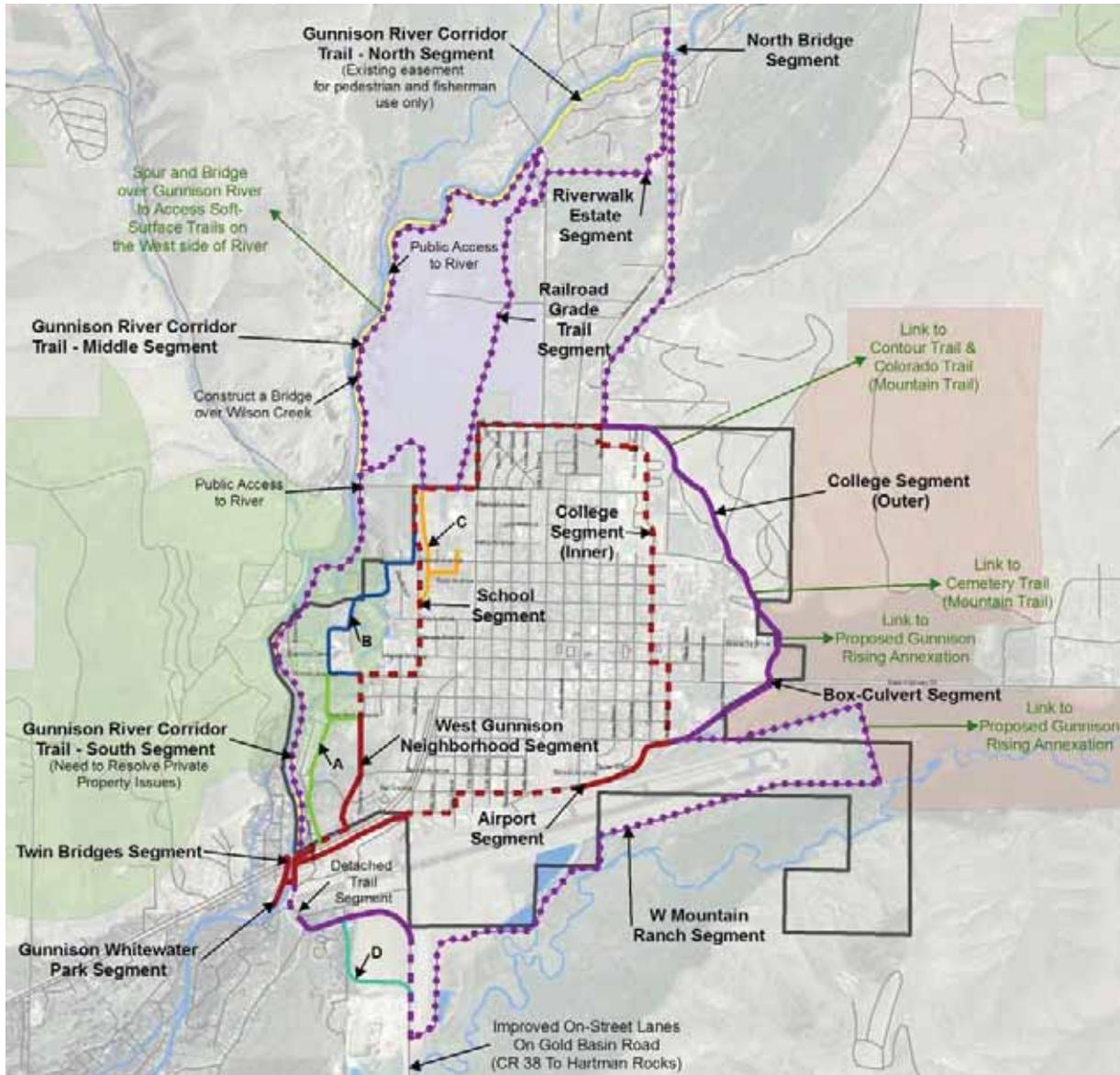


# TRAILS MASTER PLAN



Developed in collaboration with:  
Gary Lacy, PE  
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Recreation Engineering and Planning  
485 Arapahoe Avenue  
Boulder, CO 80302



Adopted February 12, 2008



# Acknowledgement

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The following patrons contributed their valuable time and effort to make this plan:

**Trails Committee**

**Colorado State Parks**

**Gunnison County Metropolitan  
Recreation District**

**Gunnison County**

**Western State College of Colorado**

**City of Gunnison**



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# Introduction

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In response to planning activities, public input, and a resulting vote supporting a bond issue, the City of Gunnison has developed this *Trails Master Plan (Plan)*. The *Plan* was developed in collaboration with Recreation Engineering and Planning (REP). Relevant excerpts from the *REP Comprehensive Trails Master Plan* have been incorporated into this *Trails Master Plan*.

In 2006 registered voters were surveyed regarding their opinions related to development of a trails system. Of the 30% responding there was overwhelming support. Following a public vote the City passed a bond issue creating a tax base which, in conjunction with Gunnison Metropolitan Recreation District funds and state trails grants, will be used for the design and construction of the trails system. The initiative will create approximately \$1 million over a ten year period to be used for trail design and construction. The funds will be allocated in a staged process to maximize sales tax dollars and minimize payments of interest. \$250,000 will be available in 2008 with approximately \$150,000 each year thereafter for design and construction and \$20,000 for maintenance.

*City of Gunnison Master Plan (2007)*  
**Chapter 8 – Transportation.** Gunnison’s transportation system will emphasize alternative modes of travel including pedestrian, bicycle, and a well-integrated public transit system. Growth continues to be accommodated through a planned system of streets and trails which contributes to the vitality of the City.

The ultimate goal is to create trails, recreational opportunities, and help facilitate development of an efficient multi-modal transportation system. The trails system will use City and stakeholder<sup>1</sup> property and will link key locations within the City.

In consultation with review agencies<sup>2</sup> the City staff developed a conceptual plan for the trails system that includes an inner loop and an outer loop. The inner loop provides multi-modal transportation generally within the City limit and the outer loop provides access to recreational areas and residential areas on the periphery of the City. The inner loop includes painting on existing surfaces, creation and widening of bike lanes, and creation of hard surface trails. The outer loop provides access using a combination of hard and soft surface trails.

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<sup>1</sup> Stakeholders include Western State College, REIJ School District, Van Tuyl Ranch, Riverwalk Subdivision, Gunnison County, Gunnison/Crested Butte Regional Airport, West Gunnison Neighborhood, and private property owners.

<sup>2</sup> Review agencies include Western State College, Bureau of Land Management, Colorado Division of Wildlife, REIJ School District, Gunnison/Crested Butte Regional Airport, Gunnison County

# Purpose

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The *Trails Master Plan* is the conceptual framework for a trails system that will promote a more healthful lifestyle and provide community members and visitors with efficient, multimodal transportation alternatives to locations within the City as well as convenient access to recreational opportunities beyond the outer loop.

*Update to the Transportation Element of the City Master Plan (2000)* Vision: To provide for the movement of people and goods in a safe and efficient manner, with an emphasis on encouraging the use of alternative modes of travel, accommodating growth in a manner consistent with the City's planned street system, and maintaining the vitality of the City's core.

# Process

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A Request for Proposals (RFP) was issued and Recreation Engineering and Planning consultants (REP) were retained to develop a phased implementation strategy prioritizing various segments of the trails system based upon the social and economic benefits provided, land availability, and funding.

In July and August 2007 public meetings were held to provide opportunities for stakeholders and the public to review and comment on various options for trail alignment (Appendix 3 contains minutes of those meetings).

Following the public meetings the consultants and City staff conducted fieldwork and research to determine the delineation of the outer loop, which will connect multiple City-owned parcels, the college, Gunnison County, public schools, and the proposed Gunnison Rising annexation. The consultant's recommendations provide basic alignment information; however, design and construction details will incorporate standard construction techniques or in some instances may require specific construction design completed by a professional engineer.

Fieldwork was completed following the public meetings. REP presented the City with a draft report in December 2007. City staff synthesized the information gathered to develop this *Trails Master Plan*.

The City will continue to work with stakeholders and landowners during the implementation phase so that issues regarding easements and impacts to landowners will be addressed. Implementation will also be contingent upon opportunities as they may arise and capitalizing on extraordinary chances may need to be addressed in an expedited manner.

Construction will begin in spring 2008.

# Community Benefits

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The trails system will provide economic, social, environmental, and safety benefits to the community and the *Trails Master Plan* has been developed to optimize those benefits by prioritizing implementation and construction. It is anticipated that full implementation will take ten years due to the phased allocation of funds, although the community benefits will be recognized much sooner.

## ECONOMIC

The trails system will provide access to the Central Business District, and the Commercial zones to the north and west. Research has shown that trails stimulate development of “clean” industries such as coffee shops, bike shops, and bed and breakfasts. The trails system will compliment economic development by creating a destination amenity for tourist and also attracting businesses looking to locate in communities with diverse recreational opportunities.

## SOCIAL

The trails system will enhance the social framework of the City of Gunnison by providing multiple gathering points for families, college students, and community activities, thereby providing an opportunity for community members to interact through multi-modal transportation. The trail may be used by pedestrians, bicyclists, wheelchair users, equestrians, skateboarders, roller skaters, and other non-motorized travelers.

## ACCESS

The inner loop provides an efficient and safe multi-modal transportation option within the city. It will provide access to city amenities and passes within a short distance of the Community Center, the college, multiple parks, sports fields, the airport, schools, library, retirement community, bus stops, and residential developments.

***City of Gunnison Master Plan, 2007,***  
**Chapter 8 – Transportation.**

1.1 Designate, construct and sign bicycle lanes or bicycle routes in appropriate locations within the City, taking into consideration routes to Western State College, the public schools, outlying recreation areas and downtown.

The outer loop provides access to amenities on the periphery of the city and connects the Tomichi Creek Corridor Trail, the Whitewater Park, Hartman Rocks Recreation Area, BLM lands west of the Gunnison River, north Gunnison neighborhoods, BLM lands east of the City and the proposed Gunnison Rising annexation area. Extensive recreational opportunities exist along the outer loop.

The Gunnison Valley Regional Transportation Authority provides transportation between Gunnison, Crested Butte, and Mt. Crested Butte. There are at least two bus stops located within the inner loop providing access to commuters and skiers. Pedestrian refuges and

enhanced bus stops may be developed and ADA accessibility will be provided at appropriate locations on the trail system.<sup>3</sup>

#### ENVIRONMENTAL

Use of the trails system and multi-modal forms of transportation rather than commuting in passenger vehicles reduces the environmental costs associated with oil production, automotive maintenance, and road construction. Studies suggest that most car trips are less than three miles, which is a distance that can be traveled using multi-modal forms of transportation which minimized vehicular use.<sup>4</sup>

#### SAFETY

The trails system will provide safer pedestrian and bicycle routes for school children and others. Many bike routes will be designated on existing roadways. Stripping, lane dimension, signage, and other design factors will comply with appropriate specifications to promote safe conditions. Safety education for bicyclists and pedestrians and outreach between the City, civic organizations, schools, and the community at large is important for implementing this plan.

Road crossings have been minimized to decrease the number of pedestrian/vehicle interactions. Specific design considerations include underpasses, raised crossings, and alternative alignments.

#### HEALTH

The use of trails will provide community members with a healthy alternative to driving. Walking, biking, rollerblading, wheelchair use, skateboarding, equestrian use, and other non-motorized travel provide low impact, moderate intensity activity that promotes healthful lifestyles. The trails will also provide key links to a network of trails on Federal lands and access to outdoor recreational opportunities which provides an option for more intense physical activity.

*City of Gunnison Master Plan (2007) Chapter 8 - Transportation Policy 1. Encourage Multimodal Transportation and Recreation Opportunities. Realizing that a good portion of Gunnison's identity is based on recreation and healthy lifestyles, the City of Gunnison should encourage alternative travel methods.*

## Design Concepts

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### ***Inner Loop***

The inner loop will have year round access and will be plowed during the winter months. The inner loop has been divided into six segments for ease of explanation. The narrative explains the general directions and locations of key points and the map sections provide visual reference.

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<sup>3</sup> The design should take into account the final report of the Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas proposed ADA Accessibility Guidelines for trails (ADAAG).

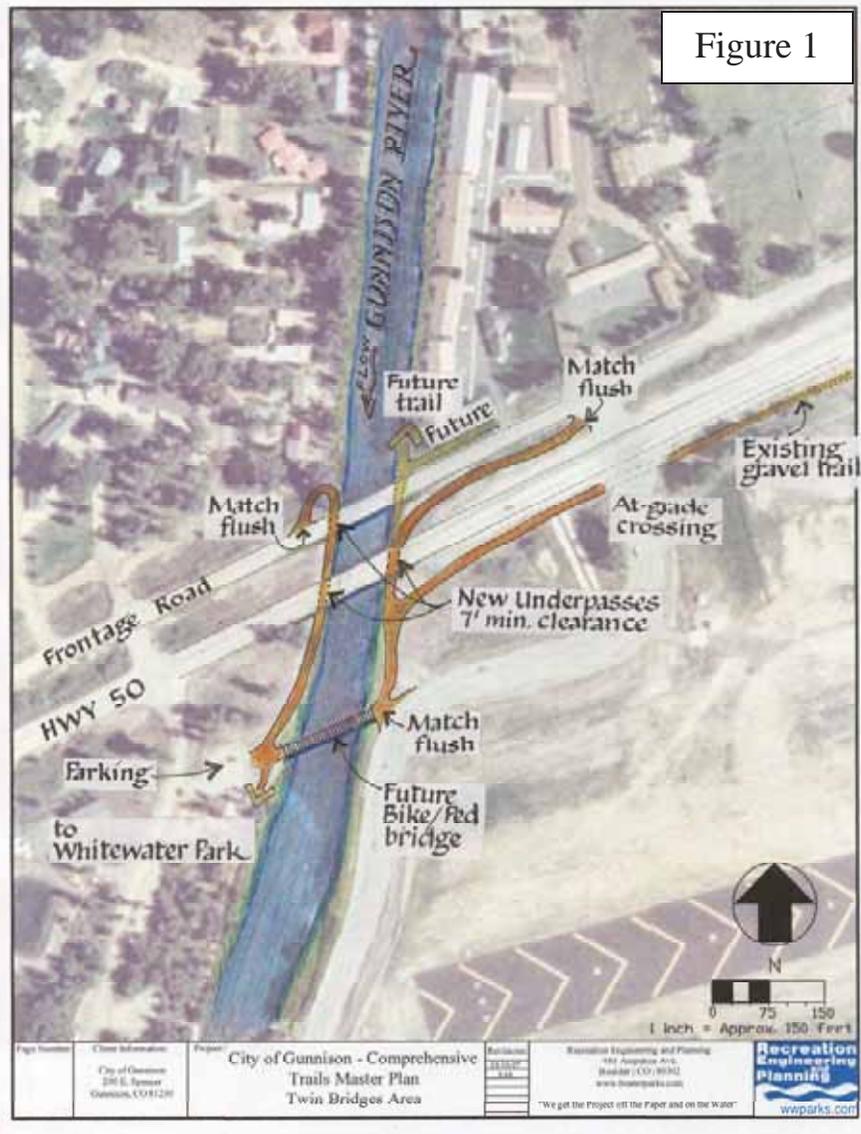
<sup>4</sup> National Bicycle and Pedestrian Clearinghouse.

TWIN BRIDGES SEGMENT

This section allows users to access locations along Highway 50 without crossing the highway. The trail may cross Gold Basin Road (CR 38) in two locations using a combination of detached trails, raised crossings, crosswalk painting, signage, illumination, increased sight distances, and natural attraction to the crossing. Up to four underpasses will be constructed in addition to a bridge that connects to the Whitewater Park (Figure 1). Factors impacting final design of the Twin Bridges section include public input, funding, permitting, and land acquisition.



Potential Underpass at Twin Bridges



### WHITEWATER PARK SEGMENT

The Gunnison Whitewater Park has proven to be a valuable amenity for the County as well as the City. Citizens have suggested a link from the trail system to the park and multiple alignment options that connect to the Whitewater Park (Figure 1). The City will need to coordinate with the Colorado Division of Transportation and the Army Corps of Engineers to address site specific design elements.

### WEST GUNNISON NEIGHBORHOOD SEGMENT

The alignment through the West Gunnison Neighborhood utilizes existing roadways to connect the Twin Bridges segment with the schools. The *West Gunnison Neighborhood Phase 1 Initial Plan* contains a Transportation Opportunities and Constraints map which suggests an alignment providing greater access to neighborhood services, employment opportunities and outdoor recreation.



### ADDITION/ALTERNATIVE ROUTE A

Completion of this segment could have potential private property issues and requires negotiation with landowners. This segment is potentially valuable because it would provide access to pristine natural resources.



### THE SCHOOLS SEGMENT

The Schools Segment is a high priority segment of the trails system, providing a connection to the West Gunnison Neighborhood and the College segments. Design considerations, bike lanes, additional painting, and improved crossings will address many of the community benefits mentioned previously. Public input, funding, permitting and land acquisition must be taken into consideration prior to construction.



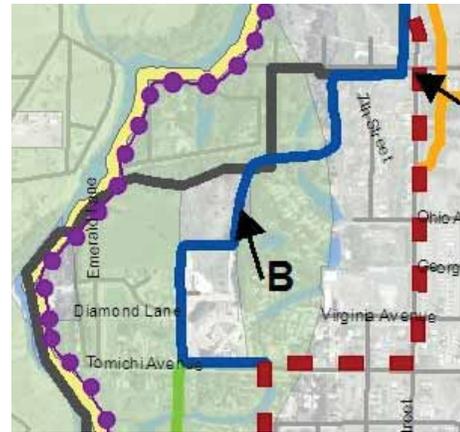
*Gunnison Master Plan, 2007* – Chapter 8 – Transportation

Policy 1. Encourage Multimodal Transportation and Recreation Opportunities

- 1.1 Designate, construct and sign bicycle lanes or bicycle routes in appropriate locations within the City, taking into consideration routes to Western State College, the public schools, outlying recreation areas and downtown.
- 1.3 Create multi-use pathways (for example, the Van Tuyl River Trail and the Spencer Ave. bicycle extension) that access recreation areas and school areas and that can be used by pedestrians, bicyclists, wheelchair users, skateboarders, roller skaters, and other non-motorized travelers.
- 1.4 Develop or enhance bicycle and pedestrian crossings, including refuges throughout the City, such as a pedestrian amenity at Spencer and 11th Street, or a pedestrian overpass at Spencer and Highway 135.

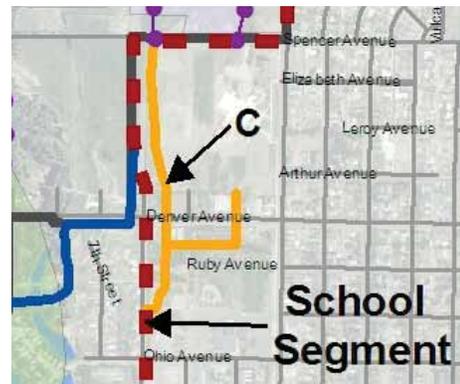
ADDITION/ALTERNATIVE ROUTE B

This segment is potentially valuable because it creates a pristine, aesthetic and detached segment of trail linking the West Gunnison Neighborhood and the Schools Segment. Completion of this segment could have potential private property issues and requires negotiation with landowners.



ADDITION/ALTERNATIVE ROUTE C

This segment requires cooperation between the City and the School District and will provide a link between the trails and the associated connections to the inner loop.



COLLEGE SEGMENT (INNER LOOP)

This segment will connect the North Bridge Segment to the Airport Segment. It will primarily utilize existing streets and may include additional signage, illumination, raised crossings, and additional painting depending upon design considerations.



**Update to the Transportation Element of the City Master Plan (2000) Action Items** (Page 33):

Study and implement bicycle improvements along the north-south corridor from Adams Street/Tomichi Avenue to Colorado Street along the east side of Western State College. Provide a bicycle refuge island in conjunction with proposed entry feature.



### AIRPORT SEGMENT

This segment links the airport and adjacent residential areas to the Twin Bridges Segment and provides many of the community benefits previously mentioned. Property owners in the W-Mountain subdivision have voiced concern that the trail may cause negative impacts to residents.



Design considerations could include a vegetation buffer that would serve as a sight and sound barrier. Other design options are available and the City will cooperate with landowners to find a mutually acceptable design.

**Update to the Transportation Element of the City Master Plan (2000) Action Items** (Page 33):

Study and implement bicycle improvements along east-west corridor from Hartman Rocks to the 8<sup>th</sup> Street/Virginia Avenue intersection, with a signed bicycle route extending along New York Avenue to 11<sup>th</sup> Street.

## Outer Loop

The Outer Loop will link the City with valuable recreational amenities on the outskirts of the City and augment access from outlying communities to the Central Business District. The Outer Loop utilizes extensive soft surface trails and surrounds the City. The Outer Loop contains aesthetic, pristine, riverside, and secluded soft surface trails. It would provide some of the most valuable social, environmental and recreational segments of the trails system. Pedestrians, bicyclists, skaters, equestrians, wheelchair users, and other non-motorized users will be encouraged to use the Outer Loop as well as cross-country skiers and snowshoe users during the winter months.

**Gunnison Master Plan, 2007, Chapter 8 – Transportation:** Policy 1. Encourage Multimodal Transportation and Recreation Opportunities

1.2 Collaborate with the Gunnison County Trails Commission to, for example:

- a. implement trails policies on the City's perimeter, including improvements to S.H. 135 and U.S. 50 for non-motorized travel;
- b. provide connections to outdoor recreation areas such as Hartman Rocks, Curecanti National Recreation Area, the proposed Gunnison Loop;
- c. install "share the road signs"; and
- d. develop greenways in the Gunnison River floodplain, and the Tomichi Creek corridor.

1.7 Develop trailheads where appropriate.

**Gunnison Master Plan, 2007, Chapter 8 – Transportation:** Policy 1. Encourage Multimodal Transportation and Recreation Opportunities. **Chapter 10, Parks and Recreation - Goal** Community parks and facilities will provide year-round, affordable recreational opportunities for residents and visitors balancing open space with private property rights. The City will collaborate with public and private entities to provide access to public lands.

### **Three-Mile Plan (1997)**

The City should work with interest groups (including Gunnison County) and private property owners to implement the trail recommendations of the 1996 Parks, Recreation and Open Space Master Plan and the 1997 Gunnison County Trails Master Plan. Trail priorities identified in these plans (and participants in this Three Mile Plan) include:

- a) a trail that loops around the City, with connections into neighborhoods in Town;
- b) a trail along Gold Basin Road, to Hartman Rocks;
- c) a trail along the Gunnison River corridor;
- d) a trail connecting the Gunnison area to Crested Butte; and
- e) a trail west of Gunnison to McIntosh Mountain.

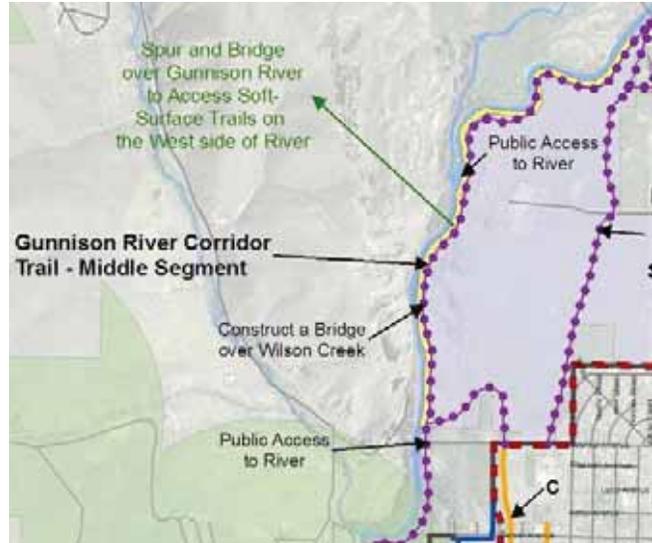
### GUNNISON RIVER CORRIDOR TRAIL – SOUTH SEGMENT

This segment is a long-term goal and will provide a valuable connection between the Twin Bridges Segment and the existing West Tomichi Riverway. The City will for opportunities to collaborate with land owners and resolve issues in a mutually beneficial manner.



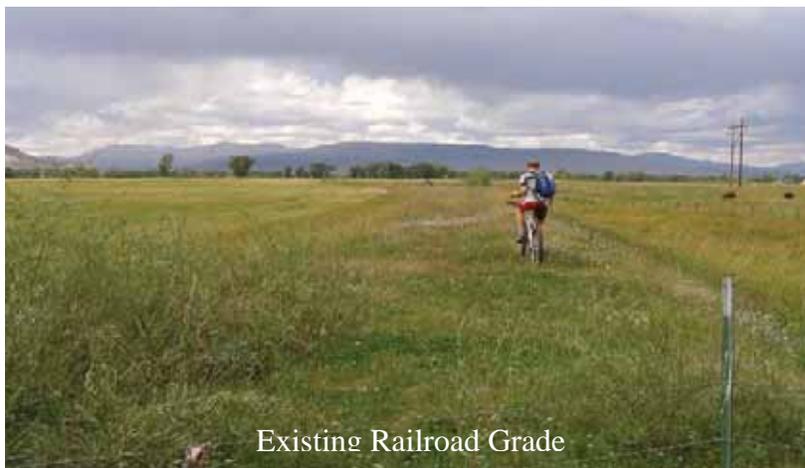
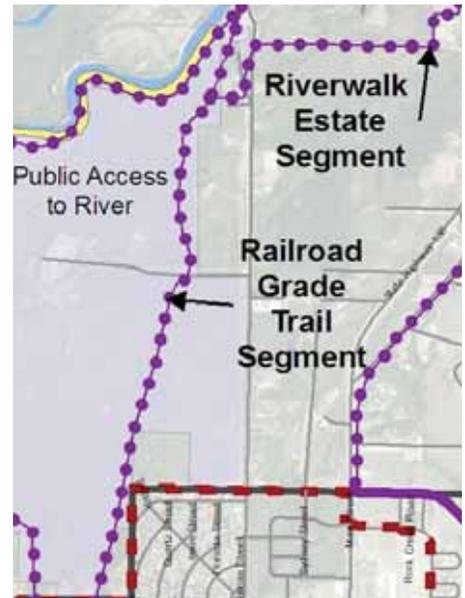
GUNNISON RIVER CORRIDOR TRAIL – MIDDLE SEGMENT

Acquisition of easements between the West Tomichi Riverway and the VanTuyl property would be necessary to complete this trail segment. The majority of the alignment would continue through the City-owned VanTuyl Ranch property, respecting the 100-foot buffer along the Gunnison River.



RAILROAD GRADE TRAIL SEGMENT

The existing railroad grade crossing the Van Tuyl Ranch from the southeast corner to the northeast corner follows a direct line, but additional ditches and the relatively flat ground in the area will allow design engineers the ability to add diversity and variability to its path. The suggested 5-kilometer soft surface trail would begin near the intersection of the railroad grade with West Spencer Avenue and end at the intersection with the Gunnison River Corridor Trail Middle Segment.



Existing Railroad Grade

**Gunnison Master Plan (2007), Chapter 8 - Transportation**

1.3 Create multi-use pathways (for example, the Van Tuyl River Trail and the Spencer Ave. bicycle extension) that access recreation areas and school areas and that can be used by pedestrians, bicyclists, wheelchair users, skateboarders, roller skaters, and other non-motorized travelers.

**Gunnison Master Plan (2007), Chapter 10 – Parks and Recreation**

**Policy 1. Adapt City Parks – action items:**

1.2 Update the 1996 Parks, Recreation and Open Space Master Plan, including a well-developed plan for the Van Tuyl Ranch.

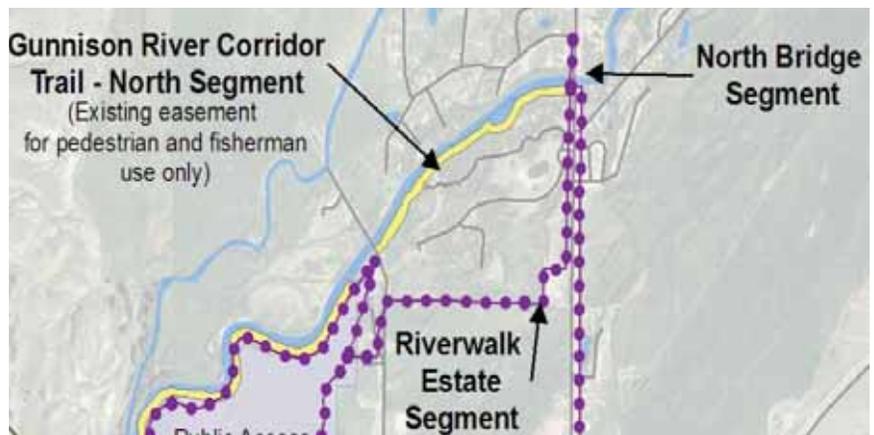
GUNNISON RIVER CORRIDOR TRAIL – NORTH SEGMENT

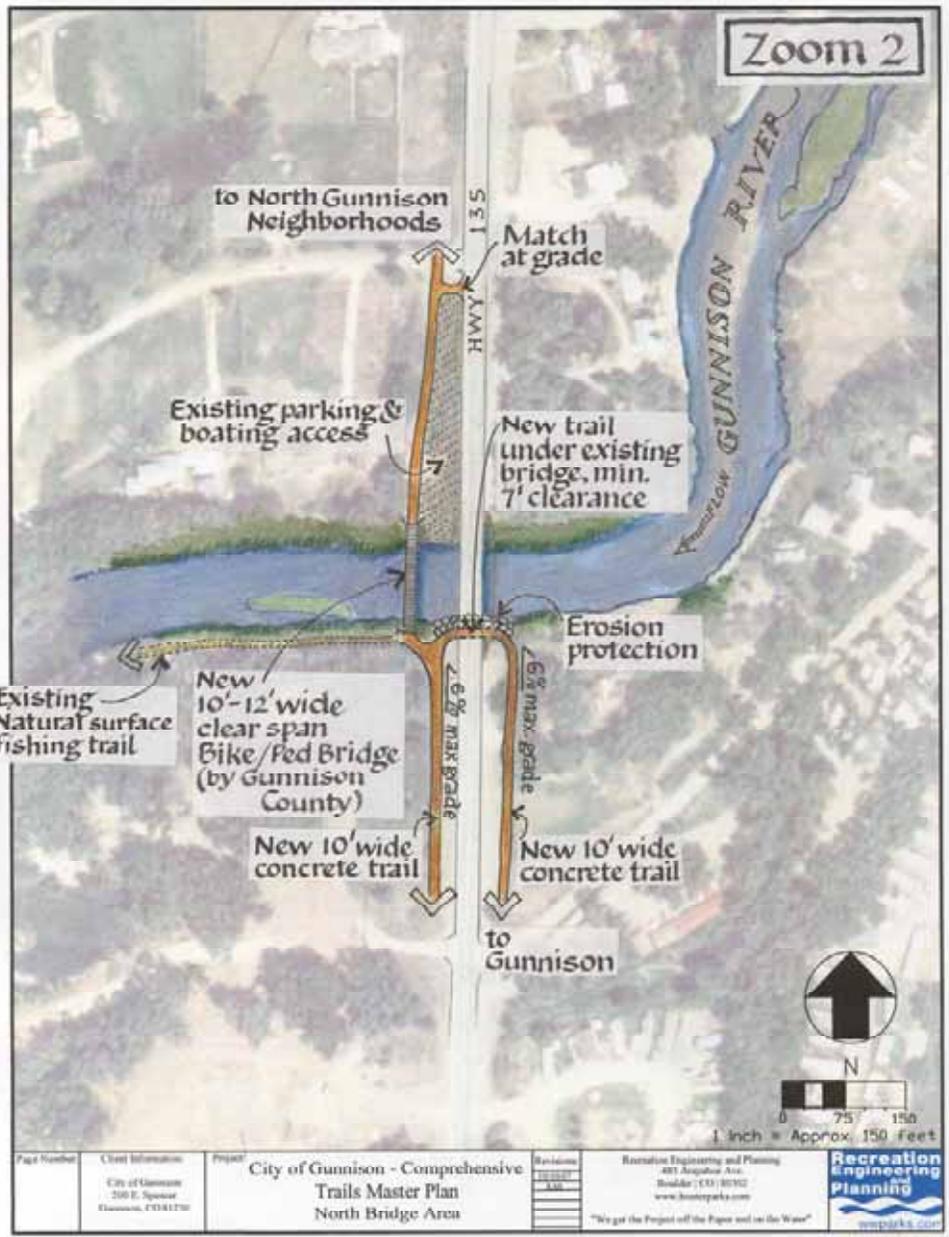
This section of the trail exists as a BOR-DOW 100 foot easement. The existing trail is for pedestrian and fisherman use only. The Gunnison River Corridor Trail North Segment may be enhanced as part of the Riverwalk Subdivision and would allow connection of the Gunnison River Corridor Middle Segment with the proposed bridge crossing and trail near the Highway 135 bridge.



TRAIL THROUGH RIVERWALK ESTATES SEGMENT

The owner of the Riverwalk Estates has offered to extend the Outer Loop through his property via the “Trail through Riverwalk Estates” as show on the map. The trail would follow the southern boundary of the Estates and connect with the Gunnison River Corridor North Segment near the proposed pedestrian bridge crossing and trail near the Highway 135 bridge.





NORTH BRIDGE SEGMENT

Gunnison County has acquired funding to complete a pedestrian bridge across the Gunnison River near Highway 135. Figure provides details of how this segment may be incorporated into the existing trail that is currently being used. This segment will provide a connection between northern communities, commuters to the Central Business District and Colorado Street, and a safe route for school children.



### COLLEGE SEGMENT (OUTER)

This segment connects to the Inner Loop and provides greater access to the Contour Trail, Colorado Trail, Cemetery Trail and the proposed Gunnison Rising annexation. There is potential for development of parking and access trailheads along this segment.

*Update to the Transportation Element of the City Master Plan (2000) Action Items (Page 33):* Study and implement bicycle improvements along the north-south corridor from Adams Street/Tomichi Avenue to Colorado Street along the east side of Western State College. Provide a bicycle refuge island in conjunction with proposed entry feature.

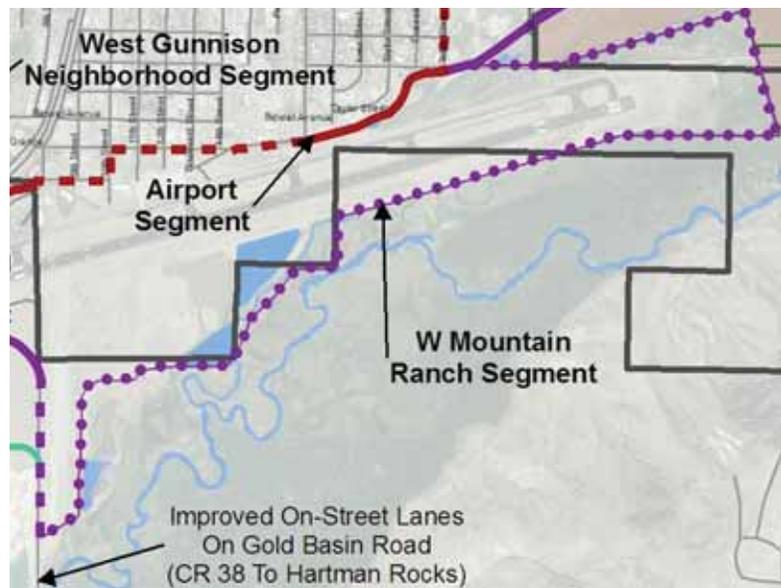


### BOX CULVERT SEGMENT

A box culvert under Highway 50 provides safe crossing to the south side of the highway. From there, the trail continues southwest to the existing airport fence.

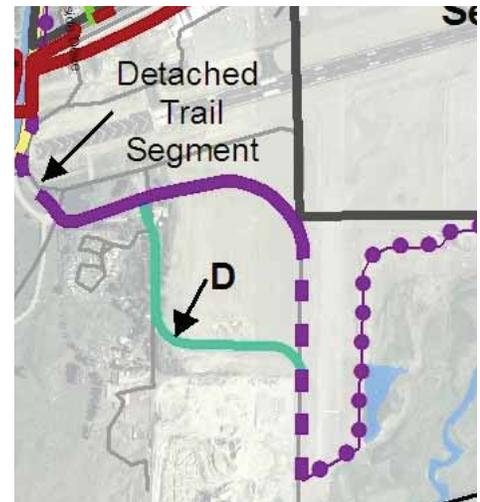
### W MOUNTAIN RANCH SEGMENT

The W Mountain Ranch Segment will be one of the signature sections of the Outer Loop. It will provide access from the Inner Loop and Outer Loop near San Juan Avenue and to a proposed maintenance road on the south side of the airport. It will provide opportunities for wildlife viewing and pristine riparian habitats. This segment will also provide a viable connection to the east side of the City to rural neighborhoods in Gold Basin and an alternative access to Hartman's Rock Recreation Area.



### ADDITION/ALTERNATIVE ROUTE D

An existing road and a detached trail following Gold Basin Road (CR 38) would connect the trail to the Twin Bridges Segment. This section will be secluded and pristine and the improvements to this segment will increase safety for users.



## Priorities and Implementation

Implementation of the *Trails Master Plan* will require cooperation between the City, County, Western State College of Colorado, and other agencies, developers, property owners, and citizens over a number of years. Because the *Plan* involves segments crossing a wide range of terrain implementation can proceed in various locations simultaneously. Incremental improvements will link the segments ultimately resulting in a completely connected trails system.

Total implementation and integration will require:

- cooperation between the City and County to jointly construct trails that benefit everyone;
- adequate staff support to oversee implementation;
- involvement of citizens, volunteers, property owners, and land developers;
- acquisition of public easements as necessary across private property;
- improvements that are designed to respect private property and owners' rights;
- trail corridors and construction as part of the public infrastructure in new developments, prior to construction of homes;
- identification of, and application for, creative funding and financing mechanisms, including:
  - leveraging of existing City funds with grants and cooperative County projects;
  - subdivision improvement agreements that include requirements for land and trail construction;
  - GOCO grants, state trails grants, T-21 (CDOT) grants, and "Safe Route to School" state grants;
  - trails projects that are consistent with this *Plan* incorporated into public and private capital projects; and,
  - volunteer projects, private foundation grants, and donations.

# Capital Allocation and Phasing Plan

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This Capital Allocation and Phasing Plan was developed based on ease of implementation, available revenues versus project expenses, staffing limitations, derived benefits, land availability, environmental considerations and public impact. While this phasing plan assigns a timeline for implementation for specific segments there may be “opportunity” projects where land or funding is currently available and should take precedence.

The Capital Allocation and Phasing Plan must be realistic so expectations match the limits related to staff resources and revenue projections. Capital allocations are categorized by a Short Term (1-5 year) and Long-Term (6-15 year) project list. This Capital Allocation and Phasing Plan will be updated annually in conjunction with the City’s budget cycle. Processing trail facility improvements through the Capital Allocation and Phasing process allows the City to integrate flexible and realistic management factors into the trail development program.

## SHORT TERM (1-5 years)

- Twin Bridges Segment (East portion under Highway 50)
- Railroad Grade Segment (Outer Loop)
- Gunnison River Corridor Trail – Middle Segment (Outer Loop)
- North Bridge Segment (Outer Loop)
- Box Culvert Segment (Outer Loop)
- College Segment (Inner and Outer Loop)
- Schools Segment (Inner Loop)

## LONG TERM (6-15 years)

- Airport Segment (Inner Loop)
- Twin Bridges and Whitewater Park Segment (West portion under Highway 50 and bridge from the Whitewater Park over to Gold Basin Road)
- West Gunnison Neighborhood Segment (Outer Loop)
- W Mountain Ranch Segment (Outer Loop)

# Maintenance Plan

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Although some maintenance is inherent once the trails are constructed, design considerations should minimize maintenance requirements through proper drainage, access, construction, stabilization, and location. The *Maintenance Checklist for Greenways and Urban Trails* provides guidelines for maintenance staff. Approximately \$20,000 will be allocated annually for maintenance of the trails system.

# Design Guidelines

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Design standards are intended to ensure an overall harmony of appearance and function of individual projects as they are undertaken. The City of Gunnison will rely on the *Trails Design and Management Handbook* (Open Space and Trails Program, Pitkin County, Colorado) and any other applicable codes as a basis for evaluation and design of trail projects.

# Conceptual Cost Estimate

<b>Short Term (1 to 5 Years)</b>				
Trail Segment and Description	Item	Unit Cost (\$/foot)	Linear Feet (ft)	Approximate Cost (\$)
<b>Twin Bridges Segment (East)</b>				
Includes two hard surface tails from County Road 38 to the twin bridges, under the bridge, and heading east to the frontage road linking to the West Gunnison Neighborhood	Hard Surfaces	50	1,125	\$ 56,250.00
	Underpass	200	400	\$ 80,000.00
<b>Railroad Grade Segment</b>				
CR 15 to Riverwalk Estates and the link to the Gunnison River Corridor Middle Segment	Soft Surface	8	8,700	\$ 69,600.00
<b>Gunnison River Corridor Trail - Middle Segment</b>				
Community School and Van Tuyl Parcel to Riverwalk Estates	Soft Surface	8	13,875	\$ 111,000.00
	Bridge over Wilson Creek			\$ 80,000.00
<b>North Bridge Segment to Colorado Street</b>				
Use existing hard surface where possible	Hard Surfaces	50	700	\$ 35,000.00
	Underpass	200	400	\$ 80,000.00
<b>Box Culvert Segment</b>				
Escalante Drive to East San Juan Avenue	Hard Surface	50	4,200	\$ 210,000.00
<b>Subtotal</b>				\$ 721,850.00
Design Fees (15%)				\$ 108,278.00
Contingency Fees (10%)				\$ 72,185.00
<b>Total</b>				<b>\$ 902,313.00</b>

<b>Long Term (6 to 15 Years)</b>				
Trail Segment and Description	Item	Unit Cost (\$/foot)	Linear Feet (ft)	Approximate Cost (\$)
<b>College Segment (Inner Loop)</b>				
North Coloado Street to East San Juan Avenue	Hard Surface (painting on existing surface)	4	7,875	\$ 31,500.00
<b>College Segment (Outer Loop)</b>				
Rock Creek Road to Escalante Drive	Hard Surface	50	5,625	\$ 281,250.00
<b>Schools Segment</b>				
Thornton and Tomichi to Hwy 135	Hard Surface (painting on existing surface)	4	10,200	\$ 40,800.00
<b>Airport Segment (Inner Loop)</b>				
E. San Juan Avenue to County Road 38	Hard Surface	50	4,350	\$ 217,500.00
	Hard Surface (painting on existing surface)	4	4,050	\$ 16,200.00

<b>Long Term (6 to 15 Years) Continued</b>				
Trail Segment and Description	Item	Unit Cost (\$/foot)	Linear Feet (ft)	Approximate Cost (\$)
<b>Twin Bridges (West) and Whitewater Park Segment</b>				
Includes the underpass on the west side of the Gunnison River and connection to the bridge and existing trail to the Whitewater Park	Future West Underpass	350	200	\$ 70,000.00
	Future Bridge			\$ 250,000.00
<b>West Gunnison Neighborhood</b>				
Frontage road on the south boundary to Thornton and Tomichi on the north boundary.	Hard Surface (painting on existing surface)	4	4,125	\$ 16,500.00
<b>W Mountain Ranch Segment</b>				
East San Juan Avenue to Twin Bridges Segment	Soft Surface	8	19,050	\$ 152,400.00
	Hard Surface (painting on existing surface)	4	4,800	\$ 19,200.00
<b>Subtotal</b>				\$ 1,095,350.00
Design Fees (15%)				\$ 164,302.00
Contingency Fees (10%)				\$ 109,535.00
<b>Total</b>				<b>\$ 1,369,187.00</b>

***Trails Master Plan Map***

***Appendix 1 – Minutes of Public Meetings***



**Location:** Gunnison Community Center  
**Date and Time:** July 11, 2007 at 6:30pm  
**Subject:** Public Kick-off Meeting Minutes  
**Minutes:** Shane Sigle Recreation Engineering and Planning (REP)

**In Attendance**—Rod Strickland (concerned citizen), Dan Ampietro (Director of Parks and Recreation), Ken Coleman (City Manager), David Primus (concerned citizen), Steve Westbay (Community Development Director), Gary Lacy (REP), Shane Sigle (REP).

**Apologies:** none

The meeting began with introductions from all in attendance.

The following numbered items summarize the proceedings of the meeting:

1. The City issued a survey of registered voters in the City. The survey had a good response with approx. 30% responding. Trails had overwhelming support.
2. The trails issue was put on ballot and citizens completed the campaign. The issue passed by 2 to 1 which suggests a high level of support.
3. Sales tax ordinance was formalized and began collecting July 1, 2007. The first revenue stream should begin Aug. 20<sup>th</sup>. \$9.5 million is authorized to be bonded by voters.
4. Ken and Dan have done some research on bonding and found it may be financially beneficial to use part of the money each year, as opposed to all at once. The tax implications associated with using the money all at once may not be beneficial. The total money for trails is approximately 1 million dollars. Approximately 20,000 dollars is set aside each year for maintenance.
5. The City realizes they need to have some on-the-ground improvements this next year to appease voters and get the process started.
6. City will budget approx. \$150,000 for next year and want to leverage that money, if possible.
7. Dan feels the City needs a trails master plan first, a priority list second, input on the types of surfaces to be used third, and consulting recommendations about what will work best during the process. Dan would like to present this process and the results to the public for input.
8. A base map was used during the meeting. The map shows up to two proposed loops with some alignments and some areas without alignments. The map shows some of the property owners that may be involved with the process. The City delineated the proposed inner loop. There are some existing bike lanes and those have been mapped. The City has also specified some of the outer loop and provided some recommendations to REP.
9. REP has been hired to create a master plan document that focuses on the outer loop, but provide some consulting on the inner loop. REP has been in the field Tuesday and Wednesday of this week looking at some of the challenges and problems associated with the project.



10. Rob asked how to complete a one million dollar piece of trail if the City only has \$150,000 per year. Ken suggested that money can be borrowed as needed for trail construction opportunities.
11. Gary asked how the tax is collected and Ken specified that all money comes from sales tax increases.
12. Gary asked how to deal with the variations in the collected tax. Ken suggested that the City has underestimated revenue and overestimated what they will collect to make sure none of it will need to be paid back. Sales tax gain has increased most years, but the City has made projections as if no increase occurs.
13. Next Tuesday night the City will present trail ideas to Council.
14. Rob approves of plan and thanked the City and REP for their work to this point.
15. Rob asked about the price for concrete trails. Gary suggested approx \$30/linear foot for standard 10' wide, 6" thick, sawcut joint trail.
16. David specified the trail north of town made of asphalt is already falling apart. Ken pointed out that roads in the area were done in 60's and many are still doing well. The new paving is not as robust.
17. Dan pointed out that some trails are aligned on county property and it would be great if the County were involved.
18. David asked if the City is working with the County. Dan said Joellen from the County is involved in the trails committee.
19. Dan outlined the simple issues and some of the hard issues during a desktop survey yesterday. Dan thinks the most problematic area will be Gunnison River near the south twin bridges.
20. The City has suggested a neighborhood plan for the western Gunnison neighborhood. The City has suggested some road and utility alignments. The development is suggesting R-1 (single family) zoning. Negotiations are possible.
21. Ken specified that some landowners on riverfront are not supportive of a greenbelt on the river left side above the twin bridges.
22. Rob feels that people will be disappointed if all they get is some painted lines on the streets. Rob suggested that maybe REP can make it "sexier". Ken pointed out the Volunteers for Outdoor Colorado grant has been applied for, and may provide some trail construction resources. That project will be in 2008 and may be a landmark for the start of the trails system.
23. David asked if the north riverfront section can be done. He thinks it will have a big impact if it can be completed. Dan said the railroad piece across the Van Tuyl property is easy, but the riverfront part is not as easy because of DOW issues.
24. Ken would like a detached trail from the schools to the north railroad grade.
25. Ken suggested the center lane could be taken out near schools and bike lanes put in; once the cyclists approach the intersections, get rid of parking lines and let turn lanes fill the margins.
26. Gary offered some right turn lane general specifications that could be used.
27. Rob supports painting first year and then getting some outer loop work done ASAP; wants outer communities to be able to access city; suggests getting trail



north of town set-up as a priority; Hwy 50 is going to be a big deal and crossings in this area will be difficult.

28. David likes the frontage road at twin bridges because there is good access and little traffic.
29. Gary wanted to get to the specifics and feels that the project is going to be great; lots of positive things were observed in the field. Gary offered a brief, draft explanation of the alignments that were found in the field over the last two days.

Starting in the north east part of Town:

- a. Following the Town Ditch and moving through the “boneyard” to the College;
- b. On the College property don’t take loop up high on hills; Put trail through college on ditchline and link to Cemetery Trail;
- c. Then link to 7’ by 7’ box culvert under Highway 50 and through culvert heading to south and west along toe of slope. Steve said that reconstruction of Hwy 50 may happen and that could impact the trail system.
- d. The trail would run to the north of airport and some alignments have been specified by the City that could be improved.
- e. The trail would follow along fence south of depot and it may be possible to trade some property with local landowners. The south neighborhood is active and is likely to support this alignment. A detached trail is appealing in this area. Steve and Ken suggested approaching airport to get separated trail close to airport.
- f. Gary suggested leaving area south of airport as existing single track but do not use it as the outer loop. Steve and Dan suggested that area is critical wildlife habitat and trails through there are unlikely.
- g. Gary suggests that a trail can pass under the south twin bridge. Rob and Ken suggested an underpass further east as an alternative. It is also possible to go under upstream bridge but exit would be very difficult. A Highway 50 attached crossing is another alternative. REP will do further investigation during the next site visit.
- h. Shane suggested a trailhead near twin bridges on southwest side of road. Ken specified some City land that could be used.
- i. Rob suggested a trail from Gold Basin to the Whitewater Park. Rob suggested attaching the trail to an existing bridge or possibly cross the bridges to the west and go under river right side. Lots of ideas and question for the twin bridges area were posed.
- j. From twin bridges to Van Tuyl property, alignment will be difficult. Area north of park is easier and gives citizens a vision of the future if they can complete the river trail. Dan specified that Wilson Ditch makes the parcel wet and there may be issues.



- k. Gary suggested an underpass on the river left side of the north bridge that links to the proposed pedestrian bridge on downstream side.
- 30. The next public meetings are the 28<sup>th</sup> and 29<sup>th</sup> of August. The City will invite potential stakeholders to the next meetings.
- 31. Shane will produce a citywide map showing alignments. In addition, some blow-up maps will be included for potentially complex or difficult areas. Dan felt the blow-ups would be valuable.
- 32. Dan suggested the trail may be able to follow an old road from the north bridge to the headgate of Town Ditch and link to the Ditch at that point. REP plans to explore this alignment during the next site visit.
- 33. Dan suggested Shane and Gary contact Joellen about access to north property and areas south of the airport.
- 34. Ken was happy with the work up to this point and looks forward to the next steps.

The meeting concluded at approximately 8:30pm

*\*note: Please forward any revisions or additions to the minutes to REP, [info@boaterparks.com](mailto:info@boaterparks.com), by July 20, 2007. After that date these notes will become the official record of the meeting.*



**Location:** Gunnison Community Center  
**Date and Time:** August 28, 2007  
**Subject:** Agency Contact Meeting Minutes  
**Minutes:** Shane Sigle, Recreation Engineering and Planning (REP)

**In Attendance-**Marlene Crosby (Gunnison County), J. Wenum (DOW), Jim Cochran (Sage Grouse Coordinator), Paul Jones (DOW), Dave Roberts (National Park Service), Kenny McDaniel (BLM), Dan Ampietro (Director of Parks and Recreation), Ken Coleman (City Manager), Arden Anderson (BLM), Doug Tredway (RE1J), Jon Nelson (RE1J), Ashley Burt (W. Mtn. Subdivision), Cliff Goss (Riverwalk), Gary Pierson (WSC), Steve Westbay (Community Development Director), Gary Lacy (REP), Shane Sigle (REP).

9:00am-10:00am

The first meeting of the day was with Marlene Crosby from Gunnison County. Ken suggested the City would like to work with the County during creation of the trail system. Marlene summarized the alignments on the south end of the airport and suggested some strategies to complete the alignment.

Marlene suggested that there may be issues with the water treatment intake on river right just above the whitewater park; putting a trail in this area may be problematic. She suggested that once the trail came under the twin bridges it would need to rise to the whitewater park road and parking lots, and avoid the water treatment intake area.

Marlene is concerned how the public will get from Castle Mtn. to Town and suggested some alignments in the north part of the city. Marlene noted there is \$400,000 of potentially available funds for this area but realizes there may be some hurdles to overcome.

The Western State College (college) representative did not attend. 10:00am to 11:00 am and rescheduled for later in the day.

11:00am to 12:00am

Ken summarized the alignments in the Van Tuyl area and the area south of the airport. Ken recognized the City will need to work with DOW for potential alignments in these areas. Ken also summarized the loop concept around the City and requested input from each agency.

Steve W. suggested that trails near Tomichi Creek and Gunnison are key during this meeting and suggested that we focus on these areas.



J. Wenum suggested that alignments go to the north of Tomichi Creek to preserve sage grouse habitat. J. Wenum said that the DOW is not opposed to Gunnison River trails on Van Tuyl property and the proposed loop in this area could be acceptable by the DOW. J. Wenum suggested the City place a trail away from river with some spurs down to the river.

Paul Jones suggested some reservations with trails in the Van Tuyl area because of wildlife impacts from dogs etc. and there may be habitat stamp issues for users in this area. The area was purchased for angling access and this may be a conflict.

Arden Anderson suggested that a path will be worn into the area as more public access is allowed.

J. Wenum envisions DOW may be managing the trails along Tomichi Creek and is supportive of a softer trail systems in this area.

J. Wenum suggests bear-proof trash receptacles in all riparian areas.

Arden Anderson suggested that some uses will create additional problems. The connections to the south part of Town can be good to keep people out of the Sage Grouse areas. The trails near the back of college must have good connections and need to make sure some connections are not made. The BLM has proposed some new trails to the northeast where there may be some additional opportunities for connections. The BLM is trying to work with the college to get access to the east of the college. The BLM's biggest concern is to stay away from east and south side of Tomichi Creek.

Dave Roberts (Curecanti) supports any connectivity to north and west. Riverway recreation site could be a trailhead or staging area and could be a linkage to go west to the reservoir.

J. Wenum suggested the BLM may be interested in some land trades, purchases, etc. associated with the Van Tuyl property, the river easement, and the 10-acre parcel.

12:00 am-12:30pm

Doug Trewday suggested the City connect to the existing trail around the schools to the north. The schools want to connect to the river for educational purposes and welcome any alignments in the area of the schools that facilitate that access. Doug suggested the schools can be used for parking on the weekends and the schools support future trails in/on/near school property. They want the City to start the trail construction process near the schools.

1:00pm-1:45pm



Ashley Burt spoke with some of the property owners in the W-Mountain Subdivision. Feedback from owners is generally lukewarm. His end of the subdivision has a larger buffer so it is not as big of a problem. Neighbors down near the pond are opposed to alignments. Ashley suggested there may be additional issues with insurance that the City would need to address. Gary Lacy suggested it may be possible to give the homeowners a presentation with some proposed mitigation ideas and more specifics about the proposed trail.

Steve W. suggested offering some alignments and mitigation ideas, and addressing the specific issues with the homeowners.

Cliff Goss suggested some alignments near the Riverwalk subdivision and is making himself available on-site as needed. He suggested aligning the trail the entire reach of the Gunnison River from north bridge to the twin bridges. Mr. Goss offered some ideas of how to get access to some of the lower reaches of the river upstream of the twin bridges.

1:45pm-2:30pm

Gary Pierson suggested that he will bring a copy of the draft alignments to the WSC staff for review and get back to the City with comments and suggestions. He suggested that WSC will be supportive of the trails process and most likely willing to work with the City. The issue of running the trail upslope of the campus has been well received and the idea of running the trail across Escalante has also been well received.

The meeting concluded at approximately 2:30pm.

*\*note: Please forward any revisions or additions to the minutes to REP, [info@boaterparks.com](mailto:info@boaterparks.com), by September 15, 2007. After that date these notes will become the official record of the meeting.*



**Location:** Gunnison Community Center  
**Date and Time:** August 29, 2007 6:30pm  
**Subject:** Agency Contact Meeting Minutes  
**Minutes:** Shane Sigle, Recreation Engineering and Planning (REP)

**In Attendance-** Dan Ampietro (Director of Parks and Recreation), Ken Coleman (City Manager), Brian Wickenhauser (Trails Committee), Stan "Bud" Smith (Concerned Citizen), Skippy White (Concerned Citizen), Jim Valenzuela (Trails Committee), Gary Lacy (REP), Shane Sigle (REP).

The meeting began with a discussion of the north bridge area. The City would like to give the boaters more area for put-ins and take-outs and most likely align the trails and proposed pedestrian bridge on the downstream side of the boat launch area.

Ken Coleman then summarized the agency contacts meetings that occurred on August 28, 2007. Ken summarized the meetings as generally good with some issues that will need to be resolved. Specifically, some landowners at the Western Mountain Subdivision have voiced concern. There are two options in this area if the landowners are opposed to a trail alignment between the subdivision and the airport.

Ken reiterated the City is not going to use *Eminent Domain* to acquire property, and plans to work with landowners to create workable solutions for everyone.

Ken has been pleased with the process to this point and noticed how the City and consultants are starting to define alignments more precisely in specific areas.

Ken suggested the alignment from Western State College to the box culvert under highway 50 will depend on land and easement availability.

Gary, Shane, and Ken presented a photo slideshow and summary of different areas along the proposed loops.

The meeting finished with a short summary of the financial situation given by Ken and Dan. They explained how the City will attempt to leverage the trails funds as much as possible with grants. The City has performed some accounting scenarios to maximize the use of funds and minimize interest payments.

Bud Smith and Skippy White voiced approval of the process and the work that has been completed up to this point.

The meeting concluded at approximately 8:30pm.

*\*note: Please forward any revisions or additions to the minutes to REP, info@boaterparks.com, by September 15, 2007. After that date these notes will become the official record of the meeting.*



**Location:** Gunnison Municipal Building  
**Date and Time:** November 7, 2007 5:45pm  
**Subject:** Trails Committee Minutes  
**Minutes:** Shane Sigle, Recreation Engineering and Planning (REP)

**In Attendance-** Arden Anderson (BLM), Dan Ampietro (Director of Parks and Recreation), Dave Wiens (Trails Committee), Joellen Fonken (Trails Committee), Chris Parmeter (DOW), Ken Coleman (City Manager), Brian Wickenhauser (Trails Committee), Gary Lacy (REP), Shane Sigle (REP).

1. Gary introduced the updated plan map, three blow-up maps, and the design guidelines to the committee. Gary explained the next step would be to add some additional narrative work to the master plan as requested by Dan, Ken, and Steve. At this time, the City is not comfortable presenting the Trails Master Plan to the Planning Commission.
2. Dan talked about having 235,000 to build trails in 2008.
3. Ken talked about using money for the north bridge area in 2008. Additionally, "309" money will be used for the Riverwalk Trail in 2009.
4. Gary suggested using money allocated for trails as opportunities present themselves and not necessarily as planned. The north bridge project may be a great opportunity to build some trails in this area.
5. Arden suggested aligning the trail at north bridge next to the road instead of the downstream side of the put-in parking lot. Arden suggested the put-in will get more use as time progresses and lots of thought is needed when designing trails in this area.
6. Joellen suggested the Poloni Ditch may be culverted in the future and the trail could travel down the ditch line.
7. Gary explained the alignment through the Van Tuyl Ranch. Alignments heading south from the Van Tuyl property boundary would travel through the library and middle school property with multiple link options.
8. Ken suggested the Thornton Way link will work and the Twin Pines link is a possibility.
9. There is also a possibility for a link across an existing powerline easement labeled Option I.
10. Gary summarized the trails system at the twin bridges. Arden was concerned with clearance under the bridges. Gary explained that the trail will flood at times of the year and require minimal maintenance.
11. Gary explained the inner loop trail alignment near the airport.
12. Joellen has been working with the County on W. Mtn. Subdivision to acquire access for the trail system.
13. The outer loop near the airport was explained by Joellen. She explained the trail would be sold with the primary purpose of airport runway maintenance.



14. Dan explained the trail alignment near Western State College and the potential issue with poaching games on the field.
15. Ken explained the segment north of WSC and possible connections near the Community Center.
16. The meeting concluded with conversation about alignments near Hwy 135.
17. Comments were generally positive with everyone happy about the progress of the project and the additional blow-ups provided.

*\*note: Please forward any revisions or additions to the minutes to REP, [info@boaterparks.com](mailto:info@boaterparks.com), by November 16, 2007. After that date these notes will become the official record of the meeting.*