

**1/13-14/2016 Open Space Board of Trustees (OSBT) Study Session Feedback and Revisions
to Refined Scenarios**

JODER TRAIL CONNECTION		
Scenario /Topic	Feedback	How Addressed in Revised Scenarios
Scenario B / west of US 36 Joder connector	Continue to explore alignment via the conservation easement (and consider re-opening this up as a public process)	The feasibility of locating part of the trail alignment on the conservation easement will continue to be explored. The need for additional public feedback will be assessed at the time alignments are determined.
	Continue to explore wetland permitting concerns to ensure feasibility of the west connector.	Staff will continue to assess permit requirements and feasibility.
	Do not allow online off-trail permits west of the connector. Make people apply for permits in person.	Off-trail permits will not be allowed west of the connector. Making permits only available by applying in person creates complexities and feasibility issues with the application procedures that increase complications and confusion for visitors.
	In locations where a pedestrian/equestrian designed trail rather than bike accessible trail can reduce resource impacts, consider making a few sections of the west Joder connector so that cyclists will need to dismount their bikes. <i>(Eg. 3 dismount areas over 3 miles would be okay, more than that would be a hindrance.)</i>	This idea would be explored further when the actual alignment of the proposed west connector is determined. The use of this trail design approach would require suitable locations where visitors could be kept to the trail rather than going around stairs or trail sections not constructed for bike access.
	Set a speed limit to increase safety and have fewer switchbacks to minimize visual impacts from US 36.	The trail will be designed to minimize visual impacts from US 36. Speed limits on trails have been assessed previously by staff and determined to be difficult to enforce and less practical than other techniques to reduce recreational conflicts.
	Use signage about rattlesnake hibernacula to increase education and safety.	Educational signage about the Habitat Conservation Area (HCA) and important natural resources and safety concerns such as rattlesnakes, will be recommended for the connector trail. Staff will also be cognizant of sign design and location to minimize visual impacts.
	Do not have temporal restrictions on west connector trail for bikes. One Board member suggested considering using temporal restrictions as an adaptive tool if a need becomes apparent.	Temporal restrictions for bikes on the west connector are still included to reduce visitor conflict and increase safety on this trail. Recommendations

JODER TRAIL CONNECTION		
Scenario /Topic	Feedback	How Addressed in Revised Scenarios
		from the recreation expert panel indicate it is difficult and less successful to “adaptively manage” and change recreational use patterns once they have become established. It is best to apply temporal strategies when opening new trails.
	Consider temporal restrictions for safety and to minimize conflict.	Included.
Scenario A / east of US 36 Joder connector	Make the new diagonal connector more sinuous, long, fun and provide a larger loop experience.	The new diagonal connector will remain as proposed since it threads the needle between important resources, but further re-design and improvements to the Lefthand Trail to provide the desired sinuous, long and fun trail will be explored further in Scenario A.
	Complete the process of cattle grate crossings for trails in this area.	Installing grate crossings is part of OSMP’s on-going practice of determining the most suitable locations for this type of crossing and scheduling them for installation throughout OSMP.
	If an out and back trail is designated along the RR grade, include educational signage about the resources there and make the east connector as interesting/good a visitor experience as possible.	An out and back trail along the RR grade will be designated in Scenario A and educational signage about the HCA and its important resources will be provided, being cognizant of sign design and location to provide important information, but minimize visual impacts. Further re-design and improvements to the Lefthand Trail to provide a better visitor experience will be explored further in Scenario A.

JODER PROPERTY		
Area/Topic	Feedback	How Addressed in Revised Scenarios
Both Scenarios / Habitat Conservation Area (HCA) status	Support for Joder to remain an HCA.	Included in both scenarios.
Both Scenarios / future trail	Put in a proviso that there will be a separate process to determine whether there will be a connector trail to the Buckingham property.	Included in both scenarios.

JODER PROPERTY

Area/Topic	Feedback	How Addressed in Revised Scenarios
connections		
Scenario B / Buckingham Trail	Maintain V&S access on the Buckingham Trail. One Board member thought V&S access on the Buckingham Trail was okay, but leash should be required throughout the rest of the property.	V&S on corridor access on Buckingham is included in both scenarios.
Scenario B / Joder loop trail	Only have one loop on Joder (rather than two loops) and keep it on the west side of the property. One Board member suggested opening loop location as a public process. Another suggested that the western loop be made larger while a different Board member suggested avoiding drainages and rocky outcrops.	One primary loop on Joder is included in both scenarios. Scenario A includes an alternate reroute for the Interim trail that creates a second smaller loop.
Scenario B / Eastern loop on Joder	Concern about the eastern Joder loop proposed in Scenario B being too near the Six Mile Fold.	In Scenario B, this proposed eastern loop is removed. In both scenarios, the county will go through its own planning process to determine access and management of visitors onto Six Mile Fold. OSMP will coordinate with the county's planning efforts to determine if and where trails could be located in this area.
Scenario B / Joder loop	Make Joder loop(s) no dogs and provide V&S on corridor access on the Interim Joder Trail. One Board member suggested that fencing should be added where there currently isn't any. Another suggested a preference that dogs remain on leash, but if V&S access is allowed, suggested adding educational signage about the resources in the area.	The Interim Joder Trail will provide V&S on corridor access for dogs in both scenarios. The Joder loop (trail south of the Joder Interim Trail) will not allow dogs. The alternate reroute section for the interim trail in Scenario A will also not allow dogs.
Both Scenarios / Joder loop	Temporal restriction is preferable to directional regulations on Joder loop. A Board member suggested that signage should indicate alternate location for bikers on Joder-restricted days. Another Board member recommended making regulations equitable (if hikers are allowed a bike-free experience, then bikers should be allowed a hiker-free experience). He suggested gathering information from Jefferson County Parks and Open Space about their temporal regulations.	Temporal restrictions are included for the Joder loop trail in both scenarios which match the temporal restrictions recommended for the west side Joder connector trail. Directional regulations for bikes are included on the loop trail in both scenarios to minimize visitor conflict, increase safety and increase visitor experience.
Both Scenarios / Rerouted Joder Interim Trail	Reroute the Joder Interim Trail to address steepness/safety concerns and improve visitor experience/narrower trail.	An optional bypass (rerouted) section of the Joder Interim Trail to address steepness is included in Scenario A. The bypass section is not included in Scenario B in an effort to balance resource impacts because it is extremely challenging to find an area to reroute the trail that minimizes impacts to resources.
Both Scenarios /	Suggested removing the "attractive nuisances" on the Joder property.	Included in both scenarios.

JODER PROPERTY		
Area/Topic	Feedback	How Addressed in Revised Scenarios
Joder Property		
Both Scenarios / Joder Property	Suggested having restrooms at HCA trailheads to help prevent off-trail use.	New trailheads and existing trailheads requiring significant improvements will be assessed for the suitability of adding restrooms during implementation of the plan. The new trailhead at Degge is likely to include restrooms. Site details for the expanded Eagle Trailhead and Joder trailheads will need additional assessments during implementation to determine suitability.
Both Scenarios / Joder Property	Cautioned against putting additional infrastructure in the form of restrooms at trailheads going into HCAs.	

BOULDER VALLEY RANCH		
Area/Topic	Feedback	How Addressed in Revised Scenarios
Both Scenarios / Eagle and Sage parallel single track	Designation of single track trail parallel to Eagle and Sage trails should be included.	Included in both scenarios.
Scenario A / Safe road crossings	Ensure safe road crossings/access along the Joder Connector route.	Included in Scenario A.
Both Scenarios / Horse trailer parking at BVR	Horse trailer parking should be included somewhere near the BVR headquarters (maybe on the south side of Longhorn Road with a turn-around at the headquarters)	Horse trailer parking will not be included near the BVR headquarters in either scenario. General public access to BVR arena will not be allowed, access will be managed by lessee. Concerns about public safety, insurance requirements, maintenance, limited available public access times, and enforcement of trailer parking and the protection of private property are reasons for this recommendation.
Both Scenarios / North Rim / Axelson connection to Niwot Road	Support for taking over management of North Rim Trail, making improvements to the trail (5-10 foot realignment), and adding a connection across the Axelson property to Niwot Road.	The connection across the Axelson property to Niwot Road will not be included in either scenario because this trail would need to be closed 8 months out of the year to protect raptor habitat and an alternate connection via 55 th St to Niwot Road is included in both scenarios. OSMP will not take on management of the North Rim Trail from the county. The low level of community interest for making improvements and possibly high costs for improvements and

BOULDER VALLEY RANCH

Area/Topic	Feedback	How Addressed in Revised Scenarios
		maintenance make this not a priority for inclusion in the North TSA Plan. OSMP and the county will coordinate on improvements to this trail if the need arises in the future.
Both Scenarios / BVR area properties	Consider removing some of the existing fencing at BVR.	Included in both scenarios.
Both Scenarios / Regional connections	Supported the connection coordinated through the Greenways Master Plan as well as the Area III connection.	Included in both scenarios.
Both Scenarios / BVR general	Encouraged posting more educational signs about dog regulations/trail etiquette; particularly to reduce visitor conflict and minimize rattlesnake encounters around Lefthand Trail and other areas in BVR.	Educational signage about dog access, important resources and safety concerns such as rattlesnakes will be included in both scenarios, being cognizant of sign design and location to provide important information, but minimize visual impacts.
Both Scenarios / Off-trail equestrian access	Supported equestrian off-trail use on East Beech and throughout BVR.	Equestrian off-trail access will continue to be allowed on East Beech and throughout BVR in both scenarios.

WONDERLAND LAKE

Area/Topic	Feedback	How Addressed in Revised Scenarios
Both Scenarios / Direct hang gliding access loop	Felt that the direct and shorter hang gliding access route and small loop does not need to be included in either scenario.	This shorter loop and hang gliding access route is included in both scenarios in order to improve resource protection by managing a more sustainable trail and consolidating and minimizing social trails in the area. Continuing to provide access to a shorter loop was supported by community interest.
Both Scenarios – Wonderland Lake shorter, hang gliding access loop	Felt that the shorter, hang gliding access route loop does not need to be included in either scenario.	This shorter, hang gliding access route loop is still included in both scenarios in order to improve resource protection by managing a more sustainable trail and minimizing social trails in the area and continuing to provide access to a shorter loop which was a community interest.
Scenario B / Wonderland loops	Allow V&S on corridor on Wonderland loops.	V&S on corridor is allowed on Wonderland loops in Scenario A. Dogs are allowed on Wonderland loops on leash in Scenario B in an effort to maintain balance of interests.
Both	Supported existing dogs on leash regulations in	Included in Scenario A.

Scenarios- Wonderland	all of Wonderland.	
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NORTHERN PROPERTIES		
Area/Topic	Feedback	How Addressed in Revised Scenarios
Scenario A / Deluca property	Suggested keeping this property open and using it as an opportunity to connect into the Joder property (instead of providing a connection via the Schooley property)	Deluca property will remain closed in both scenarios because it is irrigated agricultural land and to protect bobolinks and their related habitat.
Both Scenarios – All Properties	Felt that these properties should not be opened for additional access at this point.	In Scenario A only two properties will remain open to public access; Schooley to provide trailhead access to the Joder property via an underpass and Johnson because it has minimal natural and agricultural resources. In Scenario B only one property (Johnson) will remain open to public access.
Both Scenarios / Stratton, Brewbaker and Berman Brothers properties	Suggested Stratton, Brewbaker and Berman Brothers be open in order to provide an off-road/adjacent to the road trail on the east side of these properties. After learning more about the ditch on Stratton, one Board member felt this might not be a good idea after all.	These properties will remain closed in both scenarios. Stratton is an active agricultural site with valuable ponds and wetland/riparian resources and habitat. Berman Brothers is an agricultural land of statewide importance suitable for hay and grazing with irrigation ditches. It includes wetlands, raptor foraging habitat and ground-nesting bird habitat. Brewbaker has active agricultural operations, the potential area for parking near the property is limited, and community concern was expressed about opening this property to public access.
Both Scenarios / Stratton and Brewbaker properties	Noted that Stratton should remain closed to public access because of the ponds/riparian resources on it. If a property were to be opened as an off-road alternative it should be Brewbaker, though this is not a priority.	Stratton remains closed in both scenarios to protect important resources. Brewbaker will also remain closed in both scenarios, but this does not preclude future access to any of these properties should they become integral to providing future regional connections.