

**THE CURRENT COUNCIL PACKET MAY BE VIEWED BY GOING TO THE TOWN OF FRISCO  
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**RECORD OF PROCEEDINGS  
WORK SESSION MEETING AGENDA OF THE  
TOWN COUNCIL OF THE TOWN OF FRISCO  
FEBRUARY 14, 2017  
3:45PM**

Agenda Item #1: Housing Update 3:45pm

Agenda Item #2: 518 Main Street/ Staley Rouse House Discussion 4:30pm

Agenda Item #3: Trails Master Plan Update 5pm

**RECORD OF PROCEEDINGS  
REGULAR MEETING AGENDA OF THE  
TOWN COUNCIL OF THE TOWN OF FRISCO  
FEBRUARY 14, 2017  
7PM**

**STARTING TIMES INDICATED FOR AGENDA ITEMS ARE ESTIMATES ONLY AND  
MAY CHANGE**

**Call to Order:** Gary Wilkinson, Mayor

**Roll Call:** Gary Wilkinson, Jessica Burley, Kim Cancelosi, Rick Ihnken, Dan Kibbie, Hunter Mortensen, and Deborah Shaner

**Public Comments:** Citizens making comments during Public Comments or Public Hearings should state their names and addresses for the record, be topic-specific, and limit comments to no longer than three minutes.

NO COUNCIL ACTION IS TAKEN ON PUBLIC COMMENTS. COUNCIL WILL TAKE ALL COMMENTS UNDER ADVISEMENT AND IF A COUNCIL RESPONSE IS APPROPRIATE THE INDIVIDUAL MAKING THE COMMENT WILL RECEIVE A FORMAL RESPONSE FROM THE TOWN AT A LATER DATE.

**Mayor and Council Comments:**

**Staff and Council Updates:**

**Consent Agenda:**

Minutes January 24, 2016 Meeting

**New Business:**

Agenda Item #1: First Reading, Ordinance 17-02, an Ordinance Repealing Town of Frisco Ordinance No. 16-05 and Reauthorizing, Under Revised Terms and Conditions the Sale of Certain Real Property Owned by the Town and Legally Described as Lots 3 and 4, Block 11, Frisco Townsite, also known as 518 Main Street and as the "Staley House" Property STAFF: THAD RENAUD 1) MAYOR OPENS PUBLIC HEARING 2) STAFF REPORT 3) PUBLIC COMMENTS 4) MAYOR CLOSSES PUBLIC HEARING 5) COUNCIL DISCUSSION 6) MOTION MADE 7) MOTION SECONDED 8) DISCUSSION ON MOTION 9) QUESTION CALLED (***TENTATIVELY TABLED TO 2/28***)

**Old Business:**

Agenda Item #2: Second Reading, Ordinance 17-01, an Ordinance Amending Chapter 110 of the Code of Ordinances of the Town of Frisco, Concerning the Licensing of Businesses, by Adopting a New Article III, to be Entitled "Licensing of Solid Waste Haulers"; Designating the Summit County Resource Allocation Park as the Exclusive Solid Waste Disposal Site for All Solid Waste Generated within the Town; Requiring Each Solid Waste Hauler Operating Within the Town to Obtain an Annual License; and Providing Details of the Town's Program for the Licensing of Solid Waste Haulers STAFF: THAD RENAUD 1) MAYOR OPENS PUBLIC HEARING 2) STAFF REPORT 3) PUBLIC COMMENTS 4) MAYOR CLOSSES PUBLIC HEARING 5) COUNCIL DISCUSSION 6) MOTION MADE 7) MOTION SECONDED 8) DISCUSSION ON MOTION 9) QUESTION CALLED

**New Business:**

Agenda Item #3: Approval of an Intergovernmental Agreement Regarding Collection, Transportation and Disposal of Solid Waste in Summit County, Colorado STAFF: THAD RENAUD 1) MAYOR OPENS PUBLIC HEARING 2) STAFF REPORT 3) PUBLIC COMMENTS 4) MAYOR CLOSSES PUBLIC HEARING 5) COUNCIL DISCUSSION 6) MOTION MADE 7) MOTION SECONDED 8) DISCUSSION ON MOTION 9) QUESTION CALLED

**Adjourn:**



MEMORANDUM

P.O. Box 4100 ♦ FRISCO, COLORADO 80443

**TO: MAYOR AND TOWN COUNCIL**  
**FROM: RANDY READY, TOWN MANAGER**  
**RE: HOUSING UPDATE**  
**DATE: FEBRUARY 14, 2017**

**Summary:** During this work session staff will update council on the annual revenue projections for the 5a Housing Funds in order to help frame future affordable housing construction and partnership opportunities.

The summary data table from the 2016 Workforce Housing Demand Update is attached for your reference. Please let us know if you have not seen or would like another copy of the entire needs assessment report. We will refer to the column documenting the housing needs in the Ten Mile basin that illustrates the need to construct about 560 total housing units at all AMI levels in both the Ownership and Rental categories.

As the work on the design and construction drawings for the Galena Street housing project gets fully underway, staff would like to get further policy direction from Council on the allocation of those units as they come online. The assumption going into the design process is that the site can accommodate up to eight housing units, with one studio, five one-bedrooms, and two two-bedroom units. There is more than enough demand to easily fill all of those homes with Town of Frisco employees. Is that the direction that Council would like for us to proceed with regard to that project, or should we assume that some of the units will be set aside for community workforce members, as well?

Finally, staff has recently had discussions with Tom Silengo about the prospects of converting the proposed Watermarke Condos project on Beaver Lodge Road plus some adjacent property that he also owns FROM the 37-unit condo project that he received development application and conditional use approval to build in 2015, TO a 100 unit, 100% Rental project with 100% AMI monthly rates. Construction of the rental project would rely on a public-private partnership, with Mr. Silengo providing the land (\$6.76m appraised value) and each party contributing about half of the \$15.38m construction cost. A financial scenario labeled "Option 3" is attached and staff would like to briefly review it with Council at the work session.

The highlights of the financial scenario include:

- The proposed project would consist of conversion of each of the approved 37 two-bedroom condo units into a one-bedroom and a studio unit; the addition of 4 two-bedroom apartments on the existing footprint; and the construction of 19 new two-bedroom units on an adjacent 0.9 of an acre that Mr. Silengo also owns, but that was not part of the 2015 approvals.

- The public sector would contribute \$7.4m of the total \$15.3m total construction cost.
- That funding could be provided in a lump sum OR in \$75,000 monthly increments over ten years.
- Either a lump sum or monthly increments would consist of a multi-year financial obligation under state law and would require Town of Frisco voter approval during a November statewide election or an even-year Town of Frisco municipal election.
- The suggested level of public funding roughly equates to all of the new 5a housing revenues that the TOF is expected to receive over the next ten years.
- Upon initial review, this appears to be a viable project that would more than fulfill the near-term need in the Ten Mile basin for 100% AMI rental units.
- The resulting \$75,000/unit public subsidy in the 100 rental units is at least 50% less than the subsidy required to construct similar affordable rental projects.
- The Town or other public partner would get a deed restriction to keep the rental rates affordable over the long term; however, under this scenario there would not be a shared return on investment nor any dedicated ownership/allocation of any of the units to the public sector.
- As the needs assessment indicates, 100% AMI rental housing is not the only housing need that has been demonstrated. Other pending rental projects at similar lease rates that are in various stages of the approval process around the county include the 26-unit Huron Landing project in Breckenridge set for occupancy this summer, and the 196-unit Wintergreen project near Keystone that is scheduled for BOCC review on February 14.
- While Mr. Silengo indicated that he would be willing to entertain other partnership scenarios, perhaps with multiple public partners, he is not interested in pursuing a blended ownership/rental project due to difficulties that he has encountered with mixing tenants and owners at other developments and the consequent reduction in market value for the sales units.
- Mr. Silengo is ready to move forward on the condo project that received development application approval in 2015. The 2015 conditional use approval for multi-family housing in the Accommodations District has expired, and he is prepared to re-apply for that conditional use approval as well as for development application approval for additional condo units on the adjacent property that he owns.
- In summary, the prospective rental project appears to be a viable project, with 100% AMI rental units being provided to the community at a low \$75,000/unit public subsidy. The apartments would be permanently deed restricted to ensure reasonable lease rates for the life of the development.
- Concerns include the size of the public investment (all of the Town's new 5a funds over the next ten years) to meet one segment of the housing needs in the Ten Mile basin; Mr. Silengo's urgency in completing the project; and the apparent lack of options to "scale-down" the level of public investment.
- This is a lot of information to present in a short time. Staff's request for direction at the work session is whether Council would like for us to continue to work with the developer on the options and details related to this project to bring back to Council and the community for further consideration, or to respectfully decline to further consider this partnership opportunity as outlined.
- Mr. Silengo will not be available to participate in the work session, but we would be happy to convey any questions or requests for additional information to him and return to Council with responses.



- Housing the 5% to 10% of in-commuters that would prefer to move to Summit County;
- Housing employees hired to replace retiring workers;
- Replacing the loss of resident-owned homes that have been sold to second homeowners. This does not include making up for the loss of long-term rentals to the short-term rental market due to the current lack of information to estimate this loss;
- Housing 80% of the employees that are needed to fill new jobs within Summit County – this assumes that 20% of workers will continue to in-commute;<sup>6</sup> and
- Distributing housing needs among each basin based on multiple factors including: each area’s share of jobs in the county, where workers prefer to live and maintaining a mix of incomes within each basin.

**Total Needs: Catch-Up Plus Keep-Up: 2016 – 2020**

	<b>Summit County</b>	<b>Lower Blue</b>	<b>Snake River</b>	<b>Ten Mile</b>	<b>Upper Blue</b>
Catch-Up (2016)	659	113	170	249	124
Keep-Up (2016 – 2020)	1,025	175	170	310	375
<b>TOTAL Housing Units</b>	<b>1,685</b>	<b>290</b>	<b>335</b>	<b>560</b>	<b>500</b>
Average employees per household*	1.8	1.8	1.8	1.8	1.8
# of Employees Housed	3,035	520	605	1,010	900
<b>OWNERSHIP</b>					
<=60%	227	51	37	64	75
60.1-80%	99	29	21	23	27
80.1-100%	194	57	41	45	50
100.1-120%	185	50	36	45	53
120.1-150%	76	17	12	21	26
<b>TOTAL</b>	<b>780</b>	<b>205</b>	<b>145</b>	<b>200</b>	<b>230</b>
<b>RENTALS</b>					
<=60%	593	39	128	242	185
60.1-80%	130	25	29	62	14
80.1-100%	182	24	30	57	70
<b>TOTAL</b>	<b>905</b>	<b>85</b>	<b>185</b>	<b>360</b>	<b>270</b>

NOTE: differences are due to rounding

\*Source: 2012 Household Survey

<sup>6</sup> About 20% of workers commuted in from residences located outside of Summit County in 2012. Because some workers will prefer commuting for multiple reasons, this ratio was kept consistent in the 2013 report and in the current update.

**Option 3**  
**Watermarke Apartments**  
**Public-Private Partnership 100% AMI**

	Qty	Sq Ft	Ext Sq Ft
2bd/2ba	19	1,250	23,750
1bd/1ba	41	620	25,420
Studio/1ba	40	480	19,200
		Total	68,370

Land cost	0
Construction cost \$/Sq Ft	225
Total construction cost (Sq Ft x \$/Sq Ft)	15,383,250

Amount financed by Town 5A	7,407,763
Loan interest rate	4%
Loan term (months)	120
Payment (month)	(75,000)

Amount financed by developer	7,975,487
Loan interest rate	5%
Loan term (months)	360
Payment (month)	(42,814)

Income (month)		
Town 5A	75,000	900,000/year

	Qty	Rent	Ext Rent	
2bd/2ba	19	1,895	36,005	100% AMI
1bd/1ba	41	1,553	63,673	100% AMI
Studio/1ba	40	827	33,080	100% AMI
		Total	132,758	

Less overhead	30%	(39,827)
Net operating income		92,931
Less mortgage		(42,814)
Income/month		50,116
Income/year		601,398



MEMORANDUM

P.O. Box 4100 ♦ FRISCO, COLORADO 80443

**TO: MAYOR AND TOWN COUNCIL**  
**FROM: DIANE MCBRIDE, ASSISTANT TOWN MANAGER / RECREATION AND CULTURE DIRECTOR**  
**CC: RANDY READY, TOWN MANAGER**  
**JOYCE ALLGAIER, COMMUNITY DEVELOPMENT DIRECTOR**  
**RE: FRISCO TRAILS MASTER PLAN DRAFT**  
**DATE: FEBRUARY 14, 2017**

**Summary:** The Frisco Trails Master Plan Project is designed to create a comprehensive trails plan for Frisco and the surrounding areas to ensure the strategic implementation of trails to achieve the community's vision for trails, community connectivity, and recreation corridors.

In 2016, the Town of Frisco applied for and was awarded a \$50,000 Great Outdoors Colorado (GOCO) planning grant for this project. The Summit County Open Space and Trails Department contributed \$5,000 as a project partner, and the United States Forest Service contributed in-kind services as a project partner. The Town of Frisco's contribution was \$12,000, for a grand total of \$67,000 for this project.

Staff conducted an RFP process and selected SE Group as the consultant team. Staff has been working diligently with SE Group on this project since June 2016 and has engaged the community through stakeholder interviews, a citizen's advisory committee, public meetings, and online engagement tools.

The Frisco Trails Master Plan is included in the Council packet and is in a DRAFT format at this time. The plan is a reference document and guiding document for future trails and connections in Frisco. Many of the recommendations in the plan are in locations that are managed by other entities including the Colorado Department of Transportation (CDOT), Summit County, or the USFS. It is essential for Frisco to continue cooperating and collaborating with these entities.

The purpose of the work session today is to review highlights of the current DRAFT plan, confirm policy recommendations within the plan (pages 31, 34 and 49), and discuss adoption of the plan at a future upcoming regular meeting.

In addition to the DRAFT plan, there is another document titled, "*Frisco Trails Master Plan\_Draft\_2\_Remaining\_Edits\_TC.*" These are edits that still need to be made to the plan, yet were not able to be incorporated into the plan before packet completion.

**Chapter Page Comment**

- 1 3 Add a picture
- 2 9 Add pictures from CAC meetings  
Ensure that USFS has fat biking proposal before accepting the following sentence in final plan:  
At this time, the White River National Forest is reviewing proposals to expand routes allowing
- 3 21 fat bike travel
- 3 22 fat biking side bar that shows etiquette for fat biking on nordic trails
- 4 25 Add picture(s) of woonerf concept
- 4 25 Put in rendering of a pedestrian plaza on 3rd Ave
- 4 28 Add description of intersection concept
- 4 29 Add description of intersection concept  
Add text about concerns on SH-9: safety, noise, speed, access. Talk about how protected lefts
- 4 30 and intersection design can enhance safety.
- 5 32 Add picture for Winter Trails chapter  
Map edit (winter map): take away recommendation for plowing the section of Rec Path
- 5 35 between west Main Street trailhead and 7th Ave.  
Map edit (winter map): add new groomed connection along Dillon reservoir between
- 5 35 Marina/PRA and Lake Hill
  
- 6 44 Add new connection (sidewalk between Main Street and County Commons on West Side  
Add new connection (sidewalk between the West Main Street trailhead and the North Tenmile
- 6 44 trailhead
  
- 6 44 Add new connection that adds a Rec Path segment in front of the Sanitation district
- 6 53 Clean up PA4 Matrix
- 6 55 Map edits (PA 1): Get rid of segment of C-5 north of I-70  
Map edits (PA 2): Make a new connection that is a sidewalk between Main Street and County
- 6 56 Commons on the West side  
Map edits (PA 2): Make a new connection that is a sidewalk between the West Main Street
- 6 56 trailhead and the North Tenmile trailhead  
Map edits (PA 2): Make a new connection that adds a Rec Path segment in front of the
- 6 56 Sanitation district
- 6 57 Map edit (PA4): Label Dickey trailhead and get rid of old one
- 6 58 Map edits (PA4): Get rid of trails J and K
  
- 6 58 Map edits (PA4): some label moving, minor trail edits, add Miner's Creek Road as gray
- 6 n/a Put maps of each planning area after text about section, not at end of chapter
  
- 6 n/a Make a small graphic that shows the vicinity of each planning area relating to the whole
- 6 n/a Title the planning areas in the maps: Northeast Frisco (1), Downtown Core (2),
- 6 n/a Change map titles so area name is more prominent
  
- 7 60 Add language in Chapter 7 about how many of the recommendations can be "piloted" in the  
community - small scale implementation that can test out ideas, keep community engaged.
- 7 60 Add results from the polling conducted during Open House #2  
Add language in Chapter 7 about adding development standards to the development review
- 7 60 process so trails and connections are dedicated

- 7 61 NEPA sidebar explaining the NEPA process
- 7 62 Add GOCO as a funding opportunity
- 7 62 Add FHWA programs as a funding opportunity

# Frisco Trails Master Plan

February 2017



# Acknowledgements

## Town of Frisco Staff

Diane McBride, Director of Recreation  
Joyce Allgaier, Community Development Director  
Katie Kent, Planner  
Katie Barton, General Manager Frisco Adventure Park

## Town Council

Gary Wilkinson, Mayor  
Hunter Mortensen  
Kim Cancelosi  
Jessica Burley  
Deborah Shaner  
Dan Kibbie  
Rick Ihnken

## Planning Team

### SE Group

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Drew Pollak-Bruce, Associate Planner  
Jonathan Jansen, Analyst & Planner  
Liz Grades, Landscape Architect

### Mary Hart Design

Mary Hart, Principal

### Fehr & Peers

Charlie Alexander, Associate  
Carly Sieff, Senior Planner  
Nell Conti, GIS Specialist

## Citizen's Advisory Committee

Jon Kraemelmeyer  
Hunter Mortensen  
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Andy Hardy  
Jon Lowe  
Laura Rossetter  
Robert Ginieczki

## Photography Credits

Todd Powell



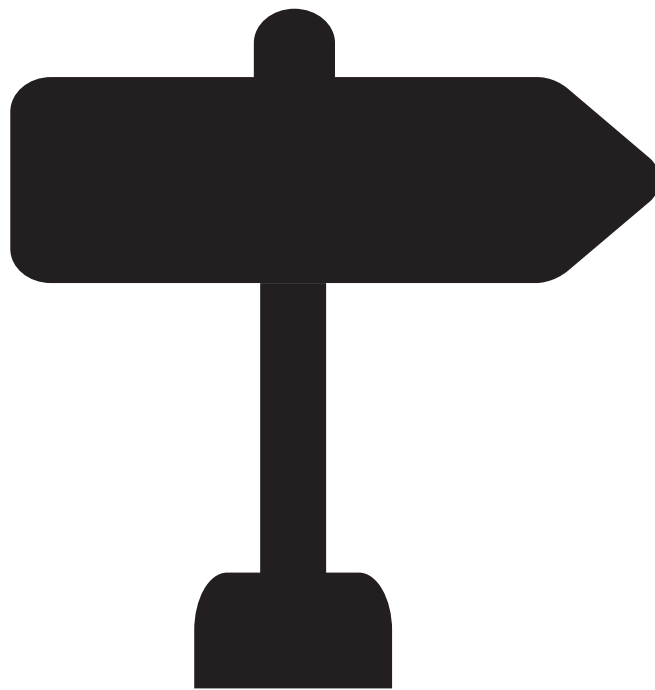
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# Chapter 1. INTRODUCTION





# ABOUT THIS PLAN

Frisco is a small town in the heart of Summit County, Colorado. Surrounded by National Forest System (NFS) lands to the north, west, and south and by Dillon Reservoir to the east, Frisco is embedded in year-round recreation opportunities in its backyard. As stated in the Community Plan,

*“The Frisco Community embraces itself as a vibrant mountain town, and seeks opportunities to enhance and maintain vibrancy through art and culture, the built environment, community services, energy, the economy, health and well-being, housing, natural resources, recreation and transportation.”*

This Trails Master Plan focuses on the last two aspects of this statement: recreation and transportation. The Town Council recognizes that maintaining and expanding the trail network for non-vehicular connectivity throughout and adjacent to Town is essential to enhancing the quality of life in Frisco for both its residents and visitors. Additionally, the compact layout of Frisco means that many recreation opportunities are easily accessible from town. By enhancing pedestrian and bicycle connectivity and safety in Frisco, the trails and transportation network become one – connecting people to destinations and recreation seamlessly.

This plan is a targeted document that outlines specific existing and proposed trails and connections the Town would like to safeguard or create. It reflects goals found in the Frisco Community Plan and was developed with broad community input and support. Specifically, this Frisco Trails Master Plan (FTMP) was created to:

1. Inventory and map existing trails and recommend future trails.
2. Determine locations where maintenance and wayfinding may be needed.
3. Address safe bicycle and pedestrian connectivity throughout Frisco.
4. Prioritize projects and outline implementation strategies to start acting on plan recommendations without delay.

## PLAN THEMES

Through the community engagement process, the following themes were expressed by the Frisco community. These themes guide the goals and recommendations stated in this document.

- A love for recreation of all types by people of all ages and abilities
- A respect for the ecology and wildlife of the National Forest System lands
- A wish to provide safer streets and intersections for walking and bicycling
- A need for consistent branding, mapping, and wayfinding of the trails and pathway system.
- An acknowledgement that implementation of trail and connectivity projects will take work, funding, commitment, and creative partnerships from the Frisco community.



## PARTNERSHIPS

Many of the recommendations identified in this document are in locations that are managed by other entities such as Colorado Department of Transportation (CDOT), Summit County, or the United States Forest Service (USFS). Therefore, it is important to recognize that it is essential for Frisco to cooperate and collaborate with these entities to realize the goals of this plan. Representatives from these three organizations were present and engaged throughout this planning process. However, this does not mean that these projects have received explicit buy-in or permission. This plan will not absolutely determine the direction of potential trail development or trail adoption for NFS lands or street designs on CDOT right-of-way. Rather, these recommendations can be used as a resource by these agencies to understand Frisco's goals and vision as they make decisions for specific areas. As each project moves forward, it is important to re-engage with the appropriate partners to make it successful for all parties.

Additionally, many of the recommended projects impact or are on private property. This plan is a Master Plan, showing projects that are visionary and idealized in nature. Inevitably, this means that projects are shown on property that is clearly private. Therefore, it is important to state that private property rights will be respected and recognized by the Town of Frisco and that cooperation with private landowners will be required for certain projects. The Town can engage with private property owners through tools such as property acquisition, tax incentives, easement dedication, and others.

## HOW TO USE THIS PLAN

This Frisco Trails Master Plan is both a reference document that states a philosophy, approach and typology of trail types, as well as a road map for future trails and connections in Frisco. Each chapter of this plan explores a topic of the plan or the planning process. Chapter 2 provides a summary of the community engagement process conducted to both gather community input and understand the value of trails in Frisco. Chapter 3 discusses the philosophy and approach to trails and connectivity in Frisco as well as typologies for trail and facility types. Chapter 4 focuses on connectivity concepts, goals, recommendations and policies while Chapter 5 focuses on winter trail use and ideas. These topic chapters culminate in the Recommendations (Chapter 6) and Implementation (Chapter 7) which prioritizes each project and strategizes funding measures and opportunities to realize the projects.



# Community Plan Consistency

*The following goals from Frisco's Community Plan are related to the goals and recommendations contained in the Frisco Trails Master Plan.*

RE 2. Coordinate with the USFS to maintain, enhance and expand the local public trails.

TM 1. Enhance non-vehicular (pedestrians, bicyclists, etc.) safety in commercial core areas with sidewalks, lighting, bike racks, and crosswalks.

TM 2. Maintain the town's paved pathway system, and enhance connections to the community's neighborhoods, parks, commercial areas and to the county-wide rec path system.

TM 3. Support transportation programs that provide regional and local connections.

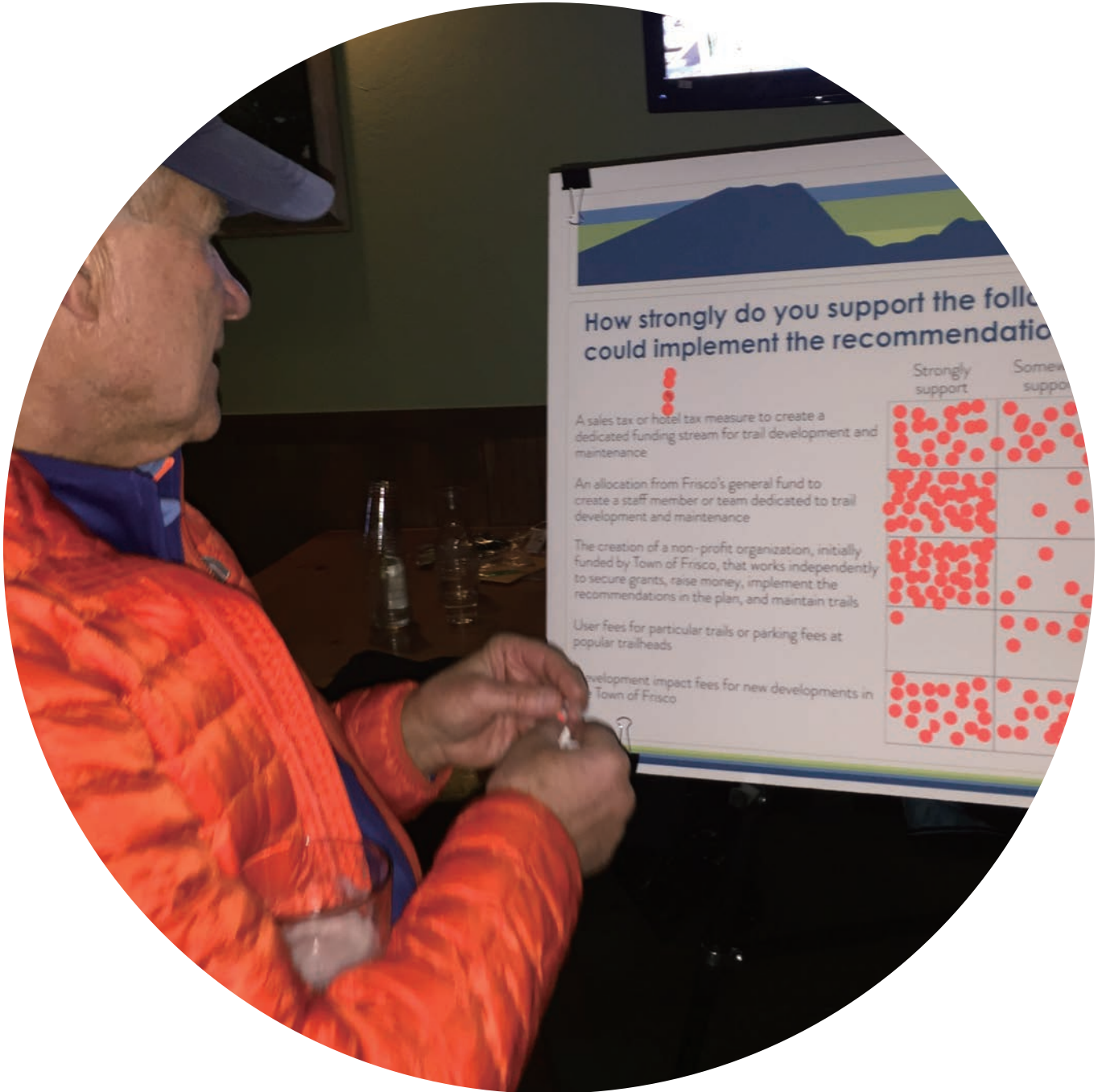
TM 4. Explore options for improved traffic circulation, access and connections throughout town.



# Frisco Trails Plan Goals

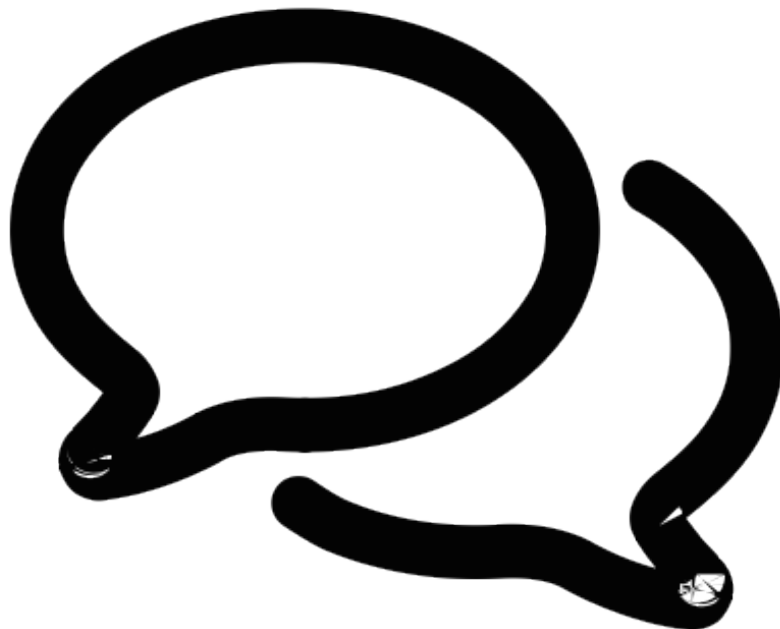
- 1 Partner proactively with the USFS on: the maintenance of existing trails; rehabilitation, restoration, re-routing or abandonment of unsustainable trails; and developing new trails on NFS lands surrounding the Town of Frisco.
- 2 Add trails that create or improve access to other trails and the Summit County Rec Path system. By creating new access points, Frisco and its surrounding area become a true “network” where one can get from one place to another without a car.
- 3 Make Frisco a safe place for people of all ages and abilities to walk, bike, and cross the street. Prioritize access for people over access for vehicles.
- 4 Explore ways to enhance winter recreation and connectivity through an enhanced Nordic center, long distance multi-use trails for fat biking, skiing, and walking, and strategic plowing and grooming.
- 5 Make trailheads inviting places where trail users can gather information for their recreation experiences.







# Chapter 2. PUBLIC PARTICIPATION PROCESS





## ENGAGING THE COMMUNITY

The community engagement process was crafted to reach as many members of the Frisco community as possible. Open-ended interviews were conducted with stakeholders at the beginning of the process to get an understanding of the major issues from trail users that face them every day. A Citizen's Advisory Committee (CAC) was formed to give feedback on ideas and help guide the planning process. This small group acted like a microcosm of the greater Frisco community and helped market the planning process to their neighbors. Frisco held two well-attended open houses to gather input from the community and have them react to plan ideas and concepts. The materials for these meetings and additional feedback mechanisms were published on a project website hosted by the Town. An online WikiMap linked to the project website enabled visitors, second homeowners, and others that were unable to attend the open houses to give feedback about ideas or concerns in specific places around Frisco. The plan and its public engagement opportunities were also advertised in the Summit Daily, on Facebook, and on postcards and coasters distributed throughout Frisco.

### STAKEHOLDER INTERVIEWS

During the summer of 2016, over 14 stakeholder meetings, consisting of 36 individuals representing 18 organizations were conducted with interested parties, agencies, homeowner associations, community groups, recreation clubs, and individuals. Stakeholder meetings consisted of open-ended questions that turned into detailed discussions on many topics, providing invaluable insight that carried through for the remainder of the project, and setting the course for the themes and goals of the plan. Key points of interest included: providing additional transit in town; concerns about safety at particular intersections; getting to the PRA safely; how to anticipate new residents at forthcoming Lake Hill housing development; comprehensive town connectivity & safety; uses and etiquette associated with the Summit County Recreation Path system; signage used within town and adjacent Forest Service trails; bicycles and sidewalk etiquette on Main Street; and winter trail

opportunities for Nordic skiing and fat-biking. These topics, and many others, were discussed with the follow groups:

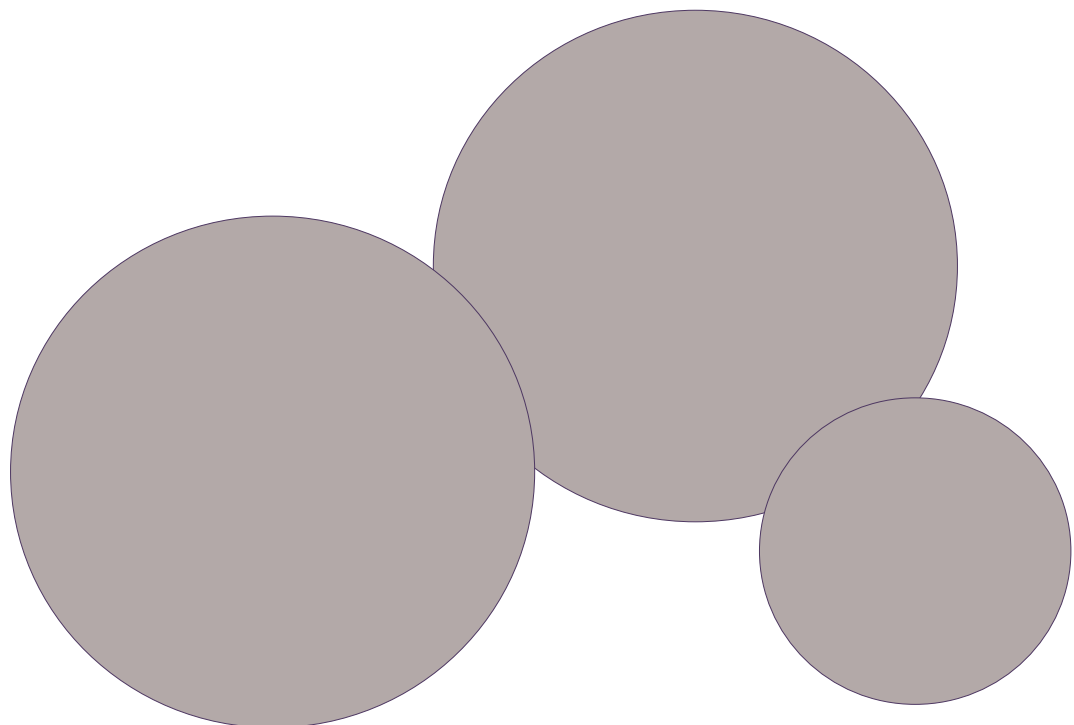
- Summit Stage managers
- Town of Frisco
- Frisco Peninsula Recreation Area representatives
- Summit County
- Summit Foundation
- US Forest Service
- Colorado Parks & Wildlife
- Colorado Department of Transportation
- General merchants
- Business owners
- Homeowner Associations
- Friends of the Dillon Ranger District
- Lake Hill development representatives
- Realtor / development representatives
- Regional recreation representatives



## CITIZEN'S ADVISORY COMMITTEE

Between June 30th, 2016 and November 21st, 2016, a Citizen's Advisory Committee (CAC) met six times to discuss a variety of plan topics and guide the planning process. This group was crucial in crafting and honing the goals and recommendations of this plan. Members of this council consisted of community members, a Town Council member, and members of relevant local, county, and federal agencies (Town of Frisco, US Forest Service, Summit County). Representatives from these groups came with different perspectives, roles, and reservoirs of knowledge about the trail network and uses in the greater Frisco area. Aside from discussing and recommending individual plan components, CAC members were also public meeting "ambassadors" and advocates of the projects to better inform and solicit community-wide citizen participant. Below are brief descriptions of the each CAC meetings:

- June 30th, 2016 at the Peninsula Recreation Area, Day Lodge – Trails Master Plan & CAC: purpose, responsibilities and timelines
- July 28th, 2016 at the Historic Park Gazebo, Frisco, CO – concepts, chapters, and focus areas of the plan, draft vision, and planning process "next steps"
- August 25th, 2016 at the Peninsula Recreation Area, Day Lodge – Review draft comments from Open Hosue #1 and mapping recommendations
- September 28th, 2016 at the Council Chambers, Frisco Town Hall – Intersection concepts and Wikimap results
- October 27th, 2016 at the Peninsula Recreation Area, Day Lodge – Discussion of winter trail recommendations, project component prioritization, and the forthcoming public meeting
- November 21st, 2016 at the Peninsula Recreation Area, Day Lodge – "Backyard" discussions, trail pros, cons, recommendations and prioritization





## PUBLIC MEETINGS

### Public Open House #1 1st and Main Building at 104 Main Street, Frisco, CO July 14th, 2016

Our inaugural Open House was met with enthusiasm and optimism from the Frisco community. It was held on Thursday, July 14th in the newly acquired Town of Frisco facility next to the Historic Park. Situated next door to the well-attended “Concerts in the Park” event, this meeting received lively participation from over 80 individuals of all ages. Participants discussed existing conditions and future opportunities, safety difficulties and enhancements, winter and summer trail uses, recreation etiquette throughout town and in surrounding trail networks, and connectivity to town resources and amenities. Participants had the opportunity to submit comment cards, interact and alter concept maps with markers and post-its, Wikimap tutorials, and discuss project components with planning team and CAC “ambassadors.”

### Public Open House #2 Backcountry Brewery, Frisco, CO November 10th, 2016

For the second Open House, the planning team and CAC “ambassadors” welcomed members of the public to enjoy complimentary food and beverage while reviewing and providing feedback to all project area recommendations. Attendance was estimated at a minimum of 110 attendees. Participants were encourage to walk around the venue to interact with project poster boards and accompanying planning team members or CAC “ambassadors.” Participates voted with stars, dots, and stickers, vetting the specific recommendations and implementation ideas.







## ONLINE ENGAGEMENT

Through-out the trail planning process, the public had access to information about the project through a project website hosted by the Town ([www.FriscoTrails.com](http://www.FriscoTrails.com)). The site provided additional means of providing the public with current project information and public meeting details, and also functioned as an additional platform for submitting public comments.

The project website also served as a tool to direct interested parties to our Frisco Trails WikiMap. A WikiMap is an online editable map that allows users to provide location-specific comments and to draw trail lines and connections on a digital map similar to the google maps interface. A single interactive WikiMap was used to allow respondents to add trails, trail connections, intersection improvements, standards & maintenance, safety hazards, and other ideas, to the locations within the project area. The Wiki-Map was open from between July and October of 2016 and received 327 comments in total; 30 winter comments, 212 summer comments, and 85 summer trail additions. The largest number of comments requested additional trail corridors to existing trail networks, additional intersection crossings, and requests for winter trail maintenance. The WikiMap allowed participation from parties unable to attend the in-person events, guests that caught wind of the project while visiting, and second homeowners who do not reside in Frisco full-time. It was a helpful tool to see popular trail ideas that came up over and over again as well as to focus the plan on certain topics. For example, intersection safety rose to the top as a major priority early in the process and was given more attention in the plan than anticipated at the beginning of the process.











# Chapter 3. TRAIL TYPES AND STANDARDS





## DEFINING TRAILS

This chapter states the guiding philosophy and approach behind both the goals and the specific recommendations contained in this document. It also introduces a typology to provide a common vocabulary for trail types and facility types mentioned in this document. It answers the question “what do you mean by hard-surface or soft-surface trail?”

### PHILOSOPHY AND APPROACH

Five tenets guide the approach to this plan. Each recommendation in this document embody one or more of these ideas. These tenets were also used during project prioritization to “score” them according to whether they increased safety and access for users.

#### Accessibility

The Frisco Trails Master Plan aims to provide an accessible trail network. This means that there are accessible opportunities for all ages and abilities—places for children to learn how to ride a bike, trails for expert users to practice their sport, and ADA (Americans with Disabilities Act) compliant multi-use paths. Accessible also means that the system is user-friendly for both residents and visitors. One knows where to park and which direction to go when they reach an intersection or arrive at a trailhead. Frisco is lucky in that the NFS lands are right in its backyard. Focusing on this strength, accessible, close-to-home recreation opportunities are of particular interest in this plan.

#### Diversity

The Frisco Trails Master Plan aspires to be diverse in its trail network. This means a diversity in surface types (both paved and soft trails, on-street and off-street facilities), a diversity among user groups, and for a diversity of activities. Residents and visitors value the trails and connections in and around Frisco for a variety of reasons—to walk a dog in the evening, skateboard between Copper and Frisco, or hike with friends on a weekend. The Frisco Trails Master Plan aims to allow and enhance these diverse experiences.

#### Sustainability

The Frisco Trails Master Plan seeks to build and maintain a sustainable system of trails and connections in and around Frisco. This means that trails are built with sustainable trail building principals in mind, and respect the flora and fauna of the White River National Forest. It also means a financially sustainable system that emphasizes maintenance over new trails and eventually has a dedicated funding stream for projects and programming.

#### Connectivity

The Frisco Trails Master Plan intends to create a well-connected community by providing a safe bicycle and pedestrian network of multi-use trails, bike lanes, sidewalks, and well-designed crossings. A connected network means more residents and visitors can travel to major destinations and recreation areas, to other trails, to neighborhoods, to hotels and lodging, without a car.

#### Safety

The Frisco Trails Master Plan expects that by creating more facilities that separate users and motor vehicles, abiding by facility design standards for safety, and advocating for safer intersections and crossings, that Frisco can be a safe place for residents and visitors to recreate and travel within.



## TRAIL AND CONNECTION TYPOLOGIES

In this document, we refer to two types of trails: soft-surface trails and hard-surface or paved trails. There are also terms such as singletrack, the Rec Path, sidewalks, bike lanes, shared roadways, and paved shoulders. This section intends to describe each facility type so that the reader can get a clear understanding of what is meant by that term when it is used in this document. It also describes the national standards for that facility type and in what context it is appropriate.

### Hard-surface and Paved Facilities

Frisco contains many types of paved facilities: the Summit County Rec Path system, the Frisco Pathways system, bike lanes, shared roadways, paved shoulders, and sidewalks. The Town of Frisco Paved Pathways Plan (2000) describes the different types of paved pathways and sidewalks that exist in Frisco. It depicts the various configurations of pathway and sidewalk in terms of how it interfaces with the street and a curb or gutter. Active transportation planning and research has increased dramatically over the last decade. This typology description for paved facilities aims to update (but not entirely replace) the information in the 2000 plan.

Paved facilities in Frisco can be split into two categories: those separated or buffered from the road, and those that are within the roadway. Sidewalks, separated multi-use paths, and attached multi-use paths are the types of facilities that are considered separated from the road. The separation can be as simple as a gutter or concrete pan, a traditional curb, or a curb with a landscaped strip, separating the facility even further from the road. Facilities within the roadway include bike lanes, paved shoulders, and shared roadways.

**Sidewalks** are typically for pedestrians only and have a curb separating them from the street. In Frisco, typical sidewalks can be found on Main Street and its side-streets one block off of Main Street between 2nd and 7th Avenues.

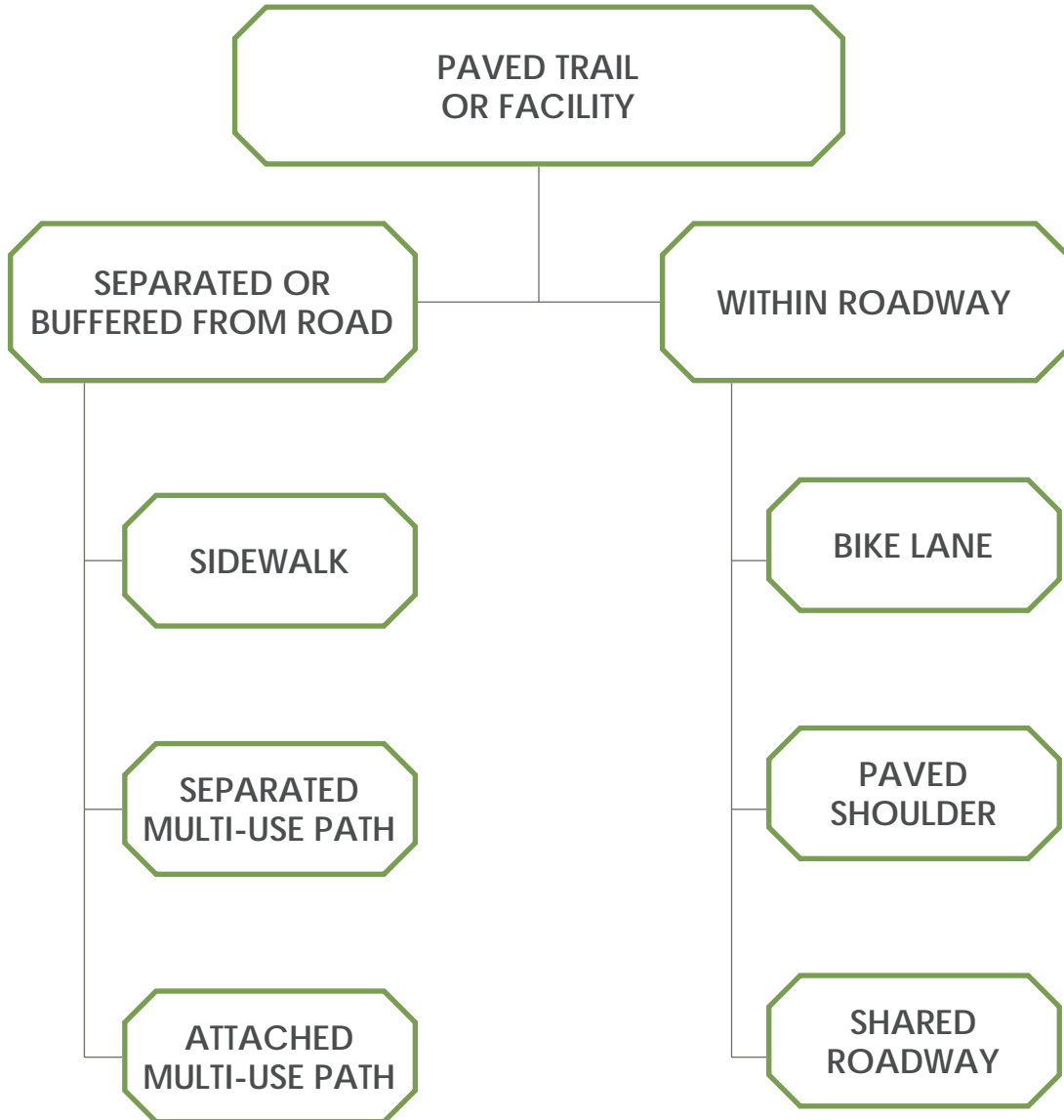
**Separated multi-use paths** are those that have at least a few feet of separation between the roadway and the path. Most of the Summit County Rec Path fits into this category. In town, the Frisco Pathway on 8th Avenue in front of Frisco Elementary School also fits into this category. Many types of users are allowed and encouraged on multi-use paths and therefore are designed to be wider to accommodate more users and users at different speeds passing each other.

**Attached multi-use paths** are similar in user type and design to separated multi-use paths with the exception that they are directly adjacent to the road. Due to snow removal and how difficult it is to keep grass in Frisco's high alpine climate, an attached multi-use path is easier to maintain, and is usually separated from the street only by a low-angle curb or a gutter. Much of the Frisco Pathway system is comprised of these types of facilities. An example is on Hawn Drive in Frisco. Because they are attached they can look like a bike lane or paved shoulder. The key difference is that two-way use is implied on a multi-use path while in-street facilities require one-way use following the vehicular direction pattern.

**Bike lanes** are a portion of the roadway dedicated to bicyclists. This dedication is indicated with white and/or green striping, signage, bicycle stamps, and often arrow stamps indicating the direction of travel which in most cases is the same direction as adjacent vehicular travel. Additional signage indicating that the facility is a bike lane or that no parking is allowed in the bike lane can also signal appropriate behavior by vehicles. Frisco does not currently have a facility that qualifies as standard bike lane. Many of the facilities labeled as bike lanes on the map are actually paved shoulders or attached multi-use paths. A nearby example of a bike lane is on Main Street in Breckenridge.



**Paved shoulders** are the outer portion of the roadway striped for non-vehicular use or for the temporary storage of disable vehicles. On wide or rural roadways, a stripe indicating a shoulder can narrow the vehicular space (which is often traffic calming) and indicate space for either bicyclists or pedestrians. An example of a paved shoulder in Frisco is on Madison north of Main Street. This is labeled as a bike lane on Frisco’s maps, but functions more like a paved shoulder. Many municipalities like paved shoulders because they are easier to maintain for the streets department (one wide application of asphalt with striping afterwards).





## Soft-surface trails

Most of the soft-surface trails in and around Frisco are managed by the USFS and are open to multiple user groups such as hikers, bikers, and equestrians. Designated Wilderness areas limit use to foot or horseback as motorized and other forms of mechanized transport such as bicycles are not allowed. The closest Wilderness area to Frisco is the Eagle's Nest Wilderness, north of the town boundary across Interstate 70. Trails managed by the USFS and included in the *White River National Forest's Travel Management Plan* are referred to in this plan as **system trails**. **Non-system trails** are not recognized by the USFS and therefore not managed to their standards. System trails on NFS lands are subject to the *Forest Service Handbook* which designates design parameters according to trail type, class, managed use, and designed use. The typology and standards for soft-surface trails in this document are broad and vary for different types of uses. The *Forest Service Handbook* and the *White River National Forest's Travel Management Plan* should be followed for standards and guidance on any trail on NFS lands surrounding Frisco. Trails on private or Town of Frisco property should follow standards or other guides such as the *Trails Design and Management Handbook* or *Trail Solutions: IMBA's Guide to Building Sweet Singletrack*.

**Trail type** can either be snow, water, standard terra motorized, standard terra non-motorized, and special according to the Trail Fundamentals user manual (2009), a laypersons version of the Forest Service Handbook. The NFS lands surrounding Frisco are primarily standard trails, with some designated as winter routes.

There are five **trail classes** on system trails. The class indicates how developed a trail is. Class 1 trails are minimally developed and Class 5 trails are fully developed. The level of development directly corresponds to the managed uses on a particular trail.

A **managed use** for a particular trail is any mode that is appropriate for that trail based on its design and management. Managed uses are a smaller subset than all of the allowed uses on a trail. For example, a trail may be open to all non-motorized users but too steep for a mountain biker to enjoy uphill travel.

The **designed use** of a trail is the managed use that requires the most demanding design, construction, and maintenance parameters, and that determines which design parameters will apply to that trail.

**Design parameters** are the technical guidelines for the design, construction, and maintenance of the trail based on its designed use and trail class. Design parameters include tread width, surface, grade, cross slope, clearing, and turning radius.

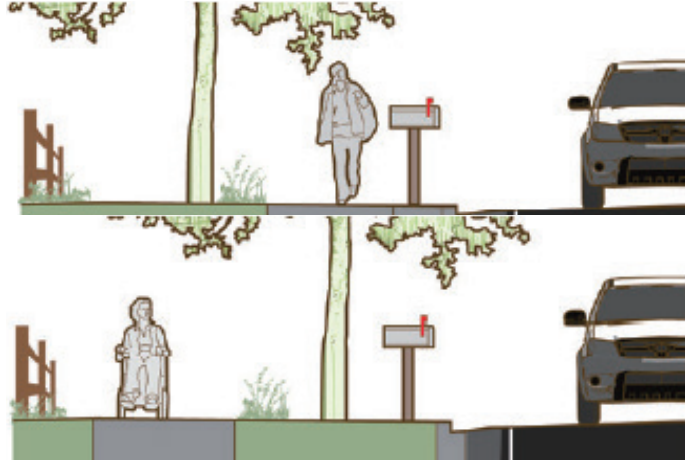


# Paved Trail Typologies and Standards

## Sidewalk

Sidewalks are facilities typically reserved for pedestrian use. They support pedestrian comfort and safety in areas with a mix of land uses. They are common and especially encouraged in areas where the road network is dense and vehicle volume is high. They can either be attached (top image) or detached (lower image).

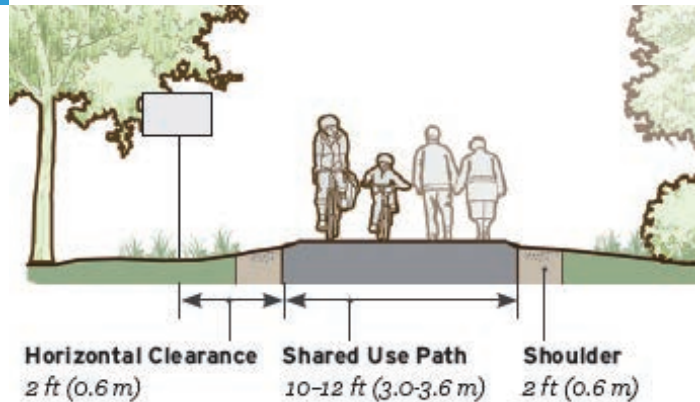
The FHWA Small Town and Rural Multimodal Networks guide recommends a minimum of 5' for the pedestrian zone and up to 12' for main streets and areas of high pedestrian activity. For separated sidewalks a 2-4' furnishing or amenity zone can include landscaping, additional hardscape such as decorative pavers or tiles, or benches.



## Separated Multi-use Path

Separated multi-use or shared-use paths are physically separated from vehicular traffic. Usually paved and sometimes with crushed gravel shoulders, these facilities provide accessible outdoor recreation and transportation opportunities for many user groups. Uses include bicycling, walking jogging/running, wheelchair use, baby strollers, dog walking, snowshoeing, cross country skiing and fat biking. Regional facilities such as the Summit County Rec Path system connects communities to each other and provides the opportunity for long excursions and loops. Local facilities connect local destinations such as schools, shopping, employment. Due to the separation, these are perceived to be the safest facilities for most users and are therefore very popular.

The recommended dimensions of multi-use paths are 8-12' with a 2' shoulder. Wider paths or mid-path stritiing is recommended where high volumes are recorded, sharp curves, and intersections.



## Attached Multi-use Path

Attached multi-use paths have some of the character of bike lanes, paved shoulders, and separated multi-use paths. They are most like separated multi-use paths in use and width. However, in the Frisco Pathways system they are often marked as a bike lane or segment of Rec Path. The typology of attached multi-use path should be used to specify these types of facilities, as pictured on Hawn Drive to the right.



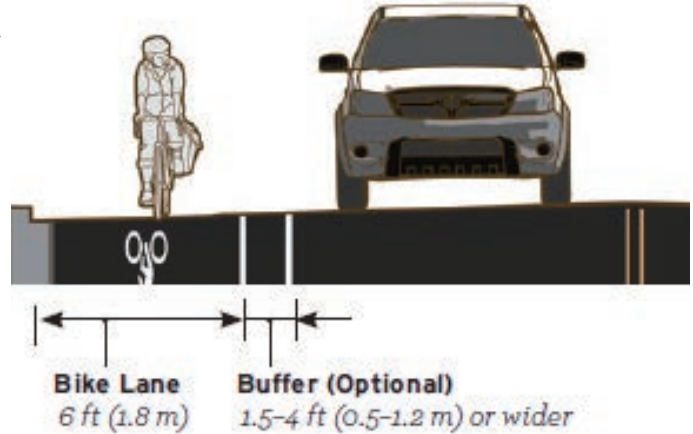


## Bike Lane

Bike lanes are a portion of the roadway designated for preferential use by bicyclists. They are typically one-way facilities striped on streets that carry bicycle traffic in the same direction as motor vehicles. They are most appropriate for streets in town centers.

The standard width is 4-6' between the face of the curb and the outside stripe. Depending on the context, a buffer of 18" or more can help separate bicycle and vehicle traffic further. Bike lanes should be stamped intermittently with a bicycle symbol and should accompany signs indicating that a bike lane is present, or no parking is allowed unless clearly marked parking is adjacent to the bike lane. Bike lanes require proper roadway placement through intersections to minimize conflicts with motor vehicles

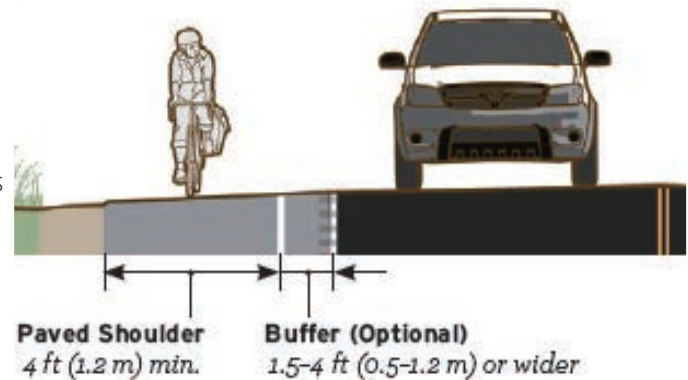
Bike lane design should follow the FHWA or NACTO Standards (see Appendix X) at a minimum, and may include more innovative NACTO treatments such as protected bike lanes, bike boxes, colored pavements and innovative intersection design.



## Paved Shoulder

Paved shoulders are used on rural and low vehicular traffic roads to extend roadway maintenance life, provide space for temporary storage of disabled vehicles, and improve bicyclist or pedestrian accommodation.

Shoulders should be 4' at a minimum with larger widths recommended depending on the total right-of-way and vehicle volume.



## Shared Roadway

All streets and roadways, unless specifically prohibited by law, shall permit use by both bicycles and motor vehicles. To further indicate that bicycles are welcome, a bicycle stamped with chevrons, also called a "sharrow" are placed on the roadway. Wider roadways and those with parallel parking can place these stamps on the side of the lane to indicate bicyclist placement. On narrow roadways or those with angled-parking such as Frisco's Main Street, stamps should be centered in the lane to increase bicyclist safety and signal that bicyclists may use the full lane.







# Soft-Surface Trail Typologies and Standards

In general, natural surface trails are characterized as narrow mountain trails designed as sustainable, rolling contour trails that have minimal impact on natural systems. They are often referred to as singletrack trails. In Frisco these exist as both system trails (on NFS lands) and non-system trails. It is important to note that some system trails are in designated Wilderness areas (Eagle's Nest Wilderness) and are therefore not open to bicycles.

Trail treads should include benching, outsloping, grade reversals, armoring, switchbacks, climbing turns, and other techniques to minimize erosion and wear by trail users. Soft-surface trails are frequently smooth and flowing, with features like banked turns, rolling terrain, and consistent and predictable surfaces. They tend to wind around obstacles such as trees, large rocks and bushes

If intended for singletrack mountain biking, these trails may also exhibit technical sections with natural features such as roots, logs and rocks.

## Mountain Biking

Tread Width :12"-48" narrow trail tread for singletrack experience

Corridor Width: 5'-8'

Average Grade: 10% grade desired for sustainable trails



## Hiking

Tread Width: 12"-36"

Corridor Width: 4'-6'

Average Grade: 10% grade desired for sustainable trails



## Equestrian

Tread Width: 24"-48"

Corridor Width: 8' - 12'

Average Grade: 10% grade desired for sustainable trails





## Trails on Snow

In many cases, trails that are paved or made of earth in the summer are often covered in snow in the winter. Therefore, opportunities for skiing, snowshoeing and fat biking exist on these snow-covered trails. User group conflicts can arise when trails are not managed and monitored properly. The growth of backcountry skiing and fat biking over the last decade is evidence of this evolving issue. Under existing USFS policy, fat bikes are currently limited to plowed trails open to wheeled vehicles. In the case of fat bikes especially, the development and acquisition of new recreational equipment has preceded local and regional trail access plans. Conflicts between user groups such as fat bikers and cross country skiers arise when there is discord in speed between users, limited trail width to accommodate users "footprints", and the varying desires of grooming standards for snow covered trails. At this time, the White River National Forest is reviewing proposals to expand routes allowing fat bike travel. Backcountry skiers experience fewer user conflicts because they often travel off of designated trails. Although many cross-country skiers enjoy the backcountry experience on NFS lands and often have specific equipment (wider Nordic skis, often with metal edges) to do so, there are also groomed cross country trails available in Frisco at the Frisco Nordic Center.

In Frisco, parts of the Frisco Pathways system and the Summit County Rec Path system are plowed while others are not. See Chapter 5 for specific winter trail recommendations such as grooming and plowing segments of this system. Groomed trails for Nordic skiing exist primarily at the PRA and are managed under special use permit with the USFS. Other parts of this Master Plan (Chapters 5, 6) state in more detail the planning goals and intended uses at the PRA. One of the goals is to manage and enhance the Nordic system now that it is managed by the Town of Frisco. Therefore, it is important to note standards and best practice for Nordic trail management and development.

**Nordic trails** should be aligned to take advantage of opportunities for shade and wind protection (i.e., locating in northern exposures and maximizing shading from evergreens). Consider trail locations along the lee side of hills, in wind sheltered valleys and tree shelter for skier comfort and to reduce drifting and wind packing. Provide at least a partial vegetation screen on south or west facing ridges and slopes to reduce trail icing and drifting. They should be built to avoiding conflicts with roadside snow storage by placing trail a minimum setback of 20 feet from any road to be plowed during winter. Grades should be less than a 10% downhill grade for beginner trails and no more than a 40% downhill grade for expert trails. Smooth, widely arcing curves on hills will allow skiers to stay in the track on groomed trails. Avoiding sharp turns on steep slopes or where there are natural hazards will reduce conflicts between skiers. Placing intersections on flat sections of trail will also have the same effect.

**Fat biking** has grown in popularity over the last decade. Although fat bikes are currently limited to plowed trails open to wheeled vehicles on NFS lands, they are allowed on snow covered Frisco Pathways and Summit County Rec Path facilities. Fat biking is also going to be piloted at the PRA in the near future. Communities such as Leadville and Crested Butte are grooming some of their multi-use paths and Nordic trails for side-by-side use of fat biking and cross country skiing. While policy and standards for fat biking are still being developed, communities around the country are trying out different configurations of groomed paths, groomed singletrack, allowed trails and skier only trails to reduce user conflicts and embrace this growing sport.





A stylized landscape illustration at the top of the page, featuring a dark blue mountain range on the left, a light green field in the middle, and a blue sky with a thin white cloud line at the top.

# Chapter 4. CONNECTIVITY AND CROSSINGS





## CREATING SAFE CONNECTIONS

A guiding purpose of the Frisco Trails Master Plan is to address safe bicycle and pedestrian connectivity throughout town. By doing so, Frisco can become a safe place for people of all ages and abilities to walk, bike, and cross the street. From the start of the public engagement process, a few specific connectivity concerns and recommendations emerged as especially important to the residents and visitors of Frisco. In this chapter these recommendations are organized by topic, and conclude with policies and actions for Frisco to move them forward. Specific connectivity recommendations such as bike lanes and pathways are located in Chapter 6.

### TRANSIT

The Summit Stage transit system currently operates ten routes, four of which travel through Frisco. During the public engagement process, many participants voiced concerns that there were some popular destinations that do not currently have transit service or that access to transit stations is inconvenient. No Summit Stage route currently stops at any of the PRA facilities such as the Nordic Center or the Day Lodge. For a transit user to access this area they would get off the bus at the Community Center and Adventure Park stop and walk  $\frac{3}{4}$ -mile using the pedestrian crossing of SH-9 at Peak One Boulevard. In the winter, and especially to visitors traveling with young children, these barriers and the topography make this connection challenging. Many visitors to the PRA instead get off the bus at the County Commons and risk crossing SH-9 at Recreation Way to make the walk shorter. This is dangerous behavior – however it is observed often. With increasing winter popularity of the Adventure Park it is anticipated that a bus route that stops at the PRA facilities directly would have high ridership by both residents and visitors. Additionally, if visitor numbers continue to increase at the PRA at the same rate they have been over the last few year, bus service here may reduce a need for future additional parking.

Frisco residents also voiced concerns about the potential influx of new residents in the northeast neighborhoods of Frisco due to the forthcoming Lake Hill housing development. Traffic studies of this area indicate that many intersections will need modification due to a large increase in vehicular traffic coming from the development. The SH-9/Lusher Court intersection was also singled out as an important connection that many pedestrians feel unsafe crossing. An additional bus stop (there is currently one at the Holiday Inn) in this neighborhood could help mitigate the traffic and circulation concerns for this part of Frisco.

These transit-related concerns were discussed with Summit Stage staff. They agreed with the need for stops at the discussed locations. However, the existing Frisco routes are fairly long and a detour to service these stops would increase the time it takes to complete the route, impacting existing riders and headways for the whole transit system. It was suggested by both Summit Stage and community members that a possible solution could be a new route that circulates around Frisco, servicing the major activity centers such as Main Street, Basecamp, the Marina, County Commons, the hospital, and the PRA. It could also service the Lake Hill development in the future. A similar “Frisco Flyer” route was brought before the transit board in previous years but it was determined to not be a council priority because of its heavy financial burden. With new development, more activity at the PRA, and clear support from the community, this plan recommends that Frisco continues to advocate and support the creation of a local route within the Summit Stage system.



## BIKES ON MAIN STREET

Summer days on Main Street in Frisco are busy with activity. Tourists stroll the street, visiting the many shops and restaurants, or picking up bicycles to rent at one of the gear shops. Residents gather at the park to listen to Thursday night concerts. Events such as the BBQ festival shut down the street and create a festival-like atmosphere. The town recently completed a streetscape redesign which has made it an even more inviting place for walking and gathering. In many ways, Main Street is the soul of Frisco.

During the public engagement process many people expressed concerns about bikes on Main Street. Pedestrians don't feel safe when bikes are on the sidewalk. Bicyclists don't feel safe in the roadway, or don't understand where they should be if they are coming from another bicycle facility such as a multi-use path. Some community members want bike lanes on Main Street and other community members want no bikes on Main Street at all. In order to make cohesive recommendations addressing Main Street, the purpose of Main Street needed to be revisited. If the purpose is to move vehicles through quickly, one set of recommendations will follow. If the purpose is to be a space for gathering, shopping, and events, a different set of recommendations will follow. It was decided through the public engagement process that Main Street's purpose was distinctly more like the latter description.

During the second open house the concept of a "woonerf" was presented to the public. A woonerf is a Dutch word for "living street" where the space between business and residences is a shared space—a place for people to play, socialize, and engage in the community. With both physical design and cultural programming these woonerfs can calm traffic and create a great place for people. The woonerf concept was well-received by the public. Therefore, a set of recommendations to make Main Street more like a woonerf are suggested in this plan. One pedestrian-oriented idea is to create a plaza space on the street between Main Street and the first half-block of 3rd Avenue. This no-car space could hold small events and be an additional space to gather along Main Street.

Embracing all modes, this plan supports bikes on Main Street. However, it also recommends measures that encourage bicyclists to get off sidewalks or use parallel alternate facilities such as Galena and Granite Streets if appropriate. Bike lanes on Galena Street and Granite Street would provide faster and more direct east-west bicycle facilities through Frisco, and are suggested in this plan (Chapter 6). However, many destinations are on Main Street itself, including gear rental shops that rent bicycles to visitors. Visitors enjoy renting a bike at one of these shops and experiencing Main Street by bicycle. For those that want to travel Main Street by bicycle, several actions can make this a safer experience. The existing condition on Main Street is front-in angle parking with a "shared roadway" stamp on the outer edge of the vehicle lane. Bicyclists traveling in the outer edge of the vehicle lane are invisible to cars backing out of their angled parking spaces. Back-in angle parking instead of front-in angle parking would reduce conflict between bicycles and cars by removing bikes from the blind spot of vehicles. Additionally, re-stamping the "shared roadway" stamp to the center of the lane would encourage bicyclists to take the full lane rather than traveling side-by-side with cars. This may be accompanied by signs that indicate bicyclists are allowed to use the full lane. Because it is a street for people, fast speeds for vehicles on Main Street is not a goal of the Town of Frisco. Mixing bicyclists into traffic with the cars will further illustrate this point.

Other traffic calming measures can be explored to further the concept that Main Street is a street for people. This includes adding a stop sign at 7th Avenue. Vehicles coming from the faster moving Summit Boulevard need to know right away to adjust their behavior when they arrive on Main Street. A stop sign here could help remind them. A variable speed messaging sign at this entrance to Main Street, or additional enforcement of speeding are other tools that should be explored.



# Comments we have heard...

- \* Too many bikes on the sidewalk!
- \* Biking on Main Street is dangerous!
- \* We need other bike routes
- \* Tourists LIKE to bike Main Street—it is a way to experience Town.





## COMPLETE STREETS

By embracing a trails and connectivity planning process,, Frisco has demonstrated that safe streets for all users is an important issue. By adopting a “Complete Streets” policy, Frisco could confirm its importance in a more official capacity. A “Complete Streets” policy can guide a context-based street approach to street design, enabling safe and comfortable travel for users of all ages and abilities regardless of transportation mode. When crafted to reflect Frisco’s street network and goals, it can act as a guide for all street-related projects within the Town. This plan recommends that the Town of Frisco adopts a “Complete Streets” policy for the community. This would be passed as a resolution through Town Council and be used to evaluate all street-related projects.

### An Ideal Complete Streets Policy ([www.completestreets.org](http://www.completestreets.org))

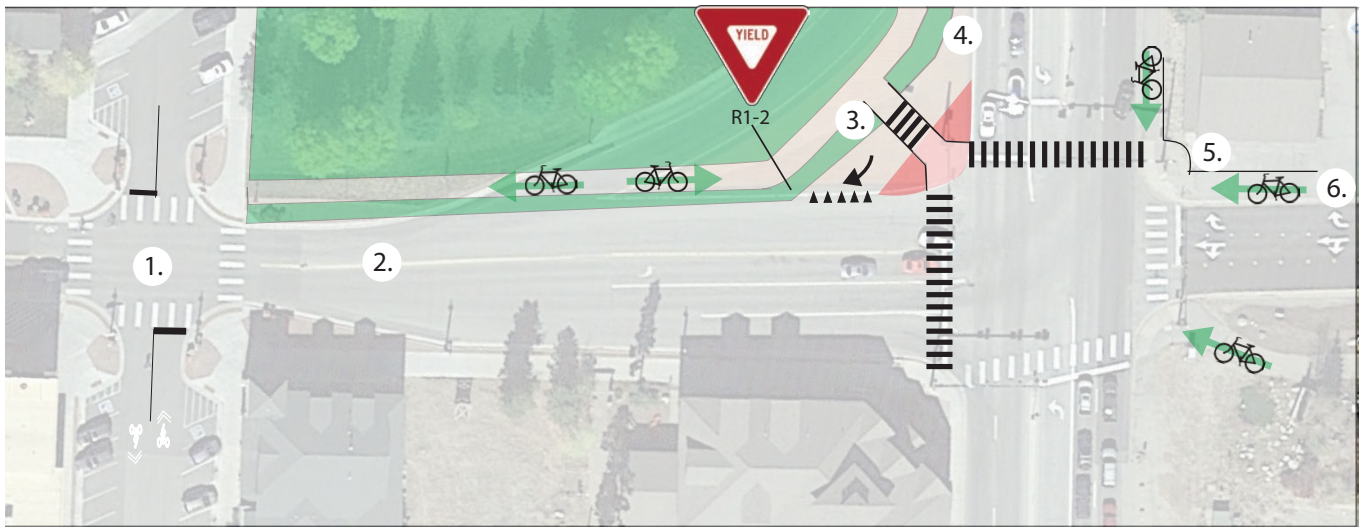
- **Includes a vision for how and why the community wants to complete its streets**
- **Specifies that ‘all users’ includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles**
- **Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way**
- **Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions**
- **Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes**
- **Is adoptable by all agencies to cover all roads**
- **Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs**
- **Directs that Complete Streets solutions will complement the context of the community**
- **Establishes performance standards with measurable outcomes**
- **Includes specific next steps for implementation of the policy**



## HIGHWAY 9 INTERSECTIONS

Summit Boulevard (SH-9) is a primary north-south roadway through Frisco. It connects Frisco to both I-70 and Breckenridge. It also creates a barrier between most of Frisco and the waterfront where many recreational opportunities exist. A bicycle/pedestrian connectivity network is only as good as its weakest link, and from the community engagement process it was clear that many intersections along SH-9 were considered weak links. Therefore concepts for particular intersections are considered in this plan along with long-term visionary recommendations for future crossings of SH-9. It is important to note that this street is managed by CDOT, not the Town of Frisco. CDOT was consulted during the development of these concepts. The Town of Frisco should use them as a way to advocate for more pedestrian and bicycle friendly design elements during future CDOT projects.

### Main Street and Highway 9 Proposed Intersection Redesign



Notes:

- 1. Evaluate as all way stop, with additional path to on-street treatment for bikes
- 2. Gateway/welcome treatment
- 3. Crosswalk
- 4. Evaluate right-turn queueing at slip lane
- 5. Widen curb area for gathering during red lights
- 6. Extend bike path to Marina





## Long-term Recommendations

Two locations were identified as needing dramatically different treatments, and perhaps new crossings altogether. The intersection of SH-9 with Dillon Dam Road (1) is expected to need additional turn lanes and experience increased delay due to commercial growth at Basecamp and residential growth in northeast Frisco. This intersection only has marked pedestrian crossings on two of its four legs and will become less safe with the addition of more travel lanes. A visionary recommendation would be to build an underpass north of this intersection where existing grade conditions would not require significant road regrading. This underpass would connect the Frisco Pathway facilities that exist on either side. This would create a separated bicycle and pedestrian facility, connecting major activity centers of Frisco. At the other end of Frisco, a new way to get across SH-9 at Peak One Blvd/Recreation Way (2) is desired. This intersection sits between two traffic signals yet is the major pedestrian and bicycle desire line between Frisco and the PRA. As described previously, many people cross here despite the lack of pedestrian treatments because it is the most convenient location. CDOT has stated that a new traffic signal is not a good idea at this location due to grade and its proximity to other existing signals. However, an underpass between the County Commons and the PRA would create a safe and separated facility. It is important to note that during this planning process two bicycle/pedestrian underpasses started construction further south on SH-9 as part of the SH-9 Iron Springs realignment project.





## Policy Recommendations

- 1** Recommendation 1: Craft and adopt a “Complete Streets” policy within the Town of Frisco.
- 2** Recommendation 2: Adopt the following set of changes on Main Street to better accommodate bicyclists and pedestrians: re-stamp the “shared road” symbol in the center of the lane and add complementary; employ additional traffic calming measures such as a stop sign at 7th Ave, a variable speed messaging sign at the east entrance, or additional enforcement of speeding; explore back-in angle parking; deploy bike corrals at appropriate locations; close off the first half-block of 3rd Avenue on the South side to create a pedestrian plaza.
- 3** Recommendation 3: Encourage and support the creation of a “Frisco Flyer” route in the Summit Stage system. Suggested stops that would enhance connectivity are at the Day Lodge and the future Lake Hill housing development.
- 4** Recommendation 4: Actively engage with CDOT on design processes for SH-9. Advocate for elements of the intersection concepts from this plan and the visionary ideas for crossings at Dillon Dam Road and Recreation Way.
- 5** Recommendation 5: Implement wayfinding recommendations contained in this plan (Chapter 6) for the Frisco Pathways network of multi-use paths and bike lanes. Install more visible striping and stamping that adheres to the standards described in the typologies for each facility type (Chapter 3).





# Chapter 5. WINTER TRAILS







## THE IMPORTANCE OF WINTER

Many residents live in Frisco because of its winter recreation offerings. Six major downhill ski resorts are located within a 30-minute drive. The PRA offers Nordic skiing, snowshoeing, tubing and winter sleigh rides. Backcountry skiing, Nordic skiing, and snowshoeing are also allowed on the surrounding NFS lands. This plan recommends ways to enhance these activities in Frisco as well as how to address new and emerging activities such as fat biking. During winter, snow removal of trailheads sidewalks, bike lanes, and multi-use trails can be difficult. Much of the Summit County Rec Path system is neither plowed nor groomed in the winter. This plan suggests some basic recommendations for which segments of the path to plow and which to groom based on the need for connectivity versus the need for recreation.

The 2016/17 winter will be the first winter that the Town of Frisco will operate the Nordic Center at the PRA. This provides Frisco with an opportunity to assess operations and facilities at the Nordic Center and think about new facilities and upgrades. The language in this plan regarding changes at the Nordic center are high level. We heard from the public that they wanted additional, better, and more challenging Nordic trails. Community members also desired more grooming and maintenance of Rec Path segments for skiing, fat biking, and better connecting Frisco during the winter season.

### Policy Recommendations

- 6** Recommendation 6: Plow Rec Path between 7th Avenue and the West Main Street parking lot. Plow Rec Path connection Larson Lane to the Frisco Transit Center. This will create paved routes for daily connections around Town.
- 7** Recommendation 7: Groom Rec Path for Nordic skiing between 7th Avenue and new underpass to PRA for the ability to ski from Town to the PRA. Explore grooming Rec Path all the way to Breckenridge along new alignment by Lake Dillon.
- 8** Recommendation 8: Pilot a fat biking loop at the PRA with the appropriate alignment determined by the Nordic Center. Work with partner organizations to legitimize fat biking on appropriate USFS trails and explore other opportunities for groomed/packed trail between Frisco and other Summit County communities
- 9** Recommendation 9: At the Nordic Center, assess the current trail system and explore opportunities for new and more difficult Nordic trails.
- 10** Recommendation 10: Explore changes to the PRA Special Use Permits with the USFS. Changes to the permit could include different management direction for the PRA that would put Nordic trail maintenance and operations as a primary objective.
- 11** Recommendation 11: Consider a long-distance groomed/packed multi-use backcountry route between Frisco and Breckenridge for skiing, fat biking, and snowshoeing.











# Chapter 6.

## RECOMMENDATIONS





## INTRODUCTION

The Frisco Trails Recommendations chapter includes the following projects which reflect the ideas—both visionary and practical—of Town residents, visitors, and stakeholders. These recommendations are divided into four planning areas within and around the Town of Frisco. Along with goals for the entire planning area, there are specific goals for each planning area. The specific recommendations reflect actions that can be taken to achieve that planning area’s goals. Within each planning area the recommendations are broken into types: existing non-system trail recommendations, new trail recommendations, new connections, and other recommendations. All projects in this chapter are prioritized and ranked according to safety, access and public interest in Chapter 7.

Existing non-system trail recommendations include calls for adoption, maintenance, re-routing, or abandonment of trails on the ground, but not recognized by the USFS. New trail recommendations are those identified as segments that add to, enhance, or create access to the recreation system. They can be hard or soft-surface. New connection recommendations are those that enhance the pedestrian and bicycle connectivity within Frisco and between Frisco and nearby recreational opportunities. There is a blurry line between a recreation-focused trail and a transportation connection, however the primary purpose of the segment was used to categorize it. Finally, the fourth category of recommendations include elements related to a successful trails system such as trailhead improvements, wayfinding, and signage.

### Plan Goals

- 1) Partner proactively with the USFS on the maintenance of existing trails; rehabilitation, restoration, re-routing or abandonment of unsustainable trails, and the development of new trails on NFS lands surrounding the Town of Frisco.**
- 2) Add trails that create access to other trails and the Rec Path system. By creating new access points, Frisco and its surrounding area become a true “network” where one can get from one place to another without a car.**
- 3) Make Frisco a safe place to people of all ages and abilities to walk, bike, and cross the street. Prioritize access for people over access for vehicles.**
- 4) Design and implement a new wayfinding and signage program that gives users distance and direction to key destinations, is placed at appropriate intervals and intersections, and is branded and linked with the Town of Frisco.**
- 5) Make trailheads inviting places where trail users can gather information for their recreation experiences.**



## PLANNING AREA 1: NORTHEAST FRISCO

This planning area encompasses land within Frisco town limits, and residential neighborhoods immediately surrounding town located in unincorporated Summit County. Currently, the Town has several trailheads that can be reached by vehicle, however, this plan supports exploring improving neighborhood accessibility to recreational trails without having to use a car.

With the forthcoming Lake Hill development in this area, demand for short and long loops for daily use will increase dramatically. There are numerous existing trails to the northeast along with loops across the Dam Road near Lake Dillon. Providing connectivity for Lake Hill residents and the general public to these adjacent National Forest trails will proactively prevent the further development of numerous social trails, due to many people that will be living next to and enjoying nearby public land. Developing additional trails on the National Forest both adjacent to the development and also across the Dam road near Lake Dillon will help reduce concentrated impacts from increased use. Coordination and approval from Forest Service and Summit County will be necessary to secure easements that can make these connections happen.

### Goals for Planning Area 1

- 1) **Provide bicycle and pedestrian links from neighborhoods to trails to ease everyday access and reduce demand for parking at trailheads.**
- 2) **Offer safe, intuitive connections across Summit Boulevard (SH-9) to better connect commercial areas of Frisco with the northeastern neighborhoods.**
- 3) **Provide more short and long loops for the daily use of residents and visitors. Additional loops will discourage use of non-system trails and disperse use off of the Summit County Rec Path.**
- 4) **Provide additional wayfinding and signage so that pedestrians and cyclists feel confident they are “on the right path” and understand distance and direction to nearby destinations. This is especially critical at crossings of Summit Boulevard (SH-9) and between on-street facilities and recreation facilities such as the Summit County Rec Path segment along Lake Dillon.**



## Existing Non-System Trails

- A** Trail A: Adopt this non-system trail that has been used by nearby residents to walk along the waterfront. This trail could potentially be an ADA-accessible trail due to manageable grades.

## New Trails

- 1** Trail 1: A future soft-surface trail would connect the Lake Hill development to adjacent National Forest System lands. It will help disperse use in an area that is anticipated to have future residential growth.
- 2** Trail 2: This paved trail would connect the Lake Hill development to the Rec Path with a grade-separated connection over the Dillon Dam Road. This would provide residents with a safe and direct bicycle and pedestrian connection to the Rec Path and water adjacent recreation.
- 3** Trail 3: A soft-surface connection between Silverthorne and Frisco that would connect Wilderrest and Frisco, a connection that only exists with major roadways at present. This trail could first connect to the I-70 scenic overlook, then again to the Meadow Creek Trailhead to give users options and multiple access points. Collaboration with the Forest Service and private property owners is key for this trail.
- 4** Trail 4: An additional easy, scenic walking trail between the residential areas and the waterfront to help separate and disperse walkers from bicyclists on the Rec Path.
- 5** Trail 5: Re-route the Rec Path in this location to ease confusion. With this new alignment, staying straight would keep users by the lake, and turning would get users back to town.
- 18** Trail 18: Create a new connection between the Willow Creek Trailhead and the Rec Path to provide waterfront access and ease confusion in the neighborhoods north of this location. This is a wetland area where bikes are currently not allowed—sensitivity in design is important here.



## New Connections

- 1** Connection 1: A more direct connection between the Rec Path and the Basecamp/Frisco Transit Center Area. Many of these developments are isolated cul-de-sacs off Dillon Dam Road, and have no connectivity to the rest of the street network.
- 2** Connection 2: A striped bike lane and better signage to connect two segments of the Rec Path system.
- 3** Connection 3: A striped bike lane and better signage to connect two segments of the Rec Path system.
- 4** Connection 4: A paved sidewalk/multi-use path on the west side of Highway 9. There are many major employment centers and shopping areas that would benefit from better pedestrian connections.
- 5** Connection 5: A paved sidewalk to create better bicycle and pedestrian connections across I-70 to connect with the Meadow Creek Trailhead access drive and other proposed trail connections.
- 17** Connection 17: A paved sidewalk/multi-use path between Beaver Lodge Road and 900 Divide. This area contains multiple cul-de-sacs that do not connect to each other. A connection here would enhance access to nearby bike lanes and the Holiday Inn Summit State Transit Stop.

## Wayfinding and Trailhead Recommendations

- 1** Recommendation 1: Put additional “Frisco Pathway” signs on existing facilities at any point they cross a street, make a turn, or change facility type (such as from a paved shoulder to a multi-use path). Add signs at these locations for any new trails or connections.



## PLANNING AREA 2: DOWNTOWN CORE

This planning area includes the commercial centers of Main Street, Summit Boulevard and the Basecamp development adjacent to the Frisco Transit Center. It also includes multiple residential neighborhoods and Frisco Elementary School. Few recreational trails currently exist in this planning area due to the density of development and the challenge of obtaining easements on private property. Therefore, the focus of this planning area is to create safer connections for pedestrians and bicyclists through additional sidewalks, bike lanes, and intuitive signage. The goal is to get people traveling safely between the activity centers of Frisco (Main Street, the Marina/Peninsula), Basecamp, the Elementary School) and from residential neighborhoods to those activity centers. The existing “Frisco Pathway” system is hard to follow at times, and often switches between facility types – for example, it changes from a multi-use path to a bike lane on Main Street. Providing alternative routes for bicyclists parallel to Main Street will increase connectivity in the core, downtown area by increasing options for those that do not feel safe on a bicycle on Main Street. Additionally, this planning area contains the most popular trailheads within Frisco. There are recommendations in this section to enhance these trailheads for a better experience for both residents and visitors.

### Goals for Planning Area 2

- 1) **Provide well-signed, safe bicycle and pedestrian links throughout the neighborhoods and activity centers of Frisco so that people of all ages and abilities feel comfortable walking and bicycling in town.**
- 2) **Enhance trailheads in this planning area with maps and trail information as well as bike racks and parking direction.**
- 3) **Connect major trailheads with connector trails to reduce need for parking and to provide trail options.**
- 4) **Explore ways for people to access Tenmile Creek within the Town of Frisco through trails, bike lanes, and benches.**

## Existing Non-System Trails

- B** ..... **Trail B: Adopt the non-system trail that exists parallel to the Rec Path between the Mt. Royal Trailhead and Miner's Creek Road.**

## New Trails

- 6** ..... **Trail 6: An in-town beginner soft-surface trail along Tenmile Creek. Interpretation and benches could be added to provide creekside experiences. This is mostly private property so collaboration and easements with property owners would be key.**
- 7** ..... **Trail 7: Provide a soft-surface connection between Meadow Creek Trailhead and North Tenmile Trailhead.**
- 19** ..... **Trail 19: Extend the non-system trail at Mt. Royal and connect it directly to the parking lot at the end of West Main Street. This will disperse hiking to this popular section of Rec Path.**





## New Connections

- 6** ..... **Connection 6:** A paved multi-use path that provides a direct connection between Basecamp and West Main Street. The current pathway system is winding and not intuitive. Wetlands and private property in this area would have to be evaluated.
- 7** ..... **Connection 7:** An attached multi-use pathway connection along Creekside Drive. This would help bicyclists and pedestrians navigate a direct route through this neighborhood.
- 8** ..... **Connection 8:** Continue the attached multi-use pathway along Larson Lane and add signage so that the Rec Path is easier to find.
- 9** ..... **Connection 9:** A bike lane on Galena Street to create an alternative path to Main Street, dispersing use.
- 10** ..... **Connection 10:** Bike lanes on both sides of the roadway and sidewalk on at least one side of Granite, with access control for parking and driveways.
- 11** ..... **Connection 11:** Multi-use paths on both sides of roadway along 2nd Avenue to connect Main Street with Rec Path more intuitively.
- 12** ..... **Connection 12:** An attached multi-use pathway connection along Belford Street.
- 13** ..... **Connection 13:** Extend the bike lane between Belford Street and Rec Path on 7th Avenue.
- 14** ..... **Connection 14:** An attached multi-use pathway to re-route bicycles off Main Street and direct them towards Granite Street.
- 15** ..... **Connection 15:** “Shared Roadway” stamp and additional signage to connect 7th Avenue bike lane to Main Street and prevent users from getting dead-ended at Highway 9 where there are no bicycle or pedestrian facilities.
- 16** ..... **Connection 16:** Connect 3rd Avenue to Belford Street with a multi-use pathway for better grid connectivity.

## Wayfinding and Trailhead Recommendations

- 1** Recommendation 1: Put additional “Frisco Pathway” signs on existing facilities at any point they cross a street, make a turn, or change facility type (such as from a paved shoulder to a multi-use path). Add signs at these locations for any new trails or connections.
  
- 2** Recommendation 2: The West Frisco Parking Lot / Mount Royal Trailhead is an extremely popular existing large paved trailhead located on the west edge of Frisco. The trailhead is appropriately outfitted with a portable/compostable toilet, picnic bench, signage and a bike rack. Rec Path cyclists, mountain bikers seeking trails, and hikers all start their activity here. This trailhead should be monitored for excessive use, and should also provide information on activities in the area and alternative trailheads to help disperse trail users.
  
- 3** Recommendation 3: The 2nd Street Trailhead, “Zach’s Stop”, is also heavily used, mostly by locals who know it exists. Consistent plowing is recommended for winter use, along with summer maintenance to minimize potholes. This is technically a USFS trailhead so both summer and winter maintenance should be coordinated with the USFS staff. Maps showing visitors this large trailhead could help potentially disperse users from the West Main parking lot. As the popularity of this trailhead increases in use, consideration of providing better higher level trailhead management should be explored and implemented as need arises including: portable toilets, surface maintenance, signage, and measures taken to minimize impacts to adjacent residential areas. Consider maintaining this trailhead under a Special Use Permit maintenance agreement with the USFS.
  
- 4** Recommendation 4: The mini-trailhead at 7th St in Frisco has no parking, but nevertheless provides a portal for neighborhood users to NFS lands. Expansion of parking opportunities adjacent to 7th St. would help take pressure off other trailheads, implemented with consideration to neighborhood impacts.
  
- 5** Recommendation 5: The North Tenmile trailhead experiences a high level of parking utilization in summer months, sometimes overflowing beyond capacity. Used for both hiking and backcountry skiing/snowshoeing, it is anticipated that users will continue to drive to the trailheads, so parking expansion could be considered. Consistent plowing and surface maintenance is needed, using partnerships between the USFS and the Town of Frisco.



## PLANNING AREA 3: PENINSULA RECREATION AREA

This planning area contains the Peninsula Recreation Area (PRA), National Forest System land currently under permit by the Town of Frisco. It contains several important community recreational amenities including the Nordic Center, ball field, Bike and Skate Parks, Ski and Ride Hill, Tubing Hill, and summer trails for biking and hiking. The existing trails at the PRA are heavily used and need maintenance and even re-routing at points to keep them sustainable. There are two primary focuses for this area: to better connect existing trail loops to make circulation of the PRA easier and improve the recreation experience; and to better connect the PRA to the rest of Frisco. Although the Summit County Rec Path does connect to the PRA, it is not a direct connection and it is not intuitive for many users. Additional bicycle, pedestrian, and crossing facilities between the PRA and other destinations will enhance access. This gem of Frisco has long provided developed and natural recreation opportunities, and improvements here will make a terrific area even better.

### Goals for Planning Area 3

- 1) **Improve the recreation experience at the PRA through well-maintained, sustainable trails that create both long and short loops for all levels of expertise.**
- 2) **Design new or re-routed trails in a way that will benefit the needs for Nordic skiing in the winter.**
- 3) **Enhance wayfinding and signage so that users can get to the PRA as well as within the trail network at the PRA itself for both summer and winter use.**
- 4) **Connect the PRA to the Marina with trails and explore new connections across Summit Boulevard (SH-9).**



## New Trails

- 8** Trail 8: Create a soft-surface connection from an existing non-system trail behind the Water Dance neighborhood to the Peninsula. This would provide direct access to the waterfront trails.
- 9** Trail 9: Create a paved or soft-surface trail between the Peninsula and the Marina. Re-route the Rec Path in this location to create a better experience and mitigate a dangerous and sharp curve by the sanitation property.
- 10** Trail 10: Re-align a short section of trail to connect the outer Peninsula trails to the lakefront trail. This will create a new connection that avoids connecting directly to the campgrounds.
- 11** Trail 11: A future soft-surface trail to create additional loops and disperse trail use across the Peninsula trail system.
- 12** Trail 12: A future soft-surface trail connecting the Pine Cove Campground with access points to the south. This will provide additional loops and disperse trail use across the system. Switchbacks could connect this trail to Jody's at an appropriate mid-point.
- 13** Trail 13: This is the re-routed trail that will provide access to the Perimeter trail from the new, relocated Dickey Trailhead. This trail should have gentle grades so that a wide range of users can access the reservoir.

## Wayfinding and Trailhead Recommendations

- 6** Recommendation 6: The new Dickey Trailhead, relocated with the Iron Springs SH-9 realignment, needs to be sized appropriately since the lot at the current location is heavily used and often fills up. Since the new Dickey Lot will be a significantly farther hike to the lake, the parking lot by Pine Cove campground is a trailhead alternative with parking very close to the lake and nearby trails (although a fee is required). Partnering with the USFS, monitoring use at these two lots over the next few years should provide guidance for fees and other amenities needed here.



## PLANNING AREA 4: FRISCO'S BACKYARD

This expansive planning area encompasses the land located generally south and east of Frisco, comprising Mount Royal, Miners Creek, Rainbow Lake, Ophir Mountain and Gold Hill. While beyond the Town of limits, these NFS lands are a very important community recreation destination, with a natural forested backcountry character yet close proximity to Frisco. This area provides more of a backcountry experience in contrast to the developed recreational experience at the PRA. The overarching goal for this area to have a well-maintained, legitimized (with partnership from the USFS) natural trail system in Frisco's backyard.

There exists an abundance of trails, both singletrack and roads, in this area, developed over time due to the desire for convenient recreation from nearby residential areas. This is especially true for mountain biking, as other large NFS lands nearby are designated Wilderness areas, and do not allow bicycles. Many of these trails are not recognized by the USFS as system trails but nevertheless are significant, serving the crucial purpose of providing "short, local, daily" type of experiences as well as longer distance alternatives with connections to other parts of Summit County via the Peaks and Gold Hill trails. This plan recognizes the community recreation value of these non-system trails, and recommends that the Town prioritize these connections and work with the USFS on legitimizing them in their "travel management system" via the environmental review process. However the Town also recognizes that upon review some of these trails may not get adopted due to resource concerns, redundancy, or sustainability issues. This plan also recommends that the Town develop partnerships and provide funding for maintenance and improvement to these trails in partnership with FDRD and the USFS. This is elaborated on in Chapter 7.

It is important to note that within the Ophir Mountain area there is an active Fuels Reduction Project. Protections for existing system trails have been written into the contract to ensure trail corridors are maintained and trail grades are not compromised as a result of logging operations. Non-system trails are not protected and will likely incur damage from project operations. The 2011 Ophir Mountain Forest Health and Fuels Reduction Project was established to reduce fuels within and adjacent to the Wildland-Urban Interface of Frisco and surrounding communities. By reducing heavy fuel build-up, the project is intended to expedite the regeneration of lodgepole pine and aspen in the Ophir Mountain Area. Operations for this project are expected to continue into the summers of 2017 and 2018.

Therefore, although the Town of Frisco would like to analyze adopting non-system trails in the Ophir Mountain area at this time, due to the continued Fuels Reduction Projects operations, the trails in this planning area will be assigned a lower priority.

The trails in Frisco's Backyard were deemed "extremely important" by both the Citizen's Advisory Committee and the general public at Open House #2. Therefore, an additional meeting was held to evaluate the needs and priorities of the non-system trails in this area. The group went through this set of trails and stated whether the trail needs maintenance, re-routing, and its priority for adoption as a system trail. A matrix evaluating the non-system trails in this planning area is included at the end of this section.

## Goals for Planning Area 4

- 1) Forge a strong relationship with the USFS regarding this area. Be transparent with ideas and recognize that monetary partnership and formal agreements may be necessary to reach goals.
- 2) Assess each non-system trail in this area for prioritization and need for maintenance or re-routing, or closure with restoration.
- 3) Collaborate with Colorado Parks and Wildlife and the USFS in planning for this area due to wildlife habitat and logging permits that currently exist, especially on Ophir Mountain. When maintaining or building new trails, mitigate wetland impacts and look for restoration opportunities.
- 4) Create a trail network that has options for short and long loops of all difficulty levels, relieving pressure from popular trails, with more attainable climbing grades for access from Frisco.
- 5) Work with the visitor's center to market key trails such as Mt. Royal, Rainbow Lake and Peaks trail and focus on signage for those "signature trails" while leaving other trails with less signage for a more backcountry experience.

## Policy Recommendations

**12**

**Recommendation 12: Partner with the USFS to maintain and possibly re-route existing heavily used trails such as Pinchot, the Peaks Trail, Gold Hill, Mason Town, and Robert Foote. This could be done through a Special Use Permit, funding for trail staff, or other means.**



## Existing Non-System Trails

- C** Trail C: Provides a connection between the Pinchot Trail and other Ophir Mountain trails to Frisco and the trails above St. Anthony's Medical Center. As the trail drops toward Frisco it gets steep in places and should be sustainably re-routed here.
- D** Trail D: Connects trail C with trail E so that users have options for ascending and descending the north side of Ophir Mountain. C and E could become one-way trails, with D providing a connection to link them.
- E** Trail E: This steep singletrack trail, if re-routed, could provide an alternative route to the Ophir Mountain area, dispersing use.
- F** Trail F: This trail provides a fun recreational experience providing loops within the Ophir Mountain area.
- G** Trail G: This trail could be adopted as a one-way descent from the summit of Gold Hill for looping opportunities in Frisco's Backyard.
- H** Trail H: This spur connects more significant trails for looping opportunities.
- I** Trail I: Like H, this trail provides a traversing route to access the Gold Hill area.
- L** Trail L: Connects Miner's Creek Road to M, avoiding a steep, rocky section of trail and creating an alternative to the heavily used Peaks trail. This trail is part of a long-distance loop from Frisco.
- M** Trail M: Like L, this trail creates a long distance loop, provides an alternative route and looping opportunity to Peaks trail or Miner's Creek Road.

## Existing Non-System Trails

**N**

Trails N, O, P, Q, R, S, T: A series of short trails that connect to provide short recreational singletrack loops close to Frisco.



**T**

**U**

Trail U: A trail that connects the Masontown trail to the loop system south of Rainbow Lake.

**V**

Trail V: Part of the series of short trails that connect to provide short loops close to Frisco.

**W**

Trail W: Working with U, the trail connections the Masontown trail to the nearby loop system.

**X**

Trail X: This trail provides a moderate grade route connecting the Mt. Royal trail with trail U and the nearby loop system.

**Y**

Trail Y: A short trail that creates an alternative route for a steep section of the Mt. Royal trail.

**Z**

Trail Z: A short trail that connects Miner's Creek Road to the Rec Path.



## New Trails

14

Trail 14: A new soft-surface connection between Summit County High School and the Ophir Mountain area.

15

Trail 15: A new soft-surface connection between Frisco and Gold Hill, providing a more attainable climbing route into the Ophir Mountain area.

16

Trail 16: Provide access between the Lake View Meadows neighborhood and existing trails. An easement across private property at the end of Lake View Circle would need to be obtained to secure public neighborhood access to NFS lands here.

17

Trail 17: Provide access between the Highland Meadows neighborhood and existing trails. Private property easements would need to be obtained to secure neighborhood access to NFS lands here.

## Wayfinding and Trailhead Recommendations

7

Recommendation 7: Both Lower and Upper Miner's Creek Trailheads are very important portals since there are not very many trailheads on the south side of Frisco. They are extremely popular in both summer and winter, and consistent plowing and improved signage is recommended. It is important that a good size trailhead is maintained in the area or at a minimum, access maintained to the upper trailhead. As the popularity of this trailhead increases in use, consideration of providing better higher level trailhead management should be explored and implemented as need arises including: portable toilets, surface maintenance, signage/ maps, and measures taken to minimize impacts to adjacent residential areas.

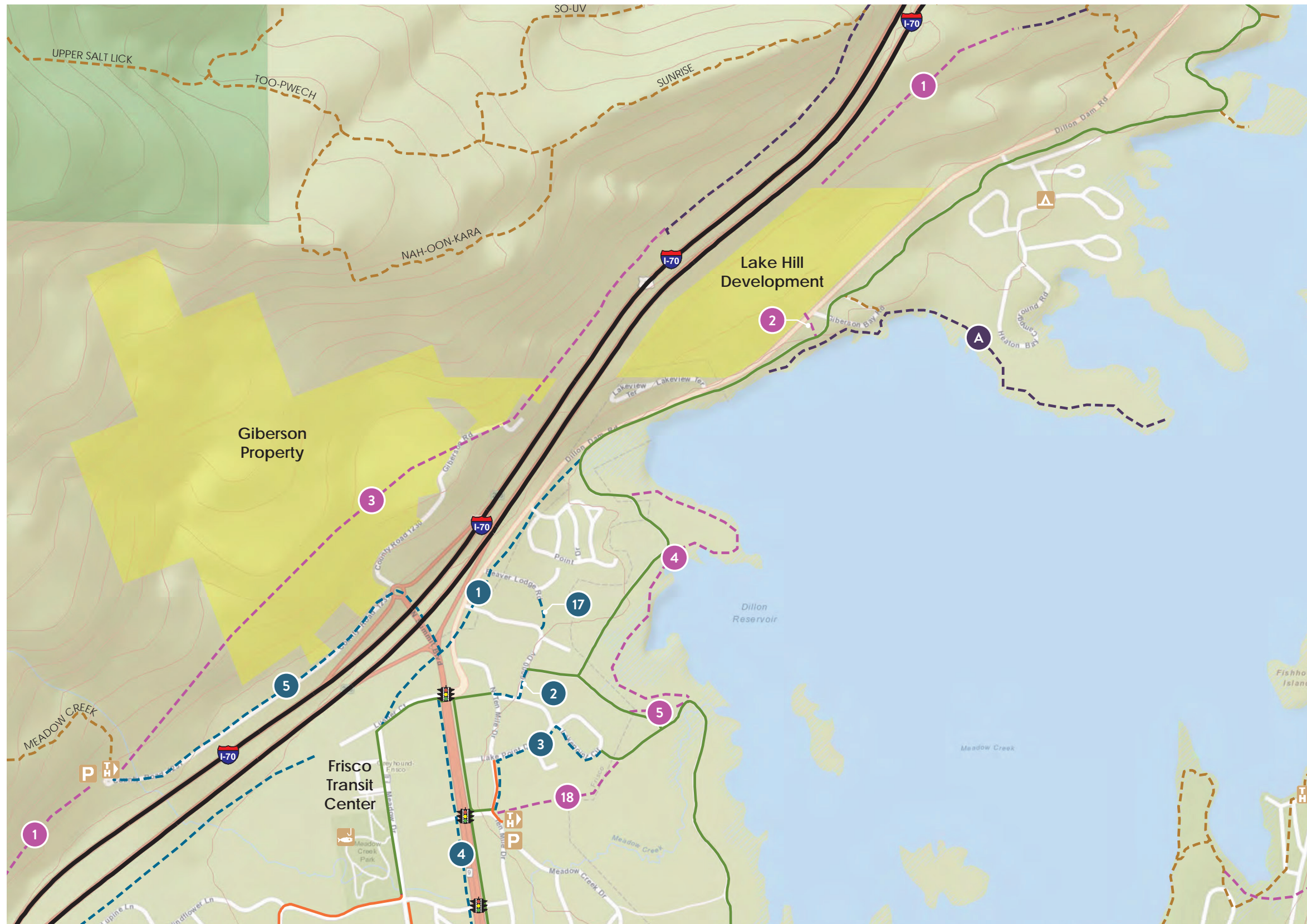




## Frisco’s Backyard Existing Non-System Trails Prioritization Matrix

Trail Label	Adopt	Needs Maintenance	Needs Re-routing for Sustainability	Option to Abandon	Community Priority (1 is low, 3 is high)
C	X		X		1
D	X				1
E	X	X	X		1
F	X				2
G	X		X		2
H	X				1
I	X				1
L	X				3
M	X				3
N	X				3
O	X				3
P	X	X			3
Q	X		X	X	1
R	X			X	1
S	X			X	1
T	X				2
U	X	X	X		2
V	X	X	X		2
W	X				2
X	X			X	2
Y	X	X			2
Z	X	X			2





# Town of Frisco Trails Master Plan Planning Area 1

### Legend

**Existing Trails**

- Existing USFS System Trails
- Existing Non-System Trails

**Bike Facilities**

- Bike Lane
- Recreation Path (Paved)

**Proposed Trails**

- Proposed Trails
- Proposed Connectivity Changes

**Points of Interest**

- Trailheads
- Parking
- Fishing
- Campground

North

0 0.1 0.2 0.4 0.6 0.8 Miles

Consultants:

**SE GROUP**

**FEHR & PEERS**

**MARY HART DESIGN**  
LAND PLANNING • LANDSCAPE ARCHITECTURE

Partners:

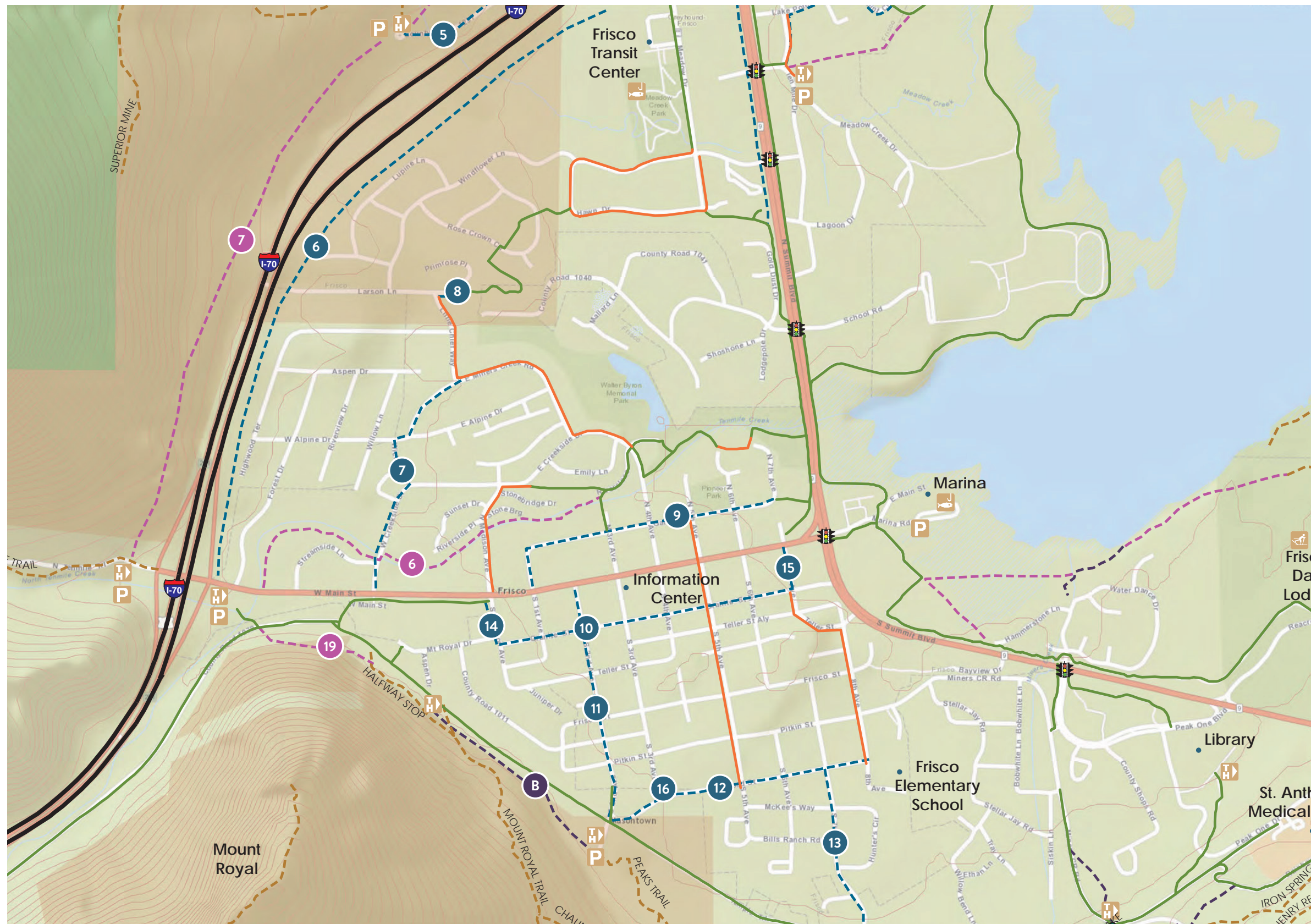
**TOWN OF FRISCO**  
COLORADO

**SUMMIT COUNTY**  
Open Space & Trails

**GOCO**  
GREAT OUTDOORS COLORADO

**UAS**  
UNIVERSITY OF ARIZONA SYSTEMS





# Town of Frisco Trails Master Plan Planning Area 2

### Legend

**Existing Trails**

- Existing USFS System Trails
- Existing Non-System Trails
- Decommissioned Trails

**Bike Facilities**

- Bike Lane
- Recreation Path (Paved)

**Proposed Trails**

- Proposed Trails
- Proposed Connectivity Changes

**Special Management Area**

- Elk Habitat

**Points of Interest**

- Trailheads
- Parking
- Fishing
- Campground

North

0 0.1 0.2 0.4 0.6 0.8 Miles

Consultants:

**SE GROUP**  
FEHR & PEERS

**MARY HART DESIGN**  
LAND PLANNING & LANDSCAPE ARCHITECTURE

Partners:

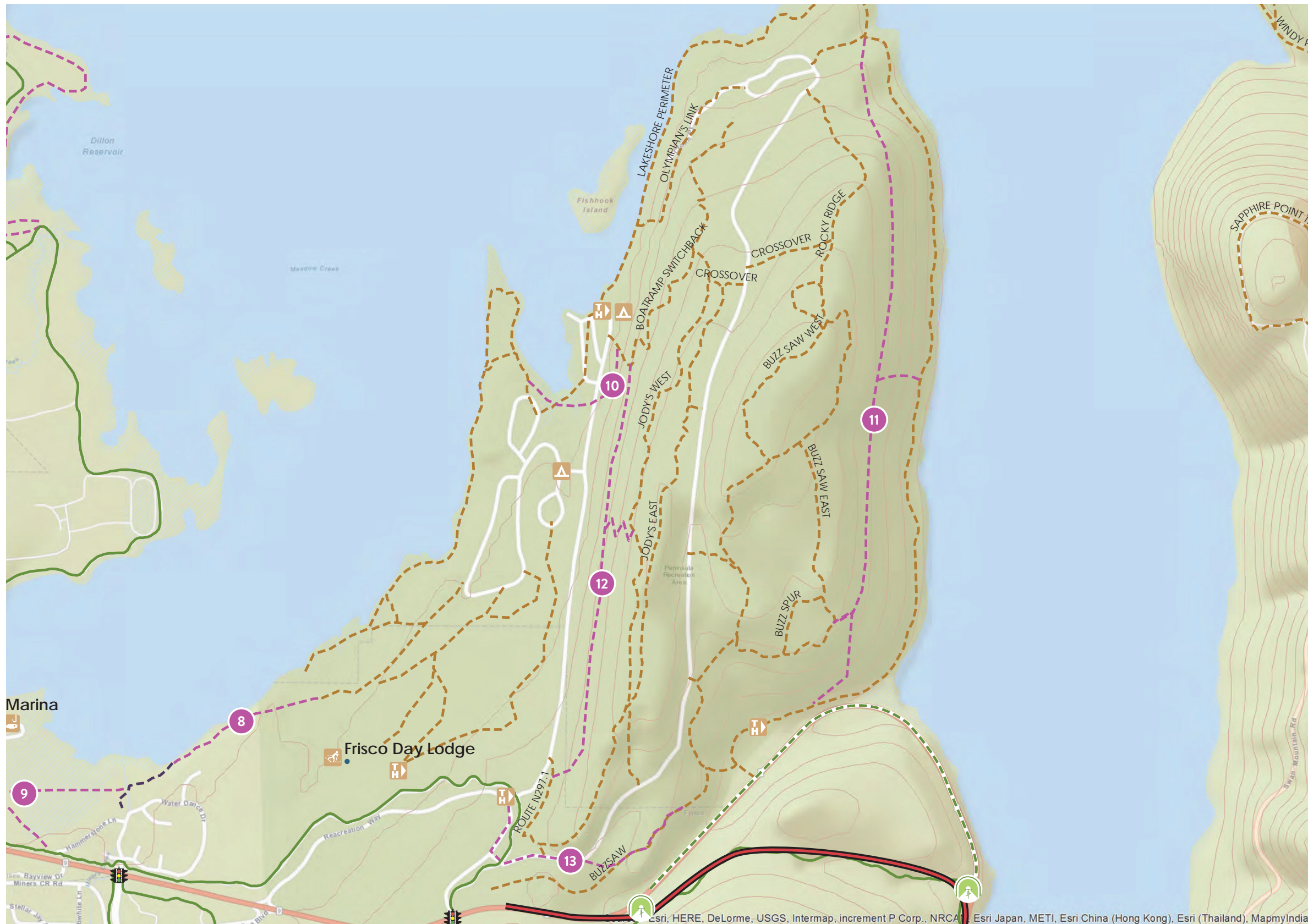
**TOWN OF FRISCO**  
COLORADO

**SUMMIT COUNTY**  
Open Space & Trails

**GOCO**  
GREAT OUTDOORS COLORADO

**UAS**  
UNIVERSITY OF ARIZONA SYSTEMS





# Town of Frisco Trails Master Plan Planning Area 3

### Legend

**Existing Trails**

- Existing USFS System Trails
- Existing Non-System Trails

**Bike Facilities**

- Bike Lane
- Recreation Path (Paved)
- Realigned Recreation Path (Paved)
- New Road Alignment

**Proposed Trails**

- Proposed Trails
- Proposed Connectivity Changes

**Points of Interest**

- Trailheads
- Parking
- Fishing
- Campground
- Bikeway Underpass

North 0 0.1 0.2 0.4 0.6 0.8 Miles

Consultants:

**SE GROUP**  
**FEHR PEERS**

Partners:

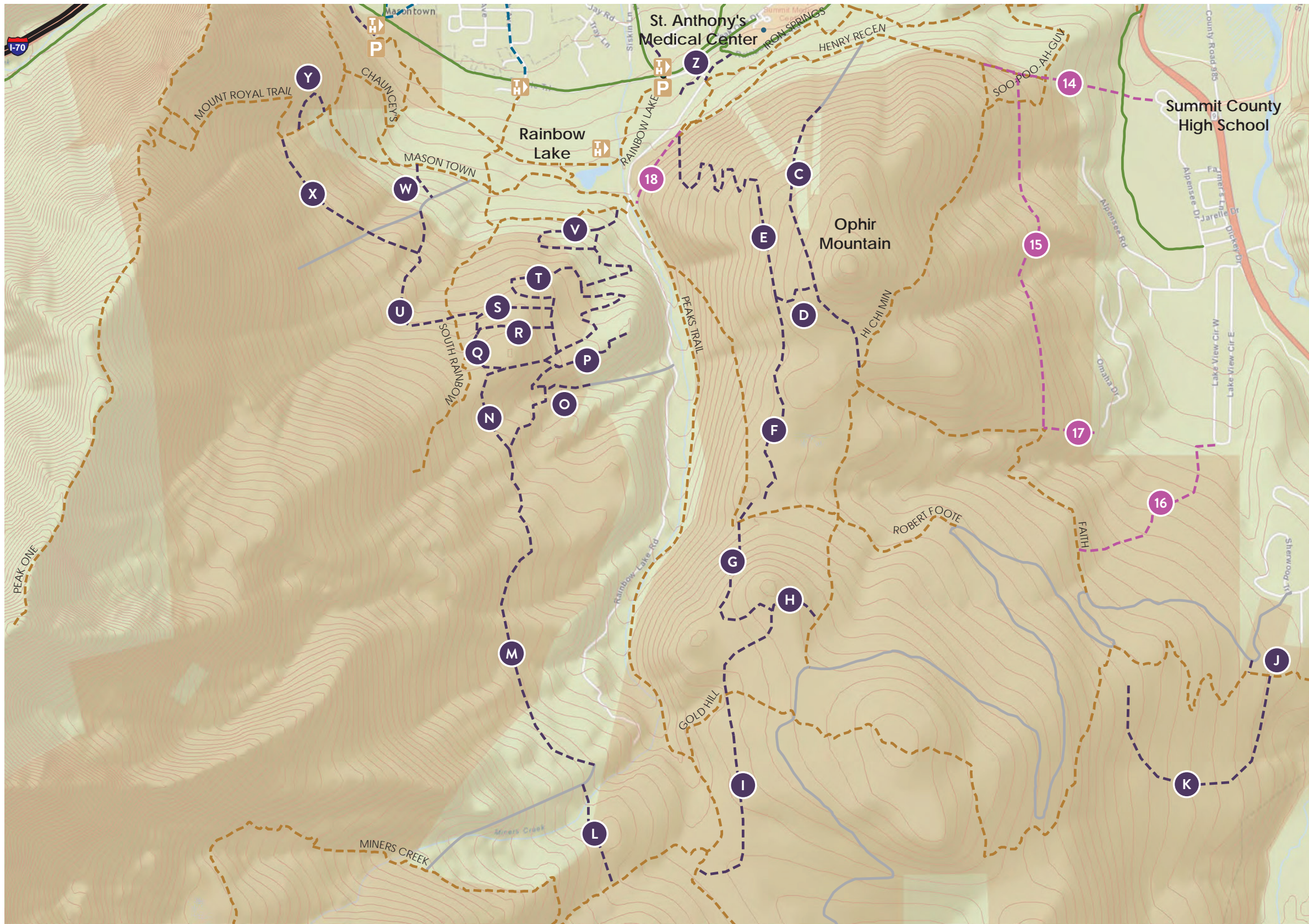
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**SUMMIT COUNTY**  
Open Space & Trails

**GOCO**  
GREAT OUTDOORS COLORADO

**UAS**  
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# Town of Frisco Trails Master Plan Planning Area 4

### Legend

**Existing Trails**

- Existing USFS System Trails
- Existing Non-System Trails
- Decommissioned Trails

**Bike Facilities**

- Bike Lane
- Recreation Path (Paved)

**Proposed Trails**

- Proposed Trails
- Proposed Connectivity Changes

**Special Management Area**

- Elk Habitat

**Points of Interest**

- Trailheads
- Parking
- Fishing
- Campground

North

0 0.2 0.4 0.6 0.8 1 1.2 Miles

Consultants:

**SE GROUP**  
**FEHR & PEERS**

**MARY HART DESIGN**  
LAND PLANNING & LANDSCAPE ARCHITECTURE

Partners:

**TOWN OF FRISCO**  
COLORADO

**SUMMIT COUNTY**  
Open Space & Trails

**GOCO**  
GREAT OUTDOORS COLORADO

**U.S. FOREST SERVICE**  
NATIONAL SYSTEM OF PUBLIC LANDS





# Chapter 7. IMPLEMENTATION





## GETTING IT DONE

Implementation is where the recommendations in this Master Plan can come to life! The implementation chapter weaves together all the work generated during the Frisco Trails Master Plan process into a prioritized set of recommendations, implementation strategies for completing projects, and a list of potential funding sources and grant opportunities. The money to build these projects must come from somewhere - this chapter addresses ways the Town of Frisco can raise money or dedicate existing money to trail and connectivity projects.

### IMPLEMENTATION STRATEGIES

Several strategies were identified as ways to partner and raise money for trail and connectivity projects in the future.

#### Partnering with the United States Forest Service

Frisco recognizes that many trails in the area are on NFS lands. Therefore, this planning process explored options to work towards legitimizing and maintaining these trails on NFS lands.

- Work with the USFS to identify a process for Frisco to “adopt” appropriate trails, perhaps based on models currently working in nearby communities.
- Engage in the USFS’s environmental review process with Town support. Consider exploring Categorical Exclusions as a streamlined approach for improvements to existing trails or adoption of non-system trails (see sidebar).
- Execute an appropriate vehicle with the USFS authorizing the Town of Frisco to provide ongoing trail support and maintenance, allowing these trails to continue to exist as a community amenity with their management taken off of the Forest Service plate.
- Work jointly on funding, scoping and analysis to authorize trails into the system.
- Understand that some trails may need to be closed permanently either for wildlife reasons or if they are unsustainable.
- Explore using Special Use Permits (SUPs) for joint maintenance and management of popular trails and trailheads on NFS lands.

#### Development Impact Fees and Standards

An impact fee is an assessment on development used to pay for its proportionate share of future impacts to public facilities. Some communities assign a standard dollar figure to the public sites, some use a park, trails and open space development impact fee, some give the developer an opportunity to arrive at a fee value based on projected impact, while others allow for the dedication of parkland, or fee-in-lieu, in place of the impact fee. A full spectrum of leisure services which contain costs for recreation centers, trails and open space, in addition to parks, has been included in some communities’ development impact fees.



## Staffing for Trails

Managing the implementation of the projects in this plan could require one or more staff positions within the Town of Frisco. A dedicated staff could work with partner groups, apply for grants, garner community support and engagement as well as manage trail projects.

## Sales or Hospitality Tax

Many communities in Colorado raise funds for open space and trails through a dedicated sales or hospitality tax. These taxes create a dedicated funding stream for staff, property acquisition, as well as building and maintaining trails. A voter approved process would be used to implement a new tax in the community

## User Fees

User fees for non-residents or visitors could be a potential funding source for future projects. USFS trailheads would not be under Town of Frisco's jurisdiction to enact user fees. A "softer" approach could be to place donation boxes at trailheads for voluntary support.

**The following actions can all help build community support for trail projects before, during and after its completion: (List adapted from the Rails to Trails Conservancy)**

### Create a "Friends-of-the-Trail" Group

Friends groups have been the driving force behind countless successful trails projects, particularly those projects that have encountered obstacles or opposition and needed steadfast advocates. When you have compiled a master list of potentially interested organizations and individuals, you are ready to hold an organizing meeting. This meeting will help identify the core group of strong supporters who are willing to participate in a friends group. Afterward, you can meet with these core supporters to discuss formalizing the group's organization and purpose. Frisco is fortunate to have the Friends of the Dillon Ranger District, a friends group for the local NFS lands. The Summit Fat Tire Society is also an active volunteer group focusing on bike trails. A Friends Group may be able to supplement and support the work of Trails Staff. On the other hand, activities of other Friends Groups may be ones that are appropriate for the Trails Committee to take on without the need for developing a separate group. In summary, Friends Groups have had strong roles in supporting and driving trail projects in other communities and additional research will help determine if a Friends Group or additional "Friends Group activities" may be beneficial for the Town of Frisco.

### Organize a Trail Event

Get people out on the trail, and get them excited about the vision of what it will become. If it's already built, remind them of how great it is. Organizing events for National Trails Day, National Park Rx Day and National Get Outdoors Day are all great opportunities to take advantage of existing national event media and enthusiasm.

### Work the Media

Build awareness and project energy through the press. Get supporters and trail advocates to write editorials and letters to the editor of local newspapers that support trail creation or maintenance projects and help the community envision the benefits. In addition, press releases are still a common form for relaying project information and communicating successes.



## Identify a High-Profile Champion

Getting support from elected officials and community leaders add legitimacy and visibility to the projects. It is important to keep these folks aware of your projects and successes and invite them to ribbon-cuttings and stewardship activities.

## Create a Website

It's helpful to have all the information about your trail project in one place where the maximum number of people can access it and get updates on project progress (including contact info for trail representatives). This includes posting project information to social media and sending invites to stewardship events.

## Utilize Trail Building Organizations and Volunteer Project Coordinators

Another way to build support is to utilize trail and environmental stewardship groups for projects. These groups give projects visibility and can engage the community in building the project and caring for the land. VOC: Volunteers for Outdoor Colorado (VOC) is a nationally recognized statewide nonprofit dedicated to motivating and enabling people to become active stewards of Colorado's natural resources. To accomplish our mission, VOC collaborates with conservation and land agencies and relies on thousands of people annually to provide a volunteer workforce for our outdoor stewardship projects. These projects take place across Colorado – from city parks and open spaces, to grasslands and foothills, to alpine meadows and peaks. <http://www.voc.org/about-us>. Wildlands Restoration Volunteers is a non-profit organization that provides an opportunity for people to come together, learn about their natural environment, and take direct action to restore and care for the land. <http://www.wlrv.org/>

**The following are grant and partnership opportunities for funding trail and connectivity projects.**

### FHWA Recreational Trails Program

The RTP provides funds to the States to support a wide variety of trail activities and related facilities, as well as environmental education and safety programs. The program is administered by the State Trails Program. [http://www.fhwa.dot.gov/environment/recreational\\_trails/index.cfm](http://www.fhwa.dot.gov/environment/recreational_trails/index.cfm)

### Federal Lands Access Program (FLAP)

Applicants may be state, county, tribal, or city government that owns or maintains the transportation facility. Project must be located on, adjacent to, or provide direct access to federal lands. <http://flh.fhwa.dot.gov/programs/flap/>

### Land and Water Conservation Fund State and Local Assistance Program

The LWCF state assistance program provides matching grants to help states and local communities protect parks and recreation resources. LWCF funding has benefited nearly every county in America, supporting over 41,000 projects. From building hiking and biking trails, to improving community parks, playgrounds and ballfields, this 50:50 matching program is the primary federal investment tool to ensure that families have easy access to public, open spaces. <http://www.grants.gov/web/grants/search-grants.html>



## American Rivers Connecting Communities to Rivers Grant Program

Intermountain West Beginning on October 27, 2015, American Rivers began accepting proposals for the new Connecting Communities to Rivers Grant Program, which will provide financial support for projects that connect communities in the Intermountain West to their rivers by improving family-friendly recreational opportunities and protecting rivers and surrounding lands. Grants ranging from \$5,000 to \$25,000 will be awarded to action-oriented projects that connect people to their rivers through recreation; establish a strong sense of river and land stewardship; and have clear and identifiable community, recreation, conservation and economic benefits. For more information and to access the grant application form, please visit [BlueTrailsGuide.org/Grants](http://BlueTrailsGuide.org/Grants).



## PROJECT PRIORITIZATION

This matrix ranks each project in Chapter 6 (Recommendations) based on its safety value, access value (either connectivity or recreational access) as well as its community priority as heard through the community engagement process. A cost estimate of low, medium, or high is also provided. The intention of this matrix is that Town Staff can use it as a guide to implement “low hanging fruit” projects in the short term and to start finding political support and funding for longer term more visionary projects.

For Project Types, E = Existing non-system trails; T = New Trails; C = New Connections

Planning Area	Project	Project Type	Cost	Safety Value	Access Value	Community Priority	Score
1	A	E	\$\$	1	2	1	4
1	1	T	\$\$	1	1	1	3
1	2	T	\$\$\$	2	2	2	6
1	3	T	\$\$\$	1	3	3	7
1	4	T	\$\$	1	2	3	6
1	5	T	\$	2	1	1	4
1	18	T	\$\$	1	2	2	5
1	1	C	\$\$\$	3	3	3	9
1	2	C	\$	1	2	2	5
1	3	C	\$	2	2	2	6
1	4	C	\$\$	3	3	3	9
1	5	C	\$\$	3	3	3	9
1	17	C	\$\$	2	3	2	7
2	B	E	\$\$	1	2	2	5
2	6	T	\$\$	1	3	2	6
2	7	T	\$\$\$	2	3	3	8
2	19	T	\$\$	1	2	2	5
2	6	C	\$\$\$	3	3	3	9
2	7	C	\$\$	2	3	2	7
2	8	C	\$	1	1	1	3
2	9	C	\$	2	2	2	6
2	10	C	\$\$	2	2	2	6
2	11	C	\$	2	2	3	7
2	12	C	\$\$	3	3	3	9
2	13	C	\$	2	2	2	6
2	14	C	\$	2	2	2	6
2	15	C	\$	1	1	2	4
2	16	C	\$	1	2	2	5





Planning Area	Project	Project Type	Cost	Safety Value	Access Value	Community Priority	Score
3	8	T	\$\$	2	2	3	7
3	9	T	\$\$	2	2	3	7
3	10	T	\$	1	1	1	3
3	11	T	\$\$	1	1	1	3
3	12	T	\$\$	1	1	1	3
3	13	T	\$\$	2	2	3	7
4	14	T	\$\$	1	2	2	5
4	15	T	\$\$	1	2	3	6
4	16	T	\$\$	1	2	2	5
4	17	T	\$\$	1	2	1	4
4	C	E	\$\$	1	2	1	4
4	D	E	\$\$	1	2	1	4
4	E	E	\$\$	1	2	1	4
4	F	E	\$\$	1	2	2	5
4	G	E	\$\$	1	2	2	5
4	H	E	\$\$	1	2	1	4
4	I	E	\$\$	1	2	1	4
4	L	E	\$\$	1	2	3	6
4	M	E	\$\$	1	2	3	6
4	N	E	\$\$	1	2	3	6
4	O	E	\$\$	1	2	3	6
4	P	E	\$\$	1	2	3	6
4	Q	E	\$\$	1	2	1	4
4	R	E	\$\$	1	2	1	4
4	S	E	\$\$	1	2	1	4
4	T	E	\$\$	1	2	2	5
4	U	E	\$\$	1	2	2	5
4	V	E	\$\$	1	2	2	5
4	W	E	\$\$	1	2	2	5
4	X	E	\$\$	1	2	2	5
4	Y	E	\$\$	1	2	2	5
4	Z	E	\$\$	1	2	2	5







MEMORANDUM

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P.O. Box 4100 ♦ FRISCO, COLORADO 80443

**TO: MAYOR AND TOWN COUNCIL**  
**FROM: RANDY READY, TOWN MANAGER**  
**RE: TOWN MANAGER REPORT**  
**DATE: FEBRUARY 14, 2017**

**Work Session Agenda Items:**

- **Housing Update.** Staff will present an updated annual revenue projection for the new 5a Housing Funds, along with a summary of the 2016 Workforce Housing Demand for the Ten Mile Basin, and a request for direction on the allocation of the Galena Housing project units that are currently being designed. Staff will also present an overview of a prospective 100% Rental, 100% AMI project on the Watermarke Condo development site for Council consideration.
- **518 Main Street/Staley-Rouse House Discussion.** This is an opportunity at the work session for council members to informally discuss and ask questions about provisions in the new ordinance and the proposed revised Purchase and Sale Agreement for the Staley-Rouse house prior to first reading at the Regular Meeting.
- **Trails Master Plan Update.** Recreation Department staff will review highlights of the current draft Trails Master Plan and will request Council direction about proceeding to finalize the Plan before returning to Council at an upcoming Regular Meeting.

**New Business:** Ordinance 17-02 would repeal Ordinance 16-05 that went into effect on January 2, 2017 setting terms and conditions for the Purchase and Sale Agreement of the Staley-Rouse house. The new ordinance would approve new revised terms in the Agreement to keep the house on the development site facing Main Street with a covenant for historic preservation.

**Old Business:** Second Reading of Ordinance 17-01. Approval of this ordinance would adopt regulations related to the licensing of solid waste haulers, and would designate the Summit County Resource Allocation Park as the exclusive disposal site for all solid waste collected within the Town.

**Other Items:**

- There will be a public meeting called a *Peninsula Recreation Area Community Conversation* at the Frisco Day Lodge on Thursday, February 23 at 5:30. Staff will widely advertise and publicly notice this meeting in anticipation that there may be three or more Council members interested in attending.
- The joint work session with the BOCC on the Lake Hill Master Plan has been rescheduled for March 28, in order for the revised Water Availability Study to be completed and reviewed first.
- Other pending work session items to be scheduled that staff is aware of include the Unified Code Update, the Peninsula Recreation Area Master Plan, Housing, and the Community Plan Update.





MEMORANDUM

P.O. Box 4100 ♦ FRISCO, COLORADO 80443

**TO: MAYOR AND TOWN COUNCIL**  
**FROM: VANESSA AGEE, MARKETING AND COMMUNICATIONS DIRECTOR**  
**RE: MARKETING AND SPECIAL EVENTS DEPARTMENT**  
**DATE: FEBRUARY 14, 2017**

**Public Relations:** The Frisco Adventure Park was featured on Channel 7 in a story about the Adventure Park's free beacon training park, which is set up by Summit County Search and Rescue - <http://denver.cbslocal.com/2017/01/17/use-avalanche-beacon-training-park-for-free/>.

Frisco was featured on the blog, Go World Travel, as a result of hosting writer Claudia Carbone. Go World Travel is dedicated to providing top-quality writing on travel destinations worldwide, with an emphasis on international travel. The site gets 66,960 unique monthly visitors. <http://www.goworldtravel.com/frisco-inn-galena-colorado-boutique-hotel-european-flair/>

As a result of hosting writer, Julie Bielenberg, Frisco received coverage on the Mile High Mamas blog. Mile High Mamas serves as an entertaining community resource for Denver-area moms. The website gets 82,620 unique monthly visitors. <http://www.milehighmamas.com/blog/2017/01/13/where-to-pull-off-i-70-when-youre-stuck-in-traffic/>

Denver Life did a story on Frisco Gold Rush on their online platform. Denver Life Online is written for the affluent and educated residents of Denver and highlights find dining, fashion, visual and performing arts, home design resources, sporting events, travel, outdoor recreation, philanthropy and family. The publication sees 6,282 visitors monthly. <http://denverlifemagazine.com/2017/02/47th-annual-frisco-gold-rush/>

Channel 9 did live and recorded coverage of the skijoring clinics offered by Louisa Morrissey at the Frisco Nordic Center. The coverage is very entertaining and even includes a skijoring cat in Norway- <http://www.9news.com/news/local/man-and-best-friend-bond-with-skijoring/396693808>.

**Special Events:** Spontaneous Combustion saw record attendance and a new partner with Outer Range Brewing serving up their beer in benefit to the Summit Nordic Ski Club. The inaugural Frisco Freeze fat bike race also held their awards ceremony at Spontaneous.

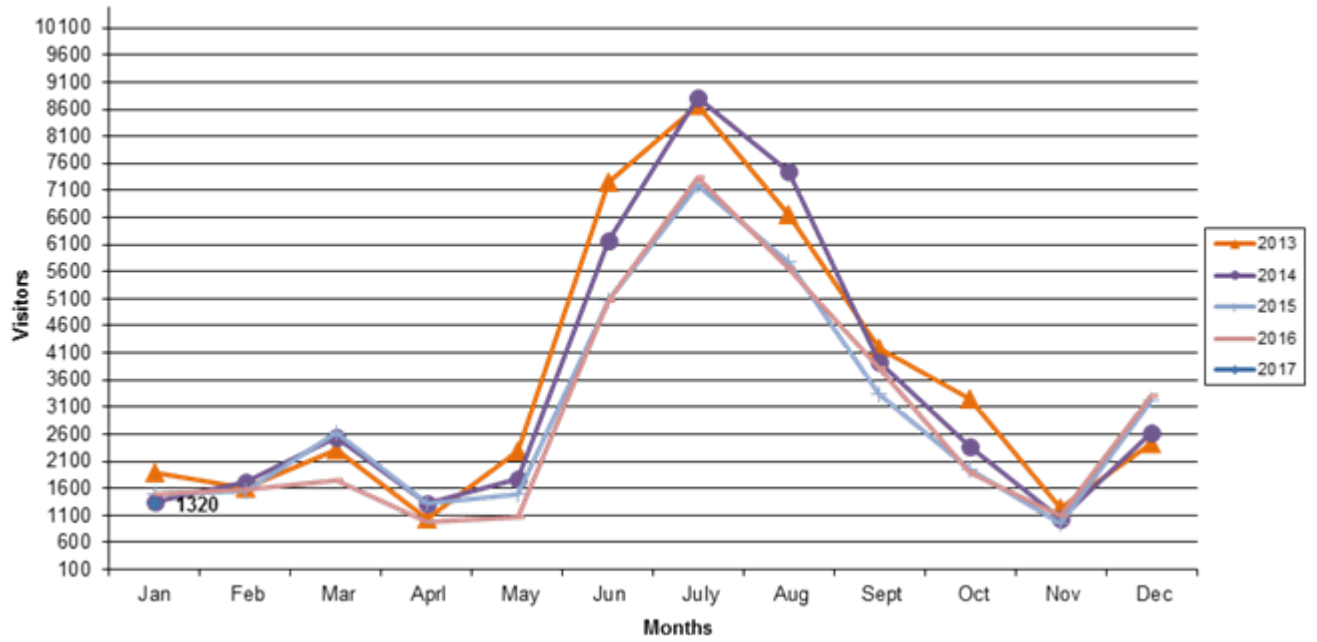


**Frisco/Copper Visitor Information Center:** Visitor numbers for January 2017:

- The Information Center saw 1,320 visitors in January 2017 (1,487 in January 2016). For comparison's sake- December 2016 saw 3,299 visitors with Wassail Days celebrations and strong December snow.
- The Information Center answered 354 phone calls in January 2017 (323 in January 2016).
- Public computer use- 28 in January 2017 (40 in January 2016)
- Summary- Walk-in visitors were slightly below January 2016, which may have been a result of the numerous I70 closures experienced this month. There was an increase in phone calls in January over December, with the Information Center staff making many tubing reservations each day. Outdoor activities and the Adventure Park once again had the highest percentage of referrals, but this month also saw a slight increase in the percent of visitors inquiring about Frisco retail and restaurants compared to previous years' winter months.
- Information staff members Tasha, Steele, Emily and Becky attended the Dillon Ranger District "Ski with a Ranger" guided tour on Copper Mountain to familiarize themselves with the tours.
- Guestbook comments: "Informative, Happy" "Todo es hermoso! Helpful, Thanks!" "The Bomb!!"

☐ " Really F

### Walk in Visitors 2013-2017







# FRISCO

HISTORIC PARK & MUSEUM

# 2016

# ANNUAL

# REPORT

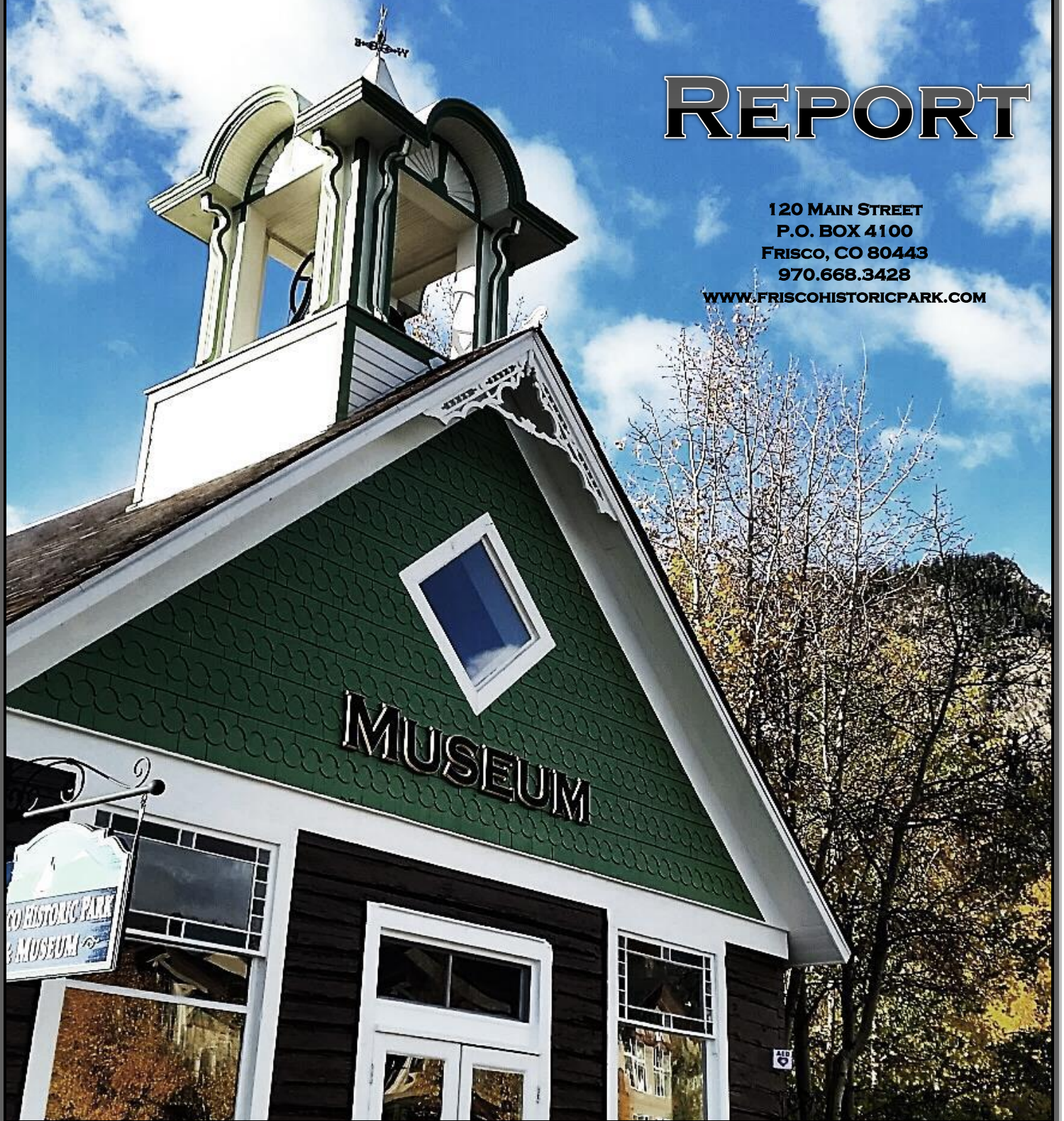
120 MAIN STREET

P.O. BOX 4100

FRISCO, CO 80443

970.668.3428

[WWW.FRISCOHISTORICPARK.COM](http://WWW.FRISCOHISTORICPARK.COM)





# WELCOME

## MISSION

The Frisco Historic Park & Museum preserves and promotes the Town of Frisco's heritage and history by presenting an excellent educational museum experience to the community and its visitors, connecting the past, present and future to the world around us.



## CURRENT STRATEGIC GOALS

- Achieve Museum Accreditation
- Follow the Collections Management Plan
- Provide Excellent Museum Services
- Promote Museum and Frisco's Heritage

*"Life is about great experiences and the Frisco Historic Park & Museum provides that!"*

– Museum Visitor

*"Our friend recommended that we visit this museum. It was so much more interesting and informative than we had ever imagined!"*

– Museum Visitor





# ACCOMPLISHMENTS

**IN 2016, THE MUSEUM WAS ACCEPTED INTO THE AMERICAN ALLIANCE OF MUSEUM'S (AAM)** rigorous accreditation self-study and review program. Upon completion of the upcoming peer review phase over the next years, the museum will be considered for accreditation, joining a tier of national museums recognized for their excellence in the industry.

The museum's diverse staff thrive as a highly professional and efficient team. We experienced another very productive and effective year. Staff maintained excellent museum operations, expanded and facilitated programs, and upheld the museum's mission for the community. On a daily basis, guests express appreciation for an outstanding and memorable museum experience and for the Town's exceptional leadership and support of heritage tourism.

The museum served 31,405 people in 2016; of which 4,195 people participated in museum programs and events, and 520 guests participated in heritage tours. Since 2010, museum attendance averages 33,000 visitors annually.

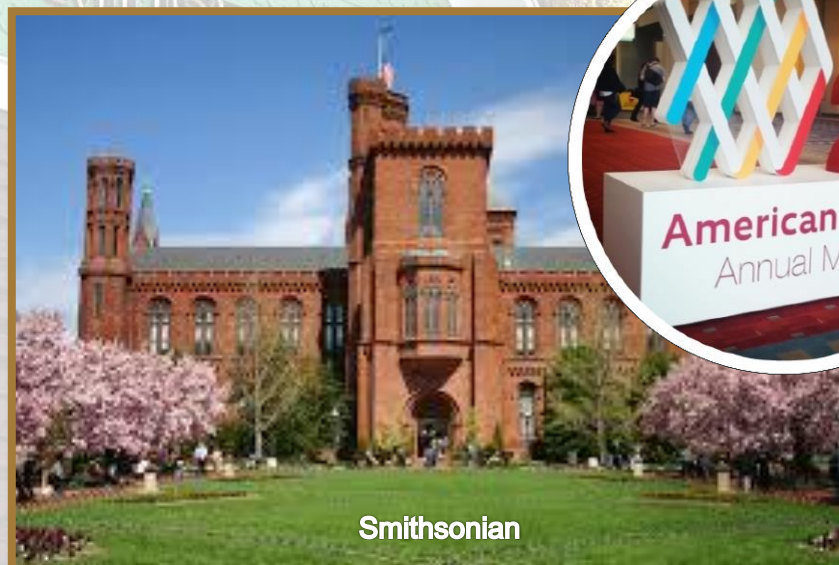
Additional projects include ongoing work in collections requiring detailed accessioning, inventory, audits and data reconciliation. Staff completed several exhibit projects, remodeled the guest services work space, rebranded the Night at the Museum series promotional materials and expanded educational programming and tours. Furthermore the museum collaborated with two local historians to produce a local history book entitled, *Summit County's Narrow-Gauge Railroads*.

Reflecting upon a visit to our nation's capital last May to attend the American Alliance of Museum's Annual Conference and appreciate firsthand where American Museums were established, I am very proud of the professional and dedicated Museum team serving this community as the ambassadors to Frisco's history. As we enter into the final accreditation review phase and a new master planning process in 2017 and 2018, I am eager to collaborate with the community on exciting expansion opportunities. Overall, I look forward to executing another tremendously successful year in providing outstanding Museum services to our visitors and the Frisco community!

Sincerely,

*Simone K. Belz*

Museum Manager  
Town of Frisco  
Historic Park & Museum

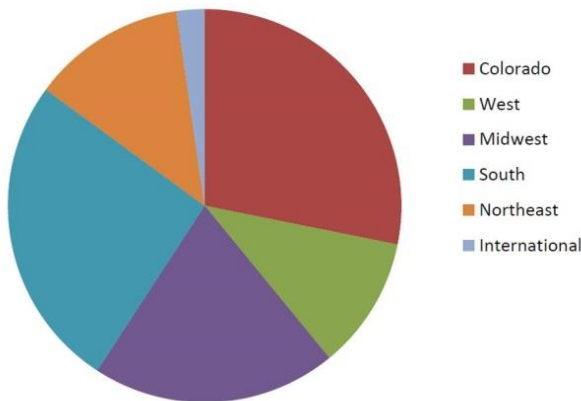




# VISITORS

*"There are approximately 850 million visits each year to American Museums, more than the attendance for all major league sporting events and theme parks combined." – AAM*

2016 Survey Monkey Percentage of Response by Region



## **IN 2016, MORE THAN 31,000 PEOPLE VISITED THE MUSEUM.**

Using the Survey Monkey instrument to capture visitor feedback, the following is a sample of the data collected: 28% of visitors are from Colorado, 20% from the Midwest, 15% from the Southwest, and 2% were international visitors. 69% of museum guests are age 51 and up and 62% of total visitors spend one hour at the museum. The majority of visitors continue to indicate that they were either vacationing or visiting Frisco, with 23% of respondents stating they had specifically planned a visit to the museum. 43% of visitors revealed they had or were planning to spend \$50.00-to-\$250.00 per day.

Additional survey results revealed that 10% used the Frisco Information Center to locate the Museum, with 67% of the guests discovering the Museum by walking or driving by.

Visitors rated the following museum services and experiences as excellent: staff, family friendliness, exhibits, signage, and facility maintenance and appearance. Visitors rated the museum tours, lectures and the Night at the Museum events as excellent with 99% of visitors recommending the museum to others.





# EDUCATION



**MORE THAN 4,100 PEOPLE PARTICIPATED IN 30 FREE PUBLIC PROGRAMS**, and 285 students (a 30% increase from 2015) participated in guided museum tours. 310 people (with peak months in June and August) used the cell phone audio tour offered as a self-guided heritage experience in Frisco, averaging 26 users a month.

The museum continues to pursue and cultivate partnerships with local organizations including the Breckenridge Heritage Alliance, Summit Historical Society, Summit County Library, Aspen Historical Society, Summit County Search and Rescue, Forest Service and various Frisco merchants. These collaborations provide free programs to the Frisco community including an educational lecture series, along with many other heritage and open house events. Additionally, the museum utilized over 25 core volunteers in 2016.

The popular Night at the Museum series observed a 5% increase in participation from 2015 and is comprised of the following four events:

- Night at the Museum (May - Preservation Month)
- Night at the Museum – Meet the Author (August)
- Nightmare at the Museum (October)
- Wassail Night at the Museum (December)

Consistent increases in program participation and successes over the years are attributed to an uptick in heritage tourism, effective marketing, museum staff creativity, program maturity, and popularity.

*“Very educational and entertaining.”*  
– Museum Visitor





# EDUCATION

**MORE THAN 31,000 PEOPLE WHO VISIT THE MUSEUM & HISTORIC PARK** engage and interact in immersive and educational environments and exhibits which convey the story of Frisco. Guests are indicating that their most memorable experiences are the interactive passport embossers, audio kiosks, train diorama, artifacts, lectures, and the buildings. The availability for guests to see, hear and do on multiple levels brings Frisco's history to life, making it relevant for everyone.

Staff continues to work on collections projects, including reconciling artifact inventory, collections records, incoming accessions, and modifying limited storage space. The dedicated Museum team is making great progress in implementing best practices in collections handling, digitization, preservation and risk management.

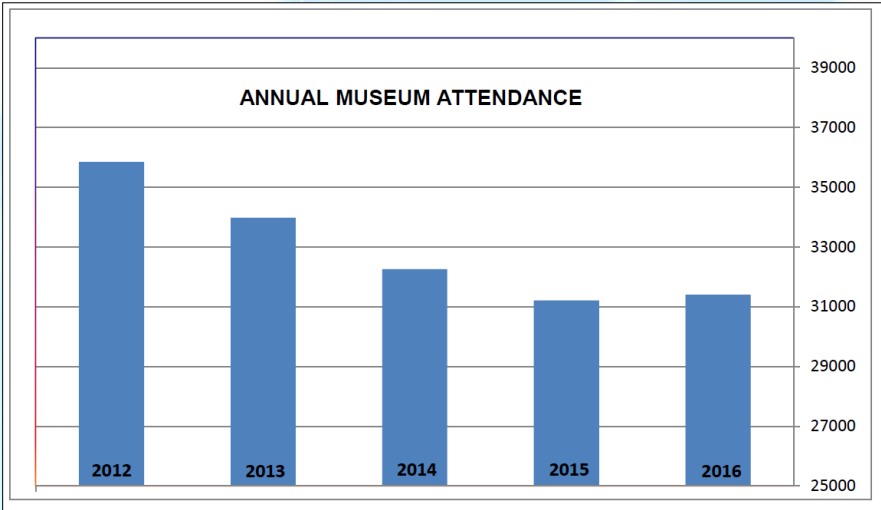
Future projects include working on collection and exhibit development, and essentially using the 2016 Museum Assessment Program recommendations to decisively steer the Museum forward over the next several years. Specifically we are developing a revised master plan with goals, objectives and benchmarks that align with our mission and AAM's Characteristics of Excellence.

Staff continue to take opportunities to participate in industry related professional development to help further educate and support the team. Three staff members will be attending the Colorado-Wyoming Association of Museums in Boulder, CO.

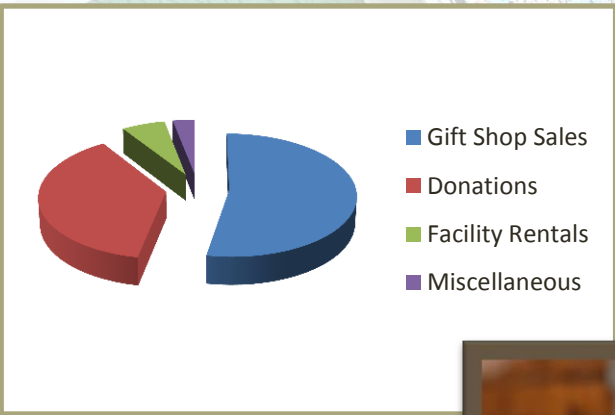


# FINANCIAL SUMMARY

**THE GENEROUS AND CONTINUED FINANCIAL SUPPORT FROM THE FRISCO COMMUNITY**, its leadership, visitors, volunteers and staff, collectively advance the Museum’s mission. This tremendously important support ensures the vitality of the Museum’s preservation and educational efforts now and in the future.



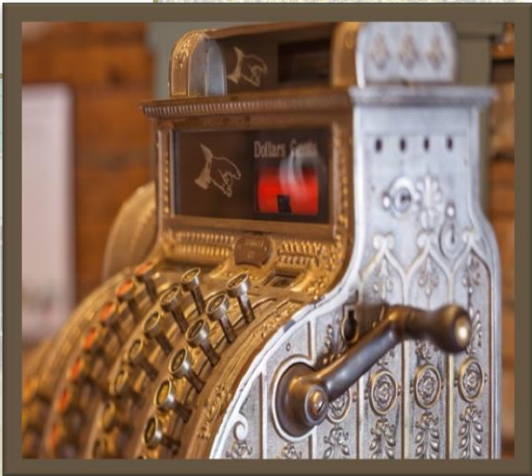
*“Museums can offer significant opportunities for innovation, economic growth and value in urban and regional planning...and in cultural tourism”.* – Network of European Museum Organizations



## Breakdown of 2016 Museum Revenues

Gift Shop Sales	\$10,100.00
Donations	\$ 7,214.00
Facility Rentals	\$ 1,165.00
Miscellaneous	\$ 586.00

**TOTAL FUND REVENUE \$19,065.00**





# WHY MUSEUMS MATTER

**THE MUSEUM IMPACTS OVER 35,000 VISITORS AND RESIDENTS ANNUALLY** and is vital for preserving and interpreting Frisco's unique history. The community and its visitors frequently express appreciation for the free museum experience and for the Town of Frisco's outstanding leadership and support in heritage tourism.

We matter to visitors looking for an immersive heritage experience highlighting their Colorado explorations. We matter to Town leadership as a heritage tourism amenity and marketing venue for generating additional Town revenue. We matter to the neighboring communities in Summit County and the Colorado Rural Mountain region who recognize us as a leader on how local municipality supports heritage and prioritizes historical preservation in our community.

As a thriving and proud Museum institution, we strive to essentially collect, preserve and convey the story of Frisco. We believe everyone's story matters, and in interpreting the story through historic and preserved structures, objects, and experiences, we make the Town of Frisco Historic Park & Museum profoundly matter every day.

## THANK YOU FOR MAKING US MATTER!

*"We've been to museums all over the country, but never been to a small town museum that was more historical than yours. We just couldn't believe how much was there.... You must be so proud of your town!"*

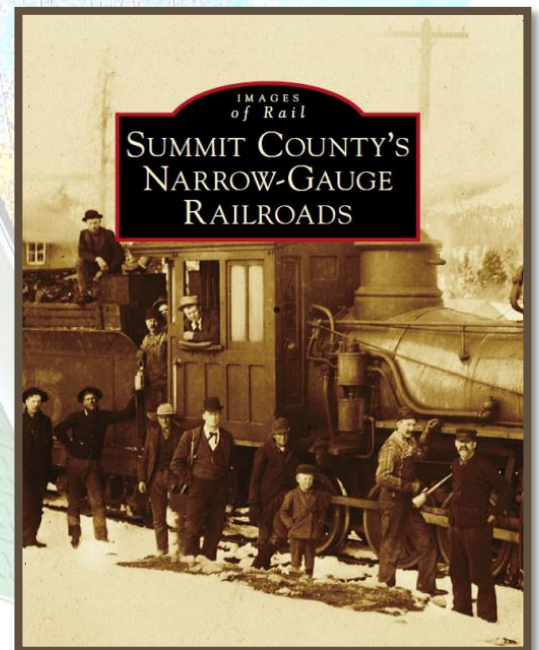
– Museum Visitor

*"Wonderful experience. Let's you visualize old days in a neat and beautiful setting. Kudos to all who made the experience possible. We decided to stay in Frisco after visiting the museum..... We will return!!"*

– Museum Visitor

*"You folks have done - and are doing - an outstanding job with all the many fascinating exhibits and the upkeep of the entire premises. Always love to revisit!"*

– Museum Visitor



**FRISCO**  
HISTORIC PARK & MUSEUM



# THE NUMBERS FOR 2016

**330,000**

Guests Served in 10 Years

**4,195**

Program Participants

**30**

Museum Programs Offered

**285**

School Students Visited the Museum

**28%**

Museum Visitors from Colorado

**2016 Best of Summit Award**

**5%**

Attendance Increase to Night at the Museum

**31,405**

People Attended the Museum in 2016

**850 MILLION PEOPLE**

Visit American Museums Annually

## Report Criteria:

Business.License status = "Active"

Business.Year opened = "January 2017"

Business Owner.Sequence number = 1

in or out City	Business Name	Name	Location	Location City	Business Telephone 1	Business Activity
In	481 West Main Partners LLC	Seibert, N.F. Anthony	481 West Main Street Unit b-101	Frisco	970-389-5435	Services
In	B Squared Holdings	Harrison, Bret	1101 9000 Divide #208	Frisco	303-220-0183	Vacation Rentals
In	Black Mountain Limousine	Parker, Worth	244 Belford Street	Frisco	720-470-7733	Services
In	Gentlemen's Barbershop	Lemme, Scott	116 South Fifth Avenue	Frisco	970-468-0539	Health/Beauty
In	Gloeckler Walker Property LLC	Gloeckler Walker Property LLC	102 Frisco Street	Frisco	720-327-9727	Vacation Rentals
In	Hearing Rehab Center	Lifestyle Hearing Corporation	730 North Summit Boulevard Unit	Frisco	970-668-8811	Health/Beauty
In	Isabella's	Rochon, Isabella	216 South 5th Street Unit C	Frisco	619-820-4825	Vacation Rentals
In	Manns & Co. Real Estate	Manns, Carrie	409 Main Street Suite 220F	Frisco	303-842-6288	Realty
In	Schmitz Condo	Schmitz, Stephen	620 Bills Ranch Road 277D	Frisco	720-911-6086	Vacation Rentals
In	Scott Dunn	Dunn, Scott	901 Frisco Street Unit E	Frisco	303-220-0183	Vacation Rentals
In	Steve Hunt	Hunt, Steve	222 Creekside Drive B311	Frisco	303-758-0184	Vacation Rentals
In	STS Real Estate Inc.	Sandoval, Todd	310 Main Street	Frisco	970-390-4933	Realty
In	Susan Wint	Wint, Susan	805 South 5th Street #332	Frisco	303-579-7780	Vacation Rentals
In	The Law Office of Cass Dombrow	Dombroski, Cass	1000 North Summit Boulevard Sui	Frisco	970-668-3373	Services
Out	Belfor USA Group	Belfor USA Group	5735 Observation Court	Colorado Springs	719-447-0888	Retail - HomeImprove
Out	Bobcat of the Rockies	Berry, Walter	15680 West 6th Avenue	Golden	316-832-0171	Retail - HomeImprove
Out	Capital Books and Wellness	Butler, Phillip and Caroline	573 West Crete Circle Unit 104	Grand Junction	415-516-1637	Retail - General
Out	Delta Disaster Services of Denver	Mastous, Michael	5535 West 56th Avenue #104	Arvada	303-933-4888	Retail - HomeImprove
Out	Iron Mountain Information Manag	Iron Mountain Information Management	1101 Enterprise Drive	Royceford	610-495-3497	Retail - Office
Out	Longview Construction	Johnson, Douglas	0687 Royal Coachman Boulevard	Dillon	970-333-9025	Retail - HomeImprove
Out	Neeleman Enterprises LLC	Neeleman, Robert	415 South 8th Street	Kremmling	970-724-9397	Retail - HomeImprove
Out	Summit Mountain Chef's Catering	Powdr Copper Mountain LLC	209 Ten Mile Circle	Copper Mountain	970-471-6246	Restaurant
Out	The Loeb Electric Company	Loeb, Charles A.	1800 East Fifth Avenue	Columbus	614-421-3328	Retail - HomeImprove



MEMORANDUM

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P.O. Box 4100 ♦ FRISCO, COLORADO 80443

**TO:** TOWN COUNCIL

**FROM:** DIANE MCBRIDE, RECREATION & CULTURE DIRECTOR / ASSISTANT TOWN MANAGER

**CC:** RANDY READY, TOWN MANAGER  
SIMONE BELZ, MUSEUM MANAGER  
KATIE BARTON, GENERAL MANAGER – ADVENTURE PARK  
LINSEY JOYCE, PROGRAMS MANAGER  
JENNIFER SHIMP, MARINA GUEST SERVICES MANAGER  
TOM HOGEMAN, MARINA SERVICE MANAGER

**RE:** RECREATION & CULTURE DEPARTMENT REPORT – DECEMBER 2016

**DATE:** FEBRUARY 14, 2017

**Overview:** This Department report highlights operations, programs and events for the month of December.

December was an exceptionally busy month for the Department, and for the Town as a whole. Despite a slow start and delayed opening, the tubing hill recovered well and finished the year with record-breaking revenues totaling \$1.9million. The Nordic Center continues to function very well with the majority of our guests over the holiday period being never-evers to the sport. The cross marketing and referrals that are happening between the tubing hill, the Nordic Center and the sleigh rides has been driving additional business for each and every one of us. Space continues to be an ongoing challenge that will need to be addressed in the future planning phases of the peninsula.

Each division (Adventure Park, Marina, Historic Park and Museum, Recreation Programs and Events) within the Recreation and Culture Department exceeded 2016 budgeted revenues and held tight on expenses across the board! Nordic came close to hitting 2016 budgeted revenue targets, which is great considering staff had very little historical data to work with.

Phil Hofer, Marina Manager, resigned after 10 years with the Town of Frisco to take the Director of Marina Operations job at the Dillon Marina. We wish Phil all the best. Both Jenn Shimp and Tom Hogeman have stepped up and continue to successfully operate the Marina during the winter season. Recruitment is underway at this time for a new Marina General Manager for the Town.

The Marketing and Communications Department hosted Wassail Days in December and staff helped out on a variety of events including Santa visits to the Museum, Wassail Night at the Museum, free tubing at the Adventure Park, free Nordic skiing at the Frisco Nordic Center, and

the Soup Cup Challenge at the Adventure Park. The events were very well produced and brought in great numbers to all our facilities.

The Summit School District was off December 22-January 4, and as such, staff ran 7 days of Winter Fun Club programming during this time. The majority of camp days were sold out. Activities ran exceptionally well.

The report below details each of the different divisions (Adventure Park, Marina, Historic Park and Museum, Recreation Programs and Events, Nordic) within the Department. Attendance numbers, when appropriate, are presented for December. Financials are presented for both December and November due to the timing of this report.

**Adventure Park:** December highlights for the Adventure Park included the following:

- The tubing hill opened for business on Saturday, December 3<sup>rd</sup>, with three lanes. The opening of the hill was delayed due to the lack of snow and unseasonably warm temperatures. From November 23<sup>rd</sup> through the 27<sup>th</sup>, staff operated a free public sledding hill at the base of the tubing hill, which was quite popular and successful in terms of the number of users and good-will towards the community.
- End of year budgetary numbers for the Adventure Park were remarkable. Year to date actual revenue was \$1,982,738, which equates to nearly 130% of budget and \$116,642 above 2015 end of year figures. This is the highest calendar revenue on record for the Adventure Park.

These revenues are significant especially with the lack of business in November. In comparison to 2015 figures, we lost nearly \$77,000 by not being able to open in November. We did exceptionally well in December and also have the previous season (same budget year) to thank for the record breaking end of year numbers for 2016. A huge thank you goes out to the Adventure Park team and especially the management team of Katie Barton, Brian Donner, Kelsy Maxie, Jesse Risch and Nathan Volbrecht.

- Tubing hill participation for December dropped nearly 10% compared to December 2015 figures, although tubing hill specific revenue only decreased 3% for the same period of time. Operational changes included the following:
  - Increased pricing from \$25/hour to \$26/hour, and kept holiday pricing at \$30/hour.
  - Extended holiday hours for tubing from 10am-6pm to 9am-6pm from 12/24/16-01/01/17. This extra hour was added from 9am to 10am this season rather than the typical 6pm to 7pm in season's past. Safety and guest satisfaction were the primary drivers behind this decision.
  - Closed for business on Wednesday, December 7<sup>th</sup>, to reshape the berm.
  - Eight (8) lanes were fully operational by December 17<sup>th</sup>.
  - Limited capacity to 35 tubers per session (compared to 40 tubers per session in the past) to create a better overall experience for guests and staff.
- Four holiday parties took place at the facility - 12/03, 12/10, 12/12, and 12/13.



- Staff was extremely reliable and did a great job over the Christmas holiday break. Over 50 seasonal staff members were hired this season.
- Operational updates for the month of December included the following:
  - Snowmaking for lanes 4 through 8 was completed
  - 15.55 acre feet of water was used in December, taking the seasonal total to 27.30 acre feet. Our seasonal allotment is 30 acre feet.
  - The lift was out of service for a portion of the day on December 18<sup>th</sup> due to ice buildup on the belt. The belt was de-iced the same evening and the lift has been operating normally since December 19<sup>th</sup>.
  - The heater malfunctioned in the lift vault. Another was ordered and was installed the week of January 9<sup>th</sup>.
  - The Bobcat Toolcat has been out of service due to a snapped hydraulic pump drive shaft. This is a warranty issue and staff is still waiting on the repairs to be completed at this time.
- Worked with the Marketing and Communications Department on Wassail Days.

**Table 1: Frisco Adventure Park Figures**

	December 2016	December 2015	December 2014
# of Operational Days	28	29	31
Tubing Hill Participation	16,967	18,820	14,493
Average # of Tubing Hill Participants/Day	606	649	467
Ski & Ride Hill Participation	n/a	n/a	n/a

**December budget/financial numbers**

	December 2016	December 2015	December 2014
Revenue – 1160	\$562,948	\$578,496	\$419,534
Expenses – 1160	\$151,231	\$123,449	\$104,710

	YTD Actual 2016	Budget 2016	YTD Actual 2015	YTD Actual 2014
Revenue – 1160	\$1,982,738	\$1,526,000	\$1,866,096	\$1,417,058
Expenses – 1160	\$972,313	\$1,067,276	\$861,819	\$808,603

**NOTE: November budget/financial numbers for reference only**

	November 2016	November 2015	November 2014
Revenue – 1160	\$20,758	\$97,590	\$83,038
Expenses – 1160	\$91,682	\$70,162	\$80,994

	YTD Actual 2016	Budget 2016	YTD Actual 2015	YTD Actual 2014
Revenue – 1160	\$1,419,790	\$1,526,000	\$1,287,600	\$997,525
Expenses – 1160	\$821,082	\$1,067,276	\$738,370	\$703,894

**Marina:** December highlights for the Marina included the following:

- December was a slow month for marina office operations. Much time was spent assisting the Nordic Center both in software support and setup as well as assisting the front counter on busy days. Jenn also assisted with Barbeque Competition registration setup and training Lea and Nora to work in RecTrac.
- Phil Hofer resigned in December as he took a job as the Director of Marina Operations for the Dillon Marina.
- There are currently 34 people on a waiting list to get a slip for 2017, as well as 141 people on the waiting list to get a kayak rack space.
- Service updates for the Marina for the month of December included the following:
  - Ordered parts for winter work order boats that are currently in the shop.
  - Started a reorganization of the blue building in the boat yard, including new peg board and new bookcases.
  - Attended the ANS Stakeholders meeting in Denver.
  - Worked on the DYC inflatable boat.
  - And of course, moved a lot of snow!
- The Marina had an exceptionally phenomenal year in terms of revenues. End of year financials reveal revenues coming in at 140% of budget or ~\$430,000 ahead of budget. These numbers were made possible by the amazing staff at the Marina, and especially the management team. Slips, moorings, racks, and rentals were all ahead of budgetary figures thanks in large part to the exceptional level of customer service, the knowledge base of the staff, and our continued commitment to excellence. Expenses were also monitored closely, coming in at 89% of budget at the time of this report.

**Table 2: Frisco Marina Figures**

	December 2016	December 2015	December 2014
Revenue – 9000	\$7,343	\$5,495	\$3,356
Expenses – 9000	\$44,853	\$27,854	\$24,832

	YTD Actual 2016	Budget 2016	YTD Actual 2015	YTD Actual 2014
Revenue – 9000	\$1,491,951	\$1,062,750	\$1,368,507	\$1,279,940
Expenses – 9000	\$900,387	\$1,013,559	\$1,002,886	\$985,596

**NOTE: November budget/financial numbers for reference only**

	November 2016	November 2015	November 2014
Revenue – 9000	\$43,799	\$50,322	\$18,521
Expenses – 9000	\$45,661	\$59,952	\$64,240

	YTD Actual 2016	Budget 2016	YTD Actual 2015	YTD Actual 2014
Revenue – 9000	\$1,484,609	\$1,062,750	\$1,371,739	\$1,275,668
Expenses – 9000	\$855,534	\$1,013,559	\$975,032	\$960,764



**Historic Park and Museum:** December highlights for the Historic Park and Museum included the following:

- December visitor attendance totaled 2,025 people (compared to 1,685 in 2015), with an average of 78 people/day. This is nearly 20% higher than December 2015 attendance figures. *Please note that these attendance numbers are based on a click system and therefore do not always accurately reflect all visitors to the museum and park.*
- December Museum programs included the following:
  - Santa had 200 guests
  - Wassail Night had 125 guests
  - Group/tour visit with 85 guests
- Ongoing Museum projects included the following:
  - Facilitating events / preparing for the winter season
  - Planning for 2017 museum events calendar.
  - Staff continues to work on auditing and digitizing museum collections.
  - Finalized and submitting AAM Accreditation self-study in Jan. 2017.
  - Museum master planning meetings continuing.
  - Preparing for 2017 exhibit projects.
  - Continue installing phase I of exhibit text panels – phase II designs begin Jan 2017.
  - Collecting and compiling 2016 YE Data – see attached Council report
- End of year financials for the Museum were very good. Revenues came in at 123% of budget or nearly \$4,000 ahead of budget. Expenses also tracked well at 92% of budget at the time of this report. Credit goes to Simone Belz, James Murnane, Paul Murray, Gary Moss, Jana Miller, and Caroline Hughes for their continued commitment to the museum and the Frisco community as a whole.

**Table 3: Frisco Historic Park and Museum Figures**

	December 2016	December 2015	December 2014
Attendance	2,025	1,685	2,175

	December 2016	December 2015	December 2014
Revenue – 1125	\$1,063	\$948	\$873
Expenses – 1125	\$14,622	\$14,333	\$13,823

	YTD Actual 2016	Budget 2016	YTD Actual 2015	YTD Actual 2014
Revenue – 1125	\$19,065	\$15,500	\$15,784	\$15,553
Expenses – 1125	\$216,313	\$235,313	\$193,109	\$183,702

**NOTE: November budget/financial numbers for reference only**

	November 2016	November 2015	November 2014
Revenue – 1125	\$2,155	\$923	\$506
Expenses – 1125	\$21,837	\$17,441	\$22,704

	YTD Actual 2016	Budget 2016	YTD Actual 2015	YTD Actual 2014
Revenue – 1125	\$18,002	\$15,500	\$14,836	\$14,680
Expenses – 1125	\$201,691	\$235,313	\$178,776	\$169,879

**Recreation Programs and Special Events:** December highlights for Recreation Programs and Special Events included the following:

- December Winter Fun Club numbers were consistent with the December 2015 numbers with 170 kids attending camp over the course of seven days. Highlights of camp this year included a trip to Georgetown for the Polar Express train ride, swimming at the Silverthorne Rec Center, Nordic skiing at the Frisco Nordic Center, and of course, tubing at the Frisco Adventure Park!

We were excited to have some of our summer staff back over their college breaks to work Winter Fun Club! Staff that returned included; Katie Johnson, Charlotte Fowler, Cameron Bobb and Rachel Fitch.

- Staff hosted the first Kids Night Out (KNO) program of the winter and despite the winter weather that evening, had 18 kids attend the program. This was a 56% decrease from the 2015 December KNO program, which staff believes is attributed to both the bad weather and the lack of promotion from Frisco Elementary School. Each KNO program benefits a specific classroom at Frisco Elementary and we rely on them to help spread the word.
- Sheila Trowbridge hosted a glass painting party that was a hit for the six ladies that attended!
- Staff worked with the Summit Skimo Club to host one clinic in December to introduce participants to the sport of Ski Mountaineering. Skimo will make its debut at the Frisco Gold Rush in February.
- End of year revenues for programs and special events came in at 107% of budget or nearly \$18,000 ahead of budgeted amounts. Expenses were also held tight at 96% of budget at the time of this report. Linsey Joyce and Sara Skinner are both to thank for their programming and event creativity and expertise.

**Table 4: Recreation Programs and Special Event Figures**

	December 2016	December 2015	December 2014
Winter Fun Club	170	171	107
Kids Night Out	18	41	33
Canvas Painting Parties	6	n/a	18
BOKS Before School Program	35	n/a	n/a
Skimo	9	41	n/a
<b>Total Participation</b>	<b>238</b>	253	158
	December 2016	December 2015	December 2014
Revenue – 1150	\$1,792	\$2,795	\$3,483
Expenses – 1150	\$10,207	\$10,596	\$11,247

	YTD Actual 2016	Budget 2016	YTD Actual 2015	YTD Actual 2014
Revenue – 1150	\$274,731	\$255,000	\$261,864	\$223,865
Expenses – 1150	\$299,448	\$312,196	\$273,050	\$268,540

**NOTE: November budget/financial numbers for reference only**

	November 2016	November 2015	November 2014
Revenue – 1150	\$16,080	\$13,167	\$9,535
Expenses – 1150	\$10,343	\$6,981	\$12,442

	YTD Actual 2016	Budget 2016	YTD Actual 2015	YTD Actual 2014
Revenue – 1150	\$272,939	\$255,000	\$259,069	\$220,383
Expenses – 1150	\$289,241	\$312,196	\$262,454	\$257,293

**Nordic:** December highlights for the Frisco Nordic Center included the following:

- December was a very successful month at the Frisco Nordic Center thanks in large part to the great support from the Town of Frisco as a whole, and in particular the Adventure Park referrals.
- Staff is performing exceptionally well and we are very fortunate to have them on board, especially Jim Galanes who brings his Nordic expertise to the Town and Linsey Joyce with her programming and management expertise. Through December, we were processing more sales and more skier days than any other area in the County. In December, the Center averaged 23 season pass holders/day and 71 non-season pass holders/day. We are on track at this time to hit 10,000 skier visits at the Frisco Nordic Center this season, which is great!
- The Nordic Community is exceptionally supportive of the Center, the staff, and all the transition that has occurred this season. While 90% or more of our business over the holidays were first timers and perhaps never agains, they are driving numbers and revenue that will greatly help future improvements and changes.

**Table 5: Frisco Nordic Center Figures**

	December 2016
Season Pass Holders	704
Day Pass Visits	2,058
Special Groups	0
TOF	3
Vail	9
Medallion	2
PSIA	2
Team/Club	603
Lessons/Clinics	149
Free Wassail Days	52
<b>Total</b>	<b>3,582</b>

	December 2016
Revenue – 1150	\$96,660
Expenses – 1150	\$29,721

	YTD Actual 2016	Budget 2016
Revenue – 1150	\$103,458 <sup>^</sup>	\$149,798
Expenses – 1150	\$69,110	\$142,305*

<sup>^</sup> Does not include season pass settlements at this time. Once the journal entry is completed for October through December, an additional \$31,954.36 will hit this YTD line item for a new total of \$135,412.

\* Does not include capital expenses

**NOTE: November budget/financial numbers for reference only**

	November 2016
Revenue – 1150	\$6,798
Expenses – 1150	\$16,799

	YTD Actual 2016	Budget 2016
Revenue – 1150	\$6,798	\$149,798
Expenses – 1150	\$39,389	\$142,305*

\* Does not include capital expenses



**Upcoming Programs, Events and Specials:** Upcoming programs, events and specials within the Frisco Recreation and Culture Department include the following:

#### FEBRUARY

- February 1: Frisco Cup - Nordic
- February 4: Frisco Freeze – Fat Bike Race in conjunction with Spontaneous Combustion
- February 11-12: Gold Rush Weekend
  - February 11: CHSAA Races
  - February 11: Eat, Ski and Be Merry Fundraiser for the Summit Nordic Ski Club
  - February 12: Citizen's Races
- February 13-17: Summit School District's Winter Break – Fun Club Programming
- February 20: Bubble Gum Race Series, Race #1
- February 15-March 22: FHPM Winter Lecture Series
- February 22: Frisco Cup - Nordic
- February 24: Kids Night Out at the Adventure Park
- February 27: Bubble Gum Race Series, Race #2

#### MARCH

- March 4: Susan G. Komen Breast Cancer Awareness Snowshoe Event
- March 6: Bubble Gum Race Series, Race #3
- March 11: 2<sup>nd</sup> Annual Brewski
- March 13: Bubble Gum Race Series, Race #4
- March 20: Bubble Gum Race Series, Race #5
- March 27: Bubble Gum Race Series, Race #6
- March 31: Kids Night Out at the Adventure Park

#### APRIL

- April 17-21: Summit School District's Spring Break – Fun Club Programming

**RECORD OF PROCEEDINGS  
MINUTES OF THE REGULAR MEETING  
OF THE TOWN COUNCIL OF THE TOWN OF FRISCO  
JANUARY 24, 2017**

Mayor Wilkinson called the meeting to order at 7:00 p.m. Deputy Town Clerk Peggy Faessen called the roll.

**Present:**                    Jessica Burley  
                                     Kim Cancelosi  
                                     Rick Ihnken  
                                     Dan Kibbie  
                                     Hunter Mortensen  
                                     Deborah Shaner  
                                     Gary Wilkinson

**Absent:**

**Public Comment:**

There was no public comment.

**Council Comment:**

Mayor Wilkinson passed along appreciation from the Town of Breckenridge to the Police Department for their assistance with the recent building collapse in Breckenridge.

Mayor Wilkinson expressed condolences from the Council to Ron Carlson on the passing of his wife.

Council member Shaner extended a welcome from the Council to Randy Ready at his first meeting.

**Presentation:**

Mayor Wilkinson stated that this year through the 2017 grant program the Town is proud to be giving 37 local non-profits over \$139,045 in cash and \$17524.00 in-kind donations.

Council acknowledged Town Attorney Thad Renaud twenty years of service.

**Consent Agenda:**

Minutes January 10, 2017 Meeting  
Warrant List  
Purchasing Cards  
Resolution 17-04, 2017 No Pet Events  
Resolution 17-05, 2017 Street Closures  
Resolution 17-06, Contract for Galena Street Project  
7<sup>th</sup> Amendment - Uncle John's Farm Stand License Agreement

**MOTION: COUNCIL MEMBER WILKINSON MOVED TO APPROVE THE CONSENT AGENDA, ADDING NEW AGENDA ITEM #2, RESOLUTION 17-06, CONTRACT FOR THE GALENA STREET HOUSING PROJECT. SECOND, COUNCIL MEMBER MORTENSEN VOTE:**

<b>BURLEY</b>	<b>YEA</b>	<b>IHNKEN</b>	<b>YEA</b>
<b>CANCELOSI</b>	<b>YEA</b>	<b>KIBBIE</b>	<b>YEA</b>
<b>MORTENSEN</b>	<b>YEA</b>	<b>SHANER</b>	<b>YEA</b>
<b>WILKINSON</b>	<b>YEA</b>	<b>MOTION CARRIED.</b>	

**New Business:**

Agenda Item #1: First Reading, Ordinance 17-01, an Ordinance Amending Chapter 110 of the Code of Ordinances of the Town of Frisco, Concerning the Licensing of Businesses, by Adopting a New Article III, to be Entitled "Licensing of Solid Waste Haulers"; Designating the Summit County Resource Allocation Park as the Exclusive Solid Waste Disposal Site for All Solid Waste Generated within the Town; Requiring Each Solid Waste Hauler Operating Within the Town to Obtain an Annual License; and Providing Details of the Town's Program for the Licensing of Solid Waste Haulers STAFF: THAD RENAUD 1) MAYOR OPENS PUBLIC HEARING 2) STAFF REPORT 3) PUBLIC COMMENTS 4) MAYOR CLOSSES PUBLIC HEARING 5) COUNCIL DISCUSSION 6) MOTION MADE 7) MOTION SECONDED 8) DISCUSSION ON MOTION 9) QUESTION CALLED

Town Attorney Thad Renaud indicated that representatives of Summit County updated Council in regards to trash haulers not using the Summit County Landfill but instead hauling trash out of the County. They explained that this situation had huge ramifications to the 2017 and future budgets, and that Summit County has requested that Silverthorne, Dillon, Breckenridge pass an ordinance in support of their efforts. Mayor Wilkinson opened the public hearing at 7:20 p.m. Larry Romine and David Wittmer from Timberline Disposal and Scott Eden from Mountain Waste and Disposal spoke against the ordinance. Jen Schenk from High Country Conservation spoke in support of the ordinance. Scott Vargo provided an update from Summit County Government. There being no further public comment, Mayor Wilkinson closed the public hearing at 8:30 p.m.

**MOTION: COUNCIL MEMBER CANCELOSI MOVED TO TABLE ORDINANCE 17-01. MOTION FAILED DUE TO LACK OF A SECOND.**

**MOTION: COUNCIL MEMBER BURLEY MOVED TO APPROVE ON FIRST READING, ORDINANCE 17-01, AN ORDINANCE AMENDING CHAPTER 110 OF THE CODE OF ORDINANCES OF THE TOWN OF FRISCO, CONCERNING THE LICENSING OF BUSINESSES, BY ADOPTING A NEW ARTICLE III, TO BE ENTITLED "LICENSING OF SOLID WASTE HAULERS"; DESIGNATING THE SUMMIT COUNTY RESOURCE ALLOCATION PARK AS THE EXCLUSIVE SOLID WASTE DISPOSAL SITE FOR ALL SOLID WASTE GENERATED WITHIN THE TOWN; REQUIRING EACH SOLID WASTE HAULER OPERATING WITHIN THE TOWN TO OBTAIN AN ANNUAL LICENSE; AND PROVIDING DETAILS OF THE TOWN'S PROGRAM FOR THE LICENSING OF SOLID WASTE HAULERS. SECOND, COUNCIL MEMBER KIBBIE. VOTE:**

<b>BURLEY</b>	<b>YEA</b>	<b>IHNKEN</b>	<b>YEA</b>
<b>CANCELOSI</b>	<b>NO</b>	<b>KIBBIE</b>	<b>YEA</b>
<b>MORTENSEN</b>	<b>YEA</b>	<b>SHANER</b>	<b>YEA</b>
<b>WILKINSON</b>	<b>NO</b>	<b>MOTION CARRIED.</b>	

Agenda Item #2: Resolution 17-06, a Resolution Approving an Architectural Services Agreement for the Galena Street Housing Project without a Competitive Bidding Process STAFF: THAD RENAUD 1) MAYOR OPENS PUBLIC HEARING 2) STAFF REPORT 3) PUBLIC COMMENTS 4) MAYOR CLOSSES PUBLIC HEARING 5) COUNCIL DISCUSSION 6) MOTION MADE 7) MOTION SECONDED 8) DISCUSSION ON MOTION 9) QUESTION CALLED

Town Attorney Thad Renaud noted a single amendment to the architectural services agreement; reducing the auto liability insurance requirement from \$1,000,000 to \$500,000.

**MOTION: COUNCIL MEMBER CANCELOSI MOVED TO TABLE RESOLUTION 17-06 FOR ONE MONTH. MOTION FAILED DUE TO LACK OF A SCOND.**

**MOTION: COUNCIL MEMBER MORTENSEN MOVED TO APPROVE RESOLUTION 17-06, A RESOLUTION APPROVING AN ARCHITECTURAL SERVICES AGREEMENT FOR THE GALENA STREET HOUSING PROJECT WITHOUT A COMPETITIVE BIDDING PROCESS, WITH THE DISCUSSED AMENDMENT. SECOND, COUNCIL MEMBER SHANER. VOTE:**

BURLEY	YEA	IHNKEN	YEA
CANCELOSI	NO	KIBBIE	YEA
MORTENSEN	YEA	SHANER	YEA
WILKINSON	YEA	MOTION CARRIED.	

**Adjourn:**

There being no further business, the meeting adjourned at 8:44 p.m.

Respectfully Submitted,

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Peggy Faessen  
Deputy Town Clerk





MEMORANDUM

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P.O. Box 4100 ♦ FRISCO, COLORADO 80443

**TO:** MAYOR AND TOWN COUNCIL  
**FROM:** JOYCE ALLGAIER, COMMUNITY DEVELOPMENT DIRECTOR  
**RE:** ORDINANCE No. 17-02, REGARDING 518 MAIN STREET, STALEY ROUSE HOUSE PROPERTY (AN ORDINANCE REPEALING TOWN OF FRISCO ORDINANCE NO. 16-05 AND REAUTHORIZING, UNDER REVISED TERMS AND CONDITIONS THE SALE OF CERTAIN REAL PROPERTY OWNED BY THE TOWN)  
**DATE:** FEBRUARY 14, 2017

**Background:** At their meeting on January 24, 2017, the Council determined that they would like to consider amendments to the “Purchase, Sale and Development Agreement” between the Town of Frisco and Nathaniel Kelly Foote (P&S). The primary reasons for the amendments are as follows: 1.) Allow for the Staley House to remain on the development property, 2.) Identify future uses of the building, and 3.) Confirm ownership of Staley House.

A public hearing was legally noticed for February 14, 2017.

**Summary:** The applicant has requested that the public hearing on the 1<sup>st</sup> Reading of Ordinance No. 17-02 be continued to February 28, 2017. Staff recommends the Town Council make the following motion to continue this public hearing to the date requested.

“I move to continue the public hearing on the first reading of Ordinance No. 17-02, to February 28, 2017.”



MEMORANDUM

P.O. Box 4100 ♦ FRISCO, COLORADO 80443

**TO: MAYOR AND TOWN COUNCIL**  
**FROM: RANDY READY, TOWN MANAGER**  
**RE: SOLID WASTE DESIGNATED DISPOSAL SITE**  
**DATE: FEBRUARY 14, 2017**

**Summary:** During 1<sup>st</sup> Reading of the Solid Waste Designated Disposal Site ordinance on January 24, there were questions raised about disposal site options for the haulers when the Summit County Resource Allocation Park (SCRAP) is closed due to holiday or inclement weather. Language has been added to the ordinance to make it clear that the haulers are authorized to dispose of solid waste at facilities outside of the county during such SCRAP closures.

In addition, council members raised a number of questions related to SCRAP operating costs and efficiencies, alternatives to the proposed ordinance, impacts of the ordinance on the haulers and their customers, and assurances about SCRAP fees and operating hours. We discussed those questions and concerns with County staff, and the responses are included in the February 6 letter from Scott Vargo to me that is included as an attachment in the packet material.

Staff has invited the two other major haulers in the County that were not at the January 24 1<sup>st</sup> Reading to make comments and/or to attend the February 14 meeting.

Staff also prepared a press release that was distributed and posted on the Town website to directly invite comments from Frisco businesses and residents on the proposed ordinance. To date there have been a front-page news story in the *Summit Daily* on February 6 and an article in the "Summit Briefs" section of the paper on February 8. Staff will compile the public comments received by phone or email before the February 14 meeting and distribute them to Council.

The Town of Breckenridge will be considering the ordinance at 2<sup>nd</sup> Reading on February 14. The Summit County BOCC and the Town of Dillon have both granted final approval of the ordinance, and the Town Council of Silverthorne opted not to consider the ordinance because of concerns about its potential effects on hauler competition and questions about other alternatives that may be considered pending a thorough third party review of landfill operations.

Finally, in response to Council's request to monitor the results of the ordinance and to be able to adjust the Town's approach accordingly, staff recommends and the County agrees to participate in annual follow-up work sessions to revisit financial and operating metrics and impacts.



## OFFICE OF THE COUNTY MANAGER

970-453-2561  
fax 970-453-3535  
Post Office Box 68  
208 East Lincoln Avenue  
Breckenridge, Colorado 80424

February 24, 2012

Timberline Disposal, LLC  
PO BOX 1627  
Dillon, CO 80435

Dear Mssrs. Romine and Whitmer,

As you are aware, Summit County Government has been exploring a number of options to promote our solid waste management goals and sustainability objectives at our solid waste facility in a prudent, cost effective manner. Towards that end, we have met with you several times over the past few months in an effort to get your ideas on potential solutions and determine the impacts to your company and other solid waste haulers in the County of those various solutions. As we explained to you at our meetings on October 11, 2011, and again on January 19, 2012, one of the possible tools available to the County is commonly referred to as "flow control," which would require that most of the solid waste generated within Summit County be disposed of at the Summit County landfill.

During our meetings you stated that your company was looking into the feasibility of developing a trash transfer facility/dirty MRF to redirect solid waste from Summit County to the Front Range. We have also noted a Clear Creek County newspaper's recent article that your company has received certain approvals from the Town of Silver Plume for the development of a transfer facility. I am writing you to confirm Summit County's prior outreach efforts and your knowledge of our ongoing efforts to change Summit County's solid waste management policies. I also want to reiterate our belief that if the County does enact a flow control ordinance, it would likely affect the business model you are considering in your development of a Front Range transfer/disposal facility for Summit County solid waste.

We will continue to look at a variety of options to resolve the issues we are facing, and towards that end we will seek your input individually and as members of a stakeholder group within Summit County designed to develop alternatives that best meet the needs of our community. We hope to have these matters resolved in the near future so that you have the information necessary to make informed business decisions. However, it is quite possible that our discussions with the stakeholder group and the various town councils may occur over the next few months, culminating in the adoption of a plan that will help us accomplish the overall goals of a well-integrated solid waste program for our area. You are obviously free to pursue those business models or facilities as your deem appropriate but we simply want to ensure there

is no misunderstanding regarding the very real possibility that trash from Summit County will be subject to a flow control ordinance in the near future, which may or may not impact your overall business model.

Thank you for your involvement in helping with this effort. We look forward to developing a plan for our County that has the best interests of the public, our businesses and the environment at the forefront.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thaddeus J. Noll", with a long horizontal flourish extending to the left.

Thaddeus J. Noll  
Assistant County Manager





## OFFICE OF THE COUNTY MANAGER

970-453-2561  
fax 970-453-3535

Post Office Box 68  
208 East Lincoln Avenue  
Breckenridge, Colorado 80424

March 15, 2012

(To whom it may concern),

Summit County is in the process of developing a stakeholder group to provide direction for our recycling and solid waste reduction programs going into the future. The goal of the facilitated stakeholder process will be to develop a vision for recycling and waste diversion programs for our community over the next 5-10 years, along with ideas and recommendations on how best to fund those programs.

As some of you may know, our current business model in solid waste uses funds from “tipping fees” from trash going to the landfill to help pay the cost of our many recycling programs. This model worked quite well for many years as trash volumes continued to climb even as we worked hard to provide more recycling / diversion programs to help curb that growth. The economic downturn resulted in significantly reduced trash volume and also made it very clear that this model is destined to fail because success in the area of waste reduction means decreases in funding for the very programs that helped reduce the waste. With a long term goal of reducing trash and increasing recycling and other diversion programs such as composting organic waste, we need a new model that will work into the future and is tailored to the unique attributes of our Summit County community.

Toward that end, we would like to invite you to participate in the process, which is expected to take about 4-6 meetings over the next few months. The first meeting will be held on April 25<sup>th</sup> at 5:30 pm in the Freemont Room of the Community & Senior Center in Frisco, and is expected to last about 2 hours. Future meeting times and dates will be determined by the group. We value everyone’s input and would like to know how your organization sees our future in this area.

Thank you for your help in this vital community issue.

Sincerely,

Thaddeus J. Noll  
Assistant County Manager

**TOWN OF FRISCO  
COUNTY OF SUMMIT  
STATE OF COLORADO  
ORDINANCE 17 - 01**

AN ORDINANCE AMENDING CHAPTER 110 OF THE CODE OF ORDINANCES OF THE TOWN OF FRISCO, CONCERNING THE LICENSING OF BUSINESSES, BY ADOPTING A NEW ARTICLE III, TO BE ENTITLED "LICENSING OF SOLID WASTE HAULERS;" DESIGNATING THE SUMMIT COUNTY RESOURCE ALLOCATION PARK AS THE EXCLUSIVE SOLID WASTE DISPOSAL SITE FOR ALL SOLID WASTE GENERATED WITHIN THE TOWN; REQUIRING EACH SOLID WASTE HAULER OPERATING WITHIN THE TOWN TO OBTAIN AN ANNUAL LICENSE; AND PROVIDING DETAILS OF THE TOWN'S PROGRAM FOR THE LICENSING OF SOLID WASTE HAULERS.

WHEREAS, The Town Council finds, determines, and declares that it has the power to adopt this Ordinance pursuant to: (i) Section 31-15-103, C.R.S. (concerning municipal police powers); (ii) Section 31-15-401(1)(a), C.R.S. (concerning the power to pass and enforce all necessary police ordinances); (iii) Section 31-15-401(1)(b), C.R.S. (concerning the promotion of health or the suppression of disease); (iv) Section 31-15-401(1)(d)(I), C.R.S. (concerning the power to compel removal of rubbish); (v) Section 31-15-501(1)(c), C.R.S. (concerning municipal regulation of business); (vi) Section 30-20-107, C.R.S. (concerning the power to designate an exclusive waste disposal site and facility for the municipality); (vii) the authority granted to home rule municipalities by Article XX of the Colorado Constitution; and (viii) the powers contained in the Charter for the Town of Frisco.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF FRISCO, COLORADO:

Section 1. Chapter 110 of the Code of Ordinances of the Town of Frisco (the "Code") is hereby amended by the addition of a new Article III, to be entitled "Licensing of Solid Waste Haulers," which shall read in its entirety as follows:

**ARTICLE III  
Licensing of Solid Waste Haulers**

**110-36. Findings.** The Town Council adopts this Article based upon the following findings of fact:

The Town of Frisco is a home rule municipality with those powers authorized by Article XX, Section 6, of the Colorado Constitution.

- A. The Colorado General Assembly has declared that the proper disposal of solid waste is a matter of mixed statewide and local concern. "Optimal solid waste management . . . should include . . . local efforts . . . focused toward the reduction of the volume . . . of the waste stream . . . through source reduction, recycling, composting, and similar waste management strategies." The General Assembly also recognized that "improper disposal of solid wastes poses significant public health risks, environmental hazards, and long-term liability for the citizens of the state." Section 30-20-100.5, C.R.S.
- B. The Town of Frisco is empowered by Section 31-15-401(1)(d)(I), C.R.S., "[t]o provide for and compel the removal of . . . rubbish of all kinds from lots and tracts of land within such municipalities . . . upon such notice, and in such manner as such municipalities prescribe by ordinance . . ."
- C. The Town is empowered by Section 30-20-107, C.R.S., to designate and approve by ordinance a solid waste disposal site and facility as its exclusive solid waste disposal site and facility, and thereafter such site and facility shall be used for the disposal of discarded solid waste generated from within its jurisdiction.
- D. The Town is authorized by Section 31-15-103, C.R.S., "to make and publish ordinances not inconsistent with the laws of this state, from time to time, for carrying into effect or discharging the

powers and duties conferred by this title, which are necessary and proper to provide for the safety, preserve the health, promote the prosperity, and improve the morals, order, comfort, and convenience of such municipality and the inhabitants thereof not inconsistent with the laws of this state.”

- E. The Summit County Resource Allocation Park is the only licensed solid waste disposal facility located in Summit County and is operated by the County in conjunction with the County’s recycling, composting, and other solid waste management programs and facilities on County-owned property within the Summit County Resource Allocation Park Planned Unit Development.
- F. The Town has the legal authority to adopt ordinances regulating solid waste disposal, including the performance of solid waste hauling services in the Town.
- G. Persons or companies in the business of hauling discarded solid waste, including recyclable materials, within the Town, through their collection and transportation activities, are able to supply the Town with information necessary for long-term solid waste management planning and therefore should be required to submit annual information about their hauling activities to the Town.
- H. The Town has entered into an Intergovernmental Agreement Regarding Collection, Transportation and Disposal of Solid Waste in Summit County, Colorado dated February 14, 2017, in order to cooperate in the development and implementation of a licensing and regulation program regarding the provision of trash hauling services and other community environmental and solid waste management goals stated therein.
- I. As required by Section 30-20-107, C.R.S., prior to adopting this Article the Town Council held a public hearing to review the disposal method to be used at the Summit County Resource Allocation Park, as well as the fees to be charged for such disposal method. The Town Council finds such disposal method and fees to be reasonable and necessary and in the best interest of the public health, safety, and welfare.

**110-37. Intent.** It is the intent of the Town Council in adopting this Article to:

- A. Promote the state and local solid waste management goals referenced in Section 110-36, as well as other applicable solid waste laws, rules, regulations and policies;
- B. Encourage more recycling of certain discarded solid waste materials;
- C. Accurately measure the volume of wastes entering the waste stream to assist in designing programs to reduce those volumes, and otherwise obtain information for long-term solid waste management planning;
- D. Protect the health, safety and welfare of the public by providing for the long term viability of the Summit County Resource Allocation Park;
- E. Maintain and enhance the quality of the environment, conserve natural resources and prevent pollution by providing a comprehensive and effective program to regulate solid waste in the Town; and
- F. Protect the health, safety, welfare and well-being of the citizens and property owners within the Town.

**110-38. Definitions:** For the purpose of this Article, the following words, terms, and phrases have the following meanings:

**APPLICANT:** A person who has submitted an application for license pursuant to this Article.

**APPLICATION:** An application for license submitted pursuant to this Article.

**DAY:** A calendar day, unless otherwise indicated.

**GOOD CAUSE (for the purpose of refusing or denying a license renewal under this Article):**

- A. The licensee has violated, does not meet, or has failed to comply with any of the terms, conditions, or provisions of this Article; or any other law applicable to licensee; or
- B. The licensee has failed to comply with the terms, conditions, or provisions of its solid waste hauler license issued pursuant to this Article.

**LICENSEE:** The person to whom a solid waste hauler license has been issued pursuant to this Article.

**RECYCLABLE MATERIALS:** Solid waste from any residential, commercial, or other source that is collected separately for the purpose of such material being re-processed into new or different products or packaging materials, provided that such material have been designated by the licensing authority as recyclable.

**RECYCLING:** The process of recovering useful materials from solid waste, including items for reuse.

**SOLID WASTE:** All putrescible and non-putrescible solid wastes discarded from any source including recyclable materials. The term "solid waste" shall exclude liquid wastes, sewage, sewage sludge, septic tank or cesspool pumpings; sand, asphalt, concrete, gravel, rock, dirt or other segregated construction materials to be used or reused in any construction project; timber, wood chips or vegetative matter hauled from the property where it is cut; agricultural wastes, solid or dissolved materials in irrigation return flows; industrial discharges which are point sources subject to licenses under the provisions of the Colorado Water Quality Control Act; materials handled at facilities licensed pursuant to the provisions on radiation control in Article 11 of Title 25, C.R.S.; exploration and production waste as defined in Section 34-60-103(4.5), C.R.S., except as such wastes may be deposited at a commercial solid waste facility; excluded scrap metal that is being recycled; shredded circuit boards that are being recycled; discarded or abandoned vehicles or parts thereof; residential appliances; materials used as fertilizers or for other productive purposes; household hazardous wastes; and hazardous materials as defined in the rules and regulations adopted by the Hazardous Materials Transportation Act of 1987.

**SOLID WASTE HAULER:** Any person in the business of collecting, transporting to a landfill, disposal site, transfer station or other like facility, or disposing of solid waste, for a fee or other compensation.



SOLID WASTE HAULER LICENSE (OR LICENSE): A solid waste hauler license issued pursuant to this Article.

SUMMIT COUNTY RESOURCE ALLOCATION PARK (SCRAP): The solid waste disposal site and facility owned and operated by Summit County, Colorado, located at 639 Landfill Road, Dillon, Colorado 80435.

TOWN MANAGER: The Town Manager of the Town of Frisco.

TRANSFER STATION: A facility at which refuse, awaiting transportation to disposal site, is transferred from one type of containerized collection receptacle and placed into another or is processed for compaction. "Refuse" means all forms of solid waste, including garbage, rubbish, trash, recyclable materials, and similar material.

**110-39. License Required; Exemptions.:**

- A. No person shall operate as a solid waste hauler within the Town without a current solid waste hauler license.
- B. A solid waste hauler license is non-transferable and non-assignable. Any attempt to transfer or assign a license voids the license.
- C. Each licensee shall offer recycling services to its customers.
- D. The following are not required to obtain a solid waste hauler license:
  - 1. A demolition, construction, or landscaping contractor who produces and transports solid waste in the course of its performance of a project, where the waste produced is merely incidental to the particular demolition or construction work being performed by such contractor. However, any such solid waste shall be disposed of at the Summit County Resource Allocation Park as required by Section 110-45.B.
  - 2. A civic, community, benevolent or charitable nonprofit organization that collects, transports, and markets solid waste for resource recovery solely for the purpose of raising funds for a charitable, benevolent, or civic activity.
  - 3. A property owner or agent thereof who transports solid waste left by a tenant upon such owner's property, so long as such property owner does not collect, transport, or dispose of solid waste for compensation for tenants on a regular or continuing basis. However, any such solid waste shall be disposed of at the Summit County Resource Allocation Park as required by Section 110-45.B.
  - 4. Furniture or appliance vendors and their delivery agents who deliver furniture or appliances sold by such vendor and dispose of the purchaser's used furniture or appliances being replaced by such purchase.
  - 5. A person who transports his or her own solid waste, or who transports solid waste for another person without compensation. However, any such solid waste shall be disposed of at the Summit County Resource Allocation Park as required by Section 110-45.B.
  - 6. Haulers engaged solely in the transport of discarded materials that are expressly excluded from the definition of solid waste in Section 110-38.

#### **110-40. Licensing Process.**

- A. The Summit County Manager's Office is designated as the licensing authority for solid waste hauler licenses, with licensing decisions subject to review by the Town Council as provided in this Section.
- B. A solid waste hauler license shall be valid for one (1) year from the date of approval unless otherwise specified in such license, and may be renewed as provided in Section 110-42.
- C. An application for a solid waste hauler license shall be submitted to the licensing authority along with a completed Solid Waste Hauling License Self-Certification Form provided by the licensing authority. At time of license application or renewal, each solid waste hauler shall provide and attest to the truthfulness of the information requested in the Solid Waste Hauling License Self-Certification Form.
- D. Within thirty (30) days of receipt of a completed application, the staff of the licensing authority shall review the application and make a recommendation to the licensing authority. The licensing authority may make such additional investigations as deemed necessary and shall refer all applications to the Town Manager for comment.
- E. The licensing authority shall issue a solid waste hauler license if the application meets all applicable requirements and it makes all of the following findings:
  - 1. The applicant has completed the Solid Waste Hauling License Self-Certification Form and the information provided in such form is true and accurate;
  - 2. The applicant has paid the license fee in full at the time of application;
  - 3. The applicant has submitted a complete list of all vehicles to be used for the collection, transportation, or disposal of solid waste within the Town along with information that identifies such vehicles, including, but not limited to, the Department of Motor Vehicle registration forms and license plate numbers. Whenever a licensee desires to add or changes vehicles authorized to operate within the Town, the licensee shall submit a written request for a license amendment to the licensing authority, together with identifying information for each new vehicle to be included under such solid waste hauler license. The requested amendment shall be approved, conditionally approved, or denied in accordance with the provisions of this Section in the same manner as a new license application;
  - 4. The applicant has provided adequate evidence of liability insurance in the amount shown on the Solid Waste Hauling License Self-Certification Form from a company authorized to do business in Colorado;
  - 5. Granting the license will not result in a negative impact to the public's health, safety, and welfare and such license will promote the solid waste management goals of the Town and the community. In making such determination the licensing authority shall consider:
    - a. the character of the applicant, its officers, directors, or managers, including any prior license violations or criminal convictions related to license violations;
    - b. the applicant's ability to provide solid waste hauling services in the Town in a manner consistent with the solid waste management goals of the Town;
    - c. the applicant's ability to operate in the Town's high alpine environment and, if the applicant has previously done business in the Town, any prior complaints received from citizens or property owners in the Town; and

- d. any statement by the applicant regarding its business plan or efforts to support recycling, waste diversion, or other solid waste management goals of the Town.
- F. The amount of the license fee shall not exceed the cost of administering the solid waste hauler licensing program. For 2017, the fee for a solid waste hauler license is twenty dollars (\$20). Commencing in 2018, the fee for a solid waste hauler licensee shall be fixed by the Town Council as part of its annual budget process for the next fiscal year. If, for any reason, the solid waste hauler license fee is not fixed by the Town Council as part of its annual budget process, the license fee for the preceding year shall continue in full force and effect until changed by the Town Council.
- G. Once the licensing authority approves, conditionally approves, or denies an application for a solid waste hauler license, it shall promptly notify the applicant and the Town in writing of such decision and the basis therefore.
- H. The applicant may appeal such decision to the Town Council in writing within ten (10) days of receiving such decision. Any appeal shall include a written statement of the grounds for such appeal and any adverse effects that may result.
- I. An appeal to the Town Council pursuant to this Section shall be de novo hearing.
- J. The Town Council shall approve, conditionally approve, or deny an application within thirty (30) days of the conclusion of the public hearing on the applicant's appeal.
- K. The Town Council shall issue a solid waste hauler license when, from a consideration of the application and the evidence received at the public hearing, the Town Council determines that the applicant is entitled to the issuance of such license under the standards set forth in this Article. The Town Council shall deny an application for a solid waste hauler license under this Article if it determines that the applicant is not entitled to a solid waste hauler license under the standards set forth in this Article.
- L. If the application is denied, the Town Council shall clearly set forth in writing the grounds for denial.
- M. If the application is conditionally approved, the Town Council shall clearly set forth in writing the conditions of approval.
- N. If an application is denied the application fee shall not be refunded.

**110-41. Duties of Licensee.** It is the duty and obligation of each licensee to do the following:

- A. Comply with all of the terms and conditions of the license.
- B. Comply with all of the requirements of this Article.
- C. Comply with all other Town ordinances that are applicable to the business for which the license was issued.
- D. Submit an annual report on the weight (in tons) of solid waste, including recyclable materials by commodity, if collected by commodity, collected and transported from within the Town. The licensing authority shall be responsible for designating materials as recyclables for purposes of the reporting requirements of this Section. The initial list of recyclable materials is shown in **Exhibit A** to this Article, and such list may be changed from time to time by the licensing authority. Solid waste reports shall be submitted to the Director, Summit County Solid Waste Department, P.O. Box 3789, Dillon, Colorado 80435, and to the Town Manager, at P.O. Box

4100, Frisco, Colorado, 80435 by February 1st of each year for the period of the previous calendar year (January 1- December 31).

- E. Indemnify and defend the Town, its officers, employees, insurers, and self-insurance pool from and against all liability, claims, and demands, on account of injury, loss, or damage, including without limitation, claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, arising out of in any manner connected with the operation of the business for which the license was issued. The licensee shall investigate, handle, respond to, and to provide defense for and defend against, any such liability, claims, or demands at the sole expense of the licensee, and bear all other costs and expenses related thereto, including court costs and attorneys' fees. The indemnity obligation of this Subsection E shall survive the expiration or revocation of the license, and shall continue to be fully enforceable thereafter, subject to any applicable statute of limitation.

**110-42. Renewal of License.**

- A. A licensee does not have a vested right or a property right in the renewal of its solid waste hauler license.
- B. Each solid waste hauler license may be renewed as provided in this Section. The term of a renewal license shall be one (1) year, unless suspended or revoked as provided in Section 110-43.
- C. An application for the renewal of an existing license shall be made to the licensing authority not less than forty-five (45) days prior to the date of expiration. No application for renewal shall be accepted by the licensing authority after the date of expiration. The licensing authority may waive the forty-five (45) day time requirement set forth in this Subsection C if the applicant demonstrates an adequate reason.
- D. The timely filing of a renewal application shall extend the current license until a final decision is made on the renewal application.
- E. At the time of the filing of a renewal application the licensee shall pay a renewal fee in an amount fixed by the Town Council as part of its annual budget process.
- F. The licensing authority may refuse to renew a license for good cause; provided, however, that the licensing authority shall not refuse to renew a license without holding a public hearing on the renewal application. If a public hearing on a renewal application is held, notice of such hearing shall be given to the licensee at least ten (10) days prior to the hearing.  
  
Once the licensing authority approves, conditionally approves, or denies an application for renewal of a solid waste hauler license, it shall promptly notify the applicant and the Town in writing of such decision and the basis therefore.
- G. The licensee may appeal any decision of the licensing authority conditionally approving or denying its renewal application to the Town Council in writing within ten (10) days of receiving such decision. Any appeal shall include a written statement of the grounds for such appeal and any adverse effects that may result.
- H. An appeal to the Town Council pursuant to this Section shall be de novo hearing.
- I. The Town Council shall approve, conditionally approve, or deny an application for license renewal within thirty (30) days of the conclusion of the public hearing on the applicant's appeal.
- J. The Town Council shall issue a solid waste hauler license renewal when, from a consideration of the application and the evidence received at the public hearing, the Town Council determines



that the applicant is entitled to the issuance of such license under the standards set forth in this Article. The Town Council shall deny an application for a solid waste hauler license under this Article if it determines that the applicant is not entitled to a solid waste hauler license under the standards set forth in this Article or for good cause.

- K. If the application for renewal is denied, the Town Council shall clearly set forth in writing the grounds for denial.
- L. If the application for renewal is conditionally approved, the Town Council shall clearly set forth in writing the conditions of approval.
- M. If an application is denied the application fee shall not be refunded.

**110-43. Suspension or Revocation of License.**

- A. A solid waste hauler license may be suspended or revoked for any of the following reasons:
  - 1. Fraud, misrepresentation, or a false statement of material fact contained in the license application.
  - 2. A violation of any Town, state, or federal law or regulation pertaining to the operation of the business for which the license was issued.
  - 3. A violation of any of the terms and conditions of the license.
- B. The licensing authority shall hold a public hearing to consider whether to suspend or revoke a solid waste hauler license.
- C. In connection with the suspension of a license, the licensing authority may impose reasonable conditions.
- D. For the purpose of disciplinary action imposed pursuant to this Section, a licensee is responsible and accountable for the conduct of the licensee's employees, agents, and contractors occurring in connection with the operation of the business for which a license has been issued.
- E. In deciding whether a license should be suspended or revoked, and in deciding what conditions to impose in the event of a suspension, if any, the licensing authority shall consider all of the following:
  - 1. The nature and seriousness of the violation.
  - 2. Corrective action, if any, taken by the licensee.
  - 3. Prior violation(s), if any, by the licensee.
  - 4. The likelihood of recurrence.
  - 5. All circumstances surrounding the violation.
  - 6. Whether the violation was willful.
  - 7. The number of previous violations by the licensee.
  - 8. Previous sanctions, if any, imposed against the licensee.

If the licensing authority suspends or revokes a solid waste hauler license pursuant to this Article, it shall promptly notify the applicant and the Town in writing of such decision and the basis therefore.

- F. The licensee may appeal any decision of the licensing authority suspending or revoking its license to the Town Council in writing within ten (10) days of receiving such decision. Any appeal shall include a written statement of the grounds for such appeal and any adverse effects that may result.
- G. An appeal to the Town Council pursuant to this Section shall be de novo hearing.
- H. The Town Council shall approve, conditionally approve, or deny any such appeal within thirty (30) days of the conclusion of the Town Council's hearing on the applicant's appeal.
- I. The Town Council shall determine whether a license should be suspended or revoked based upon the standards set forth in Subsections A and E of this Section.
- J. If the appeal is denied, the Town Council shall clearly set forth in writing the grounds for denial.
- K. If the appeal is conditionally approved, the Town Council shall clearly set forth in writing the conditions of approval.
- L. No fee previously paid by a licensee in connection with the application shall be refunded if such license is suspended or revoked.

**110-44. Review of Decisions.**

- A. Any decision of the licensing authority pursuant to this Article that is subject to an appeal to the Town Council shall not constitute a final decision of the Town for purposes of appeal to a court pursuant to applicable law.
- B. Any decision of the Town Council pursuant to this Article shall be a final decision of the Town, and may be appealed to the Frisco Municipal Court under applicable law.
- C. The applicant's or licensee's (as applicable) failure to timely appeal a decision issued by the licensing authority to the Town Council pursuant to this Article is a waiver the applicant's or licensee's right to contest such decision.

**110-45. Designated Disposal Site.**

- A. The Town designates the Summit County Resource Allocation Park as the exclusive solid waste disposal site and facility for all solid waste generated within the Town.
- B. All solid waste generated within the Town shall be disposed of only at the Summit County Resource Allocation Park; provided, however, that upon request the licensing authority may exempt from this requirement, with or without conditions, a solid waste hauler who primarily transports only one category of recyclable material in accordance with the solid waste management goals and requirements of this Article.  
Any part of this Section notwithstanding, if the Summit County Resource Allocation Park is closed during normally scheduled business hours due to a weather event, an official county holiday, or other special event, solid waste haulers are authorized during such closure to transport and dispose of solid waste at another disposal facility in lieu of depositing such solid waste at the Summit County Resource Allocation Park

**110-46 Penalties; Injunctive Relief.** It shall be unlawful and an offense for any person to:

- A. Fail or refuse to make or file any record, report, or other document required to be made or filed by this Article, or to make any false or fraudulent record or report, or any false or fraudulent statement in any such document; or
- B. Operate as a solid waste hauler anywhere within the Town without a valid solid waste hauler license, or to continue to do business during a period of suspension of such license or after such license is revoked; or
- C. Dispose of any solid waste generated within the Town at any location other than the designated disposal site as required by Section 110-45.
- D. Any person convicted of having committed an offense described in this Section shall be punished as set forth in Section 1-14 of this Code.
- E. If a business is required to have a solid waste hauler license issued pursuant to this Article, the operation of such business within the Town without a valid solid waste hauler license may be enjoined by the Town in an action brought in any court of competent jurisdiction. In any case in which the Town prevails in a civil action initiated pursuant to this Subsection E, the Town may recover its reasonable attorney fees plus costs of the proceeding.

**110-47. No Town Liability.**

The adoption of this Article and the issuance, denial, renewal, non-renewal, suspension or revocation of a solid waste hauler licenses pursuant to this Article shall not create any duty to any person. No person shall have any civil liability remedy against the Town, or its officers, employees or agents, for any damage or loss of any kind arising out of or in any way connected with the issuance, denial, renewal, non-renewal, suspension or revocation of any solid waste hauler license pursuant to this Article. Nothing in this Article shall be construed to create any liability or to waive any of the immunities, limitations on liability, or other provisions of the Colorado Governmental Immunity Act, Section 24-10-101, et seq., C.R.S., or to waive any immunities or limitations on liability otherwise available to the Town, or its officers, employees or agents.

**Exhibit "A" to Chapter 110. Article III**

List of Materials Designated As Recyclables

Materials may be collected in single stream or source separated form from residential customers covered by this ordinance and shall include the following:

- 1. Materials: Aluminum cans, tin/steel cans, cardboard (OCC), paperboard, newspaper, magazines, catalogs, junk mail, office paper, and plastic containers #1 and #2 (may be collected separately or comingled in a single container).
- 2. Glass: If glass is collected, it shall be collected in a separate container or stream and volumes tracked separately.
- 3. Other Materials: Any other materials collected as recyclable shall be collected in source-separated containers.

Section 2.      Severability. If any provision of this Ordinance should be found by a court of competent jurisdiction to be invalid or preempted, such invalidity or preemption shall not affect the remaining portions or applications of this Ordinance that can be given effect without the invalid or preempted portion, provided that such remaining portions or applications of this ordinance are not determined by the court to be inoperable. The Town Council declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, despite the fact that any one or more section, subsection, sentence, clause, phrase, or portion would be declared invalid.

Section 3.      Effective Date. This Ordinance shall become effective five (5) days after publication on second reading in accordance with the Charter for the Town of Frisco

INTRODUCED, PASSED ON FIRST READING AND PUBLICATION AND POSTING ORDERED THIS 24<sup>TH</sup> DAY OF JANUARY, 2017.

ADOPTED ON SECOND AND FINAL READING AND PUBLICATION BY TITLE ORDERED THIS 14<sup>TH</sup> DAY OF FEBRUARY, 2017

TOWN OF FRISCO, COLORADO:

\_\_\_\_\_  
Gary Wilkinson, Mayor

ATTEST:

\_\_\_\_\_  
Deborah Wohlmuth, CMC, Town Clerk

City of Glenwood Springs

September 15, 2016

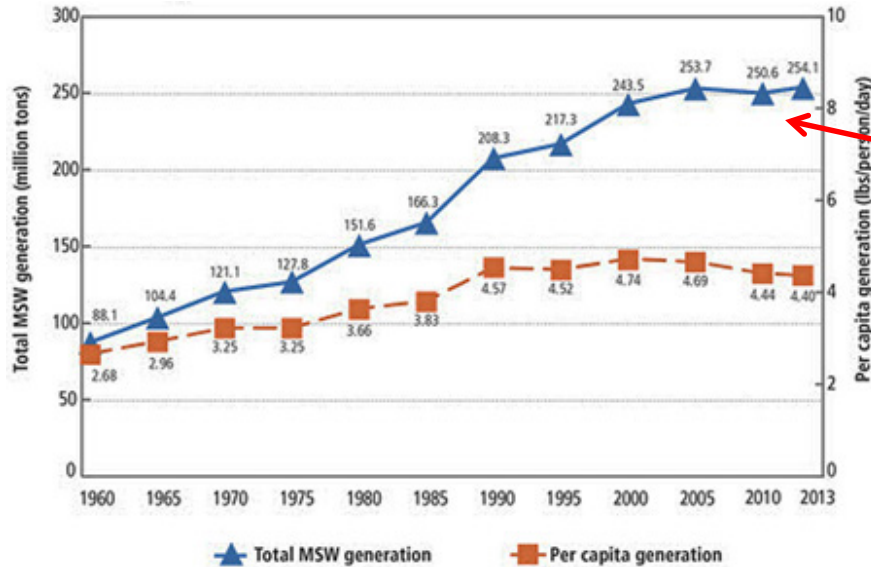
Recycling Realities  
in the Roaring Fork Valley

Scott Eden



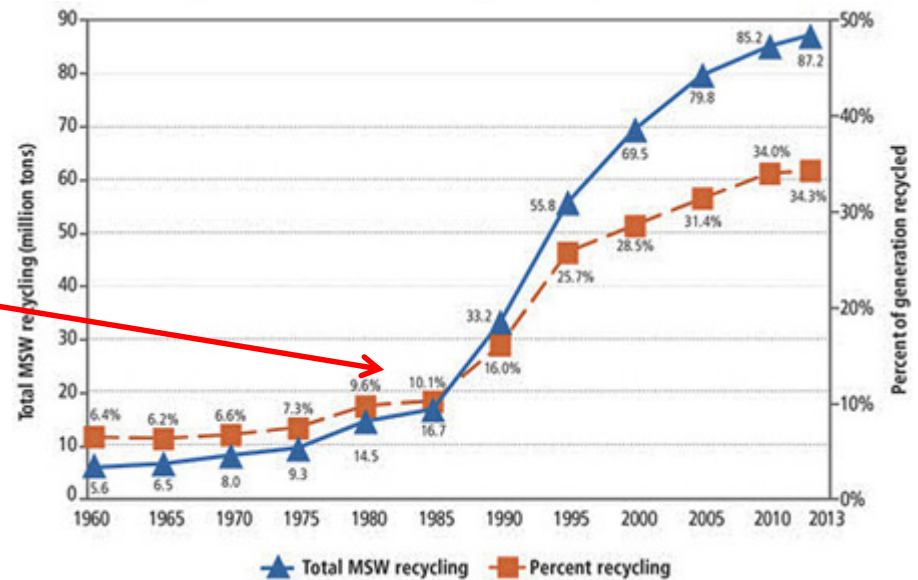


# We're Excited to Go **Green** and We Want To Do The Right Thing



**Unprecedented in our lifetime!  
2008 - First Decline in Waste  
Generation... EVER!**

**Beginning of curbside recycling  
in the U. S. circa 1988-90**



# Collecting Recyclables - Original Way

Paper/Fiber, metal cans, plastics, glass



Collected in **separate streams at the source** from homes and businesses.





# Collecting Recyclables (the NEW Way) Single Stream

All recyclables are collected together in one truck.

They are taken to Denver and eventually sorted at one of two sophisticated processing centers.

The materials sorted at the facility are prepared for shipment & sent to market.



# Pitkin County Change - Nov. 2014

## No Longer Accepting Unlimited Recyclables

### Recycling costs money, and Pitkin County consumers will have to pay

**Bob Ward**

The Aspen Times

So, which do you want to pay for your recycling services: Pitkin County or a private waste hauler?

One way or another — through a property tax bill or a monthly or quarterly invoice — residents of unincorporated Pitkin County will have to bear the cost burden.

On Tuesday, Pitkin County commissioners held their second discussion about the county's recycling program, which is presently losing upwards of \$350,000 per year. They all agreed that the leak must be plugged but weren't certain how to do it.

Solid Waste Manager Cathy Hall and Public Works Director Brian Pettet suggested two courses of action:

■ Maintain the existing system of

recycling collection centers around the county, but find another revenue stream to make up the shortfall;

■ Require waste haulers in the unincorporated county to provide curbside pickup of recyclable materials and essentially get the county out of the recycling business.

Since the county began its voluntary recycling program in the late 1980s, the entire trash-hauling and recycling industry has changed, county staff members reported.

"It's time to talk about changing the way we do business" Pettet said. "We now have commercial haulers doing their own recycling in the valley, and that's the primary condition that has changed."

Commissioners didn't seem wedded to either of the suggestions. They asked for more information to differentiate the options and floated various

thoughts about the current situation.

Commissioner Rob Ittner asked, "Which option would create more recycling?" The more material the county can divert from the landfill, the better, commissioners agreed. Ittner also wondered whether the county could reduce the flow of red ink by boosting the so-called "tipping fees" charged at the landfill gate.

Commissioner George Newman expressed some reservations about the existing program, outside of the budgetary shortfall. The recycling centers in Aspen and Basalt have become dumping grounds for all kinds of household throwaways, he said.

"The Basalt center is probably the worst," Newman said. "I've seen mattresses there. I've seen TVs there. You name it, it's getting dumped there."



# Denver Single Stream Recycling Plant

- 50,000 sq ft. Built on 5.5 acres = \$5.5 million
- Located on Rail
- Processes up to 20,000+ Tons Per Month of Recyclables
- \$5mil Improvements/Expansion Completed





# Closest Options for Recycling Sorting Facilities



**Eagle County Facility – 45 miles one way (must sort)**

**Alpine Facility – 160 miles one way (single stream)**

# New Cost of Recycling Means Changes for Us

---

- “Pay as You Throw” or “VOLUMETRIC” Pricing traditionally applied to trash headed to landfills (make trash more expensive to prompt recycling)
- **New Reality in our area:** collecting, transporting, and processing recyclables costs **2x** that of waste  
\$116 vs. \$45 per ton
- **Unlimited volumes for recycling are no longer possible; must be aware of amounts being transported long distances**



# Education and Transparency Leads to Informed Decisions

- In our area of the state recycling costs significantly more money due to transportation to Wolcott or Denver
- Policy makers have traditionally subsidized the cost of recycling with higher trash collection rates to “incentivize” consumers to recycle
- We feel that recycling is the right thing to do, but like every other activity involving the handling of materials – Recycling Costs Money!

# Sorting Facility Options

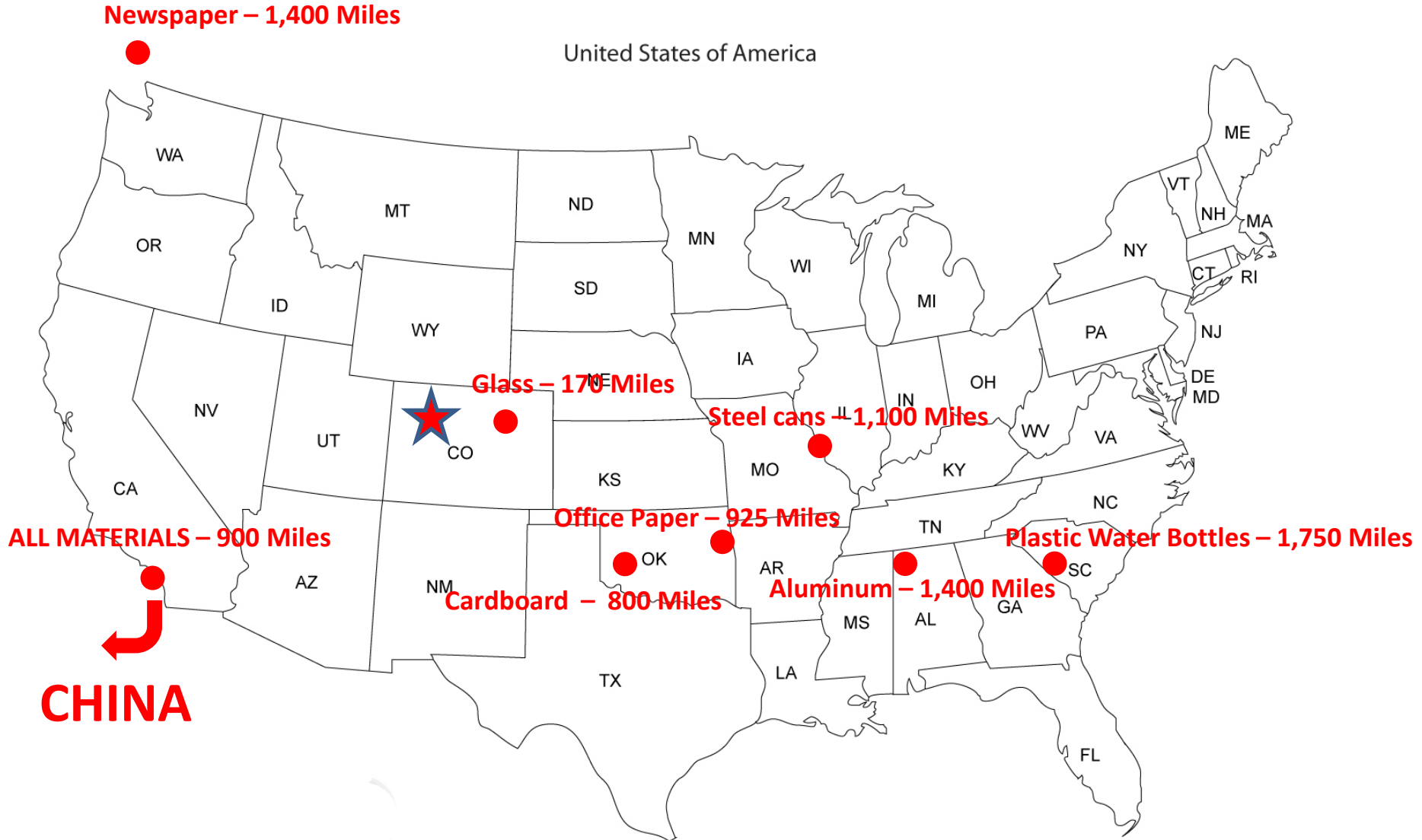
Location	Owner	Distance	Accepts	Restrictions	Drop Off ?	Fee	Notes
Pitkin County	Pitkin County (to WM Denver)	Local - 32 miles	Single Stream	<i>Residents only ; haulers max of 40 tons/year</i>	Yes, through the County locations	\$26 per ton; free to County residents	Transload recyclables to WM Denver
Eagle County	Eagle County	Regional - 45 miles	Dual Stream	None	Yes, through the County locations	Free	Haulers in Vail area take single stream to Denver; volume has declined to almost nothing
Grand Junction	Waste Management	Regional - 85 miles	Dual Stream	No Competing Haulers	Yes	\$30 - 40 per ton	Mostly Mesa County volumes
Denver - Alpine	Alpine Waste & Recycling	State - 160 miles	Single Stream	None	No	\$36 per ton	Largest, most efficient sorting plant in Colorado; superior rail access
Denver - Waste Management	Waste Management	State - 160 miles	Single Stream	No Competing Haulers	No	\$30 - 40 per ton	Medium capacity/high volume site with tight rail access
Carbondale <b>(unbuilt)</b>	Mountain Waste & Recycling	Local - 13 miles	Single Stream	Public Use Prohibited	<b>NO</b> - RFTA Restrictions for Traffic	TBD	Recycling Transload, Compost & Trash
Silver Plume	Timberline Disposal	Local - 26 miles from Frisco	Single Stream	None	Not at This Time	TBD	Recycling Transload, Compost & Trash

# Recycling – Local Drop Off Locations

- Pitkin County residents (no commercial)
  - Aspen (Rio Grande – no attendant)
  - Redstone (summer only – no attendant)
- Basalt – town currently pays WM monthly to allow residents (no commercial) to drop off at the WM transload location on Willits Lane (attendant)
- Glenwood Springs (attendant) - TBD



# Where Does It All GO?



The following slides were added to the original presentation given to Glenwood Springs City Council.

They are intended to compare current recycling activities in mountain communities along the I-70 corridor.

# Recycling Comparison

## Mountain Communities

	Summit County	Eagle/Vail	Pitkin/Roaring Fork
Population	28,650	52,460	35,400
Annual Budget	\$1,116,396	\$ 857,449	\$ 338,250
Drop Off Centers?	Yes	Yes	Yes
Operator	County	Contractor	Contractor
Sorting Center?	Yes	Yes	No
Operator	County	County	
Single Stream Available?	Yes	Yes	Yes
Single Stream Operator	Timberline Disposal	Vail Honeywagon & Waste Management	<b>Pitkin County</b> , Mountain Waste & Waste Management
Comprehensive Curbside & Commercial Recycling Offered by Haulers?	Yes; Timberline Disposal, Talking Trash & Waste Management	Yes; Vail Honeywagon & Waste Management	Yes; Mountain Waste & Recycling, VIP, Aspen Trash, Valley Garbage & Waste Management
Comments:	Neighboring counties have lowered expenses while increasing diversion	Recycling volumes to county owned sort center reduced by 90+% due to hub & spoke	Landfill diversion numbers among highest in state

# Summit County Observations

- Colorado has adopted Hub & Spoke methodology for rural recycling:
  - State RREO Grants from CDPHE focus on enhancing Hub & Spoke infrastructure
  - Should Summit County's role be a hub or a spoke?
- New State Materials Management Plan sets goals for landfill diversion
  - Single Stream recycling increases diversion where implemented
    - More participation because it's easier to recycle
    - More materials accepted in the recycling program
- Neighboring counties have adopted the hub & spoke, single stream methodology to reduce cost and increase diversion

OR... are faced with finding ways to pay for existing, outdated infrastructure that does not have the population required to support the investment and make it cost competitive with new technology.

**INTERGOVERNMENTAL AGREEMENT**  
**REGARDING COLLECTION, TRANSPORTATION AND DISPOSAL**  
**OF SOLID WASTE IN SUMMIT COUNTY, COLORADO**

**This Intergovernmental Agreement Regarding Collection, Transportation and Disposal of Solid Waste in Summit County, Colorado (“IGA”)**, is hereby made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2017, by and between the Towns of Breckenridge, Dillon, and Frisco (the “Towns”) and Summit County Government (the “County”) regarding the regulation of solid waste hauling and disposal in Summit County, Colorado. The Towns and County shall hereafter be referred to together as the “Parties,” or individually as a “Party.”

**RECITALS**

**WHEREAS**, the collection, transportation and disposal of solid waste, rubbish, recyclable materials and other discarded materials is a matter of general public importance and concern.

**WHEREAS**, the State of Colorado has by statute expressly endorsed "local efforts ...focused toward the reduction of the volume...of the waste stream...through source reduction, recycling, composting, and similar waste management strategies," and also recognizes that "improper disposal of solid wastes poses significant public health risks and environmental hazards" (Section 30-20-100.5, C.R.S.).

**WHEREAS**, pursuant to § 31-15-401, C.R.S.; § 30-20-107, C.R.S.; §31-15-103, C.R.S.; Article XX, § 6 of the Colorado Constitution and other applicable authority, each of the Parties has the legal authority to adopt ordinances or resolutions regulating solid waste disposal, including the performance of solid waste hauling services in their respective jurisdictions.

**WHEREAS**, the Parties believe that the cooperative regulation of solid waste disposal and licensing of solid waste haulers will provide an efficient and effective means of implementing and enforcing solid waste management policies.

**WHEREAS**, the Summit County Resource Allocation Park, (“SCRAP”) is the only permitted solid waste disposal facility located in Summit County and is operated by the County in conjunction with the County’s recycling, composting and other solid waste management programs and facilities on County-owned property within the Summit County Resource Allocation Park Planned Unit Development.

**WHEREAS**, the SCRAP contains the public site where solid waste generated within Summit County was historically dumped on federal lands prior to the adoption of modern federal and state solid waste disposal laws and regulations.

**WHEREAS**, Summit County acquired the SCRAP property from the United States of America pursuant to an Act of the United States Congress, Public Law 101-631, for solid waste disposal and continued improvement in local solid waste disposal operations.



**WHEREAS**, pursuant to Public Law 101-631 and the Comprehensive Environmental Response, Compensation and Liability Act (“CERCLA” or “Superfund”) Summit County further entered into a covenant with the United States that indemnified the United States from various environmental liabilities associated with solid waste disposal at the SCRAP.

**WHEREAS**, Summit County has invested tens of millions of dollars of public revenues in the SCRAP improvements and operations to continually mitigate and eliminate the environmental impacts of the site from past solid waste disposal, so that the SCRAP is now a modern solid waste disposal facility that engages in a wide range of waste diversion, recycling, and environmental remediation activities.

**WHEREAS**, significant additional operations are nonetheless required at the SCRAP to ensure that the currently approved facility design is completed and the environmental risks posed by past and present waste disposal continue to be adequately remedied.

**WHEREAS**, the Parties believe that the SCRAP is an important public resource and each of the Parties desire to consider designating and approving the SCRAP as its exclusive solid waste disposal site and facility to be used for the disposal of solid wastes generated within their jurisdictions in order to facilitate the community’s solid waste management goals, protect the public health and environment, and protect all the property owners and citizens of Summit County from potential future environmental liabilities.

**WHEREAS**, the SCRAP operations are funded by the revenue it generates through the collection of discarded solid waste materials and such revenue funds Summit County’s integrated and comprehensive solid waste management program, including compliance with state and federal environmental regulations.

**WHEREAS**, the transport of discarded solid waste collected in Summit County to disposal facilities located outside of Summit County has substantially reduced SCRAP revenue and therefore will detrimentally affect the SCRAP operations, including the funding of a variety of solid waste management programs in Summit County such as recycling operations and compliance with ongoing environmental goals and policies.

**WHEREAS**, the Parties desire to cooperate in the development and implementation of solid waste management regulations regarding solid waste hauling and disposal in Summit County in an effort to further the solid waste goals of the Parties, and to protect the SCRAP’s ability to continue its current waste management programs and operations in a consistent manner that is reasonable, necessary and in the best interests of public health, safety and welfare.

**WHEREAS**, pursuant to title 29, article 1, part 2, Colorado Revised Statutes, as amended, and article XIV, section 18 of the State Constitution, governments may contract with one another to provide any function, service or facility lawfully authorized to each of the contracting units.

**NOW, THEREFORE**, in consideration of the premises and of the respective covenants and undertakings of the parties hereto, the Parties agree as follows:

A. Purpose. The purpose of this IGA is to memorialize the Parties' agreement to cooperate in the development and implementation of a licensing and regulatory program applicable to the provision of solid waste hauling and disposal in Summit County and the Towns.

B. Definitions.

The term "Solid Waste" shall mean all putrescible and non-putrescible solid wastes discarded from any source including Recyclable Materials. The term "Solid Waste" shall exclude liquid wastes, sewage, sewage sludge, septic tank or cesspool pumpings; sand, asphalt, concrete, gravel, rock, dirt or other segregated construction materials to be used or reused in any construction project; timber, wood chips or vegetative matter hauled from the property where it is cut; agricultural wastes, solid or dissolved materials in irrigation return flows; industrial discharges which are point sources subject to permits under the provisions of the Colorado Water Quality Control Act; materials handled at facilities licensed pursuant to the provisions on radiation control in article 11 of title 25, C.R.S.; exploration and production wastes as defined in section 34-60-103(4.5), C.R.S. except as such wastes may be deposited at a commercial solid waste facility; excluded scrap metal that is being recycled; shredded circuit boards that are being recycled; discarded or abandoned vehicles or parts thereof; residential appliances; materials used as fertilizers or for other productive purposes; household hazardous wastes; and hazardous materials as defined in the rules and regulations adopted by the Hazardous Materials Transportation Act of 1987.

The term "Solid Waste Hauler" shall mean any person or company in the business of collecting, transporting or disposing of Solid Waste for a fee or other compensation to a landfill, disposal site, transfer station or other like facility.

The term "Recyclable Materials" shall mean Solid Waste from any residential, commercial or other source that is collected separately for the purpose of such material being re-processed into new or different products or packaging materials, provided that such material has been designated by the Licensing Authority as recyclable as provided in Section 3 below.

The term "Transfer Station" shall mean a facility at which refuse, awaiting transportation to disposal site, is transferred from one type of containerized collection receptacle and placed into another or is processed for compaction. "Refuse" means all forms of solid waste, including garbage, rubbish, trash, recyclable materials, and similar material.

The Summit County Resource Allocation Park (SCRAP) shall mean the solid waste disposal site and facility owned and operated by Summit County located at 639 Landfill Road, Dillon, CO 80435.

Unless otherwise defined herein or as may be in conflict with the terms and intent of this IGA, all terms shall have the same meaning as provided in Section 30-20-101 et seq., C.R.S.

C. Development of a Solid Waste Hauler Licensing Program. The Parties shall work cooperatively to develop a Solid Waste Hauler licensing program to be administered by the County and its authorized designees, which applies to all Solid Waste Haulers doing business in the unincorporated part of Summit County and in the Towns.

D. Development of Solid Waste Disposal Regulations. The Parties shall work cooperatively to develop Solid Waste disposal regulations, including a requirement that Solid Waste generated in their respective jurisdictions be deposited at the Summit County Resource Allocation Park, with such exceptions as are provided in the regulations.

E. Adoption of Ordinances or Resolutions. The Parties shall each consider the adoption of such ordinances or resolutions as may be necessary to implement the intent and provisions of this IGA.

F. General Provisions.

1. Entire Agreement. This IGA constitutes the entire agreement and understanding between the Parties on the subject matter hereof, and supersedes any prior agreements or understandings relating to the subject matter of this IGA, except for other written agreements and understandings referred to herein.

2. Modifications. No modification or waiver of this IGA, or modification of any covenant, condition, or provision herein contained, shall be valid unless said modification is approved by each of the Parties in writing.

3. Severability. All agreements and covenants contained herein are severable, and in the event that any such agreement or covenant is held invalid, by a court of competent jurisdiction, this IGA shall be interpreted as if such invalid agreement or covenant were not contained herein.

4. Third Party Beneficiaries. It is expressly understood and agreed that enforcement of the terms and conditions of this IGA, and all rights and actions relating to such enforcement shall be strictly reserved to the Parties and nothing contained in this IGA shall give or allow any such claim or right of action by any other or third person. It is the express intention of the Parties that any person or entity other than the Parties receiving services or benefits arising from the performance of this IGA shall be deemed to be an incidental beneficiary only.

5. Applicable Law; Governing Law; Venue. The Parties shall endeavor to adhere to all applicable federal, state, and local laws, rules, and regulations that have been or may hereafter be established. This IGA shall be interpreted in all respects in accordance with the laws of the State of Colorado. Venue for any action concerning this IGA or the matters provided for herein shall be proper solely in the Summit County District Court.

6. Governmental Immunity. No Party hereto intends to waive, expressly or implicitly, by any provision of this IGA, the monetary limits or any other rights, immunities and protections

provided by the Colorado Governmental Immunity Act, Section 24-10-101, et seq., C.R.S., as amended from time to time, or any other privilege or immunity provided by law.

7. Appropriation of Funds.

a. Notwithstanding anything herein to the contrary, the obligations of each individual Party under this IGA shall be, where appropriate, subject to the annual appropriation, by that Party's governing body, of funds sufficient to meet those obligations provided herein. In the event that sufficient funds are not so appropriated by any Party, as required hereunder, this IGA may be terminated by any Party. Upon the termination of this IGA by one Party, this IGA shall continue as to the other Parties, unless otherwise agreed by the other Parties.

b. No obligation provided in this IGA is intended to or shall be interpreted to constitute a multiple year direct or indirect debt or other financial obligation whatsoever within the meaning of the Constitution or laws of the State of Colorado.

8. Obligations. Except as otherwise stated herein, each Party is required to carry out and perform all the obligations of a Party under this IGA independently of the actions of any and all other Parties. No Party shall be responsible or liable for the failure of any other Party to perform its obligations herein.

9. Indemnification By the County. The County will indemnify and defend the Towns, their officers, employees, insurers, and self-insurance pools, against all liability, claims, and demands, on account of injury, loss, or damage, including, without limitation, claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, arising out of or in any manner connected with the adoption of the regulations or ordinances contemplated by this IGA and the County's administration and enforcement of the same, or arising out of or in any manner connected with this IGA, except to the extent such liability, claim or demand arises through the negligent or wrongful act or omission of the Town, its officers, employees, or agents, or the Towns' breach of this IGA. To the extent indemnification is required under this IGA, the County agrees to investigate, handle, respond to, and to provide defense for and defend against, any such liability, claims, or demands at its expense, and to bear all other costs and expenses related thereto, including court costs and attorney fees. The County's indemnity obligation under this Section shall survive the termination of this IGA, and shall be fully enforceable thereafter, subject to any applicable statute of limitation.

10. Waiver. The failure of any Party to exercise any of its rights under this IGA shall not be deemed to be a waiver of any rights provided for under this IGA.

11. Attorney's Fees. If an action is brought to enforce this IGA, the prevailing party shall be entitled to reasonable attorney's fees and costs.

12. Paragraph Headings. Paragraph headings are inserted for convenience only and in no way limit or define the interpretation to be placed upon this IGA.

13. Binding Effect. This Agreement is binding upon and inures to the benefit of the Parties and their respective successor governing boards.

14. Approval By Governing Boards or Other Authority. In accordance with Section 29-1-203(1), C.R.S., this IGA will not become effective unless and until it has been approved by the governing bodies of each of the Towns and the County, or by such persons as has the power to approve this IGA on behalf of each of the Towns and the County.

15. Counterparts. This IGA may be executed in counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

[INTENTIONALLY LEFT BLANK]



**IN WITNESS WHEREOF**, the Parties hereto, through their authorized representative, have executed this **Intergovernmental Agreement Regarding the Collection, Transportation and Disposal of Solid Waste in Summit County, Colorado** effective on the date first written above.

**BOARD OF COUNTY COMMISSIONERS  
SUMMIT COUNTY, COLORADO**

**TOWN OF BRECKENRIDGE,  
COLORADO**

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**By: Scott Vargo, County Manager**

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**By: Rick G. Holman, Town Manager**

**TOWN OF DILLON, COLORADO**

**TOWN OF FRISCO, COLORADO**

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**By: Tom Breslin, Town Manager**

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**By: Gary Wilkinson, Mayor**