew will work two eight-day hitches performing trail maintenance and restoration on Quandary Peak’s Blue Lakes route. This project addresses urgent erosion challenges along a lesser-used hiking trail situated in a fragile riparian zone, where the sensitive alpine soils and tundra are deteriorating rapidly due to environmental vulnerability. High rates of erosion, exacerbated by the natural instability of the area, are causing significant damage to the trail and surrounding landscape. To combat these issues, CFI plans to employ a combination of timber and rock structures designed to stabilize the trail surface and prevent further braiding, especially through the most delicate sections. These structural improvements will reinforce the tread, ensuring hikers remain on a defined path, which is essential for preserving the integrity of this riparian ecosystem. By focusing on sustainable stabilization techniques, this project aims to protect the rare alpine vegetation and soils while enhancing trail durability for future use. The crew will complete staff-only reconstruction work on more technical structures and host at least three single-day volunteer trail stewardship project involving a minimum of 30 volunteer days. CFI will also place a TRAFx infrared trail counter on Quandary Peak’s East Slopes trail to monitor the number of hikers climbing this peak daily. This grant will fund staff time planning the project and recruiting volunteers, installing and downloading data from the trail counter, as well as boots-on-the-ground staff time performing trail maintenance and restoration.

Total number served by the program request (Please provide the number of unique individuals impacted, do not include duplicates):

25000

What impact will this program make in the community and how will you measure that impact (250 words or less):

This program will have a lasting impact on the community by preserving the natural beauty and accessibility of Colorado’s Fourteeners, supporting sustainable recreation, and fostering environmental stewardship among volunteers and hikers. Through trail maintenance, reconstruction, and vegetation restoration, we will improve the resilience of this heavily impacted trail, reduce erosion and protect fragile ecosystems. The impact will be measured through quantifiable metrics, such as the linear feet of trail maintained, the number and types of structures installed, and the area of terrain restored. Additionally, we will track volunteer engagement and demographics, along with educational outreach via visitor contacts, to assess our effectiveness in

engaging and educating the public. These metrics will be reviewed annually and verified by the US Forest Service, ensuring that our efforts meet long-term conservation standards and deliver measurable benefits to the Fourteeners and the surrounding community.

Please list any Sustainability Efforts and Accomplishments achieved by your organization, if applicable.

CFI has a long-standing commitment to sustainability, reflected in our trail construction, maintenance practices, and organizational operations. Some key sustainability efforts and accomplishments include:

Sustainable Trail Construction: CFI employs sustainable trail building techniques designed to minimize environmental impact, reduce erosion, and protect the fragile alpine ecosystems of Colorado's 14,000-foot peaks. Our work has led to the construction of over 40 sustainable trails, ensuring that these areas are preserved for future generations.

Volunteer Stewardship: We engage hundreds of individual volunteers annually in trail maintenance and restoration projects, fostering a sense of ownership and responsibility for Colorado's natural resources. This hands-on stewardship is essential for sustaining the long-term health of the trails and surrounding environments.

Education and Outreach: CFI educates hikers on Leave No Trace principles and responsible recreation, promoting behaviors that reduce the environmental footprint of outdoor activities. Our educational efforts are integrated into all volunteer projects and outreach campaigns.

Data-Driven Conservation: Our hiking use and impact studies, including the use of infrared trail counters, provide valuable data that informs sustainable land management practices. This evidence-based approach ensures that our conservation efforts are both effective and adaptable to changing environmental conditions.

Partnerships and Collaborations: CFI partners with local businesses, government agencies, and other nonprofits to advance sustainability goals. These collaborations help to amplify our impact and ensure that sustainability is prioritized across the outdoor recreation sector.

Please note the organization's Equity Efforts and Accomplishments, including steps taken to serve the marginalized communities in the Upper Blue, if applicable.

Colorado's 14,000-foot peaks are Colorado's scenic backdrop and among the most well-known peaks in the country. These "approachable Everests" are visited by more than a quarter of a million people annually—both by those who call Colorado home and by visitors from around the globe.

For more 30 years, Colorado Fourteeners Initiative has worked to protect and preserve the natural integrity of Colorado's 14ers through active stewardship and public education. Expanding recreational use is threatening the rare and fragile alpine ecosystems that make these peaks so unique. We believe these peaks are treasures that need to be protected for future generations to enjoy and be inspired. However, we recognize the need and opportunity to expand our impact and

engage more of Colorado's increasingly diverse population in our work. CFI is committed to actively taking steps to learn, adapt, and lead in our ongoing outreach and engagement with diverse communities. We strive to create an inclusive environment where everyone feels welcome and valued, regardless of their background or identity.

To date, CFI has undertaken multiple initiatives to promote diversity, equity, and inclusion. These include:

1. Implementing equitable hiring practices to ensure a diverse workforce that reflects the communities we serve.
2. Partnering with Indigenous groups to honor and incorporate their knowledge and perspectives into our stewardship efforts.
3. Expanding educational outreach to feature more diverse voices and stories, ensuring that our programs resonate with a broader audience.

We will continue to advance this important work and our mission by seeking opportunities to extend our understanding, knowledge, and abilities with partners who share our passion for Colorado's high peaks. By doing so, we will bolster our success and the sustainability of our organization, as well as the sustainability of the 14ers themselves.

CFI is dedicated to continuous improvement in our DEI efforts. We will regularly assess our progress, seek feedback from the communities we serve, and transparently report on our achievements and areas for growth. We invite everyone to join us in this journey, as we work together to protect Colorado's 14ers for all to enjoy. We believe that by fostering an inclusive environment, we can create a stronger, more resilient organization and community.

Indicate the date you will submit your Final Project Report:

08/01/2025

GRANT REQUEST WORK PLAN:

Goal of Request:

The goals of this request are to a) protect the fragile alpine plants and wildlife on Quandary Peak from recreation-related impacts through targeted trail stewardship efforts, b) enhance our understanding of hiking use trends and assess the economic impact of 14er hiking, and c) educate users to promote Leave No Trace principles and encourage responsible recreation practices.

Grant Request Strategy to Address Goal:

Trail Stewardship:

- Recruit Adopt-a-Peak volunteer groups and schedule projects sufficient to achieve the quantitative and qualitative goals (three projects and 30+ volunteer days)
- Hire eight-person Adopt-a-Peak trail leadership crew that will generally operate as two independent four-person crews.

Sustainable Trails:

- Utilize core staff to place a tree-mounted TRAFx infrared trail counter mid-way up the East Ridge route.
- Download data at least twice from June through October as snow conditions allow.
- Share with county officials and agency partners when requested.

Hiker Education:

- Hold local recruitment and training event in Denver area.
- Ask each trained volunteer to put in at least four days educating hikers on the peak.
- Monitor and provide on-going contact to ensure participation does not drop off throughout the summer

Activities to Achieve Strategy:

Trail Stewardship:

- Recruit Adopt-a-Peak partner groups from the community or groups with strong ties to Quandary Peak and Summit County.
- Recruit, hire, train and deploy Adopt-a-Peak crews (2 crews with 4 members each)

Sustainable Trails:

- Schedule TRAFx unit installation, revisit site at least twice to download data from counter, and remove counter in fall.

Hiker Education:

- Secure volunteer to assist with the Peak Stewards program and hold trainings as necessary

Quantifiable Results of Strategy:

Trail Stewardship:

- Schedule three Adopt-a-Peak projects
- Engage an estimated 30+ volunteer days
- Perform 0.85 miles of routine trail maintenance

Sustainable Trails:

- Obtain accurate 24/7 hiking use data on Quandary Peak from June through October.

Hiker Education:

- Four Peak Steward volunteers to perform on-mountain hiker contacts.

Qualitative Results of Strategy:

Trail Stewardship:

- Engaged local volunteers with greater capabilities to perform needed trail maintenance work
- Strengthened partnerships with new and returning partner organizations

Sustainable Trails:

- Gain a more accurate understanding of hiking use patterns and how those link to on-the-ground conditions and economic impact for trailhead communities.

Hiker Education:

- Better educated hikers with greater understanding of responsible recreation practices.

Timeline:

Trail Stewardship:

- Recruit volunteers 01/2025 to 06/2025
- Post staff positions by 10/2024, hire by 03/2025, train by 05/2025, deploy by 06/2025

Sustainable Trails:

- Place trail counter in 06/2025, check twice throughout summer, remove from field 10/2025

Hiker Education:

- Volunteer training sessions held in 05/2025 and 06/2025
- Volunteer field days between 06/2025 and 10/2025

Responsible Party:

Trail Maintenance:

- Benjamin Hanus (Field Programs Director), Hannah Clark (Operations Manager), Nomads Crew Operations Coordinator (TBD)

Sustainable Trails:

- Trail Counters: Lloyd Athearn (Executive Director) and Brian Sargeant (Development and Communications Manager)

Hiker Education:

- Peak Stewards: Hannah Clark (Operations Manager)



August 13, 2024

Peyton Rogers, Executive Administration Assistant
Town of Breckenridge
150 Ski Hill Road
PO Box 168
Breckenridge CO 80424

Dear Ms. Rogers:

Thank you for the generous \$10,000 grant from the Town of Breckenridge to support Colorado Fourteeners Initiative's 2024 efforts on Quandary Peak. Although our work season is still in progress, with plans to continue through the first weekend in October, I'm pleased to provide an update on how the Town's funds have been allocated so far this year.

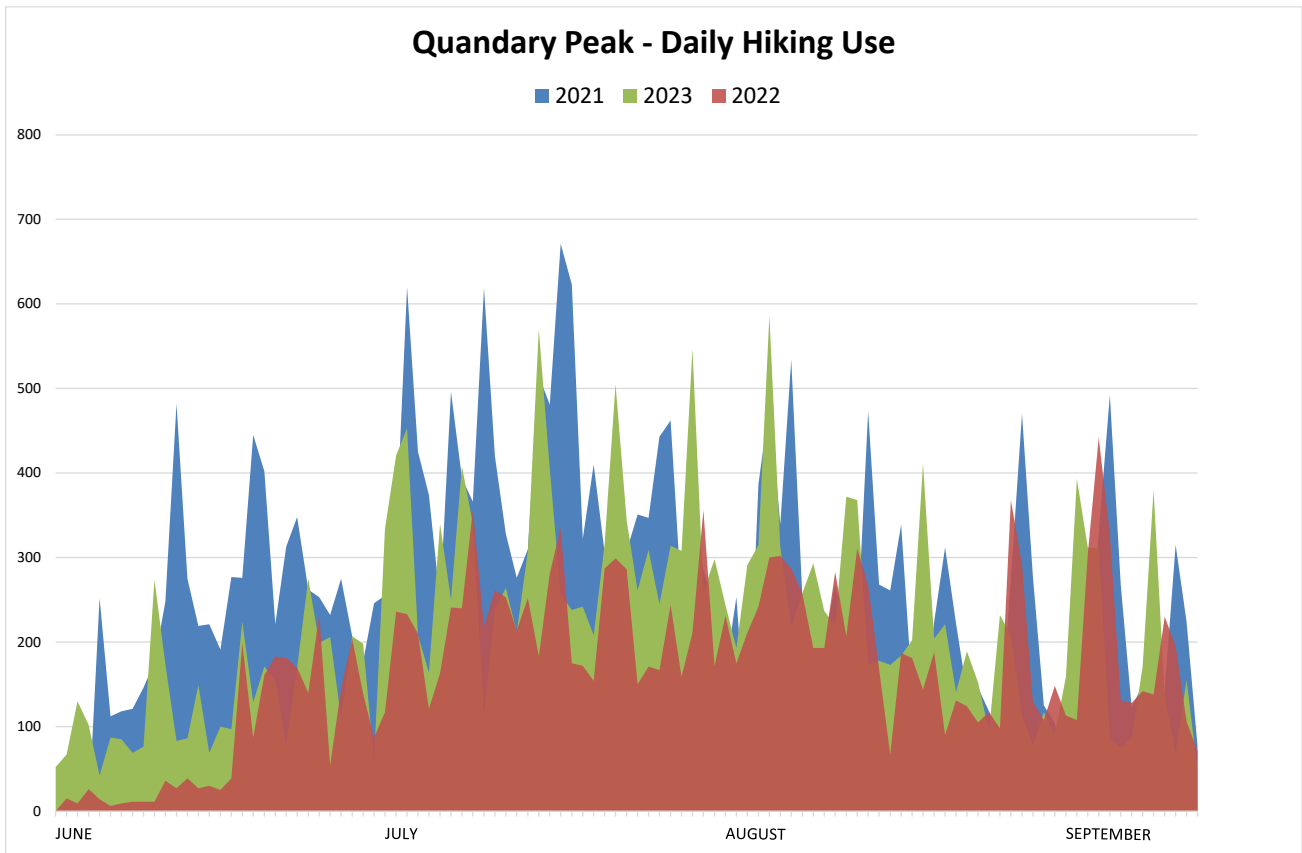
Adopt-a-Peak: CFI's Adopt-a-Peak crews have completed two eight-day work hitches on the mountain, contributing over 32 staff days of effort. During the first four days of each hitch, the crews focused on technical rock work and preparation for upcoming volunteer projects. In the final four days, various volunteer groups joined the crews.

This summer, CFI's Adopt team successfully hosted seven single-day volunteer trail maintenance projects, surpassing our initial goal of three projects. Although REI CO-OP volunteers were scheduled for two of these projects, both were unfortunately canceled. Additionally, two of our project partners had lower-than-expected attendance, with only five volunteers each, despite our request that partners recruit at least ten volunteers to ensure efficient and effective project execution. These seven projects have collectively contributed approximately 60 volunteer days of stewardship on Quandary Peak. Final metrics for mileage maintained, square footage of structures built, and check steps installed will be available once work journals are reviewed and totaled in October

Hiker Education: So far, six volunteer Peak Steward days have been recorded on Quandary Peak with a total of 534 hikers contacted about using Leave No Trace practices to minimize their recreational impact on the fragile alpine tundra landscape.



Sustainable Trails Hiker Counts: For the 11th consecutive season, CFI placed an infrared trail counter on Quandary Peak’s East Ridge to monitor hiking activity. The counter remained in its summer location over the winter months, and on July 17, 2024, CFI staff visited to download early-season data and replace the batteries in preparation for the busy summer hiking season. Between June 1 and July 16, more than 8,000 hikers passed by the trail counter on their way to the summit. This fall, the data will be downloaded again, and the trail counter will be relocated to its winter position to capture more accurate hiking numbers when the trail is snow-covered, and the route takes a more direct path up the mountain.



Next week, Colorado Fourteeners Initiative will release the latest edition of our report, which estimates that the number of people climbing a 14,000-foot peak in Colorado in 2023 has declined compared to the previous year. Preliminary estimates indicate that there were 262,000 hiker use days on 14ers across the state—a 6% decrease from 2022. Last year saw the second-lowest number of 14er hikers in the nine years that CFI has been producing estimates (2015 recorded 260,000). Continued access and parking restrictions at the highest-use peaks near the Front Range contributed to a 36% decline in 14er hiking use since the record high of 415,000 in 2020. Hiking use on Quandary Peak ranked second in the state, with an estimated 25,000 to 30,000 hiker days (best estimate: 27,000). This represents an increase of approximately 5,000 hikers compared to 2022, although it remains significantly lower than the numbers recorded in 2021 before parking restrictions were implemented.

This level of recreational use suggests a statewide economic impact of over \$71 million, based on past 14er-related expenditure studies conducted by Colorado State University economists John Loomis and Catherine Keske. Their 2009 study found that climbers of Quandary Peak near Breckenridge spent an average of \$271.17 per day on gasoline, food, lodging, equipment, and other retail purchases. Quandary Peak has consistently been one of the most trafficked peaks in the state. Given that this economic data

is nearly 15 years old, CFI hopes to secure funding from the Town of Breckenridge in 2025 to conduct an updated survey and gather more accurate data on 14er hikers' spending habits.

Our findings indicate that 27,000 people visited Quandary Peak last year. From this data, we estimate that hikers recreating on this peak generated more than \$7.3 million for nearby trailhead communities like the Town of Breckenridge. The report underscores the importance of protecting these natural resources, which provide a significant economic benefit to local communities.

I hope this report gives you a clear picture of the work CFI has accomplished this summer with the support of the Town of Breckenridge. Please feel free to reach out if you have any questions or concerns.

Regards,

A handwritten signature in black ink that reads "Brian J. Sargeant". The signature is written in a cursive, flowing style.

Brian J. Sargeant
Development and Communications Manager
1511 Washington Ave., Suite 310, Golden CO 80401
303.278.7650
brian@14ers.org

Council Matters Related to Open Space

Other Matters