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Comments: Below are additional comments from Summit Mountain Biking, a 140 strong group of mostly retired, but very active mountain bikers and trail maintainers. We very much recommend continued development of the trails on the Peninsula as we explain below.

This is a much needed ride center. Although there are many miles of trails in Summit County that are open to mountain bikes, most of them are legacy hiking trails, mining roads or ranch roads that in many cases are very difficult to maintain and often not too fun to ride.

This location has great parking & potential to add more parking. This could reduce the pressure on other trailhead parking areas in the county.

Ride centers like the Peninsula could make mountain biking analogous to alpine skiing. Alpine skiing is primarily done in ski resorts which concentrates the impact into a small area. A small percentage of alpine skiing is done back country. Currently, the mountain biking trail system is more like the cross country model where it is widely dispersed and has wide impacts. Development of concentrated ride centers can focus the impact into smaller areas, thereby reducing the impacts elsewhere in the county.

Purpose built mountain bike trails can be designed and built for each level of riding ability. No surprise drops or sudden ups in a beginner trail. As in alpine ski areas, trails can be developed for different levels of riders which has the result of separating the beginners from the experts and potential conflicts from that interaction. Further, more advanced trails can be built with clearly marked alternate routes for differing advanced skill levels, making the whole system more appealing to more riders.

Because of it's central location, high quality of trails, and ease of access, the Peninsula is destined to become a very popular ride location for locals and tourists alike. We realize that the trail system is not designated for mountain bikers only, but mountain bikers will undoubtedly be the most prevalent users, particularly of the trails more distant from the parking. As a result, there will be large number of riders on the trails. If the trails are built as shown with very few directional trails, there will be a lot of riders pulling off of the tread to allow opposing riders to pass or worse, riding their bikes off the tread to pass each other. This will have the effect of causing the tread to widen. It also reduces the fun factor as riders need to stop constantly to allow opposing riders to pass. At the very least, the trails should be designed with a preferred direction of travel so that they can be converted to directional riding when the need becomes greater.

Again, our thanks to the Town of Frisco and the Dillon Ranger District for the development of the trail system on the Peninsula.