

TO: Open Space Board of Trustees

FROM: Tracy Winfree, Director, Open Space and Mountain Parks
Mark Gershman, Environmental Planning Supervisor
Steve Armstead, Environmental Planner

DATE: November 16, 2015

SUBJECT: Study Session: North Trail Study Area Plan Preliminary Scenarios

I. PURPOSE

The purpose of this study session is for the Open Space Board of Trustees (OSBT) and staff to discuss the progress to date on the North Trail Study Area (TSA) Plan and community input on the four preliminary scenarios.

II. QUESTIONS FOR THE BOARD

1. Does the OSBT have questions or comments about the planning process? As hosts for the process, are you experiencing quality engagement with the community?
2. Does the OSBT have comments on the community input about which of the preliminary scenarios best balances the North TSA interests?
3. Which of the preliminary scenarios do OSBT members suggest staff revise and advance as preferred scenarios?
4. Are there specific actions or changes to the scenarios OSBT members think important for staff to consider in the development of preferred scenarios that balance the interests better?

III. BACKGROUND

Trail Study Area Plans

In 2005, the Boulder City Council approved the Open Space and Mountain Parks (OSMP) Visitor Master Plan (VMP). An integral feature of the VMP was the creation of TSAs. TSA Plans were to establish visitor access and recreation resource management priorities and projects for specific areas of OSMP lands.

The North TSA

The North TSA includes lands north of the Diagonal Highway on the east and lands north of Linden Avenue on the west (Attachment A). The North TSA Plan will include management recommendations for 7,701 acres that OSMP owns and manages. The North TSA planning area includes land with some level of city open space ownership, but where OSMP does not provide or manage public access (conservation easements, lands jointly owned with and managed by Boulder County). Lands not managed by OSMP are outside the scope of the North TSA but do provide important context for plan recommendations. Attachment B includes a map showing existing and planned trails on neighboring public lands. The goal of the North TSA Plan is to improve visitor experiences and increase the sustainability of trails and trailheads while conserving the area's natural, cultural and agricultural resources.

The Planning Process

The planning process has four phases (Attachment C). The first phase focused on collecting and compiling information about current conditions and management practices in the TSA. The primary deliverable for the first phase was the inventory and assessment report which was available on June 15, 2015.

The second phase identified key interests and issues that need to be addressed in the plan. The interests and issues along with the inventory and assessment information will inform and guide the development of alternative scenarios which are ways to meet interests or address issues. This phase resulted in a list of interests and potential actions to help direct the development of scenarios.

During the third (current) phase, staff, the community and the OSBT will assess scenarios, resulting in the selection of preferred scenarios and recommended actions to include in a draft plan. This part of the planning process will conclude with the completion of a draft plan.

The fourth and final phase includes the review of the draft plan by the community, the OSBT and recommendation and acceptance of the plan by City Council.

Community Engagement

The intent of the planning process and community engagement is to have broad community participation, inclusive dialogue and connect with the community in varied and meaningful ways. Community members have been involved through a range of different approaches including:

- Eight community workshops
- Inspire Boulder, the city's internet-based participatory platform
- On-site and local store-front engagement
- Email and social media submissions
- Youth engagement

Community participation in the assessment, interest and preliminary scenario development phases of the process has represented a diversity of perspectives in the community including people visiting trails in the North TSA, neighbors, stakeholder organizations, youth and families. Currently, 638 people have signed up to receive email updates about the plan. A complete compendium of comments received is available on the [North TSA Website](#).

Figure 1. Community Engagement Participation Levels

Engagement Approach	Assessment Phase	Interest Phase	Expert Panels	Preliminary Scenarios
Workshop Participation	60	36	65	155
In-field, store front, neighborhood and Latino community engagement	167	413	NA	Outreach Only
Youth engagement	16	57	NA	NA
Totals	243	507	65	155

Engagement Approach	Assessment Phase	Interest Phase	Expert Panels	Preliminary Scenarios
Comments on Inspire Boulder/online/email/social media comments	105	115	NA	196

OSBT Hosting of the Process

The OSBT has been involved with the development of the North TSA Plan from the beginning as “host” of the North TSA Plan. The intent of this role is to make it clear that OSBT is the recommending body to the City Council and to raise the board’s visibility in different types of community forums. The role as host also supports community engagement throughout the process, providing an alternative to the three-minute public testimony approach of more traditional public hearings. As host, the board’s participation can clearly be seen by the community and the City Council as the board primarily welcomes, listens to and observes the community engagement process.

North TSA Plan Interests

The North Trail Study Area Interests and Issues [report](#) is a compilation of the perspectives and feedback provided to date during the interests and issues phase of the North TSA planning process. Community members were asked to share their interests in the planning area rather than positions. Positions describe what someone wants or needs, while an interest explains why they want or need it. If the community was asked to share ideas about positions, the final result would be distributive, rather than integrative, and a lot of people would not get what they want. Assessing the “why” of what community members want enables staff and the OSBT to better meet the needs of a diverse community and recognizes that individuals carry multiple interests about managing properties, allowing for more win/win opportunities.

Through the various engagement efforts to understand the community and stakeholder interests in the North TSA, ten interests emerged. These interests are consistent with the goal and objectives of the North TSA Plan and provided guidance for staff in the development of the preliminary scenarios. The desired plan outcomes or actions that were suggested in the effort to understand interests also informed how potential actions were combined into different scenarios.

North TSA Interests			
Improved Visitor Experience		Improved Connectivity	
Conservation of Resources (Natural/Agricultural/Cultural)		Balance of Recreation and Resource Conservation	
Improved Access and Accessibility		Increased Safety	
Honoring Community Values and Commitments		Decreased Visitor Conflict	
Increased Education and Understanding		Effective Planning Process and Plan Implementation	

IV. ISSUES

North TSA Plan Preliminary Scenarios

Finding ways that the North TSA can be enhanced for the identified plan interests accomplishes the goal of the North TSA Plan. The interests also provided a means to focus the range and types of actions to be considered in the development of preliminary scenarios. Scenarios are conceptual visions of alternative trail changes, proposals for new trail connections and trailhead improvements for the North TSA that also advance efforts to conserve the area's diverse natural, agricultural and cultural resources. Scenario maps depict concepts of a proposed set of actions that make up the scenario. Staff had three primary factors to guide the development of the scenarios:

1. Consistency with the North TSA Plan Sideboards.
2. How the group of proposed actions achieve the interests.
3. How well the scenario balances the interests.

Staff deliberately avoided the approach of developing scenarios that prioritized specific interests such as scenarios that were best for improving visitor experience or best at protecting natural resources. In determining changes and actions to include in the scenarios, staff considered suggestions made by the community as part of the public engagement effort to understand interests, information from the inventory and assessment report and ideas shared during the expert panels. The fundamental intent of each scenario is to balance all of the community interests through different combinations of proposed actions.

Balancing Interests in the Preliminary Scenarios

Each of the four preliminary scenarios seeks to balance the North TSA interests in different ways. OSMP staff reviewed the inventory and assessment report and the full scope of community input from the assessment phase through the expert panels to propose ideas. The North TSA project team worked hard to listen to each other's ideas and consider different and creative proposals for addressing the interests. Staff also understood that there are a lot of ways proposed actions could be combined to balance the interests. None of the preliminary scenarios have the "right" mix and balance of ideas; however, staff believes the four scenarios provide a good base for integrating community feedback into the scenarios and building the preferred scenarios.

To develop the scenarios, staff began with the four subareas and discussed a range of possible actions for each of the subareas. Staff then combined actions in alternative ways so the interests could be balanced across the subareas. The subareas were then combined in different ways to make up the four preliminary scenarios and further adjustments were made to balance interests. Proposed actions that were important to balancing interests across the four scenarios include:

- Regional connections;
- New trail connections;
- Trail re-development;
- Measures to avoid habitat fragmentation and conserve sensitive resources;
- Innovative ideas to manage a range of passive recreational activities and decrease visitor conflict;
- Trailhead and access improvements; and
- Education and stewardship opportunities.

A table summarizing some of the significant actions and the ways they varied between the scenarios to balance interests across the scenario is available in Attachment D. A [summary table comparing the scenarios](#) is available online along with the scenario [maps and tables](#) describing the actions relevant to all scenarios and to each of the individual scenarios. The tables describing the scenario actions identify the intended interests that the recommended actions achieve. Staff has updated several of the [regulation maps online](#) for the scenarios so that they reflect more accurately the trail changes proposed in the scenarios.

Community Feedback on Preliminary Scenarios

Staff initially presented the preliminary scenarios to the community at a workshop on Oct. 5 and provided an opportunity for participants to provide initial thoughts about the scenarios and how they did or did not balance the interests. Feedback from break-out groups and from a participant poll is available on the [project website](#). After the workshop, staff posted an online [survey](#) to gather additional input. Both the poll and the survey aimed to gather information on community perspectives about how well the scenarios balanced interests and on which interests the scenarios fell short. They were not designed to determine what changes to make to the scenarios or to select which scenarios should be preferred.

A second workshop on Oct. 19 sought feedback from participants about which of the scenarios they thought could be improved on how well they balanced the interests and to suggest changes to the scenarios that would improve the balance. Community members were able to provide feedback online for a week after the workshop. Feedback from the second workshop and online comments were combined together and are available in a [detailed table](#). Included are all comments submitted in response to the questions staff asked for feedback on:

- Which scenario was selected?
- Why it was selected?
- What changes are proposed and how do the changes improve the balance among the interests?

Staff compiled feedback on the suggested changes to the scenarios in a separate summary table (Attachment E) that includes proposed changes and associated rationale.

There was substantial community engagement and feedback during both workshops and associated online community review and comment opportunity for the preliminary scenarios. Staff received many comments including support for the various scenarios, concerns about specific actions and suggestions on how interests could better be accomplished and balanced for particular scenarios.

Staff has identified general themes about the most common interest and action comments. Highlights are listed below with more details available in a summary table (Attachment F).

Overall

- Scenario 4 was commonly seen as balancing the interests well for the scenarios that had a Joder connector on the west side of US 36 and Scenario 3 for the connector being located on the east side of US 36.
- Most Wonderland Lake changes appeared to balance interests well.

There was support for:

- Proposed trail redevelopments at Boulder Valley Ranch near Mesa Reservoir.
- Retaining the Sage Trailhead as convenient access to the popular Sage and Eagle trail loop and expanding the Foothills Trailhead.
- Rerouting the Joder Interim Trail to lessen the steep grade, make it more sustainable, and reduce potential visitor conflicts and to carefully avoid sensitive resources when determining reroute.
- Locating the Joder connector west of US 36.
- Encouraging greater support for advancing regional connections, particularly with working to further a trail connection to Heil Ranch and the community-proposed Trail Around Boulder (TAB) sections in the North TSA.

There was concern about:

- The proposed west of US 36 Joder connector going through an area of sensitive natural resources and feedback that a biologically diverse HCA should not be fragmented by a connector trail.

Scenario 1

	Proportion of respondents who think scenario balances interests well enough, very well, or extremely well	Most common interest(s) identified as being well addressed	Most common interest(s) identified as being insufficiently addressed
Oct 5 Polling	31%		
Online Survey	30%		

There was support for:

- Maintaining the large, unfragmented habitat block in the North Foothills HCA.
- The Joder connector being located east of US 36.
- The loop trails on Joder.
- Most of the proposed changes at Wonderland Lake.
- Bike access on Old Kiln trail during weekdays.

There was concern about:

- The proposed Wonderland trail providing access to the cattail marsh.
- Bike access on Old Kiln trail during weekdays.

Recommended changes to Scenario 1:

- Do not relocate the Sage Trailhead to the BVR agricultural headquarters, keep the trailhead and add trailer parking at the headquarters and expand the Foothills Trailhead as included in other scenarios.
- Add a trail west of Lefthand Trail for a more direct connector and a loop opportunity.

Scenario 2

	Proportion of respondents who think scenario balances interests well enough, very well, or extremely well	Most common interest(s) identified as being well addressed	Most common interest(s) identified as being insufficiently addressed
Oct 5 Polling	42%		
Online Survey	52%		

Overall:

- This scenario was infrequently commented on.

There was support for:

- The Joder connector on the west side of US 36 utilizing part of the railroad grade.
- Not creating additional trails on Joder.

Recommended changes to Scenario 2:

- Do not relocate the Eagle Trailhead. Instead expand the current location to include designated horse trailer parking.
- Use the Joder connector as an opportunity to educate visitors about the special resources of the HCA.
- Add a single loop trail at Joder.

Scenario 3

	Proportion of respondents who think scenario balances interests well enough, very well, or extremely well	Most common interest(s) identified as being well addressed	Most common interest(s) identified as being insufficiently addressed
Oct 5 Polling	23%		
Online Survey	23%		

There was support for:

- The designation on Joder as a HCA.
- Maintaining the large, unfragmented habitat block in the North Foothills HCA.

Recommended changes to Scenario 3:

- Reduce the number of loops on the Joder property and ensure the location of the loops minimizes impacts to sensitive resources.
- Add alternating days or directional use for the Joder loops.
- Do not include the proposed new trail connection parallel to the Feeder Canal due to concern about impacts to eagles.
- Do not allow dogs on the Papini connector trail to increase resource protection in the area.
- Do not change Old Kiln access to voice and sight on corridor.

- Do not allow horses on the Hogback Ridge Trail due to steep terrain and erodible soils.
- Create multiple loops on the Wonderland hogback (higher and lower) and retain a more direct access trail to the hang glider launch sites.

Scenario 4

	Proportion of respondents who think scenario balances interests well enough, very well, or extremely well	Most common interest(s) identified as being well addressed	Most common interest(s) identified as being insufficiently addressed
Oct 5 Polling	58%		
Online Survey	86%		

Overall:

- This scenario was the most frequently commented on.

Recommended changes to Scenario 4:

- Add a spur trail to viewing overlook on Wonderland loop and on Old Kiln.
- Add a trail west of Lefthand Trail to create a loop opportunity.
- Designate or add single track trails next to wider vehicle accessible trails.
- Change the proposed single loop at Joder to multiple loops.
- Create additional voice and sight opportunities: consider allowing voice and sight access on the Joder Interim Trail, Lefthand Trail and voice and sight or leash on the Joder connector.
- Change the designation on Joder to Natural Area or Passive Recreation Area.
- Change the designation of the North Foothills HCA. (*Staff considers changing the designation of the North Foothills HCA not within the scope of the North TSA Plan as this designation was established in the Visitor Master Plan.*)

V. NEXT STEPS

Staff will begin developing what will likely be two preferred scenarios that integrate the feedback from the OSBT and the community on the preliminary scenarios and suggestions on how to improve the balance of interests. As a key component of the potential preferred scenarios, staff will assess further options and opportunities for the location of the Joder connector being located on the east or west side of US 36. Assessing options for the west side, staff will look at options that best minimize and mitigate potential natural resource impacts. Assessing options for the east side, staff will look at options that provide for a more direction connection west of Lefthand Trail that could provide an enjoyable visitor experience.

Staff is planning a community open house and workshop for Dec. 10 to present the preferred scenario(s) and begin an opportunity for public input. Staff anticipates an extended opportunity for public comment on the preferred scenarios during the holidays. On Jan. 13, 2016, staff intends to discuss the preferred scenarios and community input with the board at a study session. It will also be important at the study session for staff and the board to discuss the potential implementation priority of recommended actions and cost considerations. Integrating feedback

on the preferred scenarios, staff will revise and refine recommendations from the preferred scenario(s) into draft plan recommendations. It is the hope of staff that community review of a draft plan can begin in late February to enable the draft plan to be presented to the OSBT in March of 2016.

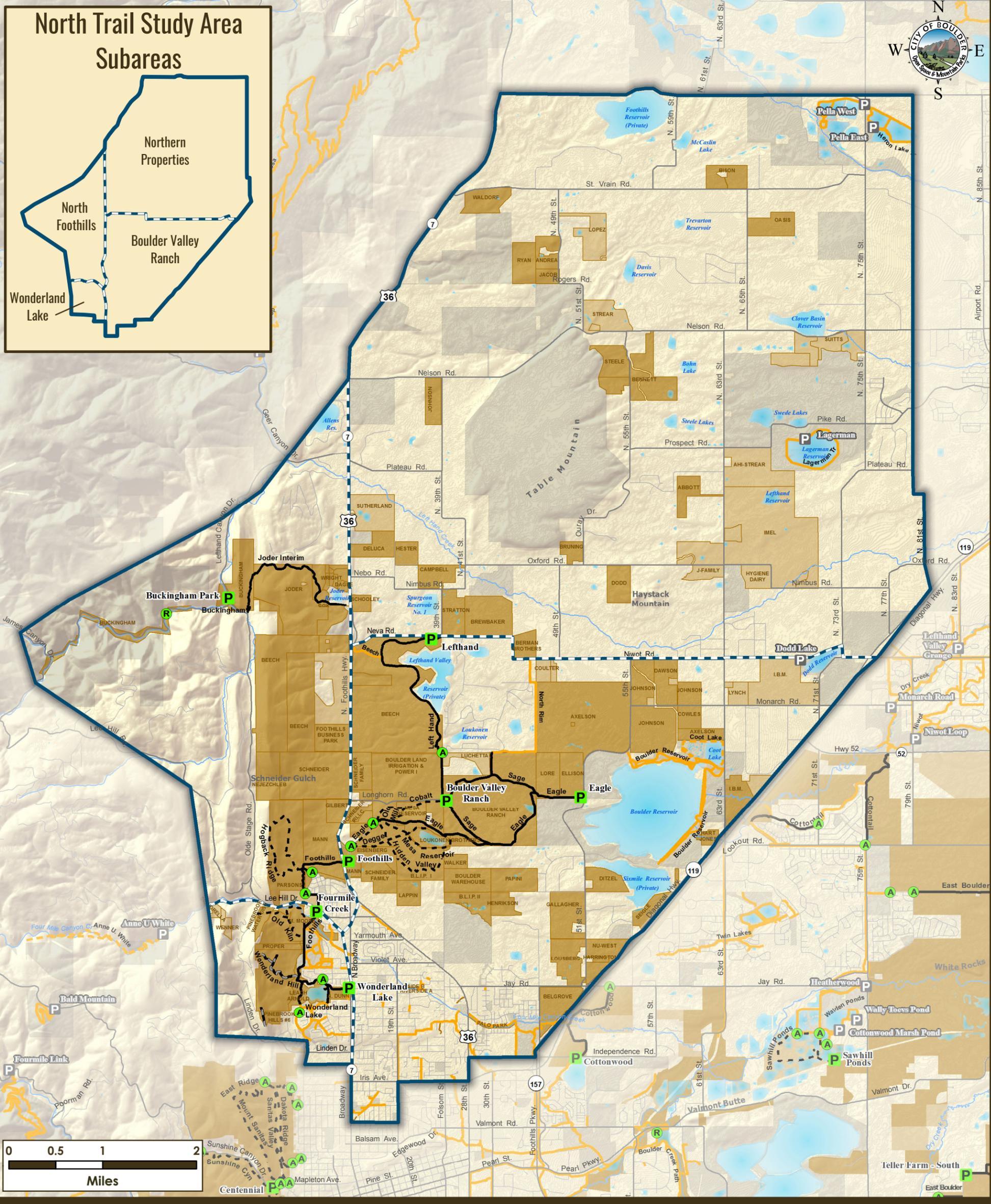
ATTACHMENTS:

- A: North Trail Study Area Basemap
- B: North Trail Study Area Basemap with Adjacent Planned Trail Systems
- C: North TSA Planning Process
- D: Actions Associated with the Preliminary Scenarios
- E: Preliminary Scenarios Improvements Summary
- F: Preliminary Scenario Feedback Highlights

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North Trail Study Area Plan

Date: 10/28/2015



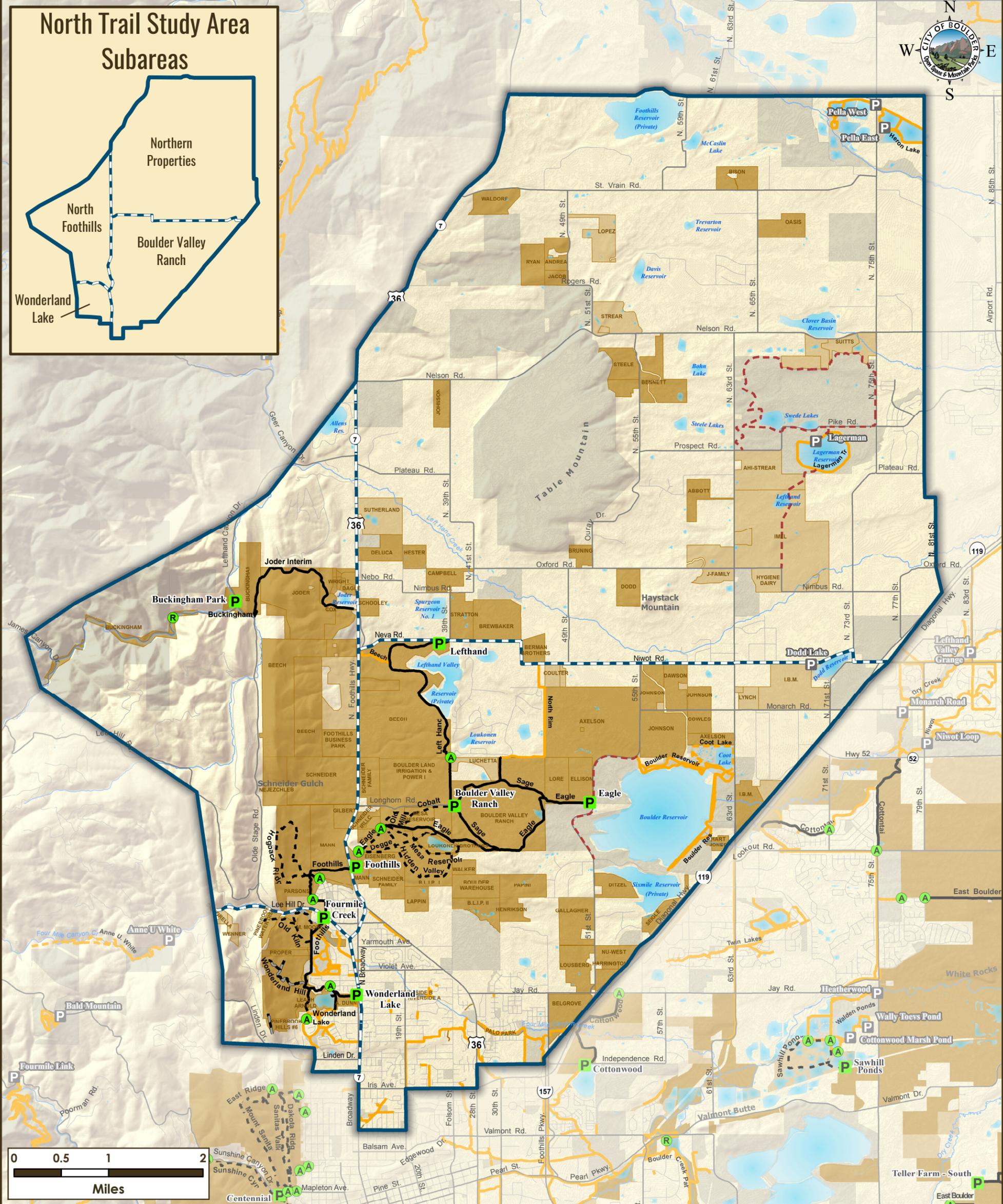
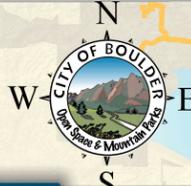
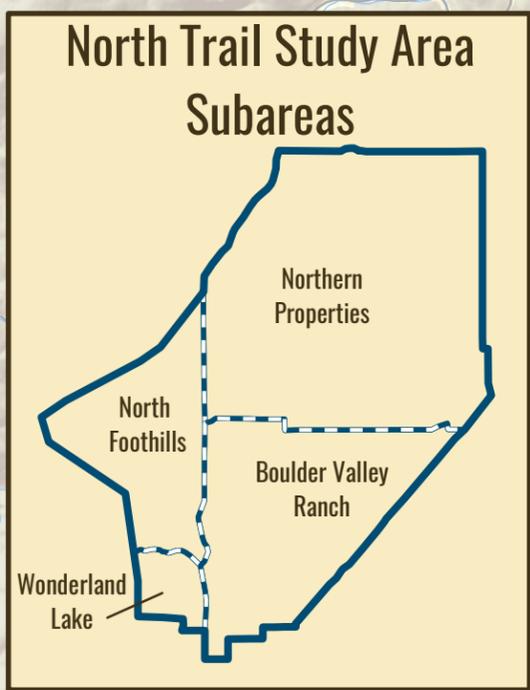
NORTH TRAIL STUDY AREA BASEMAP

- | | | |
|----------------------------------|----------------------------------|---|
| North Trail Study Planning Area | OSMP Hiking/Equestrian Trail | North Trail Study Area Lands |
| North Trail Study Subareas | OSMP Multi-Use Trail | OSMP Fee & Managed Property in the North TSA |
| OSMP Trailhead | OSMP Gliding Access | Lands Not Included in the North Trail Study Area |
| OSMP Access Point | Non-OSMP Managed Hiking Trail | OSMP Easement or Jointly Owned, County-Managed Land |
| OSMP Recreational Feature Access | Non-OSMP Managed Multi-Use Trail | Other Government Land |
| Boulder County Trailhead | | |

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North Trail Study Area Plan

Date: 11/6/2015



NORTH TRAIL STUDY AREA BASEMAP

- | | | |
|----------------------------------|----------------------------------|---|
| North Trail Study Planning Area | OSMP Hiking/Equestrian Trail | North Trail Study Area Lands |
| North Trail Study Subareas | OSMP Multi-Use Trail | OSMP Fee & Managed Property in the North TSA |
| OSMP Trailhead | OSMP Gliding Access | Lands Not Included in the North Trail Study Area |
| OSMP Access Point | Non-OSMP Managed Hiking Trail | OSMP Easement or Jointly Owned, County-Managed Land |
| OSMP Recreational Feature Access | Non-OSMP Managed Multi-Use Trail | Other Government Land |
| Boulder County Trailhead | Non-OSMP Planned Trail | |



North Trail Study Area Plan

PLANNING PROCESS

Phase 1 Inventory and Assessment

PURPOSE: Share knowledge of the current conditions of recreational, natural, cultural and agricultural resources.

RESULTS: Inventory and Assessment Report.

KEY INPUTS:

- Community knowledge of visitor experiences, resources, what is functioning well in the North TSA and what needs improvement.
- Staff-prepared information on recreational, natural, cultural and agricultural resources.

Phase 2 Interests and Issues

*An interest is the WHY behind the WHAT.
An issue is WHAT may need to be changed.*

PURPOSE: Share knowledge about desired outcomes and topics that will guide the development and assessment of alternative scenarios and recommendations for the draft plan.

RESULTS: Desired actions for consideration in scenario development.

KEY INPUTS:

- Community interests about desired plan outcomes and why the outcomes are wanted.
- Discussion of issues that could pose a challenge in the North TSA.
- Community dialogue about what is learned and can be implemented in the North TSA and why.

Phase 3 Draft Plan Development

*A scenario is a set of potential actions
that addresses interests and issues.*

PURPOSE: Assess alternative scenarios and integrate preferred recommendations into a draft plan.

RESULTS: Preferred scenarios compiled into a draft plan.

KEY INPUTS:

- Draft alternative scenarios developed by staff to achieve identified interests and objectives.
- Community feedback on draft scenarios to inform preferred scenarios and recommendations.

Phase 4 Plan Acceptance

PURPOSE: Review draft plan and approve final plan.

RESULTS: Final North Trail Study Area Plan.

KEY INPUTS:

- Community review.
- Open Space Board of Trustees review and approval.
- City Council review and acceptance.

ATTACHMENT D: ACTIONS ASSOCIATED WITH THE PRELIMINARY SCENARIOS

KEY ACTIONS	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
North Foothill Trails	<ul style="list-style-type: none"> • Joder connector east of US 36 • Two multi-use loop trails on Joder • Two loop trails on Hogback Ridge 	<ul style="list-style-type: none"> • Joder connector west of US 36 • Joder Interim Trail 	<ul style="list-style-type: none"> • Joder connector east of US 36 • Three loop trails on Joder with temporal separation 	<ul style="list-style-type: none"> • Joder connector west of US 36 • One loop trail on Joder
Maintaining Habitat Blocks and Resource Conservation Strategies	<ul style="list-style-type: none"> • Maintain habitat block in HCA. 	<ul style="list-style-type: none"> • Joder connector trail in HCA • Joder property has only the interim trail 	<ul style="list-style-type: none"> • Maintain habitat block in HCA. 	<ul style="list-style-type: none"> • Joder connector trail in HCA • Joder property with one loop trail
BVR Trail Redevelopment	<ul style="list-style-type: none"> • Redevelop the entire trail system around Mesa Reservoir 	<ul style="list-style-type: none"> • Partial redevelopment of trail system • Replace Old Mill Trail with a rerouted western section of Cobalt Trail • Reroute Eagle Trail connection to Sage Trail 	<ul style="list-style-type: none"> • Partial redevelopment of trail system • Reroute Hidden Valley Trail • Create a loop trail within Papini 	<ul style="list-style-type: none"> • Redevelop the entire trail system around Mesa Reservoir
Wonderland Lake	<ul style="list-style-type: none"> • Loop trail with connector trail from loop to west Old Kiln Trail • Fishing and educational pier with additional interpretive access to cattails 	<ul style="list-style-type: none"> • Loop trail • Covered meeting area near trailhead • Fishing and educational pier 	<ul style="list-style-type: none"> • Loop trail with connector trail from loop to west Old Kiln Trail • Fishing and educational pier 	<ul style="list-style-type: none"> • Loop trail • Fishing and educational pier
Regional Trail Connectivity	<ul style="list-style-type: none"> • Northeast connectivity to Niwot Road on North Rim Trail and a 	<ul style="list-style-type: none"> • Northeast connectivity to Niwot Road on North Rim Trail • Connection with 	<ul style="list-style-type: none"> • Northeast connectivity to Niwot Road by connecting with Boulder 	<ul style="list-style-type: none"> • Northeast connectivity to Niwot Road on North Rim Trail and a new trail

	<p>new trail on the Axelson property</p> <ul style="list-style-type: none"> • Seek connectivity through Area III land. 	<p>Boulder Reservoir Trails</p>	<p>Reservoir Trails and a new trail east of 55th St. on Johnson property.</p>	<p>on the Axelson property</p> <ul style="list-style-type: none"> • Seek connectivity through Area III land.
Trailheads	<ul style="list-style-type: none"> • Relocate Sage Trailhead to agricultural headquarters site. • Passenger-vehicle parking at Schooley 	<ul style="list-style-type: none"> • Relocate Sage Trailhead farther west along Longhorn Road or improve in current location • Relocate Eagle Trailhead to Ellison Property. • Passenger-vehicle parking at Cox house 	<ul style="list-style-type: none"> • Relocate and combine Sage Trailhead with expanded Foothills Trailhead • Passenger-vehicle parking at Schooley 	<ul style="list-style-type: none"> • Relocate and combine Sage Trailhead with expanded Foothills Trailhead • Passenger-vehicle parking at Cox house

ATTACHMENT E: PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
All Scenarios
N-S Joder Trail Connection
Preferred connector trail on west side of 36 that provides an interesting visitor experience, but also minimizes impacts to natural resources as much as possible. A connection on the west side improves safety because visitors would not need to cross US 36.
Should have N-S connector west of US 36 for safety reasons, visitor experience, connectivity (especially up to Lyons) and access. Consider closing it to bikes a few days a week.
Designate the West Beech railroad grade or something close to it, avoiding sensitive habitat. The trail on the east side of US 36 should not be close to the highway. Consider adding signage near the trail indicating that visitors must remain on trail in order to protect specific natural resources (with information about those resources) and consider building a low fence that wildlife can cross, but which might help keep visitors on the trail.
Use west of US 36 N-S connector as an opportunity to educate about HCAs.
Suggested contracting with a trail design professional to design this connector trail for sustainability, to reduce visitor conflict, to minimize impacts to resources, and to provide an interesting visitor experience.
Didn't like the connector trail east of 36 because: The elevation change from North Foothills at Hogback Ridge to Left Hand and back to the saddle at Interim Joder is too large for pleasant climbing and safe descent without significant redesign and additional land purchases. Keeping the trail higher and more level (West of 36) is a quick and easy way to fix this.
With N-S Joder Trail Connection east of 36, connectivity for bikers is short-changed in 2 places: Foothills to Lefthand Trail and Lefthand Trail to Joder property- use sustainable trail design to ensure that elevation gain is comfortable and safe for visitors and enable trails to be used in wet seasons when the Joder soils are impassable.
Don't like the proposed N-S connection east of 36 because the elevation change from North Foothills at Hogback Ridge to Lefthand and back to the saddle at Interim Joder is too large for pleasant climbing and safe descent. If the connection is kept east of 36 consider creating a new trail alignment designed for visitor experience: provide a trail for bikes that doesn't require gravel paths and dirt roads; consider a trail that crosses Broadway instead of following it coming from North Foothills- then heads towards Cobalt, routing west of Cobalt and avoiding the climb and subsequent steep descent to Sage before it crosses Longhorn Road. Consider creating a more sustainable, bike-friendly route paralleling Lefthand to the west and providing the opportunity for a shorter loop with Lefthand or west of 36 trail. Contract out to professional trail designers for sustainability and visitor experience (also focusing on safety and decreasing visitor conflict).
As for the Boulder/Joder connection I must say I am torn. The trail on the west side of 36 would definitely have an impact on the habitat that is there. To that end I am not totally in favor of that option. The conflict that would be created if the connection is on the east side of 36 is also of GREAT concern to me. But again to that end the solution I see would be to make a loop from Hwy 36 through BVR to Joder and then back on a

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY

separate trail. You could even designate a direction the loop should be taken. I think there is plenty of room to separate two trails and the habitat disruption would be less than creating the trail on the west side of 36. Just throwing something out there I can see from Joder going to the Beech Pavilion (with the existing connection to the Left Hand Trailhead) following the existing Left Hand Trail to BVR and using some configuration to the east of dry lake to get to the Foothills parking lot on 36. Going the other direction you might head more north to the west side of the ranch and have a trail closer to 36 that eventually again takes you to the Beech Pavilion where you could have a short stretch of side by side trail to take you back to Joder. Just a rough thought.

If N-S connector is east of 36, consider creating a loop from 36 through BVR to Joder and then back on a separate trail to reduce visitor conflict. Two trails on the east of 36 would create less habitat disruption than a trail on the west side. Consider: from Joder going to the Beech Pavilion (with the existing connection to the Lefthand Trailhead following the existing Lefthand Trail to BVR and using some configuration to the east of dry lake to get to the Foothills parking lot on 36. Going the other direction you might head more north to the west side of the ranch and have a trail closer to 36 that eventually again takes you to the Beech Pavilion where you could have a short stretch of side by side trail to take you back to the Joder property.

If a trail West of 36 is not possible, I implore you to create a completely new trail alignment East of 36, designed with user experience in mind. This would also be a great supplement to the West of 36 trail (and spread out user traffic), but it's a lower priority to me if I had to choose only one. This trail would need to be VERY different from the current trails:

- Allow bikes a trail that does not require gravel paths and dirt roads!
- Consider a route that crosses Broadway instead of following it (coming from North Foothills), then heads towards Cobalt, routing West of Cobalt and avoiding the climb and subsequent steep descent to Sage before it crosses Longhorn Rd.

Preferred connector trail on east side of 36 so that important habitat remains unfragmented. If an east of 36 connection is used, it should not simply be Lefthand Trail, but should involve a more interesting connector trail and a culvert under 36 to provide for a safe crossing of the road.

Support N-S connector east of 36 because there are enough usable trails there for cyclists to get from Joder Ranch to Boulder and this would protect the natural ecosystem of the areas west of 36, avoid habitat fragmentation and not carve new trails that allow some use and prohibit others.

If N-S connector has to be east of US 36, consider: creating a loop from 36 through BVR to Joder and back on a separate trail to reduce visitor conflict. Two trails east of 36 would create less habitat disruption than a trail west of 36.

In order to safely and effectively connect an east of 36 trail with Joder, the gravel road leading to the saddle needs to be redesigned as a real trail with a longer, switchbacked climb. This climb is too steep for many riders and the fast descent on gravel is unsafe.

Suggested working with CDOT to reduce speed limit near Joder property to increase safety as bike and pedestrian and horse activity in this area increases.

It is worth noting that the current undesignated trail that proceeds north from the Foothills Trail along the old railroad grade BCAS Comments on NTSA Page 3 accesses important rare plant communities including Bell's Twinpod (*Physaria bellii*) and New Mexico Needlegrass Herbaceous Vegetation. Even with its current light usage, this trail is providing a corridor for B+ designated Jointed Goatgrass (*Aegilops cylindrical*). This trail should be closed and targeted for IPM treatment. It should certainly not be designated.

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
Lefthand Trail to Schooley property connection (and a Trailhead on Schooley) is a priority for reasons apparent below. We should preserve a trail-less HCA between Wonderland area and Joder if at all possible, channeling rec users to the east side trail system and back across Hwy 36 to the Joder area by some sort of safe road-crossing. If it is not politically possible to do this we should construct a north foothills trail which does not necessarily follow the old RR grade but wanders where it must (the VMP requires that trails in an NCA be along its perimeters) to avoid known sensitive resources and soils
I feel the possible underpass/culvert (1F) would be an important connector on the northern end of 4E to the eastern trails-Left Hand Trail. (map-attachment)
Supported a tunnel under 36 to connect the Lefthand Trail with the Joder/Sixmile Fold access. This is not explicitly included in the table of actions found in all scenarios, but we believe it is critical for safety and trail connectivity.
Add a multi-use tunnel under Foothills Highway and develop trail connections to Left Hand Trail Beech access area. South from Beech access I would add a new OSMP multi-use trail east of the Foothills Highway and west of the Left Hand Trail. This would function as the primary bike thru-trail to the Joder Trail.
N-S Joder Connector Trail Regulations
Horses should not be allowed on the Joder connector or on the Hogback trails because of the HCA designation (weed introduction and off-trail use).
If visitor conflicts arise on this connector trail, consider designating specific days for bicycles, hikers, and equestrians.
Supported dogs on leash being allowed on N-S Joder connector trail.
Support for no dogs (or minimally, dogs on leash) and no bikes.
Joder Trails
The loops proposed for the Joder property in some scenarios are impossible to evaluate, because the possible routing cannot be ascertained. The department's inventories, both at the time of purchase and more recently, have shown that HCA status is warranted. The property includes rare plant and animal species, as well as natural springs and wetlands. Boulder County Audubon Society (BCAS) supports developing recreational trails in the area, but only if this can be done without degrading the environmental resources. The appropriate trail density, feasibility, and routing can only be judged with detailed proposals, not the vague loops shown on the maps for Scenarios 1, 3, and 4. We therefore would advocate investigation of the possibilities for management of Joder, but we are extremely skeptical of creating an acceptable proposal to bring to the Board of Trustees in time for its study session. Any proposal for Joder requires serious examination by knowledgeable members of the public.
Supported a loop trail west of 36 that would provide an interesting and challenging mountain biking experience that could tie into the trails east of 36.
Existing road connector from US 36 up to the top of Joder is too steep to be maintainable and is not great for recreation because it's a wide dirt road. It is unsafe due to the gravel and the speed at which bikes will travel on this steep trail. We encourage staff to reroute the interim trail using the contours to climb in a sustainable way and connect into the loop proposed in Scenario 4.
Supported re-route of Joder Interim Trail as in Scenario 4 because it is currently too steep and wide, with loose gravel and will result in visitor

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
conflict. Supported the additional loop trail proposed in order to serve the needs of bikers, hikers and equestrians.
Supported one loop on Joder to improve visitor experience.
Trails on the Joder Ranch can be confined to a single loop trail (multi-use with temporal restrictions to reduce conflict). A single loop would allow us to retain the HCA designation if the trail is a “perimeter trail.” Furthermore, we need to design visitor access to the riparian areas purposefully, or birdwatchers will create social trails everywhere there (rich habitat).
Support for more trails at Joder (two or more loops instead of just one), including mountain bike trails built for varying ability levels (west of 36 and on Joder)
As for Six-mile Fold, many educators use the area and would appreciate a modest, well designed singletrack more or less for educational uses only (no off-trail use?). <i>Staff comment: Six-Mile Fold is managed by Boulder County Parks and Open Space.</i>
Before loop trails, in addition to the Interim Trail, are formalized on Joder, detail of impacts on wildlife habitat and high value diversity should be regarded.
From loop trails offer connections in different directions (including future connection to Heil)
Joder Trail Regulations
Designate Joder Interim Trail as multi-use.
Allow Voice & Sight access on corridor for dogs.
Supported Joder Interim Trail being voice and sight (which would be consistent with public-recommendation for Joder to be designated as a Passive Recreation Area) and would provide a voice and sight connection opportunity with the Buckingham Trail.
Voice & Sight access should not have to be on corridor
Allow voice & Sight access on Joder and the Foothills Trail.
Support for dogs on leash on Joder loop trail.
At Joder either limit bikes to certain trails or certain days.
Suggested directional trails for mountain bikers or designated hiking-only and biking-only trails to decrease conflicts.
Add directional loops like Betasso allow uses on alternate days
If there is a N-S connection to Joder (either east or west of 36) don't minimize impacts to habitat by reducing the number of loops on Joder, instead don't allow bikes or dogs on Joder trails
Consider alternating days for uses or use directional loops to reduce visitor conflict
Allow bikes on Joder trails
Allow off-trail use by equestrians at Joder Ranch (and BVR).
North Foothills HCA and Trails
No trail access should be allowed in the HCA to preserve unfragmented habitat.
Don't allow horses on the Hogback Trail- because it is too steep and because of the nature of the soils and trail sustainability
Joder Trailheads

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
Supported making the Interim Joder Trailhead parking lot permanent, enlarged for better car parking and three horse trailer spaces. Build this parking lot to OSMP standards with landscaping and restrooms.
Amenities such as restrooms should be installed for everyone at one trailhead on the Joder Ranch. OSMP has indicated its concern in the past about installing trailheads "too far" from roads. We do not understand, therefore, why it would recommend Cox), which is very far from the road and not visible from it. An alternative might be to allow parking at Cox, if an alternate equestrian trail is built off the road from the lower trailer parking lot to the "trail" past Cox. Equestrians don't want to have to ride on the Joder road with all those cars going up and down the road to their parking area at Cox.
Didn't support building trailhead parking either at Schooley across US 36 or up at the former Joder Ranch horse facility near the Cox House.
If we must create any parking here, it should be for equestrian trailers only which would avoid at least some of the highway crossing challenges.
Management Area Designations
Consider designating Joder as Passive Recreation Area. Designation of Joder as an HCA is clearly inconsistent with the long history of human use of this property as a horse ranch. It is inconsistent with the way HCAs are defined in the VMP.
Consider designating West Beech as a Natural Area (if this is needed to maintain the health of the grasslands over the long term). This would also allow for some off-trail use. <i>Staff comment: The designation of the North Foothills HCA is not within the scope of the North TSA Plan as this designation was established in the Visitor Master Plan.</i>
Consider designating West Beech as a Passive Recreation Area (instead of an HCA, as proposed). <i>Staff comment: The designation of the North Foothills HCA is not within the scope of the North TSA Plan as this designation was established in the Visitor Master Plan.</i>
Designate Six Mile Fold area as an HCA due to its unique resources that deserve special attention. <i>Staff comment: Six-Mile Fold is managed by Boulder County Parks and Open Space.</i>
Supported preservation of the HCA west of US 36 with limited trail access: no dogs (or minimally, dogs on leash) and no bikes.
Supported retaining the recommended Habitat Conservation Area designation for the Joder property.
Maintain West Beech's designation as HCA. <i>Staff comment: The designation of the North Foothills HCA is not within the scope of the North TSA Plan as this designation was established in the Visitor Master Plan.</i>
No scenarios suggest NOT making Joder a HCA, banning dogs, but all scenarios allow bikes and horses on Joder trails. Need to make Joder non-HCA and allow dogs for consistency.
Share OSMP reasoning for proposed retention of HCA status for Joder.
BVR Trails
Supported adding a loop trail out of the Lefthand Trail to improve visitor experience, but not using this east of 36 trail as a N-S connector trail. Consider making this loop trail one-way in order to reduce visitor conflict and improve visitor experience.
Consider creating a more sustainable, bike-friendly route paralleling Left Hand to the West and providing the opportunity for a shorter loop with Left Hand or the West of 36 trail. This should be contracted out to professional trail designers to ensure it would provide a great user experience and hold up to the use it would receive. - In order to safely and effectively connect this (or any other) Eastern trail with Joder, the gravel road leading to the saddle needs to be redesigned as a real trail, with a longer, switchbacked climb. This climb is too steep for many riders and the

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
fast descent on gravel is unsafe!
reroute all BVR trails to improve the quality of the recreation experience (including the Lefthand Trail, the North Rim Trail, the Mesa Reservoir Trail)
Given that the existing Lefthand Trail dead-ends at a road, consider using the contours immediately east of US 36 to make a loop with the Lefthand Trail and Cobalt Trail for a better visitor experience
Consider adding parallel single track trails next to all road segments; roads are not trails (including Sage Trail and Eagle Trail); note that the section of the Eagle Trail from the descent off the mesa to the Boulder Valley Ranch TH already has such a parallel single track - why not officially designate this? And develop others for the remaining road segments!
Support retaining the existing Degge/Mesa Reservoir/Hidden Valley Ranch etc trail complex and designating it pedestrian/equestrian only
Support for maintaining the large grassland habitat block in East Beech, by retaining the peripheral routing of the Lefthand Trail, with no further fragmentation. This meets long-standing policy established in the Boulder County Comprehensive Plan from 1999 on, the North Boulder Valley Management Plan from 1997, and the Grassland Ecosystem Management Plan of 2010. Note that because this area has a history of agricultural use, non-native grasses may require restoration work in the long term. However, its importance for biodiversity and critical wildlife are well-established by multiple studies over a period of a decade and a half. For the time being, avoiding fragmentation accomplishes what is required.
Do not install any new fencing on the East Beech property.
Please add benches around BVR to improve accessibility.
Don't allow dogs on Papini Trail- critical habitat with raptors and ground nesting birds
BVR Trail Regulations
Support for opening all trails in BVR to bike access to allow for more easy loop options for families (including Hidden Valley Trail, Mesa Reservoir Trail, trail to Kelso Road).
Support for designating the existing shelf trail connecting the Sage loop and Mesa Reservoir one-way uphill to prevent visitor conflicts.
Suggested directional trails for mountain bikers or designated hiking-only and biking-only trails to decrease conflicts.
Allow off-trail use by equestrians at BVR.
Support retaining the existing Degge/Mesa Reservoir/Hidden Valley Ranch etc trail complex and designating it pedestrian/equestrian only
Supported designating some areas for off-trail use by equestrians on the East Beech, Boulder Valley Ranch, and Axelson properties (shown in purple dots), to honor historic uses and in view of the low equestrian use and lack of impact to resources in these areas.
Support opening the Papini trail for pedestrians/equestrians only, with a small lollipop loop at the east end to make for a more satisfying visitor experience
BVR Trailheads
Don't move the Sage TH. Consider expanding it and/or leaving it open and expanding the Foothills TH.
Supported expansion of Foothills TH, with a minimum of two horse trailer parking spaces.
Designate horse trailer parking at BVR near the public riding arena.

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
Or convert Sage TH to horse trailer parking if another location is designated for vehicles, or use the former public trailer parking at the BVR homestead.
Use the NTSA process to ensure that the arena at BVR is reopened to equestrian use (the current lessee has posted intimidating "Private, No Trespassing" signs there and aggressively chases the public away) and to reinstate horse trailer parking close to it.
Wonderland Lake
Supported a trail along the creek to Old Kiln (especially a loop trail that connects into Foothills Trail)
Do not close the northern section of the Old Kiln Trail. Please retain at least the trail spur leading out to the east edge of the Old Kiln Trail and use this as an educational opportunity for visitors to learn about the flood.
Do not add a fishing pier to Wonderland Lake. This is a well preserved lake with minimal human interference that provides good wildlife habitat.
Supported adding fishing pier and improved fishing opportunities proposed at Wonderland Lake, but consider having the pier be south-facing so it doesn't face directly into the homes to the north.
Give the fish in Wonderland Lake more structure. The fishing pier is a good idea. However, you also need to give the fish more structure to live in the lake. Add some downed tree trunks and big rocks to the lake. A big heap of praise to the changes you've made that have encouraged a lot of growth of cattails and willows around the lake. Children love water, so Wonderland Lake is really important for getting children outside to play! Fishing is a big activity for families in this neighborhood.
Supported hardened access on the peninsula for education and accessibility, but requested consideration for the proximity to the homes/neighbors to the north.
Keep two loop trails (upper and lower) on mountainside west of lake. Like the current social trails- just rebuild for sustainability.
Don't move the hang/paraglider access trail so far north. Improve the trail, but don't move it.
Keep connection to Old Kiln Trail for a longer hiking option. Improve and designate social trails instead of re-routing alignments.
Make trails go where people want to go. In the Wonderland Lake area users have created fun and interesting loop trails to the west and north of the lake. Designate a set of trails that create loops of differing length that roughly follow the current mix of designated and undesignated trails. Do not make these trail too shallow in the name of "sustainability". Keep the trails west of the lake steep, challenging and interesting.
I suggest making the loop about ½ the present proposed length, starting at the SW side of Wonderland Lake and tracking the present trail up to "Wonderland Overlook" and then down more diagonally NE than the present route (which was washed away in the flood) and is mostly steep east-west.
Please add benches around Wonderland Lake to improve accessibility.
Appreciated mix of off-leash options in some proposals near Wonderland Lake. Supported the trails west of Wonderland Lake as off-leash dog access.
Supported Voice and Sight opportunities in the Wonderland Lake area.
Supported dogs on leash in Wonderland area.
Support for dogs on leash in the Wonderland area, including on the Hogback Trails. (continue to educate about the damage dogs can cause to natural resources and why leashes are required).

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
Supported off-leash, Voice & Sight access west of Wonderland Lake. These trails run through a PRA where per the VMP "Dog management is predominantly Voice & Sight.
Supported bike access around Wonderland Lake
Don't allow bikes on Old Kiln
Consider making the Old Kiln Trail uphill-only for bikes to connect with Ridge Dr., rather than closing it on the weekends.
Allow bikes on the Old Kiln Trail M-F (as proposed in Scenario 1)
Supported designating one of the many through-trails at Wonderland Lake as pedestrian/equestrian, in order to preserve connectivity for equestrians on the Trail Around Boulder (TAB).
Northern Properties
There already exists and Lagerman/IMEL/AHI will enhance a balance of recreation in this area without opening additional lands. The public makes significant use of the quiet country roads every day and through numerous public events throughout the year. Keep the rest of the Northern Properties closed to avoid disruption of agricultural operations and preserve its quiet rural character which is one of the biggest but easily lost values of this area. Don't spread public use of this area of roads onto surrounding lands which will disrupt wildlife movement. Wildlife will already have to adjust east of 63rd when Lagerman/IMEL/AHI opens- then adjust again west of 63rd if you open lands as well. Wildlife if negatively impacted when too much change happens too soon. Don't open properties that will encourage trespass onto adjacent private lands, many of which contain public attractions, yet are vulnerable to disruption or damage.
The biggest negative of the North TSA scenarios is the opening of good agricultural properties to public use without a dedicated trail. Agriculture, i.e., hay production and livestock, don't mix well with recreation and create major safety problems and a big potential for visitor conflict. There are appropriate properties for the public use but good irrigated agricultural land is not one of those places.
With regard to the northern properties, I am interested in seeing all leased agricultural properties closed to the public. The northern properties are mostly agricultural lands and in this instance I agree with the City of Boulder Charter, item d, that open space should be preserved, maintained and used for "preservation of agricultural uses and land suitable for agricultural production". Opening any of these random agricultural properties that do not connect with anything throughout northern Boulder County seems inconsistent with your goals, does not improve visitor experience, increases chances for visitor conflict and greatly increases safety concerns. When there is not a designated trail, I do not understand the reason for allowing the public on leased agricultural land. You do not have the staff to monitor these random plots, they do not connect to anything, there are safety issues, there would not be improved access or accessibility and they could potentially be a big source of visitor conflict. It takes a LOT of time and effort to produce nice hay so at the very least, you should consider seasonal closures, April - October.
Feel that you should consider the risk, safety and liability issues that could exist when you open these smaller leased agricultural lands with cows to the public. Also, the grasslands where the cows graze are irrigated fields during the spring and summer and again not conducive for walking or hiking. As I am sure you are aware, the Left Hand Feeder Canal runs through the length of the Stratton property and that is a serious safety concern. "Certain Death" is the signage on the Northern Water (CBT) feeder canal and it is not so different from the Left Hand canal. I would think the

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
<p>City of Boulder would want to seriously look at this safety concern before ever opening that property. I am very interested in seeing the historically agricultural properties remain (whether it be hay pastures or grasslands for cows) agricultural properties, without visitor traffic. There will not be improved visitor experiences by opening these properties.</p>
<p>Berman Brothers property is not adequate for public access- there isn't parking or buildings. This stretch of Neva to Niwot Road is so heavily populated already that any parking would be dangerous to all the bikes and runners. Please keep this property closed to the public as it currently is.</p>
<p>The property on St. Vrain just west of 65th and the property on 65th both show possibly being open to the public. I'm not sure what purpose this would serve except possibly for dog walkers. The property on 65th is next to a horse boarding facility and it may give them access to do a little "hacking" outside the arena, but would not be a destination for riders.</p>
Regional Connectivity
<p>Though it is not mentioned in the scenarios, BCAS also supports the work begun by the department to establish a route on the shoulder of Olde Stage Road to provide a safe connection north to the Boulder County Open Space at Heil Ranch.</p>
<p>Encouraged trail system connection N. Boulder to Heil. The old Wineglass ranch homestead road that parallels US 36 seems like one of the better options for the connection than BVR as riders wouldn't have to cross US 36. Or the tie to BVR via Neva shelter could also make a good loop.</p>
<p>I would like to see an underpass/tunnel "Lefthand Trail" on the east side of 36 across to the west side of 36 to connect with Joder.</p>
<p>Add the N-Water Ditch Trail Connect Lake Valley to Joder Connect N Water/Monarch to Boulder Valley Ranch Allow public access with indiscreet trails east and north of Lake Valley Res north. West side Boulder Reservoir connection Connect from mail reservoir entrance to Boulder Valley Ranch Connect Pleasant View North</p>
<p>I would also like to see the city of Boulder work with the forest service to develop a new trail going to the top of Fairview Peak above Jamestown that could connect to this trail system.</p>
Overall
<p>Consider establishing a confined and well fenced area immediately adjacent to the largest and most used parking area where dogs could run off leash. Invite Open Space lovers who also love dogs (FIDOS, e.g.), to share authority with OSMP to plan and maintain this dog run area, establishing rules and encouraging a culture of user pride and responsibility.</p>
<p>Supported the restoration and re-vegetation of all undesignated trails not integrated into designated trail connections.</p>
<p>Supported proposals for trail improvements, actions to protect natural resources, interpretive signs and nature study.</p>
<p>For more general policies raised by the scenarios, we applaud the department for considering temporal separation possibilities for trails where bikes are allowed. Long experience indicates that on the single-track trails preferred by cyclists, other users are displaced, so that as a practical</p>

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
matter, they become exclusively used by one user group. Temporal separation provides a proven, albeit expensive, way to reduce conflict. We suggest that directional restrictions can provide some of the benefits of reducing user conflict with minimal enforcement expense.
Consistent with the recommendations of the Grassland Ecosystem Management Plan, we believe that where dogs are permitted in the North TSA, they should be on-leash, both to reduce user conflict and enforcement expense, and to protect the valuable natural resources of the area.
Scenario 1
BVR
Don't move agricultural headquarters out of BVR and move Sage Trailhead to this location because: it is part of Boulder history; it would make it more difficult to manage and oversee current operations; it doesn't support ag plan goal of "ensuring long-term sustainability of agricultural operations; it would probably lead to demise of historic ranch buildings.
Wonderland Lake
Do not allow access to the cattail marsh. This would affect and damage the ecosystem and sensitive resources.
Overall
Recreational use dominates this scenario. More actions need to be implemented to preserve natural values
There was support for Scenario 1 as is because: it provides more mountain bike access on creative, interesting and challenging trails and it includes bike access on Old Kiln Trail on M-F. Cycling commute options are limited and dangerous from Pine Brook Hills to Boulder and this would provide a safe bike commuting opportunity.
Scenario 2
BVR Trails
Leave the north west quarter of the Sage-Eagle loop as voice and sight instead of changing it to on-leash as proposed in Scenario 2.
BVR Trailheads
Don't like plan to relocate Eagle Trailhead to Ellison property. This would require extensive reconstruction and tear-down of existing structures. Does NOT take into account persistent flooding due to irrigation. Does NOT take into account current cattle grazing and high probability of cattle roaming out of gates which are often left open by recreational users. Does NOT take into account current irrigation operations and access to said irrigation operations by trail users. Would most likely require extensive fencing to be put in place to continue current cattle grazing operations. Does NOT take into account nearby Osprey nesting platform. Would funnel large amount of traffic on boundary of current Wildlife Closure area from March 15th to October 31st. Further chops up habitat and grasslands , contrary to initiative one of the City of Boulder 2010 Grassland Ecosystem Management Plan.
Wonderland Lake
On the south side of Wonderland Lake there is a large property berm that affords homeowners privacy. The north side doesn't have a similar berm, so it is requested that any covered meeting area be erected on the south side rather than the north side.
Scenario 3

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
Joder Trails
Reduce number of trails on Joder property (potentially from 3 loops down to 2 loops) and limit them to areas near the Interim Trail and existing road and areas where invasive/barnyard grasses dominate; avoid high quality grasslands, rocky/ridge habitats and natural springs and drainages.
Joder Trailhead
Adequate parking for regular vehicles (not horse trailers and buses) is needed at Joder - in one of the two locations proposed in other scenarios (e.g. Trailhead on Cox property).
Regional Connectivity
Eliminate the alignment along the Boulder feeder canal to conserve natural resources in the area- especially eagles.
Scenario 4
Joder Trails Regulations
Temporal separation at Joder would be okay, if necessary
Support for dogs on leash on Joder loop trail.
Pedestrians/dogs on-leash/equestrians only on the "South Joder Trail/Joder loop trail" would provide a better and more equitable equestrian experience on this former horse ranch; it would allow dogs on-leash as directed in the Joder 1 property sale; and it's on a shale slope that would be difficult to maintain to bike standards. An alternative would be to make the loop multi-use, but allow equestrian and pedestrian off-trail use on Joder and BVR.
Maintain voice and sight access on the Buckingham Trail.
Supported designating another trail on Joder as pedestrian/equestrian only to honor equestrian history of the ranch.
North Foothills
Support for two loops on Hogback.
Support for realigning the Hogback Ridge Trail with designated usage pedestrian/equestrian
Don't work on Wonderland Lake Hogback. Hardly anyone uses it and the existing trail is adequate- money would be better spent elsewhere.
BVR Trails
The newly designated trails ending at 55th Street and near Niwot Road would be an ideal place to continue a trail connector to link to the Reservoir trails. This would make more loop trails possible without having using 55th street to compete with vehicle traffic.
BVR Trail Regulations
Allow Voice & Sight access on Lefthand Trail. (To balance V&S on Lefthand Trail, Hidden Valley Trail can be designated no dog). V&S designation of these trails north and west of Wonderland Lake would provide nearby V&S access to the other 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. Regarding "on corridor," the VMP makes no mention of V&S "on corridor" in Passive Recreation Areas, thus I feel that "on corridor" is unnecessary on these trails.
Support closing Hidden Valley Ranch Trail to dogs as in Scenario #1.

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
BVR Trailheads
Support for paving Longhorn Road to the BVR Sage Trailhead, if "road maintenance" is seen as a problem (this action would enhance access for the lessee and boarders as well)
Support enlarging the Eagle Trailhead to include designated horse trailer parking
Support for building a new TH at Linden with designated horse trailer parking to enable equestrians to access WTSA trails as well as this portion of the TAB north into NTSA.
Wonderland Lake Trails
The odd numbered scenarios are the only ones showing a trail connection Old Kiln and Wonderland Hill (1L & 3L). I would like to see this trail included on scenario 4.
Put a trail along Four Mile Creek from Broadway Ave. to the Kiln Trail. Extend the existing trail that runs underneath Broadway just north of Violet Ave, past the trailer park. Run a new trail from just before where that sidewalk crosses Four Mile Creek. Have the trail go along Four Mile Creek and join up with the existing Kiln Trail along the creek. There used to be a social trail along here. This is a beautiful walk! It is flat, beautiful, has lots of wildlife, interesting flood geology, good fossils, and the historic old kiln. This will give residents of two low-income trailer parks a beautiful close-by place to walk and share nature with their children. This will improve access and accessibility, improve visitor experience, improve connectivity and increase education.
Give the paragliders a decent trail. OSMP and Boulder Parks and Rec need to work TOGETHER to keep a paraglider landing area in or next to Foothills Park. Everybody loves to watch them. They add a unique feature to this area. Why does the new trail alignment make paragliders walk way to the north to get to the launch area? This makes no sense. Put the paraglider trail so it goes west from where you have the two green dots on the Foothills South Trail on Scenario #4 map.
The ridge above Wonderland Lake should have an upper trail that connects between Old Kiln and the areas near the paraglider launch. The upper trail would enable a loop coming from Wonderland Lake with tremendous views and visitor experiences.
Designate the upper social trail which goes up to the saddle just south of the "Upper Paragliders Ridge" from the lower trail which turns north and then back down (east) from the tree filled tongue I have been calling "Wonderland Overlook." This lower trail is the one going up the foothills starting at the southwest side of Wonderland Lake. The 2 short trails leading from the lower trail out from and then back to the Wonderland Overlook U-shaped trail could be eliminated in order to balance the retaining of the trail going up to the saddle just south of Paragliders Ridge. I believe it is vital to retain this upper spur because 1) it is very scenic, 2) it remained essentially undamaged from the 2013 flood, unlike the lower trail leading up to Wonderland Overlook from the SW side of the lake, 3) there is a stand of trees at the top of this spur with some rocks where the hiker can sit in shade just south of Upper Paragliders Ridge and watch the paragliders do their thing without crowding them on the ridge they fly off of. This is virtually the only place a hiker can find shade on the trail system west of Wonderland Lake.
Add a sidewalk on Violet Ave. This will improve access to Foothills Park and the trails between Linden and Lee Hill. Many lower-income people, especially immigrants, live in the big trailer park at 19th and Violet. They currently have no safe way to walk to the park area. There is a huge fence along the west border of the trailer park. There is no sidewalk along Violet Ave east of Broadway. Adding a sidewalk will improve access and accessibility and increase safety. <i>Staff comment: Not within the scope of the North TSA Plan, recommendation for City of Boulder</i>

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
<i>Transportation Department.</i>
Wonderland Lake Regulations
Supports giving up equestrian access on the rest of the trails in the Wonderland Lake area that were offered as open to horses in Scenario #4, in order to preserve the balance between recreational use of open space and conservation of natural resources.
Wonderland Lake Trailheads
Designate horse trailer parking at Fourmile Trailhead to enable equestrian access to Foothills Trail and Wonderland trails. Alternatively, to maintain balance if this action isn't taken, keep one trail through Wonderland Lake/Foothills open to horses.
Regional Connectivity
Explicitly commit to seeking a connection northward from Joder to Heil Ranch.
Connecting Niwot and Gunbarrel to Boulder Reservoir is important for connectivity which leads to spreading users out away from each other for a much better user experience and a safer user experience.
The Trail Around Boulder would be an absolute gem - the section through the NTSA should be clearly established and pursued.
Supported building a designated multi-use trail from Schooley south along Neva Road, then along the Beech Shelter driveway to the Lefthand Trail.
We need a trail connector to link Boulder Valley Ranch with the aforementioned neighborhoods. Right now those neighborhoods only have a link to dirt trails via a unofficial rail crossing on to the short 1.3 mile Cottonwood Trail. There is Boulder County land on the west side of the Orange Orchard neighborhood that could be used to access trails throughout Boulder Valley Ranch through a trail heading north from Jay Road into the newly designated trail coming from Kelso Road, going through "Area II" of City of Boulder Parks and Rec land. This would be a vital trail connection to neighborhoods that are current underserved when it comes to dirt trail access. As an alternative, a connection from N. 47th street could be made to the new Kelso trail if access could be secured. This section of Boulder desperately needs to access to more trails. Now pedestrians, trail runners, and mountain bikers must go on busy roads such as 55th street, encouraging people to drive to trailheads.
I cannot understand why the City of Boulder is not pursuing and utilizing the County's deeded trail corridor, Outlot G, directly on the South side of the North Rim subdivision. This trail was deeded to Boulder County in 1991 (Outlot G in North Rim filing #2). It is the perfect connector trail between East Beech and the South and East sides of North Rim and Lake Valley. For many years I rode my horses, ran and biked on this short trail because it was a quick connection to the Beech area. This trail has been blocked for years, by the homeowners, I suspect, and no one from the City or County seems to care. Now would be the perfect time to include this trail in your plans and sort it out. This trail was promised and deeded in 1991 as a concession by the subdivision developer. There is no better time to negotiate an agreement with the County and transfer ownership to the City. This trail will provide much improved connectivity and visitor experience. Please take the time to investigate the possibility.
Designate the existing trail on Buckingham north at least to the existing fence for all users, with a strong push for an off-road connection north from there to Heil Valley Ranch.
Supported building the trail connection to 55th at Axelson. "align trail parallel to 55th Street, create trail anywhere between 55th Street and feeder canal" -- which isn't shown on the map either. We would support such a trail -- NOT on the feeder canal but in the general vicinity -- for

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY
all users, as it would make a great loop connecting Axelson and Eagle.
Support for building the North Rim/Axelson trail complex as multi-use and extending north to Niwot Road
Northern Properties
Support closing the four agricultural properties (Stratton, Campbell, Hester, Deluca) immediately north of Neva Rd/Left Hand Trailhead.
Strongly support the other agricultural property management actions of Scenario 4 (Closing Ryan, Andrea, Waldorf and Jacob and Brewbaker to public access, opening Berman Brothers, Bruning, Dodd, Abbott, Johnson, Bison and Oasis, and partially opening Steele and Bennett. Scenario 4 does a good job of balancing access and agriculture.
Support for: 1) the agricultural purposes for Open Space and Mountain Parks. Passive recreation access, ongoing agricultural activities, and preservation of natural resources are not mutually exclusive and can be accommodated simultaneously on many agricultural properties. We believe the recommendations made by staff in Scenario #4 balance these purposes very well. 2) closing the Brewbaker, Stratton, Campbell, Hester, Deluca, Waldorf, Ryan, Andrea, and Jacob properties, as recommended by staff 3) allowing public access, including equestrian, on the Bison, Oasis, Berman, Abbott, Dodd, Schooley, Bruning and Johnson properties but not constructing infrastructure for visitor access, as recommended by staff 4) allowing partial public access (including equestrian, but not dogs) on the Steele and Bennett properties but not constructing visitor infrastructure, as recommended by staff.
No support for :1) closing agricultural properties merely because they are agricultural properties. They were purchased under the willing seller/willing buyer principle, enabling farmers to derive substantial amounts of money to continue farming or not as they choose. Staff has done a good job balancing which properties should be open, partially open, or closed to public access.
Overall
There was support for Scenario 4 as is, with people stating that it provides a good balance of the identified interests.
Scenario 4 should include more opportunities for dogs off leash. I welcome more trails open to bikes and more trails open to off-leash dogs.
The NCWD Feeder Canal (“Boulder to Lyons”) trail should continue to be pursued as a highly desirable north-south central County connector. <i>Staff comment: Not within the scope of the North TSA Plan.</i>
Make all the trails east of HW 36, the new Joder trails, and the new trail west of HW 36 from North Boulder to the Joder Ranch multi-use trails (with dogs on-leash as required by the habitat conditions).
Consider access to the un-improved cattle underpass south of Nebo Road (and leave it unimproved).
Please increase education and awareness by communicating why people should follow the rules (e.g. to protect important habitat, etc.)
Support for use of trails on designated days (include a weekend day) for different users.
I think the county should set up a for profit shuttle service from Lyons to Boulder on weekends. <i>Staff comment: Not within the scope of the North TSA Plan.</i>

ATTACHMENT F: PRELIMINARY SCENARIO FEEDBACK HIGHLIGHTS

Table 1: Comments Relative to all Scenarios

KEY TOPICS	COMMENTS RELATIVE TO ALL SCENARIOS
Overall Actions	Support for: <ul style="list-style-type: none"> • The restoration and re-vegetation of all undesignated trails not integrated into designated trail connections. • The proposals for trail improvements, actions to protect natural resources, interpretive signs and nature study.
Regional Connectivity	Support for increased regional trail connectivity including: <ul style="list-style-type: none"> • Joder to Heil Ranch • Niwot to Gunbarrel to Boulder Reservoir • Trail Around Boulder • Trail connection to 55th at Axelson • North Rim/Axelson trail complex
Wonderland Lake	Support for: <ul style="list-style-type: none"> • The designation of/re-routing of certain trails (<i>see full feedback for specific details</i>). • Adding a fishing pier. • Hardened access on the peninsula. Concern with fishing pier for resource concerns. Suggested changes: <ul style="list-style-type: none"> • Find an alternative loop route for northern section of Old Kiln Trail. • Add benches around lake to improve accessibility.
Wonderland Lake Trail Regulations	Support for: <ul style="list-style-type: none"> • Mix of voice and sight options, especially on loop trail. • Keeping dogs on leash on loop trail.
BVR Trails	Support for re-routing Boulder Valley Ranch (BVR) trails to improve visitor experience. Suggested changes: <ul style="list-style-type: none"> • When re-routing BVR trails to ensure that the large grassland habitat block in East Beech is retained. • Add or designated existing parallel single track trails next to all road segments. • Add benches.
BVR Trail Regulations	Suggested changes: <ul style="list-style-type: none"> • Allow bikes on all BVR trails.

	<ul style="list-style-type: none"> • Retain Degge, Mesa Reservoir and Hidden Valley as pedestrian/equestrian trails. • To not allow dogs on Papini connector to protect raptors and nesting birds.
BVR Trailheads	Suggested change to not move the Sage Trailhead, but do expand the Foothills Trailhead.
Joder Trails	Support for re-routing Interim Trail for safety, visitor experience, decrease steep grade and decreased visitor conflict in ways that minimize impacts to sensitive resources.
Joder Trail Regulations	<p>Support for:</p> <ul style="list-style-type: none"> • Interim Trail with loops being multiple-use and loop not being multiple-use. • Loop trails having alternating days or directional loops. <p>Suggested changes:</p> <ul style="list-style-type: none"> • Loop trails being voice and sight on corridor. • Allowing off-trail access to horses.
Joder Trailheads	<p>Support for retaining horse trailer parking at Interim Trailhead.</p> <p>Suggested change to expand amenities (restrooms/horse trailer parking) at Joder Interim Trailhead.</p>
Management Area Designations	<p>Support for recommended Joder Property management area designation as Habitat Conservation Area (HCA).</p> <p>Suggested change that the Joder Property management area designation be Natural Area or Passive Recreation Area.</p>
Northern Properties	<p>Support for:</p> <ul style="list-style-type: none"> • Keeping some agricultural properties open because they were purchased as open space enabling farmers to continue farming or not as they choose. • Keeping Berman Brothers closed- there is not parking available for the public • Closing Stratton, Campbell, Hester and Deluca • Closing Ryan, Andrea, Waldorf, Jacob, and Brewbaker. • Opening Berman Brothers, Bruning, Dodd, Abbott, Johnson, Bison and Oasis. <p>Suggested change to keep the leased agricultural properties closed to avoid disruption of agricultural operations and preserve the quiet, rural character.</p>

Table 2: Comments Relative to Specific Scenarios

KEY TOPICS	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
Regional Connectivity	<ul style="list-style-type: none"> • Support for finding two north to south corridors. 		<ul style="list-style-type: none"> • Support for the Boulder Feeder Canal conceptual alignment. • Concern with conceptual trail connection near Boulder Feeder Canal due to eagle activity. • Support for finding two north to south corridors. 	<ul style="list-style-type: none"> • Support for connecting Niwot and Gunbarrel to Boulder Reservoir. • Suggestion to make it transparently clear OSMP is seeking opportunities for regional connections.
Wonderland Lake	<ul style="list-style-type: none"> • Support for most of the proposed changes at Wonderland Lake. • Concern with providing access to cattail marsh and impacts to sensitive resources. 	<ul style="list-style-type: none"> • Suggestion to consider placement of covered meeting area (shade structure) in a way that minimized view from neighbors. 	<ul style="list-style-type: none"> • Support for the connecting trail from Wonderland Lake loops to Old Kiln. • Suggestion to have an upper and lower loop. • Suggestion to not move paragliding access so far north. 	<ul style="list-style-type: none"> • Concern with not finding a replacement loop for Old Kiln. • Suggestion to designate horse trailer parking at Fourmile Trailhead • Suggestion to add Old Kiln link and new route for north Old Kiln. • Suggestions for adding overlook spur trails to the loop trail.
Wonderland Lake Trail Regulations	<ul style="list-style-type: none"> • Support for Old Kiln Trail M-F (and suggestion for uphill only access instead of not allowing it on weekends). • Concern with bike access on Old Kiln Trail due to visitor conflict. 		<ul style="list-style-type: none"> • Concern with voice and sight on corridor on Old Kiln due to regulation inconsistency and enforcement. 	<ul style="list-style-type: none"> • Support for voice and sight on corridor on loops. • Support for limiting horse access with suggestion of making one trail through area open to horses.
BVR Trails	<ul style="list-style-type: none"> • Suggestion to add a trail west of Lefthand Trail for a more direct connector and to create a loop trail with Lefthand Trail. 			<ul style="list-style-type: none"> • Support for rerouting trails to improve the quality of the recreational experience. • Support for maintaining ADA access to Eagle and Sage loop. • Suggestion to link new connector trail to 55th Street to Boulder Reservoir trails.

KEY TOPICS	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
				<ul style="list-style-type: none"> • Suggestion to add trail west of Lefthand trail to create a loop trail with Lefthand. • Suggestion to designate or add single track trails next to wider vehicle accessible trails. •
BVR Trail Regulations		<ul style="list-style-type: none"> • Suggestion to leave the northwest quarter of the Sage-Eagle loop as voice and sight. 	<ul style="list-style-type: none"> • Suggestion to allow bikes on Cobalt Trail. 	<ul style="list-style-type: none"> • Support for changing Lefthand Trail to voice and sight and Hidden Valley to no dog as recommended in Scenario 1. • Suggestion that all BVR trails be opened to bike access.
BVR Trailheads	<ul style="list-style-type: none"> • Concern with moving the Sage Trailhead to agricultural headquarters at BVR. 	<ul style="list-style-type: none"> • Concern with relocating Eagle Trailhead to the Ellison property due to irrigation flooding, cattle grazing and Osprey nesting. 	<ul style="list-style-type: none"> • Concern with relocating Sage Trailhead. 	<ul style="list-style-type: none"> • Support for enlarging Eagle Trailhead and adding trailer parking. • Suggestion for retaining Sage trailhead and expanding it or Foothills Trailhead. • Suggestion for designating horse trailer parking near the public riding arena at BVR. • Suggestion for paving Longhorn Road.
N-S Joder Trail Connection	<ul style="list-style-type: none"> • Support for connection on east side of US 36 (due to habitat fragmentation and natural resource concerns) • Concern for connection on east side of US 36 due to less desirable visitor experience, safety and crossing US 36. 	<ul style="list-style-type: none"> • Support for connection on west side of US 36 (for visitor experience, accessibility, safety) • Suggestion to add signs indicating that visitors stay on trail to protect specific resources (identify those resources), educate about HCAs and construct low wildlife friendly fence 	<ul style="list-style-type: none"> • Support for connection on east side of US 36 (due to habitat fragmentation and natural resource concerns) • Concern for connection on east side of US 36 due to less desirable visitor experience, safety and crossing US 36. 	<ul style="list-style-type: none"> • Support for connection on west side of US 36 (for visitor experience, accessibility, safety). • Suggestion to integrate railroad grade into the trail. • Suggestion to add signs indicating that visitors stay on trail to protect specific resources (identify those

KEY TOPICS	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
	<ul style="list-style-type: none"> • Suggestion that if connector trail is on east side of US 36: <ul style="list-style-type: none"> ○ don't use existing Lefthand Trail as connector ○ design this connector trail with visitor experience in mind ○ consider creating a loop from US 36 through BVR to Joder and back (designating direction the loop should be taken to minimize visitor conflict) ○ consider creating a loop trail off of Lefthand Trail for improved visitor experience 	<ul style="list-style-type: none"> to keep visitors on the trail. • Suggestion to add an underpass/culvert to cross US 36 near Schooley property as it is important for safety reasons 	<ul style="list-style-type: none"> • Suggestion that if connector trail is on east side of US 36: <ul style="list-style-type: none"> ○ don't use existing Lefthand Trail as connector ○ design this connector trail with visitor experience in mind ○ consider creating a loop from US 36 through BVR to Joder and back (designating direction the loop should be taken to minimize visitor conflict) ○ consider creating a loop trail off of Lefthand Trail for improved visitor experience 	<ul style="list-style-type: none"> resources), educate about HCAs and construct low wildlife friendly fence to keep visitors on the trail. • Suggestion to locate trail near perimeter of HCA. • Suggestion to locate trail as best as possible to avoid sensitive habitats. • Suggestion to move connector to east side of 36. • Suggestion to add an underpass/culvert to cross US 36 near Schooley property as it is important for safety reasons
N-S Joder Connector Trail Regulations		<ul style="list-style-type: none"> • Support for dogs being on leash • Suggestion that dogs not be allowed. • Suggestion to consider closing the trail to bikes a few days a week. • Suggestion horses not be allowed on connector and off trail in HCA 		<ul style="list-style-type: none"> • Support for dogs not being allowed • Suggestion that dogs be allowed on leash. • Suggestion to consider closing the trail to bikes a few days a week. • Suggestion horses not are allowed on connector and off trail in HCA.
North Foothills HCA and other Trails	<ul style="list-style-type: none"> • Support for Maintaining the large, unfragmented habitat block in the North Foothills HCA. 	<ul style="list-style-type: none"> • Concern with connection on west side due to habitat fragmentation and natural resource concerns. 	<ul style="list-style-type: none"> • Support for Maintaining the large, unfragmented habitat block in the North Foothills HCA. • Suggestion to not allow horses on Hogback Ridge Trail. 	<ul style="list-style-type: none"> • Concern with connection on west side due to habitat fragmentation and natural resource concerns. • Support for realigning Hogback Ridge Trail for pedestrian and equestrian use. • Suggestion to add second loop to Hogback Trail.
Joder Trails	<ul style="list-style-type: none"> • Support for the loop trails on Joder. • Suggestion to design loops to 	<ul style="list-style-type: none"> • Suggestion to add a loop on Joder. • Suggestion for having directional 	<ul style="list-style-type: none"> • Suggestion to reduce number of loops to one or two loops and keep 	<ul style="list-style-type: none"> • Support for loop linked to connector trail.

KEY TOPICS	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
	mitigate impacts to HCA.	trails for mountain bikes or hiking only and biking only trails.	them closer to Interim Trail and avoid sensitive resources.	<ul style="list-style-type: none"> • Suggestion to add additional loops on Joder.
Joder Trail Regulations	<ul style="list-style-type: none"> • Suggestion to add directional loops or having uses allowed on alternate days. 		<ul style="list-style-type: none"> • Support for alternating days for uses or directional use. • Support both for no dogs on Joder loops or requiring dogs on leash. 	<ul style="list-style-type: none"> • Support for pedestrians, dogs on leash, and equestrians only on south part of loop trail. • Support for temporal separation or directional for multi-use loop. • Support for dogs on leash on loop. • Suggestion that Interim Trail be voice and sight control. • Suggestion to maintain voice and sight control on Buckingham Trail. • Suggestion that equestrians be allowed off trail.
Joder Trailheads			<ul style="list-style-type: none"> • Suggestion to expand parking for passenger vehicles as suggested in other scenarios. 	<ul style="list-style-type: none"> • Suggestion to keep parking on the east side of US 36.
Resource Conservation Strategies	<ul style="list-style-type: none"> • Suggestion to implement more actions to preserve natural values. 			<ul style="list-style-type: none"> • Suggestion to avoid wetland areas with trail placements and locate closer to road easements when possible. • Suggestion to avoid shale barrens.