



- a. The request for consideration of a temporary take-out to be used by local fishing guides in the area below the High School on the large bench of land near the dog park was made by Lannie.
- b. There are several obstacles that could interfere with this request the main one being the relocation of the old Grand Avenue pedestrian bridge in that same location. Engineering Report: Jessica Bowser
- c. The plan is that the alignment of the bridge will start on the Midland trail and will end on the lower bench below the High School. There will be a set of stairs and a bike lift that goes from the bench up to Coach Miller Drive. A secondary access trail that is ADA compliant will need to be included in this project. The trail will be a 10 foot wide hard surface.
- d. The engineering department along with SGM came up with two alignment options. The West option would run along the river and the North option would
- e. The commission was asked to give their input on the preferred alignment of the ADA trail. Sheldon and Andy both felt that the best alignment would be along the river. There is already a dirt trail there due to high foot traffic in that area. The majority were in agreement that having the trail along the river would provide the community and users with a more enjoyable experience.
- f. Steve questioned having a concrete path next to the river and asked if asphalt would be a less expensive option. Response: Yes, initially. However, maintenance costs over time will be more with asphalt. There is more maintenance involved with asphalt paths as they deteriorate faster. Steve made the suggestion that when this project is brought to Council that they are prepared for this question and that they have a cost analysis on asphalt versus concrete.
- g. There were concerns about vehicles driving down the trail to take out boats. This could be a safety hazard.
- h. Steve commented that once the Ped Bridge is installed the usage in this area is going to be greatly increased. He believed that while we do need a solution to the boat take out issue at Two Rivers this location is not going to work. Steve recommended that the Fishing Guide Alliance bring a presentation to the Council Meeting and ask for their assistance in finding a better location and solution.

- i. Andy made the comment that while is in full support of another take out he would like to see it in a different location and would support it being permanent rather than temporary. All present agreed with this.
  - j. **Bill Coleman made the motion that the Commissions preference for the ADA compliant trail to be built on the west side and that pricing be provided for both asphalt and concrete. Andy Mueller second. All were in Favor, None Opposed.**
6. RFMBA Presentation: Mike Pritchard from RFMBA & Jim Neu from Two Rivers Trails
  - a. Handouts for the Red Mountain Trail Project were given out. (See [Appendix A](#))
  - b. Would the roadway that is currently being used to access Red Mountain still be accessible? Yes, the roadway would not be impacted.
  - c. How will the parking concerns be addressed on Red Mountain? Signage could be changed to encourage parking at the Community Center upper lot rather than on Red Mountain.
  - d. Handouts for South Canyon Trails Plan were passed out (See [Appendix B](#))
  - e. The South Canyon Plan was put together by Scott Linnenburger of Kay-Linn Enterprises. Kay-Linn provided RFMBA with assistance in the Field Investigation and Trail Design.
  - f. Funding:
    - i. The RFMBA intends to approach local businesses for help with funding with these plans. The point was made that soft trails are a great bang for the buck as they can be maintained by volunteers.
    - ii. In late fall they will apply for state funded grants
    - iii. Another grant opportunity is the Mineral Lease District Grant.
  - g. Mike and Jim asked for the Commission to support and move forward with their proposed Project plans.
  - h. **Harrison Coley made a motion to support the RFMBA plans with the priority going to Red Mountain first and South Canyon second. Bill Coleman seconded the motion. All were in Favor. None opposed. No additional comments.**
7. Parks and Open Space Update
  - a. There were no proposals submitted by the deadline. One proposal was submitted late.

- b. The late proposal came from Green Play who were able to send the proposal to Tom via email.
8. Shoreline Improvement Update
  - a. For 2016 we allocated \$200,000 from the budget for the design and engineering work on both Two Rivers and Veltus Parks Shorelines.
  - b. Dean Moffitt supplied a proposal that is currently being taken in to consideration.
9. Storywalk project in City Parks – Stephanie Stocking (See Appendix C)
  - a. The idea of a Storywalk is to get kids reading while thinking about their surroundings and getting exercise.
  - b. Stephanie is working with Al Laurette from the Parks Department as well as the Kiwanis Club to complete this project.
  - c. Harrison suggested that this could be a good Eagle Scout Project.
  - d. Discussion on location: The suggestion was made to consider Sayre Park due to its proximity to the Hospital and St Stevens School. Bill made the point that Gregory Park is a good location because it is located in a neighborhood. The proposal is for the Storywalk be located at Gregory Park. There would be approximately 17 posts that would be located around the perimeter of the Park. If all goes well they could then expand into other parks.
  - e. The books will be bilingual.
  - f. **Sheldon Emery made the motion to accept the Garfield County Library District & Kiwanis Club proposal to install a Storywalk in Gregory Park. Chelsea Parkison seconded the motion. All Commission Members were in Favor. None were opposed.**
10. 6th Street Steering Committee Report (Sheldon)
  - a. Sheldon was unable to report at this time as she was unable to attend the last meeting.
  - b. Steve stated that the committee is moving in a good direction and a lot of good things are in the works.
11. Good Of The Order
  - a. Stephanie: Nothing at this time
  - b. Andy: Would like to have the Commission Roles and Responsibilities of the Commission on the next agenda
  - c. Chelsea: Nothing

- d. Harrison: Nothing
- e. Sheldon: Nothing
- f. Steve: Nothing
- g. Bill:
  - i. There was some graffiti done on the restroom facility at Veltus Park. The Parks department did an excellent job removing it.
  - ii. Is there a possibility of getting two trees planted on Grand Ave in front of 7 Eleven and directly across from 7-Eleven.
    - 1. In regards to trees, Steve stated that he has received a lot of feedback from the community in regards to the trees removed on 7<sup>th</sup> street. People are commenting that they are enjoying that they can now see the river.

## 12. Adjourn

The next regular meeting of the Parks and Recreation Commission is scheduled for Wednesday, May 11, 2016 at 5:30pm at the Glenwood Springs Community Center.

# Red Mountain Trail Improvement Project

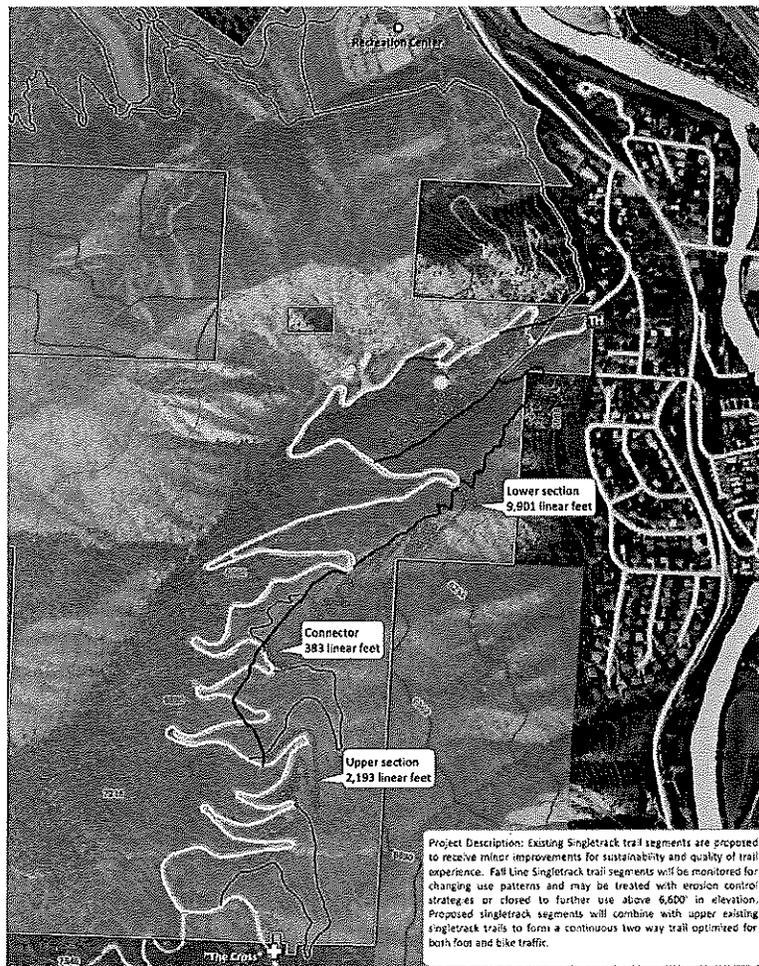
Prepared for City of Glenwood Springs, Colorado  
Parks and Recreation Department

by



and **TWO RIVERS TRAILS**

February 2016



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## Introduction

Red Mountain is a popular city owned parcel of land adjacent to local neighborhoods and easily visited from downtown Glenwood Springs and the Glenwood Springs Community Center. The existing routes on this city parcel include:

- (1) a private land access dirt road, gated at the trailhead, but open to public foot and bike traffic, (known as the Red Mountain Jeanne Golay Trail, named in honor of the Olympic road race bicycle champion given her training and racing efforts on this dirt road),
- (2) User created fall-line trail segments,
- (3) A volunteer built trail segment, and
- (4) Historic road bench cuts that have narrowed due to rockfall and now serve as sustainable singletrack trail.

This trail improvement project will utilize a combination of existing routes & newly constructed trail to provide a continuous natural surface trail that roughly parallels the road from the trailhead all the way up to the cross at the top of the mountain. The completed route is proposed to be called the "Grandstaff Trail".

This initiative was identified in the Glenwood Springs Area Concept Trails Plan, issued February 2015. The GSACTP identified priorities for both trail improvement projects, such as this one, and conceptual trail systems and alignments that require additional study. The Plan prioritizes work on City owned lands, especially those closest to downtown.

**RFMBA & Two Rivers Trails are seeking endorsement of this project from Glenwood Springs River Commission, Parks Commission, Historic Preservation Commission, & City Council.** This project has received public input through online surveys and a public presentation at the Community Center, held on April 29, 2015. We are seeking funding for this project from the City's Conservation Trust Fund and other private sources. We anticipate that any contracts sought for professional trail construction services will be responsibility of the Glenwood Springs Parks Dept., with project management and oversight provided by Al Laurette of the Parks Department. RFMBA & TRT will continue to consult on this project & organize volunteer labor when appropriate.

Public feedback on proposed project was undertaken Spring 2015. Proposed trail alignments were designed and flagged on the ground during Summer 2015, leading to creation of project map included with this report.

The Roaring Fork Mountain Bike Association's mission is to create and sustain the best possible mountain bike trails system and experience in the Roaring Fork Valley. RFMBA partners with local governments, Roaring Fork Outdoor Volunteers, and groups like Two Rivers Trails (TRT) to accomplish its mission. Two Rivers Trails is based in Glenwood Springs and has focused on the creation and maintenance of the Wulfsohn Mountain trail system in partnership with City of Glenwood Springs, RFOV, and local volunteers.

## Summary of Recommendations

1. The Red Mountain Jeanne Golay Trail is a private land access dirt road on this city owned property, gated at the trailhead, but open to public foot and bike traffic. The road is gated at the bottom (per easement agreement) for private motor vehicle access to a limited number of residential parcels above Red Mountain. The lowest elevation of the road is paved and accesses the Red Mountain Water Treatment Plant; this facility and paving is maintained by the City. This dirt road is named in honor of local 1992 Olympian and National Road Race Cycling Champion Jeanne Golay who trained and raced on the dirt road. The road will remain as is, open to foot and bike traffic, and with the dirt road portions to be maintained by the private access easement holders. Trail improvement project actions shall not affect the stability or sustainability of this road.
2. The proposed trail improvements will include 3 segments of newly constructed singletrack trail that will connect to existing sustainable trails to provide a continuous sustainable trail from trailhead to top of the City owned property. The continuous singletrack route is proposed to be open to two-way, non-motorized use by hikers, runners, and mountain bikers.
3. The project's primary goals are: Safety of trail users, Sustainability of the trail's construction, and the offering of a high quality recreation experience.
4. It is recommended that the new trail segment's grades average 5-7%, provide multiple grade reversals to consistently control sheet water flow on the hillside, and to provide strategic calming measures for downhill users. Short sections of steeper grade, 15% +/-, may be acceptable if the average grade of the trail remains at 5-7%.
5. The width of the trail's tread should be 48". While corridor vegetation will grow back after a season or two, narrowing the effective tread width to 24" +/- for some sections of the trail, the initial width of 48" will ensure a stable and sustainable trail, while allowing plenty of room for trail users to safely pass each other. The initial corridor width should be 60", with clear height of 84" or more. Maintained corridor width to be 48"-60".
6. Given the steep topography, and the anticipated popularity with local trail users, it is recommended to engage the services of a professional trail builder who will utilize machines to design/build a trail that meets the project's goals while closely following the current flagged trail alignment. Given the 48" tread width requirement, and the general steepness of the terrain, creating an effective and sustainable backslope will be readily achieved through machine building techniques.
7. Volunteer labor may be appropriate during certain phases of trail construction, including corridor clearing, and will be both appropriate and expected during scheduled trail maintenance in future years.
8. The new continuous trail is proposed to be named the Grandstaff Trail. The cross at the top of Red Mt. was initially put up in remembrance of William Grandstaff who lived up on the mountain in the late 1890's. An existing trailhead sign elaborates on his story and relation to the area's history.
9. Most of the existing user created fall line trail alignments are not considered sustainable due to their steep nature and informal manner of construction. While some portions of these steep trails

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have received attention from volunteer labor to divert stormwater and snowmelt to prevent continued erosion and rutting of the trail, considerable erosion can be expected to continue regardless of potential to add water bar structures. Future closure of these trail segments may be warranted. However, previous closure/rehabilitation of one mid-mountain section proved to be unpopular with some trail users, who re-opened the closed segment. To determine which closures are warranted (phase 3), a study of trail user patterns is recommended to be conducted after Phase 1 and/or 2 of the trail improvement project is completed.

10. Pending determination of closure for specific sections of the existing fall line trail segments, improvements to portions of these unsustainable trails will become a key part of implementing this trail plan. Some fall line sections need additional water drainage features, some sections should be narrowed through strategic use of rock steps and re-vegetation. RFMBA recommends working with selected trail contractor (for new trail construction phases) to determine appropriate & specific actions for these steep trails, given detailed cost estimate and available funding.

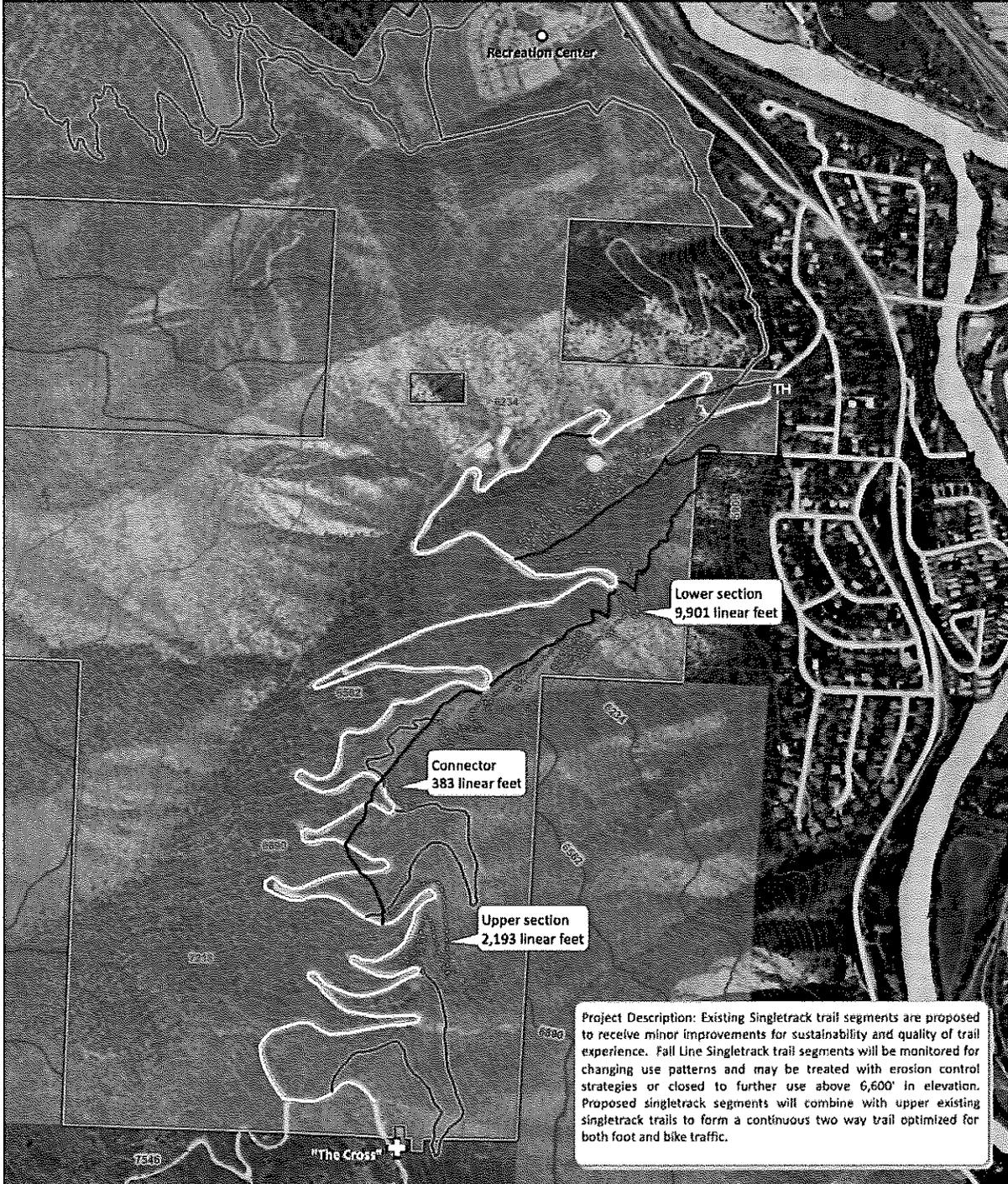
11. Mapping indicates that two short segments of existing routes are on private property. The City may choose to seek public prescriptive easements for these segments given likely evidence of continuous public use by trail users for more than 20 years.

# Red Mountain Trails Improvement Project

Glenwood Springs, Colorado



**TWO RIVERS TRAILS**



**Project Description:** Existing Singletrack trail segments are proposed to receive minor improvements for sustainability and quality of trail experience. Fall Line Singletrack trail segments will be monitored for changing use patterns and may be treated with erosion control strategies or closed to further use above 6,600' in elevation. Proposed singletrack segments will combine with upper existing singletrack trails to form a continuous two way trail optimized for both foot and bike traffic.

**Red Mountain Trails**

- Existing Singletrack
- Fall line Singletrack
- - - Proposed Singletrack
- Trail Head

**Land ownership**

- City of Glenwood Springs
- Land parcel boundary
- BLM ownership

**Contours (labeled in feet)**

- 100m
- 10m



0 500 1,000 Feet

0 0.1 0.2 Miles

Data sources: NAIP (2015 imagery), Garfield County, rfmba

Map produced 1/10/2016 ©GeoVeloCartography | CrygoMaps

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## Trail Improvement Project Cost Estimates

Estimated costs for trail construction and improvements. Glenwood Springs Parks & Rec. Dept. will issue a Request For Proposal to qualified soft surface trail contractors to construct specified trail & improvements using machines and experienced professional labor. Proposals to be based upon review of field conditions. The project could be accomplished during one season, or split into multiple seasons as needed for budget purposes. An established industry cost estimate for the type of proposed trail is \$5/linear foot for corridor clearing, rough bench cut (with grade reversals to ensure long term sustainable low maintenance requirements), high quality turns, backslope cut, and final finishing work. \$2/linear foot is estimated for improving the existing trail segments that will be utilized for the overall length of the two way trail. Rehabilitation and Improvement of other existing trails may be proposed; this work could be volunteer oriented and performed in partnership with RFOV.

New Lower Segment, 9,901 feet (1.87 miles), \$49,500

New Middle Segment, 383 feet (0.07 miles), \$2,000

New Upper Segment, 2,193 feet (0.42 miles), \$11,000

**Subtotal, new trail construction estimate: \$62,500**

Existing Lower Improvement, 845 feet (0.16 miles), \$1,700

Existing Middle Improvement, 2,165 feet (0.41 miles), \$4,300

Existing Upper Improvement, 2,534 feet (0.48 miles), \$5,000

**Subtotal, existing sustainable trail improvements estimate: \$11,000**

Monitoring of trail use patterns: \$3,000

Rehabilitation (closure) / Improvement of other existing un-sustainable trails: \$10,000

**Subtotal, monitoring + unsustainable trails estimate: \$11,000**

**Total project cost estimate: \$86,500**

\$50,000 would allow for a major Phase 1 start to the project with focus on the New Lower Segment. Additional available funding may allow for Phase 2 to occur during the same summer/fall season. Phase 3 comprises monitoring of changing use patterns upon opening of new & improved trail segments, and determination of steep trails to be rehabilitated or improved.

## Appendix 1: Public Input on draft version of project

1. A public input meeting was held on April 29, 2015. The meeting was largely informational in nature, with some attendees noting they would soon or had already responded to the online survey. One users added written notes to the draft project map stating: "(in regards to middle section) *this existing section of trail is so steep and eroded. It is not a good downhill trail. Environmentally a mess. Does not make sense to try and keep & coexist with a new trail. It should be closed and eliminated.*" "*This lower existing trail could be kept and improved. It is tough but not that steep. It could be improved to make less technical. Would save money.*"

2. An online survey was completed during Spring 2015. Full survey responses are available upon request. Questions are summarized below.

### Q1. In what zip code is your home located?

Responses include a majority residing in Glenwood Springs, New Castle, and Carbondale, with fewer responses from those living in Basalt, Aspen, and Rifle.

### Q2. Are you Male or Female?

Answer Choices	Responses	
Female	27.22%	46
Male	72.78%	123
<b>Total</b>		<b>169</b>

### Q3. What is your primary activity on the trail?

Answer Choices	Responses	
Walking / Hiking	9.47%	16
Running / Jogging	5.33%	9
Mountain Biking / Cycling	81.66%	138
Horseback Riding	0.00%	0
Dog Walking	1.78%	3
Other (please specify)	1.78%	3
<b>Total</b>		<b>169</b>

#	Other (please specify)	Date
1	Walking or hiking with young kiddos	5/1/2015 2:09 PM
2	Biking and hoking	4/15/2015 8:55 PM
3	chasing toddler	4/15/2015 6:38 PM

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**Q4. Given the above description, what is your level of support for this trail improvement project? (Strong Support and Strong/Medium support totaled over 89%.)**

	Strong support	(no label)	Medium support	(no label)	Low support	Total	Weighted Average
(no label)	73.44%	15.63%	7.81%	1.56%	1.56%	128	1.42
	94	20	10	2	2		

**Q5. What additional comments or ideas can you provide regarding the project's description?**

#	Responses	Date
1	The fall-line trails are a very efficient means for ascending the mountain. It would be a shame to completely eliminate them because they allow a runner to ascend to the cross in under an hour.	5/3/2015 9:47 PM
2	I live right by the trail. Encourage all parking at the Rec Center and use trail to connect to Red Mt. Plenty of parking there. With signage at Red Mt, pls help people understand the Y intersection. I see so many bikers and cars fly down the hill without realizing that Y. Ask people to respect the neighborhood. DON'T leave Dog poop or poop bags around or on trail. Gross. Handle with humor?	5/1/2015 2:13 PM
3	Closing the "fall line" trail will infuriate many of the local hikers and bikers that use this trail. I am a hiker and a mountain biker, and I like the pitch of this trail. Please, Build the new singletrack and let people have to option to still utilize the old trail as well. There may need to be some modifications and improvements into the original trail to make this feasible - add these improvements to the overall scope of work and get it all done at once (while keeping the original spirit of the fall line trail-steep!) The fall line trail is in bad shape in some areas, but much needed water bars and a few re-routes would go very far! I also want to point out that there is no maintenance free trail - Wulfsohn MP is a perfect example, even after pitches of 5-7% were maintained, the trail still needs constant maintenance from water erosion. -If Glenwood truly wants to be considered a mountain biker town, we need trails for every type of rider. Red mountain can meet this requirement by keeping the old advanced "fall line" trail and building on the new trail. MTBers and hikers have been using the fall line trail for years, why get rid of it? -For the two trails to coincide, signs should be placed at every trail intersection. Trail intersections should be placed where riders and hikers can cross safely.	4/29/2015 8:35 PM
4	All the single track you've built is great for young hard bodies. The demographic in the Roaring Fork Valley includes a significant number of older (more affluent) riders. When do we address us.	4/29/2015 7:08 PM
5	"Calming measures for downhill users" sounds like code for a neutered trail that will not offer excitement when ridden downhill on mountain bikes. The trail still sounds like a fun idea, but it sounds like it may be used as justification for closures of more challenging trail sections that are appropriate and desirable for today's mountain bikes and mountain bikers. Speaking from experience in the Grand Valley, replacement of challenging user-created trails with wider, less-steep, multi-use, machine-built trails is rarely well-supported by the biking community.	4/29/2015 2:36 PM
6	Reclamation of the old trail should include re-vegetation and the new trails construction should include measures to prevent erosion.	4/29/2015 12:40 PM
7	Closing the existing trail is NOT COOL. The Cross is one the most fun and technical trails in the entire valley. It would be a shame to lose it and frankly it will be very difficult to close. "Sterilizing" mountain bike trails is sad. If you can't ride the Cross trail go ride Wulfsohn. Put up "black diamond" signs and make it clear that the trail is for advanced riders only. Yes, I get the concept of "sustainability" but that trail has been there for years. And a lot of money is going to have to be spent to try and "reclaim" the trail. To the point where it might never really be reclaimed. We should just acknowledge that the damage is done and we may as well enjoy what we created for better or worse. Any new trail should be built "sustainably" but please don't go closing trails because they don't meet some ideal you've created.	4/27/2015 3:20 PM
8	Some alternate routes should be maintained	4/27/2015 2:08 PM
9	Considering the steep grade while descending, what type of support would be necessary to develop one-way trails for both up and down? Nothing is worse as a mountain biker than cautiously coming around a blind curve not knowing if there is going to be a family hiking up the trail.. or something similar	4/21/2015 8:22 AM
10	This might be better as a downhill only trail with uphill traffic on the road.	4/18/2015 5:22 PM
11	proper prior preparation prevents poor performance	4/18/2015 4:18 PM
12	None	4/17/2015 2:41 PM
13	Keep the old singletrack at the bottom section.	4/17/2015 4:47 AM

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## Q5 Responses, continued:

14	Yes!	4/16/2015 9:54 PM
15	maybe alternate days for hikers and bikers if it is really popular	4/16/2015 5:44 PM
16	Thank you for this and all the other plans on table. Can't wait for the day glenwood is a mtb destination!	4/16/2015 5:08 PM
17	Thanks!	4/16/2015 1:37 PM
18	I really hope there are some non technical beginner trails added!	4/16/2015 1:20 PM
19	I would love to see the trail(s) made safe for both hiking/running and biking uses. Possibly two parallel trails could help that?	4/16/2015 12:03 PM
20	Is there any way that the cross can be removed as a part of this project? I am a big proponent of dark skies initiatives and whatever the purpose or sentimental value of the cross, it does not meet City signage or lighting standards. Nor does it reflect a community-wide sentiment. Perhaps?	4/16/2015 11:59 AM
21	Love the idea if really usable single track all the way. I know some cyclists would love to keep some of the steep downhill, may be some downhill only segments could be maintained.	4/16/2015 11:51 AM
22	I believe any improvements in our local trails used for biking and hiking are great investment for our community and visitors to the area.	4/16/2015 10:35 AM
23	Expand, make it better	4/16/2015 9:55 AM
24	Please optimise the trail for mountain biking. I would encourage you to consider additional trails on Red Mountain as well.	4/16/2015 9:18 AM
25	I don't support closing the current fall-line trail, since it's one of the few challenging descents in the valley. With the addition of an easier, more sustainable route, traffic on the old trail should drop enough that erosion won't be as much of a concern.	4/16/2015 8:14 AM
26	Keep it challenging. We have enough easy trails around	4/16/2015 5:16 AM
27	Don't make it too weak. Keep it tough and technical on the way down.	4/16/2015 12:05 AM
28	Don't make boring	4/15/2015 11:07 PM
29	This is a no brainer! Great opportunity to add to the already decent outdoor activities in the valley, another great biking spot is needed, and this project can anchor the end of the valley! Get it done!!!	4/15/2015 10:05 PM
30	This sounds like a well thought out project plan. I'm like the idea of studying the trail user patterns to determine what closures may be warranted.	4/15/2015 9:51 PM
31	I would drive over just to ride it	4/15/2015 9:50 PM
32	start it now plz	4/15/2015 9:35 PM
33	The project is delusional and over reaching, will tear the mountain to shreds for years to come and bring every yahoo passing through town to Red Mnt, driving what's left of the wildlife to leave permanently. As a bonus, this plan has No plans for extra parking which is already an issue on weekends.	4/15/2015 9:26 PM
34	Do it by hand. It has been proven that trails can be hand built and sustainable in any environment	4/15/2015 8:11 PM
35	Short term pain for long term gain. Change is uncomfortable at first, but sustainable trail design is better in the long run.	4/15/2015 6:14 PM
36	If it is possible it could be a good idea to keep the existing trail (or sections) as a one-way downhill trail. There are very few solid downhill trails in this valley and we should avoid getting rid of them.	4/15/2015 6:04 PM
37	Will two-way traffic be safe given the likely speed downhillers will be carrying?	4/15/2015 5:56 PM
38	Some like the existing singletrack, but it is unsustainable. The main trail should be useable by most skill levels. Consider building some sustainable expert singletrack in addition.	4/15/2015 5:41 PM
39	Build new trail as addition. Keep existing trails as well please!	4/15/2015 5:39 PM
40	So grateful for this project and hope to volunteer to help!	4/15/2015 5:35 PM
41	I would like to see bells at the bottom of the trail (like bear bells) that bikers can grab on the way up to make sufficient noise on the way down to alert hikers/walkers. I realize that is not the proper right-of-way method, but for safety and to cause less accidents it works. Ask California.	4/15/2015 5:33 PM

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## Q5 Responses, continued:

42	A trail system at the top of red mountain starting near the old lodge with several different loops would be a really nice attraction	4/15/2015 5:28 PM
43	Include technical alternate sections that share character of the existing trail. Jumps and drops are always appreciated too!	4/15/2015 5:15 PM
44	I would recommend a biking specific trail alongside... but any improvements are welcomed	4/15/2015 4:53 PM
45	The improvements will be a great community benefit.	4/8/2015 8:21 PM
46	A much needed improvement to a popular recreation area; Do we need to describe trail closures at this point beyond the trespass section? Might breed unnecessary contention with hikers and downhill bikers.	4/8/2015 2:42 PM

**Q6. The Red Mountain Jeanne Golay Trail was named in honor of local 1992 Olympian and National Road Race Cycling Champion Jeanne Golay who trained and raced on the Red Mt. dirt road. The road will remain as is, open to foot and bike traffic, as well as private motor vehicle access, parallel to the proposed singletrack route. The cross at the top of Red Mt. was initially put up in remembrance of William Grandstaff who lived up on the mountain. The completed singletrack trail could be called the "Grandstaff Trail". Do you support this new trail name or have additional suggestions? (Since this survey's posting, questions remain in regards to "Granstaff" being the historical name's proper spelling.)**

#	Responses	Date
1	Yes.	5/5/2015 5:37 PM
2	Zephyr Trail...for the California Zephyr.	5/3/2015 9:47 PM
3	Yes	5/2/2015 10:42 AM
4	Fine	5/1/2015 2:13 PM
5	I do support the trail name. Please do not include derogatory remarks about the cross in your public meetings. You will turn off an entire group of citizens that might otherwise support this.	4/30/2015 8:35 PM
6	Sure	4/30/2015 6:38 AM
7	Yes	4/29/2015 8:35 PM
8	Yes	4/29/2015 7:08 PM
9	no opinion	4/29/2015 2:36 PM
10	No. Trail should be called "Red Mountain Trail"	4/29/2015 12:40 PM
11	sounds good to me	4/29/2015 11:47 AM
12	Yes	4/28/2015 8:26 PM
13	I believe it should still be called the Jeanne Golay Trail. I've never heard of William Grandstaff and quite frankly the existing cross offends me.	4/28/2015 4:20 PM
14	sure	4/28/2015 10:26 AM
15	If the cross is on city land it should be removed entirely. I don't care who paid for it or who donated it. It is a religious symbol that does not belong on public land.	4/27/2015 3:20 PM
16	Totally support the new name.	4/27/2015 2:06 PM
17	Sounds great!	4/21/2015 8:22 AM
18	I support the Grandstaff trail	4/18/2015 5:22 PM
19	like it	4/18/2015 4:18 PM
20	None	4/17/2015 2:41 PM

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## Q6 Responses, continued:

21	I feel like that would be an appropriate name for the trail.	4/17/2015 10:13 AM
22	Yes!	4/16/2015 9:54 PM
23	yes, support it	4/16/2015 5:08 PM
24	yes	4/16/2015 1:58 PM
25	OK.	4/16/2015 1:37 PM
26	Yes I support	4/16/2015 1:07 PM
27	I like the proposed name.	4/16/2015 12:47 PM
28	I would like to see the Cross removed as a part of this project. Naming the trail after Mr. Grandstaff is a more fitting tribute.	4/16/2015 11:59 AM
29	Support	4/16/2015 11:12 AM
30	Happy with Jeanne Golay Trail!!!	4/16/2015 9:55 AM
31	Cross trail	4/16/2015 6:53 AM
32	sure	4/16/2015 6:30 AM
33	Yes	4/16/2015 5:16 AM
34	Jeanne Golay is awesome! Don't change it.	4/16/2015 12:05 AM
35	The cross is the biggest eyesore in Glenwood. Non religious folk are being subjected to a constant reminder of separation.	4/15/2015 11:07 PM
36	Defiance	4/15/2015 10:05 PM
37	I like "jeanne golay trail" as a name. Grandstaff is ok, but I've heard way more popular reference as riding "up to the cross."	4/15/2015 9:51 PM
38	Negro Bill! Shoutout to Glenwood history.	4/15/2015 9:50 PM
39	#nimbyrfmba	4/15/2015 9:26 PM
40	Yes	4/15/2015 9:18 PM
41	I support that name	4/15/2015 9:02 PM
42	Like that proposed name	4/15/2015 8:57 PM
43	Yes	4/15/2015 8:38 PM
44	Yes, I support.	4/15/2015 8:23 PM
45	Yes	4/15/2015 8:11 PM
46	Support Grandstaff	4/15/2015 8:04 PM
47	Yes	4/15/2015 7:24 PM
48	Yes	4/15/2015 6:55 PM
49	yes- Grandstaff	4/15/2015 6:52 PM
50	No preference	4/15/2015 6:25 PM
51	I support the new trail name.	4/15/2015 6:12 PM
52	No opinion.	4/15/2015 5:56 PM
53	I support this amazing project!	4/15/2015 5:48 PM
54	it's fine, but I don't think anyone has heard of him. Could come up with something creative.	4/15/2015 5:41 PM
55	Jon Harman trail	4/15/2015 5:39 PM
56	Yes love it	4/15/2015 5:37 PM

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### Q6 Responses, continued:

57	ok as long as does not diminish Ms. Golay.	4/15/2015 5:35 PM
58	Fine with me.	4/15/2015 5:33 PM
59	I support the name	4/15/2015 5:15 PM
60	I support the name as long as we don't lose the "Jeannie Golay" designation on the road	4/15/2015 5:04 PM
61	Of course. Perfect name	4/15/2015 4:53 PM
62	Very much so! Recognizing history is important.	4/8/2015 2:42 PM
63	yes	4/7/2015 8:27 PM

### Q7. Have you volunteered with TRT &/or RFOV to build and maintain trails at nearby Wulfsohn Mountain Park?

Answer Choices	Responses	
Yes	26.89%	32
No	52.10%	62
I didn't know that volunteer opportunities were happening over past summers.	21.01%	25
<b>Total</b>		<b>119</b>

### Q8. RFMBA's efforts are supported by Memberships, Business Sponsors, Donations, and Grants. Memberships start at \$30/year, and offer multiple benefits of a joint membership with IMBA while raising the voice of mountain bikers for better trails and trail experiences. It's easy to join online at [www.rfmba.org/membership/](http://www.rfmba.org/membership/) Are you currently a member?

Answer Choices	Responses	
Yes.	16.10%	19
No.	57.63%	68
I'm not sure, maybe my membership lapsed or expired.	6.78%	8
No, but I'll go join now!	19.49%	23
<b>Total</b>		<b>118</b>

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**Q9. RFMBA & TRT are working to help the City of Glenwood Springs expedite and implement this project in 2015. Are you interested in 1. volunteering time in the field, 2. voicing support by letter / public meeting attendance, or 3. committing funds to this project through an RFMBA business sponsorship? Please let us know how you'd like to make this high quality trail experience a reality for citizens of Glenwood Springs!**

#	Responses	Date
1	I could help with 1 or 2	5/3/2015 9:47 PM
2	I would like to work if I have time. New job not sure	5/2/2015 10:44 AM
3	Yes.Happy to write letter or spread the good word.	5/1/2015 2:14 PM
4	voicing support/volunteering time	4/30/2015 9:06 AM
5	Rfmba began as direct opposition to hidden gems. As such, I oppose joining your organization but will continue to support cycling.	4/30/2015 6:40 AM
6	I am familiar with how the city govt' works - I am an employee. I can help support via public meetings. I also have relationship with Al Laurette through work.	4/29/2015 8:37 PM
7	1, 2, and 3	4/29/2015 7:10 PM
8	No, due to not living in the Roaring Fork Valley	4/29/2015 2:36 PM
9	possibly	4/29/2015 11:48 AM
10	1.	4/28/2015 4:24 PM
11	Yes, Yes, and Yes.	4/28/2015 4:21 PM
12	yes. 1&2	4/28/2015 10:27 AM
13	1 for sure, possibly all three as time goes on	4/27/2015 2:08 PM
14	1. yes. 2. yes 3. wish I could!	4/21/2015 8:23 AM
15	1 yes 2 yes 3 no	4/18/2015 5:24 PM
16	considering it	4/18/2015 4:19 PM
17	None	4/17/2015 2:49 PM
18	I would be willing to volunteer time in the field and attend meetings.	4/17/2015 10:16 AM
19	I will volunteer my time.	4/17/2015 4:49 AM
20	Yes I'm interested	4/16/2015 5:09 PM
21	2	4/16/2015 1:58 PM
22	All of the above.	4/16/2015 1:37 PM
23	Volunteer	4/16/2015 1:09 PM

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## Q9 Responses, continued:

24	I'd be happy to volunteer as well as voice my support.	4/16/2015 12:51 PM
25	I would love to volunteer and will go to the website	4/16/2015 12:00 PM
26	Yes to 1 and 2	4/16/2015 11:52 AM
27	individual support	4/16/2015 9:56 AM
28	For future trail improvements Glenwood Springs & RFMBA should pursue a Colorado Parks and Wildlife Non-motorized trail grant. <a href="http://cpw.state.co.us/aboutus/Pages/TrailsGrantsNM.aspx">http://cpw.state.co.us/aboutus/Pages/TrailsGrantsNM.aspx</a>	4/16/2015 9:21 AM
29	2	4/16/2015 7:18 AM
30	Yes to 2	4/16/2015 6:54 AM
31	Donate time.	4/16/2015 5:18 AM
32	All 3	4/16/2015 3:45 AM
33	time in the field	4/15/2015 11:18 PM
34	Definitely willing to voice my support, and volunteer when I can.	4/15/2015 11:13 PM
35	1	4/15/2015 11:08 PM
36	All of the above!	4/15/2015 10:07 PM
37	Both #1 and #2 sound do-able as long as I can fit it into my busy schedule. I'll give my email address.	4/15/2015 9:53 PM
38	this project as proposed will ruin this mountain which is now the quite, peaceful place to take a hike "in town" - put your efforts in to Wulfshon.	4/15/2015 9:33 PM
39	I live in grand junction and volunteer with COPMOBA	4/15/2015 9:18 PM
40	Limited volunteer.	4/15/2015 9:03 PM
41	1 2 maybe 3	4/15/2015 8:59 PM
42	Would volunteer	4/15/2015 8:39 PM
43	I would help out in any way!!	4/15/2015 8:28 PM
44	1	4/15/2015 7:43 PM
45	1...I would volunteer...my work hours in the past prevented me from join in trail maint.	4/15/2015 6:55 PM
46	Attend public meeting and volunteer to help build trails.	4/15/2015 6:27 PM
47	Time on site, letter writing. I'm an experienced trail builder, active mountain biker, and Landscape Architect.	4/15/2015 6:16 PM
48	Time and funds	4/15/2015 6:15 PM
49	2	4/15/2015 6:13 PM
50	Might volunteer	4/15/2015 5:57 PM
51	Volunteer, public support and financial donation.	4/15/2015 5:43 PM
52	Any and all	4/15/2015 5:40 PM
53	Volunteer and public support	4/15/2015 5:39 PM
54	1. will help to volunteer 2. happy to publicly support.	4/15/2015 5:37 PM
55	I'm up for all three.	4/15/2015 5:34 PM
56	Yes*3	4/15/2015 5:16 PM
57	1	4/15/2015 5:03 PM
58	I would do some volunteering for trail building	4/15/2015 4:54 PM
59	By volunteering and supporting	4/8/2015 8:15 PM
60	All the above.	4/8/2015 2:42 PM
61	1,2,3	4/7/2015 8:28 PM

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**Q10. If you'd like to stay updated on this project + other RFMBA efforts, please provide your email address.**

Q10 responses included 52 email addresses provided by those interested in staying up to date on this project and other RFMBA efforts. 119 respondents skipped this final question.

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## Appendix 2: Example Photos and Trail Building Techniques

On the following pages, please find photos and illustrations regarding this trail improvement project. Illustrations courtesy of *Trail Solutions*, *IMBA's Guide to building Sweet Singletrack*.



Red Mt., fall line user-created social trail. Water flows down the steep trail, causing constant erosion & very difficult conditions for trail users.



Airline Trail, machine-built trail. Out-sloped trail construction ensure minimal trail erosion. Overall 6% grade of trail is modulated by grade reversals (seen in the distance) which work to shed water quickly, offer a brief respite while climbing the trail, and make the descent safer & more fun for trail users. This photo was less than a year after construction; back-slope and out-slope have since grown in with vegetation, leaving a 24"+ wide trail tread.

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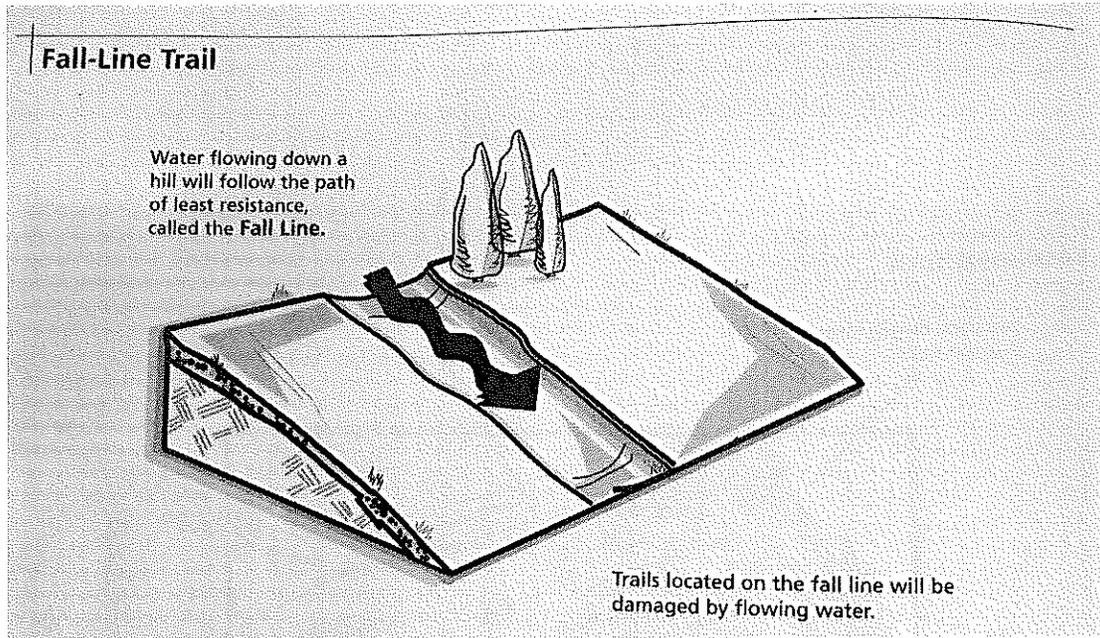
Red Mt., fall line user-created social trail. Water flows down the steep trail, causing constant erosion, & very difficult conditions for trail users on this switchback turn in the trail.



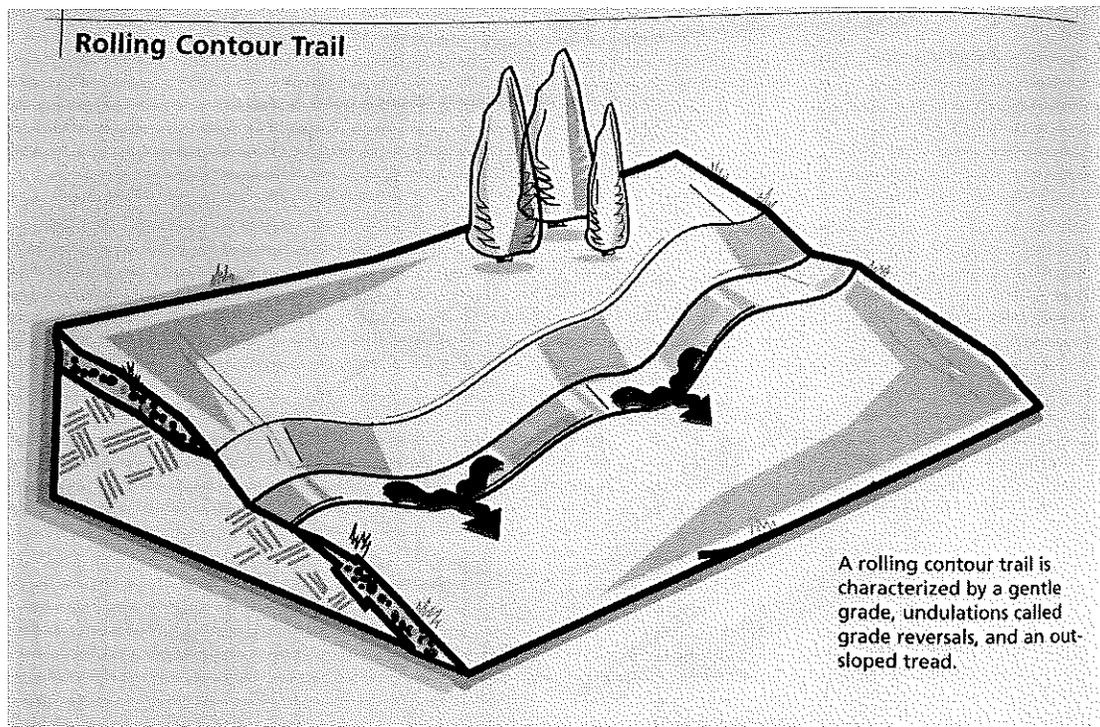
Airline Trail, machine-built trail. The in-sloped berm turns on this trail, combined with grade reversals before and after the turn, are designed to shed water quickly, minimizing erosion. The grade reversals also slow down trail users, while vegetation is cleared to ensure clear sight lines for the safety of two way traffic on the trail.

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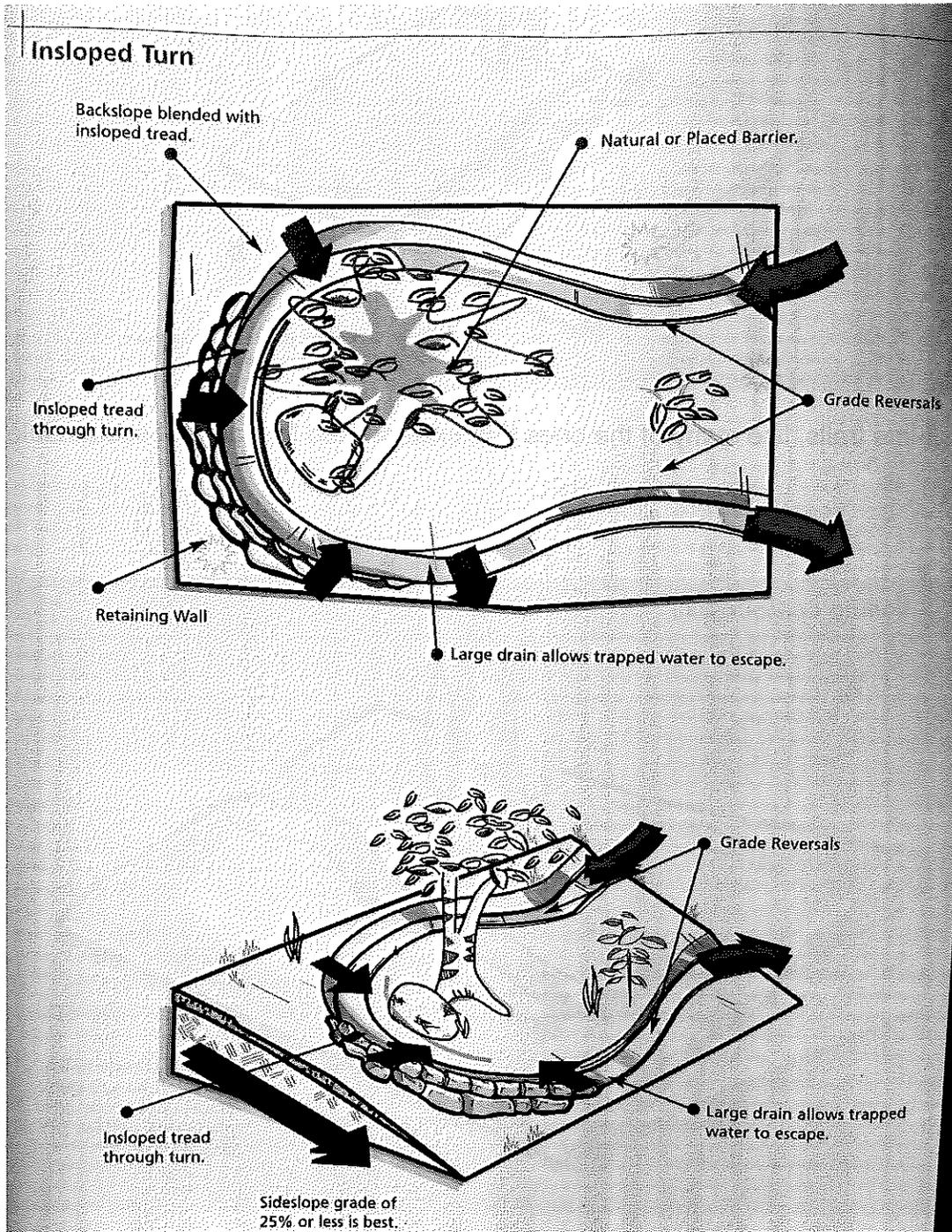
Fall-line trails, like many of the ones that exist on Red Mt., are not sustainable.



Rolling Contour trails utilize gentle overall grades, out-sloped tread, and grade reversals to achieve a sustainable tread. This type of trail offers a high quality recreation experience.

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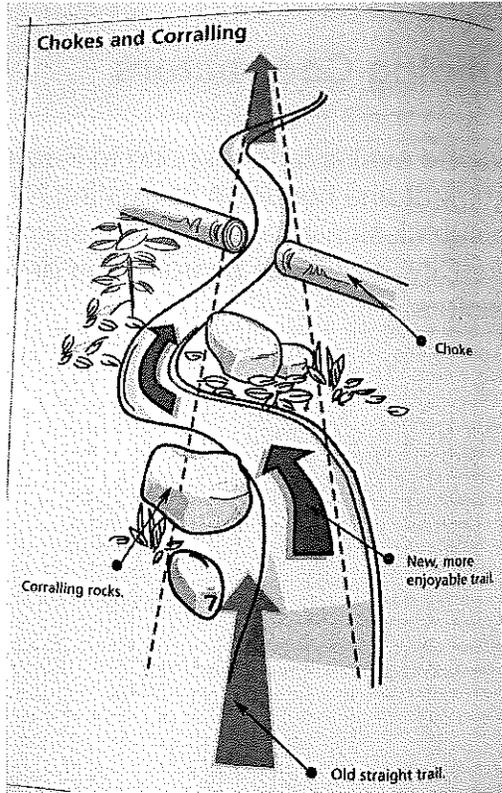
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In-sloped berm turns offer sustainability & fun for trail users. In comparison to traditional V-shaped switchback turns, a broader range of trail user skill levels can be accommodated by this design.

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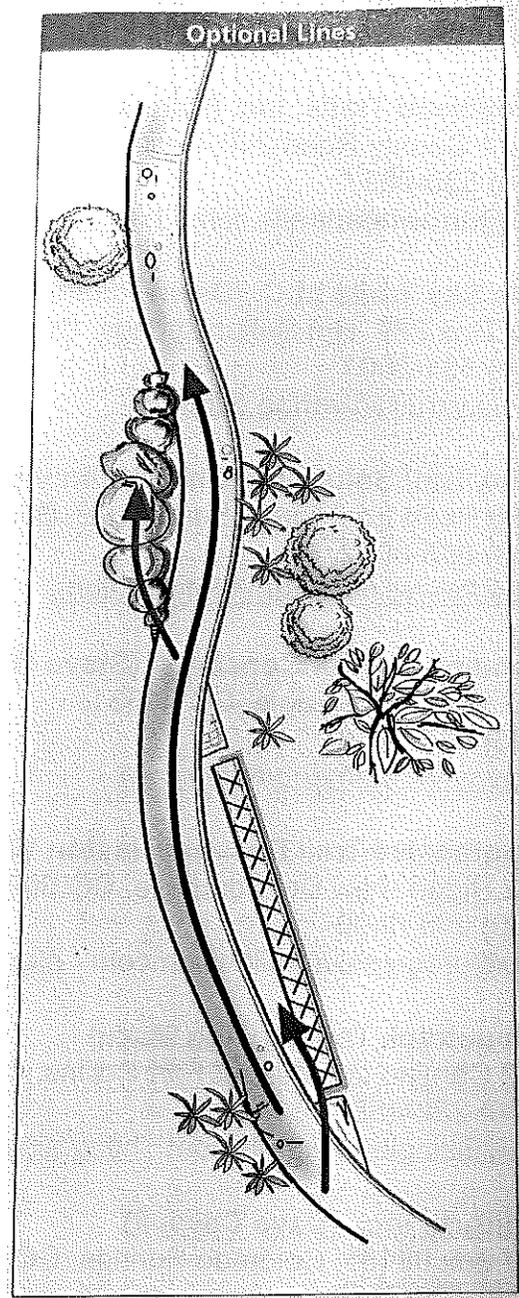


Calming features can be constructed to slow down trail users at key locations along the trail.



Optional lines within the same corridor add variety while minimizing impact.

Luke Chiu



Alternatively, where appropriate, optional lines within the same trail corridor can help to accommodate a broader range of trail user skill levels while minimizing overall impact.

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## Appendix 3: List of Trail Building Contractors

The following contractors are based in Colorado and may be available to respond to Request for Proposals (RFP). A field visit to review flagged trail alignment and condition of existing trails should be considered mandatory for this project prior to submission of proposal for services. RFMBA & TRT can assist with preparation of RFP for the City, as well as coordination of field visits and further recommendations for selection of trail contractors.

### **Arrowhead Trails, Inc. (Danna Lambert)**

11121 County Road 240, Salida, CO 81201  
 (719) 539-2817  
[info@arrowheadtrails.com](mailto:info@arrowheadtrails.com) <http://arrowheadtrails.com>

### **Blue Sky Trails LLC (Dawn Packard)**

P.O. Box 289, Hot Sulfur Springs, CO 80451  
 (970) 531-2001  
[bluesky.trails@yahoo.com](mailto:bluesky.trails@yahoo.com)

### **IMBA Trail Solutions (Chris Kehmeier)**

4888 Pearl East Circle Suite 200E, Boulder, CO 80301  
 (303) 868-8082  
<https://www.imba.com/trail-solutions>

### **Momentum Trail Concepts (Steve Wentz)**

P.O. Box 3368, Eagle, CO 81631  
 (303) 883-3878  
<http://www.momentumtrail.com>

### **Progressive Trail Design (Clayton Woodruff)**

572 Ridge View Dr., Louisville, CO 80027  
 (720) 201-6490  
[info@progressivetraildesign.com](mailto:info@progressivetraildesign.com) <http://progressivetraildesign.com>

### **Singletrack Trails (Greg Mazu)**

417 Camino del Mundo, Fort Collins, CO 80524  
 (970) 222-4839  
[greg@singletracktrails.com](mailto:greg@singletracktrails.com) <http://singletracktrails.com>

### **TrailArts Inc. (Dave Dessell)**

PO Box 38186, Colorado Springs, CO 80937  
 (719) 460-7759  
[dave@trailarts.com](mailto:dave@trailarts.com) <http://trailarts.com>

### **Tony Boone Trails, LLC (Tony Boone)**

1240 F Street, Salida, CO 81201, United States  
 (719) 221-3421  
[dirtfarmerz@yahoo.com](mailto:dirtfarmerz@yahoo.com) <http://www.tonyboonetrails.com>

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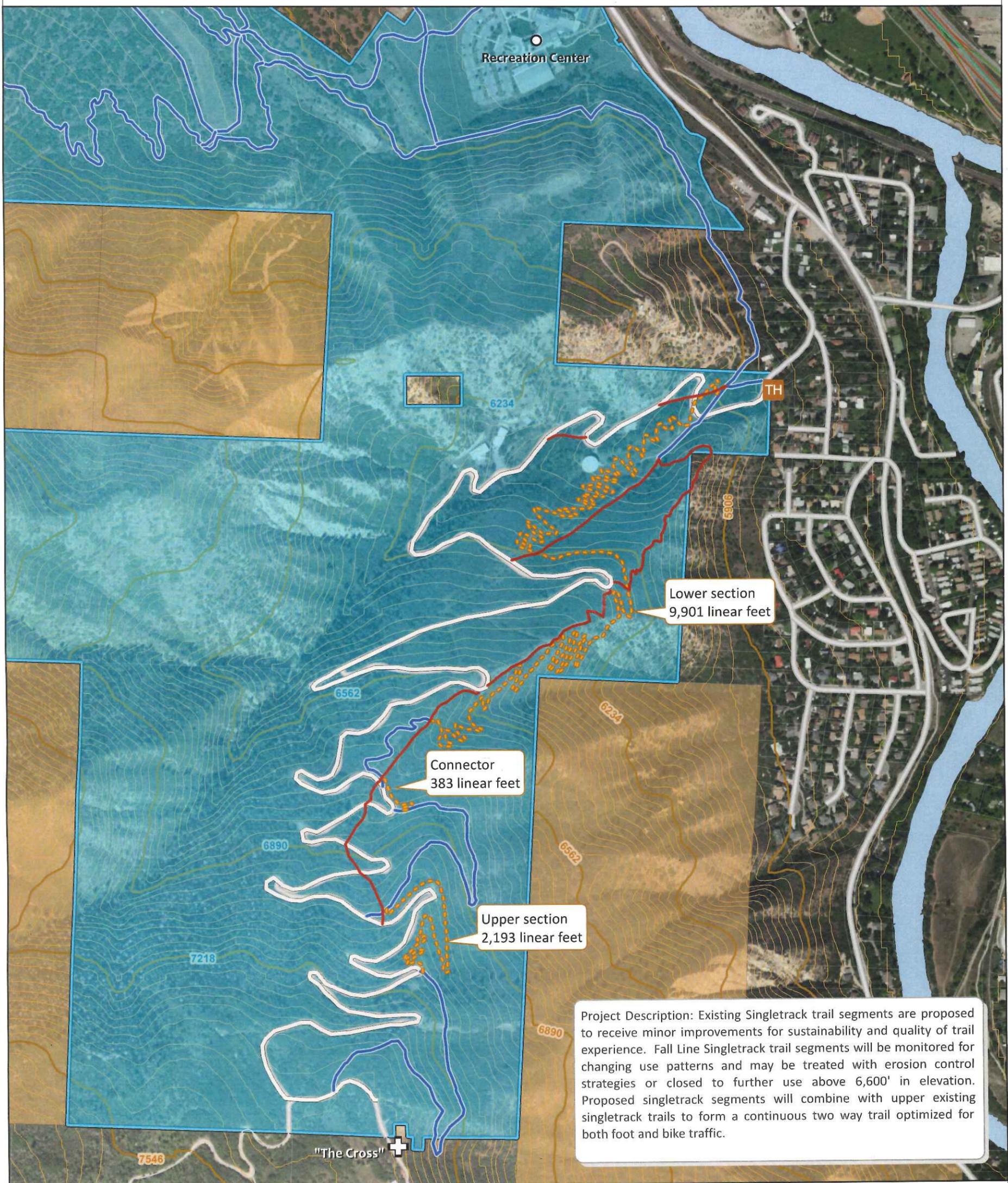
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# Red Mountain Trails Improvement Project

Glenwood Springs, Colorado



TWO RIVERS TRAILS

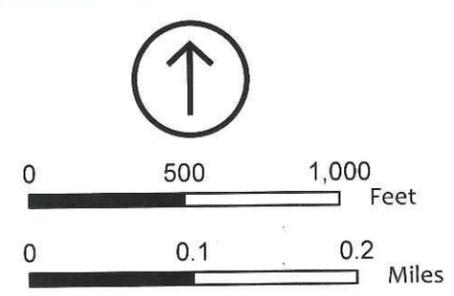


**Project Description:** Existing Singletrack trail segments are proposed to receive minor improvements for sustainability and quality of trail experience. Fall Line Singletrack trail segments will be monitored for changing use patterns and may be treated with erosion control strategies or closed to further use above 6,600' in elevation. Proposed singletrack segments will combine with upper existing singletrack trails to form a continuous two way trail optimized for both foot and bike traffic.

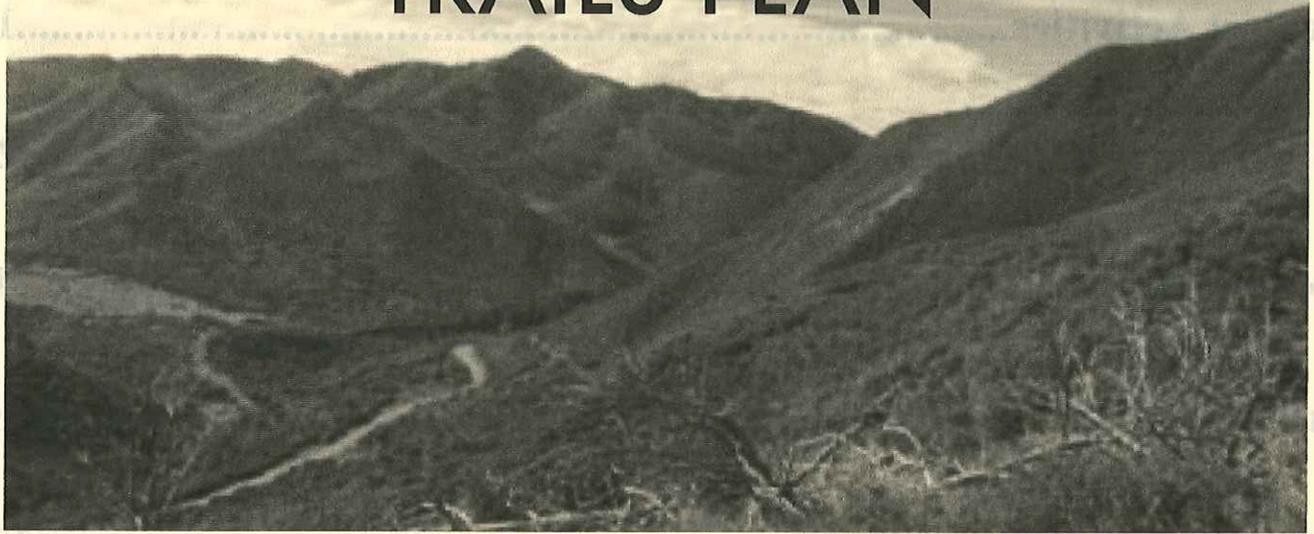
- Red Mountain Trails**
- Existing Singletrack
  - Fall line Singletrack
  - - - Proposed Singletrack
  - TH Trail Head

- Land ownership**
- City of Glenwood Springs
  - Land parcel boundary
  - BLM ownership

- Contours (labeled in feet)**
- 100m
  - 10m



# SOUTH CANYON TRAILS PLAN



## FUNDED BY:

City of Glenwood Springs, CO  
Garfield County, CO

## PREPARED FOR:

Roaring Fork Mountain Bike Assoc.  
Mike Pritchard, Exec. Director  
970.948.3486  
mike.pritchard@imba.com  
www.rfmba.org



## PREPARED BY:

Scott Linnenburger  
Principal  
Kay-Linn Enterprises

303.241.3301  
scott@kay-linn.com  
www.kay-linn.com



KAY-LINN

## ADDITIONAL ASSISTANCE FROM:



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**Opportunities.....2**

**Constraints.....4**

**Proposed Trail System.....8**

**Trail Specifications.....12**

**Construction Phasing.....16**

**Cost Opinion.....17**

**Appendix Maps**

**Map 1: South Canyon Hillslope Analysis**

**Map 2: Landfill Viewshed Analysis**

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## PROJECT ACTIVITIES

### PROJECT PRE-PLANNING

Roaring Fork Mountain Bike Association (RFMBA), following the development of the Glenwood Springs Area Concept Trails Plan (February, 2015), engaged Kay-Linn Enterprises' team (with the assistance of Applied Trails Research and Singletrack Trails) to provide field investigation, sustainable trail corridor design, and development recommendations for the South Canyon area. The consulting team was provided with the conceptual planning information from RFMBA, as well as more depth regarding ongoing activities in South Canyon from RFMBA Executive Director Mike Pritchard, including spatial overlays for historic elements, the landfill, and gun and archery ranges.

With limited on-the-ground field reconnaissance supporting the development of the Concept Trails Plan created by IMBA Trail Solutions, the Kay-Linn team scheduled a preliminary visit with RFMBA to examine the site and help to frame initial parameters and strategy for subsequent field investigation. During this visit, RFMBA and Singletrack Trails owner, Greg Mazu, discussed the overall desire on the part of the mountain bike community to assist the City of Glenwood Springs in the cost-effective development of a diverse, shared-use trail system on City managed lands within South Canyon. With a prolific resume of highly regarded trail system development in challenging environments, including many of the trails at rocky Curt Gowdy and Glendo State Parks in the State of Wyoming, the Free Lunch trail in Grand Junction, and the Bike Granby Ranch bike park in Grand County, Mazu quickly developed the opinion that South Canyon had significant barriers to cost-effective trail construction due to the canyon's numerous rock outcroppings and other constraints on the property. This initial investigation assisted RFMBA and the Kay-Linn team in developing a strategy to best allocate time and resources in the more detailed field investigation and ground-truthed trail corridor design, which was scheduled for July.

### FIELD INVESTIGATION/TRAIL DESIGN

Kay-Linn Principal, Scott Linnenburger, and Applied Trails Research Owner, Jeremy Wimpey, mobilized to Glenwood Springs in mid-July to provide field investigation and sustainable trail corridor design for a diverse, sustainable, cost-effective trail system in South Canyon. The team spent six days on the ground in the canyon, spot checking trail development feasibility and designing sustainable trail corridors and an integrated trail system. During this time, the team was able to witness current use patterns in South Canyon, including use of the nearby BLM-managed river access, informal hot springs, archery range, gun range, hunting, landfill, residential traffic, and grazing occurring in the area. Additional field investigation was conducted by RFMBA Executive Director, Mike Pritchard, and RFMBA Board Members during September and October.

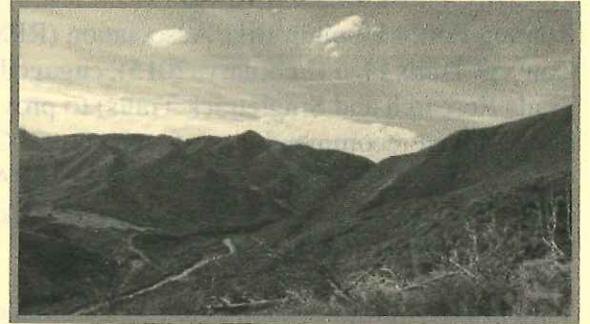
### RECOMMENDATION DEVELOPMENT

Based on the field investigation, current uses, and potential for sustainable trail development, the Kay-Linn team has developed the recommendations that follow in this report, including opinions on optimal trail system components such as trail types, trailhead locations, historic/land management interpretation, implementation strategy and phasing, and cost of construction. These recommendations have been developed to further the collaboration between RFMBA and the City of Glenwood Springs in developing improved recreation amenities.

## OPPORTUNITIES

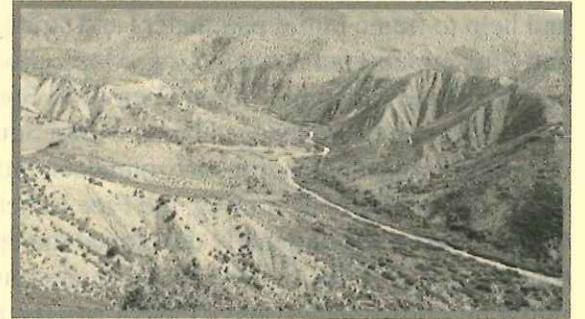
### PROXIMITY TO GLENWOOD SPRINGS

The Interstate 70 exit for South Canyon, approximately two miles west of Glenwood Springs, provides convenient recreation access. Completing the paved LoVa Trail would greatly enhance the ability of residents to access these locally controlled lands and provide another nearby destination for visitors that does not require driving out of downtown Glenwood Springs.

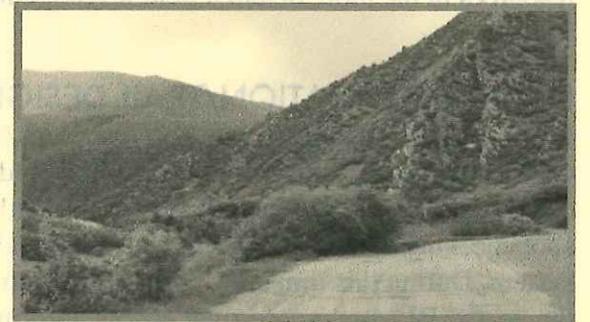


### DIVERSE TRAIL SYSTEM

South Canyon's topography is quite steep, but the valley floor climbs to the south at a gradient that will allow for trail development that is accessible to a broad demographic. Being flanked by rock outcrops throughout the valley, with dramatic views to the north and east from the top of the canyon, provides a sense of space that is sometimes a challenge in the steep valleys of the Colorado and Roaring Fork Rivers. This sense may be enhanced by utilizing terrain and higher elevations around Horse Mountain (west of South Canyon). The well-maintained condition of the CR 134/South Canyon Road provides easy access for multiple trailheads that will encourage visitors to stay off the road, enhancing safety for up-canyon residents and traffic utilizing other municipal services in the canyon.



A diverse trail system is possible in South Canyon, including family-friendly shared-use trails, narrow backcountry trails, and mountain bike-optimized trails. Providing these different trail types reduces congestion and potential conflicts, while offering trail users the opportunity to optimize their experience based on recreation time availability, group desires, and capabilities. In the southern portion of the canyon, mature stands of pine and oak contrast with the lower oak scrub of the northern portion of the canyon and Horse Mountain. These vegetation types naturally provide a different type of trail experience and the diversity also plays a temporal role in spreading recreation visitation, as the lower portions of the canyon will readily dry in late fall to late spring periods and the higher elevation pine/oak forest will provide a cooler setting during summer months.



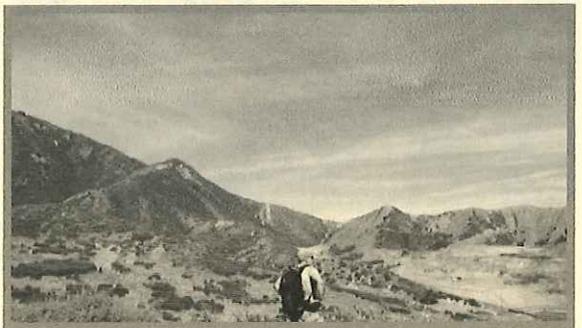
## OPPORTUNITIES

### HISTORIC/SENSE OF PLACE INTERPRETATION

South Canyon has regional historical significance that can provide residents and visitors with a better sense of place. The history of the the South Canyon town and mine are broadly interpreted on a single, decaying interpretive panel at the northern portion of the canyon. This history, along with other area activities (i.e. fire, waste management, ecological succession) could be better interpreted through a series of better developed vehicle pull-offs along the South Canyon Road or along the proposed trail routes.



South Canyon's historic remnants include rock and concrete building foundations, eroding stone wall fragments, rusting mining equipment, and vacated road and railroad beds. Overgrown vegetation currently obscures most of these archeological features. In 2003, after the Coal Seam Fire, a cultural resource inventory was prepared to determine how to best preserve these historic remnants. The assessment determined that the historic site at the mouth of the canyon, adjacent to the Colorado River, would not be eligible for the National Register of Historic Places on its own, but that it did provide interpretive value for the whole of Coal Camp. The Coal Camp mining area and townsite were located near the present day landfill entrance and along the road heading further to the south. Additional archeological surveys and historical assessments will need to be conducted for this area in order to develop a preservation and management plan for the City to implement. Proposed soft surface trails may briefly coincide with historic foundations near the landfill entrance, and will be routed to both avoid damaging these cultural resources, yet remain close enough to highlight the direct connection to the area's historic past. Implementation of proposed trail system signage will be an opportunity to simultaneously develop interpretive signage to highlight the area's history. RFMBA anticipates working with the City and the Historic Preservation Commission to ensure South Canyon can be properly highlighted as one of the City's existing heritage attractions.

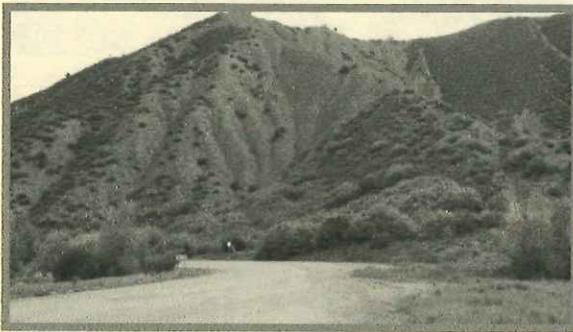


## CONSTRAINTS



### STEEP TOPOGRAPHY/ROCK OUTCROPS

South Canyon's steep flanks and rock outcrops, while providing a sense of space and size, also severely limit the available terrain suitable for efficiently developing natural surface trails. Hillsides with slopes greater than 70% are quite challenging for full bench trail construction on solid soils with non-erosive qualities. A large proportion of the South Canyon's hillsides above the valley floor and outside the gun range are greater than 70% in slope (See Slope Map, Appendix A) and much of the soil on these hillsides is loose and/or prone to minor landslides.



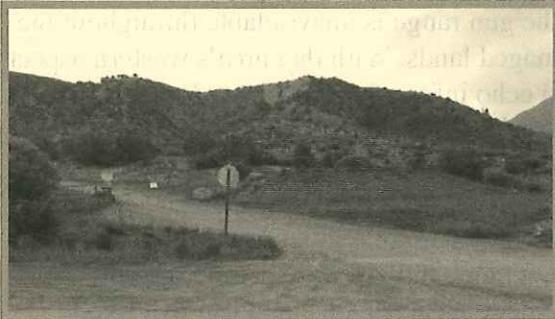
Further complicating potential trail development are the ubiquitous rock outcrops throughout the canyon, many of which extend from ridgelines down to the South Canyon Road. While blasting through rock is possible, the number of times it would be required to develop trails through these areas is likely not economically feasible.



To avoid the rock outcrops, it will be necessary to develop numerous switchbacks to gain/lose trail elevation between the valley and higher ridges. It is nearly impossible to construct trail switchbacks on hillsides with slopes greater than 70% without significantly expensive, engineered retaining walls. Therefore, very detailed design will be necessary to site switchbacks on more moderate slopes. These trails would necessarily be narrow and likely graded as advanced routes to minimize construction impacts and cost.

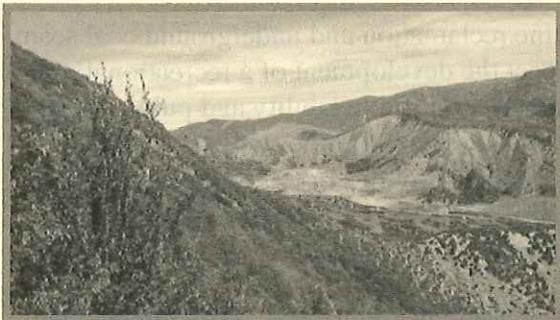
Phase 1 of this plan provides ground-truthed trail corridors where efficient, cost-effective trail construction is possible. Further field reconnaissance will be necessary to develop trail corridors to the west of South Canyon. Field location of optimized switchback locations, away from rock outcrops and on small segments of hillslopes with gradients less than 55%, will be vital to enhance the diversity and quality of the trail system. To be undertaken in 2016, these design of these narrow, backcountry style trails would comprise Phase 2 of the South Canyon Trails and prepared as an addendum to this plan.

## CONSTRAINTS



### NON-TRADITIONAL RECREATION SETTING

The current activities on the City lands in South Canyon, including 1) the landfill and its expansion area, 2) the extensive acreage allocated for the gun range, and 3) the active mine reclamation and underground coal seam fire management, provide impediments to the setting, orientation and extent of a quality recreational trail system. The consulting team fully comprehends the industrial ties to the past, present, and future in both South Canyon and Glenwood Springs in general, but traditionally in Colorado these types of viewsheds and soundscapes have not been highly sought after for the development of recreational amenities, nor have managers of these activities sought to bring additional public visitation to these types of facilities and management activities. As such, the team worked to minimize the impacts of these activities on the potential trail system and vice versa, understanding that functionality of all these facets must include consideration of recreational and industrial traffic patterns, potential for trespass, and public safety issues.



While interpretation of best practices in waste management is certainly an opportunity for public education in South Canyon, it is not likely that visitors to the property desire to be on a trail that has a main focal view on the actively managed cells, the sound of machinery and trucks, or regular odors associated with waste management. In order to remove these potential areas from prospective trail system development, the team developed a viewshed analysis product (see Landfill Viewshed Map, Appendix A) that demonstrates areas in South Canyon where the current and expanded landfill can be seen. In some areas, this viewshed map may overestimate landfill views that may be obscured by 8-foot or higher vegetation.

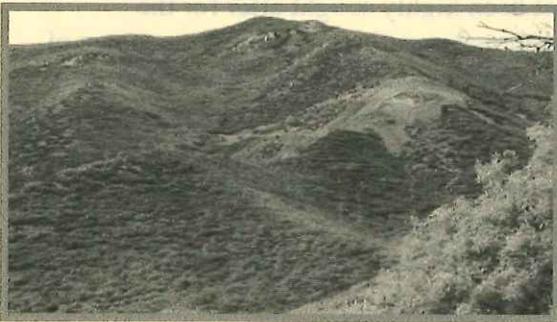


An informal assessment of general odor patterns was also conducted during the initial field assessment, and while it only reflects a single week of information, the week was dominated by light to moderate winds blowing from a generally westerly direction up the Colorado River valley, which is likely the most impactful direction for most of the trail use season.

## CONSTRAINTS



The soundscape of the gun range is unavoidable throughout the majority of City-managed lands. With that area's western aspect, both gun rapport and echo infuse the canyon upslope of the landfill entrance. The one exception may be the south and west aspects of Horse Mountain on the western portion of the property, which has different access limitations (see Municipal Property Limitations below). With regular use throughout the week and an extensive range utilized by the gun club and multiple law enforcement agencies, this land use will likely negatively impact the recreational experience of some visitors.



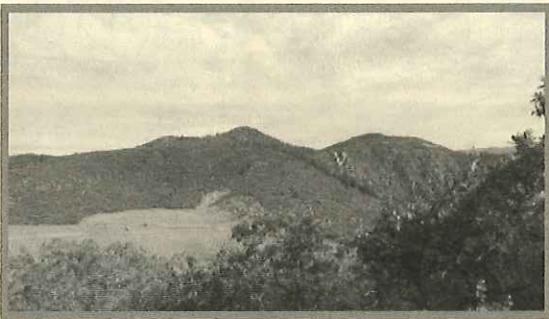
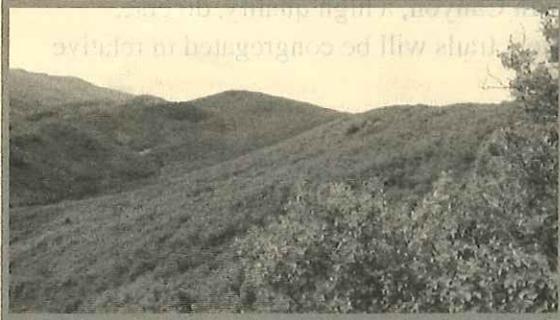
Finally, the active mine reclamation and underground coal seam fire management impact the development of a recreational trail system from a standpoint of land availability and public safety. While regional trail users are very familiar with the land alteration caused by mining activities in recreational settings, the regulatory obligations of active reclamation likely do not allow for trespass for public safety reasons.



When the sum of these issues are addressed, the available land base for a quality recreational trail system is certainly reduced in South Canyon. However, the element of acceptance of recreational surroundings is tangible in many locations around the country, with parks and trails having been developed on top of closed landfill areas and next to gun ranges where other available land is limited. Brownfield redevelopment following reclamation activities almost always includes a recreation component. These ongoing and forward-thinking management and land use changes are very real and in a strong way speak to the diligent, safe, and sustainable recycling of our land resources.



## CONSTRAINTS



### MUNICIPAL PROPERTY LIMITATIONS

Private lands interface significantly in South Canyon with a number of residences located along the valley floor to the south of Glenwood Springs-managed lands. Additionally, BLM-managed lands exist on the north side of the valley, south and upslope portion of the valley above adjacent private lands, and most prominently to the east of South Canyon with the designated Red Mountain Area of Critical Environmental Concern (ACEC). Development of a backcountry style trail connection utilizing this BLM land between the South Canyon (near the archery range) and municipal property close to downtown Glenwood Springs (Red Mountain Jeanne Golay Trail) may be possible via mitigation of impacts to BLM ACEC land, but this will require a separate future planning effort.

The Kay-Linn team attempted to provide sensitivity to the viewsheds to and from private lands with the recommended trail system and trailhead placement in order to preserve the remote agrarian character of the private property in the canyon and make trespass an unlikely issue. At the northern mouth of the canyon, there is little way to create a trailhead access at or near the current archery range without crossing over the creek to the west and onto BLM-managed land due to numerous rock outcrops east of South Canyon Road. To the south, a rough rectangle of BLM land exists that could provide a high quality, longer, backcountry loop trail with incredible, 360-degree views, accessed from City of Glenwood Springs lands. As this parcel is not specifically identified for recreation development in the BLM Resource Management Plan, RFMBA and the City would likely have to propose and facilitate trail development that would ultimately be managed by the City under a cooperative agreement.

Highly desired access to Horse Mountain may be feasible, but due to topographic constraints will likely require dozens of switchbacks and traversing some very steeply sloped areas. This field-based design will be undertaken to determine the preferred location of these routes at a later date.

## PROPOSED TRAIL SYSTEM

While the landscape and land use constraints are considerable in South Canyon, a high quality, diverse, sustainable recreational trail system can still be developed. The Phase 1 trails will be congregated in relative proximity to the valley floor. Trails in these locations will provide:

- Substantial opportunities for great views of the surrounding South Canyon ridges and early/late season riding due to the exposure and quick-drying soils.
- Mountain bike-optimized trails that add diversity in trail experiences, reduce congestion on more traditional shared-use trails, a rare opportunity for shuttle-aided riding catered toward beginner and intermediate-level riders, and the potential reuse of the old alpine slide corridor as an intermediate to advanced slopestyle amenity.
- Physical fitness opportunities via nearly 1,000-foot ascents/descents



In total, Phase 1 of the proposed trail system would provide four different, distinctive trail types to attract a diversity of visitors interested in varying types of recreation experiences, from casual hikers and dog walkers, trail runners and cross country mountain bikers, to highly, technically skilled mountain bikers. The mileage of Phase 1 of the proposed system is just over 8 miles, which combined with the trail types would provide an approximate recreation residence time of 1.5 hours for the majority of visitors. This type of diversity in experiences and recreation time is a good fit with the South Canyon location and similar to many municipal open space trail systems.

Phase 2 of the potential trail system, located higher off the valley floor and extending to Horse Mountain in the west could provide longer, steeper climbs and descents and improved viewsheds of the Flat Tops (north) and Thompson Divide (south). With the potential for an additional 8 or more miles of narrow, backcountry style trail, this phase of trail development would create the types of trail challenge and experience to become a destination trail system.

## PROPOSED TRAIL SYSTEM

### PHASE 1 TRAIL SYSTEM COMPONENT PARTS

The South Canyon trail system can consist of four separate trails, ground-truthed and corridor-flagged in the field. The trail system could include:

- **Tramway** (3.34 miles, 771' of elevation change, 4% average gradient) - A shared-use, beginner/intermediate-friendly trail beginning at the lower trailhead, crossing South Canyon Creek to utilize the best possible trail alignment on BLM land (which will require NEPA clearance), then running up the canyon utilizing old road cuts (road-to-trail conversion) and some steep slopes, and terminating at the upper trailhead.
- **Lightning Bug** (1.73 miles, 540' of elevation change, 6% average gradient) - A descending-optimized, mountain bike-focused trail beginning at the upper trailhead and descending on mostly moderate slopes between Tramway and CR 134. Above a midway junction with Tramway provides the option to loop back to the upper trailhead. The trail would terminate at a junction with Tramway near the landfill entrance gate.
- **Coal Camp** (3.07 miles, 900' elevation change, 8% average gradient) - A shared-use, intermediate level trail beginning at the upper trailhead, climbing gently at first through a side canyon meadow, then more steeply through mostly mature pine forest with great views of the Horse Mountain ridge to the highest elevation of the City land near the shared boundary with BLM land to the south. This trail loops back on itself near the highpoint, and may provide access for future trail system expansion on adjacent BLM. Such expansion will require land manager collaboration and agreement with Glenwood Springs, but could allow 7+ additional miles of backcountry style trails.
- **Alpine Slide** (0.85 miles, 215' elevation change, 9.5% average gradient) - An ascent to the beginning of the old alpine slide from the landfill gate, followed by a downhill-only, intermediate/advanced (potentially multiple riding lines in the same corridor), feature-filled mountain bike trail.

### POTENTIAL PHASE 2 TRAIL SYSTEM COMPONENT PARTS

The South Canyon valley floor trail system can be greatly expanded to appeal to a larger regional set of trail enthusiasts accustomed to traveling to unique trail destinations if feasible construction locations can be developed. Trails that ascend and descend the higher ridges to the west, and to the broad southern slopes of Horse Mountain will afford the type of experience that could draw new visitors to Glenwood Springs. This part of the system could consist of three separate trails, broad corridors for which have been identified in the

## PROPOSED TRAIL SYSTEM

field, but must be ground-truthed for feasible switchback locations and corridor-flagged during a future phase of work.

Phase 2 of the trail system could include:

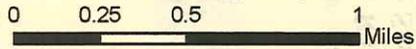
- **Red Onion** (3.5 miles total. North portion: 1.9 miles, 850' of elevation change, 8% average gradient. South portion: 1.6 miles, 700' of elevation change, 8% average gradient.) - A shared-use, intermediate / advanced trail beginning and ending at intersections with the Tramway trail, with a high point at a saddle to the west of the canyon floor.
- **Gem Trail** (1.5 miles, 500' of elevation change, 7% average gradient) - A shared-use, intermediate / advanced two-way trail beginning at Red Onion's high point saddle, and reaching up to a high saddle with historic bench cut roads to the east of Horse Mountain.
- **Horse Mountain Loop** (3.75 miles, 450' of max. elevation change, 5% overall average gradient) - A shared-use, intermediate/advanced system of preferred-direction trails that link the Gem Trail to the south side of Horse Mountain. The stacked loop design allows for phased construction, while utilizing old road cuts (road-to-trail conversion) lowers construction costs.

### TRAILHEAD DEVELOPMENT

To minimize conflicts with existing landfill and residential traffic, a lower trailhead of 10-vehicle occupancy should be established through expansion of the existing archery range parking area or by formalizing and expanding the pull-off area at the nearby historic site interpretive panel. Similarly, to minimize conflicts with residential traffic and impacts to the historic areas near the top of the canyon, the best location for a trailhead would be in the graded lot behind the gate to the mine reclamation area, moving the gate uphill/south of the graded lot. This upper trailhead would currently hold approximately 15 to 20 vehicles. Finally, a formalized vehicle turnaround just south of the landfill gate and parking for 3-5 vehicles would provide service for Lightning Bug and Alpine Slide trails and would be an ideal location to provide interpretive information on the past and present uses of South Canyon.

# South Canyon Trail Plan

Trail Design: July 2015



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## Legend

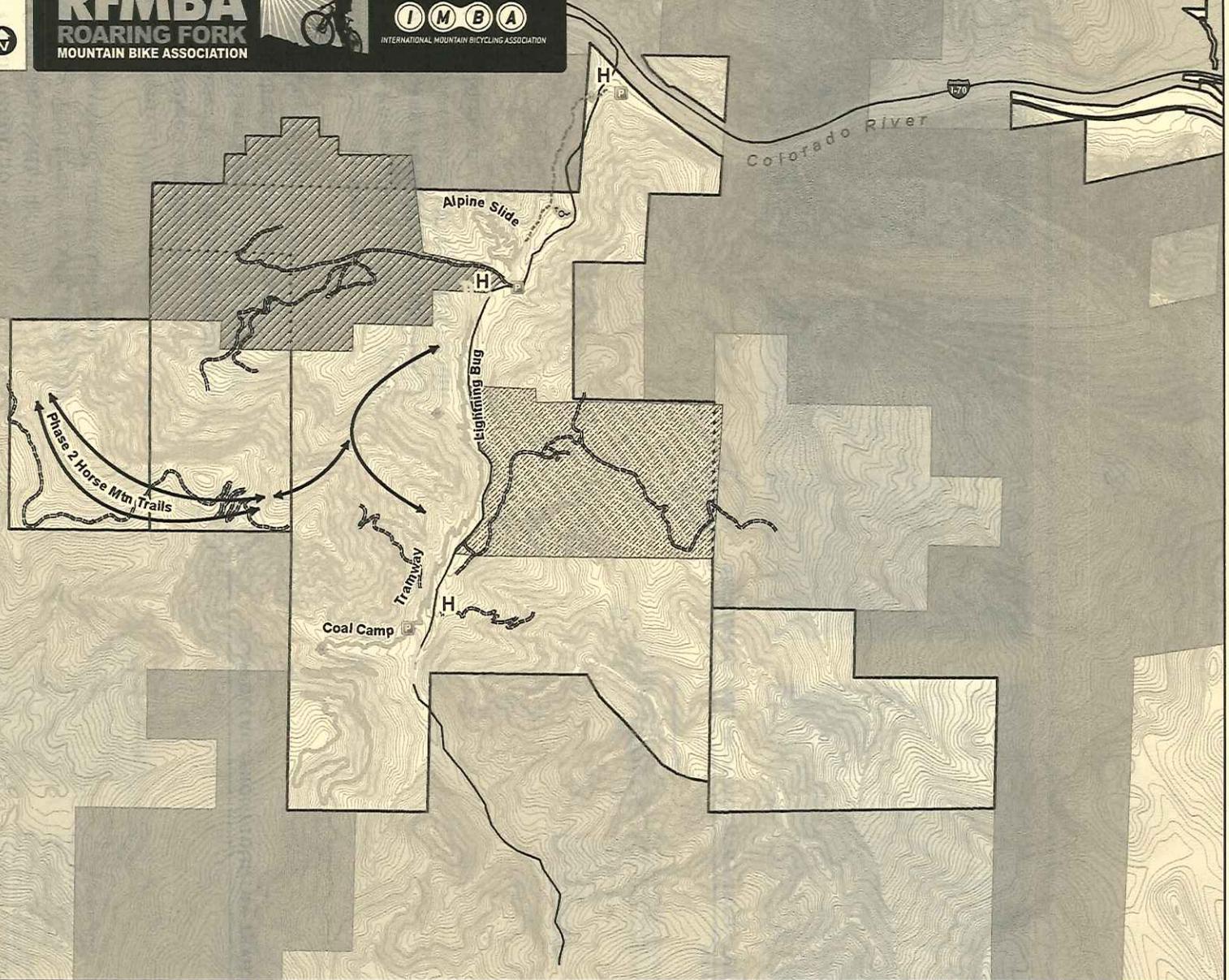
- Trailhead
- Bridge
- H** Historic Site
- Hot Spring

## Flagged Trails

- Green - Beginner Trail
- Blue - Intermediate Trail
- BLM - Conceptual Trail
- Phase 2- Proposed Trail
- Road
- Historic Road

## Contours

- 20-foot
- 100-foot
- 1000-foot
- Gun Club
- Landfill
- Bureau of Land Management



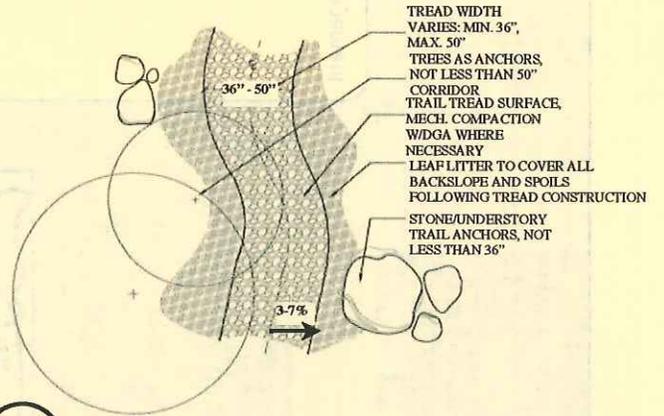
# TRAIL SPECIFICATIONS

**Trail Type Name:** Frontcountry Trail (Tramway)  
**Difficulty Rating:** Less Difficult to Moderate  
**Difficulty Symbol:** Green Circle or Blue Square

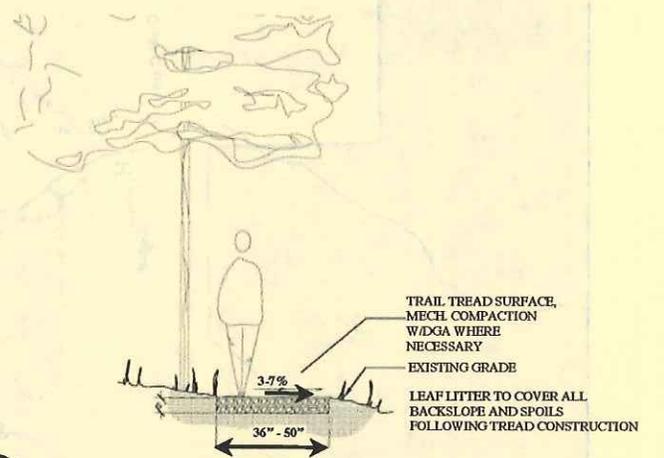
**Typical Tread Width:** 36"-50"  
**Typical Corridor Width:** 48"-60"  
**Tread Rugosity:** Relatively smooth, some roots or rocks, protrusions <3" above trail tread

**Average Gradient:** <10%  
**Maximum Sustained Grade:** 15%  
**Maximum Grade:** 20% with surface treatment  
**Typical Tread Materials:** Natural surface with surfacing amendments where necessary  
**Sideslope Steepness:** Flat to 75%

**Turn Radius:** Wide and open  
**Trail/Structure Formality:** Formal, 48" width  
**Wet Area Crossing Formality:** Formal bridges for minor/major crossings, 60" minimum width  
**Duty of Care:** Moderate



**2.1** N.T.S  
**PLAN DETAIL: FRONTCOUNTRY TRAIL- TYP.**



**2.2** N.T.S  
**SECTION DETAIL: FRONTCOUNTRY TRAIL- TYP.**



# TRAIL SPECIFICATIONS

**Trail Type Name:** Backcountry Trail (Coal Camp and Phase 2 Trails)

**Difficulty Rating:** Moderate to Most Difficult

**Difficulty Symbol:** Blue Square or Black Diamond

**Typical Tread Width:** 12"-36"

**Typical Corridor Width:** 24"-60"

**Tread Rugosity:** Relatively smooth, some roots or rocks, protrusions <12" above trail tread

**Average Gradient:** <10%

**Maximum Sustained Grade:** 15%

**Maximum Grade:** 20% with surface treatment

**Typical Tread Materials:** Natural surface with surfacing amendments where necessary

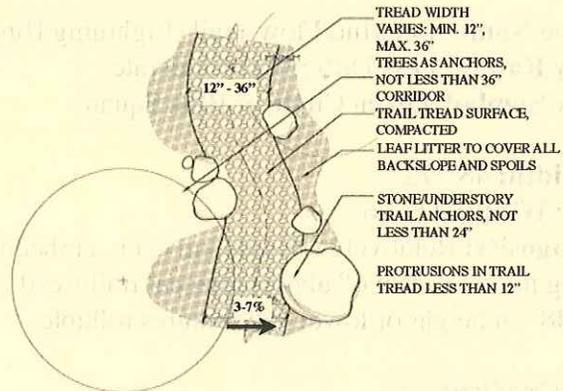
**Sideslope Steepness:** Flat to 75%

**Turn Radius:** Wide and open

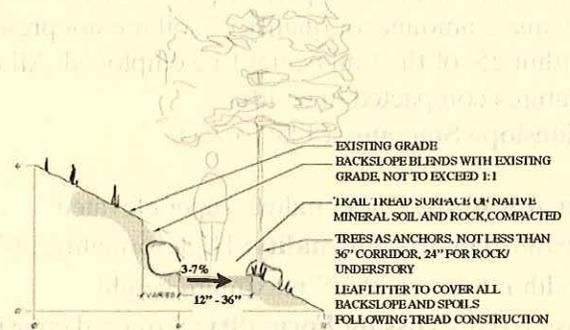
**Trail/Structure Formality:** Informal, 24" width

**Wet Area Crossing Formality:** Informal bridges for minor/major crossings, 24" minimum width

**Duty of Care:** Low



3.1 N.T.S.  
**PLAN DETAIL: BACKCOUNTRY TRAIL- TYP.**



3.2 N.T.S.  
**SECTION DETAIL: BACKCOUNTRY TRAIL- TYP.**



# TRAIL SPECIFICATIONS

**Trail Type Name:** Beg./Int. Flow Trail (Lightning Bug)

**Difficulty Rating:** Less Difficult to Moderate

**Difficulty Symbol:** Green Circle or Blue Square

**Tread Width:** 48"-72"

**Corridor Width:** 72"-96"

**Tread Rugosity:** Relatively smooth and even, embedded rock protruding no more than 6" above adjacent trail tread. Trail features 48" in height or lower. All features rollable

**Average Gradient:** 5%

**Maximum Sustained Grade:** 10%

**Maximum Grade:** 15%

**Typical Tread Materials:** Natural surface, full bench cut. Maximum use of cut/spoil materials for use in trail features. Where adequate amounts or quality of soil are not present, borrow pits within 25' of the trail center line employed. All constructed features compacted in 6" lifts

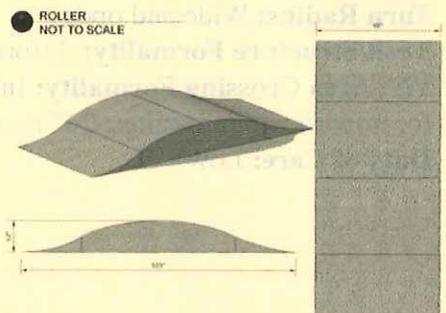
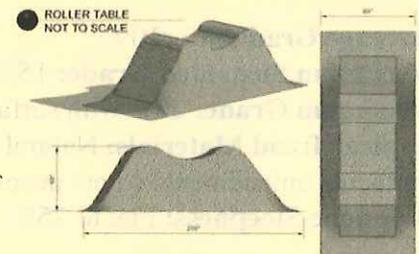
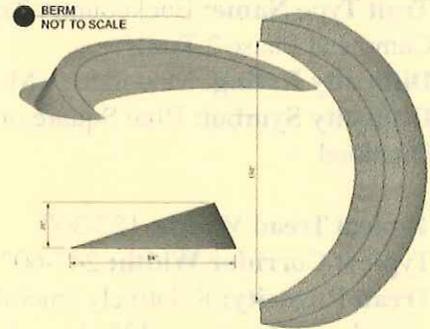
**Sideslope Steepness:** Flat to 75%

**Turn Radius:** Broad radius, super elevated

**Trail/Structure Formality:** High formality, 36" minimum width, width minimum of 2X maximum height

**Wet Area Crossing Formality:** Armored crossings at grade, opportunity for constructed feature

**Duty of Care:** Moderate



# TRAIL SPECIFICATIONS

**Trail Type Name:** Int./Adv. Directional Flow Trail (Alpine Slide)  
**Difficulty Rating:** Moderate to Most Difficult  
**Difficulty Symbol:** Blue Square/Black Diamond

**Tread Width:** 10' - 15'

**Corridor Width:** 15' - 25'

**Tread Rugosity:** Smooth and even, no embedded rock protruding above trail tread. Engineered trail features 36" and greater.  
Mandatory air required by some features

**Average Gradient:** 7%

**Maximum Sustained Grade:** 15%

**Maximum Grade:** steep transitions

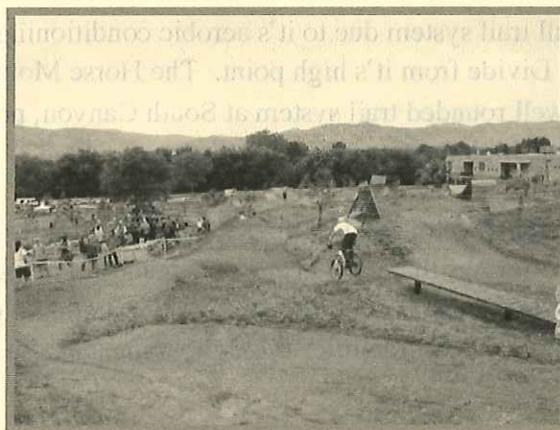
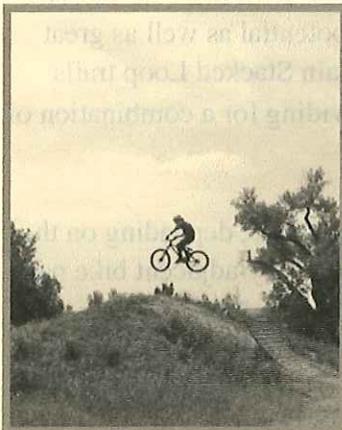
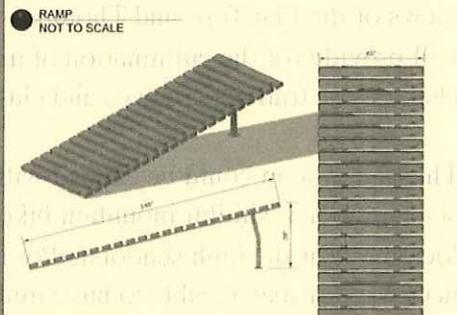
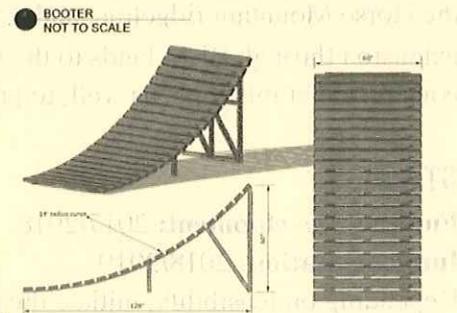
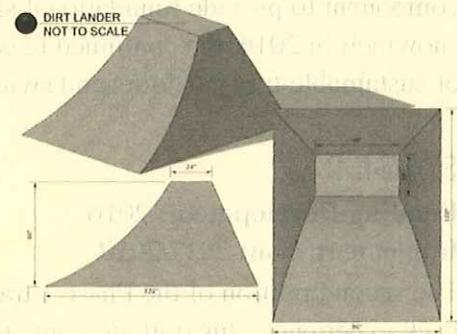
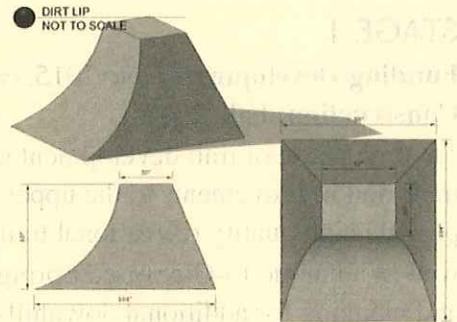
**Typical Tread Materials:** Natural surface with substantial excavated and high compaction imported material to cap all dirt features. All constructed features compacted in 6" lifts  
**Sideslope Steepness:** Flat to 15%, constructed drainage at low areas to maintain firm, consistent tread

**Turn Radius:** Broad radius, super elevated

**Trail/Structure Formality:** High formality, 60" minimum width, width minimum of equal to maximum height

**Wet Area Crossing Formality:** Culverted underdrains to maintain consistent tread characteristics

**Duty of Care:** High



## IMPLEMENTATION PHASING

### STAGE 1

**Funding Development:** late 2015, early 2016

**Construction:** Fall, 2016

The first phase of trail development should focus on the core of the system, the Tramway and Lightning Bug trails and improvements to the upper trailhead at the south end of the canyon. Completion of this phase will provide high quality recreational trail experiences to the broadest diversity of visitors via the Tramway Trail as well as a unique-to-Glenwood Springs mountain bike offering in the Lightning Bug. With ongoing discussions and planning for additional downhill-optimized mountain bike trails in the area, the Lightning Bug is a vital component to provide foundational skills to riders new to this discipline of mountain biking. Following snowmelt in 2016, the continued feasibility planning of the Phase 2 trails can commence, with ground-truthing of sustainable trail corridors and switchback locations of the Red Onion, Gem, and Horse Mountain Loops.

### STAGE 2

**Funding Development:** 2016

**Implementation:** 2017/2018

The second portion of the Phase 1 trail construction can be initiated with the Coal Camp Trail. As an out-and-back experience, this trail has some value due to its aerobic conditioning potential, great views of the back of the Horse Mountain ridgeline, and setting. However, the true value of this trail would be realized with the extension through BLM lands to the south. If Red Onion Trail design proves to be feasible, this trail could be constructed at this time, as well, to provide an additional loop to the core trail system.

### STAGE 3

**Funding Development:** 2017/2018

**Implementation:** 2018/2019

Depending on feasibility, initiate the phased construction of both Gem and Horse Mountain Trails. Gem trail will provide further value to the overall trail system due to its aerobic conditioning potential as well as great views of the Flat Tops and Thompson Divide from its high point. The Horse Mountain Stacked Loop trails will provide for the culmination of a well rounded trail system at South Canyon, providing for a combination of challenging trail experiences and classic high mountain scenery.

The trail system could be capped with the development of the Alpine Slide gravity-fed trails, depending on the status of other, similar mountain bike offerings that have been conceptualized at a greenway-adjacent bike park location near the high school and/or gravity-fed trails on private lands beneath the gondola. It is not likely necessary or manageable to have multiple similar facilities throughout the City, but the Alpine Slide could provide this experience.

# COST OPINION

The following cost opinion is based on similar projects completed in the last three years in the Rocky Mountain region. Actual costs may be different, based on contractor availability, construction season, or implementation timeframe.

TRAIL	EST. LENGTH	EST. UNIT PRICE	SUBTOTAL
Tramway- Stage 1	14,137 feet (1) 1 Bridge @ 20'	\$4.75/foot	Trail: \$67,150 Bridge: \$15,000
Lightning Bug- Stage 1	9,905' feet (2)	\$6.00/foot	\$59,430
Coal Camp- Stage 2 Red Onion- Stage 2, if feasible	17,020 feet (1) 19,400 (1) ~25 switchbacks	\$5.35/foot \$5.35/foot \$1,000-1,500/switchback	Trail: \$91,050 Trail: \$103,790 Switchbacks: \$25,000-37,500
Horse Mountain & Gem Trails - Stage 3, if feasible	29,200 feet (1) ~25 switchbacks	\$5.35/foot \$1,000 - \$1,500/ switchback	Trail: \$156,220 Switchbacks: \$25,000- 37,500
Alpine Slide- Stage 3	2,356 feet uphill (1) 2,424 feet downhill (3)	\$4.75/foot uphill \$8.50/foot downhill	Uphill trail:\$11,200 Downhill trail: \$20,600 Features/install: \$75,000

## TOTALS

STAGE 1:	\$141,580
STAGE 2:	\$232,340
STAGE 3:	\$300,520
<b>GRAND TOTAL:</b>	<b>\$674,440</b>

1. An estimate of 5% extra total footage beyond corridor length to allow for rolling contour construction
2. An estimate of 8% extra total footage beyond corridor length to allow for rolling contour trail construction and additional sinuosity to optimize mountain bike experience
3. An estimate of 8% extra total footage beyond corridor length to allow for trail tread moving laterally throughout Alpine Slide route. Ultimate cost dependent upon feature number and type (See Appendix XX for feature types and price list)

# APPENDIX MAPS

The following cost estimates are based on a review of similar projects completed in the last five years in the local mountain region. Actual costs may be different based on contractor availability, construction season, or other circumstances.

TRAIL	EST. LENGTH	EST. UNIT PRICE	SUBTOTAL
Firetower Stage 1	14.137 miles	\$14,250/mi	\$201,500
Lightning Ridge Stage 1	0.907 miles	\$60,000/mi	\$54,420
Gold Canyon Stage 1	10.820 miles	\$20,250/mi	\$219,150
Red Canyon Stage 2.5	10.900 miles	\$20,250/mi	\$220,725
Firetower Stage 2	10.820 miles	\$20,250/mi	\$219,150
Lightning Ridge Stage 2	0.907 miles	\$60,000/mi	\$54,420
Gold Canyon Stage 2	10.820 miles	\$20,250/mi	\$219,150
Red Canyon Stage 2	10.900 miles	\$20,250/mi	\$220,725
Firetower Stage 3	10.820 miles	\$20,250/mi	\$219,150
Lightning Ridge Stage 3	0.907 miles	\$60,000/mi	\$54,420
Gold Canyon Stage 3	10.820 miles	\$20,250/mi	\$219,150
Red Canyon Stage 3	10.900 miles	\$20,250/mi	\$220,725
Firetower Stage 4	10.820 miles	\$20,250/mi	\$219,150
Lightning Ridge Stage 4	0.907 miles	\$60,000/mi	\$54,420
Gold Canyon Stage 4	10.820 miles	\$20,250/mi	\$219,150
Red Canyon Stage 4	10.900 miles	\$20,250/mi	\$220,725

**MAP 1: Hillslope Analysis**

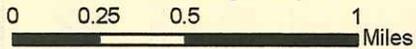
**MAP 2: Landfill Viewshed Analysis**

TOTALS	STAGE 1	STAGE 2	STAGE 3	GRAND TOTAL
	\$141,580	\$232,340	\$300,820	\$674,740

The following cost estimates are based on a review of similar projects completed in the last five years in the local mountain region. Actual costs may be different based on contractor availability, construction season, or other circumstances.

# South Canyon Trail Plan

Trail Design: July 2015

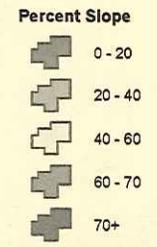


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## Hillslope Analysis



## Legend

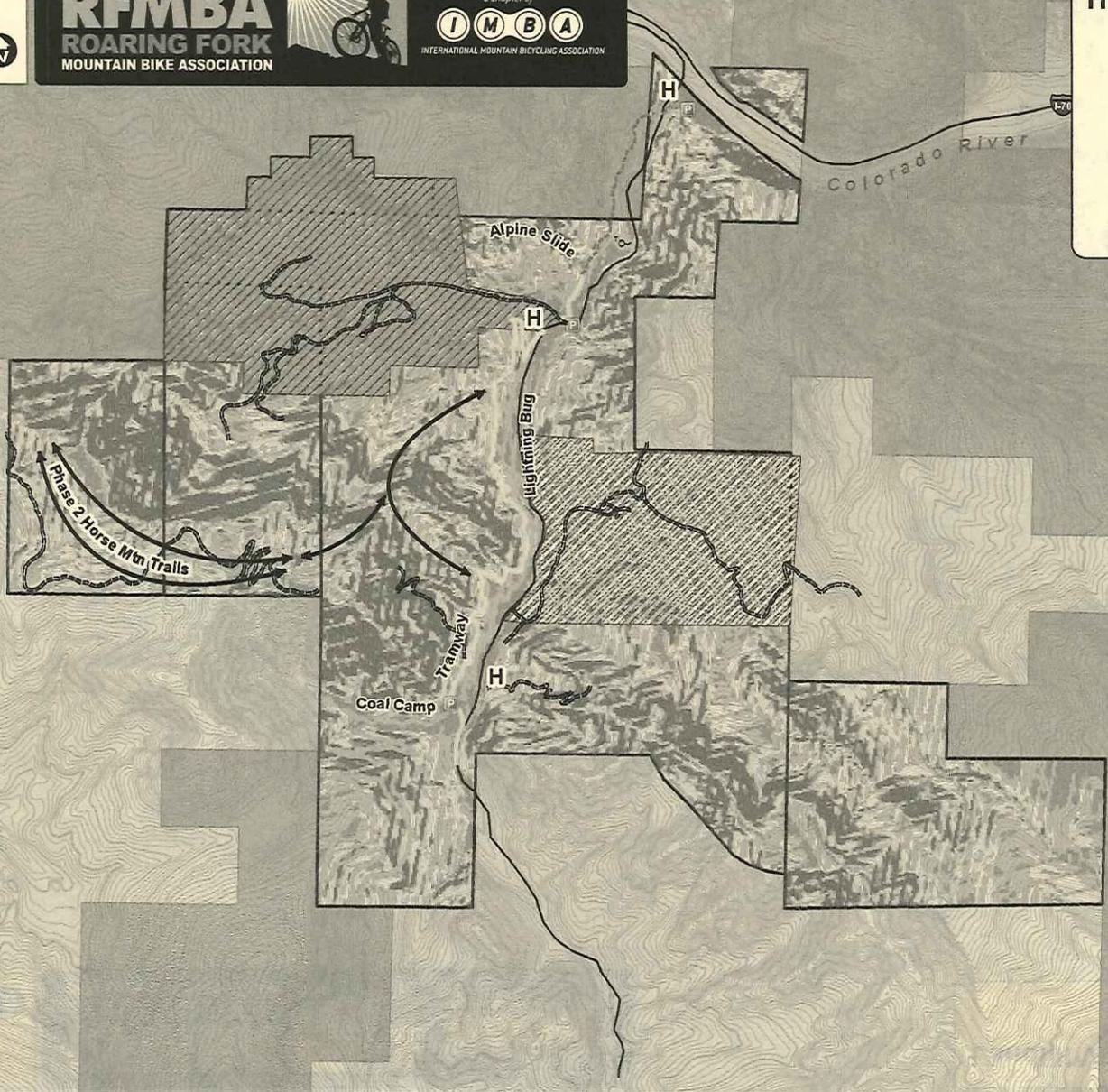
- Trailhead
- Bridge
- H Historic Site
- Hot Spring

### Flagged Trails

- Green - Beginner Trail
- Blue - Intermediate Trail
- BLM - Conceptual Trail
- Phase 2- Proposed Trail
- Road
- Historic Road

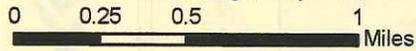
### Contours

- 20-foot
- 100-foot
- 1000-foot
- Gun Club
- Landfill
- Bureau of Land Management



# South Canyon Trail Plan

Trail Design: July 2015

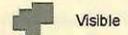


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MOUNTAIN BIKE ASSOCIATION



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INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

## Landfill Viewshed Analysis



### Legend

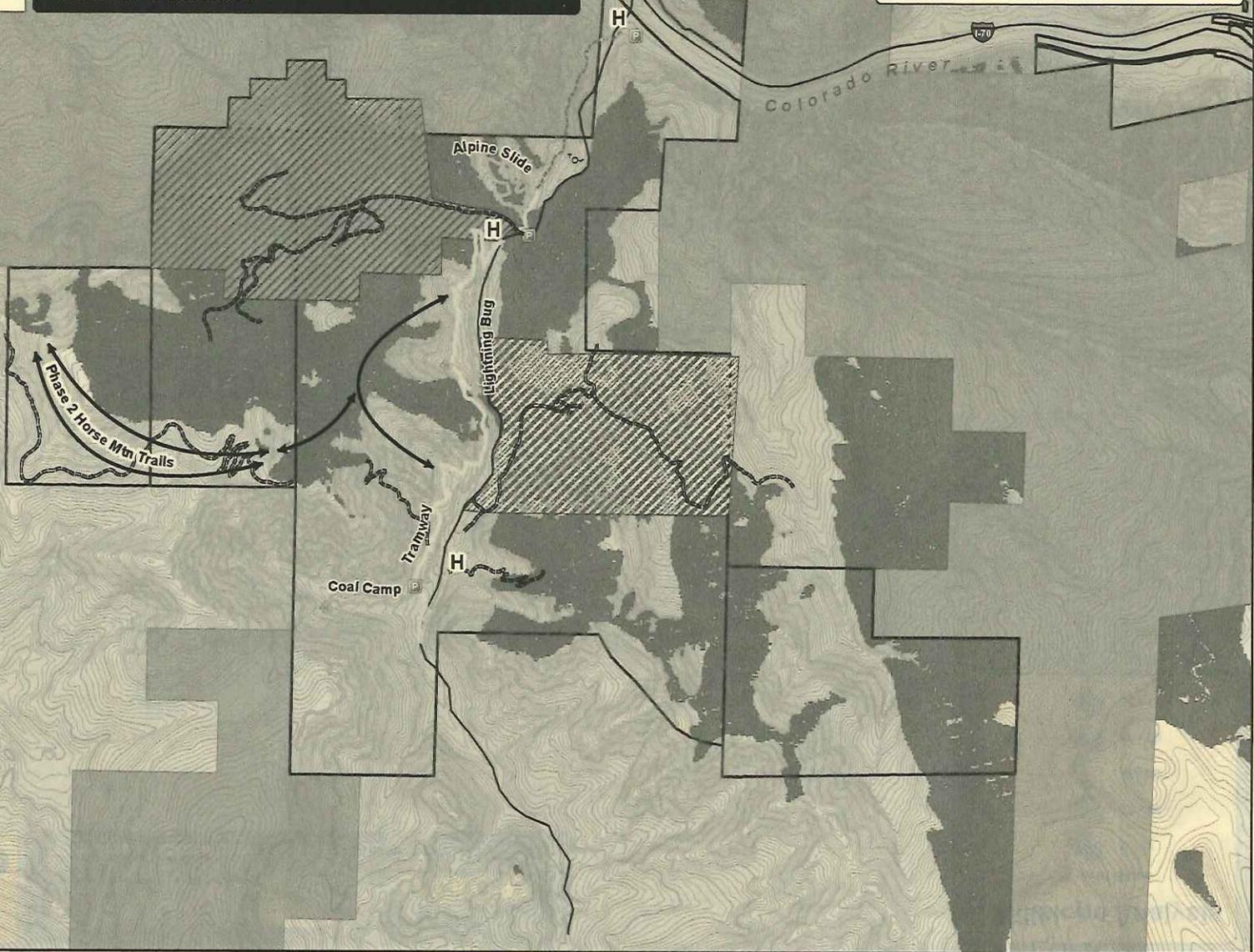
- Trailhead
- Bridge
- H** Historic Site
- Hot Spring

### Flagged Trails

- Green - Beginner Trail
- Blue - Intermediate Trail
- BLM - Conceptual Trail
- Phase 2- Proposed Trail
- Road
- Historic Road

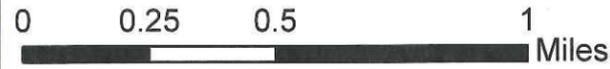
### Contours

- 20-foot
- 100-foot
- 1000-foot
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# South Canyon Trail Plan

Trail Design: July 2015



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a chapter of  
**IMBA**  
INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

## Legend

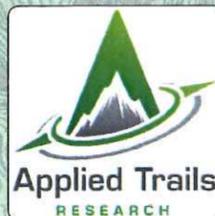
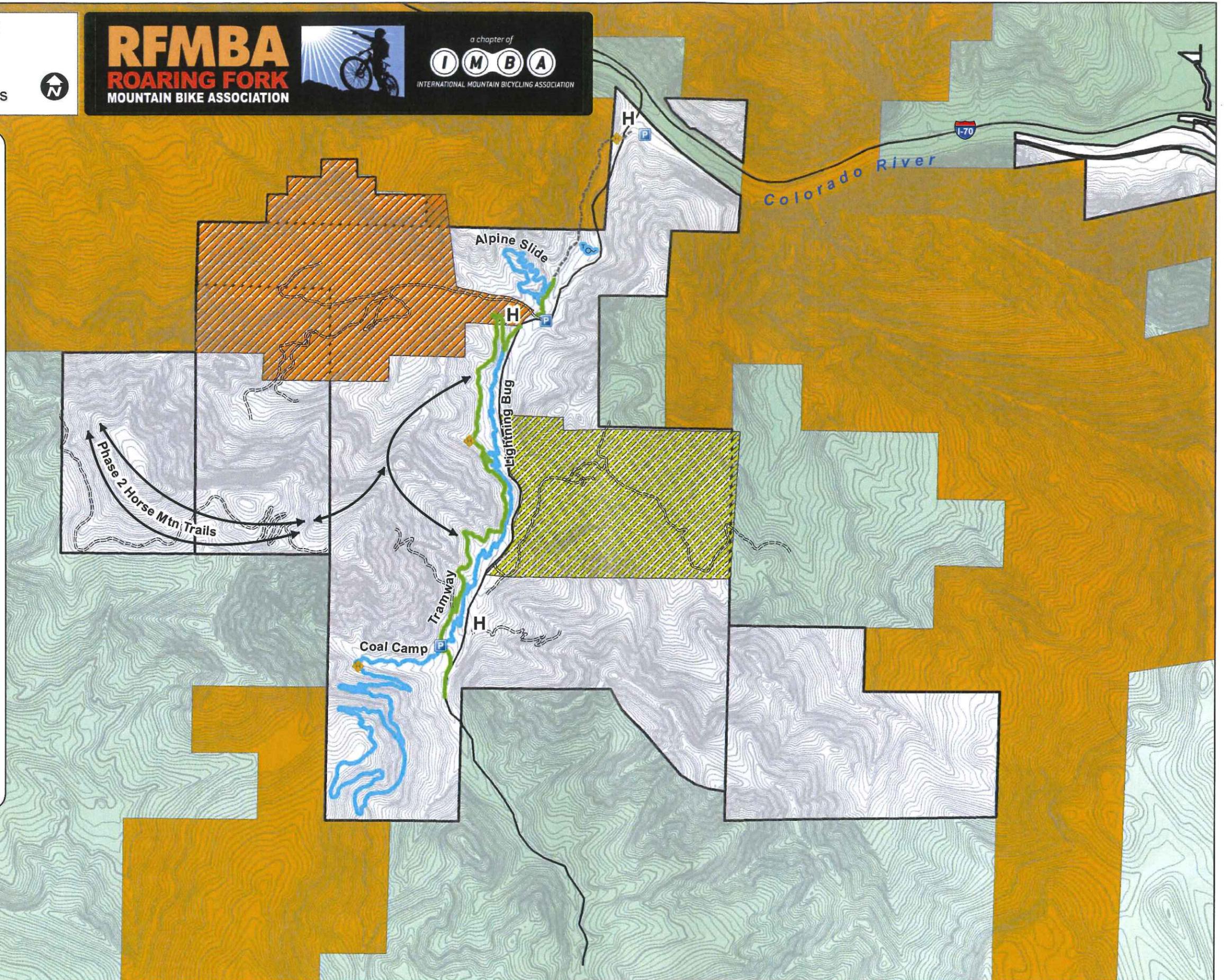
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## 2015 Fall LiveWell Mini Grant Application

### Section I: Contact Information

Contact person: Andie Scott  
Name of agency: Garfield County Public Library Foundation  
Address: PO Box 832, Rifle, CO 81650  
Phone: 970-625-4270  
Email: [ascott@gcpld.org](mailto:ascott@gcpld.org)

### Section II: Project Description

*Please give a detailed description of the project or program for which you are seeking funding. Include the following components:*

**Amount Requested:** \$2053.00

**If your application is selected to be awarded partial funding requested, do you still want to be considered a potential recipient? Yes**

**What is your SMART Objective (specific, measurable, attainable, relevant and time focused) for this project/program?**

The Garfield County Public Library Foundation seeks support for the Garfield County Public Library District (GCPLD) to develop a StoryWalk along the beginning portion of the Wulfohn Trail in Glenwood Springs during the spring (May-June), summer (July-August), and fall (September-October) of 2016. StoryWalk is a self-directed learning opportunity that places a children's story (a deconstructed picture book) along a walking route, park, or open space. In creating this activity that is free and open to all, GCPLD, alongside the Glenwood Springs Kiwanis Club and the City of Glenwood Springs Parks and Recreation Department, is directly supporting active living, STEM (science, technology, engineering and math) education for children, encouraging the development of family reading habits, and providing a gateway activity to connect children with the outdoors.

Storytimes at the Glenwood Springs Branch Library reach around 200 children per week with a marked increase during the summer months. Early literacy education such as storytimes are an important way for parents and children to engage around literature and build essential reading skills. StoryWalk combines books with a fun outdoor activity, supporting the importance of reading, and encouraging parent-child conversations about nature to take place.

Starting in January 2016, library staff will carefully select appropriate picture books and work on developing associated activities for the story pages according to the Colorado Department of Education's Literacy Standards, Preschool Comprehensive Health and Physical Education Academic Standards, and Science Standards. Design and construction of the StoryWalk posts will begin in March 2016. Installation will take place at the end of April, weather-permitting.

**Who is your target audience? How many people will you reach and where are they located?**

The target audience for StoryWalk will be families with children under the age of 8 in the Roaring Fork Valley. The trail is in a convenient location with nearby parking and is serviced by the RFTA and Ride Glenwood buses. The trail is frequently used by Glenwood Springs Community Center users, mountain bikers, and hikers, and is in a visible location near the Glenwood Springs Community Garden. By using

bilingual books, StoryWalk can appeal to families that primarily speak Spanish at home, English language learners, and families that are interested in early literacy and language acquisition.

**What action steps or activities will you implement to accomplish the SMART objective?**

GCPLD has held successful storytimes “on the road” and will offer a guided StoryWalk during storytime hours in which a library staff member will walk the trail with a group. GCPLD will also reach out to local leaders (e.g. mayor, firefighters, or park rangers) to request that they lead a group, as well. Publicity for each book will consist of bilingual flyers at the libraries and Glenwood Springs Community Center, posting to online calendars and the libraries’ social networks (over 13,000 followers). GCPLD will communicate the value of StoryWalk to local organizations that work directly with low-income families, new residents, and immigrants to engage these audiences. GCPLD will hold a kickoff event for the first StoryWalk in May 2016.

**What is your desired outcome and how will you measure it?**

GCPLD hopes to encourage regular library users to take concepts acquired in storytime into the great outdoors, as well as appeal to outdoor-oriented families who may not use the library regularly. GCPLD hopes StoryWalk is seen as an educational amenity that is flexible enough to appeal to a diverse audience. A guest book will be attached to the last post of the StoryWalk and will be monitored regularly to estimate visitors. Visitors will also be asked to share any photos they take on the StoryWalk with the libraries through Facebook, Instagram, and Twitter.

**Outline the total budget needed to implement the project/program and include how each line item will be funded.** Please see attached.

**Section III: Additional Information**

**What other support will be leveraged to help implement this project/program? Include all financial (outlined in the budget), volunteer and organizational support.**

StoryWalk has the full support of the Glenwood Springs Kiwanis Club, as well as the City of Glenwood Parks and Recreation Department. Kiwanis will provide support in designing and building the physical StoryWalk posts and also assist with the installation. GCPLD staff from the Glenwood Springs Branch Library will provide word-of-mouth marketing and special storytimes on the trail. Kiwanis and Parks & Recreation will also be another set of eyes and ears to monitor the StoryWalk area for any damage.

**What plans do you have to sustain the project? Please include sustainability on volunteers, financials and organization.**

In terms of program longevity, GCPLD will be working closely with Kiwanis along with guidance from staff at the Pitkin County Library to develop the physical StoryWalk posts. This presents an opportunity to collaborate with other libraries and recycle used StoryWalk books that would otherwise be left unused. Stephanie Stocking, marketing coordinator for GCPLD, initiated and developed the StoryWalk Aspen project ([pitcolib.org/storywalk](http://pitcolib.org/storywalk)) for the Pitkin County Library in 2014. The City of Glenwood Springs Parks and Recreation department has also provided additional locations to host a StoryWalk in the future that provide different natural settings (i.e. the river) and appeal to different users (cement trail versus soft surface). Expanding StoryWalk to other locations in Garfield County will be a consideration following the evaluation of this project.

**LiveWell Mini Grant – StoryWalk GWS Budget**

	Requested Funds	Matching funds/ In-kind
Build materials (wood, plexiglass, screws, post anchor mounts, guest book holder)	\$1100	
Labor		\$2255*
Picture books (3 copies for each season, 9 total)	\$108	
Guest books (3)	\$45	
Development of StoryWalk activities, programs		\$720
Lamination, printing of boards	\$600	\$480
Marketing materials		\$480
Assembly and installation		\$1127.50
Contingency (damage, replacement)	\$200	\$200
<b>Subtotal</b>	<b>\$2053</b>	<b>\$5262.50</b>

\*100 hours at \$22.55/hour (National Volunteer Value, [volunteeringinamerica.gov](http://volunteeringinamerica.gov))

StoryWalk Aspen photos



