Buena Vista
Community Trails Plan

Prepared by the Buena Vista Trails Advisory Board
For the Buena Vista Board of Trustees

Revised
February 2015

TOWN OF BUENA VISTA, COLORADO

RESOLUTION NO. 18
Series of 2015

A RESOLUTION OF THE BOARD OF TRUSTEES FOR THE TOWN OF BUENA VISTA, COLORADO, APPROVING THE REVISED TRAILS MASTER PLAN

WHEREAS, the Town of Buena Vista Trails Advisory Board has completed a project to revise the Trails Master Plan; and

WHEREAS, the Town of Buena Vista Planning and Zoning Commission has reviewed the Plan and recommends approval; and

WHEREAS, the Town of Buena Vista Board of Trustees has reviewed the Plan and find that it is in the best interest of the citizens of the Town of Buena Vista to approve this Plan.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES FOR THE TOWN OF BUENA VISTA, COLORADO, that the revised Trails Master Plan is hereby approved as presented.

RESOLVED, APPROVED, and ADOPTED this 24th day of February, 2015.

BUENA VISTA COLORADO
UNITED WE STAND
SEAL
DIVIDED WE FALL
INCORPORATED OCT. 28, 1879

TOWN OF BUENA VISTA, COLORADO

By: _____
Mayor, Joel Benson

ATTEST:

_____
Mary Jo Bennetts, Town Clerk

(Seal)

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Acknowledgements

• Information from the trails plans in other mountain communities, with special thanks to the Town of Breckenridge.

• *Trails for the Twenty First Century* by Charles A. Fink, Kristine Olkja and Robert M. Stearns, 2nd Edition, 2001.

• *Guide for the Planning, Design and Operations of Pedestrian Facilities*, American Association of State Highway and Transportation Officials (AASHTO) standards, 2004, from which the guidelines in this Plan are based.

• Complete Streets Policy (Resolution No. 19), March 13, 2012, adapted by the Buena Vista Board of Trustees, to use principles outlined in the *Model Design Manual for Living Streets*, 2011, as a guide for future planning to accommodate all users.

- Appreciation and gratitude to Katherine McCoy of Buena Vista for the design of the trail symbols, informational and historic kiosk panels, trail maps and brochures.

Trail signs are located at the boathouse above the Arkansas River.

Background

The Buena Vista Community Trails Plan is a document originally drafted in 1996 that has been revised and will continually require updating and revision as the community grows and its traffic, recreational, and transportation needs grow and change.

CRS 29-7-101(2) authorizes the Town of Buena Vista to acquire, own, operate, and maintain public recreation lands and facilities. To assist in that effort, a Buena Vista Trails Advisory Board was established in January, 2007. The Town of Buena Vista approved a new Comprehensive Plan in 2008 that includes the Buena Vista Community Trails Plan.

Plan Purpose

This trails plan is meant to develop a system of connected non-motorized, multi-use pathways to increase recreational, educational and alternative transportation opportunities for residents and visitors in the Buena Vista area. They are also meant to add enjoyment and foster a healthy lifestyle. The goal is to link commercial areas, workplaces, schools, parks, homes and surrounding county and public lands with safe trails for pedestrians and bicyclists. These trails can be separate paved or non-paved paths, sharrows, extended shoulders, or painted lanes.

The Buena Vista Trails Advisory Board will make recommendations to the town staff and Board of Trustees to further the progress of this plan. It is intended that the Town of Buena Vista will assume responsibility for these trails once constructed to standards as outlined in this document. As development occurs in and around Buena Vista, trails and open space will be given due consideration as would any other required infrastructure.

Vision

The Trails Advisory Board sees the Buena Vista trail system as a valuable asset to the town, residents, and visitors. The Trails Advisory Board considers planning, construction and maintenance for sustainable and safe trails in looking at trail development for the Town Council to consider.

I. Trails and the Town of Buena Vista

A. Buena Vista Community Trails

Many documents in the Town of Buena Vista, including the Buena Vista Comprehensive Plan and The Buena Vista Community Trails Plan, stress the importance of a sustainable interconnected trail system. By following the guidelines set forth in this document and consistent communication between the Buena Vista Trails Advisory Board, Town staff, and Town Trustees, Buena Vista's trail system can build on and retain the following important qualities:

- Safe public access
- Minimal user conflicts
- Sustainability
- Quality construction and maintainability
- Effective regulatory and interpretive signage
- A variety of enjoyable experiences for various user types and skill levels

To ensure that these objectives are achieved, the Town has adopted the Town of Buena Vista Community Trails Plan to be used during trail planning, construction and maintenance to provide developers, staff, the public, and trail users with a foundation upon which a viable community trail system can be established and maintained.

This Plan also includes fundamentals of trail design, trail construction, trail maintenance, trail signage and other trail considerations.

When a trail is conceived or planned in the Town of Buena Vista, a number of options are available to obtain legal access to the trail, including easements, land exchanges, fee simple, purchase, development agreements, condemnations, grants and donations.
As the community trail system is established, other qualities for future projects along the trails to be considered are art, benches and landscaping to enhance trail experiences.

B. County Connections
The Trail Advisory Board recognizes the importance of connecting the town trail system to the county trail system. Northern Chaffee County Connections (NC3) was formed in 2014 to facilitate the extension of pedestrian/bike pathways outside the town limits into the county trail system.

II. Trail Design Objectives

Successful completion of trails to be integrated into the Town trail system requires communication with Town staff and a thoughtful trail design that takes into account the local landscapes. Below is a more detailed list of objectives for trail development within the Town of Buena Vista.

• Safety should be the number one priority when planning trails. Avoid busy intersections and hazardous conditions such as unstable slopes and inadequate lines of sight.
• Trails should provide for multiple uses and a wide range of abilities, and interests. Access, as defined by the American Disability Act specifications, is provided given the local terrain.
• Efforts should be made to minimize or mitigate impacts of trails upon adjacent landowners, the environment, local wildlife, and its habitat.
• Trails should incorporate the Arkansas River, Cottonwood Creek, historic sites and the natural setting in a manner that provides an enjoyable and educational experience while being sensitive to the area's preservation and/or restoration.

• Trails should conform to the scenic rural mountain character of the Town of Buena Vista.
• Appropriate trail planning should provide for the continuity of the trail through the development of connecting links to adjacent neighborhoods, schools, parks, recreation sites, town center and adjacent county, state and federal lands.
• Trails should accommodate both summer and winter use, whenever possible.
• Trail planning should involve the anticipation of future development and expansion. The trail planning process should include future costs, trail use levels and potential development on adjacent properties.

• Trails should be designed and constructed for sustainability, thereby requiring minimal future maintenance.
• Trails are designated to be dog friendly and dog waste disposal stations (established in 2011) are provided to enhance the experience of all users. Dogs are required by Town ordinance to be leashed except in dog parks and on the rodeo grounds.

III. Guidelines for Trail Designs

A. Sustainability
Trails that require little rerouting and minimal maintenance over extended periods of time and can support currently planned and future uses with minimal impact to the natural systems of the area are considered sustainable. Proper trail alignment, appropriate surface materials, grading and drainage are necessary components of a sustainable trail.

Characteristics of a Sustainable Trail
- Connects selected control points
- Gets water efficiently off the trail
- Offers different experiences for various users with differing ability levels
- Encourages users to stay on the trail
- Follows natural contours

Characteristics of an Unsustainable Trail
- Results in significant tread ruts and gullying
- Results in severe erosion or washout
- Contains multiple or braided treads
- Impacts private property
- Causes sedimentation in nearby watercourses
- Results in high maintenance

B. Trail Alignment
The configuration and location of a trail should take into consideration user comfort, safety and enjoyment, aesthetics, economy of construction, ease of maintenance, environmental impacts, and potential for year round use. Guidelines to consider when determining trail alignment include:

1. Separate trails from roads, parking lots and structures. The amount of separation depends on road speeds and the size of parking areas.

- Minimum separation between trails and low speed streets (edge of asphalt) or small parking lots should be 10 ft.
- Minimum separation between trails and high speed streets (edge of asphalt) or large parking lots should be at least 25 ft. and may need to be as much as 50 ft.

- Along existing developed road easements and street right-of-ways, separated trails may not be feasible. In these situations, as much separation as possible is recommended.
- Recommended minimum separation from houses or other structures should be 50 ft. but could vary with the density of vegetation, type of topography or existing situations that require closer separations.

2. Construct trails with grades of 10% or less, recognizing that this guideline will be difficult to achieve on some sections of trail within Buena Vista and the surrounding county. Additionally, trails should be designed according to current American Disability Act specifications whenever possible given the local terrain.

3. Consider safe sight distances, especially in narrow sections, intersections, hills and curves and otherwise hazardous areas.

4. Provide a transition zone at the bottom and top of steep grades and before making sharp or climbing turns.

5. Incorporate a meandering and undulating alignment that takes advantage of natural terrain while generally following contours of the land to minimize grade and maximize user comfort and safety. This guideline may conflict with a developer's desire to follow property boundaries and avoid developed areas and it may be found that following property boundaries is not workable.

6. Align trails near vegetation at the edges of meadows instead of cutting across open spaces. This design approach minimizes the impacts of habitat fragmentation.

7. Avoid driveway/roadway crossings where possible.

8. Align to screen direct views to and from roadways, structures or other land uses that may detract from pleasurable use of the trail, and integrate attractive buffers to protect privacy of both trail users and landowners.

9. Avoid, when possible, alignments along steep slopes that create the appearance of the trail being carved out of the hillside or dictate the need for retaining structures.

10. Link points of interest, i.e., community parks, schools, views, historic sites, interesting landscape features.

11. Plan trails to avoid or minimize user conflicts.

12. Select materials and accessories which are readily available and resistant to vandalism.

13. Locate the alignment away from tree trunks and at the edge of heavily wooded areas to minimize vegetative clearing and tread damage from roots.

14. Minimize erosion and tread gullying by aligning trails across slopes rather than along the fall line. Extended steep transverse grades should be kept to a minimum.

C. Trail Corridor

The trail corridor is the cleared area above and on either side of the tread needed to accommodate the trail and its users. It varies in size depending on the type of trail and trail use and requires clearing and limbing, grading of adjacent slopes, drainage structures, and re-vegetation. A trail corridor should be approximately twice as wide as the tread width. This designation can vary with terrain and the type of trail user.

1. Sightlines

- To reduce the potential for collisions or accidents, the trail user should be able to safely and clearly observe the trail ahead and upcoming intersections or obstacles.
- When determining sightline, the speed of the trail user will lengthen or shorten the distance required for proper reaction time to occur.

- In conjunction with sightline, grade should be considered. When possible, curves, stops and reduced speed zones should be on a flat grade with an adequate sightline.
- If a curve is required on a grade, a longer sightline should be designed. When sightlines cannot be an adequate length, a slow sign should be considered.

2. Trail Width

- The width of the trail tread will vary depending on the type of trail, type of user, number of users and steepness of slope being traversed.
- Generally, equestrians require wider treads than hikers and mountain bikers and may require a separate pathway next to the trail.
- On steeper slopes (generally 30% or greater), construction at the minimum tread width may be necessary to reduce the impact of cut and fill slopes and construction costs.
- Tread width guidelines are:
    - Hard Surface Trails- 8 to 10 ft wide

- Soft Surface Trails - 4 to 8 ft wide

3. Trail Easements
   - Trail easement guidelines are:
     - Hard Surface Trails - 15 to 20 feet wide
     - Soft Surface Trails – 8 to 15 feet wide

D. Drainage

Erosion is the natural process by which soil particles are detached from the ground surface and transported down slope by the action of moving water or wind. The combination of water falling on the trail, water running down the trail, freeze/thaw, and the wear and tear of user traffic can create significant erosion problems on trails with poor drainage. In order to create a sustainable trail with low maintenance requirements, erosion on the trail needs to be mitigated. Many preventable circumstances create a situation resulting in high erosion rates on the trail, such as trails that follow the fall line or have no cut slope. Such trail design issues may result in the use of multiple drainage structures and the need for more frequent maintenance.

Installing well-designed drainage with adequate capacity to address erosive forces is the most important element in trail design. Utilizing and protecting natural drainage patterns when aligning the trail while also constructing adequate cross slope during construction will remedy surface runoff in most situations. However, when runoff is concentrated uphill of the tread, the trail grade is steep, or a water course is likely to create drainage problems, drainage structures such as culverts, swales, drainage dips, water bars, crowning or grade breaks are required to protect the trail. The steeper the trail, the more frequently structures are needed.

1. Culverts A culvert is a covered channel or pipe that takes a watercourse under a trail. Culverts can be used for low flow and intermittent stream crossings, and for side swale drainage. Culverts are commonly used on both hard surface pathways and soft surface trails. A culvert is typically made of metal or plastic. Due to the complexity of culvert design, installation should be coordinated with Public Works Department and the town engineers.

2. Side Swales Side swales are broad, shallow ditches which parallel the trail. They prevent runoff water from reaching the trail surface and also give water on the tread a lower place to drain. Side swales can be used on all trail types. Side

swales can either empty into natural drainages or be drained at intervals by culverts under the trail.

3. Crowning Crowning is a method of trail construction where the center part of the tread is built up to allow water to run off each side. Crowning assists with drainage by forcing water off of the trail tread. Crowning is most commonly used on flat soft surface and natural trails and should be used only if both sides of the trail have someplace to drain. Crowning should be steep enough to shed water, but not too steep as to cause discomfort for trail users.

IV. Other Trail Considerations

A. Environmentally Sensitive Areas

Trails should avoid environmentally sensitive and hazardous sites whenever possible. If unavoidable, special alignment and construction methods must be used to protect the site from negative environmental impacts and provide for safety of the trail user.

1. Construction impacts to the area surrounding the trail should be minimized when building a trail. When possible, use hand tools for construction. The use of heavy equipment should be avoided to prevent impacts to sensitive environments.

2. The trail alignment should be planned to preserve significant vegetation.

3. Plants native to the site should be used in re-vegetation of environmentally sensitive areas that have been disturbed.

4. Trails that cross or are located adjacent to wetlands must be designed for minimal impact. Boardwalks or other structural techniques may be required.

5. When aligning trails, the use of areas with existing disturbance such as existing social trails, utility easements, abandoned ditches and abandoned road cuts should be considered.

6. Development of trails in areas of critical wildlife and plant habitat may require site-specific studies to determine impacts, mitigation and appropriate alignments.

7. In order to protect environmentally sensitive areas during and after trail construction, erosion control methods such as siltation fences, straw bale barriers, or other best management practices as required by the Town Public Works Department. Re-vegetation may also be required.

B. Winter Trails
In most cases, Buena Vista recreational pathways are open for both summer and winter use. If conditions allow, some trails could be used for on-snow activities such as Nordic skiing or snowshoeing.

C. Wetlands and Water Crossings
When dealing with riparian environments, special precautions need to be made in order to mitigate or prevent sedimentation and damage to sensitive ecosystems. Preventing and minimizing impacts to wetland areas is critical to aquatic health and, in relation to trails, can often be accomplished by minimizing vegetation removal and soil disturbance. If construction on stream banks, lakes, shores and wetlands is unavoidable, the trail tread should be raised. To avoid water quality impacts, structures should be constructed with treated wood, precast concrete or steel. If the wood is pretreated, the structure should be isolated in poly wrap below grade. If trails enter wetland areas, permits may be required and the appropriate agencies must be contacted.

D. Slope Stabilization, Re-vegetation and Landscaping
Revegetation is important to control erosion and stabilize slopes, as well as to improve aesthetics. It is important that re-vegetation be sensitive to existing on-site plant species in order to maintain a natural character and balance. The most important areas for re-vegetation are where major disturbance occurs, usually related to hard surface pathways. Another disturbance area of concern is related to cut and fill slopes or full bench cuts on steeply sloping sites (over 30%). Town staff must be consulted regarding all re-vegetation plans.

E. Structures
Structures are trail corridor improvements necessary for user comfort or to solve specific drainage, grading, safety and water crossing situations. For public safety and economy, most structures should be designed by a design professional. Trail structures should compliment the character of the surrounding landscape. Typical structures related to trail development are: retaining walls, bridges, boardwalks, fences, steps, stairways, railings and other user amenities such as restrooms and benches.

1. Retaining Walls

A retaining wall is a vertical structure usually consisting of rock or timber that enables construction of a trail around obstacles, stabilization and widening of trail sections and stabilization of trails on loose soil. Retaining walls are often used to reduce erosion on cut and fill slopes when slopes exceed a stable angle. In addition, retaining walls may be necessary to reduce the size of a cut and fill, or minimize disturbance on an environmentally or visually sensitive site.

The Town Engineer should be involved during the design and construction of retaining walls. Materials: Whenever possible, natural materials should be used in wall construction such as rock or wood. To decrease long term maintenance, rock is preferred. Walls located in visually sensitive areas should be designed to blend with the surroundings. Retaining walls should not be too continuous, thereby avoiding a channelized feeling. The wall should tilt into the slope. An inward tilt of 1 foot for every 4 feet of height is the maximum recommendation with a ratio of 2:1 being more typical and acceptable. To avoid both the "engineered" look and abrupt drop-off sometimes created by retaining walls, they should be used only in select circumstances (especially when developing soft surface or natural trails).

2. Bridges

Bridges are used to cross a natural or man-made drainage that has a year-round flow and also to span a ravine or gully-type terrain feature. Bridges should be used to cross a perennial stream where a water crossing would create hazardous conditions or damage to the environment. Materials that blend with the surrounding environment should be used whenever possible. Bridges should be designed to withstand floods and should be placed to avoid sharp curves or reflections. Bridge width should be able to accommodate the largest trail use such as bikes, horses, or pedestrian. Emergency access or maintenance vehicles may also need to be considered in the design phase. On most bridges, the minimum width should be the same as the approach trail. An exception to this would be a simple bridge on a pedestrian-only soft surface, natural or rough trail. On hard surface pathways and multi-use soft surface trails, bridges should be 2 to 4 feet wider than the approaching trail. Railings are required. Bridges must be approved by the Town Public Works Department and in many cases will have to be designed by a civil engineer.

3. Boardwalks

Boardwalks are elevated structures usually of wood or recycled plastic that can be used to minimize environmental impact when crossing over or traveling adjacent to wetlands or occasionally flooded areas. Boardwalks are designed to span wet or boggy areas. All wood used in boardwalk construction should be pressure treated or a rot resistant timber. Boardwalk decking can also be comprised of recycled

plastic materials. The bottom of the stringers of a boardwalk should be above high water levels.

4. Fences

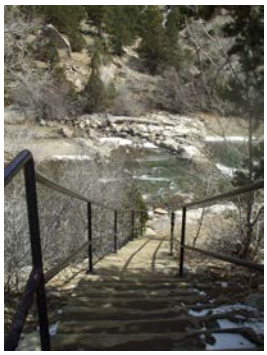
Fences should be installed only when physical separation is necessary for safety and/or to preserve adjacent landowner privacy. Whenever possible, fencing should be located only on one side of the trail at a time. Fencing designs which create a narrow corridor effect for long stretches should be avoided. Whenever possible, fences should be no closer than 5 feet from the trail edge. Where fences are necessary along both sides of a trail, minimum width should be 20 feet between the two sections of fence. Fencing should be compatible with wildlife migration patterns. Whenever possible, natural materials should be used.

5. Steps or Stairs

Steps can be used on sections of trail where elevation must be gained quickly, usually in areas where the grade exceeds the recommended maximum. Where steps are located on steep grades, a handrail may be required on one or both sides to provide for safety and user comfort when stairs are located in the more urban areas of Town, design should comply with Town building codes. Steps are not recommended for trails used by horses, bikes and the disabled. Stone is preferred for steps; however, treated timber can also be used.

6. Railings

Railings are recommended on high volume, hard surface pathways and soft surface trails where a steep drop off exists within 5 feet of the trail edge. Railings can be used on trails as necessary for user safety and comfort. Whenever possible, natural materials should be used. Railings on pedestrian trails should be 42 inches high. Railings on multi-use hard surface pathways which receive considerable use by bicyclists should be 54 inches high. For general use in mixed bicycle/pedestrian situations and in zones which are not high speed bike zones, 42 inch railings are preferred. Railing ends should be flared away from the trail at either end of the railing. Where railings are used on



trails located in the more urban areas of town, design should comply with Town building codes.

7. Benches

A variety of bench types can be found along trails. Some are constructed from natural materials. Others may incorporate natural and man-made materials into artistically pleasing benches. There are also commercial "memorial benches" – paid for by individuals wishing to pay tribute to passed loved ones.

The memorial bench program was established in 2011 to place benches along the Buena Vista trail system. Informational brochures are available at Town Hall.

F. Signage

Signage at trailheads and throughout the trail system should be used to inform and educate trail users. Properly located signs can be an indicator of location, distance, property boundaries or restricted uses (preventing unwanted conflicts, or confusion). Interpretive signs (kiosks) should be located along trails wherever historic, environmental or educational opportunities increase the user's enjoyment.

Interpretive panels were designed and placed along the Arkansas River Trail in 2007 and set the standard for all future sign design.

Listed below are some objectives for trail signage. The Trails Advisory Board and Town staff must approve all signs and sign locations.

- Signs should be of a consistent design with those used throughout the Town.
- Signs should be professionally designed; this includes typography, vocabulary and other design elements.

• Signs may inform users of the trail's characteristics such as direction, distance, location of the trail, location of private property, or other information.
• Signs should be low maintenance and be capable of withstanding extreme weather conditions and abuse.
• Signs should not obstruct the trail or natural scenery. Informational signs can be grouped together at the trailhead while warning signs should be located to give trail users a chance to react.
• Educational or interpretive signs should be located in areas that have historical or natural interest that would enhance the user experience.

• Over use of signs can diminish the natural effect while under use can leave the trail user confused.

G. Intersections

Intersections should be highly visible and provide good sight distance, clear zones and proper signage. Accommodation of sufficient stopping sight distance at roadway intersections is critical and adequate warning should be given to permit trail users to stop before reaching the intersection. On high volume trail/vehicular intersections, a flat approach grade is especially important and appropriate striping and regulatory signage may be necessary. In less developed areas containing low volume soft surface or natural trails, less formal intersections may be possible (depending on the volume of traffic) and signage may not be necessary. Pavement Markings applied at intersections should be evaluated annually to determine if maintenance is necessary.

V. Trail Construction (reference "Trails for the 21st Century" 2nd edition)

A. Sub-grade and Sub-base

The sub-grade is the native soil mass of the landscape on which the trail is constructed. The sub-base is a man-made layer of stone and rock constructed on top of the sub-grade. The trail surface is installed on top of the sub-base. Working together as a unit, the

structural qualities of these three components determine the strength and quality of a trail. (Figure 1)

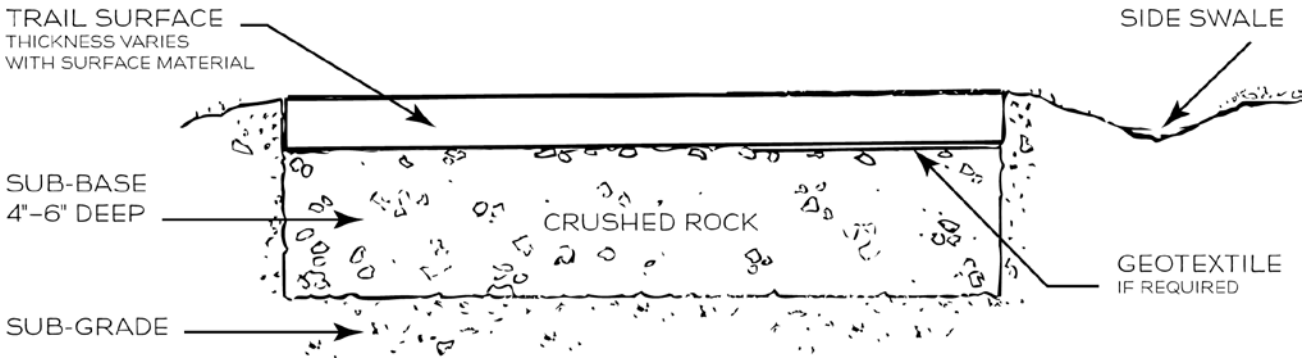


Figure 1: Typical Cross Section for trail construction.

B. Trail Surfaces

Trail surfaces are either soft or hard defined by the material's ability to absorb or repel moisture. Many single use trails throughout the country, particularly hiking and equestrian trails have soft surfaces. These surfaces do not hold up well under heavy use or varying weather conditions and therefore are not ideal for multi-use trails. Hard surface materials are more practical for multi-use trails in urban, suburban, and populated rural areas. Specific trail surfaces and widths will be recommended by the Trails Advisory Board.

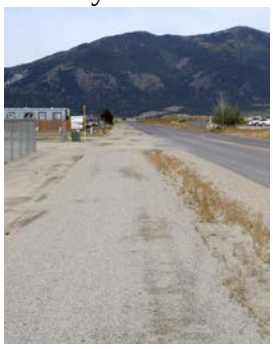
1**. Hard Surface Trails (8 to 10 feet wide)**

The primary characteristic of a hard surface trail is its inability to absorb water. These trails are found in areas of moderate to heavy mixed use generally in an urban, suburban, or more populated rural area. Trail tread thickness varies depending on the materials used.

An example of a hard surface trail would be the Arkansas River Trail in the South Main development. Following are descriptions of hard trail surfaces acceptable for Buena Vista area trails ranging from softest to hardest.

- **Granular Stone**

  A very popular surface for multi-use trails because it accommodates a wide variety of users and can be compacted into a firm surface. Maintenance is minimal. Surface should be replenished every 7 to 10 years. Spot repairs may be necessary. Vegetation may sprout through the surface and require maintenance. Proper engineering, compaction techniques, and strict control over the type of material used are most important when using granular stone as a trail surface. A granular stone trail surface must be a minimum of 4 inches thick, subject to approval by the Town Public Works



Director, and be placed over a properly prepared sub-grade and sub-base. (See figure 1.) In wet or unstable areas, geo-textiles may be required to maintain the integrity of the sub-grade. Sometimes class 5 road-base is preferred. An example of a class 5 road-base trail is along Rodeo Road. The trail along Gregg Drive is surfaced with crusher fines.

Asphalt

This hard surface material works well for a variety of trail settings. It works especially well for bicycles and runners. Equestrians generally cannot use an asphalt trail because it is hard on horse's hooves and the hooves can leave imprints in hot weather. If the sub-base and sub-grade are not prepared properly the trail surface will be rough and bumpy. This hard surface material works well for a variety of trail settings. It works particularly well for bicycles and runners. Equestrians generally cannot use an asphalt trail because it is hard on horse's hooves and the hooves can leave imprints in hot weather. Asphalt needs maintenance such as crack-sealing, patching, and fog- sealing to avoid possible environmental contamination. Asphalt has a life expectancy of 7 to 15 years. A flexible pavement, asphalt conforms to the contours of the sub-base and sub-grade. If the sub-grade and sub-base have been prepared properly, (see fig 1.) the surface will be smooth and level. Asphalt should be installed a minimum of 2 inches thick, placed with mechanical lay-down machine and compacted with mechanical roller attaining specified density required by the Town Public Works Department.

- **Concrete**

  The hardest of all trail surfaces, concrete is most often used for multi-use trails in urban and suburban areas with severe climate changes and heavy use. Concrete trails accommodate all users although a parallel path is advisable for equestrians and runners. Concrete is an expensive hard surface material but lasts longer than any other, often 25 years or more. Concrete used for trail surfacing should be properly reinforced to prevent cracking where sub-grade conditions are unstable. Concrete trail surfaces should be constructed over a well-prepared and compacted sub-base and then 4 inches of class 6 road-base. Concrete depth will be 5 ½ inches for all concrete paths and should be finished with a stiff broom to avoid slipperiness. Joints should be cut, not trowelled.

2. Soft Surface Trails - 4 to 8 feet wide

Soft surface trails have a high permeability rate and can absorb water easily. Soft surfaces work well in some rural areas and on parallel treads, particularly for equestrians and runners. These surfaces may not be well suited for a multi-use trail that is expected to accommodate a high volume of many different uses. Soft surface trail materials include road base, wood chips and recycled materials. Soft surface trails require less preparation than hard surface trails. Constructing a soft surface trail requires the removal of sub grade obstacles such as roots and rocks and the incorporation of proper drainage structures. The placement of a geotextile fabric where unstable soil conditions are present may be necessary. These trails should be well designed, well constructed, and properly maintained. An example of a soft surface trail would be the Marquard Nature Trail along Cottonwood Creek by Buena Vista High School.

3. Natural surface Trails- Widths vary with use and terrain

Natural surface trails (a.k.a. backcountry or rough trails) should provide access to open space and other trails. They are usually located in less developed areas, should blend with their surroundings and should require little maintenance with only a few drainage structures. Natural surface trails can accommodate mountain bikers, equestrians and pedestrians. These trails are generally constructed of local mineral soil and other earthen materials. Natural surface trails should be designed at grade to minimize erosion. Sections of grades over 12% may be unavoidable but should be short and should never exceed 20%. These trails should be well designed, well constructed, and properly maintained. An example of a natural surface trail would be the Barbara Whipple Trail on the east side of the Arkansas River.

VI. Trail Maintenance

A. Trail Corridor Maintenance Responsibility

1. The Town of Buena Vista will be responsible for trail and trail corridor maintenance of the Buena Vista recreational pathways as it is described in this Trail Plan (See map Appendix A.)

2. The Town of Buena Vista will not be responsible for neighborhood trails or private trails that are not a part of the Buena Vista recreational pathways system.

B. Vegetation Management

1. In order to provide for safe and comfortable maneuvering of pathway users, a minimum of 10 feet vertical clearance will be required along the pathway corridor. A minimum distance of 2 feet will be maintained between the pathway and all lateral obstructions or barriers.

2. Vegetation growing in the pathway corridor that posses a threat to the structure of the pathway surface or the safety of the pathway user will be removed manually or in some cases sprayed with USDA approved herbicide.

3. In the event that vegetated areas adjacent to the pathway are disturbed, the Town should revegetate those areas immediately to prevent erosion and weed invasion.

C. Maintenance Schedule

The following list is a minimal guideline for annual or as needed maintenance of Buena Vista's recreational pathways:

1. Replace missing or damaged regulatory and directional signs.
2. Maintain interpretive signs and bases
3. Repaint worn pavement markings
4. Trim trees, shrubs and grass to maintain sight distances.
5. Patch holes, fill cracks and feather edges.
6. Sweep hard surfaces.
7. Mow trail shoulders.
8. Pick-up trash.
9. Clean culverts, swales and ditches.
10. Modify drainage systems if problems persist.
11. Maintain benches and other structures.
12. Remove graffiti.
13. Remove snow and ice where appropriate.
14. Maintain designated dog play areas and waste disposal stations.

D. Trail Maintenance Budget

All trails within the Buena Vista Recreational Pathway will require maintenance. Trail maintenance must be a line item of the annual Town budget. Inspection of all trails by volunteers and town staff should be used to identify work items for the following year's budget preparation.

E. Adopt a Trail
The Trails Advisory Board established the Adopt-A-Trail program in 2012 to use volunteers to assist with the monitoring and maintenance of specific sections of Buena Vista's recreational pathways. See Appendix B for more specific information on this program.

VII. Streets and Roadways

Wherever possible a 4-6 foot wide extension lane or shoulder should be added to both sides of existing or planned streets or roadways.

A. Streets
All streets within the Town limits need to provide safe travel for pedestrians and bicycles using striped lanes, sharrows and signage for transportation and recreational purposes. New housing developments and growth create a need for alternative means of travel other than the motorized vehicles and provide pedestrians and bicyclists with safer routes.

B. Roadways
1. Where Town limits and county roads meet, there will be a cooperative agreement between the BV Trails Community Plan and the Chaffee County Trails Master Plan to coordinate the continuation of trails or roadway shoulders (i.e. West Main/C.R. 306 or Crossman Ave./C.R. 350) for pedestrians and cyclists to use for safe and enjoyable non-motorized travel.
2. Roadways coming into Town limits need to provide a means for a safe transition in regard to transportation and recreational routes for pedestrians and cyclists to travel.

VIII. Definitions

ADJACENT TRAIL: A soft surface or natural trail which roughly parallels a major hard surface pathway and is necessary due to high user volumes and possible user conflicts on the hard surface pathway.

AMERICANS WITH DISABILITIES ACT (ADA): The current Federal requirement that basically says when public funds are used for construction or upgrading of facilities, then access for disabled persons must be provided. Accessibility and usability allow a person with a physical disability to independently get to, enter and use a building, facility or site.

BIKE LANE: An on-road designated route that is normally a striped lane on the shoulder or side of the road. This is also known as a bike/pedestrian lane.

BOARDWALK: A fixed planked structure, usually built on pilings in areas of wet soil or water to provide dry crossings.

BUFFER ZONE: Natural area or open space used between the trail and adjacent lands to minimize impacts (visual or physical).

CARRYING CAPACITY: The number of people recreating that can be accommodated in a specific area based on ecological, physical, facility, and/or social factors.

CORRIDOR: The full dimensions of a trail route, including the tread and a zone on either side and above the tread from which brush will be removed.

CRUSHER FINES: A by-product of the gravel production process consisting of angular and irregular ground rock particles which range in size from a fine dust up to a specified maximum particle size. The wide range of angular particle sizes become interlocked and are held together by the natural cements in the crushed rock, creating a compact, hard surface which is used on some hard surface trails. (see "Trails for the 21st Century" for complete details)

DEVELOPER: The person or persons legally responsible for the construction of trails within a specific property.

EASEMENT: The portion of public land or private land dedicated to the public for a trail corridor, surface or subsurface drainage, overhead or underground utility ways, vehicular access or other public uses.

ECOSYSTEM: The complex of a community and its environmental functioning as an ecological unit in nature.

ENVIRONMENTALLY SENSITIVE AREAS: Contains wetlands (as defined by applicable state or federal law), riparian corridors, critical wildlife and plant habitat areas, areas with significant vegetation, highly visible hillsides, unstable soils, slopes and landforms, and high water inundation zones.

EROSION: Natural process by which soil particles are detached from the ground surface and moved down slope, principally by the actions of running water.

FILL: Gravel or soil used to fill voids in trails and to pack behind retaining walls and other structures and which raises the natural level of the ground or replaces soil deemed unsuitable for construction.

GEOTEXTILE: Geotextiles are non-degradable fabric mats that increase the strength of the trail cross section, especially where soft or unstable soils are present. They are most often used between the sub-grade and sub-base to reinforce the structural qualities of the sub-grade so that a smooth trail surface can be maintained.

GRADE: The amount a trail rises or falls over distance (the change in vertical elevation divided by the change in horizontal distance), indicated in percent.

MOTORIZED VEHCILE: Every vehicle that is self-propelled by an internal combustion engine or electric power, including but not limited to, automobiles, motorcycles, snowmobiles, mod-peds, electric bicycles, motorized bicycles, motorized scooters, and

motorized skateboards. However, such terms shall not include self-propelled (motorized) wheelchairs used for the transportation of physically handicapped individuals.

MULTI-USE TRAIL: Multi-use trails are trails that allow several user types on the same trail such as walkers and bicyclers. These are generally hard surface trails of 8-10 foot width.

PAVEMENT MARKINGS: The lines and letters set into the surface of, or applied to, the pavement.

PRIVATE TRAIL: A trail that is on private property or perhaps is in a private easement. In many cases, such trails may be constructed in a subdivision for the use of its residents or possibly open to the public. These trails are not part of the Buena Vista recreational pathway and are not maintained by the Town of Buena Vista.

RECREATIONAL PATHWAY: The Buena Vista Recreational Pathway is the current trail system as indicated on the attached map. (Appendix A.) Additional sections of the recreational pathway shall be included in the system as they are constructed and shall be subject to the regulations herein.

RE-VEGETATION: The process of replacing or adding vegetation to a disturbed site in order to prevent erosion and promote improved aesthetics.

RIPARIAN ZONE: The land and vegetation immediately adjacent to a body of water, such as a river, lake, or other natural perpetual watercourse.

ROAD BASE (Class 6): A graded soft surface trail material made from crushed river sediment of cobbles and silt obtained from a gravel pit, consisting of 3/4" minus rock and fines to a specified design gradation.

SETBACK: The open space between a trail and environmentally sensitive area, structure or roadway that creates a buffer to reduce impact to the trail or the adjacent structure or property.

SHARROW: A symbol of a bicycle with 2 arrows above painted on the roadway to remind motorists to share the lane with bicyclists on roads too narrow to accommodate bike lanes.

SIDEWALK: This is a path or walkway along a road that is normally attached to the edge of the road. It is defined in the Town Engineering Standards as a five-foot wide surface, recommended to be constructed of concrete to the specifications of the Town Public Works Department.

SIGHT DISTANCE: Refers to the distance a trail user can safely and clearly observe the trail ahead of him or intersecting roads and trails.

SOCIAL TRAIL: A trail that develops through use and usually meets few (if any) design and construction standards.

SUB-BASE: This is a man-made layer of stone and rock constructed on top of the sub-grade. The trail surface is installed on top of the sub-base.

SUB-GRADE: This is the native soil mass of the landscape on which the trail is constructed.

SUSTAINABLE TRAILS: Trails which require little rerouting and minimal maintenance over extended periods of time and can support currently planned and future uses with minimal impact to the natural systems of the area

TRAILHEAD: The start or end of a trail often accompanied by various amenities such as parking, signage, picnic area, and restrooms.

TREAD or TRAIL SURFACE: The travel surface of a trail.

USERS: Users are any person using the recreational pathway in any manner permitted by these regulations.

VERTICAL CLEARANCE: The height above the tread which must be cleared to allow for safe passage

WALL (RETAINING): Log or rock construction to support trail tread or retain back slope.

WETLANDS: Areas including but not limited to lakes, streams, ponds, areas of seasonal standing water, areas with a predominance of wetland vegetation (such as willows, rushes or sedges), or areas with boggy soils. Wetlands do not include areas that are saturated solely by the application of agricultural irrigation water. Manmade lakes or ponds built for the purpose of detaining runoff are not considered wetlands in the context of these regulations.

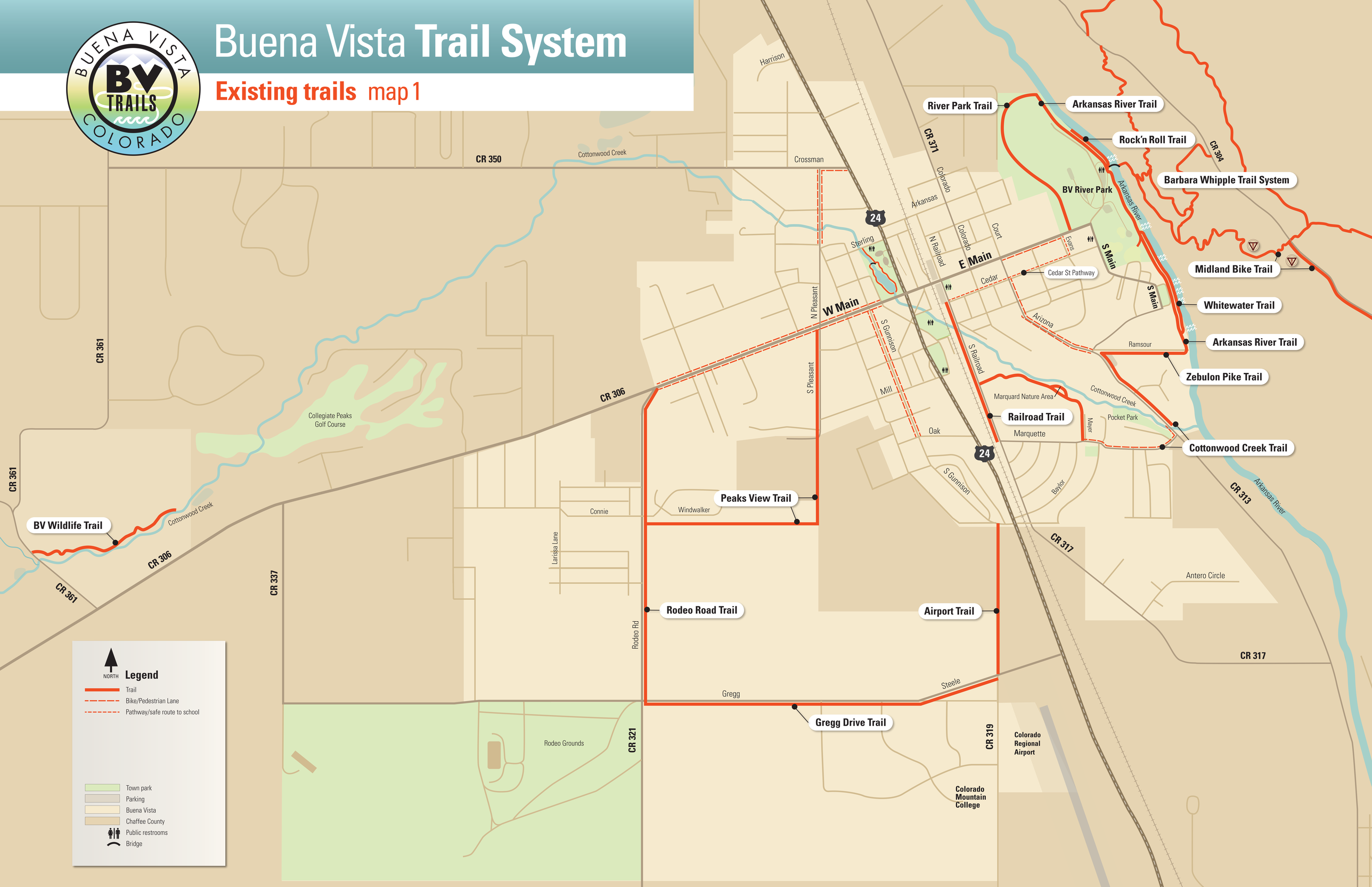
WILDLIFE AND PLANT HABITAT: Vegetation and landforms which are keys to a healthy, sustainable plant and animal community.

Buena Vista
Community Trails Plan

Appendix A
Buena Vista Community Trails Maps

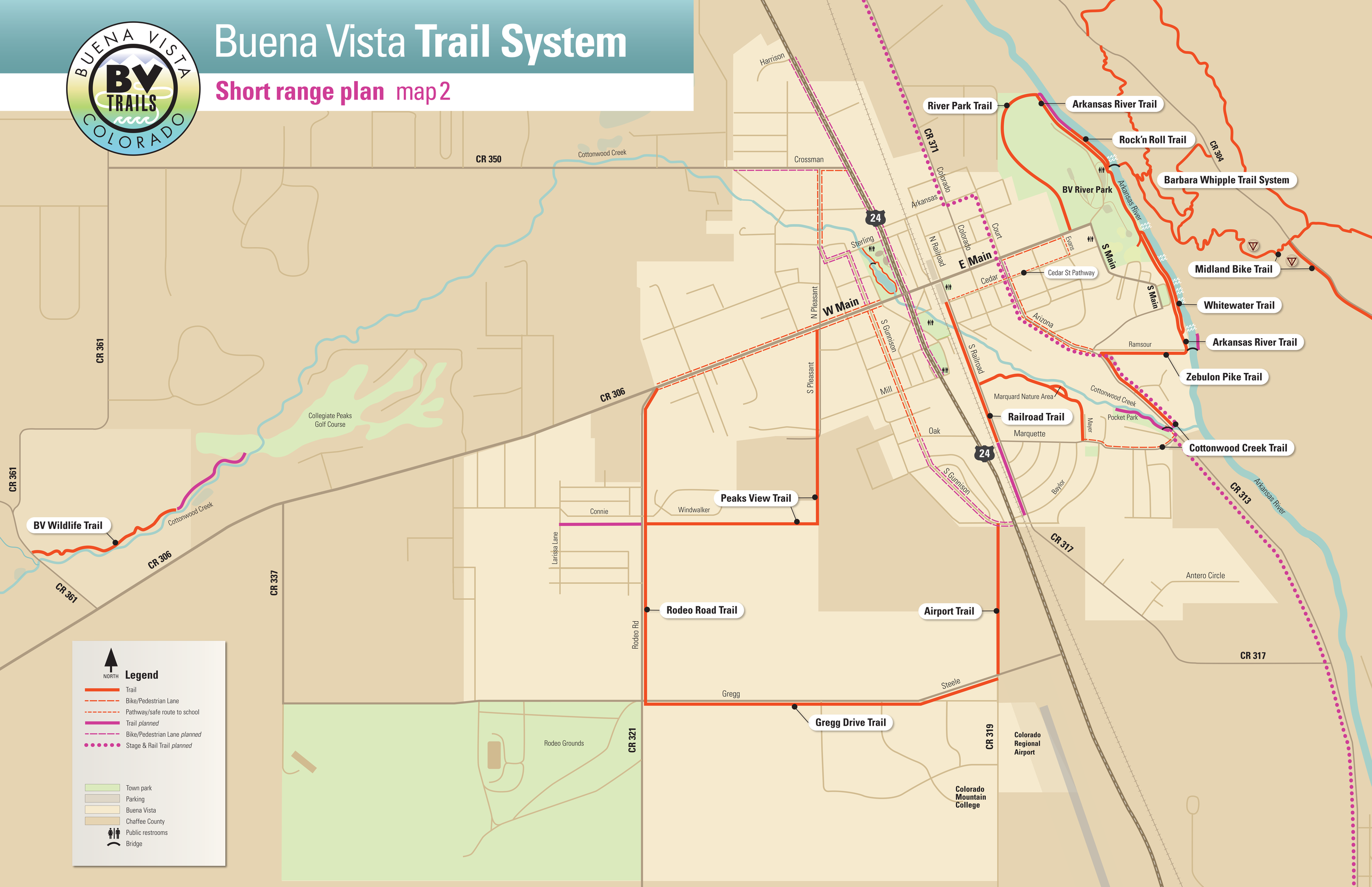
Buena Vista **Trail System**

Existing trails map 1



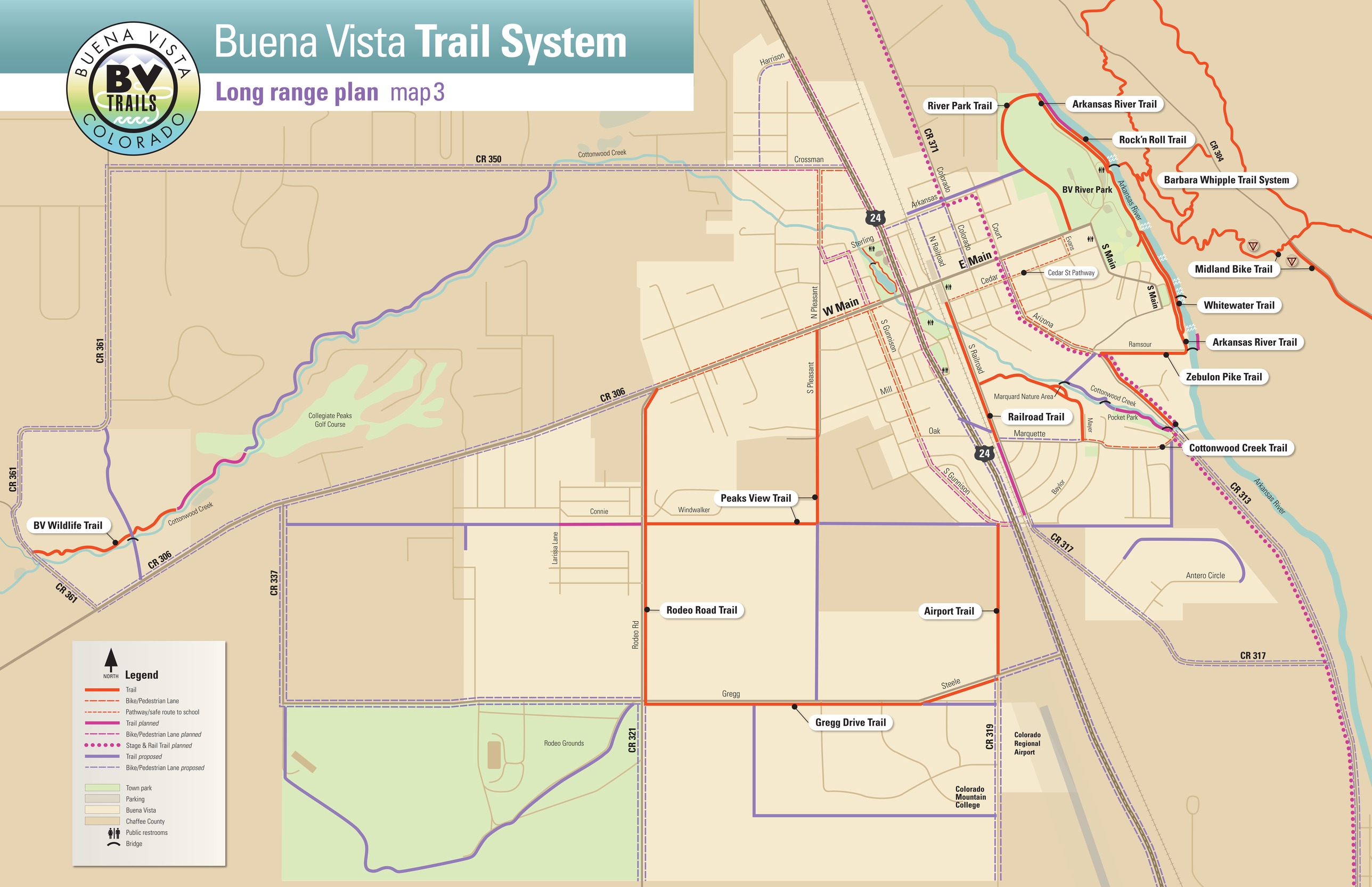
Buena Vista **Trail System**

Short range plan map 2



Buena Vista **Trail System**

Long range plan map 3



Buena Vista
Community Trails Plan

Appendix B
Adopt – A – Trail Program

Buena Vista, Colorado
Adopt–A–Trail Program
BuenaVistaCo.gov

What is the Adopt-A-Trail Program?

The purpose of the program is to promote the sustainability and beauty of trails in Buena Vista by allowing volunteers to periodically care for, and maintain, a section of trail. Feedback is provided to the Town – noting remediation needed as well as suggested improvements.

Who administers the Adopt-A-Trail Program?

The program is run by the Buena Vista Trails Advisory Board with Public Works Department assistance. Names of members of the board, as well as the time and location for meetings, is available through the Town web-site. Visitors are always welcome to Trails Board meetings.

Meetings are held the 1st Tuesday of each month at 9:00 at the Public Works Department on Gregg Drive.

Who can adopt a trail?

Individuals, groups of individuals, families, businesses, community and service organizations can adopt a trail. Anyone interested in the outdoors is welcome to help maintain this sustainable Town resource.

How does the Adopt-A-Trail Program work?

1. The adopting individual or group commits to a one-year period of adoption. At the end of that time the adoption can be renewed, changed to a different section or terminated. If there is a waiting list for a particular section of trail, after the one-year period of time the next in line for that section will be given the adoption opportunity.

   Adoption times for all sections of trail begin on June 1st.

2. Monitoring and reporting of each section should be done at least four times a year. Some sections of trail will

need to be monitored more frequently depending on use and time of year. A reminder from the Public Works director will be sent at the beginning of each quarter.

3. Volunteers are active in keeping trails free of debris, carrying out minor pruning of small limbs and brush from the trail corridor, cleaning established drainage channels, noting "social trails" and depositing dog waste in the nearest "dog station". Volunteers are also responsible for notifying Public Works - detailing any damage to the trail and offering suggestions for Town maintenance, possible stair/path additions, memorial bench placement and potential sites for Art in Public Spaces projects.

Is there formal recognition for volunteer efforts?

Volunteers will be recognized in two ways:

1. An article in the paper will list specific trail sections and volunteers for each section.
2. The volunteer's name will be posted on the Town web-site along with the description of each trail in the Town Trail System

How to get started

Contact the Adopt-A-Trail Coordinator (contact information below) to set up a time to meet and discuss the benefits and requirements of trail adoption, to learn about sections open for adoption, and to complete the Adopt-A-Trail application.

Ed Eberle – Buena Vista Trails Advisory Board
719-207-0958
edeberle01@yahoo.com

or:

Rich Landreth
Buena Vista Public Works
719-395-6898 Ext. 5#
bvpwdir@buenavistaco.gov

Adopt-A-Trail Sections

	Trail	Adopted by….
1	Arkansas River North	
2	Arkansas River Middle	
3	Arkansas River Upper	
4	Arkansas River South	
5	Rock 'n Roll	
6	Whitewater Trail	
7	Zebulon – Pike Trail	
8	Cottonwood Creek South	
9	Cottonwood Creek High School	
10	Marquard Nature Area	
11	Railroad Trail	
12	Peaks View Trail (NS)	
13	Peaks View Trail (EW)	
14	BV Wildlife Trail	
15	Barbara Whipple Main	
16	Barbara Whipple Steep Shortcut	
17	Barbara Whipple South Loop	
18	Barbara Whipple North	
19	River Park Trail	
20	Gregg Drive Trail	
21	Airport Trail	
22	Rodeo Road Trail	

Buena Vista
Adopt-A-Trail Program Volunteer's Checklist

Thank you for volunteering for the Buena Vista Adopt-A-Trail Program! Keeping our local trails clean, safe and maintained enhances and is vital to our trail system, and we couldn't do it without volunteers.

We ask that you carry out the tasks below regularly to keep your section of the trail in good condition, but at least report four times a year (depending on the use). The Public Works Director will send an e-mail quarterly to remind volunteers to report on their trail section.

- Pick up trash and dispose of it properly.
- Remove or cut away any weeds that encroach on the trail. Do not use any sprays.
- Remove any pet waste on, or adjacent to, the trail and replace bags in dog stations (if applicable).
- Note any damaged, vandalized or missing signs or dog stations.
- Identify, and report, any social paths that are not the designated trail.
- Assess any damage/erosion to the trail.
- Check for any trail hazards or safety issues along the trail (rocks, roots, over-hanging limbs, etc.).

Upon completion, report back by-mail to bvpwdir@buenavistaco.gov giving a brief report on your observations including any concerns, problems, or trail improvements. Be sure to list your trail, name and date.

Thank you for making a difference!

Buena Vista Trails Advisory Board

Buena Vista
Community Trails Plan

Appendix C
Detailed Trail Sections

Airport Trail

Uses: Hiking, biking, dogs permitted on leash. No motorized vehicles.

Location: The Airport Trail runs from Gregg Drive near the Airport north towards town.

Description: The trail is mostly a hard surface trail – steeply banked on the east side. This is a connecting trail running from near the Airport and Colorado Mountain College south to DePaul Ave.

Length: Approximately .5 mi

Difficulty: Easy

Recommended use: Year-round, weather permitting.

Arkansas River Trail

Uses: Hiking, biking, fishing access, dogs permitted on leash. No motorized vehicles.

Location: The Arkansas River Trail can be accessed from the Buena Vista River Park, South Main development, Arizona Street (County Road 313), Ramsour Road, BLM property, Whitewater Trail and the Barbara Whipple Trail.

Description: The trail is mostly a hard surface trail. It lies on the west side of the river and travels both north from the River Park kiosks and south from those same kiosks. To the south the trail passes through South Main to the intersection of the Whitewater Trail and the Zebulon Pike Trail. In the South Main development there are benches, a kiosk and a public square. The north section connects to the Rock-n-Roll Trail and features great views of the boat launch and several kayak play-holes.

Length: From Park restroom south - .6 mi

From Park restroom north - .44 mi

Difficulty: Easy

Recommended use: Year-round, weather permitting.

Barbara Whipple Trail

Uses: Hiking, biking, dogs permitted on leash. No motorized vehicles.

Location: The Barbara Whipple Trail is named after a local artist and is accessible from the Buena Vista River Park Bridge, the Midland Railroad and Four Mile trails, the Arkansas River Trail and the Whitewater Trail. From the stop light in Buena Vista take Main Street east until you reach the dirt parking lot at the boat ramp.

Description: The Barbara Whipple Trail is a grouping of several natural surface trails on the east side of the Arkansas River. It is probably the most popular hike in town and hiking this trail is easily combined with any biking or boating experience nearby. Looking back across the Valley you will see great views of the Collegiate Peaks. The trail runs through pinions and branches to a portion that was the old Midland Railroad grade. Several kiosks along the way provide current and historical information about the area.

Length: The trail is approximately 1.3 miles in length if experienced as a loop hike. Hiking on various branches can lengthen that experience.

Difficulty: Moderate. The trail is steep beginning at the Arkansas River trailhead but becomes much easier with some elevation gain. Total elevation gain for the trail is approximately 600 feet.

Recommended use: Year-round, weather permitting.

Buena Vista Wildlife Trail

Uses: Hiking, biking, fishing, no dogs (at the time of this writing), non-motorized use.

Location: The Buena Vista Wildlife Trail is accessed from County Road 306 to the south at the Town water supply station and County Road 361 to the west. It is located on Colorado Parks & Wildlife property and is called the Buena Vista Wildlife Area.

Description: The Buena Vista Wildlife Trail is a hard surface trail of natural material that was developed with funds from the Town of Buena Vista and a Fishing is Fun grant. It meanders along Cottonwood Creek and has many fishing access points. There is an ADA site for fishing at the south end of the parking area.

Featured along this trail are several benches and informational kiosks. Cottonwood Creek along the trail was redesigned and enhanced with planning by the Collegiate Peaks Chapter of Trout Unlimited and work by the Department of Corrections.

Length: .5 mi from the entrance on County Road 361.

Difficulty: Easy

Recommended Use: Year-round weather permitting.

Cottonwood Creek Trail

Uses: Hiking, biking, dogs permitted on leash. Non-motorized use.

Location: The Cottonwood Creek Trail begins at the west end of the Zebulon Pike Trail where it joins Arizona Ave. The trail continues south along Arizona Ave, across Cottonwood Creek briefly through a neighborhood along Marquette Ave. The trail cuts along the east and north side of the High School, finally joining the Railroad Trail to the west.

Description: The Cottonwood Creek Trail is an easy walking trail which is primarily a hard surface trail meandering through the Town limits with a fork of soft surfact trail in the Marquard Nature area. This six acre nature area is presently managed by the BV School District with benches and “classroom” type settings along the trail.

Length: 2.0 miles for the trail itself.

Difficulty: Easy

Recommended Use: Year-round

Gregg Drive Trail

Uses: Hiking, biking, ADA accessibility (2015), dogs permitted on leash. No motorized vehicles.

Location: The Gregg Drive Trail runs east - west beginning from the Airport and CMC on the east (C.R. 319) to the intersection with Rodeo Road (C.R. 321) on the west.

Description: The trail is a hard surface trail and is separated from Gregg Drive itself.

Length: Approximately .7 mi

Difficulty: Easy

Recommended use: Year-round, weather permitting.

Peaks View Trail

Uses: Hiking, biking, dogs permitted on leash. No motorized vehicles.

Location: The Peaks View Trail runs south from the end of Pleasant Avenue to a point where it turns 90 degrees to the west and continues to the Rodeo Road Trail.

Description: This natural surface path can be reached from either Pleasant Avenue or by walking/biking east from the Rodeo Road Trail. This trail affords a spectacular view of the Collegiate Peaks as it runs alongside fields and horse pastures.

Length: Approximately .5 mile

Difficulty: Easy

Recommended use: Year-round, weather permitting.

Railroad Trail

Uses: Hiking, biking, dogs permitted on leash, ADA accessible. No motorized vehicles.

Location: The Railroad Trail runs north-south along the railroad tracks and Railroad Ave in Town.

Description: The Railroad Trail is an asphalt trail that lies between the railroad tracks on the west and Railroad Ave on the east. The trail runs from Main Street on the north to the High School on the south. The west end of the Cottonwood Trail and the Marquard Nature Area are accessed from this trail.

Length: The trail is approximately .75 miles in length.

Difficulty: Easy with good shade on both sides of the trail.

Recommended use: Year-round, weather permitting.

River Park Trail

Uses: Hiking, biking, dogs permitted on leash. No motorized vehicles.

Location: The River Park Trail is located just east of the Arkansas River and is the major trail connection for all of the River Park recreation sites.

Description: The natural surface trail begins at the northeast corner of the tennis courts and runs north to the intersection with the Arkansas River Trail. Along the way, one passes through portions of the Disc Golf Course. Although not continuous, the trail connects the Pump Track, Dog Park, and other features in the developing Buena Vista River Park.

Length: Approximately .8 mi

Difficulty: Easy

Recommended use: Year-round, weather permitting.

Rock ‘n Roll Trail

Uses: Hiking, fishing, bicycles, dogs permitted on leash, non- motorized use.

Location: The Rock ‘n Roll Trail can be accessed from the Arkansas River Trail north of the Buena Vista River Park and the Barbara Whipple Trail.

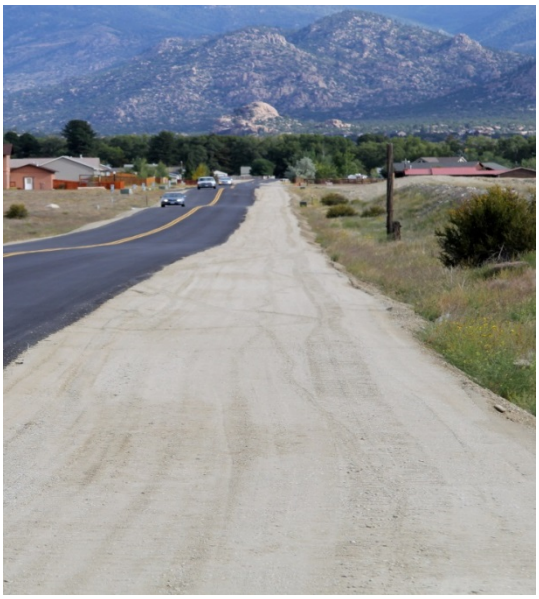
Description: The Rock ‘n Roll Trail lies north of the River Park restrooms and is a branch of the Arkansas River Trial running along the Arkansas River. It is a natural soft surface trail with rocky outcroppings and is not suitable for bicycles. Its main purpose is access for fishermen and hikers. It has one informational kiosk and has views of a kayak play-hole, boat launch and all the amenities of the Buena Vista River Park. There is a stairway at the north end of the trail leading to the Arkansas River Trail.

Length: .2 mi

Difficulty: Very rocky with steep grades toward the north end.

Recommended Use: Year round weather permitting

Rodeo Road Trail



Uses: Hiking, biking, dogs permitted on leash. No motorized vehicles.

Location: The Rodeo Road Trail runs along Rodeo Road from Gregg Drive to the intersection at West Main (C.R. 306). The trail provides access to town from several subdivisions to the west of Buena Vista.

Description: The trail is mostly a hard surface trail but when continuing to town on West Main the surface becomes paved with a provided, well-marked, bike- pedestrian lane.

Length: Approximately .5 mi

Difficulty: Easy although there is a significant hill on the north end leading to West Main Street.

Recommended use: Year-round, weather permitting.

Whitewater Trail

Uses: Hiking, biking, dogs permitted on leash. No motorized vehicles.

Location: The Whitewater Trail can be accessed from the Buena Vista River Park, South Main development, and the Arkansas River Trail via the stairway on the north. The trail runs south from the intersection of the Arkansas River Trail (at stairway) to the intersection of BLM property.

Description: This scenic natural surface path offers wonderful views of whitewater rafting and kayak play-holes, as well as several areas of boulders available for climbing. Near the south end stands an unusual rock face that needs to be seen to be appreciated. Trees offer shade and rows of bushes on both sides give one a feeling of being enveloped by nature. The north end connects to the Arkansas River Trail with 37 steep steps, but the south end simply joins up one trail to another. In between are three additional connections, two wide and sandy, suitable for boat launching, while the third contains 19 wide steps and a sandy surface. Kiosks present information on mining in the mountains and BV's whitewater park. Access it from the Arkansas River Trail at the South Main development.

Length: .35 mi

Difficulty: Easy to Moderate. This trail can erode some during heavy rains.

Recommended use: Year-round

Zebulon-Pike Trail

Uses: Hiking, biking, dogs permitted on leash. No motorized vehicles.

Location: The Zebulon Pike Trail runs along Ramsour Road between Arizona Street on the west to the connection with the Arkansas River Trail on the east.

Description: Bordered by decorative stones, this short natural surface path, formally a part of the Cottonwood Creek Trail, features pinon pines and intriguing boulders. Look west to enjoy the awe-inspiring vista of the Collegiate Peaks, and look east to see Sleeping Indian Mountain looming above. The South Main development is located to the north.

This portion of trail was adopted and improved by the "Friends of Pike" and features an informative kiosk telling about early exploration of the Buena Vista area by Zebulon Pike.

Length: .35 mi

Difficulty: Easy to Moderate.

Recommended use: Year-round

Buena Vista
Community Trails Plan

Appendix D
Buena Vista Recreational Pathways Regulations

APPENDIX D

Buena Vista Recreational Pathways Trail Use Guidelines

Multi-Use Trails

- Always walk, ride on the right
- Obey traffic signs, signals and pavement markings
- Pass on the left
- Give clear, audible warning before passing
  ~ use bike bell
  ~ say “passing on your left”
- Keep pets under physical control. Clean up after pet and dispose of waste in designated receptacles.
- Yield right-of-way: bicycles yield to all trail users; pedestrians yield to equestrians
- Motorized vehicles are prohibited
- No littering
- Respect the rights of adjacent property owners and wildlife
- Above all, show courtesies to other users

Bicycling on Roadways

- Ride on the right side of roadway, with traffic
- Ride single file
- Obey traffic signs, signals and pavement markings
- Be predictable and signal your intention
  Use proper hand signals to indicate left or right turn, slowing or stopping
- Be visible and wear light, bright, reflective clothing
  Use headlight, taillight and reflectors at night
- When available, ride in designated bike lane or shoulder
- Yield to pedestrians
- Above all, show courtesies to other users

Effective Date

These guidelines apply to all recreational pathways and roadways and shall also become effective as pathways are created or expanded to protect public health, safety and welfare. All local laws shall be enforced to the fullest extent permitted by law. Times of use or closures may be written in for specific trails.