

EMAIL FEEDBACK RECEIVED 11/9/2015 - 1/3/2016	
Email Date	1/3/2016
Email Detail	<p>I want to express my concerns about the environmental impact of potential trail expansion on the North Boulder Open Space areas. I believe the sensitive habitats on the west side of the North Foothills Highway should remain undisturbed. If the choice is between Scenario A or B, I favor Scenario A (on the east side of the highway)</p> <p>This recreational expansion has many enthusiastic supporters, I'm sure. However, this trail proposal is for a discretionary development, an enhancement project for a limited audience. At the very least, every effort should be made to reduce the impact on environmentally sensitive areas.</p>
Email Author	Hannah Huse
No Staff Response	email was sent to OSBT/Council
Email Date	1/3/2016
Email Detail	Please support Scenario B with a provision to allow blue-tagged dogs off leash on the loop trails proposed on Wonderland Hill.
Email Author	Bill Bender
No Staff Response	email to OSBT/Council
Email Date	1/3/2016
Email Detail	<p>Dear Council Members,</p> <p>Regarding the Boulder North Trail Study, please select the plan that preserves the wildlife habitats rather than the one that favors more recreational access. Boulder does not need more people with machines in our open spaces. We need our natural environment.</p> <p>Respectfully submitted</p>
Email Author	Dr. Gretchen Ridgeway
No Staff Response	email was sent to OSBT/Council
Email Date	1/3/2016
Email Detail	Trails where one can freely take their dog are an important part of Boulder. Please support Scenario B, with a provision to allow blue-tagged dogs off leash on the loop trails proposed on Wonderland Hill.
Email Author	Maxwell Johnson
No Staff Response	email was sent to OSBT/Council
Email Date	1/3/2016
Email Detail	Please support Scenario B with a provision to allow blue-tagged dogs off leash on the loop trails proposed on Wonderland Hill.
Email Author	Jennifer P. Johnson
No Staff Response	email was sent to OSBT/Council
Email Date	1/3/2016

Dear Mr. Armstead, Ms. Winfree, Mr. Stewart, Trustees of Open Space, and County Commissioners,

Thank you for taking public input on the North Trail Study Area (NTSA). I hope you will consider BMA's position and that of like-minded residents as the plan for the NTSA moves forward.

As Executive Director of the Boulder Mountainbike Alliance I have an obligation to represent the values, needs and desires of BMA's 1000+ members who reside in Boulder County. BMA, along with OPEN Boulder (a coalition of over 6000+ recreationists) fully support Scenario B.

I have spent the last six months or so learning the history of decision making as it pertains to open space in Boulder County, using the West TSA as a case study. That process, while opinions vary on the success or failure of it, caused divisiveness within the community. I believe OSMP took that lesson to heart and sincerely offered a different process to overcome the negativity from the WTSA process. I commend you for recognizing that the process had to change. However, I do believe that intentions did not lead to a process to eliminate rancor within our community due to two overwhelming factors. One, the process was overly complicated to understand and engage in given the time constraints of most people--especially people who are younger, hold full time employment, and/or are raising children. Additionally, the process, while striving to be balanced, was fundamentally flawed because OSMP doesn't employ staff with adequate specialization in recreation science to offer balance to the process. How can the overall process be balanced without the recreational science, data and analysis inputs into the base decisions that resulted in the various scenarios? Without balanced debate, discussion, and compromise within the department staff, the process, much like what happened in the WTSA process, seems to have a political bias which I believe was not the intention of OSMP leadership. So now the community is facing a decision that will go to the City Council--an inherently political solution in which someone wins and someone loses. Not an optimal solution for building community--especially in a community where recreationists already feel marginalized after the WTSA debacle.

So, how do we move forward? First, recognize that the area between Wonderland Lake and Joder Ranch is not a pristine wilderness area. It has been recreated on via historical trails and a railroad grade for decades, includes an industrial/warehouse complex and is adjacent to a high volume US highway. Second, those potential impacts can be mitigated to protect species of concern through trail design and education. And, third, that the goal of building regional connectors can be realized that create great user experiences desired by the VMP, OSMP and the recreational community.

Regardless of process issues, a few truisms are fundamental for our unique community and greater society. Without a great trail experience, we fail to get people out of their cars and into nature. Without balanced scientific analysis, we fail to create a process devoid of politics. And in general, without access to open space, we fail to build the connection between humans and nature needed to ensure future commitment to stewardship of the environment.

Thank you for your efforts and invitation to provide input to the decision making process. BMA looks forward to continuing our engagement in the NTSA decision.

Sincerely,

Steve Watts
Executive Director, Boulder Mountainbike Alliance

Email Detail

Email Author Steve Watts, Executive Director, Boulder Mountain Bike Alliance

Staff Response Pending

Email Date 1/3/2016

Email Detail

1. I am urging you to recommend Scenario A to the Boulder City Council. Scenario A is a classic example of the “balancing” of resource values and recreation interests that is OSMP’s responsibility. With a trail of comparable interest that connects the Foothills Trail to the Joder Trail on the east side of the North Foothills Highway (U.S. 36) (recreation interest) and the maintenance of an intact HCA that enables the preservation of valuable, diverse, unfragmented habitat on the west side of Highway 35 (resource protection interest), Scenario A is a responsible choice for many reasons, including:

- Both the Boulder County and Boulder Valley Comp Plans (sideboards to the NTSA planning process to which alternatives should adhere) show trail connections on the east side of Highway 36 and habitat conservation areas (HCAs) on the west side of Highway 36. If the trail through the West Beech HCA is built, it will cross Boulder County land that is designated a high biodiversity area with rare plant communities and critical wildlife habitat, and an area “especially unique and important to the natural heritage of the county” (Boulder County Comprehensive Plan).
- One of the purposes of open space, as stated in the city charter, is “preservation of natural areas characterized by or including terrain, geologic formations, flora, or fauna that are unusual, spectacular, historically important, scientifically valuable, or unique, or that represent outstanding or rare examples of native species.” The area on the west side has been designated as an HCA by competent, professional open space staff who have studied the area and contains the last foothills riparian drainages in our open space system that are not impacted by recreation. This is our last chance to protect this HCA for future study and limited access.
- Providing a connector trail to the east and habitat conservation on the west will balance recreation and natural resources conservation interests.

2. In addition, I strongly agree with OSMP staff’s recommendation to maintain the Joder property’s designation as an HCA, and, because of the extremely valuable plant communities and wildlife resources, ask staff to make sure that any trails proposed for the Joder property are carefully placed to preserve those resources, not impact them. As OSMP staff have noted, the Joder property contains:

- a drainage with five springs
- high quality shrub-nesting bird habitat that supports species like lazuli bunting (a species of special concern) and a wide variety of other wildlife
- rare plants and plant communities (e.g., large areas of big-bluestem)
- habitat that supports several herds of deer and elk
- exposed rock and cliffs that support rock wrens (a species of special concern) and has been occupied by golden eagles for over 130 years
- rare and imperiled butterflies

Finally, as a previous OSBT member, I appreciate the care and broad range of professional judgments that determine HCA designations and the use of HCAs to protect wildlife and their habitats from being “loved to death”. We, the general public, must not see these HCAs as simply “unfair” barriers to recreation, but as OSMP’s most important tool to balance resource protection efforts and it is up to OSMP, OSBT, and, if need be, City Council to stand firm on protection of professionally-determined critical resources and locations. Unfortunately, we have seen too many examples in the last several years of high speed recreation not only becoming the dominant form of recreation on trails where it is permitted, but these “open” trails also providing an entry point to restricted trails (e.g., the Goshawk Trail within an HCA) not only during the day, but also at night, as I recently observed nighttime use of “snow bikes and headlamps on the Mesa Trail near El Dorado Springs and south of El Dorado Springs in areas that should be daytime use only. If OSMP and the OSBT do not protect our natural resources, who will?

Email Author Patricia Billig

Staff Response Pending

Email Date 1/3/2016

Email Detail	<p>To our loyal keepers of Open Space,</p> <p>I am writing to encourage you to support Scenario A as the most appropriate choice for a trail system within the North TSA. It seems obvious that running a trail along the EAST side of North Foothills Highway is practical, less costly, and less damaging than running the trail on the west side in critical habitat that makes up the HCA. The Boulder County and Valley Comp Plans have already shown trail connections on the east side and the HCA on the West side. To change this designation would compromise decades of consistency in protecting critical habitat.</p> <p>Staff has responsibly recommended that the Joder Property remain an HCA for all of the reasons that such designations exist: drainage with five springs that complement high quality bird habitat, rare plant communities, wildlife habitat and a sanctuary for rare and imperiled butterflies.</p> <p>As the Front Range increasingly grows and demand for more recreational access builds, it is places like this that become increasingly rare. To slice and dice such critical habitat would not be in the long term interest of Open Space nor its users.</p> <p>Boulder County and City have forged ahead with wisdom and caution in order to preserve our special lands. To place a connector trail through fragile territory would sabotage the very goals of those efforts.</p> <p>Scenario A provides a reasonable balance between recreation and conservation.....a win for everyone!</p> <p>Thank you for your efforts!</p>
Email Author	Mary McQuiston
Staff Response	<p>Hi Mary,</p> <p>Thank you for your feedback on Scenario A. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>Dear Boulder Open Space Board of Trustees, staff, and Boulder County Commissioners,</p> <p>With this email I wish to record my support for Scenario A for the planned use and development of the North Trail Study Area (NTSA).</p> <p>In order to avoid fragmentation of the diverse and unique habitat on the west side of North Foothills Highway, I am in favor of a trail on the east side of the highway. Both the Boulder County Comprehensive Plan and the Boulder Valley Comprehensive Plan show a connector trail on the east and habitat conservation on the west.</p> <p>Because of the uniquely high biodiversity of the NTSA, I agree with staff that the area should continue to be designated as a Habitat Conservation Area.</p> <p>Boulder's recreational needs can be well served if the east trail option is added to our phenomenal existing trail inventory (over 145 miles in OSMP and over 110 miles in Boulder County Open Space).</p> <p>I believe that there is no way to replace or restore the natural resource that is the NTSA. Trails need to be constructed so that the integrity of the resource is preserved.</p> <p>Please keep in mind what is noted in the Boulder City Charter as one of the purposes of open space: "the preservation of natural areas characterized by or including terrain, geologic formations, flora or fauna that are unusual, spectacular, historically important, scientifically valuable or unique, or that represent outstanding or rare examples of native species."</p> <p>Thank you for considering my position. Please support Scenario A.</p>
Email Author	Janie Stuart
Staff Response	<p>Hi Janie,</p> <p>Thank you for sharing your support for Scenario A. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>Dear ladies and gentlemen,</p> <p>I am contacting you in regard to the upcoming decisions you will be making on path alignment on the public land north of Boulder along highway 36 .The land west of the highway has not been impacted by recreation much and has a broad diversity of plants and wildlife that I and many naturalists feel need to be left undisturbed. It is presently a uniquely undisturbed part of our public land holdings and should remain that way .A path to the east of highway 36 would be about the same length, would provide good access and recreation, and would be in keeping with the designation of both Comprehensive Plans addressing that area which should be followed.</p> <p>Along with supporting Scenario A ,I hope you will follow the staff’s recommendation to keep the Joder Ranch designated as a conservation area because it has many rare plants and also has ecosystems which support many birds, some of which are threatened.</p>
Email Author	Tom Dugan
Staff Response	<p>Hi Tom,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>As an OSMP volunteer, former BCNA board member and an active participant in the last TSA, I want you to count me as a strong supporter of both BCNA’s and old friend Karen Hollweg’s position to keep the bike trail on the East side of 36. The trail from Heil Valley Ranch is a fantastic bike trail and a less fantastic hiking trail because of it. I love riding my mountain bike on trails AND I also love to hike in relative solitude without having to step out of the way of bikers. Knowing how much time and energy you are devoting to this effort I want to keep it simple for your team and myself.</p> <p>Thank you for your incredible dedication.</p>
Email Author	Terry Stuart

Staff Response	<p>Hi Terry,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>I strongly urge staff to adopt Scenario A with a trail that connects the Foothills Trail to the Joder Trail on the east side of the North Foothills Highway/U.S. HWY 36. Both the BCCP and Boulder Valley Comprehensive Plan show trail connections on the east side of HWY 36 and Habitat Conservation area on the west side.</p> <p>This area is our last chance to preserve a natural treasure that has not been overused by hiking and biking trails.</p> <p>A connector trail on the East side of 36 will satisfy both the recreation and conservation needs of the community.</p> <p>I strongly agree with staff's recommendation that the Joder property maintains its status as a Habitat Conservation Area. If trails are to be built on this property, I suggest it is only done after careful study of the plant life and valuable bird and mammal habitats. We have the opportunity and responsibility to protect a rare ecosystem for future generations. This unfragmented habitat is essential to the survival of many species.</p> <p>Thanks for the time hard work that has gone into this process,</p>
Email Author	Maureen and Dan Lawry

Staff Response	<p>Hi Maureen and Dan,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>I am writing to strongly support adoption of Scenario A for the North Trail Study Area. Scenario A provides the best protection for the west side of Beech, along with the biological diversity of its native plant communities and critical wildlife habitat. This area contains the last foothills riparian drainages that are not negatively impacted by recreational use. A trail on the west side would significantly compromise the biological integrity of this area.</p> <p>I support staff's recommendation to maintain the Joder property's designation as an HCA. Trail placement should be determined only after thorough review of valuable plant communities and wildlife habitat.</p> <p>Thank you for your consideration of these comments.</p>
Email Author	Dianne Andrews
Staff Response	<p>Hi Dianne,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>To City of Boulder Open Space Staff and Trustees, and Boulder County Commissioners - I write to comment on the North Trail Study Area scenarios.</p> <p>I support Scenario A, in particular the placement to the east of US 36 of a trail that connects the Foothills Trail to the Joder Trail. This placement will preserve valuable wildlife habitat on the west side of the highway - especially the riparian drainages that are currently unfragmented by recreational use and thus can continue to serve as corridors for wildlife travel and seed dispersal, both essential to the survival of individuals but also to the genetic mixing that ensures a healthy, diverse population. Chopping through these drainages with a trail will deter wildlife movement, isolate populations, and provide a vector to carry invasive weeds into plant habitats.</p> <p>Moreover, the east-side placement of a trail makes it possible to offer new recreational opportunities while staying true to the city charter and Boulder Valley comprehensive plan and the values of open space that are designated there. Indeed I have concerns about the "sidebar" terminology that has been used throughout the NTSA process to describe the charter and comprehensive plan, because it seems to relegate them to appendices. Instead, these guiding documents of our community offer essential guidance for any open space decisions, as they define community values that include preservation of natural areas as habitat for native flora and fauna.</p> <p>I also support the recommendation of staff to maintain the HCA designation of the Joder property. Any trails proposed for this property must be carefully routed so as to protect plant and wildlife resources within the HCA. As a birder, I am especially concerned to preserve the shrubby and grassland habitats in this property that are favored by many nesting birds, and the cliff habitats that support species as diverse as golden eagles and rock wrens.</p> <p>I appreciate the spirit of city-county cooperation that is implied by this planning process and urge it to continue in order to serve not only our human citizens but the voiceless plants and animals that also live here.</p> <p>Sincerely, Sandra Laursen Boulder, CO</p>
Email Author	Sandra Laursen
Staff Response	Pending
Email Date	1/3/2016
Email Detail	I fully support proposed Scenario A of the North TSA. As proposed, it provides the best option of the 2 scenarios suggested in that Scenario A provides thoughtful and important balance between recreational uses and providing important and necessary protection for our precious and unique natural resources. Thank you for this opportunity to comment.
Email Author	Laura Freppel
Staff Response	<p>Hi Laura, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	In our very common knowledge that loss of natural habitat due to housing, commercial and recreational needs of humans has pushed native lands and native species to the brink and beyond by the exigencies of global warming, why would the OSBT or our Council consider anything but endorsing option A for access through Joder?
Email Author	Gwen Dooley
Staff Response	<p>Hi Gwen, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Both Scenarios scenario_revisions: I support Scenario A because I believe that Scenario B has the greatest adverse impact on wildlife in the area. It would especially impact ground-nesting birds. The text does not adequately express the impact that a trail bisecting the large block of land to the west of the highway would have. This is especially of concern if dogs, either leashed or unleashed, are allowed on the new trail to Joder Ranch. Putting a bike trail just west of the highway is impractical because of the topography and would impact rare plant species</p> <p>scenario_change: If Scenario B were to be adopted it should prohibit all dogs on trails west of the highway.</p> <p>scenario_other_changes: Dogs are already permitted on a vast majority of Open Space land that is accessible to the public. If more dog amenities were needed I would suggest an additional dog park or two in some area that does not impact wildlife. Such areas might be found east of the highway, possibly in areas of Boulder Valley Ranch that have experienced high human impact already.</p> <p>scenario_improvements: The North TSA covers an area west of the highway that has seen relatively little activity (except for the Joder Ranch). I have walked up the Joder Ranch road to the top and find that it is an area where people can find some solitude away from the bustle of Boulder. I think that a significant part of the summit ridge should be kept free of bike loops and be restricted to pedestrians (no dogs) and horses only.</p>
Email Author	Werner Neupert
Staff Response	<p>Hi Werner, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>Both Scenarios scenario_revisions: Some hikers/walkers appear confused and think Old Kiln Trail is a loop. We find people walking down our track and driveway, and all those we have chatted with say they came from Four Mile Creek Trailhead and thought it was a loop. From the end of Old Kiln trail they hike up to the water tower, and from there, they follow a faint trail 150 yards due south to a vacant lot and continue along the access track which joins our driveway, parallel and uphill from Ridge Drive.</p> <p>scenario_change: Make it clear on the ground that Old Kiln is an out and back trail, or make it a loop as in an earlier scenario. scenario_other_changes: Old Kiln Trail may be used for emergency evacuation from particularly the North Cedar Brook area of Pine Brook Hills, and therefore maintain accordingly. http://www.pinebrookhills.org/evacuation_map.html</p>
Email Author	Barbara Dobbs
Staff Response	<p>Hi Barbara, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Dear all: Thank you for the opportunity to comment on this proposal.</p> <p>I am weighing in late, so will be brief. I have been a trail user, a local ecologist, an environmental educator in the area and a Boulder resident since 1994. Of the two proposals, Scenario A and B, I strongly support Scenario A.</p> <p>Please follow the plan outlined in A. It is clearly the most sensible and ecologically-conservative choice.</p> <p>Best regards</p>
Email Author	Francesca C. Howell

Staff Response	<p>Hi Francesca, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Both Scenarios scenario_revisions: I prefer the scenario that has the least impact on the conservation area, so that seems to be Scenario A. It seems that we have purchased and continue to purchase enough open space lands for BOTH human and non-human species. The majority of our lands are open to humans - let's leave some for the other species. Perhaps future human generations will have better information upon which to base their decisions - let's not make irreparable decisions now. scenario_change: Scenario A would benefit by having fewer trails open to unleashed pets. scenario_other_changes: I don't think the scenarios are "balanced" now. Both are weighted in favor of human interference with the animal and plant communities in certain locations. I realize only humans vote and only humans pay taxes, but that does not mean that only human interests need to be balanced.</p>
Email Author	Jane Greenfield
Staff Response	<p>Hi Jane, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Scenario B scenario_revisions: More MTN bike trails please scenario_change: Open more access for MTBs</p>
Email Author	Mike Goldberg

Staff Response	<p>Hi Mike, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>I support Scenario B. I like the idea of connecting all of the north Boulder properties by foot or by bike. I commend the thoughtfulness regarding wildlife, but people need to be able to use these properties. I also like the idea of a loop trail on the hogback south of Lee Hill.</p> <p>scenario_change: Consider closing the trails in sensitive areas on specific days, or making some of the days hiking-only (like Betasso.)</p>
Email Author	Eric Gordon
Staff Response	<p>Hi Eric, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>I use the trails and other amenities in this area several times a week. I prefer the less impactful options outlined in Scenario A, as once the conservation area is lost, there will be recovery possible.</p>
Email Author	Jane Greenfield
Staff Response	<p>Hi Jane, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>

Email Date	1/3/2016
Email Detail	<p>Scenario B is by far the better starting point - leaving the trail West of US 36 is not only easier and cheaper (you don't have to cross the highway) but more interesting for users. Plus there's already a railroad grade for much of the way that is currently in use. I know the many professionals at OSMP can design and build a trail that does not interfere in any significant way with the important conservation values in the area.</p> <p>If I may focus in one issue in particular: the Joder property clearly does not meet the criteria for an HCA. Besides the eight miles of existing riding trails, it includes several roads and historically included indoor and outdoor riding arenas, jumping facilities, residential sites and the sorts of things one would expect to find at an equestrian riding center in operation for over half a century. Indeed, its ecological value exists despite the extensive facilities and usage, and will persist with continued, well-managed public use. It should never have been designated an HCA (OSBT, you failed to follow your own criteria - sorry but its true), so using its HCA designation as an argument against the western trail alignment is troubling. A western trail alignment is the connector that the recreating public wants. You WILL get fewer people driving all the way out to Heil ranch just to hike, run or ride their bikes if the long dreamed of north connector west of 36 becomes a reality. Yes recreation needs to be balanced with conservation values. But closing the railroad grade and failing to connect it to the north is not going to stop the Anthropocene extinction. I'm sure many of the letters you have received imply as much. These are important lands near an urban area, purchased with our tax dollars, and the OSBT needs to have the guts to disappoint those in our community who see passive trail users and professionally designed recreation trails systems as the enemy. We can balance both and we can get people out and walking/running/riding in the beautiful lands west of highway 36 without an environmental disaster on our hands. To the contrary -- we'll have more people who see them as invaluable and worthy of protection.</p> <p>scenario_change: Scenario B cuts back severely on access to dog owners. I would like to see an adjusted Alternative B that allows regular voice and sight access to the loops west of Wonderland Lake, as well as the interim Joder Trail, and Buckingham Trail.</p>
Email Author	Brady Robinson
Staff Response	<p>Hi Brady, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>If money is going to be spent to make new trails, scenario A doesn't seem to do anything new that doesn't already exist. As a multi use family (hikers, mountain bikers, family with small children, etc) scene to A isn't doing anything we can't already enjoy now. The terrain on the west is FAR more interesting as a biker to enjoy. Is there a way to make more trails or trails more interesting to bikers on the east to improve scenario A to bikers?</p> <p>Given the choice between more interesting terrain with restricted access (scenario B) or terrain that is in no way challenging with unrestricted access (scenario A) - it's scenario B every time.</p> <p>scenario_change: More trails that can be interesting on the east side to make it appealing.</p> <p>scenario_other_changes: Put in structures similar to the Valmont bike park style - like a flow / skills trail to improve the interest to the east.</p> <p>scenario_improvements: Bikers are desperate for terrain. Desperate. They are (99% of them) following the rules and not poaching or creating social trails. You'll be hard pressed to get support if you don't, in a phrase "throw them a bone".</p>
Email Author	Lindsey sharp
Staff Response	<p>Hi Lindsey, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>I feel very strongly that leased, irrigated, agricultural property should not be open to the public. I am in favor of minimal public access in the Northern Properties of Boulder County.</p> <p>One of the things that really bothers me is that the proposed Northern Properties open and closed status/selection seems so very random. At the last workshop on December 10, I asked two different OSMP staff how it was decided which Northern Properties were open to the public and which properties were closed in Scenario A & B. "Several different factors" was one answer and the other planner could not really even answer the question. I still cannot figure out how you are picking and choosing the Northern Properties that you have designated as open to the public. It is so very random. Really appears to be based on the EMMM* model. Some make sense to be open, but most do not. For example, the Johnson property would not have much impact / conflict if it was open to the public - it is a dry, non irrigated, piece of property. On the other hand, the Bruning Property would feel more of an impact and have a high potential for visitor conflict. The Bruning property is a beautiful productive hay field that is about 22 acres. When they are not cutting hay, they are typically irrigating. It is small, active ag property and not a great option to be open to the public. I could list several other examples, but I won't. Again I wonder, how did you make your choices?</p> <p>Is it not enough to let the lessees/farmers grow hay, farm or run a cow/calf operation and be good stewards of the land without public use added on top of that, creating potential visitor conflict? The City of Boulder has collected money from a leasee that is trying to maintain the agricultural integrity of Boulder County and be a good steward of the land. Why would the City think that they need to open that property to the public? Are there a certain number of acres that you have to have open to the public in the County? None of the Northern Property parcels are the size of Boulder Valley Ranch or Teller Farm, which OSMP staff keeps referencing as being success stories. These parcels are different - these are smaller properties without trails and they should stay that way...agricultural properties without the public.</p> <p>Additionally, some of the properties that you propose to open are on very busy roads in Boulder County. There is heavy car and bike traffic on Neva Road, 45th Street and Niwot Road on any given day. There is no good area for parking along these roads. Because of high bike and car traffic, the shoulder is not an option - that would be an accident waiting to happen. There is already conflict between bikes, cars, runners, etc., and adding parked cars to the side of these roads where there is no available parking would only add to conflict. Has this really been thought through? I don't think that any of the properties along Neva Road, 45th Street or Niwot Road should be open to the public.</p> <p>*EMMM - Eenie Meenie Miney Mo</p>
Email Author	Paula Shuler
Staff Response	<p>Hi Paula, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: It seems that scenario A provides more opportunities for well behaved dogs but scenario B is more friendly to mountain bikers. Why is this again a zero sum game pitting so-called recreationalists against each other? I considered myself an environmentalist until I moved here in 2006 and conservationists insisted I was not, usually with no empirical evidence to back up their claim that running with my dog was really such an impact on most trails. Especially a trail within spitting distance of a highway. I know that this is a "balance of interests" but it feels more like déjà vu all over again.</p> <p>scenario_change: The interim trail at Joder should be voice and sight, and keep Buckingham connector voice and sight. We just went through significant changes on the voice and sight rules to make sure the dogs getting a tag were trained and well behaved. Why not let that work in this new trail study area? Based on my experience, I am now seeing many more dogs on leash in OS areas than there were in previous years anyway. Also, keep voice and sight for west of wonderland lake. And finally, reconsider the proposed HCA designation for Joder Ranch. It seems inconsistent with historical use of that property.</p>
Email Author	Jessica Yates
Staff Response	<p>Hi Jessica, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Scenario A</p> <p>scenario_revisions: Fragmentation of the habitat results from incomplete planning. Look at the Picture Rock Trail in Heil and the resulting erosion. The bike trail was cut through the old stable grass covering, and now the small head water has eroded banks, enlarged the trail and flattened the bank across the trail. The very special Red Gulch, which was quite natural, has been filled with layers of reddish soil.</p> <p>In the future there will be even more pressure to allow trails and additional usage. Keep any trails to the east of US 36.</p> <p>scenario_change: Any new trail to be east of US 36</p>
Email Author	Janet Chu

Staff Response	<p>Hi Janet, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Scenario B scenario_revisions: Scenario B is a safer option moving open space participants off of a busy highway, making a more pleasurable north/south passage. It is also less expensive than Scenario A, considering the building of two underpasses. scenario_change: Add a larger loop around Joder Ranch. It would be optimal to have a pedestrian/equestrian loop on Joder Ranch. scenario_other_changes: Nothing really because the trail is already there. Possibly some maintenance on the trail since it has not been maintained since the Joders owned the ranch. scenario_improvements: Horses are allowed on a loop at Wonderland Lake in Scenario A and not Scenario B, and I am not sure why.</p>
Email Author	Patricia Jarvis
Staff Response	<p>Hi Patricia, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	Please use Scenario B, NOT Scenario A. Scenario A is not practical for recreational use, having to cross US 36 twice to connect.
Email Author	Rich Hall

Staff Response	<p>Hi Rich, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Scenario B</p> <p>scenario_revisions: As a former BCP&OS Ranger/Naturalist I have concern for the continuity of sensitive foothills lands that trail access may impact. Keeping the Yoder Trail Connection to the east of Highway 36 would lessen the impact on this sensitive area.</p> <p>scenario_change: Keep the connection to the east of Highway 36 because this would allow access with fewer environmental impacts to the HCA west of the highway.</p> <p>scenario_other_changes: I support the scenario A as proposed.</p>
Email Author	Lyle Jones
Staff Response	<p>Hi Lyle, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Scenario B</p> <p>scenario_revisions: It is wonderful to have equestrian access to so many trails in this Scenario, but many times it means nothing if there isn't trailer parking available.</p> <p>scenario_change: I would like to see horse trailer access and parking at the Boulder Valley Ranch trailhead.</p> <p>scenario_other_changes: Additional horse trailer parking at trail heads accessing trails that equestrian use is approved for.</p> <p>scenario_improvements: I would like to see trails made safe for use by both mountain bikes and horses.</p>
Email Author	Shelley Smagac

Staff Response	<p>Hi Shelley, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	Please support Scenario A to preserve natural habitat. Thank you.
Email Author	David Power
Staff Response	no email provided
Email Date	1/3/2016
Email Detail	<p>Both Scenarios scenario_revisions: Wonderland Lake has been a "Wildlife Sanctuary". I would like that to be the primary focus and function of this area. Wildlife Sanctuary 1st... over recreation and education. Both Scenarios A and B are changing the focus to education and recreation and away from "Wildlife Sanctuary". scenario_change: Keep Wildlife Sanctuary as the main focus of the Wonderland Lake area especially around Wonderland Lake itself. Increased recreation and education usage will make the wildlife go away and pretty much destroy the area. scenario_other_changes: No need to build a pier out to the cattails. No need for a built in shaded area. No need to increase fishing in the area. scenario_improvements: 1. Continue laying the crushed rock around the paths; 2. enforce the "dogs on hand held leashes" rule; 3. keep the no wading in the lake rule.</p>
Email Author	Cynthia Wilson
Staff Response	<p>Hi Cynthia, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>Scenario B scenario_revisions: I would like to see Scenario B implemented. The trail to Joder needs to stay on the west side of 36, where it's been for decades. The railroad grade is perfect and already in place.</p> <p>The east side connection is beyond awful. scenario_change: I would like to see this tied to Heil Ranch, if property ownership allows. Running / riding from Boulder to Lyons would be AWESOME.</p>
Email Author	Chris Gerber
Staff Response	<p>Hi Chris, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Both Scenarios scenario_revisions: Dogs on leash only at Wonderland Hill & Lake; bike access to Joder on east side of US-36 only.</p> <p>Separate biking and hiking days to prevent collisions. scenario_change: Our experience with more bike access means marginalized hiker experiences. There are a lot of courteous bikers, and more and more uncourteous bikers. I bike roads and trails, but the more challenging bike trails attract more aggressive bikers who are not as courteous. Designate bike and hike days to separate them.</p> <p>scenario_other_changes: reminders of bike etiquette, and volunteer regulators or park rangers who patrol.</p> <p>scenario_improvements: Concern for the protection of fragile flora and fauna. At Wonderland lake, now that there is ice, some people cross the lake wherever they choose to access the ice, even though there are fragile reeds/wildlife areas. Winter access to the lake needs to be monitored for protecting the shoreline in all seasons. I'm an ice skater, so access to the ice is important, it would be great to designate a south and north access.</p>
Email Author	Susan Berman & Ron Small

Staff Response	<p>Hi Susan & Ron, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Both Scenarios scenario_revisions: I would vote for scenario B. But both scenarios are too restrictive. scenario_change: There needs to be greater freedom to wander "off the beaten path". That freedom has been severely eroded by the current Open Space managers and needs to be reversed. Of course high impact uses (like horses & trail bikes) need to be limited. But locking up an area for "habitat conservation" even for just hikers is unacceptable.</p>
Email Author	john taylor
Staff Response	<p>Hi John, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>I attended your last workshop and have reviewed the two scenarios (A & B). In general, I think scenario A is a workable plan. I like the connectivity under US 36 to get to Joder Ranch but would prefer to see the single loop as in scenario B through Joder.</p> <p>At the workshop, I discussed the pros and cons of opening up leased agricultural properties to the public with a couple of the OSMP planners. I am against opening up leased agricultural properties to the public where there is not a dedicated trail. I am not advocating for trails through these properties, I am advocating that leased, irrigated agricultural property remains closed to the public.</p> <p>In addition, I am very against opening any properties on Niwot Road, 45th Street or Neva Road due to heavy bicycle and vehicular traffic. There is no good option for parking on the side of these roads and this is a recipe for accidents and increased visitor conflict.</p> <p>I live in this area and the amount of traffic has dramatically increased since the road was paved 25+ years ago. Now that the County has added a bike lane, there is more bike traffic than car traffic on the weekends. There is conflict already between bikes, runners and cars. This is a busy road - it will be very dangerous if you add parked cars on the side of the road. (Does the County approve or allow parking on the side of the road?) Additionally, there are also "special events" every other weekend in the summer, adding to the congestion on these streets. Opening any of the properties on Neva Road, 45th Street or Niwot Road to the public is a bad idea.</p>
Email Author	Joel Schaap
Staff Response	<p>Hi Joel, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	I live in the Holiday neighborhood and strongly support Scenario B.
Email Author	Mike Strife
Staff Response	<p>Hi Mike, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: Create separate mountain bike trails and keep the bikes off trails used by pedestrians and equestrians--BOTH scenarios. Mountain biking is fun only when the trails are so eroded and rocky that they are useless for equestrians, and dangerous for pedestrians. While overuse of a trail by any or all of the modes results in trail, habitat damage, there is no true ecologist who doesn't agree with the severe damage caused by mountain bikes. Bike riders often ride shared trails in a manner that is not only rude, but dangerous for all other users.</p> <p>scenario_change: Create totally separate loops for mountain bikers. Limit their access to any environmentally sensitive areas. Use the abandoned railroad grade to access Joder, but create bridges over all the drainage draws to prevent erosion, silting of the ephemeral little streams.</p> <p>scenario_other_changes: Find places that are so rocky and barren that the bikers get their challenges but can't destroy the trails for the rest of us. The more damaged and rough their trail(s) are, the better they like it. THEN develop a few trails that are environmentally appropriate and sensitive for hikers and equestrians to enjoy without being terrorized by the macho bikers.</p> <p>scenario_improvements: Create smooth undulating trails for hikers and equestrians. The biker lobby has taken over Boulder government, departments and Council, but there are a lot more of us who bike in moderate ways to commute or to get exercise who don't abuse open space trails like the mountain bikers do. We pay most of the taxes that support open space and WE VOTE.</p>
Email Author	Jenifer Callaway
Staff Response	<p>Hi Jenifer, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Scenario A</p> <p>scenario_revisions: We need to keep species habitat intact.</p> <p>scenario_change: Make the main Joder Trail on-leash for its entire length to protect the HCA</p> <p>scenario_other_changes: Create additional no-dog opportunities on the loop trails to protect the HCA from dog impacts and improve the visitor experience for quiet hikers.</p> <p>scenario_improvements: Designate these trails for bikes with directional restrictions and alternating days for no-bikes, to decrease visitor conflict.</p>
Email Author	Rick Casey

<p>Staff Response</p>	<p>Hi Rick, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
<p>Email Date</p>	<p>1/3/2016</p>
<p>Email Detail</p>	<p>Scenario B scenario_revisions: We live in North Boulder and have personally utilized the North TSA area in question for many years.</p> <p>We believe that the TSA Scenario A provides a better balance than TSA Scenario B. The main advantages are twofold.</p> <p>The Yoder trail connection through North Foothill HCA presents multiple construction and permit challenges. There is a risk that the construction budget has major challenges unknowns. It needs to create multiple overpasses. This could become a great financial liability to OSMP. For that reason alone, the east connector achieves similar recreational benefits with less budget and construction risk.</p> <p>Secondly, in addition, OSMP has documented that the North Foothill HCA is a hotspot of biological diversity. This poses Federal permit risks and delays. For that reason, the better balance would to avoid intrusion on and disturbance to the existing ecological balance in the North Foothill HCA.</p> <p>scenario_change: Remove the Yoder trail connection through the North Foothills HCA.</p> <p>We believe that the TSA Scenario A provides a better balance than TSA Scenario B. The main advantages are twofold.</p> <p>The Yoder trail connection through North Foothill HCA presents multiple construction and permit challenges. There is a risk that the construction budget has major challenges unknowns. It needs to create multiple overpasses. This could become a great financial liability to OSMP. For that reason alone, the east connector achieves similar recreational benefits with less budget and construction risk.</p> <p>Secondly, in addition, OSMP has documented that the North Foothill HCA is a hotspot of biological diversity. This poses Federal permit risks and delays. For that reason, the better balance would to avoid intrusion on and disturbance to the existing ecological balance in the North Foothill HCA.</p> <p>scenario_other_changes:</p> <p>We believe that the TSA Scenario A provides a better balance than TSA Scenario B. The main advantages are twofold.</p> <p>The Yoder trail connection through the East connector can be enhanced. For that reason alone, the east connector achieves similar recreational benefits with less budget and construction risk.</p>

	<p>We strongly support TSA Scenario A as a good balance to achieve both the recreational and natural preservation goals that OSMP is charged with.</p> <p>scenario_improvements: None</p> <p>Thanks for your consideration.</p>
Email Author	Mike Banks
Staff Response	<p>Hi Mike, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Scenario B</p> <p>scenario_revisions: I prefer this scenario because it provides I much better experience for hikers and bikers to enjoy our natural areas.</p>
Email Author	David Baskett
Staff Response	<p>Hi David, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	Greetings. I want to express my support for Alternative B, mainly because I am concerned that the estimated \$2 million cost for the two underpasses on Highway 36 under Alternative A will delay the project for years amid budget constraints. I also want all trails to be multiple use paths, allowing for both hikers and mountain bikers. I want a requirement that dogs always be on-leash. Voice control is an inadequate form of control over canines. I also support the creation of loop trails, rather than constructing out-and-back ones. Thank you.
Email Author	David Hatcher
Staff Response	<p>Hi David, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Scenario B</p> <p>scenario_revisions: I think the trail on the west side of Foothills Hwy 36 will adversely impact the ecological communities, drainages and unique suite of plants and animals here. This is a relatively intact section where there are ecosystems that represent unique ecotones of the eastern prairie and mountain front. Traffic by foot, bicycles, horses and dogs will introduce noxious weeds, trail widening, and alter drainage systems. As human population increases and more traffic occurs on a west-side trail, this will change the delicate balance of the HCA's.</p> <p>scenario_change: see above</p> <p>scenario_other_changes: Better trails to accommodate the interests on the east side of the highway and a safe crossing from E - W side of the highway so that Joder Ranch can be accessed safely. More interesting and diverse trails on the east side for hikers, cyclists, dogs and horses.</p> <p>scenario_improvements: I am uncertain that all interests can be balanced with protection of habitat.</p>
Email Author	Sue E. Hirschfeld

Staff Response	<p>Hi Sue, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>I think we should put the proposed trail EAST of the highway 36 and preserve the valuable, diverse, unfragmented habitat on the west side of highway. We cannot undo the effects if we put the trail on the west side. I hope the joder property will be maintained HCA. And that on leash rules for dogs are established for the whole trail to protect the HCA and that there are some areas for no dogs and no bikes so hikers can have a better experience.</p>
Email Author	Jean Aschenbrenner
Staff Response	<p>Hi Jean, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>I would add a multi use trail west of 36</p> <p>scenario_improvements: Scenario B is preferred over scenario A. It is a good compromise between different interests</p>
Email Author	Stuart Weisman
Staff Response	<p>Hi Stuart, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>

Email Date	1/3/2016
Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: In scenario B, an HCA is bisected, but it provides a much better visitor experience (for those coming from northwest Boulder). Although the two scenarios have other moderate differences, this is the crux of the difference between them. OSMP staff needs to provide a potential trail alignment that minimizes the impact to the natural resources while providing for a good visitor experience. OSMP staff needs to then describe the natural resource impact and any mitigation that can occur to reduce the impact. OSMP staff has "balanced" the two scenarios by making changes in one geographical part of the TSA to another change in another geographical part of the TSA - I disagree with this philosophy, in general. Scenario B does not consider visitors entering the TSA via 51st street and continuing onto the Joder property.</p> <p>scenario_change: On scenario B, I would keep the northern parts of the Lake Valley ranch as described in scenario A. This considers visitors entering the TSA via 51st street and continuing onto the Joder property.</p> <p>scenario_other_changes: None.</p> <p>scenario_improvements: As expressed above, a much more detailed understanding of the crucial changes so that a more informed decision can be made by interested parties, OSBT, and City Council.</p>
Email Author	Mitch Smith
Staff Response	<p>Hi Mitch,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>I am writing in support of Scenario A and maintain the Joder property's designation as a Habitat Conservation Area.</p> <p>Thank you</p>
Email Author	David Roederer

Staff Response	<p>Hi David, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	Horses and access scenario_improvements: More parking for horse trailers at the trail-head.
Email Author	Julie Lobdell
Staff Response	<p>Hi Julie, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

<p>Email Detail</p>	<p>Both Scenarios scenario_revisions: B: I oppose it.</p> <p>A: More trails than necessary, and dog regs too generous. Not enough protection of ecosystem and resources. I strongly support keeping the long-distance connection on the east side of Rte. 36, and keeping the west side HSA as free of fragmentation as possible.</p> <p>scenario_change: Scenario A: Remove two proposed trail segments: a. I would recommend only 1 loop trail on Joder. It fragments unnecessarily. b. Remove the social trail labeled A7 on the map, rather than designating it. It serves no purpose and fragments the area more than necessary.</p> <p>scenario_other_changes: Scenario A: Changes to dog regs: a. All Joder trails should require dogs on leash all the time--or else dogs should be allowed only on the interim trail, and on leash. b. East of 36, the trails designated voice and sight on corridor--sounds good, but it couldn't be enforced. If you want dogs on corridor, they must be leashed.</p> <p>scenario_improvements: Scenario B: If this scenario is adopted, it is absolutely critical that no dogs be allowed anywhere on the TSA west of Rte 36, and that all users must stay on trail.</p>
<p>Email Author</p>	<p>Nancy Neupert</p>
<p>Staff Response</p>	<p>Hi Nancy, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
<p>Email Date</p>	<p>1/3/2016</p>

Email Detail	<p>Both Scenarios scenario_revisions: As an equestrian, Scenario B represents my interests better than Scenario A, but I would add some additions from A to B. scenario_change: Add from Scenario A:</p> <p>"Off of the western portion of the rerouted Cobalt Trail, create a new trail connection crossing Longhorn Road that connects into Lefthand Trail north of the wetland area to serve as an east of US 36 connection to the Joder property and creating a new loop opportunity." scenario_other_changes: Implement the connection from BVR to Joder now, rather than later. scenario_improvements:</p>
Email Author	Herbert Poppe
Staff Response	<p>Hi Herbert, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Scenario B scenario_revisions: Additional dog access to Joder Ranch; remove restrictions around Boulder Rez scenario_change: Scenario B is MUCH better than Scenario A...Scenario A is silly in that we pay so many tax dollars for open space, yet OSMP seems intent on removing access.</p>
Email Author	John Slattery
Staff Response	<p>Hi John, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	Allow more dog access in the North TSA. Please select Scenario B rather than Scenario A.

Email Author	Cynthia Baker
Staff Response	<p>Hi Cynthia, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	The west side seems like more fun.
Email Author	Joni
Staff Response	<p>Hi Joni, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>Scenario A scenario_revisions: We need to respect the public and open space desires to protect fragile ecosystems that protect wildlife on the open corridor on west side.</p> <p>Scenario A will allow recreation on the east side to honor those recreationalists' needs and allow no voice plants and wildlife a place to live w/o human impacts as we have seen.</p> <p>scenario_change: Dogs should be on leashes only . I have seen many areas while living on the south side where animals are increasing due to more leash requirements and other areas w no wildlife due to no leashes. We are not a small population and by adding dogs it puts a heavy impact on all living things. Dog have dogs' parks for that reason. scenario_other_changes: Joder property should be designated a HCA site as it contains natural springs allowing wildlife and plant life to exist including a bluestem grass area and supports a number of bird species already threaten. Make a non dog loop to discourage rogue bad mannered owners and dogs that do not obey the dog rules.</p> <p>scenario_improvements: Allow bikes and horses on the east side of 36 which already has fragmented pieces and would be cheaper to connect a N -S trail w less habitat concerns . Lastly respect our open space loyalty to first protect the land then use it wisely for recreation for future generations not just for the selfish ones who want an adrenaline fix.</p>
Email Author	G.C.
Staff Response	<p>Hi G.C., Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	I prefer Scenario B to A because the bicycle access is on the west side of US36. I also support the trail re-route on the west side of the Joder property. I have no issue with the bicycle restrictions on Tuesdays and Sundays. I am satisfied with Scenario B and have no further changes to suggest.
Email Author	John Waitman

Staff Response	<p>Hi John, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Both Scenarios scenario_revisions: Scenario A lacks connectivity by not including the trail from the Wonderland Lake area, on the west of Rte 36, up to Joder Ranch. Scenario B lacks an important safety improvement by not including the pedestrian underpass under Rte 36 at Joder Ranch. scenario_change: Have a scenario that includes both the trail on the west side of Rte 36 from Wonderland Lake area up to Joder Ranch as well as the underpass under Rte 36 at Joder Ranch. I think connecting sections of open space to each other would have much more benefit than adding trails within particular areas, if one needed to choose among different actions. scenario_other_changes: Balancing the desire to keep Joder Ranch more natural could be achieved by not adding new trails within Joder Ranch. Is there a way of constructing the Rte. 36 underpass so it would help the migrating deer to cross the road more safely? That would also enhance the natural aspect.</p> <p>Reduced conflict among types of trail users could be accommodated by having some days when bicycles cannot use the connecting trail, as is done at Betasso. scenario_improvements: I think the plan in Scenario A for improving the trail at Wonderland lake that gives gliding access is much more reasonable than the very long re-routing suggested in Scenario B.</p>
Email Author	Barbara Robertson
Staff Response	<p>Hi Barbara, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

Email Detail	<p>I understand that the properties in the Northern Area will not be marked as public access. Anyone wishing to visit these areas would need a map to understand exactly what is publicly accessible and what is not.</p> <p>I strongly suggest that these areas are marked at the preferred access point, otherwise:</p> <ul style="list-style-type: none"> - People would not know they exist and visitors could be excluded by someone putting an informal sign up. This is very common in Boulder. - If people do access an area they may use several access points rather than one, causing damage to fences etc.
Email Author	Tony Gannaway
Staff Response	<p>Hi Tony, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Best meets all needs. Needs no revision. I want and support this option!</p>
Email Author	Linda levy
Staff Response	<p>Hi Linda, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016

<p>Email Detail</p>	<p>Both Scenarios scenario_revisions: The eastern side of the Joder interim trail, between the Joder trailhead and Buckingham Park, needs to be rerouted off of the steep, wide and unsustainable access road. This new trail section needs to be a single track with an appropriate grade for climbing mountain bikes.</p> <p>The existing access road is too steep and suffered severe erosion in the September, 2013 flood. Repairs were made with coarse gravel, but the road will continue to erode.</p> <p>The steep grade and wide road on the eastern side will cause serious visitor conflict between bikes going downhill and all other users. The steep, wide road will encourage high speeds from downhill bike riders. This will endanger other users including hikers, equestrians, dog walkers, and bikes climbing up the steep grade.</p> <p>scenario_change: Reroute the eastern side of the Joder interim trail off of the access road and onto a single-track that has a lower grade, that is appropriate for mountain bikes climbing up the hill.</p> <p>This single-track should flow across the hillside, with curves and other features that slow mountain bikes going downhill.</p> <p>Allowing only downhill mountain bikes to use the access road would also provide spatial separation between downhill mountain bikes and other users.</p> <p>scenario_other_changes: None scenario_improvements: Allow dogs off-leash in the Wonderland subarea in Scenario B.</p>
<p>Email Author</p>	<p>Chris Morrison</p>
<p>Staff Response</p>	<p>Hi Chris, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
<p>Email Date</p>	<p>1/3/2016</p>

Email Detail	<p>Scenario A</p> <p>scenario_revisions: Newlands and Wonderland area residents need a long path for runs and walks of an hour or more that is relatively ice free and accessible without a car. The Wonderland-Joder connection should be in both plans. These east facing slopes get good early sun and have good drainage. The path from Dakota Ridge to Foothills parking under rt 36 is steep and treacherous in winter especially for us seniors. (I am 70 and no longer do "goat trails" where I could fall.) Currently, I drive to Heil Valley for long walks in a natural setting. Wonderland Lake to Lee Hill is a natural area but too short for a workout.</p> <p>scenario_change: Add Joder-Wonderland connection.</p> <p>scenario_other_changes: Area west of trail should be closed to reduce impact on raptors, if that is a concern. I am not much of a biker, but don't mind sharing trails with bikes.</p> <p>scenario_improvements: General comment: The fence that prevents walking or running north of the old Beech plant is an unnecessary frustration for 20+ years. I keep asking myself "when will they get rid of this?" And why stop at Joder? Let's go to Heil Valley and to Lyons on trails (away from roads) and take the bus back.</p>
Email Author	Scott Robertson
Staff Response	<p>Hi Scott,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Prefer Scenario A because access trail to Joder Ranch has less impact. Premise that need to provide recreational use to maintain public support for Open Space is wrong. I support it to protect open space for many generations to come.</p> <p>scenario_change: Do not allow dogs to be off leash on Wonderland Lake trails</p> <p>scenario_improvements: When in doubt, choose the alternative that best preserves the environment. Premise that needs to provide recreational use to maintain public support for Open Space is wrong. I support it to protect open space for many generations to come.</p>
Email Author	Charlie Brand

Staff Response	<p>Hi Charlie, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	Thank you for all your hard work. I support Scenario B for its trail head parking, multi-use and connectivity. Please vote on this Scenario.
Email Author	Jody Marken
Staff Response	<p>Hi Jody, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Scenario A scenario_revisions: Community access to north boulder open space use scenario_change: Maintain Wonderland Hill trail west of Wonderland Lake to connect to upper trails system. This is an important local access point. Eliminating it would cause more vehicle use to get to north or south access points, and severely impact local hiking options for those hiking from their homes. Important in either scenario. scenario_other_changes: Not sure that there would be any. scenario_improvements: Scenario B is much preferred. North Boulder should have an improved trail system for those interested in a front-country experience. Concerns about environmental impacts to front-country along an existing road corridor are misplaced.</p>
Email Author	dale whyte

Staff Response	<p>Hi Dale, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>I strongly favor Scenario B over Scenario A. Scenario A will restrict public access further, closing sections and trail segments that are accessible now. Scenario B, for the most part, preserves and somewhat expands access. Open space, practically by definition, should be "open," provided that the flora and fauna in the area are protected. It is hard to see how preserving or improving existing trails, expanding certain connections, and confining hikers to trails in a few places (Scenario B) is somehow counter to the protection of flora and fauna. Scenario A is unnecessarily restrictive.</p>
Email Author	Thomas W Schlatter
Staff Response	<p>Hi Thomas, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>I have spent many years hiking and climbing all over the western states. I strongly prefer animal trails to any other kind. If you like the feeling of wilderness, it is best to avoid implementing any kind of vehicle trail (excepting, of course, emergency usage when human life is at stake) on the western portion there.</p>
Email Author	Mike Olive
Staff Response	<p>Hi Mike, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>

Email Date	1/3/2016
Email Detail	I want to support the Trail Around Boulder and agree with more trail access for residents.
Email Author	Cyril Strife
Staff Response	<p>Hi Cyril, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>Scenario B scenario_revisions: I want access to ALL OPEN SPACE.....that is the whole purpose of OPEN SPACE is human access.....! We don't pay you for public land to close it. scenario_change: Access to all...! Earn you r keep as LAND MANAGERS...!! scenario_other_changes: Do your job o d manage Boulder's resources....! Hey, hire retirees....to help if money is an issue.</p>
Email Author	john parsons
Staff Response	<p>Hi John, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	Please improve off-leash, voice and sight access for dogs. In particular, please make the Joder interim trail, Buckingham trail, and the trails west of Wonderland open for off-leash dogs.
Email Author	Jennifer Hendricks

Staff Response	<p>Hi Jennifer, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>My name is Grace Davis, and I want to vote for Scenario B for the Open Space trail issue. One of the greatest blessings of my life is to have so many trails to ride my horses on, and enjoy them fully. That is what I appreciate the most about Boulder County, and why I don't mind paying the taxes that we have to pay here. I want as many trails as possible to allow horses. I don't want to ride around in a circle in an arena - I want to ride my horses in these beautiful mountains and open spaces, where horses were made to be. They love it too. They get to feel like horses. My horses' favorite place to go is Heil Ranch. They love to run up the mountain, and down. That is what they are built for. Please continue to make Boulder an amazing place to live.</p>
Email Author	Grace Davis
Staff Response	<p>Hi Grace,</p> <p>Thank you for sharing your support for Scenario B. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North TSA Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>I think Scenario A is preferable. From a conservation standpoint, it is always better for a habitat that is unfragmented to remain that way. I recall a few studies indicating adverse effects of trails and traffic on bird breeding and nesting. It seems in the best interest of the animals in the area that the intact portion remain intact.</p> <p>scenario_change:</p>
Email Author	Amanda Malone

Staff Response	<p>Hi Amanda, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/3/2016
Email Detail	<p>1) Prefer Scenario A for North TSA trail development 2) Very cumbersome to leave a comment.</p>
Email Author	Paul Cohen
Staff Response	<p>Hi Paul,</p> <p>Thank you for sharing your support for Scenario A. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North TSA Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	I would like to support Scenario A for the connection to the Joder Trail. You should listen to the expert naturalists who say that this option better protects open space.
Email Author	Daniel Murphy
No Staff Response	email was sent to OSBT/Council
Email Date	1/2/2016

Email Detail	I have lived in Boulder for just a short time and what I find most amazing about this city is its environmental ethic. That is why I was so surprised to hear that the city is considering disturbance to that priceless undisturbed prairie grassland of the North Trail Study area. I lived in the state of Illinois for many years. Earlier citizens there did not value the precious grasslands and went ahead and destroyed much of it. Many hours of tedious labor and many more dollars were ultimately spent to restore remnants of the Illinois prairie. When I hiked the remnant prairies I realized their environmental importance and was always reminded of the shortsightedness of the people who voted to destroy them. Please do not be shortsighted and endanger the precious gift of undisturbed prairie that you now have. I realize that trails for biking and hiking are very important to the lifestyle of many residents and I applaud that. It seems that building a connecting trail on the east side of Rt. 36 would provide the connecting trail necessary and still preserve critical and valuable wildlife habitat. Please don't destroy the invaluable gift you have.
Email Author	Beverley Postmus
No Staff Response	email was sent to OSBT/Council
Email Date	1/2/2016
Email Detail	I support Scenario B for the Joder Ranch Access
Email Author	Brian Riley
Staff Response	<p>Hi Brian,</p> <p>Thank you for sharing your support for Scenario B. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North TSA Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

Email Detail

FIDOS would first like to thank you for all of your efforts toward completing the NTSA and for this opportunity to provide further input. In this letter, FIDOS offers suggestions that create more balance for hikers with dogs between the two currently proposed scenarios.

Scenario A has aspects that are more favorable to hikers with dogs than Scenario B, while Scenario B has aspects that are more favorable to bikers and equestrians. FIDOS does not want to cause divisiveness among the recreation groups and staunchly push for one scenario over the other. We prefer to offer suggestions to fine--tune the proposed scenarios.

In addition, the location of the north/south connector trail to Joder Ranch is a controversial item. The location of this trail on the west side of Highway 36 is not very important to dog guardians. As a result, in Scenario B, we feel that it is not equitable for dog guardians to lose Voice & Sight trails and to also lose a loop trail to a No Dog designation, in order to have this connector trail placed on the west side of Highway 36, particularly since the western placement is primarily a biker and equestrian interest. FIDOS asks that options that benefit bikers or equestrians not be "balanced" by increasing dog restrictions and taking Voice & Sight trails away from dog guardians.

Starting with Scenario B as a base, FIDOS offers these modifications to create more balance for hikers with dogs, while still maintaining balance between recreation and conservation interests.

1) Designate the Interim Joder Trail as Voice & Sight, or Voice & Sight On-- corridor if Joder must remain as an HCA, to balance the new No Dog Loop trail proposed in Scenario B. Much of the Interim Trail is a wide road that allows ease of sharing the road and enjoyment of the Joder Ranch property among all user groups. It also adds a V&S connection to the existing V&S designated Buckingham Trail, enabling hikers with dogs to park at the Joder Ranch Trailhead.

2) Maintain the current and historical Voice & Sight designation on the Buckingham Trail. This trail should remain with V&S access in fairness to the local residents who have used this trail for years. The local neighborhood users of this trail would be upset to lose this access, and they would be forced to drive unnecessary miles to Boulder Valley Ranch to be able to walk with their dogs off leash.

3) Keep the Voice & Sight On Corridor designation proposed in Scenario A for the trails west of Wonderland Lake. V&S designation of these trails would provide nearby V&S access to the numerous residents who live in this area, thus greatly reducing car travel. As climate change is one of the largest impacts that OSMP lands face, all reductions in car travel are important.

4) Designate Joder Ranch as a Natural or Passive Recreation Area. Joder Ranch is a former recreation site and former working horse ranch that borders a major highway. There are numerous houses in view throughout the property. Also, the considerable trail building proposed in both scenarios for Joder Ranch indicates that it does not meet the Visitor Master Plan's HCA guidelines. According to the VMP, HCAs "typically represent the largest blocks of an ecosystem type, with few,

if any trails or roads," and HCAs also have "no or few trails or trail heads."

Thank you for your consideration of FIDOS' input. Please continue your good work in making the NTSA a special place for all user groups.

Email Author	FIDOS Board
Staff Response	Pending
Email Date	1/2/2016

Email Detail	<p>Scenario B</p> <p>scenario_revisions: The interests of bikers (addition of the West Beech connector trail on the west of Hwy 36) are being unfairly “balanced” on the backs of dog guardians (loss of Voice & Sight west of Wonderland Lake and loop trail at Joder being designated No Dog)</p> <p>scenario_change: Designate the Joder "Interim" Trail Voice & Sight to balance the No Dog loop trail proposed at Joder. Also, as a continuation of this trail, maintain the existing and historical Voice & Sight designation on the Buckingham Trail.</p> <p>scenario_other_changes: The above change is being suggested to balance the No Dog loop trail at Joder</p> <p>scenario_improvements: 1) Designate Joder Ranch with its correct designation of Natural Area or Passive Rec Area a) considering that it has been a recreation area for decades (working horse ranch), b) it does not fit the definition of an HCA listed in the VMP (HCAs "typically represent the largest blocks of an ecosystem type, with few, if any trails or roads," and HCAs also have "no or few trails or trail heads") The many houses visible on or near the property, the existence of 8 miles of trails on the property, with two new loop trails proposed to be built are inconsistent with an HCA designation.</p> <p>2) Keep the loop trails west of Wonderland Lake with a Voice & Sight designation that is shown in Scenario A</p>
Email Author	Eileen Monyok
Staff Response	<p>Hi Eileen, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

<p>Email Detail</p>	<p>Steve FWIW- not much (Disclaimer: I have not read all these studies—maybe my comments below have been addressed.)</p> <p>In all this study, is there appropriate recognition by the general population that not all land disturbance is “Bad”?</p> <p>Mother Nature makes huge disturbances that we might label as “Good” and “Necessary” and certainly unavoidable. (Fires, floods, wind, wildlife...) Some unnatural disturbance is “essential”. An example that you know about, the mucking around by cattle (hardly natural or wildlife) seems to be necessary for the well-being of Spiranthes.</p> <p>Mention is made of Narrow-Leaved Milkweed in the Study Area. I was alerted (by OSMP?) to this species as ‘imperiled’ many years ago. and since then I have spotted it many times in my wanderings - inconspicuous (and maybe therefore considered rare), widely scattered. I am not convinced that a trail through a large acreage will threaten the species. Another documented example- you may be aware of this one from me or Ann Armstrong long ago: Carex saximontana, considered rare in OSMP, yet I found some near the summit of Flagstaff more than 15 years ago- with highly used trails in the immediate area- turned out to be a sizeable population not documented previously. (Today you can step on the very plant that I first spotted while standing on Tenderfoot Trail. I saw that plant today.)</p> <p>Bottom line- no surprise to you- I am certainly concerned about the habitat, but also about access.</p>
<p>Email Author</p>	<p>Bill May</p>
<p>Staff Response</p>	<p>Pending</p>
<p>Email Date</p>	<p>1/2/2016</p>
<p>Email Detail</p>	<p>Dear Open Space Board and County Commissioners,</p> <p>I am writing to urge you to select Alternative A in the North Trails Study Area. It would be an ecological disgrace to build a trail through the undisturbed area on the west side of Hwy 36 as is proposed in Alt B. This region of riparian drainages, rolling pristine grasslands, critical habitat for rare species, and immense biological value would be permanently degraded by putting a trail through it.</p> <p>Boulder County Open Space has the sacred mission of protecting priceless ecosystems like the lands west of Hwy 36 and north of Boulder. The desired recreational access and trail connectivity can be easily achieved with Alt A. There should never be some misguided attempt to "balance recreation and resource conservation" by degrading natural areas, whatever the recreation issues. There will always be a clamor for more trails and more access, just like there are immense pressures to degrade and destroy all parks, open space, and protected areas around the globe. Boulder is a special place largely because of its success in protecting the open space and natural world that surrounds it. Please keep doing this.</p> <p>Thank you for considering these comments</p>
<p>Email Author</p>	<p>Tom Andrews</p>

<p>Staff Response</p>	<p>Hi Tom,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
<p>Email Date</p>	<p>1/2/2016</p>
<p>Email Detail</p>	<p>Thank you for taking public input on the North Trail Study Area (NTSA). I hope you will consider my opinion and that of like-minded residents as the plan for the area moves forward.</p> <p>Visitor Access to and through the NTSA</p> <p>Scenario A offers the most “balance” between the overriding and competing goals of recreational access versus conservation of the area’s natural resources. I put “balance” in quotes because the wild animals, birds, reptiles, insects, and plants do not have a voice in the decision. If we value other kinds of life as well as human life, we must preserve the necessary habitat. West of U.S. 36, Scenario A will preserve a large block of fairly undeveloped, unfragmented space for wildlife and the native plants that support the wildlife. Such preservation of sensitive natural resources is a high value for me, and the NTSA harbors species of concern.</p> <p>In Scenario A, I like the trail improvements and additions planned for the Wonderland Lake area and the hogbacks to its west and northwest of Fourmile Creek. I have enjoyed the social trails and will like better-designed ones even more. And I think the glider community has been respectful of the area and deserves access (which is disallowed in Scenario B for cost reasons).</p> <p>To allow access from Boulder to the Joder Ranch property and destinations to the northwest, the proposed trail in Scenario A (using some existing trails and some new ones) on the east side of U.S. 36 seems appropriate. Much of the area is already fairly heavily used; however, the proposed changes will enhance the visitor experience by reducing some trail “duplication” and affording human users a view unbroken by other people on adjacent trails. The trail changes and improvements will afford wildlife more unfragmented room.</p> <p>I am concerned about the plan to put car parking at Schooley and horse trailer parking on the west side of U.S. 36. Visitors will arrive at the “wrong” lot and be frustrated and possibly have difficulty moving to the correct lot. Please consider a design that accommodates both types in both locations. Alternatively, and much better, I think, put all the parking at Schooley, along with a restroom facility. Horse trailers could park along an edge-hugging loop, and cars could park in the middle. Add a stoplight on U.S. 36 to allow safe access to Joder; add warning signs with flashing lights on both the north and south approaches to the crossing. The trees between the Joder Reservoir and U.S. 36 provide some ambiance and perhaps bird habitat; I think they would be cut down to accommodate parking if it is on the west side of the highway, so that is another reason to place the parking at Schooley.</p> <p>At the October 5th workshop, I was at the table with the two ranchers who manage and work Boulder Valley Ranch. They convinced us that leaving the house and equipment areas where they are the most logical ranch-management approach, which seems to be settled. They also explained that the dust from traffic on the access road is excessive; I am happy to see that paving or another solution is indicated. The ranchers further suggested putting the parking near U.S. 36 and letting visitors walk or bike in. Along with everyone at the table, I found their arguments compelling. During the clicker session, these options were not presented, however, which I found distressing. Perhaps because they were not presented, the Scenario A map still shows a parking indication at the Boulder Valley Ranch headquarters. I hope</p>

parking will be removed from that location and the parking area near U.S. 36 made large enough to accommodate users.

Scenario A shows that the Interim Joder Trail will be made permanent and two adjoining loop trails will be added. We were constantly advised by staff that trail locations were conceptual rather than set in concrete in the scenario maps, but I hope that the extremely valuable bird habitat along the drainage to the west of the Joder Quonset hut riding arena will be preserved without trail access. Please evaluate whether a single loop that completely avoids that drainage would be satisfactory. Also, if design improvements might be made to the alignment of the Interim Trail, please let such improvements be considered as the project progresses. Methods to reduce the grade may be useful in places.

One other out-and-back trail would allow visitors to walk on the Niobrara Limestone outcrop (the rock layer's exposed edge) along the surface expression of Six-Mile Fold. Such a trail would provide a special geologic experience not otherwise available near Boulder; signage could ask users to exercise caution and explain the interesting structure that the originally planar Niobrara has been bent into. Signage could also describe the fracking of the Niobrara under the eastern part of our county and show a cross section depicting how deep the Niobrara is where the fracking is occurring. If we must wait for a cooperative agreement with Boulder County, that would be all right. I don't think that the loop trail shown in Scenario B is a good idea because the western leg of the loop would cross the drainage far upstream of the rock outcrop and the start of the Joder Interim Trail, which would put trail users in a more wildlife-rich zone.

Dog Access to and through the NTSA

The "on-leash" requirement on the Joder Interim Trail is good. The seasonal (May–July) dog-access closure on any loop trail(s) on the Joder property is also a good step. However, I would prefer no dog access on any Joder loops, in deference to wildlife and to humans who are seeking a contemplative experience of our open space. The value of the contemplative use of the outdoors cannot be overstated. Dogs interfere with quiet enjoyment, and their human guardians often do not pick up after them. The smell along some of our trails is disgusting at times, especially near trash cans; thus it would be preferable to have more "no dog" trails.

Therefore, I also think that there should be a "no dog" restriction instead of "Voice and Sight" on the trails along the hogback west of Wonderland Lake. That area has a lot of deer. Dogs will break their training and chase adult deer and fawns. Even dogs on leash will spoil the enjoyment for many, as mentioned in the previous paragraph. There are miles of trails for dogs in the less sensitive parts of the NTSA—that should be enough.

Certain parts of the NTSA east of U.S. 36 that are planned to allow "Voice and Sight" dog access in Scenario A would be more environmentally protected if dogs were only allowed if leashed and on-trail. These areas include special habitats such as wetlands and places where wildlife such as prairie dogs might be chased. Explanatory signage may help dog guardians understand why a part of a trail has a new leash restriction.

Horse Access to and through the NTSA

Despite the historical use of Joder by horse riders, a new day has dawned that should favor hikers now that the property belongs to all of us. I think that horses should be allowed on the Interim Joder Trail, which is wide enough to allow hikers and bicyclists to avoid horse poop without having to move off the trail. But I do not think that horses belong at Six-Mile Fold or on any loop(s), which should be narrower trails and focused on contemplative opportunities. Furthermore, native grasses need to be encouraged, not out-competed by grasses from horse feed.

Similarly, I would like horses to not be allowed on the hogback northwest of Fourmile Creek. Meeting a horse on a steep, narrow trail is not pleasant for some people and can be dangerous.

The other "Horses Allowed" trails to the east of the steep terrain (east of U.S. 36) seem quite suitable, though weed invasion will need to be guarded against.

Horse riding should be only on-trail throughout the NTSA (or at least in the HCA) to protect the native grasses. I hope funds and volunteers will be found to help restore the grasslands where needed.

Bicyclist and Trail Running Access to and through the NTSA

Obviously, the Interim Joder Trail is planned for bicyclists. It is wide enough to accommodate hikers and cyclists as well as horse riders, though adding a pack of trail runners may make the wide trail seem inadequate. Still, it is needed for connectivity, and signage can help with safety issues. Other trails on Joder, however, should not allow bicyclists so that contemplative hiking can be enjoyed in this new area so far

from towns and traffic. Because of the need to have some quiet place for such hiking, trail running on other than the Interim Trail should not be allowed either.

If bicyclists are allowed on any Joder loop(s), please do institute directional riding that changes seasonally and “no bike” Tuesdays and Sundays, as described in the December 10th meeting. To avoid visitor conflicts, such approaches are very successful and much appreciated at Betasso, where the “no bike” days are Wednesdays and Saturdays.

On the Scenario A Bike Regulations map, there is a short red (“no bike”) line about 1 mile north of “Rd.” in “Jay Rd.” There may be a good reason for the restriction, but to someone just looking at the map, that restriction seems unnecessary. If it is lack of landowner agreement, perhaps the problem could be addressed creatively. The rest of the map seems appropriate to me. I would encourage signage that asks users to not widen trails where they get muddy; it seems that muddy trails are expected at times in some areas east of U.S. 36.

Comments on the Process

The NTSA process seemed less combative than the West TSA process of a few years ago. I fervently hope that this is not because the bicyclists, dog walkers, and horse riders are more organized and have decided to hold back on getting their groups’ members to give input until this point in the process or until the Open Space Board of Trustees or City Council meets. Most individual hikers do not belong to organized groups, and of course the wild inhabitants and the plants they depend on have no voice at all if we do not speak for them.

I hope that conservation will be on everyone’s lips as this process goes forward. We can preserve what we have acquired for the future but once. We can mess it up anytime. Let us aim toward preservation.

One part of the NTSA process that I have found lacking is the use of the term “Interim” to describe the Joder Trail, which was clearly permanent from the beginning. I think it was a huge mistake to provide an “interim trail” to eager users before the scientific data on plants and wildlife were gathered. It is almost impossible for something that has been granted to be taken away. Let us learn from this experience and do better in the future.

The other approach that I found objectionable was shoe-horning various possibilities into scenarios. It seemed that the intent was to show how “balance” between recreationists and conservationists could be achieved in different ways. However, it made evaluation of various possibilities much more difficult. I would rather have looked at Joder as an area and then looked at the Wonderland Lake area separately, etc.

It would be helpful to hire an editor to find all location names mentioned in various texts and be sure that those names are placed on the maps.

Finally, the clicker usage was interesting but not completely effective. It was handled much too quickly. I think discussion could have been allowed before each “click vote” was made so that if choices were available but not listed, they could be added before the click vote was made. Also, the wording of the choices was so “absolute” (especially because I used the clicker at the early stage in the NTSA process, in September) that it was off-putting, at least for me.

Appreciation for the Staff and Officials

I thank all the city staff and contractors who made this NTSA process possible, understandable, and sometimes even fun. I also thank the Open Space Board of Trustees members and other city and county officials who attended. The presentations, maps, explanatory charts, and giant resource book were very helpful.

Email Author	Mary C. Eberle
Staff Response	Pending
Email Date	1/2/2016

Email Detail

I strongly urge you to support OSMP Revised Scenario A, primarily because it more closely follows the sidebar requirements. Additionally, please approve the Staff-recommended Habitat Conservation Area status of the Joder property.

First of all, thank you for the time and effort you have spent on this trail study area! Please understand that rather than interpreting my comments as critical, I hope they will ring true and contribute to the outcome.

There is a major flaw in this TSA process. Staff desires to “Balance Ten Community Interests” but has included critical sidebar elements in these ten community interests. I understand the sideboards as those (pre-existing requirements) Plans, laws, guidance, and policy that Staff, Board, and public must adhere to, but instead, key ecosystem preservation guidance within the Visitor Master Plan, Boulder Valley- and Boulder County Comprehensive Plans, and the OSMP Long Range Management Plans has been placed within the community interest heading, “Conservation of Resources,” to be further compromised. This so-called “balancing” disrespects the considerable conservation compromises already made in the creation of these Plans.

In order to repair this misunderstanding of policy forwarded to the public, I think it is up to Staff, Board, and Council to give proper weight to the sideboards and to convey that the community interest categories of “Conservation of Resources,” “Honoring Community Values and Commitments,” and “Effective Planning Process and Plan Implementation” are really sideboards. Placement of the sideboards on the compromise chopping block is simply not acceptable.

What I am advocating for is the preservation of all OSMP HCA’s including the North Foothills and Joder lands. Below I will point out many instances from the Visitor Master Plan which together lead to the clear requirement to preserve the Habitat Conservation Areas from the damaging effects of a new regional multi-use thoroughfare.

Within the VMP’s Chapter 4 on Implementation, the Recreational Opportunities Initiative includes on page 39 that “OSMP seeks to provide a broad diversity of educational and recreational opportunities, a high quality of visitor experience, and enhancements to current opportunities when compatible with resource protection.” To me this indicates a clear ‘if- then’ priority of protection.

The Resource Protection Initiative of the same chapter, page 42 illustrates the VMP intent to guide management actions towards low visitor impacts. “This initiative is intended to: (1) direct visitors away from areas with highly sensitive resources; (2) direct visitors to areas where resource impacts can be minimized or avoided...” This guides my agreement with scenario A which places a thru-trail in the Natural area to the east of Foothills Highway rather than in the more sensitive HCA area to the west.

The same VMP Chapter 4, Table 4.1 lists Management Area Strategies. Habitat Conservation Area strategies include on page 51, “Minimize new trails and trail density; locate new trails to minimize impacts on habitat quality. Consider designating/building trails that do not impinge on

ecological systems.” and “Design and construct trails and other facilities to sustain a low level of visitor use.”

Big trails attract crowds to many areas and I can't help but note the degradation of natural resources and visitor experience in the Dowdy Draw area due to that area's increase in bike visitation. Please consider the documented trend in Front Range population increase and the related OSMP increases in visitation numbers and additional types of usage. The VMP clearly guides us to prevent a similar degradation of the North Foothills and proposed Joder HCA's.

The guidance plans for creation of the VMP, listed on page A-11, refer to specific guidance from the Boulder Mountain Resource Protection and Visitor Use Plan, “Where there are real or potential conflicts between nature and human use in the Boulder Mountain Parks, preference will be given to sustaining nature - both for its intrinsic values and its value as a component of human experience.” This clear prioritization needs to be solidly carried through into the future.

Chapter 3, Planning Goals of the VMP, page 28, includes “Goal 3 - Enjoy and Protect - Ensure that passive recreational activities and facilities are compatible with long-term protection of natural, agricultural, and cultural resources.” Our TSA planning needs to properly reflect this wording by only allowing passive recreation where, and if natural resources can be protected.

Lastly, The Guiding Principles of the VMP Goals, on page 30 caught my attention with “Creative Solutions to Site-Specific Conflicts. When there are conflicts between resource protection and visitor use, management priorities will be established by considering the context provided by the underlying management area designation.”

All of the sideboards could be gone through in the same manner, but I will just note a few requirements from the Boulder Valley Comprehensive Plan and the Boulder County Comprehensive Plan, both which support placement of a multi-use trail on the east side of Foothills Highway.

From the Boulder Valley Comp. Plan:

The Trail Functions and Locations section states, “Trail and trailhead locations and alignments should avoid environmentally sensitive areas and minimize environmental impacts.”

The Biodiversity and Native Ecosystems section of that Plan has a wealth of applicable guidance:

“The city and county will protect and restore significant native ecosystems...”

“The protection and enhancement of biological diversity and habitat for federal endangered and threatened species and state, county and local species of concern will be emphasized.”

“The city and county recognize the importance of preserving large areas of unfragmented habitat in supporting the biodiversity of its natural lands and viable habitat for native species. The city and county will work together to preserve, enhance, restore and maintain undeveloped lands critical for providing ecosystem connections and buffers for joining significant ecosystems.”

“The city and county will continue to develop programs to protect and enhance wetlands and riparian areas in the Boulder Valley. The city will strive for no net loss of wetlands and riparian areas by discouraging their destruction...”

“The city and county will promote efforts, both public and private, to prevent the introduction or culture of invasive plant and animal species and seek to control their spread.”

As the wording and intent of the above-listed sideboards cannot be compromised, Scenario A is the only acceptable scenario.

Even though Scenario A is not consistent with the sideboards in the placement of a regional high-use bike trail through the ecologically diverse Joder property, I do favor a regional trail system. A huge conservation compromise allowing trail placement on the very northern edge of quality Joder habitat would keep the largest possible HCA intact. Further conservation compromise allowing new bike trail construction through the Natural area between Foothills Highway and the Lefthand Trail would benefit the quality of biking experience on the thru-trail.

I am fully aware that there are many recreational interests within the sideboards, but those are consistently being met and more! Many folks may wish to either ignore the sideboards, or give preferential treatment to the included recreation elements over the multi-Plan conservation elements. If the applicable portions of these Plans are not used as they are intended for protection of these HCA’s, then why did you vote for the sideboards and how will your decisions be made?

enhance, restore and maintain undeveloped lands critical for providing ecosystem connections and buffers for joining significant ecosystems.”

“The city and county will continue to develop programs to protect and enhance wetlands and riparian areas in the Boulder Valley. The city will strive for no net loss of wetlands and riparian areas by discouraging their destruction.

Email Author

Susan Douglass

Staff Response

Pending

Email Date

1/2/2016

<p>Email Detail</p>	<p>I'm writing to support the trail option that would link Foothills Trail to Joder Trail on the east side of the North Foothills Highway (scenario A).</p> <p>The area west of North Foothills Highway contains high biodiversity that requires protection. A trail along the entire west side of the highway would generate slice-and-dice fragmentation of rapidly dwindling wildlife habitat on our open spaces.</p> <p>Appropriate designation as HCA for the Joder property underscores the natural values of the entire open-space area west of the highway. Nearly all of similar foothills settings in the County and City are already degraded by numerous trails and heavy usage in sensitive areas. I urge City and County to provide reasonable protection of the remnants of foothills-plains ecotones. There are almost none left.</p> <p>As a frequent runner on open space trails, I can enjoy workouts on any trail, where the goals might be heart-rate intensity, distance, etc. Intensive recreationalists who demand what they consider to be most "beautiful" trail, at the expense of natural richness, are simply selfish. For a change, let's strike some balance between the "me-first" users and nature, which is almost always losing ground.</p> <p>As an example of what should be learned from past mistakes, please consider the area containing Doudy Draw and the Spring Brook trail system. This area was previously rich in wildlife until fragmented by trails that were partly cut through ancient (2-million-year old) native grass communities and concentrations of other rare plants. In many places along those trails, disturbances from trail building and use led to areas of dense cheatgrass invasion. Groups of night-time bike riders with bright lights are common at all times of the year. Since the trails were cut, we no longer hear elk bugling in the fall. Apparently, they've not returned. Let's please not repeat these mistakes in North TSA.</p> <p>For the areas west of North Foothills Highway, please institute "dogs always on-leash" protections and, of course, dog exclusion in HCA.</p>
<p>Email Author</p>	<p>Richard Reynolds</p>
<p>Staff Response</p>	<p>Hi Richard,</p> <p>Thank you for your thoughtful feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
<p>Email Date</p>	<p>1/2/2016</p>

Email Detail	<p>Dear Open Space Board of Trustees, Staff, and County Commissioners,</p> <p>I am writing to express my support of Scenario A for the North Trail Study Area. One of the purposes of open space, as stated in the city charter, is “preservation of natural areas characterized by or including terrain, geologic formations, flora, or fauna that are unusual, spectacular, historically important, scientifically valuable, or unique, or that represent outstanding or rare examples of native species.” This section of open space has multiple drainages, riparian corridors, cascading down from the top of the local watershed toward Highway 36. These riparian areas are fragile, unique ecosystems that provide critical ecological functions, such as acting as transit corridors for many species of animals. Riparian ecosystems in the west have been systematically destroyed by overgrazing, farming and now possibly recreation. Once an official trail is opened up in this section of open space, other social trails will develop almost certainly. Curious hikers might use these corridors themselves to explore further into the open space. Once the fragile banks are walked upon, the soils are compacted and the delicate ecology - the hydric soils making up the wetlands - will begin to transform.</p> <p>I am a wetland ecologist, and I've had the privilege to research the biogeochemistry of major wetlands of the world - the Amazon, Orinoco and MacKenzie - as well as some of the smaller and rarer ones like local alpine wetlands. These ecosystems are unique and only occupy a very small percentage of our earth, yet they are critical ecosystems providing services beyond their coverage. I suggest that you carefully consider the alternative as a way to protect these important riparian zones. Once impacted, they will never be the same again.</p>
Email Author	Lesley K. Smith, Ph.D.
Staff Response	<p>Hi Lesley,</p> <p>Thank you for sharing your support for Scenario A. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>This is my preferred scenario. Continued support of Open Space is dependent upon maximizing access and making space interesting.</p> <p>scenario_other_changes: I think you need to consistently maximize access.</p> <p>scenario_improvements: You need to change your definition of what balance means. Access is the most important consideration. There are not enough people to make a negative impact on the thousands of acres you control. Let us as much of our property as possible.</p>
Email Author	Richard Keck

Staff Response	<p>Hi Richard, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario B is by far the better starting point. I believe leaving the trail West of US 36 is not only easier and cheaper but more interesting for users. Plus there's already a railroad grade for much of the way. We can design and build a trail that does not interfere in any significant way with the important conservation values in the area.</p> <p>scenario_change: Scenario B cuts back severely on access to dog owners. I would like to see an adjusted Alternative B that allows regular voice and sight access to the loops west of Wonderland Lake, as well as the interim Joder Trail, and Buckingham Trail.</p>
Email Author	John Osborn
Staff Response	<p>Hi John, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario B</p> <p>scenario_revisions: Scenario B seem to be more desirable as we feel going east of 36 to access Joder Ranch is not as pleasant, especially considering crossing highway 36 twice. We currently go across to the east side as we head north of Dakota Ridge subdivision and feel as if our experience, when on the west side, is more enriching and enjoyable. Having residential property over the west side of the ridge and the highway east of the proposed trial plan B make me feel as if a trail between the residential area and road would not be disruptive. Our family would so love to extend our access further north, on a trail west of Foothills highway.</p> <p>scenario_change: We use the existing trails that access the foothills just north of Wonderland lake almost every other day which is off of the main north/south trail (Foothills South and Wonderland Lake Trail). Many times with our dog. Please do not remove the access to the upper trail at that location, the Wonderland Hill Trail, (as it seems proposed to be terminated). We do not have the time in our day to access (walk to) the proposed south and north access points from our neighborhood given our busy daily schedule. We, and many others, who live in the neighborhood directly below the Wonderland Hill Trail, (albeit a few block east), enjoy the ability to get exercise by going up hill at the existing trail and doing a small loop, not the large loop proposed. As we get older, and much of the neighbors too, the smaller loop will enable us to get an enjoyable work out, gaining elevation, and still have time to take care of our other daily responsibilities. Thank you for your consideration.</p>

Email Author	c fraser
Staff Response	<p>Hello, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scientists are telling us that we are living in the sixth great extinction. The earth's biodiversity loss is about 1,000 times higher than normal and we are causing it. The Boulder County Comprehensive Plan describes the area west of US 36 as critical wildlife habitat with very high biodiversity that is nearly irreplaceable. Please support Scenario A in the North TSA. Thank you.</p> <p>scenario_change: Please support Scenario A in the North TSA.</p> <p>scenario_other_changes: Please support Scenario A in the North TSA.</p>
Email Author	Joe Day
Staff Response	<p>Hi Joe, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	I don't think scenario B should be revised. It is much better than scenario A. Open space should be for enjoyment by the public. It was not acquired solely to be an area of wildlife protection.
Email Author	Donna Post

Staff Response	<p>Hi Donna, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>No doubt the IPGs membership includes many people who view open space lands mostly as a backdrop to recreation, but the Club's basic philosophy and policies encourage us to examine how even passive outdoor recreation can affect any remaining biological integrity of managed landscapes like OSMP. If some biological integrity remains, we should either steer our recreation away from that area, or be sure that any disturbance can be easily mitigated.</p> <p>The block of land west of US 36 and north of the city limits, and surrounding the Beech Property, has been designated as a Habitat Conservation Area for its rare plant communities, riparian areas, and animal habitats. Weedy species like jointed goat grass have been brought in by past foot traffic on the existing social trail. They are a threat to native vegetation and require costly manual labor to remove. The proposed extension of the social trail all the way around the Beech property to Joder Ranch would occur on an erosive and incised hill slope, and would be difficult and expensive to maintain. We guess that it also may not be the best trail configuration to mix foot and bike traffic. Despite the recreational and off-highway access opportunities the Alternative B trail would provide, we believe this trail is not a good idea. In fact, we believe that even the existing social trail along the old railroad grade should be closed to all traffic, revegetated, and the invasive, weedy species removed. The north-south alternative trail on the east side of US 36 in Alternative A is hardly ideal, but avoids more problems. We also think that the Alternative B HCA trail is not consistent with some of the sideboards.</p> <p>The new Joder Ranch open space certainly contains more disturbed ground than the HCA, but, because of the too-hasty schedule to finish the North Trail Area Study, has not been evaluated adequately for any remaining natural qualities by OSMP staff. Therefore, we should be conservative about creating an extensive trail system there until the resource studies have been completed. The trail mileage shown on the Alternative A map may turn out to be acceptable, but the trail corridors on the Alternative A map are probably arbitrary.</p> <p>We have no problems or comments about Alternatives A and B with respect to other areas of the NTSA.</p>
Email Author	Kirk Cunningham

Staff Response	<p>Hi Kirk, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	The path should be west of Hwy 36 for safety and continuity of the trail.
Email Author	Dennis Arfmann
Staff Response	<p>Hi Dennis, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario B</p> <p>scenario_revisions: I don't know all of the details of each scenario but the main concern I have is the lack of single track mountain bike trails that connect directly from the city limits. Almost all single track options for Boulder mountain bikers require travel by car. I can't think of any single track trails to ride from Boulder. Considering how Boulder has a rich history of cycling it is pretty sad how we have not provided more options for mountain bikers.</p> <p>scenario_change: Allowing mountain biking directly from Boulder on the west side of highway 36 to Lyons would create a critical link to the wonderful trails that Lyons has to offer.</p> <p>scenario_other_changes:</p> <p>scenario_improvements: Create low impact trails on the west side of 36. For every biker that rides to trails we have one less car with a bike strapped to the top driving to a trail head. Let's create links to trailheads in an attempt to promote cycling, not more congested roads.</p>
Email Author	Dirk Friel

Staff Response	<p>Hi Dirk, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario B scenario_revisions: I feel Scenario B is a stronger starting point than scenario A. I regularly use the undesignated trail along the railway bed, and I think it makes sense to designate this and then connect to Joder. This would also create the possibility of a loop route for all usages/modes. I do respect the conservation interests however I think marking the area west of the proposed new connection accomplishes this adequately.</p> <p>scenario_change: To the west of Wonderland Lake, it appears dog voice & sight trails are reduced in Scenario B compared to Scenario A. I would suggest some compromise between A and B for this region.</p> <p>scenario_other_changes: I think if there is a compromise (e.g. not all trails are voice and sight, but some are available for that usage) this would reach a satisfactory balance.</p> <p>scenario_improvements: I would support a voice & sight on corridor on the new connector to west of the highway, perhaps for a stretch of the trail. (I do not own a dog, but I support voice & sight regulations generally.) However in the spirit of supporting the conservationist's view, this is an area I would be willing to compromise.</p>
Email Author	Johnny Drozdek
Staff Response	<p>Hi Johnny, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	I favor this scenario. I prefer the trail in the foothills (west of North Foothills Highway) offered by this scenario.
Email Author	Alan Richards

Staff Response	<p>Hi Alan, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	I'm in favor of scenario A. I think nature needs protecting from humans, and we should be willing to do our part to protect it.
Email Author	Lynda Wacht
Staff Response	no email provided
Email Date	1/2/2016
Email Detail	The Joder Ranch is a wonderful gift to Boulder open space. I strongly feel that we should use it wisely to preserve as much as possible an intact landscape for the native plants and animals to thrive and move undisturbed by human traffic. From this perspective, Option A is clearly less disruptive and has my support.
Email Author	Eileen Kintsch
Staff Response	<p>Hi Eileen, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

Email Detail	<p>I have used the trails in the North TSA regularly for the past 25 years as a mountain biker, runner and hiker. I am also a former dog owner.</p> <p>I strongly support Scenario B, due to the extension of the trail on the west side of Hwy 36 and the cycling day limitations for that trail. I do not, however, favor any significant widening of that trail; its width should be no greater than the trail that currently exists between Boulder Valley Ranch and Neva Road.</p> <p>I oppose Scenario A because it not only fails to extend the trail on the west side of Hwy 36 all the way to Joder Ranch, but would significantly shorten the existing distance of the trail in what appears to be an arbitrary manner. This is one of the best trails in North Boulder because it remains "rustic", has awesome views and is aesthetically pleasing overall. I also oppose Scenario A because it would allow dogs under sight and voice command on the loops west of Wonderland Lake. Those trails are appropriately narrow and few, if any, off-leash dogs will yield to runners or hikers on narrow trails. At best, a well-trained dog will stop in the middle of the trail, causing the runner or hiker to stop and go around the dog. More typically such dogs get in the way or otherwise cause confusion for the runner or hiker. At least if the dog is on leash, the owner can move it off of the trail. I further oppose Scenario A due the costly requirement of installing an underpass to connect the trails on the east and west side of Hwy 36.</p> <p>Lastly, I fail to see the need for any future trail connections between Neva Road and the Joder Ranch, and along 51st and 55th streets. The existing dirt roads do not have significant traffic and provide perfectly fine connections.</p>
Email Author	Robyn Kube
Staff Response	<p>Hi Robyn, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario B scenario_revisions: I greatly prefer scenario B with the hike and bike access west of hwy 36. scenario_change: Reduce amount of HCA land. The county already owns thousands of acres between Boulder and Lyons with no access at all. scenario_other_changes: scenario_improvements: For off-trail access you have the tedious same-day online permit system. Please make it easier to use on my smartphone.</p>
Email Author	Marc Steinbrecher

Staff Response	<p>Hi Marc, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<ol style="list-style-type: none"> 1. I support keeping the Old Kiln Trails pedestrian only, as shown in Refined Scenarios A and B. It's important to provide steeper trails where runners and walkers can get a good cardio workout and views without dodging bikes. 2. Alternating bike/no bike days for trails to and around Joder Ranch seems like a good idea. You might consider having 3 non-bike days, instead of just 2. This could be on a trial basis if you're not yet sure of use levels. 3. I support keeping the Boulder Valley Ranch Trailhead in its current location, as seems to be shown in both refined scenarios.
Email Author	Steve Callum
Staff Response	<p>Hi Steve, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	I support Scenario B.
Email Author	John Lashbrook

Staff Response	<p>Hi John, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>I strongly favor protecting the west side of highway 36 from Dakota Ridge to the Joder Ranch for wildlife habitat conservation.</p> <p>Human recreation in this area should be limited, should be pedestrian traffic only, and the current prohibitions on dogs should be maintained.</p> <p>I know this area well, visiting there because I can always count on seeing deer. Sometimes fox & coyote. Usually few people.</p> <p>I believe this steep terrain is a refuge for many plant and animal species that have been pushed back by development elsewhere into this less visited ridge landscape (with springs).</p> <p>Please consider that within this narrow refugium any increase in human traffic intensity on new trails, will result in interrupted landscape interaction patterns of wildlife grazing, sheltering, and migration which are already over-fragmented. This fragmentation of habitat can stress the native ecosystem to a point where it will no longer support some species.</p> <p>I have not seen the same diversity on the east side of highway 36, and this east area is already impacted by historic human use. This is where any new trails, especially for mechanized recreation should go.</p> <p>I think we need to be pretty humble here, resisting the pressure from those with ambitious visions for expanded use in these sensitive refuge areas.</p>
Email Author	Steven Montgomery
Staff Response	<p>Hi Steven, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>

Email Date	1/2/2016
Email Detail	I strongly favor scenario B. I think that it generally provides a conservation & recreation balance. As a senior citizen, my approach to mountain bikes is a bit different. I use my bike in many cases to allow access to areas where I am physically limited by my ability to hike significant distances. Riding on US 36 is NOT "nature access"; it's road bike training. In re dogs, I would like to see less off leash areas. "Voice & Sight" is, in many cases, a joke.
Email Author	Chuck Gray
Staff Response	Hi Chuck, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA. Thanks for your participation and we hope you will continue to engage in the process. Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks
Email Date	1/2/2016
Email Detail	To keep undisturbed habitats in the foothills. It would also keep out exotic plants by being undisturbed.
Email Author	Barbara Farnsworth
Staff Response	Hi Barbara, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA. Thanks for your participation and we hope you will continue to engage in the process. Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks
Email Date	1/2/2016

Email Detail	<p>I support Scenario B and strongly reject Scenario A. Scenario A is far too restrictive and focuses on far too much on preservation. I support Scenario B because of its emphasis on recreation opportunities while maintaining reasonable levels of habitat preservation. The citizens of the county have taxed themselves to pay for the open space lands in order to protect them from rampant development and to have them available for our more passive uses. This land has been used for centuries by various humans and is not a pristine wilderness, nor should it be attempted to be returned to some notional wilderness condition. Our citizens need and appreciate recreational opportunities and the OSMP should be providing them, not locking them away.</p> <p>scenario_change: More extensive access than even B proposes.</p> <p>scenario_other_changes: Provide more access to open space lands. This will spread out the impact over a much larger area and lower the intensity of impact in all areas.</p> <p>scenario_improvements: The "balance" of interests suggests that preservation and recreation should have roughly equal emphases. I strongly disagree with that fundamental bias. By buying the open space properties we have preserved the land from development. We should be good stewards of this land and allow its use for multi-mode recreation while taking reasonable measures to protect it from degradation. It should not be a goal to return the land to some pre-human habitation ideal.</p>
Email Author	William Hollander
Staff Response	<p>Hi William, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: We are taxpayers and our money is being used to buy and maintain the Open Space. Please allow us to continue to have access at the level it now occurs.</p> <p>scenario_change:</p> <p>scenario_other_changes: More hiker, equestrian, and biker access. We live here too.</p>
Email Author	Patricia Bosak

Staff Response	<p>Hi Patricia, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>I urge OSMPB to consider a Plan C. Do nothing - leave it alone! Undeveloped land does not have to be accessible or developed to have purpose. People have an incessant need to dominate and alter the environment. This area is not a playground. Even the Boulder County Comprehensive Plan recognizes the inherent value of the area as critical wildlife habitat. Construction of trails and underpasses alone will have a negative impact. Hwy 36 is already groaning under the weight of Boulder's ever-increasing population. It is an unarguable fact that opening up this area for any type and amount of human recreational use will be detrimental to the area, as well as increase fire danger. People = noise, traffic, trash. Dogs = poop and stressed wildlife. These are the facts. Please, please leave this area alone - it deserves our protection and preservation. Thank you.</p>
Email Author	Terry Drissell
Staff Response	<p>Hi Terry, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

Email Detail	<p>I am Boulder resident who for the past 32 years has been raising 4 kids, working and spending as much time as possible in the out of doors. My primary activities are simply hiking and taking pictures. I have no affiliations with the various groups who are organized around various open space issues.</p> <p>A couple weeks ago, I noticed the tucked away parking lot for Joder Ranch, remembered reading something about it in the Camera, and having a bit of time decided to check it out. I looked at the map on the kiosk and was literally shocked at how little access was provided for human recreation. A quick glance around revealed an artificial reservoir, roads, trails, buildings and industrial activity. Not to mention a 60' wide highway a hundred yards away. The overwhelming sense of irony and disappointment goaded me into submitting this opinion.</p> <p>I think virtually all us who use open space consider are environmentalists, however, appreciating nature also involves interacting with it, not just viewing it from a distance as if we are visiting a zoo.</p> <p>Confronting the access map for the TSA, convinced me that we are moving too far into the realm preservationism.</p>
Email Author	john uhr
Staff Response	<p>Hi John, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

<p>Email Detail</p>	<p>Both Scenarios</p> <p>scenario_revisions: I am questioning why all of the sudden we even need either scenario. Both A and B concerning fishing and shore access seem to be written in stone. I've been on the north shore of Wonderland lake since 1983 when the Lake was drained to create the spillway. What doesn't make sense is that structures are "proposed" to be built as though the Lake will always be full. I've already been through periods when much of the Lake receded due to drought. What good will these structures fulfill when it's just a matter of time? It's not like the COB has prioritized to keep the Lake full. I don't have the land buffer that homes do on the south side of the Lake. They at least have a sidewalk. What I and my neighbors have experienced is escalating lack of privacy. Especially during the summer months, we have to deal with increased late night noise such as from those who like to play their bongos and chant. Your proposed structural change is only going to invite more of the same. Are cattails going to be the mainstay of the Lake? They have infiltrated shorelines and literally stink during the fall of receding shorelines. You want to create access so as to study the cattail infested shorelines? What about the privacy of the nesting birds? Isn't the Lake supposed to be natural for wildlife (preserve? what preserve?)? So it's acceptable to encroach on their habitat? As a person who, during younger years, worked during college summers with the US Forest Service and maintained trails the methodology of dealing with erosion is very much lacking. In other words, what good is it to reroute trails when clearly the trails are not properly maintained? So, using trail maintenance as an example, why would I expect newly built structures to also be properly maintained? I'm expecting that you have an historical perspective as to how brush fires have started in our area. I can't see now newly built structures are going to deter behaviors to, for example, light firecrackers. So I guess it makes sense to add more tinder to a potentially high wind high fire danger area. I could go on but something tells me a nonprofit government has to find some type of ideas to balance the budget by spending our already excessive tax levels. In other words, these ideas seem meritorious on the surface. But I value my privacy and safety. Do you?</p> <p>scenario_change: Forget the fishing pier and cattail access. There is plenty of traffic around the lake. I value my privacy. Properly maintain the existing trail system. Get necessary experienced personnel to properly maintain erosion. Why place additional structures on a lake that will experience receding shore lines? What exactly is a wilderness preserve? Is the COB prioritizing cattail access over my privacy? I already have enough passersby peering into my windows. I have dogs running unto my deck and yard. Not every dog owner cleans up after themselves. The added structures will only add to my lack of privacy. There is nothing wrong with fishing from the shoreline. Is the lake really that deep to justify a fishing pier? Don't think so.</p> <p>scenario_other_changes: What do you mean by balance of interests??? What has changed over the last 30 years that I have lived on Wonderland Lake such that something is now out of balance? It's currently easy to walk around the Lake and study the ever invading cattails and find a fishing spot. So who is saying that all of the sudden interests are out of balance? How is it these structural ideas are so important? Is anyone who is proposing these ideas living on the northern border of the lake as I and my concerned neighbors? Is the privacy of me and my neighbors suddenly outweighed and overbalanced by the interest of those proposing such ideas and yet they probably don't live as we in proximity to such proposals? So it's OK for someone to fish or "study" the cattails every once in a while at the expense of me and my neighbors daily privacy? And we are taxed just the same but can't enjoy such rights? To whom are the interests out of balance?</p> <p>scenario_improvements: Leave the Lake as it is free from structures. The infrastructure of North Boulder is already overloaded from auto traffic on North Broadway. The infrastructure of Wonderland Lake is experiencing exactly the same. Please.....we do not need more structures on the lake and neither does the dependent wildlife. Maintain what is already in existence.</p>
<p>Email Author</p>	<p>James McNamara</p>

Staff Response	<p>Hi James, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario B</p> <p>scenario_revisions: Living very close to the wonderland lake area, I am interested in seeing more trail development in that area...including connections to the Joder Ranch open space. On the southern end of your study area, I would like to see all current trails left in place...including those marked as non-OSMP managed...I hike them occasionally, and enjoy the exercise and the views from high above the Wonderland lake area...</p> <p>I would like to see the proposed trails that run north-south on the west side of 36 to build to include bicycle access as well as hiking. Avoiding crossing 36 close to Neva, Lefthand or anywhere for that matter would be a greatly appreciated aspect of this plan...and a much more enjoyable route than the current trail on the east side through the fences an one steep hill.</p> <p>If possible the trail on the west side of 36 should be a single track trail with natural tread, and build with interesting attention to the natural couture of the landscape, making it more sustainable in all weather conditions.</p> <p>I would prefer this to be a dog free zone, however if dogs are to be allowed please maintain the leash requirement.</p> <p>scenario_change: I would create two parallel trails along the west side of 36 to separate user groups...and to allow for the diversion of traffic from one to the other in times of poor conditions. One of the trails would be less direct adding a more interesting route for bicycles and trail runners. The more direct rout could be for horses, hikes, families, and those with dogs.</p> <p>scenario_other_changes: When creating the trail take note of the "wind Tunnels" that flow through the area, here, more attention to trail tread should be applied.</p> <p>scenario_improvements: As stated above separation of user groups on two parallel trails, understanding that trails actually are enjoyed by wildlife, and remembering good stewards of the land are build by allowing access to our open space.</p>
Email Author	Michael Deragisch
Staff Response	<p>Hi Michael, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

Email Detail	<p>Thank you for hosting the open house on the North TSA. I found it to be very informative.</p> <p>I would prefer the Joder Trail connection to be on the east side of US 36(scenario A). In spite of the fact that a west-side trail would be designated as "leashed", I think that there would be off leash dogs in that area which would lead to a greater destruction of the habitat than you estimate. I am a dog owner and have many friends who are dog owners. Many people do not think about the cumulative effect off leash dogs have on nature. My vote would be to preserve the land west of US 36.</p> <p>Thank you for the opportunity to provide input.</p>
Email Author	Alison McCormack
Staff Response	<p>Hi Alison, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario A scenario_revisions: I feel that this scenario does not have the best chance for a good recreational experience on a trail that will connect to other areas in the county. scenario_change: I would extend the Beech trail on the west side of 36 to extend to Joder. Connecting to Joder from the east side will be either much more costly if a tunnel is built, or there will be safety issues crossing 36. I feel the natural resources on the west side will not be compromised by a single track trail. The trail can be routed to minimize impact. scenario_other_changes: I think balance will be achieved with this one change.</p>
Email Author	Joe Zamudio
Staff Response	<p>Hi Joe, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>

Email Date	1/2/2016
Email Detail	<p>Glad to have a trail on the west side of Hwy 36. I understand the want to have habitat protection, but I don't think this one trail will upset the dynamic, especially considering the tradeoffs and overall picture. Not allowing dogs and any off-trail use helps.</p> <p>This allows access north without having to drive or add access and parking in other places. I think it's very acceptable to keep bikes out on Tuesdays and Sundays -- especially trading off with the Wed. and Sat. closure on Betasso.</p>
Email Author	John Hereford
Staff Response	<p>Hi John, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Joder property needed the most attention due to its importance in preserving native plant species. As the Friends of Open Space state, - the area on the west side contains the last foothills riparian drainages in our open space system that are not impacted by recreation. It also includes relict populations of tallgrass prairie including rare species such as New Narrow-leaved Milkweed and Bells Twinpod. This is our last chance to protect them for future generations.</p> <p>- one of the purposes of open space, as stated in the city charter, is "preservation of natural areas characterized by or including terrain, geologic formations, flora, or fauna that are unusual, spectacular, historically important, scientifically valuable, or unique, or that represent outstanding or rare examples of native species."</p>
Email Author	Nancy Lasater
Staff Response	<p>Hi Nancy, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

Email Detail	<p>Scenario B more appealing and less expensive. Another underpass might require more property destruction and maybe another intermediate parking lot? Scenario A on the east side of U.S. 36 would be boring.</p> <p>Does the trail end on Joder Ranch? And if so, where? Also, will there be a trailhead parking area there?</p>
Email Author	Gary Callaway
Staff Response	<p>Hi Gary, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>As a runner and day hiker both scenarios have a lot to offer and I appreciate that. I like the new connector in Scenario A over towards lefthand res. But I much prefer Scenario B. I run and hike the single-track west beech trail often; it is one of my favorites. Even though it tracks along Hwy36 it is high enough above that you really don't notice it. I've often wished for it to be extended to Joder. Dropping down to foothills and then crossing over really isn't a connection to Joder and misses a wonderful opportunity to stay in nature.</p> <p>scenario_change: scenario_other_changes: I would keep west beech single track and dog/bike free. There is really nothing there that would cause the development of social trails. I would build bridges for the two significant gullies so that the drainage isn't altered.</p>
Email Author	Jay Littlepage
Staff Response	<p>Hi Jay, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: I think the planning is a great (if not overwhelming) start. Nonetheless, I think the interests of folks who find the unused land as attractive as the used one, are best served by Scenario A.</p> <p>scenario_change: In either scenario, I would like to see the addition of some outhouses at the access points near 36 to facilitate discreet relief for bikers, riders, and hikers.</p> <p>Don't see the need to pave Longhorn Road. It adds charm as it is. Just because you have budget, doesn't mean you need to spend it.</p> <p>scenario_other_changes: It may be impossible to maintain balance of interests and sustainability. The Open Space acquisitions in Boulder have been attractive to me primarily as "white space" on the local canvas, and only secondarily as "playground space". We need to realize that population growth will add more intense pressure on our natural environs, and the less access we encourage, the longer it will last.</p> <p>scenario_improvements: I strongly favor the Scenario A access from the east side. I have been mtn biking and jogging on some of these trails for decades and the connection with the flatlands to the east would be an easy and great addition to our Tour de County.</p> <p>I also feel that once we have opened up the western connection through the North Foothills HCA, it will be more difficult to back-off, if we see too much impact, than to add that access in the future, if we think it is warranted.</p>
Email Author	John Pellegrino
Staff Response	<p>Hi John,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario B seems to meet the needs of the most users and makes the most sense from a cost and location standpoint in addition to meeting trail users and wildlife needs.</p> <p>Scenario B makes sense.</p> <p>scenario_improvements: As a runner, mtn biker and family hiker I fully support the idea of keeping certain days "bike free" to help maintain the diverse usage of the trail network.</p>
Email Author	Eric Lennert

Staff Response	<p>Hi Eric, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Please support Scenario A in the North TSA.</p> <p>The need for habitat protection to preserve biodiversity outweighs the wants of human recreation. Both needs and wants can be met by providing a north south trail on the east side of highway 36.</p> <p>The outdoor industry is realizing our impact on the wild places we visit. We respect the conclusion of science. Studies prove fragmentation such as proposed in scenario B has a negative impact on wildlife. Advance progressive outdoor re-creationists agenda by abandoning Scenario B's north south trail on the west side of US36.</p> <p>A connector trail on the east side of US36 is</p> <ul style="list-style-type: none"> * Honors the values that developed the Boulder Valley Comp Plan * Balances the recreation and preservation mission in the city charter. * Aligns with the city's desire to take action against climate change. Bio-diversification being one of the 9 planetary boundaries scientists use to measure Anthropocene impacts. By preserving the west side of US36 wildlife, elk, deer mountain lions and plants flourish. * Science has studied and proven that large vistas have a relaxing impact on humans. More humans will benefit from an undeveloped west 36. Far more people drive past 36 than will ride their bikes on the property. <p>For these reasons please support the staff recommendation to designate Joder Ranch as an HCA and on leash dog trails. The later is a significant safety issue. The area of Joder/Beech supports a large mountain lion population. I lived decades west of Joder Ranch on Olde Stage Road. Having lost a pet and knowing neighbors who lost pets and livestock to lions minimizing the likelihood of lion attacks is critical.</p> <p>The development on Lee Hill near Broadway, especially the old Wine Glass Ranch, changed the vibe heading into the canyon. Increasing visitors usage at Joder and the old Beech Property will do the same. Don't lose the opportunity to give future generations a taste of the landscape that drew our forefathers and the Arapahoe's to the area.</p> <p>Globally our race is called to minimize human impact on the planet. Please think global but act local.</p> <p>Thank you.</p>
Email Author	Nickie Kelly

Staff Response	<p>Hi Nickie, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Both Scenarios scenario_revisions: I think Scenario A best meets a balanced set of needs. Both the Boulder County and Boulder Valley Comp Plans show trail connections on the east side of the highway and habitat conservation areas on the west side of the highway.</p> <p>The area on the west side contains the last foothills riparian drainages in our open space system that are not impacted by recreation. Scenario B puts these areas more at risk with not that much more recreational benefit.</p> <p>scenario_improvements: I would like to see us be more conservative, or careful, in the Joder Ranch area. Down the road, if it makes sense, we can always add more trails. But once changes are made they will take a long time to recover if we find adverse effects. This is why I support scenario A.</p>
Email Author	Paul Alter
Staff Response	<p>Hi Paul, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario B scenario_revisions: Keep dogs on leash scenario_change: keep dogs on leash</p>
Email Author	Susie Kirlin

Staff Response	<p>Hi Susie, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario B scenario_revisions: keep dogs on leash scenario_change: keep dogs on leash</p>
Email Author	don kirlin
Staff Response	<p>Hi Don, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Because the Joder property is so pristine and offers too much to users, I think it's best to start with an emphasis on conservation and habitat protection, scenario A. If, over time, habitat protection doesn't appear to be as much of an issue, more development of trailheads, opportunities can be explored. But I strongly feel that the entire north TSA needs to be developed with a major emphasis on conservation and habitat protection.</p>
Email Author	jill gelbspan
Staff Response	<p>Hi Jill, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>

Email Date	1/2/2016
Email Detail	Scenario B should also include safer access to Joder from the East. Regardless of a western access, there exists a significant population of people who would access it from the East. The combination of A & B would create a very attractive loop option directly accessible from the Boulder area, potentially reducing vehicle trips to trailheads.
Email Author	Orion Poplawski
Staff Response	<p>Hi Orion, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario A</p> <p>scenario_revisions: Recreational access is being too limited by having the connector trail to Joder on the east side of 36. Access to Joder seems much more efficient and user friendly if the trail is on the west side of 36.</p> <p>scenario_change: Move the connector trail to Joder to the west side of 36. See above for why.</p> <p>scenario_other_changes: More resources put into doing what it takes to maximize preservation efforts on the west side of 36.</p> <p>scenario_improvements: NOT allow unleashed dogs on the trail if it is on the west side of 36. The same with the loop trails west of Wonderland Lake.</p>
Email Author	David Chicoine
Staff Response	<p>Hi David, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

Email Detail	<p>Scenario A</p> <p>scenario_revisions: I think A is the preferred option because I believe new trails and trail connections should only be made to the EAST of Hwy 36. Connectivity for all users is preserved and critical wildlife habitat is impacted less. Locating the trail west of Hwy 36 would have an adverse effect on wildlife communities due to fragmentation of currently undisturbed habitat. Rare plant species and communities are rich and abundant west of Hwy 36 and care should be made not to disturb these areas. As a member of the Colorado Native Plant Society, I value the protection of rare species and communities (including all listed on pages 54-57 of the Appendix N: Native Vegetation report prepared by OSMP staff). Habitat Conservation Areas deserve the highest level of protection from human encroachment,</p> <p>scenario_change: The Joder property should be given Habitat Conservation Area status, because of the extremely valuable plant communities and wildlife resources. There are exposed rock and cliffs that support rock wrens (a species of special concern) and has been occupied by golden eagles for over 130 years The proposed loops need to be better defined. As shown in the Scenario there is not sufficient detail to know whether they are suitable and avoid degradation of critical resources.</p> <p>scenario_other_changes: Other recreational opportunities are provided by Scenario A at Boulder Valley Ranch and Wonderland Lake, providing balance of interests to all users.</p> <p>scenario_improvements: The routing of regional connections must be constructed sustainably and avoid resource degradation. Existing surveys of plant and animal communities must be considered to avoid habitat damage. Care should be made to avoid constructing new trails in riparian areas, where many rare and sensitive plants and animals are found. There are many other riparian hiking experiences in the OSMP trail system, I support keeping these northern riparian areas wild.</p>
Email Author	Deborah Bernardoni
Staff Response	<p>Hi Deborah, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>I strongly support Scenario B and discourage Scenario A.</p> <p>If you adopt Scenario A you should rename OSMP to CSMP - Closed Space and Mountain Parks - to reflect its true mission.</p>
Email Author	M.J. Post

Staff Response	<p>Hi M.J., Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Scenario B scenario_revisions: Dog access scenario_change: I favor access to Joder via the West side of US 36. The Beech trail provides a nice hike now with vertical separation from the highway and views of the valley below.</p>
Email Author	Matt Seebaum
Staff Response	<p>Hi Matt, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

Email Detail	<p>In considering SCENARIO A vs. SCENARIO B I would like to offer this experience. Underpasses can be dangerous for equestrians, especially for a youth or child rider. I live near an underpass at Highway 36 and Nebo which was designed for equestrians, I have used it to cross the road and no longer use it as some horses will spook inside it, especially when cars are going over it and the noise they make is very loud. I just go over the road now. My understanding is that with Scenario A you are proposing 2 underpasses. I can assure you that equestrians, bikers and hikers will not all use the underpass and that some will just go overland to cross highway 36 causing much more danger for cars, hikers, equestrians and bikers. No amount of conservation will be worth the danger. Even if you put up fences making it difficult to go overland essentially that will close the trails to equestrians. And the underpasses that exist are too short for many horses that are bred taller these days.</p> <p>If you do build underpasses and chose Scenario A, you will need to build much, much larger and taller underpasses if you make these equestrian friendly.</p> <p>Also, I would like to ask that you open the Stratton property and designate it like the other open space pastures off of Nebo Road, that is, no trails, just take off the no trespassing sign on the area that is not leased for cattle. Not many people will ever go there except the Open space personal that fish there but a few neighbors that live nearby will be able to enjoy it.</p> <p>And finally, I would like to say that in the 41 years I have lived in Boulder County I have observed it becoming more and more restrictive to horses and dogs. Multi-use trails are essentially biking trails and not horse friendly. This past summer I brought my horses to the Heil trail for the first time and will never go again. The bikers are impossible for horseback riders and make riding dangerous which is particularly concerning for youth and child riders and what is more fun with having a horse than riding with children. There are very few trails available now for horseback riding and only one, south of boulder where a rider can ride with their dog. But when I first moved here it was a rider's dream. I know 2 different people that moved to Larimer county with their horses because Larimer is very horse and people friendly. It is really too bad what has happened here over the years and what has happened at Joder ranch, one multi-use trail, going in and going out, the prairie dogs and thistles that have taken over, is a potent example.</p>
Email Author	Catherine Corona
Staff Response	<p>Hi Catherine, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	Please go with Scenario B and allowing dogs on leash.
Email Author	Susie Kirlin

Staff Response	<p>Hi Susie, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: Scenario A does not incorporate anything new in my view. There are already trails on the east side of the 36 and this plan would require an expensive underpass. This is all in the name on environmentalists that have hijacked my 22 years of voting for open space to recreate on....not preserve.</p> <p>scenario_change: Scenario A must have connector trail going from the existing trail system to Joder on the West side of 36 otherwise there is not much improvement to what is already there. Don't bother spending the money if you are not going to provide an enjoyable trail above 36 on the west side where you can feel like you are in the mountains.</p> <p>Please proceed with Option B</p> <p>scenario_other_changes: I feel the balance of interest has been in the hands of the preservationists for far too long. I live on the North side of town and feel betrayed by the Master Plan and also all the new proposals which eliminate recreational use in the most enjoyable areas. I like to hike, run and mountain bike and for too many years, our voices have not been heard. Please move forward with plan B</p> <p>scenario_improvements: Make as many trails on the West side of 36 as possible. If I wanted to hike in Kansas or Nebraska, I would move there and the hiking scenarios would be much like everything offered on the East side of the 36. We live in Boulder so please proceed with plan B!</p>
Email Author	John McCarthy
Staff Response	<p>Hi John, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: Scenario B is far superior to scenario A. Develop the trail on the west side of 36 connecting north and allow reasonable access for bikers and dogs as proposed. I would strongly prefer that dogs be allowed off-leash in this section but I understand the need to protect the habitat so a leash requirement seems reasonable. Banning any access to this area as proposed in scenario A is not reasonable and overly restrictive.</p> <p>scenario_change: I would open the new north bound trail on the west side of 36 to dogs off-leash.</p> <p>scenario_other_changes: Measure the square miles of space and how much would actually be actively used. 99% would go untouched as people stick to the trails and have no need to venture off trail. Proposal B is already exceedingly balanced in my opinion while Proposal B is far too restrictive to recreational users.</p>
Email Author	Joseph Harding
Staff Response	<p>Hi Joseph, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Thank you for the opportunity to comment.</p> <p>-I would prefer Scenario A.</p> <p>-I do not support dogs off lease in the Wonderland Lake area. There are already multiple dogs parks in area.</p> <p>-Did not see how you were specifically going to reconnect the trail from the Lee Hill trailhead south across Four Mile Creek towards Wonderland Lake. This section was extensively damaged in the flood. The trail through here is dangerous. Please provide permanent solution as this is a key connection along Foothills trail.</p>
Email Author	Michael Spratt
Staff Response	<p>Hi Michael, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

Email Detail	I support Scenario B of the North Trail Study Area
Email Author	Walter Kennedy
Staff Response	<p>Hi Walter, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>Do not build up small peninsula on Wonderland Lake - Do not allow dogs off-leash. Only Scenario A should be considered - Preserve Open Space and do not allow access West of 36.</p> <p>scenario_change: Preserve habitat on West of 36 as stated in Comp Plan. We have hundreds of biking trails in place - preserve open space for future generations.</p> <p>scenario_other_changes: Educate people as to what already exists and encourage use of existing resources bike paths, dog parks, saw tooth nature ponds for education, etc.</p>
Email Author	Susan Jeter
Staff Response	<p>Hi Susan, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016

Email Detail	<p>Go with scenario A. Regional trail connections should be made on the east side of Highway 36. This provides connectivity to all users and avoids fragmenting critical habitat</p> <p>scenario_change: The routing of regional connections in Scenario A must take resources into account. This could be done by using the peripheral alignment that already exists. The route going NE along the drainage from Longhorn Rd. should only be considered if it can be constructed sustainably without unacceptable resource degradation</p> <p>scenario_other_changes: The Joder property should be given Habitat Conservation Area status. The loops shown in both Scenarios A and B are not specific enough to know whether they are suitable. Trail planning must avoid critical resources.</p> <p>scenario_improvements: I really would like to see the west side of 36 left intact. This is our chance to leave a fragile ecosystem intact. We don't need to pave it for our entertainment when we can travel along the east side.</p>
Email Author	BethAnne Bane
Staff Response	<p>Hi BethAnne, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/2/2016
Email Detail	<p>We (all trail users) have been waiting for a safe, low impact trail from foothills north to Joder for decades. Now that the OSMP acquired Bob's property, it's time to do the right thing for the voters who ride, run, and hike (which is just about everyone on Boulder.) Scenario B is the only option and being a cyclist first I think the Tuesday and Sunday closure is a good user compromise. It works at Betasso. Some say having a single track trail on the west side of 36 would negatively impact the ecosystem. I would like to see the scientific proof of this so called harm. I would think US36 running parallel 100 yards away has already caused more impact than any small trail could possibly do. Let's not forget the impact that the Beech Jet Fuel Plant already had on the property. A single track trail would have zero impact on that land. Thank you for your efforts on the NTSA.</p>
Email Author	Kevin Schill

Staff Response	<p>Hi Kevin, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Scenario B is preferable and likely to generate significant usage activity. North -south connectors have been discussed for years with little progress. It's about time that something be done.</p> <p>scenario_change: Limit days for usage to optimize outdoor experience for all users.</p> <p>scenario_other_changes: I would propose utilizing lessons learned at Betasso where biking is not allowed on Saturdays and Wednesday's. Taking a similar approach to ensure the trail is used by a diverse group of outdoor enthusiasts.</p> <p>scenario_improvements: Make a north-south connection a priority. This isn't something that should be delayed so our grandkids can dream about the possibility.</p>
Email Author	Bruce Feistner
Staff Response	<p>Hi Bruce, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	I support B as it is safer for equestrian use and provides better access. Joder was an equestrian facility prior to the city owning it and it should have increased access for equestrian use.
Email Author	Nancy Harrison

Staff Response	<p>Hi Nancy, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Dear Open Space Board of Trustees, Staff and Boulder County Commissioners –</p> <p>I’m writing to affirm strongly the protection of our remarkable natural resources in the NTSA, by choosing Scenario A and maintaining, as staff has wisely suggested, the HCA designation of the Joder property.</p> <p>No one knows better than all of you the growing pressures on Boulder open space. Boulder’s hard-won preservation of undisturbed natural habitat and its species is such a treasure that increasing numbers of users are drawn to the area from all around the state and even the nation. Sadly, vulnerable ecosystems and their inhabitants are at serious risk of “being loved to death.” And the threat will only grow greater and greater with time. Making the right decision in the NTSA is one of our last chances to draw the protective lines that can at least minimize the impacts of the growing deluge of use, which will increase as well due to connections with other future regional trails already being discussed.</p> <p>I am sure you know all the following well, but a brief rundown of the assets of choosing Scenario A and maintaining the HCA designation for the Joder property include:</p> <ul style="list-style-type: none"> • Balancing the interests of stakeholders by improving connectivity while “avoid[ing] direct, indirect or cumulative negative effects on rare species, communities and potential habitat,” as directed in the North Boulder Valley Area Management Plan. • Preserving especially vulnerable species such as Lazuli Buntings, Rock Wrens, Golden Eagles and rare butterflies, while offering a haven to several herds of deer and elk. • Protecting valuable terrain that also supports these and many other species, such as the last undisturbed foothills riparian drainages, high-quality shrub-nesting habitat, and important plant communities, such as big-bluestem and other native grasses. • Preserving noteworthy geological formations such as exposed rock and cliffs which serve as home for at-risk species. <p>Choosing Scenario A and maintaining the HCA designation for the Joder property are also in concert with the explicit directives of all the relevant city and county planning documents, from the Boulder County Comprehensive Plan and the Boulder Valley Comprehensive Plan, to the Grassland Ecosystem Management Plan and the North Boulder Valley Area Management Plan.</p> <p>Thank you for continuing to support our long-term community commitments to protect these highly sensitive areas and all the species that depend upon them.</p>
Email Author	Cathy Comstock

Staff Response	<p>Hi Cathy,</p> <p>Thank you for sharing your support for Scenario A. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>To: Boulder County Commissioners, Open Space Board of Trustees, and Staff Re: Preserving the Habitat Integrity of the North TSA</p> <p>As avid naturalist and hiker of Boulder County Open Space trails, I would like to register my support for Scenario A for the North TSA, which locates a proposed connector trail on the east side Highway 36, rather than on the west side.</p> <p>The reason for my recommendation is that the open space on the West side of Highway 36 provides a long stretch of unbroken habitat, that has important values as effective habitat in an otherwise quite fragmented landscape. Locating the trail on the east side will also protect important habitat conservation areas, and some of the county's last undisturbed riparian drainages.</p> <p>I also urge you to maintain the Joder property as an HCA, and to avoid any trail disturbance to rare plants, bird habitat including Rock Wrens and Golden Eagles and other resources this land provides.</p> <p>It does not make sense to me to split up this narrow stretch of habitat, with a trail parallel to the highway, that will slice up the landscape integrity of this contiguous grassland ecosystem, when there is a cost effective alternative.</p> <p>Existing direction in the Boulder County and Boulder Valley Comprehensive Plans specifies that future trails be located on the east, not west, side of the highway. I am concerned about a west side location in view of the guidance and direction in these plans.</p> <p>For these reasons, I hope you will select a connector trail on the east side of the highway, a location which offers comparable opportunities at much less cost to an intact ecosystem.</p> <p>Thank you for your consideration of these comments.</p>
Email Author	Roz McClellan

Staff Response	<p>Hi Roz,</p> <p>Thank you for sharing your support for Scenario A. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Just go ahead and Closed Space it off like you do everything else. If you do allow mountain bikes please just put in another boring 4foot wide trail and take any character, fun or excitement out of the trails.</p> <p>Oh and make sure to listen to the vocal minority of hikers and horse people proclaiming how bikes will ruin the trail and the experience for those precious souls.</p> <p>So sick of the pathetic offerings of COSMP so yeah do whatever you want because we know you'll screw over the mountain bikers yet again (Anemone, WTSA, Etc, etc, etc.) Make sure to drum up a months long battle yet again when the decision has been already been made in advance.</p>
Email Author	Bob
Staff Response	<p>Hi Bob,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016

Email Detail	<p>Scenario A</p> <p>scenario_revisions: As a county resident interested in preserving native plants, I believe new trails and trail connections should only be made to the east of Hwy 36 to save critical habitat.</p> <p>scenario_change: Give the Joder property Habitat Conservation Area status.</p> <p>scenario_other_changes: I am an avid hiker, but there are already plenty of trails for me to choose from. Please concentrate on saving native plants and wildlife.</p> <p>scenario_improvements: Please keep northern riparian areas wild - we have enough riparian trails already.</p>
Email Author	Joan Lutz
Staff Response	<p>Hi Joan,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Scenario B</p> <p>scenario_revisions: B allows access west of 36, which is awesome!!!</p> <p>scenario_improvements: If you are going to chose scenario A, don't bother. Who is going to go out in the plains to get there? I would Vote B or no improvements as A is a waste of taxpayer money.</p>
Email Author	Bobby Noyes
Staff Response	<p>Hi Bobby,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016

Email Detail	<p>Scenario B</p> <p>scenario_revisions: I would like to see latrines added at the trailheads, and several benches along the paths at logical points. OSMP trails are not always friendly to those who can't walk extended distances, and benches also provide better choices when the ground is muddy. This area is very open, and there are few good places for toileting.</p> <p>scenario_change: Light at Neva Rd. to slow down traffic along Broadway. Making turns from the side areas is always a risky proposition. Inadequate access to OSMP lands west of 36. There was inadequate consideration given to recreational needs, and Scenario A unnecessarily limits public access.</p> <p>scenario_change: More public trail access west of 36</p> <p>scenario_other_changes: Better signage to inform users of good practices and habitat conservation. Prohibition of large group activities west of 36.</p>
Email Author	Barbara Kostanick
Staff Response	<p>Hi Barbara,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Scenario A</p> <p>- interest = inter-connectivity. Sure there is connectivity with the trail east of the highway to Joder and beyond, but it is considerably longer and doesn't improve it nor the interest of improved visitor experience.</p> <p>scenario_change: include the trail west of 36 in the plan to address the above.</p> <p>scenario_other_changes: some visitor conflict issues are addressed by limiting days of bicycling and dog limitations for conservation.</p> <p>scenario_improvements: parking lots encourage driving when we provide better access by foot or by bike thus we can reduce the need. Do we really need a bigger parking lot for Joder given its relatively small size?</p>
Email Author	alexey davies

Staff Response	<p>Hi Alexey, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: I strongly support scenario B. A safe off-highway route to the Mountain Parks (Heil and Hall) would be a huge positive step for the bike culture in Boulder. Already so much of Boulder's open space is closed to both bikes and pedestrians. This is an opportunity to provide a better balance among the interests.</p> <p>scenario_change: Eliminate scenario A and focus on scenario B, which provides a critical connector. One change to scenario B: eliminate daily bike restrictions.</p> <p>scenario_other_changes: None. With that long distance the route will be dominated by bikes and runners. It's clear from experiences in other areas that the two can exist with little to no visitor conflict.</p>
Email Author	Josh
Staff Response	no email provided
Email Date	1/1/2016
Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: Scenario B is quite well balanced w.r.t. both resources & recreation, except that certain portions of proposed dog management are selectively unfair.</p> <p>Scenario A is completely unbalanced (and unacceptable) because it favors only environmental preservation and dog management. Making it the preferred scenario for dog guardians while knowing that it is unacceptable for the rest of the recreation community is irritating at best. Please don't perpetuate the bad old days of OSMP management by trying to divide and conquer the recreation community.</p> <p>Both scenarios should designate the existing Buckingham Trail for pedestrians and equestrians north to the fence, with a strong commitment to making the connection north to Heil Valley Ranch. When this long-sought connection is made the trail should be opened to all, including mountain bikes.</p> <p>Both scenarios should include safe trail crossings of Highway 36 at Joder Ranch and the Foothills TH.</p> <p>Under both scenarios, the Axelson Trail should be planned and built, and it should be built to maximize the visitor experience. The recently-proposed-and-dropped alternative to Axelson, along the shoulder (?) of N55th St, is not acceptable as a trail. The central alignment was more or less promised during the North Boulder Valley Area Management Plan but was never built, and it should have been -- long before now. Claiming it can't be considered "because there's an osprey" is silly: ospreys thrive and nest successfully at the Boulder County Fairgrounds in the middle of fireworks, carnival midways, rock concerts, and thousands of people. This trail should be made a high priority</p>

for the NTSA, not just "disappeared" off both scenarios as if staff was hoping we wouldn't remember.

scenario_change: For BCHA, under both scenarios OSMP says it will insist (finally) that the outdoor arena at BVR be open to public use. This is a matter of principle, as the BVR lease clearly states that the arena will be open to public use -- so the current lessee should never have been allowed to post intimidating signs keeping the public out. In order to make this provision more than a Pyrrhic victory for equestrians, OSMP needs to build (or designate existing) horse trailer parking somewhere near the arena, either at the BVR trailhead or at the ranch complex.

For BATCO, we were extremely disappointed at staff's recent brush-off of the Trail Around Boulder as a "community-originated proposal that should be brought up as part of the Boulder County Comprehensive Plan instead of the NTSA." Sure, it's a BATCO initiative -- but your first stated "action for all scenarios" is that OSMP will "Collaborate with community and partner agencies on regional and local trail connections as opportunities arise." Well, here's a perfect opportunity for OSMP to collaborate with "community and partner agencies" -- why is staff so reluctant to do what it says it will do? All but a tiny portion of the TAB at Boulder Reservoir is on OSMP land, and more than 80% of the TAB is already built, and the NTSA is a perfectly appropriate place to start incorporating the TAB in regional trail planning. This is specifically a City of Boulder opportunity rather than a vague Boulder County one. If staff doesn't want to see the TAB built they should say so, and they should say why.

scenario_other_changes: None of small but significant modifications to Scenario B described above would change the overall balance of interests.

In any case, the entire concept of balancing interests is an impossible and false dichotomy. You give us no information on how to try to reach a balance: how much impact would a particular trail actually have, versus how much enjoyment would the public derive from it? Since you can't measure either side of the equation, you will never be able to balance the equation. While the concept of balance may sound nice, it's completely meaningless.

If a trail can be built in a sustainable way to minimize environmental impacts while maximizing the visitor experience, it should be built. It can't be traded off against a different trail somewhere else, as the values are not comparable.

The City Charter is very clear that there are eight purposes for Open Space (& Mountain Parks), all of which have equal priority. Attempts to prioritize natural resources over recreation interests have failed in the past and should fail again.

scenario_improvements: The "interests" OSMP keeps asking us to "balance" in the NTSA are meaningless in part because they have never even been defined. For example, what does "honoring community values & commitments" mean? It certainly means different things to different stakeholders. How is a community defined? There are neighborhood communities, recreation communities, art communities, etc. What are the values & commitments at stake? What does "improved access & accessibility" mean? The icon implies it's about handicapped accessibility, whereas recreationists hope it's about recreational access. Also, how can anyone hope to balance anything when the issues are not comparable? As a practical matter, the big "interests" that need to be balanced are passive recreation and environmental conservation. The other "interests" will all fall in line.

Email Author

Suzanne Webel

Staff Response	<p>Hi Suzanne, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Both Scenarios scenario_revisions: better access for recreational usage, BUT at the same time, maintaining conservation and environmental standards. What I see now as North TSA Refined Scenario B== by far the best option. Thanks for working on the refinement of that scenario! scenario_change: No specific changes.... happy with+>> North TSA Refined Scenario B scenario_other_changes: none needed, as mentioned above, this is the scenario that offers the best BALANCE.... recreation, conservation, environment protection. BEST SCENARIO= North TSA Refined Scenario B scenario_improvements: none needed</p>
Email Author	alan lester
Staff Response	<p>Hi Alan, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016

Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: Scenario A is more restrictive. Few of the northern properties open, more restrictive dog regulation. Fewer connections</p> <p>scenario_change: scenario B suggests limiting bikes on Tuesdays and Sundays; This restriction is too hard to remember and hurts families with limited riding time. A better solution is to restrict bikes from certain trails altogether to provide the quite experiencing people crave. I encourage leaving bike accessibility as it is on BVR</p> <p>scenario_other_changes: I think making every trail mixed use is a mistake. Certain activities do not mesh well with each other and cause conflict. Like horseback riding on single track trails. Or off leash dogs in wildlife viewing areas. Variety of access allows everyone to find a trail that meets their needs and interests</p> <p>scenario_improvements: I'd like to get more information on developing the northern areas. Both BVR and Wonderland lake see a huge amount of traffic. Clearly there is a lot of interest in this area and it would be nice to spread out the visitor to decrease conflict and enhance their experience with nature.</p>
Email Author	Sue Baker
Staff Response	<p>Hi Sue,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Scenario A</p> <p>scenario_revisions: Access shouldn't be limited on the west trail on any days for any use type.</p> <p>scenario_change: I would take the western trail even farther west to create a truly wonderful user experience.</p> <p>scenario_other_changes: No other changes are required to maintain balance. These changes don't significantly impact conservation.</p> <p>scenario_improvements: Add a second trail in the top of the hogs back to allow for a western loop trail with directional travel possibilities.</p>
Email Author	Jim Mapes

Staff Response	<p>Hi Jim, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	I think scenario B is the best choice
Email Author	Jonathan Dunder
Staff Response	<p>Hi Jonathan, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Scenario B scenario_revisions: Scenario B is my choice. It provides for passive recreation that I use to enjoy myself in nature; mountain biking, hiking and dog walking. It is also much less expensive to build on an already existing trail.</p> <p>scenario_change: Please add even more trails for passive recreation. Do not just follow the old railroad bed. Make it interesting and fun.</p>
Email Author	Lester L Binegar
Staff Response	<p>Hi Lester, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016

Email Detail	As a former Chairman of the Boulder Group of the Colorado Mountain Club and current President of the Boulder Tennis Association, I encourage you to adopt scenario A of the NTSA. Our planet needs uninterrupted spaces and the original Boulder Green Belt ideas was meant for that. Let's not sacrifice our land for a few recreationists' hobby.
Email Author	Doug Turley
Staff Response	<p>Hi Doug, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Scenario A</p> <p>scenario_revisions: Because of critical habitat for tallgrass prairie, new narrow-leafed milkweed and bell's twinpod, I believe that new trails and connectors should be created east of US Hwy 36. As a member of the CO Native Plant Society, I support preservation of habitat for flora and fauna, especially rare species. Keeping trails east of US 36 is consistent with the Boulder Valley comp plan; protecting habitat on the west side of the highway and trails on the east hits a reasonable balance of recreation and natural resources conservation.</p> <p>scenario_change: I would like to see the Joder Ranch property given Habitat Conservation Area status, as recommended by OSMP staff, due to its riparian area, good habitat for nesting birds, and several rare plants.</p> <p>scenario_other_changes: Because other nearby areas (specifically Boulder Valley Ranch and paths around Wonderland Lake) provides recreational opportunities, I think there is a balance of recreation and conservation in the overall area.</p> <p>scenario_improvements: Any trails created through the Joder Ranch property on the west side of US 36 need to be constructed so as to avoid degrading the land (especially riparian areas) and wildlife habitat.</p>
Email Author	patricia butler
Staff Response	<p>Hi Patricia, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016

Email Detail	<p>Additional trails east of 36 simply don't provide an interesting or differentiated experience. A western option would be provide a great experience and encourage people to have a great experience directly from town and their homes versus driving to Heil or Hall Ranch, reducing traffic.</p> <p>scenario_change: West side instead of east side adding a new and unique recreation FROM TOWN versus driving.</p>
Email Author	Scott Reardon
Staff Response	<p>Hi Scott, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: Scenario A is good though I believe it gives too much weight to dog owners. Scenario B is bad because it gives little, if any weight to preserving our irreplaceable habitats (especially in an HCA!) - there is too much weight there for recreation at the expense of habitat, especially for a "connector trail" - historically not a destination trail in its own right.</p> <p>scenario_change: For A: Keep lefthand as leash only. There are plenty of voice/sight trails on open space, and I dare say most dogs on those trails aren't under voice/sight control.</p> <p>For B: Keep the connector trail on east side of the highway, as with Scenario A, and NOT through the HCA. Unfortunately trails through HCA's - such as the Goshawk Ridge trail - entice people to go off trail, bring their dogs and claim ignorance, etc. I've even seen bike prints on that trail, multiple times. Other non-HCA trails have little wildlife anymore because of over saturation of recreational access - they are just too stressed, even when people keep their dogs on leash and stay on the trails. Many studies confirm this (see just about any recreation ecology study by David Cole or Yu-Fai Leung, or even various OSMP studies about dogs the last 10-15 years). There are so many trails in which we can recreate, but precious little habitat for sensitive species - and the more we stress those species, we will do irreparable harm to those irreplaceable habitats.</p> <p>scenario_other_changes: Really none. Recreationists will still have access to Joder, just by a slightly different path. And Lefthand has historically been leash only, so there is no change to the existing recreational experience.</p>
Email Author	Michael Dallin

Staff Response	<p>Hi Michael, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Please approve Scenario B. Taxpayers have spent a vast amount of money on open space and we need more access. Access by bikers, hikers, horses.</p> <p>Scenario B doesn't have enough access but at least it is better than Scenario A. scenario_change: Add more trails to Scenario B. scenario_other_changes: More trails would be better balance. Things are way out of whack in the direction of preservation.</p> <p>The trail on the west side of 36 will be beautiful. It won't have significant impact. Anything less than this is not balanced.</p> <p>scenario_improvements: Better interconnection of trails with county open space and regionally.</p>
Email Author	Paul Heller
Staff Response	<p>Hi Paul, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016

Email Detail	<p>As a Boulder resident, I want to register my support for Scenario A proposed for the North TSA. The scenario does not compromise what has been identified as "unique and important." Fragmenting the area with a trail destroys the unique nature of the area.</p> <p>A trail east of 36 is less detrimental, especially if the HCA designation for the Joder property is maintained.</p> <p>We should not be so arrogant and selfish and short-sighted to compromise habitat when there is a viable alternative as proposed in Scenario B.</p>
Email Author	Sallie Greenwood
Staff Response	<p>Hi Sallie, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>I would be in favor of Scenario A because the scenario B western Joder Trail Connection seems like it would be unsightly and more damaging to the drainages.</p> <p>I am in favor of the proposed changes to the wonderland lake foothills loops and believe the paraglider access trail just north of Utica should be preserved and improved to reduce erosion since it will continue to be used regardless.</p> <p>The proposed wonderland lake fishing/educational pier and the access to the cattail marsh seem unnecessary and possibly damaging to the already stressed ecosystems there. Could the peninsula serve as this "educational pier" instead?</p> <p>Thanks!</p>
Email Author	Paul McCormack

Staff Response	<p>Hi Paul, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>I prefer Scenario A with the main trail on the east side of highway 36. I am most concerned that a trail along the west side would have a high impact on some of the few remaining undisturbed riparian areas of the open space. I also think there would be less impact to native plants by placing the trail east of the highway.</p> <p>If the west trail is still being considered, and if there is any chance of purchasing part of the conservation area from McGuckin for a trail, would it be worth waiting to make that trail until after such a purchase is made?</p>
Email Author	Don McCormack
Staff Response	<p>Hi Don, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	1/1/2016
Email Detail	<p>Please choose North TSA Scenario A. Boulder County is home to, I'm guessing, thousands of species that rely on open space areas. With Boulder's dramatically growing human population, these species will be increasingly pressured to find adequate food and habitat- not to mention the dozens of already threatened and endangered species in this area. All these species provide vital services to our ecosystems. With this in mind, please choose scenario A, which has the lesser impact on plant and animal species.</p>
Email Author	Hailey Hawkins

Staff Response	<p>Hi Hailey, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015
Email Detail	<p>I am writing to express support for Scenario A, a trail connecting the Foothills trail to the Joder trail on the EAST side of the N. Foothills Highway.</p> <p>I also ask that you preserve the natural habitat and eco-system (the HCA) on the WEST side of 36.</p> <p>The Joder property should be maintained as an HCA and any trails in the area should not negatively affect plants and wildlife. Also please no off-leash dogs and preferably designate some areas and trails as dog- and bike-free. Thank you!</p>
Email Author	Ann Tagawa
Staff Response	<p>Hi Ann, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015
Email Detail	<p>Thank you for putting forth two thoughtful options for the North TSA. I strongly support Scenario B because it includes a trail connector to Joder Ranch from Boulder west of US36 and along the foothills. This provides much-needed access to open space north of the city and provides an opportunity for a future all-dirt connection to Heil Ranch from Boulder.</p>
Email Author	Stephen Lommele

Staff Response	<p>Hi Stephen, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015
Email Detail	<p>As a mountain biker, environmentalist, nature lover, dog owner, and long time Boulder resident, I urge OSMP to adopt Scenario B. This option presents compromises for all users and nature, but affords the most responsible recreation access and protection for nature. Adoption of any other scenario is irresponsible public planning on behalf of the city.</p> <p>Thank you.</p>
Email Author	Morgan Lommele
Staff Response	<p>Hi Morgan, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015
Email Detail	<p>I support Scenario A. As plans are finalized for a trail involving the Joder property there are several critical issues to consider.</p> <p>The city charter states that open space should "preserve natural areas characterized by or including terrain, flora, fauna, etc." This carefully researched and enacted document should be adhered to. It spells out that the trail connections should be established on the east side of the highway. Thus, the habitat conservation area on the west side would protect the last used riparian area in open space.</p> <p>In addition, I agree with the Joder property's designation by the staff as a Habitat Conservation Area. This land has numerous unique populations of imperiled species which is used by golden eagles, rock wrens, lazuli buntings as well as several butterfly species. Much of this habitat is due to the drainage of the five springs found on the property.</p> <p>This reasoning as well as many additional issues proves that the west side of the Joder property should be preserved as a HCA, while the east side of U.S. 36 should contain the connector trails.</p>
Email Author	Martha D. Dick

Staff Response	<p>Hi Martha,</p> <p>Thank you for sharing your support for Scenario A. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015
Email Detail	<p>I strongly support preserving the integrity of open space land on the west side of US 36 north of Boulder donated by the Joder family. The proposal to build a trail only on the east side of the highway makes this possible without decreasing the length of the trail for bicycles, pedestrians, and horses. It seems to be a win-win approach to maintaining the conservation areas while still providing additional trails for recreation use.</p> <p>This proposal also remains consistent with both the Boulder County and Boulder Valley Comp plans which recognize the importance of this intact natural area. Why create these plans if we do not follow them? Future generations will appreciate and benefit from maintaining the Joder property as a Habitat Conservation Area as recommended by staff.</p> <p>I have lived in Sunshine Canyon for over 47 years and respect the policies that Boulder County has adopted to keep areas as natural as possible while designing trails that allow people to appreciate the land without damaging vital areas.</p>
Email Author	Donald E. Dick

Staff Response	<p>Hi Donald,</p> <p>Thank you for sharing your feedback. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015
Email Detail	<p>Scenario A</p> <p>scenario_revisions: I think A is the preferred option because I believe new trails and trail connections should only be made to the EAST of Hwy 36. As a member of Colorado Native Plant Society and as a former employee of OSMP I think the rare plants and ecological communities west of Hwy 36 should remain unfragmented as much as possible.</p> <p>scenario_change: Other recreational opportunities are provided by Scenario A at Boulder Valley Ranch and Wonderland Lake, providing balance of interests to all users.</p> <p>scenario_other_changes:</p> <p>scenario_improvements: The routing of regional connections must be constructed sustainably and avoid resource degradation. Existing surveys of plant and animal communities must be considered to avoid habitat damage. Care should be made to avoid constructing new trails in riparian areas, where many rare and sensitive plants and animals are found. There are many other riparian hiking experiences in the OSMP trail system, I support keeping these northern riparian areas wild.</p>
Email Author	Elizabeth Etzel
Staff Response	<p>Hi Elizabeth,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015

Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: Offering two mutually exclusive scenarios is an odd way to manage this public process. The result is pitting interest groups against each other. This may make decisions easy for management, but it is not a just approach. For example, the bikers' priority is to have a connector trail, yet in this scenario there are minimal gains to dog walkers. OSMP should not be setting up land management decisions where certain user groups get favors at the expense of other groups. OSMP should be working towards solutions that consider the interests of all groups, rather than their historical, divide and conquer strategy regularly used against the recreation community.</p> <p>scenario_change: Include additional dog walking access in Scenario B. Otherwise, if Scenario B becomes the final plan, dog walkers will once again feel disenfranchised by this department--a pattern that is far too typical and has been recognized by elected officials as a problem in prior land management decisions.</p>
Email Author	Lori Fuller
Staff Response	<p>Hi Lori, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015
Email Detail	<p>Scenario A</p> <p>scenario_revisions: I think A is the preferred option because I believe new trails and trail connections should only be made to the EAST of Hwy 36. Connectivity for all users is preserved and critical wildlife habitat is impacted less. Locating the trail west of Hwy 36 would have an adverse effect on wildlife communities due to fragmentation of currently undisturbed habitat. Rare plant species and communities are rich and abundant west of Hwy 36 and care should be made not to disturb these areas. As a member of the Colorado Native Plant Society, I value the protection of rare species and communities (including all listed on pages 54-57 of the "Appendix N: Native Vegetation" report prepared by OSMP staff). Habitat Conservation Areas deserve the highest level of protection from human encroachment,</p> <p>scenario_change: The Joder property should be given Habitat Conservation Area status. The proposed loops need to be better defined. As shown in the Scenario there is not sufficient detail to know whether they are suitable and avoid degradation of critical resources.</p> <p>scenario_other_changes: Other recreational opportunities are provided by Scenario A at Boulder Valley Ranch and Wonderland Lake, providing balance of interests to all users.</p> <p>scenario_improvements: The routing of regional connections must be constructed sustainably and avoid resource degradation. Existing surveys of plant and animal communities must be considered to avoid habitat damage. Care should be made to avoid constructing new trails in riparian areas, where many rare and sensitive plants and animals are found. There are many other riparian hiking experiences in the OSMP trail system, I support keeping these northern riparian areas wild.</p>
Email Author	Cheryl Smith

Staff Response	<p>Hi Cheryl, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015
Email Detail	I prefer Scenario B primarily for the addition of a contiguous trail on the west side of US 36/N. Foothills Hwy north of Dakota Ridge.
Email Author	paul bousquet
Staff Response	<p>Hi Paul, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015
Email Detail	<p>Hello, Proposing a new trail through a Habitat Conservation Area is contradictory. This goes against all logic in protecting sensitive areas for flora & fauna. The new trail would cause less impact if it were built east of Highway 36. Please reconsider placement of this trail.</p>
Email Author	Todd Van Dyke

Staff Response	<p>Hi Todd,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015
Email Detail	<p>Thank you for the chance to comment on this very important subject!</p> <p>I support Scenario A over Scenario B because it leaves more habitat intact. In particular the HCA area west of the McGuckin property, and on the Joder property. No new trails, please.</p> <p>With climate change uncertainties, expected growth in the human population along the Front Range, and the ongoing human-driven global extinction of plant and animal species, it seems like the least we can do is protect some of the few relatively untrammelled habitats for the species that depend on them.</p> <p>As an advocate for rights of nature, I believe that species, ecosystems and nature have a right to exist and flourish.</p>
Email Author	Dale Ball
Staff Response	<p>Hi Dale,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015

Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: Overall I'm disappointed in the consolidation of the scenarios into these two. Of the two scenarios, B clearly seems to be the choice. I am very saddened to see Tuesday and Sunday restrictions on bikes even on the connector though. I understand restrictions on the loop, but the connector will allow people to ride from town and avoid having to ride on the shoulder of Highway 36.</p> <p>scenario_change: I would get rid of the Tuesday and Sunday restrictions on biking. Opening more trails to bikes will help to disperse the growing number of bikers and ease the burden of high numbers from other popular areas like South Boulder and Betasso.</p> <p>scenario_other_changes: Some extra time from city rangers to ensure that the various user groups are interacting. Perhaps engage the Boulder Mountain Bike Patrol to do extra patrols in this area to ensure everyone is coexisting nicely.</p>
Email Author	Joel White
Staff Response	<p>Hi Joel, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/31/2015
Email Detail	<p>Scenario B</p> <p>scenario_revisions: It does not provide enough V&S trails; it heavily caters to bikers and equestrians. We need more balanced usage among all types of recreational activities.</p> <p>scenario_change: At the least- keep historical designation of V&S on the Buckingham trail. It would reduce the car travel from its neighborhood.</p> <p>scenario_other_changes: Offer V&S on the trails West of the Wonder Lake.</p> <p>scenario_improvements: Ideally provide V&S loop trails, if possible over 2-3 miles.</p>
Email Author	Aldona A Siczek

Staff Response	<p>Hi Aldona, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	<p>Scenario B</p> <p>scenario_revisions: I support the scenario with more trails West of 36 and trail connections from wonderland lake and further north. I also want a loop trail West of wonderland lake near the existing hang glider trails. I also want another trail like the hogback, but further north... a trail that runs along the top of the northern hogback! Why was there no proposal for new (beech doesn't count, it's an old road grade... Same with joder) trails in North TSA? Old road grades should be made trails by default. Let's talk about some new trail alignments that utilize the hogback between joder ranch and Dakota ridge.</p> <p>scenario_change: More trails North of hogback loop, there are only flat trails North of Dakota ridge; add a climb to the ridge from beech trail.</p> <p>Could we get a neighborhood easement near spring Valley road to make a bigger loop West of wonderland lake...a trail that crests the ridge line above the lake would be great!</p> <p>scenario_other_changes: I think all interests are balanced for this piece of land, but recreation trails have not been accommodated well.</p> <p>scenario_improvements: Another trail that leaves the beech trail and climbs the top of the hogback then continues along the ridge. We need more climbs and summit trails in NTSA. No HCA or natural areas, this area is not a nature preserve and has been land used by humans and cattle for decades, keep it open for recreation.</p>
Email Author	Ben Kadlec
Staff Response	<p>Hi Ben, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015

Email Detail	<p>Scenario A</p> <p>scenario_revisions: We need the recreational trail East of 36 due to already encroached wildlife area due to new housing and population recreational use and that it contains rare plants. East land is a good use of land not conducive to micro plants zones.</p> <p>scenario_change: Keep it east of hwy 36 please.</p> <p>scenario_other_changes: Keeping dogs on leash only.</p> <p>scenario_improvements: Keep dogs only on leash. Make it multi fractional.</p>
Email Author	Gillian Collins
Staff Response	<p>Hi Gillian, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	<p>Scenario A</p> <p>scenario_revisions: I think A is the preferred option because I believe new trails and trail connections should only be made to the EAST of Hwy 36. Connectivity for all users is preserved and critical wildlife habitat is impacted less. Locating the trail west of Hwy 36 would have an adverse effect on wildlife communities due to fragmentation of currently undisturbed habitat. Rare plant species and communities are rich and abundant west of Hwy 36 and care should be made not to disturb these areas. As a member of the Colorado Native Plant Society, I value the protection of rare species and communities (including all listed on pages 54-57 of the "N-Appendix N: Native Vegetation" report prepared by OSMP staff). Habitat Conservation Areas deserve the highest level of protection from human encroachment,</p> <p>scenario_change: The Joder property should be given Habitat Conservation Area status. The proposed loops need to be better defined. As shown in the Scenario there is not sufficient detail to know whether they are suitable and avoid degradation of critical resources.</p> <p>scenario_other_changes: Other recreational opportunities are provided by Scenario A at Boulder Valley Ranch and Wonderland Lake, providing balance of interests to all users.</p> <p>scenario_improvements: The routing of regional connections must be constructed sustainably and avoid resource degradation. Existing surveys of plant and animal communities must be considered to avoid habitat damage. Care should be made to avoid constructing new trails in riparian areas, where many rare and sensitive plants and animals are found. There are many other riparian hiking experiences in the OSMP trail system, I support keeping these northern riparian areas wild.</p>
Email Author	Charles Turner

Staff Response	<p>Hi Charles, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	<p>Scenario A scenario_revisions: I strongly support Scenario A, because I live in the Trail Crossing neighborhood off Lee Hill Road, and I am a dog owner.</p>
Email Author	Joe McGuire
Staff Response	<p>Hi Joe, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015

Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: I'm disappointed, but not surprised with the revised scenarios. With each stage of the process the opportunities for public access have been reduced. This is typical behavior for the department. In the latest set you've also done a good job of pitting different visitor groups against each other. Well done!</p> <p>scenario_change: In Scenario A, since the significant regional trail connection west of HW 36 is not included, an alternate parallel and east of HW 36 should be provided.</p> <p>In Scenario B the temporal restrictions on use by bikes should be removed. It's an unreasonable restriction, especially for a major north-south regional connection, and has no real justification other than an obvious desire to make this scenario less palatable to bikers. Well done again!</p> <p>scenario_other_changes: Since there was no consideration for the "overall balance of interests" during the West TSA process I find this question to be hypocritical.</p> <p>For what it's worth, the changes I suggest will be of interest primarily to bikers and trail runners, with negative effects on few other visitor groups. The impacts of any trail extensions into the Beech toxic waste dumping grounds will certainly be of great concern to the exclusionary groups.</p>
Email Author	Eric Vogelsberg
Staff Response	<p>Hi Eric,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015

Email Detail	<p>I live at 6570 Olde Stage Road, just over the hill from the McGuckin's warehouse.</p> <p>In the spring and summer of 2012 I kept a list of the birds that were present on my property. There were over 40 different species, probably attracted by the daily supply of fresh, clean water, and the many nest boxes and nest platforms scattered about the land. There were probably more species, but, to the best of my ability, this was the list:</p> <p>Morning Dove, Great Horned Owl, Common Nighthawk, Broad-tailed and Rufous Hummingbirds, Hairy Woodpecker, Northern Flicker, Western Wood-Pewee, Cordilleran Flycatcher, Say's Phoebe, Plumbeous Flycatcher, Steller's Jay, Blue Jay, Black-billed Magpie, American Crow, Violet-green Swallow, Black-capped and Mountain Chickadees, Red-breasted, White-breasted and Pigmy Nuthatches, Canyon and House Wrens, Western Bluebird, Townsend's Solitaire, American Robin, Virginia's Warbler, Yellow-breasted Chat, Western Tanager, Green-tailed and Spotted Towhees, Chipping Sparrow, Dark-eyed Junco, Black-headed Grosbeak, Lazuli Bunting, Brewer's Blackbird, Bullock's Oriole, House Finch, Pine Siskin, Lesser and American Goldfinch.</p> <p>Also seen or heard around Olde Stage Road at different times: Turkey Vulture, Sharp-shinned or Cooper's Hawk, Red Tailed Hawk, Golden Eagle, Kestrel, Prairie Falcon, Spruce Grouse, Turkey, Rock Dove, Flammulated Owl, Screech Owl, Common Poorwill, Downy Woodpecker, Tree Swallow, Brown Creeper, Brown Thrasher, misc. Warblers, Indigo Bunting, Western Meadowlark, Red Crossbill, Evening Grosbeak.</p> <p>In the interests of supporting this avian biodiversity, I sincerely hope you will give us Scenario A which establishes the trail on the east side of the ridge, and preserve the west side for wildlife.</p>
Email Author	Madeline Day
Staff Response	<p>Hi Madeline,</p> <p>Thank you for sharing your support for Scenario A. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Steve Armstead North TSA Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	<p>Scenario A scenario_revisions: Not enough room for trailer parking and interfering with Ag. Operations at the BVR headquarters. Plus I live here, and don't want to be getting up when people come out for late night rides. scenario_change: Moving the trailer parking where it's easier to access hwy36, very dangerous pulling out or turning in off of 36.</p>

Email Author	Bob lover
Staff Response	<p>Hi Bob, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	<p>Scenario B scenario_revisions: I don't. scenario_change: scenario_other_changes: scenario_improvements: In Scenario B I do like the having the North-South trail connecting the Foothills Trailhead to the Joder Ranch. Thanks</p>
Email Author	Neal Zaun
Staff Response	<p>Hi Neal, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	<p>Both Scenarios scenario_revisions: The interests of the hanggliding and paragliding community were not well addressed. scenario_change: I would like to see more gliding access in north boulder and the gliding trails restored and improved. There should be an alternate trail to the north of the existing trail in case of flood/fire damage. There should be alternate launch locations in case the main area is closed or the wind direction makes it unsafe to launch. scenario_other_changes: Connect other existing trails to give more access to the gliding trails. scenario_improvements: Mark the gliding trails with signs. Update/improve the informational kiosk for paragliding access at the parking lot near Foothills community park. It has not been updated in years.</p>

Email Author	Drew Lane
Staff Response	<p>Hi Drew, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	<p>I'm writing to ask that the city's Open Space staff and board of trustees do its utmost to protect the critical habitat in the North TSA on the west side of Hwy 36. I support Scenario A with a trail connecting the Foothills Trail to the Joder Trail on the east side of the North Foothills Highway (36), thus enabling the preservation of valuable, diverse, unfragmented habitat on the west side of the highway. Both the Boulder County and Boulder Valley Comp Plans show trail connections on the east side of the highway with habitat conservation areas on the west. As you are aware, the area on the west side contains the last foothills riparian drainages in our open space system not impacted by recreation. We owe it to the wild creatures/plants/waters to leave them a little space in the face of our burgeoning human populations. Further, I agree with the staff's recommendation to maintain the Joder property's designation as a Habitat Conservation Area, and because of the critically valuable plant communities and wildlife resources, ask that any trails proposed for the Joder property are sensitively placed to preserve these assets and not negatively impact them. Golden eagles, rock wrens, high quality shrub-nesting habitat for such as the lazuli bunting, large areas of big bluestem, a drainage with five springs, rare and imperiled butterflies surely speak to the need for our utmost efforts in preservation and conservation.</p> <p>Thank you for your attention to this matter.</p>
Email Author	Cindy Carlisle
Staff Response	<p>Hi Cindy, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	Scenario B is the more sensible option between the two, in my opinion.
Email Author	Andy Kadlec

Staff Response	<p>Hi Andy, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	<p>Scenario B is the only reasonable option. There needs to be access to the Joder trails from the North Beech trail on the west side of 36.</p> <p>scenario_change: Please proceed with Scenario B.</p> <p>scenario_other_changes: Please proceed with Scenario B.</p> <p>scenario_improvements: Scenario B is the only reasonable option. There needs to be access to the Joder trails from the North Beech trail on the west side of 36.</p>
Email Author	Fred Ecks
Staff Response	<p>Hi Fred, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015

Email Detail	<p>Dear decision makers,</p> <p>I am writing to express my support for Scenario A. It logically provides for a trail on the east side of the North Foothills Highway that connects the Foothills Trail to the Joder Trail and simultaneously enables the preservation of valuable, diverse, unfragmented habitat on the west side of the highway.</p> <p>This option supports one of the purposes of open space as stated in the city charter: “preservation of natural areas characterized by or including terrain, geologic formations, flora, or fauna that are unusual, spectacular, historically important, scientifically valuable, or unique, or that represent outstanding or rare examples of native species.” By providing a connector trail on the east and habitat conservation on the west, opportunities for recreation can be increased while conservation of natural resources consistent with the charter can be achieved.</p> <p>Further, I support the staff’s recommendation to maintain the Joder property’s designation as a Habitat Conservation Area (HCA). This site hosts extremely valuable plant communities, land features and wildlife resources that demand protection including: high quality bird habitat that supports species like lazuli bunting, rock wrens and golden eagles; rare plants and plant communities (e.g., large areas of big-bluestem); several herds of deer and elk; and rare and imperiled butterflies. Please be sure that any trails proposed for the Joder property are carefully placed to preserve those resources, not impact them.</p> <p>Thank you for your consideration</p>
Email Author	Chester Pauls
Staff Response	<p>Hi Chester,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	I vote for scenario B.
Email Author	Bryan Williams

Staff Response	<p>Hi Bryan, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	<p>scenario: Both Scenarios scenario_revisions: I would favor Scenario B over Scenario A due to the link connection, from North Boulder to Joder ranch, being placed west of Foothills Parkway. This is a more scenic and compelling trail that I feel would get more use and engagement from the community. scenario_change: scenario_other_changes: scenario_improvements:</p>
Email Author	Joel Gratz
Staff Response	<p>Hi Joel, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015

Email Detail	<p>I haven't been commenting about the North Trail Study Area process because I believe that policy makers should follow the science and research recommendations provided by their own open space department staff. Therefore it just seems logical to support Scenario A, a compromise that provides a connector trail for recreation purposes on the east side of U.S. 36 while protecting critical habitat and other natural history values on the west side of the highway.</p> <p>As a wildlife artist, I have come to appreciate the importance of the linkages between species and their habitats. We are experiencing the Sixth Great Extinction of species, largely caused by the activities of man. Every biologically diverse region that I've studied has something in common that is contributing to species loss. That is habitat fragmentation. Probably by this time everyone involved in the trail study process is familiar with the species at risk in the Habitat Conservation Areas and adjoining habitats. I don't need to list them here again. But, if we are to save species from vanishing, we need to protect them not only in Madagascar and the Atlantic Forest of South America. We need to protect them right here in our own back yards. To do anything less is to be hypocritical and in a way, selfish. It is our responsibility to do what we can to save the valuable habitat in this area, particularly the foothill riparian drainage. These riparian systems are critical, especially when species will be moving north and south, east and west as they try to deal with climate change.</p> <p>Fragmentation of habitat into smaller patches affects species that are averse to crossing gaps even as narrow as a trail. Some rare butterflies and flowers have especially small ranges. If these species become locally extinct in one area, this reluctance to cross barriers makes their establishment unlikely in a habitat further away or for another population to move back into an area where the population might have crashed. It is no coincidence that the majority of threatened species have very small natural ranges.</p> <p>I hope that we all step back and really consider what is at stake here. What will people lose if they use a trail on the east side of the highway? Perhaps a more scenic or challenging route, but they will still have the connector trail that they desire. But what will we and all future generations lose if it is placed on the west side? Irreplaceable resources. You decide what is important, I hope you chose wisely.</p> <p>Thank you for the opportunity to comment.</p>
Email Author	Linda Mahoney
Staff Response	<p>Hi Linda, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015

Email Detail	<p>Scenario B</p> <p>scenario_revisions: I support placing the trail on the west side of Hwy 36 to maintain a more environmentally interesting and friendly solution to connect the Joder and Heil Ranch properties to the north Boulder trails.</p> <p>scenario_change: I like the trail on the west to avoid crossing to get from Wonderland lake to Joder.</p> <p>scenario_other_changes: I don't think there are other interests needed to balance.</p>
Email Author	Diana Fields
Staff Response	<p>Hi Diana,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/30/2015
Email Detail	<p>Scenario B</p> <p>scenario_revisions: Missing connection to Joder.</p> <p>scenario_change: Scenario B</p> <p>scenario_other_changes: Ability to connect trail-systems via trails so that I don't have to drive.</p> <p>scenario_improvements: More emphasis to stay on trails and not go off trails.</p>
Email Author	Matthias Messner
Staff Response	<p>Hi Matthias,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015

Email Detail	Tracey, You have long been gone from parking issues! But problems are similar in that open space is precious as is parking downtown. It seems to me that putting a trail on West Side is a bad idea. Please support Scenario A as it will be better for habitat, butterflies and plant communities. Thanks for your consideration
Email Author	Ann Getches
Staff Response	Pendng
Email Date	12/29/2015
Email Detail	Both Scenarios scenario_revisions: It looked like both scenarios were very similar except for the Joder connection. I would favor access from both the west side of hwy 36 and the east side. I think the west side option would become the most popular though as most people would likely be coming from Boulder. scenario_change: scenario_other_changes: scenario_improvements: Some kind of gravel surface might need to be added to the west side connector trail (beech) as it can get very muddy at times. Or possible close it during muddy times.
Email Author	Andy Ames
Staff Response	Hi Andy, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA. Thanks for your participation and we hope you will continue to engage in the process. Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks
Email Date	12/29/2015
Email Detail	Scenario B scenario_revisions: placing the trail west of the highway is a big improvement. scenario_change: keep the trail narrow
Email Author	Andrew Wing

Staff Response	<p>Hi Andrew, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>I have participated in the breeding bird surveys under Steve Jones' direction at Boulder Valley Ranch for a number of years, and have grown increasingly concerned about the recreational impacts on birds and plants that I have recorded in that area. As a result I feel strongly that the Joder ranch area should be kept in as pristine a condition as possible. I support the continued HCA designation for this area and building the connecting trail on the east side of Highway 36. Boulder Open Space receives such heavy use for recreation, and unfortunately many users show little regard for keeping dogs under control, staying on designated trails, and generally being respectful for wildlife and its habitat. The Joder ranch is an important transition zone between mountain species and plains species and should be left alone by people.</p>
Email Author	Jo Clark
Staff Response	<p>Hi Jo, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	Please choose scenario B for the NTSA!
Email Author	nick williams

Staff Response	<p>Hi Nick, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>Scenario B scenario_revisions: Some people advocate for the trail on the east rather than the west side. There is no reason to do this - I am happy to "balance interests", but there is zero environmental harm; it is a political position only. I don't think OSMP wants to be a political organization, weighing political votes - I would think OSMP would want to do what's best for the environment and public, and the only logical alignment is on the west side.??</p> <p>scenario_change: The best alignment for all is on the West side of 36. scenario_other_changes: There is no environmental harm in having the alignment on the west side and balances all interests.</p>
Email Author	Stacie Ward
Staff Response	<p>Hi Stacie, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015

Email Detail	<p>Scenario A</p> <p>scenario_revisions: I think A is the preferred option because I believe new trails and trail connections should only be made to the EAST of Hwy 36. Connectivity for all users is preserved and critical wildlife habitat is impacted less. Locating the trail west of Hwy 36 would have an adverse effect on wildlife communities due to fragmentation of currently undisturbed habitat. Rare plant species and communities are rich and abundant west of Hwy 36 and care should be made not to disturb these areas. As a member of the Colorado Native Plant Society, I value the protection of rare species and communities (including all listed on pages 54-57 of the N-Appendix N: Native Vegetation report prepared by OSMP staff). Habitat Conservation Areas deserve the highest level of protection from human encroachment.</p> <p>scenario_change: The Joder property should be given Habitat Conservation Area status. The proposed loops need to be better defined. As shown in the Scenario there is not sufficient detail to know whether they are suitable and avoid degradation of critical resources.</p> <p>scenario_other_changes: Other recreational opportunities are provided by Scenario A at Boulder Valley Ranch and Wonderland Lake, providing balance of interests to all users.</p> <p>scenario_improvements: The routing of regional connections must be constructed sustainably and avoid resource degradation. Existing surveys of plant and animal communities must be considered to avoid habitat damage. Care should be made to avoid constructing new trails in riparian areas, where many rare and sensitive plants and animals are found. There are many other riparian hiking experiences in the OSMP trail system, I support keeping these northern riparian areas wild.</p>
Email Author	Jen
Staff Response	<p>Hi Jenn,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	I support scenario B. I think that the trail should be on the west side of 36. There is already a trail there that just needs to be maintained and extended around the mcguckin distribution plant.
Email Author	Michael Minson
Staff Response	<p>Hi Michael,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>

Email Date	12/29/2015
Email Detail	Scenario B is the superior scenario because it creates a better experience for families with young children. As I introduce my young daughters to the joys of trail rising, I want to maintain the beauty of the landscape that occurs West of Broadway. Crossing back and forth over major highways is less of a peak user experience.
Email Author	Kyle
Staff Response	<p>Hi Kyle, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>Scenario B</p> <p>scenario_revisions: A trail entirely on the west side of US36 is the only alignment with any logic. Connecting eventually to Lyons has been on the drawing board for decades, and crossing US36 twice would be very costly, non-aesthetic, and there just isn't any reason to consider it.</p> <p>scenario_change: Trail on west side of US36.</p> <p>scenario_other_changes: Some people advocate for the trail on the east rather than the west side. There is no reason to do this - I am happy to "balance interests", but there is zero environmental justification; it is a political position only. I don't think OSMP wants to be a political organization, weighing political votes - I would think OSMP would want to do what's best for the environment and public.</p> <p>scenario_improvements: Again, there is an emphasis on "balancing interests" - isn't proper land management taking a more scientific approach? There is no environmental harm whatsoever having a trail on the west side. There is nothing to balance.</p>
Email Author	Buzz Burrell
Staff Response	<p>Hi Buzz, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>

Email Date	12/29/2015
Email Detail	I think Scenario B does a much more sensible job making that connection than does Scenario A, by placing the trail West of the highway where the experience is much more interesting, and you don't have to cross twice to get from Wonderland Lake to Joder
Email Author	Steve Hughes
Staff Response	<p>Hi Steve, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	latest version of Scenario looks good to me. I support it.
Email Author	william kellogg
Staff Response	<p>Hi William, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	Count this as a vote in favor of Scenario B of the NTSA plan. Having a trail on the west side of 36 all the way up to Hall Ranch is safer and more enjoyable for the residents of Boulder. I've lived here 18 years and love to use the trails in that area. Thanks for the work you do to keep making Boulder a great place to live!
Email Author	Jim Hooton

Staff Response	<p>Hi Jim, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>Hello,</p> <p>I am writing in regards to the Boulder Open Space and Mountain Parks (OSMP) North Trail Study Area.</p> <p>I am under the impression that there is a pending decision regarding the opening of a trail on the either the east or west side of Highway 36. I would like to post my opinion/request to implement the trail on the east side of Hwy 36 for the following reasons:</p> <ul style="list-style-type: none"> -the area west of the highway is the last riparian drainage area not impacted by recreational use. This area should be protected for the wildlife that it supports. -the purpose of open space is to protect areas for wildlife, flora & fauna, diverse terrain... In keeping with this commitment, this area should remain in-tact, as is, without imposing heavy usage via a new trail -a connector trail on the east, while maintaining conservation of the area on the west will provide a balance of recreation and conservation of nature. It's a win-win for both. <p>I agree with the recommendation to maintain the Joder property as a habitat conservation area (hca). It contains rare plants and plant communities, is a habitat supporting the big game of elk and deer, and a nesting/life supporting area for several species of birds and butterflies. This area is critical to the ongoing life-support of many.</p> <p>I encourage supporting the conservation and natural ecosystems in our community.</p>
Email Author	Maureen Blackford

Staff Response	<p>Hi Maureen, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>Hello,</p> <p>I'm emailing to express my concern about the North TSA scenarios and support of Scenario B</p> <p>I don't believe that Scenario A will provide much more access to interested trail visitors as a connection as there is already a way to get from Foothills TH to Left Hand Trail via Eagle and Sage Trails with a short section on the dirt road Northeast of Foothills TH. This will also create a network of short, close trails around Boulder Valley Ranch that could lead to multi-use conflict as bikers, runners, and dogs will all visit these trails.</p> <p>Scenario B will provide access out of North Boulder were it put into place and relieve tension around multi-use conflict as it is longer distance and more isolated. This will also help alleviate usage of Boulder Valley Ranch and allow more people to take advantage of the new Joder trail system.</p>
Email Author	Kelton Manzanares
Staff Response	<p>Hi Kelton, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015

Email Detail	<p>Greetings Board of Trustees!</p> <p>I'm writing to voice my support for Scenario B primarily because of the elegant connection between the North end of the city and Joder Ranch. That connection provides public access to spectacular terrain that would be dishearteningly inaccessible in the other scenario. The other scenario seems overall quite disjoint in comparison.</p> <p>Thanks for all your hard work on this project!</p>
Email Author	Alan Powers
Staff Response	<p>Hi Alan, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>To Open Space Board of Trustees:</p> <p>I want to see the beautiful, quintessential Boulder properties at Joder and Heil Ranch (among others) connected to the North Boulder trail system through the future North TSA changes. Connecting these two trail systems allows for greater access to trail systems without the need for people to jump into their vehicles to drive to a trail, for example. It would provide a wonderful experience for the user, while also benefiting the environment.</p> <p>I think Scenario B does a much more sensible job making that connection than does Scenario A, by placing the trail West of the highway where the experience is much more interesting, and you don't have to cross twice to get from Wonderland Lake to Joder. And Scenario B's better in other ways as well.</p> <p>Please move forward with Scenario B. Thank you!</p>
Email Author	Stephanie Minnaert

Staff Response	<p>Hi Stephanie, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	Please adopt Scenario B of the NTSA. This well thought out plan will benefit all of us. Thank you.
Email Author	James Brantz
Staff Response	<p>Hi James, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>I believe that Scenario B provides better access and will promote enjoyment by more people. Scenario A fails to provide a convenient or safe way to connect with the Joder property. The "build safer crossing" does not address this deficiency, as there would need to be significant re-routing for users coming from North Boulder. Also, any form of stoplight or crosswalk would unnecessarily impact high speed travel on Route 36.</p> <p>scenario_change: I would add an additional connector to 55th Street from the Boulder Valley Ranch trails to allow for loop possibilities. This was on some of the earlier scenarios but appears absent from both current scenarios.</p>
Email Author	Christopher Ash

Staff Response	<p>Hi Christopher, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>Both Scenarios scenario_revisions: 1. Wonderland Lake. Both A and B propose a great deal of new development around the lake. I am strongly opposed to the incursion into the cattail area. The disturbance of a tranquil area and its birdlife does not seem warranted. Easier access for whatever purpose destroys the natural environment. Based on the information I can access online, I am not sure where the proposed pier would be, nor why a pier is necessary. I can understand a small platform or two on the east side of the lake where people now fish, but a pier seems to be "overkill".</p> <p>2. HCAs. I favor protecting these areas to the fullest extent. Wildlife areas are already heavily impacted. Any new trails or increased public access to HCAs should not be part of your proposed trail development.</p> <p>In general, I think you do excellent work. My comments are intended to slow down excessive development (and the potential for misuse or further degradation by the public) of open space.</p> <p>Thank you. scenario_change: A & B: Do not go into the cattail area of Wonderland Lake. scenario_other_changes: A & B: Reconsider the pier on Wonderland Lake. Consider one or two small platforms on the east side for fishing. Consider and better explain what kind of educational activities you think would be useful to provide: more interpretive signs? Walking tours enhanced by interpretive apps on phone?</p>
Email Author	Charlene Dougherty
Staff Response	<p>Hi Charlene, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>

Email Date	12/29/2015
Email Detail	The opportunity for logical connectors to Joder Ranch, Heil Valley Ranch and Lyons that is provided by Scenario B is essential for a functional system and allowing folks car-free access to these areas, and doing so without having to criss-cross 36. Scenario B provides a better option for utilizing close-to-home recreational opportunities and provides bicycle riders with an off-road transportation option for getting to communities along 36, hopefully all the way to Lyons someday. With multiple bicycle fatalities and serious injuries on 36 in recent years, I wholeheartedly support an off-road option on the west side of 36 to access these properties and communities. The lack of a logical connector in Scenario A makes it a less than ideal scenario for giving people options to access these public spaces.
Email Author	Alana Wilson
Staff Response	<p>Hi Alana, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>I prefer Scenario B.</p> <p>scenario_change: Add more mountain bike access. Local access mountain bike trails prevent lots of vehicle miles traveled since mountain bikers do not drive to remote trails so much.</p> <p>scenario_other_changes: OSMP is already way too unbalanced against local recreational users. OSMP is funded by local taxpayers and should server their needs better.</p> <p>OSMP is not a national park, but the greenbelt surrounding a city, and should serve the needs of the residents who pay for it.</p> <p>scenario_improvements: Relax overzealous enforcement on OSMP. Attempting to make possession of marijuana on OSMP land illegal is ridiculous over-reach. Why does anyone care what a hiker has in their pockets?</p>
Email Author	Thomas Volckhausen

Staff Response	<p>Hi Thomas, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>Scenario A scenario_revisions: This scenario does not provide a connector system for accessing Joder and Heil Valley Ranch effectively. Those who want to be able to bike, run, hike, etc these trail systems without getting into their cars and driving along US Highway 36 were not sufficiently represented. scenario_change: Option A needs to be revised because it does not provide a regional trail connector to Heil Valley Ranch and beyond to Lyons. The environmental impacts of a trail on the West side of US36 are manageable and the trail connector has high value. This current disconnect is a disincentive for people accessing any of the North Boulder trail systems. scenario_other_changes: Environmental impacts would need to be accessed, but these can be managed through smart trail building, public education, and period patrolling.</p>
Email Author	Stephanie Minnaert
Staff Response	<p>Hi Stephanie, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015

Email Detail	<p>Both Scenarios</p> <p>scenario_revisions: Please do not pursue Scenario B, which would bisect the North Foothills Conservation Area, one of the most critically important areas for biodiversity in the greater Boulder area. Nothing causes more damage to ecosystems, wildlife populations, or ecological processes than fragmentation, particularly fragmentation coupled with regular human presence. If we seek primarily to increase recreational opportunities vs. OSMP's additional goal of conservation, then I'd agree that Scenario B is the way to go. But if we care about the environment, Scenario A is the way to go. Environmental degradation the world over is death by a thousand cuts--each seemingly small decision--like this one--to inch further into the few intact and high-value ecosystems we have left.</p> <p>scenario_change: I'm fine with either scenario as long as the Joder connection is on the east side of 36</p> <p>scenario_other_changes: I am an international sustainable development and conservation planner and NoBo resident and daily NTSA hiker, dog walker, and biker. As long as Joder connection is east of 36, I think either scenario balances interests. If it is west of 36, you will cause tremendous damage to one of our most valuable natural areas. I believe this fully undermines OSMP's role in conserving Boulder's natural values.</p>
Email Author	Elizabeth Oneill
Staff Response	<p>Hi Elizabeth,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	I believe it would be best if the trail was on the west side of 36.
Email Author	Karla Lipp
Staff Response	<p>Hi Karla,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015

<p>Email Detail</p>	<p>Both Scenarios scenario_revisions: Scenario B needs to be revised to discuss the significant benefits of the connector trail west of Hwy 36. You talk a lot about its cost and say nothing about its benefit. Its benefit is that many more people will enjoy Nature and more people will visit it without using a car.</p> <p>Scenario A needs to be revised to discuss the significant cost of restricting access to the existing east-of-36 trail. This trail is currently not popular and the new diagonal on its south end will not improve that. It is an out-of-the way connection to the north. It is a very easy trail that does not attract any bicyclist who is beyond the beginner level. The fence gates also discourage use. Therefore, under scenario A more people will use climate-warming automobiles to recreate at properties to the north.</p> <p>scenario_change: How do you measure the benefits of Plan B's connector trail? It's not easy to measure. One thing is for sure: Unless people go into nature, they won't support nature. The first thing John Muir did when he decided to protect the Sierras was to create a hiking club in the Bay Area. He brought people to nature so they could experience it. OSMP thinks only about the environmental impacts of recreation and not about the important benefits. David Brower was an ardent outdoor recreationist. The Sierra Club to this day has a significant get-into-nature program.</p> <p>You are casting a difficult-to-measure benefit, which you don't really even recognize, against a more measurable cost of construction and environmental impact. The document should state this problem.</p> <p>scenario_other_changes: The document should note that more bicyclists will not use cars in B, compared to A. Under A, more cyclists will get in cars and drive north. So A goes against Boulder's official climate goals.</p> <p>Impact to nature is not the simple question of how a trail affects its immediate surroundings. My entire American lifestyle impacts nature a lot more than the lifestyle of most other humans. I do a lot to reduce my impact, by driving and flying less and using public transportation more, by recycling, by gardening and growing food, by abstaining from wasteful behavior. My hiking and bicycling does also cause impact to nature, but I think its magnitude is rather insignificant compared to my overall impact, and it has major benefits to my health and my psyche. We ought to be providing those benefits to more people. So the minor impacts of my outdoor recreation are an acceptable cost.</p> <p>I'm sure you disagree. But that is a political decision, not a factual question. You should not make political decisions. It's not your job.</p> <p>scenario_improvements: This is a fundamentally political decision and the OSMP staff should not be making this decision. You should not even make a recommendation one way or the other. It is a decision for the elected political officials. City Council should make the decision between A and B.</p>
<p>Email Author</p>	<p>Gary Sprung</p>
<p>Staff Response</p>	<p>Hi Gary, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
<p>Email Date</p>	<p>12/29/2015</p>

Email Detail	<p>I think Scenario B is the superior approach, especially with regards access to the Joder property to the west of 36, and access through designated WMAs.</p> <p>scenario_change: More parking at both ends - this will be a popular series of connections</p> <p>scenario_other_changes: None - both scenarios are headed in the right direction, but B allows for balance for recreational use</p>
Email Author	Kyle Lefkoff
Staff Response	<p>Hi Kyle,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	Go with Scenario B please. Thanks.
Email Author	Omar Postigo-Martell
Staff Response	<p>Hi Omar,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>I would encourage you to adopt Scenario B. From my perspective, it does the best job of balancing all of the competing interests.</p> <p>scenario_change: I would not recommend Scenario A as it does not balance the competing interests as well.</p> <p>scenario_other_changes: Go with Scenario B.</p> <p>scenario_improvements: Go with Scenario B.</p>
Email Author	Bill Mooz

Staff Response	<p>Hi Bill, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>Scenario B scenario_revisions: Reducing traffic and having a safe way to recreate by bike is important in Boulder. Let's encourage more people to stay out of their cars and give them a way to have car-free days, linking the bike trails.</p>
Email Author	Kira Davis
Staff Response	<p>Hi Kira, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>Scenario B scenario_revisions: I think it is imperative that Scenario B be implemented. Being able to connect to Joder on the west side of 36 would provide a clean route to Joder and ultimately to Heil/Lyons.</p> <p>For my personal interest, I would love to see the trails under scenario B be multi-use and allow mountain bikes. The mountain biking options are limited in Boulder and I think the proposed trails in Scenario B, Joder and hopefully Heil II will result in some epic new MTB trails.</p> <p>Thanks!</p>
Email Author	Erik Johnson

Staff Response	<p>Hi Erik, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015
Email Detail	<p>Scenario B scenario_revisions: Prefer this over scenario A. Not a fan of horse access and use. Like the dogs on leash proposals. Overall I think it makes sense for users, access and balance. scenario_change: Consider limiting horse access/use to only certain days or by permit. scenario_other_changes: Don't have enough info or background knowledge to answer this question. scenario_improvements:</p>
Email Author	Benita Duran
Staff Response	<p>Hi Benita, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/29/2015

Email Detail	<p>Both Scenarios scenario_revisions: My comment is simply to ask you to select Scenario B to move forward on. Connecting as far North as possible on the West side of the highway is very important to me and many others who prefer to go long distances. scenario_change: scenario_other_changes: scenario_improvements: I haven't been able to follow this process in as much detail as I would like, but as a dog owner and someone with kids who need to use the bathrooms at the trail head whenever possible, I wanted to cast my "vote" for bathrooms at trail heads and as much dog-friendly mileage as we can get.</p> <p>Many thanks! Scenario B is a very exciting change for me, and I've lived here for 35 years.</p>
Email Author	Emily KenCairn
Staff Response	<p>Hi Emily, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/28/2015
Email Detail	<p>most interests met well scenario_change: Focused access from Boulder Meadows (low income housing in North Boulder) and other low-income, affordable housing in North Boulder.</p> <p>An end to racism and discrimination means great access to people of color. scenario_other_changes: Targeted and Spanish-speaking outreach, and specific group activities for folks from this neighborhood. scenario_improvements: already stated</p>
Email Author	Jennifer M Shriver

Staff Response	<p>Hi Jennifer, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
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Email Date	12/28/2015
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Email Detail	<p>As a neighbor of the North Trail Study area and frequent user, I am writing in support of Scenario A of the North Trail Study alternatives, with a few modifications. This scenario meets the OSMP requirements of complying with the pertinent sideboards, achieving the identified interests and balancing the interests.</p> <p>The key feature of Scenario A is the maintenance of the integrity of the West Beech Habitat Conservation Area (HCA). A modification to that scenario that I recommend is to NOT designate the currently undesignated trail along the railroad grade. In the current Scenario A, OSMP is proposing to designate the railroad grade which cuts through a portion of the West Beech HCA as a hiker-only trail. I recommend that OSMP reclaim the area, restore the native vegetation and remove invasive weeds (primarily jointed goat grass) that the hikers have inadvertently introduced. Although I personally enjoy this trail immensely, I believe that the resource would be better served by leaving this portion of the HCA untrailed.</p> <p>In the Visitor Master Plan sideboard, the West Beech HCA was recognized as a valuable natural resource area and designated a Habitat Conservation Area-an area to be left with relatively few trails. It is one of the very few HCA's on the east side of the Flatirons and has been recognized by OSMP as the last foothill riparian drainage not impacted by recreation in the OSMP system.</p> <p>Additionally, the West Beech HCA contains three plants (Birds foot violet, dwarf leadplant and Bells twinpod) which are globally imperiled/vulnerable to extirpation or extinction according to the Colorado National Heritage Program. The grass land (Xeric Tallgrass Prairie) of this HCA is also globally imperiled. This area was recognized by the Grassland Ecosystem Management Plan (one of the sideboards) as being highly significant. These rare and important plants and grasses are home to threatened butterflies and skippers, significant bird populations, prairie rattlesnakes and numerous mammals. This HCA provides a unique and key ecosystem in our OSMP lands.</p> <p>Although Scenario A is generally a sound solution, I have a few additional recommendations. I recommend that the trail proposed in A5 of the Mapped Actions for Scenario A -the diagonal trail east of US 36 from Cobalt to the Lefthand Trail be on-trail only due to the sensitive nature of the mixed grass prairie in the currently untrailed area. The last modification is that the alignment and quantity of trails in the Joder Property be conceptual only at this point until OSMP staff has an opportunity to better study the geography and resources on that recently acquired property. The Joder property is currently designated as an HCA and should retain this classification due to the proliferation of springs, ground-nesting birds, rare plants and numerous mammals. All of my future mentions of Scenario A will assume the above-referenced modifications are included.</p> <p>In addition to complying with the sideboards, Scenario A meets the interests of the North TSA. This scenario improves visitor experience and connectivity by providing a route from the south to the north in the interior of the properties (i.e. not along a road such as US 36). Although portions are not yet constructed, it will likely be single-track (or at least not a road) which is generally the preferred trail configuration.</p>
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	<p>Scenario A does an adequate job of conserving natural resources by protecting the high values of the West Beech HCA and a good job of balancing recreation and resource conservation. By not designating the railroad grade as a trail in the West Beech HCA, safety will be increased by not allowing hikers in an area which contains a high density of prairie rattlesnakes. We will be honoring community values and commitments such as the City Charter by preserving the integrity of the West Beech HCA.</p> <p>Thank you for consideration of my comments.</p>
Email Author	Beverly Gholson
Staff Response	<p>Hi Beverly, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/28/2015
Email Detail	<p>As a eco-steward for Boulder County (Meyer's Gulch) and 10-year volunteer County bird monitor, I am contacting you to voice my concerns regarding a potential decision to build a trail across critical wildlife habitat on the west side of U.S. 36. An "alternative choice", would entail constructing a trail of comparable length on the east side of U.S. 36. This trail would connect the Foothills Trail to the Joder Trail on the east side. By doing this, it would avoid a potentially large impact on the riparian foothills and the associated drainage areas west of U.S. 36. In fact, the Boulder Valley Comprehensive Plan shows trail connections on the east side of U.S. 36 and Habitat Conservation Areas on the west side. I support staff's recommendation that the Joder property's designation as a Habitat Conservation Area be maintained. It is critical that any proposed trails for this property are designed to protect plant communities and wildlife resources. This area supports Golden Eagles, Lazuli Buntings and Rock Wrens which are (two species of special concern). By restricting the new trails to the east side of U.S. 36 and "carefully locating" any proposed trails on the Joder property, this will lessen human disturbance of resident elk and deer and large areas of Big Bluestem. For these reasons, I support "Scenario A -- which proposes a trail which connects the Foothills Trail to the Joder Trail on the east side North Foothills Highway.</p>
Email Author	Laura Osborn

Staff Response	<p>Hi Laura, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/28/2015
Email Detail	<p>Both Scenarios scenario_revisions: This addressed below but it is clear that the biking interests were not considered in these layouts, why is there no lunch time bike trail near Wonderland Lake? Why were no safe all-week-long routes established to the bike areas north of town?</p> <p>scenario_change: See other comments,</p> <p>A... add the Northern trail west of US-36 from scenario B and allow biking week-long</p> <p>B... remove the Tuesday/Sunday banning of bikes to better balance the interests scenario_other_changes: Overall both scenarios seem to be overly weighted towards the vocal yet small "passive recreation" constituency versus the entire community.</p> <p>Particular concerns: A... There is a great need for a safe bicycling route north of town, A does not provide this (how does one get from Boulder to Buckingham Park without playing Leapfrog on a busy highway?</p> <p>B... There is a great need for a safe bicycling route north of town, B does not provide this two days a week and the banning on Sundays makes a mockery of the claim that Boulder is bike-friendly given that that's one of the primary family biking days (should kids skip school during the week to get access?)</p> <p>A&B. The lack of consistency between the dog access proposals is confusing, why are A&B so inconsistent, as A is better and fairer near Wonderland Lake while B provides more area.</p> <p>scenario_improvements: There seems to be a perception that focusing everyone onto a smaller amount of land will reduce conflicts versus the idea that dispersing the various user groups across more land will lead to less interaction and conflict</p>
Email Author	Shawn McQuerry

Staff Response	<p>Hi Shawn, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/28/2015
Email Detail	<p>I support Scenario A, with a trail that connects the Foothills Trail to the Joder Trail on the east side of U.S. 36 north of Boulder, and enables the preservation of valuable, diverse, unfragmented habitat on the west side of the highway. The area west of U.S. 36 the area on the west side contains the last foothills riparian drainages in our open space system that are not impacted by recreation. This is our last chance to protect them for future generations.</p> <p>I agree with staff's recommendation to maintain the Joder property's designation as a Habitat Conservation Area (HCA), and because of the extremely valuable plant communities and wildlife resources, ask staff to make sure that any trails proposed for the Joder property are carefully placed to preserve those resources, not impact them at the expense of convenient recreation. In particular, I note that the Joder property contains exposed rock and cliffs that support rock wrens, a species of special concern, and has been occupied by golden eagles for over 130 years.</p>
Email Author	Gary Hardin
Staff Response	<p>Hi Gary, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/28/2015

Email Detail	<p>Dear all caretakers of our open space lands, You invited comments on the two scenarios for the NTSA: I greatly prefer scenario A because of the location of the Joder trail on the east side of the North Foothills Highway. This avoids many of the drainages that are the last in our open space system that are not impacted by human use. At least the Joder trail goes on the edge of the North Boulder Grasslands which are nearly irreplaceable and are of high biodiversity significance. These unfragmented areas provide support for the biodiversity present. Having the trailhead on the east side of North Foothills Highway hopefully minimizes human impact to a very high biodiversity area.</p> <p>I am assuming that Joder property will remain as an HCA to minimize human and bike impact on areas of high biodiversity.</p> <p>I am concerned about the two loops on the Joder trail which will greatly impact the important plant communities there. Recreation fun is for today; preservation is for generations to come. Fragmentation of plant communities leads to their death. I am not sure how recreation and visitor experience can be balanced with preservation of the land for generations to come.</p> <p>Scenario A, in general, abides by the NTSA Sideboards. However, a trail on the railroad grade from the Foothills Trail north into the southern part of the West Beech HCA is already inviting invasive species. Access via OSMP-guided hikes would help preserve the HCA and increase education and understanding of the importance of the area. The Grasslands Plan calls for establishing “on-leash requirements in areas of special conservation value or sensitivity as part of TSA planning process.” Therefore, dogs need to be on on-leash for the entire length of the Joder interim Trail. Also protect the resources east of Hwy 36 by making the Lefthand connection Trail on-leash from Cobalt to Neva Road.</p> <p>Though I do not want more trails in the NTSA, there are not enough quiet hiking trails. The Wonderland Lake and Mesa Reservoir areas are busy areas and include dogs and bicycles. If the loops off the Joder interim trail are established, perhaps they can be designated with directional restrictions, for no-bikes on Tuesdays and Sundays, and as dog-free to provide for quiet hiker interests and to decrease visitor conflict.</p>
Email Author	Catharine Harris
Staff Response	<p>Hi Catharine, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/28/2015

Email Detail	<p>I just wanted to clarify that equestrian use of the existing public arena at BVR would mostly be for people to work with their horses before taking them out on the trails.... not "training" them per se (although I am firmly of the belief that every time you ride a horse you are "training" him). We're not asking for active recreation on OSMP. We're not asking for formal training facilities at the arena, even though that is a historic use at BVR. We're not asking for use of the arena for lessons or shows, although those are also historic uses. We're just asking for reasonable access to the existing arena that doesn't involve riding several miles to get there and back. And we wouldn't want to limit the use of the ranch for the next lessee by making restrictions now that might be regretted later. So we're hoping you'll work with us on a small amount of trailer parking somewhere near the existing arena. It already exists and would cost OSMP exactly zero dollars to implement -- all you'd have to do is designate and enforce the existing trailer parking near the Silver Nickel. Of course, if you'd rather build brand new trailer parking when you redesign the existing trailhead that would be fine with us, and it wouldn't necessitate a huge footprint, environmental impact or expense.</p> <p>In any case, this is a tiny element of the entire NTSA and we don't believe it needs to involve any complicated attempts at "balancing" any other opportunities anywhere else.</p> <p>Overall we support the rest of Alternative B as proposed, and we commend you on the thoughtful process that has gotten us all this far. As mentioned, we strongly suggest inviting stakeholder representatives out on working field trips with Staff to evaluate specific alignments and alternatives as soon as the snow melts next spring.</p> <p>Thanks, and I hope you will consider BCHA a resource in equestrian planning now and in the future.</p>
Email Author	Suzanne Webel
Staff Response	Pending
Email Date	12/28/2015

Email Detail	<p>Boulder's Open Space department has proposed two Scenarios, A and B, for the construction of trails in the North TSA that will "balance community interests."</p> <p>"Balance community interests." Give hikers quiet, contemplative areas; dog owners space to walk their dogs under voice and sight control; mountain bikers a connector between north Boulder and the Heil Ranch; and equestrians bike-free areas where their horses won't be spooked. All reasonable goals.</p> <p>But carve a trail, pursuant to Open Space's Scenario B, through Boulder County land west of U.S. 36, which Boulder County has designated a "high diversity area...especially unique and important to the natural heritage of the county"?</p> <p>In the face of climate change, the disappearance of habitat, and the extinction of multiple species across this earth, propose a trail that would enable the potential extinction of an imperiled species of butterflies that pollinate our tall grass prairie; allow invasive species to intrude upon rare plants and Big Bluestem, a grass unique in the western U.S.; disrupt the habitat of multiple species of nesting birds, snakes, and that of deer and elk? Because the area is "interesting" to special interests....</p> <p>A balancing act? That is no "balance" that anyone in this city or county who purports to care about our environment can, in any honesty, support.</p> <p>I urge you all, guardians of our Open Space, to support Boulder Open Space's Scenario A, which connects the Foothills Trail to the Joder property on the east side of U.S. 36, in order to preserve the unfragmented habitat and the resources west of the highway, and to maintain the Joder property as a Habitat Conservation Area for the benefit of all of us now and in the future.</p> <p>Edie Stevens 2059 Hardscrabble Drive</p>
Email Author	Edie Stevens
Staff Response	<p>Hi Edie, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/23/2015

Email Detail

Friends,

I have been following closely the North Trail Study Area (NTSA) deliberations and have submitted independent comments at two other points in the process, once back in June and more recently in October. I am writing to express my strong preference for Scenario A in the NTSA planning process, and to request the area west of Hwy 36, south of Joder, and north of the Foothills Trail, be retained and managed as a Habitat Conservation Area (“West Beech”) with social trails removed and restored, and access permitted only through the established HCA permit system.

The most obvious difference between Scenarios A and B is the latter would place a trail on the west side of Hwy 36, running N-S directly across some of the best representations of Upland Shrublands and Xeric Tallgrass Prairie communities occurring in the NTSA. In the parlance of the planning process, it is an “Upland Grassland Best Opportunity Area”.

It is understandable why this trail in “Scenario B” is so coveted by mountain bikers and other recreational interests; it is a beautiful area with lots of dips and rises. On the other hand, placement of a trail across this area is problematic for a number of reasons.

- It is inconsistent with numerous sideboards, including the OSMP Charter, the North Boulder Valley Area Management Plan (1997), Boulder County Comprehensive Plan (2015 update), the Boulder Valley Comprehensive Plan (2010), and the OSMP Grassland Ecosystem Management Plan (2010). There is a consensus in the planning documents that no trail should be placed in this sector of the NTSA.
- The trail would fragment an expanse with some of the last foothills riparian drainages in the OSMP system not impacted by recreation – nearly a dozen drainages based on information provided by department staff at a public meeting (12/10/15). This would clearly compromise the value of this area as a node of connectivity for wildlife across the landscape, and directly impact critical habitat for a diversity of reptiles, mammals, and song-birds. In addition, trails are always vectors for invasive weeds, and this trail would be no different.
- The Natural Resource component of the North TSA Inventory and Assessment Report makes a strong case that trails on the erosive soils found in the NTSA have a particularly egregious effect. The proposed trail runs through the Smokey Hills Shales, a lens of strata vulnerable to recreational impacts, no matter how well built or expensive the trail might end up being.

“Scenario A” avoids these problems while serving to balance a wealth of other interests.

- While providing N-S connectivity via a trail system east of Hwy 36, it minimizes impacts upon the conservation values found in the rich interface where the high plains meet the mountain foothills west of the highway.
- In balancing conservation with recreational demands, it would honor community values and commitments made over generations, and decrease visitor conflicts that would arise if a route used heavily by mountain bikes was built on the west side. (In effect, if not by statute, bike routes displace other users.) The trails on the east side provides more options for dispersing various user groups.
- In maintaining an HCA in the “West Beech” area, and upholding the HCA designation for Joder, OSMP would have an unprecedented opportunity to increase understanding and appreciation for grassland ecosystems, one of the most imperiled biomes in North America.

There is no doubt that if the above suggestions are followed a hue and cry will erupt from the mountain biking community and their partners. Nevertheless, I am confident the broader community of Boulder citizens who value their city and county Open Space systems will view it as a fair and effective plan.

	<p>As I wrote in my comments in October, while this is being portrayed as another controversy between recreationists and conservationists, the department may not be giving the role of our collective civic commitment to Open Space its due weight. As enshrined in the charter, the purposes of Open Space lean heavily on the preservation and restoration of these lands and waters for their value as natural areas, as well as for their role in shaping our community boundaries, and in securing these lands for their “aesthetic or passive recreational value and [their] contribution to the quality of life of the community”. (It is not an oversight that the qualification of bikes and horses as passive recreation is recognized as problematic in the charter.) As TSAs are developed, it is important to give careful consideration to citizen’s input, yet it is at least as critical to give the same consideration to the mandates and institutions handed down across generations of Boulder’s citizen.</p> <p>One of the most pressing environmental concerns of the 21st C. is the extinction and extirpation of species. The plight of the planet is a story with which we are all too well aware. Boulder cannot solve these profound losses by itself, but it can play a small role in conserving local habitat for native species, and an outsized role in demonstrating how an expanding urban area might protect and restore relatively intact ecosystems for the benefit of people, plants, and animals. Moving into a future where increased management of our public lands will be necessary, council, the OSMP board, and the department must view this not only as a mandate in its charter, but also as an imperative deserving our ceaseless commitment.</p> <p>Thank you for the opportunity to offer these comments.</p>
Email Author	Tim Hogan
Staff Response	<p>Hi Mr. Hogan, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>

**OSBT Member
Response**

Hi there,

Thanks so much for all of your concern regarding the North TSA. Obviously, we still have some ways to go before any decisions are made regarding management, and any trail alignments. As such, I'm hoping you might be able to help out more than you've already done by going beyond just expressing your interest in a trail on one side of the highway or another.

As you may know, I am a professional ecologist. In addition, I am the only resident of North Boulder on the Open Space Board of Trustees (I live in the Holiday Neighborhood which backs up directly to this area). To date, I feel as if staff has not adequately presented an option that provides a high-quality connection to the Joder property (and beyond) that both mitigates environmental impacts and creates a fun route for all users.

What I'd love from you are ideas on how to make a regional connector a better experience for all types of users - whether that is on the east or west side the highway. Frankly, current options on the east side are viewed as miserable and dangerous by almost all users. If you feel strongly about an east side trail, I'm asking you for any and all ideas that may make this a more favorable option. Think outside the box. Come up with something unique and exciting - something that can energize everyone in the public to unite around. Please try to think about how everyone (birders, hikers, equestrians, and cyclists) view open space. Cyclists want "exciting" trails that are narrow and twisty. Equestrians want safe access to Joder without crossing any pavement (or any cars). Hikers want to be on trails with vistas and steep grades. Everyone should have an interest in protecting the most sensitive habitat in this area, which actually lies on the both sides of the highway. How could we make a trail on the east side best for all? Note: If this eastern option is chosen, I intend to suggest ALL western trails in this area (Beech) are closed permanently to ALL users, so let's work together to come up with great options for the east side in the event that this is what gets approved.

In addition, I would also love your advice on how could we best mitigate impacts on the west side should we choose this as an option. I have no idea what the final recommendation of staff will be on where the trail should lie, and it would be helpful to think about how we can best manage either option. As an ecologist, mitigating impacts is much more "up my alley" so to speak, but I'm always interested in hearing solutions if you have any.

I realize that is a heap of stuff to think about. Believe me; I'm putting considerable effort into this myself. That being said, I'm only one person. So, if you have any ideas at all, I'm open to hearing them. This will greatly help the board in coming up with a solution that serves our entire community as well as our ecosystem.

Sincerely,

Kevin Bracy Knight

Follow-up email

Hello Kevin,

We have met. And while I am aware of your background and current research as an ecologist, your comments below also reflect an enthusiasm for high-energy recreational pursuits. Don't get me wrong, I still have enough of the athlete in my aging bones to appreciate the satisfaction that comes from long, hard days in the mountains, hills, and canyons. But a note of caution is advised here – many, probably most, Boulder citizens hold other values closer to their heart when it comes to our Open Space.

For some it is just being able to view the lands, thankful Open Space is there to help constrain the endless sprawl despoiling so much of the Front Range. For others it is a place to go for a quiet walk with a friend or to work out something on their own. For still others, it might be a refuge to sit quietly by a stream or up against a tree with a favorite book. And of course, there are those who have given their lives to learning the natural history of the area – the rocks, the flora, the birds and other animals – and take pleasure in sharing their knowledge with those who are just starting off on that path.

Being a former board member of the Boulder Mountainbike Alliance, I don't need to remind you that a route on the west side of Hwy. 36 has been a holy grail of riders for decades. As I mentioned in my formal comments, it is a beautiful area with lots of dips and rises, and is the most desirable link in connecting the longed-for "epic route" from Boulder, to Heil and Hall, and beyond. To be frank, I don't think these interests will be satisfied with anything else. But a broader conception of Open Space, and a review of the charter and other sideboards, lends considerable weight to the view that a "fun route for all users ... something unique and exciting" is not necessarily a criterion trumping a host of other concerns. (Again, as already noted, in effect if not by statute, bike routes do displace other users.)

As you are aware, a second underpass at the north end of the HCAs is part of the plans to connect Boulder with points further north and west from the east side of the NTSA. And while there are sensitive areas on the east side of the road as well as on the west, it is easier to steer impacts away from relatively small habitat sites, than to mitigate the impacts of a trail bisecting a critical link in an east-west wildlife corridor represented by West Beech. How long would it take a rider to travel north on the east side route to connect with Joder – a half hour at the most? Is that so onerous that the west side is the only solution?

I can only imagine how often citizens of Boulder heading north on the highway at that end of town have breathed a sigh of relief as they rested their eyes on the open space west of the road, noting its lushness in the spring and its changes through the seasons. This is the three mile stretch of trailless land at stake in this discussion. A mountainbike trail bisecting that stretch of Open Space would not be the end of the world, but it would certainly be an egregious wound to our world. Like new buildings blocking out views of the Flatirons, another wound leading to a diminution of so much we cherish in this place we call home.

Thanks for writing ...

... th

Email Date

12/23/2015

Email Detail	<p>Hello,</p> <p>This message regards the proposal to construct a trail through critical wildlife habitat in the North Trail Study Area.</p> <p>The proposal is to place a trail on the west side of U.S. 36. We object to this proposal as a trail of approximately equal length could be constructed on the east side at far less cost and with less impact on the environment. We also urge that the Joder property retain the designation of Habitat Conservation Area because of its rare plants, large areas of big bluestem, and habitat for herds of deer and elk.</p> <p>Thank You,</p>
Email Author	Anne and Mike Fenerty
Staff Response	<p>Hi Anne and Mike, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/26/2015
Email Detail	<p>Dear local officials: I am writing to you to support Scenario A, the trail that will connect Foothills Trail to the Joder Trail, keeping trail activity on the east side of Highway 36 and allowing the west side to remain as it is today, a protected area for wildlife and plants. I have been an active supporter and user of both city and county open space for the 55 years I have lived in Boulder County, hiking the trails, birding and enjoying our unique place in our beautiful state. In my capacity as Chief Deputy Boulder County Clerk and Recorder, I was privileged to conduct the first successful sales tax election allowing public funds to be used for open space acquisition and maintenance and will never forget how proud we all were of our fellow citizens for taking this important step for ourselves and future generations. My understanding is that a trail can be build on the east side of the highway which will not impact the animals and plants that continue to live on the west side. I sincerely hope that this will be the plan which is adopted; it makes no sense to me to encourage destructive human activity on the west side.</p>
Email Author	Linda Flack

Staff Response	<p>Hi Linda, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/27/2015
Email Detail	<p>Dear Commissioners,</p> <p>I would like to voice my support for scenario A = a trail east of Foothills Hwy to connect Foothills trail to Joder trail.</p> <p>It's important that the valuable habitat west of Foothills remain intact. Very few areas such as this remain and should be guarded as a treasure. A multipurpose trail through this riparian drainage would degrade the quality and impact the biodiversity of this area.</p> <p>Please follow your staff's recommendations and adopt scenario A.</p> <p>Sincerely,</p>
Email Author	Gabriele Paul
Staff Response	<p>Hi Gabriele, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/27/2015

Email Detail	<p>Dear functionaries:</p> <p>I support the preservation of the North Trail Study Areas as HCA's, west of foothills highway, and routing of any connector trails to the east side of foothills.</p> <p>Yours truly, David Lucas</p>
Email Author	David Lucas
Staff Response	<p>Hi David,</p> <p>Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/28/2015
Email Detail	<p>I understand that you will make decisions starting January 3 about the value of preserving the last foothills riparian drainages that have no recreation impacts, versus building trails in an area "especially unique and important to the natural heritage of Boulder County."</p> <p>Please preserve these especially valuable lands to the west of Highway 36. I support Scenario A with a trail that connects the Foothills Trail to the Joder Trail on the east side of U.S. 36 and preserves valuable, diverse, unfragmented habitat on the west side of the highway. This scenario goes along with the Boulder County and Boulder Valley Comp Plans. This is our last chance to protect the last foothills riparian drainages in our open space system for future generations. Having a connector trail on the east and habitat conservation on the west will balance recreation and conservation of natural resources, both of which have staunch support.</p> <p>I agree with staff's recommendation to maintain the Joder property's designation as an HCA. I ask staff to make sure that any trails proposed for the Joder property are placed carefully to preserve the extremely valuable plant communities and wildlife resources, not impact them. Species of special concern in this area (including lazuli bunting, rock wrens, and rare butterflies) and rare plants and plant communities such as large areas of big-bluestem grass are important resources needing protection, not destruction and elimination.</p> <p>Thank you for giving serious consideration to these important issues for decisions that will impact future generations of many life forms.</p>
Email Author	Marti Oetzel

Staff Response	<p>Hi Marti, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/27/2015
Email Detail	<p>How many times have we headed north on the highway north of town – getting away for a day in the hills – and breathed a sigh of relief as we rested our eyes on that stretch of open space west of the road, noting its lushness in the spring and its changes through the seasons? A mountain-bike trail bisecting that tract of open space would undoubtedly work as an apt metaphor for the apparent destruction of so much of what has made Boulder extraordinary.</p> <p>Please preserve what little undeveloped land we can!</p>
Email Author	Eleni Arapkiles
Staff Response	<p>Hi Eleni, Thank you for your feedback! Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/18/2015
Email Detail	<p>I support scenario A</p> <p>Thus to preserve a special domain</p>
Email Author	George Coffee

Staff Response	<p>Hi George, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/26/2015
Email Detail	<p>Hello,</p> <p>I am writing in support of Plan A (trail development on the east side of hwy 36), and habitat preservation on the Joder property.</p> <p>Thank you,</p>
Email Author	Barbara Brandt
Staff Response	<p>Hi Barbara, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/28/2015

Email Detail	<p>scenario: Scenario B</p> <p>scenario_revisions: Too many restrictions for dogs on the new trails in North TSA. Most new trails/extensions are leash only or no dogs.</p> <p>scenario_change: Allow dogs off leash, voice and sight control, on corridor for some portion of new trails planned at Joder Ranch property.</p> <p>scenario_other_changes: Additional Joder Ranch trail for bikes only would allow all users to access this area without crowding trail corridors.</p> <p>scenario_improvements: Add an off-leash trail to the west of existing trails in the Wonderland/Lee Hill area.</p>
Email Author	Kathy Tegtmeyer
Staff Response	<p>Hi Kathy,</p> <p>Just wanted to confirm we received this feedback as well! Sorry for the second e-mail.</p> <p>Thank you for your input!</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/28/2015
Email Detail	<p>scenario: Scenario A</p> <p>scenario_revisions: No revisions. Great access for horses and dogs.</p> <p>scenario_change:</p> <p>scenario_other_changes:</p> <p>scenario_improvements: Scenario A looks great! Love the new connector trails that will be open to dogs north of Boulder Valley Ranch area, either on leash or with voice and sight control. The new trails give hikers with dogs many new options for exploring the North TSA, including the Joder property. No complaints. Love it!!!</p>
Email Author	Kathy Tegtmeyer

Staff Response	<p>Hi Kathy, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/26/2015
Email Detail	<p>scenario: Both Scenarios scenario_revisions: Both scenarios include items re Wonderland Lake Loops that I think are inadvisable because they unbalance an already overused amenity in favor of more human encroachment on a natural area struggling to survive. First is provision of access to the cattail marsh north of the peninsula. Why would you want to invade the marsh with human access? The birds will disappear and the quality of the marsh will be degraded. The marsh is only a few feet from the existing trail, so people already have "access" to it: They can see it without harming it. So, I'd suggest leaving it alone. Second, I question the need to harden the access on the peninsula. I have walked on that trail scores of times and have never found it a problem. Again, just leave it alone. Third, why construct a fishing pier into the lake? It just furthers human encroachment. People already can and do fish from the dam. If you must build a pier, then consider prohibiting fishing elsewhere from the dam. I also think that OSMP should NOT build a trail through the HCA West of N. Foothills highway to Joder. The highest and best use of this area is for habitat not human use.</p> <p>scenario_change: If I had one change to make to the scenarios, it is to avoid human access to the cattail marsh, which I think is a real step in the wrong direction. scenario_other_changes: I'm OK with the rest of both scenarios, although I don't quite understand the plan regarding trails that climb Wonderland Hill to the West of the lake. Hard to follow on the maps what you want to do w/re re-routing existing trails. scenario_improvements: See above. Generally, I think the scenarios are somewhat unbalanced in favor of human use, as I pointed out above.</p>
Email Author	Bruce Driver

Staff Response	<p>Hi Bruce, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/24/2015
Email Detail	<p>scenario: Scenario A scenario_revisions: Not enough mountain biking access on trails west of hwy 36. I ride the trails to the east of hwy 36 but they are not very challenging. scenario_change: I like the mountain bike directional access in scenario B. I would love more access to the more hilly trails for mountain biking. I hike the trails north of Lee hill and see very few hikers. I like the closer connection to left hand which would allow me to ride there from home instead of driving to Heil Valley Ranch. scenario_other_changes: The directional access on certain days makes sense to balance riders and hikers. scenario_improvements: At least some mountain bike access along the foothills.</p>
Email Author	Todd Krawczyk
Staff Response	<p>Hi Todd, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/23/2015

Email Detail	<p>scenario: Both Scenarios</p> <p>scenario_revisions: I am pleased with the changes that have been made on scenario B- the leashed dog access is an improvement over the previous scenarios with a western connector. I favor scenario B over scenario A because I strongly support a western connector to Joder. I also like that Joder loops are available and having a portion without dog access is a good compromise.</p> <p>scenario_change: I am happy with Scenario B now.</p> <p>scenario_other_changes:</p> <p>scenario_improvements: I am happy with Scenario B. I can't wait to run it, hopefully I will not be too old by the time it is finished.</p>
Email Author	Marcia Huber
Staff Response	<p>Hi Marcia, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/23/2015
Email Detail	<p>scenario: Scenario A</p> <p>scenario_revisions: This is my preference for my uses. This is the most balanced scenario of the three. It seems the fairest for all user groups. I think that all user groups need to make some compromises. The only group I don't participate in is the horse riders. I do not have any problems with any users simply by using common manners.</p> <p>scenario_change:</p> <p>scenario_other_changes:</p> <p>scenario_improvements:</p>
Email Author	Judy Stone

Staff Response	<p>Hi Judy, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/22/2015
Email Detail	<p>scenario: Both Scenarios scenario_revisions: 1) Designate the "Interim" Joder Trail as Voice & Sight. This trail is a wide road that allows sharing among multiple user groups. Also, a Voice & Sight trail at Joder will balance the proposed No Dog trail at Joder in Scenario B. If Joder Ranch must remain designated as an HCA, then designate the Joder "Interim" Trail as Voice & Sight On Corridor.</p> <p>2) Keep the historical Voice & Sight designation on the Buckingham Trail that connects the Joder "Interim" Trail to Olde Stage Rd. (NOTE: In both Scenarios A and B, OSMP changes the designation of the Buckingham Trail to On Leash, so this is a V&S loss.)</p> <p>3) Designate Joder Ranch as a Natural or Passive Recreation Area. The considerable trail building proposed in both scenarios for Joder Ranch indicates that it does not meet the Habitat Conservation Area (HCA) guidelines. According to the Visitor Master Plan (VMP), HCAs "typically represent the largest blocks of an ecosystem type, with few, if any trails or roads," and HCAs also have "no or few trails or trail heads." Joder Ranch should be designated with its true designation of Natural or Passive Recreation Area, where the addition of trails is acceptable per the VMP.</p> <p>4) Keep the Voice & Sight On-Corridor designation for the trails west of Wonderland Lake, as shown in Scenario A, in the final chosen scenario configuration. scenario_change: See above</p> <p>I support maintaining existing and providing additional V&S trails</p> <p>I support access that maximizes use for all visitor types scenario_other_changes: See above scenario_improvements: See above</p>
Email Author	Steve Schumacher

Staff Response	<p>Hi Steve, Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and we hope you will continue to engage in the process.</p> <p>Kind regards, The North TSA team City of Boulder Open Space and Mountain Parks</p>
Email Date	12/22/2015
Email Detail	<p>general_comments: SCENARIO B is my choice</p> <p>I attended the Dec 10 and an earlier meeting at UCAR. I am thrilled with the A and B outcome following the first four plans.</p> <p>I have a strong preference for SCENARIO B presented Dec 10. I like the separated Joder Loops and I am strongly in favor of the new trail west of Hwy 36 all the way north. Though I'm a hiker, I like the connection for bikes and hiking. And no-off-trail to protect native plants.</p> <p>Thank you for the considerable effort.</p>
Email Author	Marie Caldwell
Staff Response	<p>Hi Marie,</p> <p>Thank you for your feedback on Scenario B for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/22/2015

Email Detail	<p>scenario: Both Scenarios</p> <p>scenario_revisions: I support Scenario A. I'm concerned that Scenario B disproportionately favors bikers and equestrians by taking voice-and-sight access away from dog owners. I'd much prefer voice-and-sight access to be balanced equally with other interests. Thanks much.</p>
Email Author	Steve Hendricks
Staff Response	<p>Hi Steve,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/22/2015
Email Detail	<p>scenario: Scenario A</p> <p>scenario_revisions: I am in favor of Scenario A. We just love having more places to take our well behaved Golden Retriever, without the need of a leash. She loves it.</p> <p>scenario_change: More V&S trails.</p>
Email Author	Lisa Vannini
Staff Response	<p>Hi Lisa,</p> <p>Thank you for your feedback on Scenario A for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/20/2015

Email Detail	<p>scenario: Both Scenarios scenario_revisions: Open Old Kiln Road on Weekdays to Bicycles. Please scenario_change: scenario_other_changes: scenario_improvements: Open Old Kiln Road on Weekdays to Bicycles. Please</p>
Email Author	Rob Gordon
Staff Response	<p>Hi Rob,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/20/2015
Email Detail	<p>scenario: Scenario A scenario_revisions: My comment actually supports the trail map as currently planned, on one point in particular: Please continue to keep the Old Kiln Trail, particularly the upper portion that connects to Ridge Drive, closed to all bikes. I've heard a rumor that there might be a plan to allow bikes, but this trail is very steep and narrow and is heavily used by walkers and joggers. Adding bikes would make it dangerous and unpleasant for those on foot. scenario_change: scenario_other_changes: scenario_improvements:</p>
Email Author	Tracey Sands

Staff Response	<p>Hi Tracey,</p> <p>Thank you for your feedback on Scenario A for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/19/2015
Email Detail	<p>scenario: Both Scenarios</p> <p>scenario_revisions: I live in Pine Brook Hills and there is currently no trail access from this community except via Old Kiln. Please do not close Old Kiln.</p> <p>scenario_change: Please consider allowing bikes on Old Kiln. The only way I can currently ride my mountain bike from my community is down Linden Rd, which is less than ideal and not as safe as using designated trail access.</p> <p>scenario_other_changes:</p> <p>scenario_improvements:</p>
Email Author	Laura Snyder
Staff Response	<p>Hi Laura,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/18/2015
Email Detail	<p>scenario: Both Scenarios</p> <p>scenario_revisions: As my comments will clarify, I feel that both scenarios have virtues and flaws; specificity lacks for many of the proposed trails so it is not possible to comment on them knowledgeably; but Scenario A seems to retain some of the values I share in connectivity, visitor experience, conservation, access and community values. Because of the lengthy trail through a high-quality foothills grassland, I believe Scenario B is not balanced in respecting preservation.</p> <p>scenario_change: See detailed comments.</p> <p>scenario_other_changes:</p>

scenario_improvements: Dec. 18, 2015

I have chosen your Scenario A rather randomly (because it follows my inclinations slightly more closely than B), and I submit the following reactions:

- 1) I strongly approve retaining the HCA status for the large portion of the North Foothills and the Joder property. These gentle foothills appear from the road to be rather ordinary, but the appearance is deceiving, as staff's inventory report indicates. There are many special values here: botanical, biological and geological, although the latter got short shrift in the study that the wider community wishes to preserve, and a long-distance, bisecting trail here would make it very difficult to do so.
- 2) Because this part of the TSA is so special, the trail designations that direct the high-density traffic (hikers, bikers, dog-walker & equestrians) to the Boulder Valley Ranch area for those who wish to ride/run long distances are a great concept. The contrasting alternative, in Scenario B, would ram an expensive and hard-to-maintain trail highway (weed vector) straight through the heart of the north foothills HCA. I emphasize that the OSMP Visitor Master Plan requires that any trails through HCAs be on the periphery of the property, so that the Scenario B alternative proposal would violate our own policy standards.
- 3) I would ask that the proposed grassland trail through the virgin grassland east of Hwy 36, north of Longhorn Rd, be constructed on the periphery of that property, along Longhorn, skirting any wetlands areas, and then joining the already well-established Lefthand Trail toward the north. While not in an HCA, this grassland area has been lightly used for many years, and one can still find sage thrashers there. This trail should be no-dogs, to protect flourishing prairie dog villages where we may again hope to see badgers & burrowing owls. Setting aside this area for dog-less hikers will keep the trail narrow (dogs tend to double the trail-footprint, even when on leash), as well as providing a bit more mileage for children, the elderly, and those who wish to hike without interacting with dogs.
- 4) I strongly encourage the concept of making this east-highway network of trails our contribution to the Regional trails that are gaining traction, particularly the Rocky Mountain Greenway system. I note that any trail built through the North Foothills HCA will not qualify to be designated as part of a regional trail which, by definition, cannot be closed. The North Foothills connection (of Scenario B) would have temporal use by bikes, as well as many closures due to muddy conditions. (The shale soils there provide ample examples of the horrid conditions that occur in wet weather).
- 5) I am confident that with a little patience, the essential funds will be found for a tunnel for the many recreational users which will be crossing from the east side of the N. Foothills Hwy to the Joder property further north. This tunnel is a critical safety measure, like the one (which admittedly took years) on Hwy 93 South. These tunnels will be the de facto bookends of our trails system.
- 6) It is unfortunate that one cannot comment on many of the conceptual trail proposals of either scenario for lack of detail. How can we know where the rare plants, fragile soils, butterfly-nectaring areas, or birdnesting habitats occur unless specifics are provided?
- 7) I feel that I should insist that the County, as joint owner (though not technically the managing agency) be consulted about all proposed changes well ahead of time. The IGA (intergovernmental agreement) that exists between the County POS and the OSMP has lapsed and must be renewed urgently. The staffs must work closely together on these plans.

I hope that it will be obvious that I am trying to speak for our mostly-mute denizens (not technically citizens) our wildlife in advocating a truly balanced approach in our north planning area. I feel that previous scenarios tipped dangerously far towards bike-park and dog-park status. Open Space is not really a park, even though we play there. Wildlife and plants-- have to make a living there. I hope these ideas have been helpful, and look forward to the next stage of this ambitious effort. Thanks for your hard work on the process and the plan.

Yours sincerely,

Linda Andes-Georges
OSMP Board of Trustees 1997-2003

Email Author	Linda Andes-Georges
Staff Response	<p>Hi Linda,</p> <p>Thank you for your thoughtful feedback on both refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA that balances the community's interests.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/17/2015
Email Detail	<p>scenario: Both Scenarios</p> <p>scenario_revisions: I really like the connection to Joder that stays west of US36 that is proposed in Scenario B. I realize that this plan cuts through an HCA, but not all HCAs are created equal. This one, for example, is parallel to a freeway and is bounded on the west by numerous homes (mansions) and roads. As the proposed trail stays relatively close to the freeway, I see its impact on the habitat higher on the hills to be relatively mild. Perhaps such a trail is even beneficial, if it keeps the animals from straying into certain death by the 65 mph encounters down below.</p> <p>scenario_change:</p> <p>scenario_other_changes: The east-of-US36 connection requires users from NW Boulder to travel under 36, through the multiple parking lots of Boulder Valley Ranch, and then cross back over the top of US36 to reach Joder Ranch by non-car modes of transportation. This route is dangerous: crossing 36 over the top = certain death. This route is much longer: not all of us are endurance athletes. This route misses out on the beautiful experience that comes with traveling the Beech Trail with its "ins-and-outs" through the folds of the hillside.</p> <p>scenario_improvements: Dogs should be on-leash in as many of the areas as possible.</p>
Email Author	Johannes Rudolph

Staff Response	<p>Hi Johannes,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/17/2015
Email Detail	<p>scenario: Both Scenarios</p> <p>scenario_revisions: Scenario A does not strike the proper balance between recreation and preservation. It, as usual, favors preservation blatantly.</p> <p>scenario_change: It is blatantly discriminatory to close a trail just to mountain bikers on Tuesday and Sundays. What is the reason for this? Why is the trail NEVER closed to other users? Betasso sits largely empty on Wednesdays - there is no reason to close it to bikes mid-week or these trails. Were there even any comments from the public asking the trail to be closed to bikes on Tuesdays and Sunday? Why was this not proposed far earlier in the process. Hikers have many other trails they can use that are closed to bikes - bikes have limited options already. TOTAL BULLSHIT.</p> <p>scenario_other_changes: Equally opportunities for ALL trail users. Scenario B is a far better scenario that meets the stated Boulder objectives for open space use.</p> <p>scenario_improvements: Choose Scenario B. Open the trail to bikes on all days. Quit discriminating with no basis against mountain bikes.</p>
Email Author	Dave Rich

<p>Staff Response</p>	<p>Hi Dave,</p> <p>Thank you for your feedback on the revised scenarios for the North TSA. Each of the proposed actions in the refined scenarios was designed to balance community interests. We have heard interest from community members for connectivity (both west and east of US 36) as well as interest in preserving the unfragmented habitat block west of US 36. We have heard interest from community members for unlimited bike access as well as for opportunities to hike/run/walk dogs separately from bikes. Based on community and board feedback throughout this process, staff has continued to incorporate new ideas and refine proposed actions in a way that balances community interests within the scenarios. Your input is appreciated and will be taken into consideration as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
<p>Email Date</p>	<p>12/16/2015</p>
<p>Email Detail</p>	<p>Regarding the North TSA, in order to protect the unique plants on the Joder property we urge you to establish it as an HCA. We have hiked in this area many times over the past fifty plus years and feel strongly that it is worth preserving. Too many people, dogs, and bikes inevitably degrade the land. We also urge you to route regional trail connections on the east side of the highway.</p> <p>We are enthusiastic hikers, and believe that both recreation and preservation of habitat can be accommodated in this area. However, when there is a conflict of interests, we believe that preserving habitat, wildlife, and plant life is more important than recreation.</p> <p>Sincerely, Ruth Carol and Glenn Cushman Co-authors, Boulder Hiking Trails</p>
<p>Email Author</p>	<p>Ruth Carol and Glenn Cushman</p>

Staff Response	<p>Hi Ruth and Glenn,</p> <p>Thank you for your feedback about the Joder property and Joder connector trail in the refined scenarios. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/15/2015
Email Detail	<p>scenario: Scenario B</p> <p>scenario_revisions: I think this scenario best addresses most of the issues that you are trying to deal with. (other than the Joder connector trail, both scenarios seem to have unfavorable side effects, west of 36, going through the HCA, and east of 36, the 2 million dollar tunnel, both difficult issues) Question, is money an issue here? Would the dollar amount for either scenario negate one over the other?</p> <p>My suggestions to improve this scenario are the following:</p> <ol style="list-style-type: none"> 1). BVR trails, keep parallel trail around the loop. This trail allows bikers and equestrians to step off of the main trail when needed, i.e. Large groups hiking together, strollers, senior citizens with walkers etc. <ul style="list-style-type: none"> *. All dogs on these trails should be on leash. Please read my opinion on dogs off leash below. 2). Joder Western Loop, add seasonal closer from May - July, important to protect sensitive wildlife <ul style="list-style-type: none"> * There should be no dogs allowed OFF LEASH, on the Western Loop, seriously, voice control is a joke when the Majority of dogs see a prairie dog, deer, ground nesting bird, rattle snake, coyote, etc, they chase the wildlife and DO NOT listen to their guardians. <p>Lastly, I Would like to thank you all for all of the hard work you have put into this process. I realize this is not an easy task, and it seems you are listening to our Input. I have attended 3 of the 4 open public meetings, and each meeting seems to be better organized than the previous meeting. Let's all keep working together.</p> <p>scenario_change: Please see above. scenario_other_changes: See above scenario_improvements: See above.</p>
Email Author	Samantha McBride

Staff Response	<p>Hi Samantha,</p> <p>Thank you for your feedback on Scenario B for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>To answer your questions: Both scenarios are focused on ways to balance interests across the scenarios considering a range of conceptual actions. An evaluation of costs for proposed actions in each of scenarios has not occurred at this step in the process, and therefore isn't factored into evaluations of the scenarios. Costs are likely to be a consideration that does get factored in as the process moves forward with using a scenario to be a foundation of the draft plan.</p> <p>Thank you for your kind words of appreciation and for your on-going participation. We look forward to your continued engagement in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/15/2015
Email Detail	<p>scenario: Both Scenarios</p> <p>scenario_revisions: Please implement Scenario B. Scrap Scenario A.</p> <p>scenario_change: Please implement Scenario B. Scrap Scenario A.</p> <p>scenario_other_changes: Please implement Scenario B. Scrap Scenario A.</p> <p>scenario_improvements: Please implement Scenario B. Scrap Scenario A.</p>
Email Author	Doug Young

Staff Response	<p>Hi Doug,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/15/2015
Email Detail	<p>scenario: Both Scenarios</p> <p>scenario_revisions: Both scenarios don't support my primary desire which would be to regularly use these trails to ride a mountain bike from boulder to Lyons. Scenario C should allow connection for bikes west of 36 between joder and wonderland lake open all days. Joder should allow connection to top of joder and eventually stagecoach road all days. How does a no Sunday or Tuesday use of joder allow for a persistent trail connection? I like the 1 way loops on joder to help manage conflict. Would be great if I could mountain bike Lyons via and efficient connection to boulder on Saturday, stay downtown and return via the same trail connections on Sunday. Or do this in reverse going from boulder to Lyons and then returning Sunday. Or all that in the same day for a huge experience. This seems like best economic value generation opportunity for Lyons and would spread users out across the trail system, minimizing overload.</p> <p>scenario_change: Make sure joder connection would stay open to bicycles as a future connector to Heil ranch all days, especially weekend days</p> <p>scenario_other_changes: I think this would spread usage over a larger area be great for everyone.</p> <p>scenario_improvements: Create the link to old stage now. Why wait and call that future. Creating it now would spread usage out over a larger area</p>
Email Author	Scott Hicar
Staff Response	<p>Hi Scott,</p> <p>Thank you for your feedback on the refined scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>

Email Date	12/13/2015
Email Detail	<p>scenario: Scenario A scenario_revisions: There is no trail west of foothills hwy. scenario_change: I would make sure there was a connecting trail west of the hwy. This will be a much more pleasant than east of the hwy. The wildlife impact is overstated to non-existent. scenario_other_changes: Drop scenario A and focus on B. No trail west of the hwy is a non-starter scenario_improvements:</p>
Email Author	Mark Parsons
Staff Response	<p>Hi Mark,</p> <p>Thank you for your feedback on Scenario A for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/12/2015
Email Detail	<p>scenario: Both Scenarios scenario_revisions: Joder Ranch has half a century as a multi-trailed equestrian area. HCA is not appropriate or particularly beneficial for the environment in this region. scenario_change: Keep both options West-side focused to minimize the impact of the busy highway. scenario_other_changes: None. scenario_improvements: Great communication. Hoping that this input is actually considered. This was obviously not the case for WTSA, which has disenfranchised many.</p> <p>Thanks for all you do. Bob</p>
Email Author	Robert Manthy

Staff Response	<p>Hi Bob,</p> <p>Thank you for your feedback on the revised scenarios for the North TSA Plan. Your suggestions are appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/12/2015
Email Detail	<p>scenario: Both Scenarios scenario_revisions: As a Trail Guide for OSMP I am concerned about the Western Connector trail in scenario B. Concerning dogs, it has them regulated to be on leash. In the presentation it was mentioned that this west area is an area of concern for wildlife preservation & conservation. In my many hikes in the Boulder Ranch area I have noticed more piles & bags of dog waste left behind on the trails in this area compared to any other in the whole system. I have also had to report to the Rangers dogs chasing wildlife and running at will off leash/trail more in this area than other areas as well. In all my reports I have noted each violation & have sometimes seen over 25 on a single hike. The last 2 times I have been there just south of the west trailhead of Boulder Ranch there has been so much waste the smell has been very strong & unpleasant. Unfortunately, the new dog waste containers haven't done much to help this issue. It is my opinion that if the west area is so fragile that dogs should not be allowed on this new potential trail. As to both scenarios, because of my experience with dogs in this area I believe that dogs should be kept on leash or kept off all the areas that currently have such regulations & that enforcement should be increased in this area in future. It is not that I think the Rangers are doing a bad job, I think they are a great public face for OSMP, it just seems to me they are spread too thin. scenario_change: Don't have dogs on the West Connector in Scenario B, see above for reason. scenario_other_changes: As I mentioned above more enforcement of the North Area. scenario_improvements: None I can think of.</p>
Email Author	Peter Lundskow
Staff Response	<p>Hi Peter,</p> <p>Thank you for your feedback on the revised scenarios for the North TSA Plan. Your concerns are noted and your suggestions are appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/12/2015

<p>Email Detail</p>	<p>scenario: Both Scenarios</p> <p>scenario_revisions: I think both revised scenarios fail to provide necessary access for mountain bikes. Boulder has failed to provide real mountain bike access from town (without riding on roads, which are inherently dangerous, cars always win and trying to mix the two is ignoring physics/reality). Mountain bikes provide a low impact (for the environment and the rider) means of exploring natural terrain, and also provide exciting mental and athletic stimulation.</p> <p>scenario_change: At the very least the mountain bike access in both scenarios should be combined, allowing east and west access (a loop) to Joder ranch. The final scenarios should also include a trail that climbs/descends/explores the hogback areas to the west of 36. This should be a large interesting loop that offers real natural mountain terrain (don't remove the rocks and lay down a layer marbles, essentially pave) with substantial climbs and descents. This could be an expansion of the existing hogback trail, with bikes allowed on certain days. All parties are interested in the HCA designation of the area and the conservation of various flora and fauna (Recently had really amazing observations of a Golden eagle, northern harrier, ferruginous hawk on the eagle and sage trails). It should be possible to create a large loop that carefully explores the hogback area giving the user access to interesting terrain and the opportunity for natural observation.</p> <p>scenario_other_changes: So the plans outline the effects on Dogs, Bikes, and Horses. I assume the other parties are hikers (access to everything) and natural flora and fauna.</p> <p>I have to call into question the access concentration on dogs (specifically off leash areas). Boulder has gone to great lengths to increase access for dogs, which has predictably increased the number of dogs (Does the county have up to date numbers/changes?) in Boulder. The green tag sight and sounds control is a joke, even with the revisions instituted, very few dog owners have control or are paying attention to their surroundings enough to implement that control. Dogs offer companionship and potentially motivation to be more active, both very good things. Much of the mountain bike trail around the city is also off leash for dogs, these two access interests do not always play well together. Why are some areas not off leash only on certain days, so that other users can avoid those trails when dogs are of leash? I feel that most areas should be on leash and the impact of having dogs running all over the place unnecessarily expands the impact zone beyond the trail corridor.</p> <p>scenario_improvements: Boulder should educate all users to minimize impact and conflict (stay on the trail, go through the mud, control of dogs, pass other users slowly, be aware of surroundings, etc) so that we can have more trail and have less impact. BMA/IMBA should be offering the county a real education program to be completed by all mountain bikers. Other outdoor associations should be doing the same for their respective populations. County signage has increased and some of it is a good move towards general awareness, but it is not enough.</p>
<p>Email Author</p>	<p>Christopher Rebula</p>
<p>Staff Response</p>	<p>Hi Christopher,</p> <p>Thank you for your feedback on the revised scenarios for the North TSA Plan. Your suggestions are appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
<p>Email Date</p>	<p>12/12/2015</p>

Email Detail	<p>scenario: Scenario B</p> <p>scenario_revisions: I don't know that I followed all of the details....but I think the west side trail to Joder is important...so that alone puts me in favor of the B scenario. There are a few reasons...the most obvious is that it is a direct route coming from the south. It's beautiful. If there is only one N/S connector (on the east side) it will get overused and invite conflict. It makes a great loop. I feel we need as many trails as we can comfortably create.</p> <p>Thank you for all your hard work on this!!</p>
Email Author	Marianne Martin
Staff Response	<p>Hi Marianne,</p> <p>Thank you for your feedback on Scenario B for the North TSA Plan. Your input is appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/12/2015
Email Detail	<p>scenario: Scenario B</p> <p>scenario_revisions: I think that Scenario B is bar far the better scenario without revision. Creating a continuous corridor West of HW 36 would significantly improve recreation opportunities.</p> <p>scenario_change: I think it's great as is.</p> <p>scenario_other_changes: I think this scenario has a good balance. As a mountain biker and hiker on the local trails I think that having alternating access days is a reasonable approach to balancing trail use.</p> <p>scenario_improvements: I think it's great as is.</p>
Email Author	Michael Miller

Staff Response	<p>Hi Michael,</p> <p>Thank you for your feedback on Scenario B for the North TSA Plan. Your suggestions are appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/12/2015
Email Detail	<p>scenario: Both Scenarios scenario_revisions: Currently there are trails that are open to hikers and equestrians, but not bicycles. I don't mind sharing the trail with bikes, but if you are an equestrian you will know that it is difficult to relax on a horse on a trail shared with bicycles. Most bicyclists in boulder are respectful, but not all. I have been on a horse where a biker has just whizzed by, very close and unannounced - many times! It is very nice, peaceful and restful to be able to ride on a trail where one does not have this worry. The Mesa Reservoir trail serves this purpose now, but it is now opened up to bicycles on both scenarios.</p>
Email Author	Carol Haile
Staff Response	<p>Hi Carol,</p> <p>Thank you for your feedback on the revised scenarios for the North TSA Plan. Your suggestions are appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/11/2015

Email Detail	scenario: Scenario B scenario_revisions: I live in Longmont, but regularly volunteer for OSMP projects including invasive plant management, native seed collection, forestry, farming. My comments apply to both scenarios. My wife and I hike regularly and avoid trails that allow dogs, especially off-leash (voice command). We have been accosted many times by dogs including dog bites and rude, arrogant, inconsiderate, offensive and aggressive owners. Too often we see dog waste along trails, fouling nature. I strongly recommend more trails with NO dogs allowed as well as strict enforcement of leash/voice command areas.
Email Author	Tom Inglefield
Staff Response	Hi Tom, Thank you for your feedback on the revised scenarios for the North TSA Plan. Your suggestions are appreciated and will be considered as we work to develop a draft plan for the North TSA. Thanks for your participation and I hope you will continue to engage in the process. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks
Email Date	12/11/2015

Email Detail	<p>scenario: Both Scenarios</p> <p>scenario_revisions: In my opinion, Scenario B seems to provide the most variety of recreational experiences while sufficiently balancing the conservation resources. However one aspect of Scenario B struck me as odd.</p> <p>scenario_change: In Scenario B, I recommend keeping everything as proposed, but adding a designation to the single track trail that circumnavigates Boulder Valley Ranch. The single track adds a completely unique experience for the user (compared to the two-track road it parallels) without much additional impact on the ecosystems. It also tends to separate the users (those going faster on one, slower on the other). If OSMP were to build the single track into a reasonably sustainable trail (like that offered in Scenario A), the trail braiding concern would disappear. If this trail were to be included in either Scenario, I'd recommend adding occasional entrances/exits between trails so that users can switch to the alternate trail for passing without conflict. Until now, the trail has received limited attention and has generally held up well, I therefore suggest that having built it into an actual trail it would not require an astronomical amount of upkeep.</p> <p>scenario_other_changes:</p> <p>scenario_improvements: I much prefer Scenario B. Seems like a really good balance for all interested user groups while protecting the resources and providing a wide variety of user experience.</p>
Email Author	Ned Patton
Staff Response	<p>Hi Ned,</p> <p>Thank you for your feedback on the revised scenarios for the North TSA Plan. Your suggestions are appreciated and will be considered as we work to develop a draft plan for the North TSA.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/11/2015

Email Detail	<p>general_comments: I was at the meeting Dec 10 and have been at several others.</p> <p>I favor plan B though I am concerned about the costs of all this. However what really bothers me is the vagueness of the plan for Boulder Valley Ranch. I have been boarding horses there for 17 years and am very familiar with the facilities and the trails. I was astonished that the young woman who was delegated to answer questions at the Q & A session was so ignorant and casual with her knowledge of the set up there. She did not even seem to know that it was a working ranch with cows and haying as well as horse boarding.</p> <p>I am deeply concerned about the plan to have trailer parking at the ranch itself. As it is a working ranch Bob Lover needs to move large machinery around freely and several horse trailers take up a lot of space. Also the arena is in serious need of major maintenance to keep it up to any reasonable standard. Even with the Lover family harrowing it, it often is unusable because it is too muddy or rock hard. It would need major drainage work and new proper footing installed. This would cost 10s of thousands of dollars.</p> <p>I think it would be a major loss to the community if you drove the Lover family out. It is such a wonderful gem, the working ranch with its green hay fields tucked down in the valley, with the calves in the spring, the haying. A real working ranch so close to the city. And people love watching the horses out in the pasture or out on the trails. I love the peacefulness that settles on me every time I am there.</p> <p>On the other hand, thank you so much for all, the work you are doing on this. It is being managed very well.</p>
Email Author	Helen Braider
Staff Response	<p>Hi Helen,</p> <p>Thank you for your feedback on the revised scenarios for the North TSA Plan. Your suggestions are appreciated and will be considered as we work to develop a draft Plan for the North TSA.</p> <p>Thanks for your on-going participation and I hope you will continue to engage in the process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space and Mountain Parks</p>
Email Date	12/4/2015
Email Detail	<p>I have a question about the format of the Dec. 10 NorthTSA meeting. It says presentations repeated every 30 minutes. Then it says there will be a feedback workshop after the information session (singular). When will the feedback workshop begin? Is it necessary to get to the meeting at the beginning, 5:30, to get all the information or will indeed all the subsequent presentations be the same?</p> <p>Thank you,</p>
Email Author	Randy Winter

Staff Response	<p>Hi Randy,</p> <p>Huge apologies for not answering your question about the format of last week's workshop sooner. All of the materials from the meeting are now posted on-line at northtsa.org and we welcome community feedback on the refined scenarios through January 3. Thanks for your continued interest in the North TSA and we look forward to your thoughts on the refined scenarios.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	12/14/2015
Email Detail	<p>Juliet,</p> <p>No problem on not getting back to me as I know how busy you guys are with this. I was not able to make it to the meeting and have started to look at the materials online. A very preliminary overview on my part thinks that Scenario B is looking like a good one for trail users. It also shows public access on two of the property in the north part of the area around St. Vrain and 65th. Not exactly sure what that means. Can we ride our horses on those properties, walk, and walk dogs?</p> <p>Randy</p>
Email Author	Randy Winter
Staff Response	<p>Hi Randy,</p> <p>Sorry you weren't able to join us at the meeting on the 10th, but I'm glad that you've been able to find and review the materials on line. In Scenario B, it is proposed that nine of the Northern Properties would not allow public access, while ten of them would allow full or partial public access. For the properties that are open/partially open to access horses would be allowed and bikes would not be allowed. Dogs would not be allowed on the Steele and Bennett properties, but would be allowed under Voice and Sight control on the other properties that allow public access.</p> <p>I hope this helps. Just let us know if you have any other questions and we look forward to your feedback on the refined scenarios.</p> <p>Best, Juliet</p>
Email Date	12/2/2015

First, I wanted to tell you that I had a monarch butterfly visit my roof garden this summer! You and I talked about monarchs on the hike up Joder the night of the tornados and thunderstorms.

The NTSA project is of great interest to me, but unfortunately I have not been able to participate directly since the October 5 scenario workshop.

Here are three concepts that I support:

1. At the October 5 workshop, I was at the table with the two ranchers who manage and work Boulder Valley Ranch. They convinced us that leaving the house and equipment areas where they are is the most logical approach, but they also explained that the dust from traffic on the access road is excessive. They suggested putting the parking near US 36 and letting visitors walk or bike in. I found their arguments compelling as did all at our table. During the clicker session, this option was not presented, which I found distressing.

2. At the October 19th meeting, I had to come late because the Brainard Lake Reconstruction session was held the same night. I ended up talking with a bicyclist named Marcus, Linda Jourgensen, a horse owner/rider who lives just north of Joder, and a few others as we stood around the topographic map and tried to balance concerns about Joder and the approach to it. Kevin Bracy Knight joined the group at one point.

We came up with a desire to place the long access on the west side of US 36, but much nearer the road than what has been shown (which I think is the old RR grade). The idea was to minimize the impact on the habitat, but also give the bicyclists, horse riders, and hikers a good experience. Thus, instead of a straight ("boring") trail, we suggested meanders, long "trestles" across the intermittent streams and wetlands, and artificially made "hills" that block the user's view ahead until the user has gone up them. That plan would necessitate construction that is not commonly done in Open Space, but the benefit to the human trail users and the possibility that putting the human use nearer to US 36 would keep some animals from crossing US 36 were winners in our little impromptu group. The prevailing winds would generally blow exhaust fumes away from the trail users instead of toward them, as in the case of putting the trail on the east side of US 36. If the construction of "hills" is too costly to do initially, it could be spread over several years. We thought that this path could go as far north as the McGuckin property and then head west and then north again around that property, swinging down along US 36 by Sixmile Fold (which I would like to be graced with geologic signage) and then switchbacking up the north side of the Joder hillside in a newly developed trail. We also did not want to see Joder's valuable habitat (especially the bird-rich area) cut by loops. Marcus the bicyclist (like a bicyclist in the October 5 group) did not know that the habitat was valuable, and when he learned more about it was willing to not chop it up. The horse rider just wanted access from the subdivision to the north, and she did not seem concerned about losing the loops. I cannot remember if the weed introduction danger was discussed, but you certainly know about that possibility where horse use is concerned.

3. In the October 5 workshop, a strong value at my table was providing multiple viewpoints along ridges so that the foothills and mountains to the west could be seen. The scenarios presented "either-or" possibilities so that views were "given" in one place yet "taken away" in others. I think that approach is counter to what will give the most users the best experience.

Thank you for reading this long message. I'm sorry it has taken me so long to email the concepts to you. I hope to see you at the next meeting, and I thank you for all your hard work on our Open Space projects.

Email Detail

Email Author Mary Eberle

Staff Response Pending

Email Date 12/1/2015

Email Detail	<p>Good morning, Tracy and Steve! Please find attached a letter from the combined Recreation community regarding the NTSA process and next steps. There is a request for a meeting, if we can find time before the next public session on 12/10. And some attached maps (gotta have the maps) ...</p> <p>Thank you once again for your response!</p>
Email Author	Andy Schultheiss
Staff Response	<p>Hi Andy,</p> <p>Thanks to you and all the groups represented by Open Boulder for the ongoing constructive, thoughtful and well-organized ideas you've shared as we've developed scenarios for the North TSA Plan. I also greatly appreciate the participation by Open Boulder members in the community workshops.</p> <p>The summary letter and map reiterating recommendations and feedback for revising scenarios is helpful. Staff is busy finalizing two revised scenarios to present to the community on Dec. 10 and ideas suggested by Open Boulder are reflected in at least one and sometimes both scenarios. Similarly we incorporated ideas from other stakeholders as well.</p> <p>I suggest we wait until after the community forum and the revised scenarios are available to find a time to meet. This will provide an opportunity to see how the scenarios integrated feedback and the forum will provide an opportunity for questions to be answered by North TSA team members. I'll be happy to arrange a meeting after the 10th.</p> <p>Thanks</p> <p>Steve</p>
Email Date	11/30/2015
Email Detail	<p>I was recently brought to my attention by a ranger on the trail that the north shore of Boulder Res which is currently open to dogs off leash is at risk and that you are taking feedback for the north TSA study.</p> <p>I've been familiar with Coot Lake since the early on skinny dipping years and now enjoy walking my dog and my friend's dog (buddies with my dog) around Coot and on over to Boulder Reservoir. I've had to keep my dog out of Coot following spring and re-occurring giardia/clostridium and rather stagnant suspicious looking water at Coot but I turn them loose at Boulder Res where my dog delightedly charges the water at first sight, running and splashing with his best friend in pursuit. I then toss either a stick or ball out and he retrieves it. He's done this his whole life and is now 10 and showing signs of painful joints. There is no doubt in my mind that Boulder Reservoir is water therapy for him AND he loves it. Please don't change a thing.</p>
Email Author	Carolyn Usher

Staff Response	<p>Hi Carolyn,</p> <p>Thank you for taking the time to let us know how much you and your dog enjoy spending time at (and in) Boulder Reservoir. Boulder Reservoir is managed by the City of Boulder’s Parks and Recreation department, so is actually not within the scope of the North Trail Study Area Plan, but I have passed your feedback on to my colleagues in the Parks and Recreation Department for consideration.</p> <p>Kind regards,</p> <p>Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	11/30/2015
Email Detail	We would like to see off road trail connections for hiking and biking from North Boulder (Eagle trail area) to Lyons and Longmont. That would be ideal.
Email Author	eric tussey
Staff Response	<p>Hi Eric,</p> <p>Thank you for sharing your feedback about desired trail connections. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards,</p> <p>Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	11/16/2015
Email Detail	<p>We support Scenario #4 with the additional Recommendations from Boulder County Horse Association. We are out of town or would attend the meeting tonight. We live just north of Joder Ranch and it is very important to have this property remain Equestrian focused as the Joders would have wanted.</p> <p>Thank you for the time and energy put into the North TSA.</p>
Email Author	Patricia Jarvis and Howard Lambert

Staff Response	<p>Hi Patricia and Howard,</p> <p>Thank you for sharing your support for Preliminary Scenario #4 including the Boulder County Horse Association's recommendations for the North Trail Study Area. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards,</p> <p>Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	11/16/2015
Email Detail	<p>Hello,</p> <p>I am writing to support the recommendations of the Boulder County Horse Association with regards to the North Trail Study Area. I have owned a home near the north end of Olde Stage Rd. for over 17 years, and more recently have acquired horses as well. I was excited to hear about the plan to connect the Buckingham Trail with Joder Ranch earlier this year, and would welcome other opportunities to use these OSMP areas for any non-motorized purposes including equestrian, mountain biking, and hiking both with and without dogs. Please consider making these areas as accessible as possible to the greatest number of people including development of adequate parking, additional trails, etc. It makes no sense to me that you would spend tax payer money to purchase lands and then make it difficult or impossible for those same tax payers to actually benefit from using that land.</p>
Email Author	Matt Radtke
Staff Response	<p>Hi Matt,</p> <p>Thank you for sharing your support for the Boulder County Horse Association's recommendations about the preliminary scenarios for the North Trail Study Area. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Kind regards,</p> <p>Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>