

EMAIL FEEDBACK RECEIVED 10/5/2015 - 11/8/2015**Email Date**

11/4/2015

Email Detail

Hello, I have the following comments about the preliminary scenarios. (I was not able to attend your last workshop.) 1. Please leave the Sage Trailhead where it is (and expand if you think it's needed). It provides immediate access to the most scenic and enjoyable part of the BVR - the cottonwood groves lining the ditch, and the views from the parking lot are so enjoyable that I like to linger there to stretch in good weather. If the parking lot is moved east by U.S. 36, not only will it be a much uglier, noisier trailhead, but also it will significantly increase the walk/run it takes to get to the beautiful part of BVR. This will really decrease the visitor experience. Some less able-bodied people who want to enjoy the ditch may not even be able to walk roundtrip to/from a trailhead by U.S. 36. Perhaps you could add an eastern trailhead if there's demand for that, rather than move the Sage Trailhead.

2. Please do not start allowing bikes on the Old Kiln Trail South Segment. It's the only hill to walk (for cardiovascular benefit and views) in the Wonderland area without jumping aside for bikes barreling down the hill, which they naturally will. It's nice to have at least one short trail in that area for walkers only. If there's a demand for a biking hill in that area, please build a separate trail. The benefit to a limited number of residents wanting to bike the Old Kiln trail to access their homes does not seem to outweigh the benefits to the many people who now enjoy walking and running the trail without having bikes speeding by.

3. It's not clear why you'd consider moving the Eagle Trailhead to the north, instead of just expanding it in situ. When you consider this option, you should take into account that moving the trail north would likely eliminate the scenic views from the trail into the small valley adjacent to the south and possibly views of the Reservoir. A new trail to the north might not enjoy these same views. Why not just expand the current trailhead if that's the issue?

Thank you for listening and taking these comments into account. So far it's been a good process.

Email Author

Steve Callum

Staff Response

Hello Steve,
Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan.

Thanks for your participation and we hope you will continue to engage in the process.
Kind regards,
The North Trail Study Area Team

Email Date	11/4/2015
Email Detail	<p>Steve,</p> <p>I have been building new and reclaiming old trail in the Rocky Mountains for over a decade. I have partnered with Wildlands Restoration Volunteers and even helped train them on how to prevent people from using old routes (they helped train me on how to ensure native vegetation would grow on the reclaimed trail tread).</p> <p>I'm sorry Steve, but I have a strong feeling that your department is still focused too narrowly on the negative and on short-term impacts, when real win-win situations exist. I encourage you to step outside of the box that I feel OSMP has been operating in for too long. When viewed over the course of say 5 years, a trail reroute typically has a net-zero or net-positive effect on environmental resources, while also achieving other trail system objectives. Let's take a couple of examples from our own backyard.</p> <p>Boulder County Parks and Open Space has been in the process of rerouting long sections of the Wapiti trail at Heil Valley Ranch because the original trail tread was built too steeply and incised too deeply when it was constructed. This led to a negative user experience and a trail tread that was eroding due primarily to weathering events. County staff have rerouted long sections of that trail making it more fun and more environmentally sustainable. You would be hard pressed to see where the old trail tread used to be even though it is often right next to the new trail tread. I believe that county trail staff and resource staff universally consider these trail improvements to be either neutral to positive management decisions.</p> <p>As another example, the Pike National Forest has been engaging in a project for the last 6-7 years of rebuilding trails in the Buffalo Creek Recreation area. I have personally helped to rebuild and reclaim trail in that area (including sections of the iconic Colorado Trail) and again, you would be hard pressed to see where the old trail was located as we have built a better trail and reclaimed the old trail tread. Over time, the environment has not seen long-term harm, and trail sustainability and user experience objectives have been enhanced.</p> <p>My big concern is this - you are not thinking about ecosystems as dynamic. Sure, if we move a trail there will be a short term impact to "the environment" meaning we will have to disturb some land and eliminate some vegetation. But we can reclaim the old trail and replant native vegetation very easily and effectively. When you think of the resource as something that persists over time, trail realignment has roughly a net zero impact on the environment. In many cases it can have a net positive impact when environmental restoration is done well.</p> <p>Steve, I know people that have been intimately involved in both of the projects I mentioned above. I could easily arrange for a field visit for you, OSMP resource staff, or whomever else still harbors the misconception that we cannot reroute trails without causing irreparable environmental damage. I also know a few folks involved in Wildlands Restoration Volunteers, which is perhaps the pre-eminent group along the front range that can address the misconception you seem to have with thousands (well, at least hundreds!) of real world project examples involving OSMP's peer land management, agencies.</p> <p>Sincerely, Jason Vogel</p>
Email Author	Jason Vogel

Staff Response	
Email Date	11/4/2015
Email Detail	<p>Thank you for the opportunity to comment on the North TSA.</p> <p>I have loosely been following the North TSA process. My husband and I have owned a home bordering the north side of Wonderland Lake open space for 18 years and have raised our teenage son here. We have seen many changes over the years, including fires and flooding, and have a long history with these trails. Initially I did not take an active role in the North TSA process because I mostly think the trail system near where I live is fundamentally great as it is and only needs maintenance and restoration of the existing trails without major changes to the system. However, now that I see the proposed scenarios I have some specific input and concerns related to the proposed actions for Wonderland Lake.</p> <p>In reference to the North TSA Preliminary Scenario Comparison Chart:</p> <p>Wonderland Lake Loops — We use the ‘paragliding access trail’ extensively as it provides a convenient and rigorous walking / running trail that loops from the west end of Utica on the north, up the hogback and back down to the Wonderland Lake trail on the south. The mudslide(s) that occurred there (most notably, on the north side of the loop this past year) have greatly impacted this loop trail and we are supportive of restoration, with continued future access. It’s unclear to me from the wording in the scenario comparison chart (“Remove and restore paragliding access trail”) whether the trail we use frequently and access from the west end of Utica would go away and access for paragliders would be provided from somewhere else, e.g. further north (from the Old Kiln loop)? We would like to see the current loop restored and future access preserved (i.e., with access maintained in the future from the west end of Utica on the north-side and from the Wonderland Lake trail on the south-side). All four scenarios include the same proposal to remove and restore the paragliding access trail. And all four scenarios propose creating a “loop trail connection including reroutes of existing trails, paragliding access trails and undesignated trails.” Without seeing the proposed trail changes on a map it’s difficult to provide more specific input. I do not support removal of the current, southern loop but would like to see the trail restored in its current location, if possible; it is the trail we use the most in this system. Our open space experience would be significantly adversely impacted if access to the steeper trails in this areas is only provided from the Old Kiln trail or other points further north.</p> <p>Wonderland Lake — I do not support most of the proposed changes to the Wonderland Lake area in the chart. Specifically, I do not support a fishing and educational pier, hardened access on the peninsula for education or additional interpretive installations in a cattail marsh. I think it could be useful to have a covered meeting area near the trailhead since the junior rangers use that space quite a bit but this would be far from my highest priority for this area. I do not think the Wonderland Lake trail needs any of the proposed infrastructure that is included in the four scenarios. I would much rather see the City spend the resources it has on assessing the health of the Lake and surrounding grasslands and developing and implementing a management plan that would preserve the lake’s health into the future. The recent growth in cattails along the [north] eastern shores of the lake is concerning to me. Second to ecosystem preservation I support high quality maintenance of the existing trail around the lake and would like to see any other available money spent on maintaining the existing trail (e.g., fixing the flooding issues and ruts on the western side). My family and I enjoy the beauty of the lake and grasses and wildlife and do not want to see interpretive signs or piers or other infrastructure added to the existing setting. It’s likely that added infrastructure in the area described would be viewable from inside our home and could directly adversely impact our visual experience. Given the location of Wonderland Lake, surrounded by neighborhoods, my experience is that users are largely comprised of repeat customers who live adjacent to the area and use the trails regularly over an extended period of time (years) and therefore wouldn’t be the type of user-base that would benefit from permanent signage</p>

	<p>containing stagnant information. I urge the City to use any available funds to preserve the existing ecosystem and trail and allow the educational opportunities and experiences to continue to occur without signage and additional infrastructure.</p> <p>Overall, the scenarios in the comparison chart related to Wonderland Lake don't cover a broad spectrum of choices. E.g., there are many significant changes being proposed that are part of *all* scenarios, such as a fishing and 'educational' pier and hardened access to the peninsula; there is no scenario where those additions are not included. It's concerning to me that the City is presenting 4 scenarios that are very similar, as if it's a foregone conclusion that certain major changes will be part of any path forward. I hope this is not the case.</p> <p>Thank you for your efforts to update / improve the management of this area and for considering my specific input. If there are maps available for the proposed trail changes west of Wonderland Lake (e.g., paraglider access trails, Old Kiln, etc) I would appreciate information on where I can view those.</p> <p>Sincerely, Megan Williams</p>
Email Author	Megan Williams
Staff Response	<p>Hello Megan, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process. Kind regards, The North Trail Study Area Team</p>

Email Date	11/3/2015
Email Detail	<p>To Whom it May Concern:</p> <p>I am writing to suggest a few slight increases to voice and sight dog access in the latest plan for the North Trail Study Area. I live in North Boulder and walk my dog to Wonderland Lake probably 5 days out of 7. The other two days, I usually drive somewhere that I can let her off the leash: usually Boulder Valley Ranch or Chautauqua. If we had walkable access to V&S trails, it would reduce the number of car trips we take for the purpose of walking our dog.</p> <p>1) Please make the trails west of Wonderland Lake V&S. The trails above Wonderland Lake are very nice, but I rarely walk them because it is difficult to do so with a dog on lease. Humans do not take steep climbs or descents at the same pace as a dog. I worry that my on-lease dog will cause me to fall on these trails. If they were made V&S, I would use these trails several times per week.</p> <p>2) Please increase V&S access on the Joder property. We just went to the Joder property for the first time this weekend. It was so beautiful. We would love to be able to take our dog there off-leash.</p> <p>Thank you. Mary Faltynski</p>
Email Author	Mary Faltynski
Staff Response	<p>Hello Mary, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process. Kind regards, The North Trail Study Area Team</p>
Email Date	11/2/2015
Email Detail	<p>Thanks for your note, Steve. I'm glad to know that that connection is included in Scenario 3. [Hard to keep track of all the variables. All of you have to have your memories on overload.] Karen</p>
Email Author	Karen Hollweg

Email Date	11/1/2015
Email Detail	<p>Dear Tracy, (BCAS feedback on Preliminary Scenarios document attached at end of compendium)</p> <p>Attached is the position of the Boulder County Audubon Society on the North Trail Study Area process to date and on the preliminary scenarios.</p> <p>Regards, Raymond Bridge BCAS Comments on NTSA Page 1 October 31, 2015</p> <p>To: Tracy Winfree, Director, Boulder Open Space and Mountain Parks cc: Steve Armstead, Mark Gershman, Open Space Board of Trustees Subject: Comments on the North Trail Study Area process to date and the preliminary scenarios</p> <p>This letter is submitted on behalf of the Boulder County Audubon Society Board of Directors and BCAS's ~1600 members, most of whom are long-time supporters of open space and active users of OSMP lands and trails.</p> <p>The Process So Far</p> <p>Audubon commends OSMP staff for its Herculean efforts in meeting an impossible schedule, over which staff had little input or control. In particular, the Inventory and Assessment Report is an impressive piece of work that provides a good basis for the decision-making process.</p> <p>Unfortunately, the political mandate to complete the work in a 2015 (mercifully extended slightly) has badly distorted the process. Staff was not able to produce the Inventory and Assessment Report until June, but public input began months before. Initial input was supposed to be on people's interests and issues, though maps inevitably began to appear quite early, and those who submitted maps have developed strong investment in them. The fundamental problem for Audubon, however, is that it was impossible to provide meaningful input on the issues that we are concerned about until the Inventory report was available and there has still not been time to digest it. Audubon bases its land management views on solid science, and that means that without the data, our members were in no position to comment in a meaningful way.</p> <p>This is the result of a process when the schedule was set prior to consideration of what the steps needed to be, always a bad idea. The schedule should be driven by the tasks that must be accomplished—otherwise some important details are glossed over.</p> <p>The Inventory and Assessment Report</p> <p>As indicated above, this is, overall, an incredible effort, and the quality is very high. However, there are issues that are not likely to be corrected, because of the backward scheduling process. There is no time for corrections after feedback from outside experts. As a (not-terribly-important) example, the geology section does a poor job of summarizing the sedimentary layers in the mountain front and misses important exposures of interest, but there is little time to correct either errors or oversights. The same is true of more important sections.</p> <p>Note that in the Introduction Appendix p.6 Maps from the BCCP are referred to as having been adopted by the Planning Commission in 2013. The most recent maps for the Environmental Resources Element of the BCCP were, in fact, adopted by the Planning Commission in 2015, and we believe these recent maps were used in preparing the Inventory Report.</p> <p>BCAS Comments on NTSA Page 2</p> <p>The sections on Recreational, Cultural, and Agricultural Resources are all well done and do not need significant comment. It might be useful at the end of the NTSA to post information on the trailheads accessible by bus, together with schedule information on the OSMP Website. Bicycle rack information for trailheads would also be appropriate. The stated goals for Agricultural Management Areas seem appropriate. It seems odd to list fossil sites under Cultural Resources, but for locations needing attention to avoid fossil collection, the Fort Hayes outcrop above the Lime Kiln also needs protection/education strategy.</p>

The Natural Resources section is naturally the one of most concern to Boulder County Audubon. The chosen approach of choosing conservation targets and indicator species provides an excellent framework for making decisions in the NTSA, particularly coupled with the more detailed inventory provided in the Appendices and the consideration of focal species.

Preliminary Scenarios

There are elements of the scenarios that BCAS believe meet the appropriate objectives for the NTSA, including both some of the elements common to all plans, as well as some specific proposals in some of the scenarios. Note that Audubon concurs with the priorities of providing broad passive recreational opportunities and connecting regional, multiagency, multiuser trails, in addition to preservation of natural ecosystems. Audubon members are active recreational users.

First, we concur with all the actions proposed for all preliminary scenarios. We particularly commend the department for including:

- Restoration and re-vegetation of all undesigned trails not integrated into designated trail connections.
- Retaining the recommended Habitat Conservation Area designation for the Joder property.
- Proposals for trail improvements, actions to protect natural resources, interpretive signs and nature study. Note that some presentations have specifically mentioned 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.
- 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.
- 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.

The most important other single issue is preservation of the HCA and the major habitat block on the west side of Highway 36. Boulder County Audubon strongly supports the regional trail connection included in Scenario 1 and Scenario 3. The trail through the HCA shown in Scenarios 2 and 4 does not meet any of the environmental objectives expressed throughout the Inventory and Assessment Report. It would fragment the Critical Wildlife Habitat and High Biodiversity areas mapped in the BCCP since 1999, which are also well documented in the Inventory and Assessment Report. Significant portions of this area are either jointly owned with the County or are wholly owned by the County, so fragmentation of these areas should not be even considered without extensive consultation with Boulder County. It is worth noting that the current undesigned 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.

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. 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.

	<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 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.</p> <p>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.</p> <p>Respectfully, Raymond Bridge Boulder County Audubon Society Conservation Chair</p>
Email Author	Raymond Bridge
Staff Response	<p>Ray,</p> <p>Thanks to you and all the Boulder County Audubon Society members participating in the North TSA Plan. We sincerely appreciate the feedback on the process and the preliminary scenarios as we work to advance ideas into preferred scenarios and eventually a draft plan.</p> <p>I look forward to the continued engagement of Boulder County Audubon in the planning process.</p> <p>Thanks, Steve Armstead North TSA Plan Project Lead</p>
Email Date	10/28/2015
Email Detail	<p>Great, thanks for the reply Juliet!</p> <p>If you'd find it useful, I'd be happy to survey N Cedar Brook Rd residents for expected usage and opinion on the issue.</p> <p>Thanks, Ryan</p>
Email Author	Ryan Franz
Staff Response	

Email Date	10/27/2015
Email Detail	<p>Hi! I know the deadline has passed...but wanted to give the following input.</p> <ol style="list-style-type: none"> 1. I think two north-south connectors to Joder is a great idea and really necessary.....for many reasons but two big ones....people heading north -south will not want to head all the way down to boulder Valley Ranch to hit the north connector. 2. To have that be the only N-S connector will be asking for trouble with all the different user groups forced to use the same trail NS 3. Dogs need to be allowed on one of the NS connectors 4. People love the agriculture at BVR.They love the horses, the cows, and the fact it is a working ranch. To turn it into a parking lot and force the ranch to close would be a huge mistake. 5. Horses need some areas without bikes. Not that horses are afraid of bikes...although I'm sure some are...but when there are blind corners and I come running on my horse around a corner and a bike comes the other way it would be a disaster. We (horse rides) have so few place to ride at more than a walk...and we NEED more. Trails here are very rocky (no trotting or cantering) and shared with bikes coming toward us (no trotting or cantering) so the horse riders loose. <p>Another option it to have directional use...or alternating use days....but sharing it with bikesbikes win...others loose. And I ride and run, too...so I get it from other angles. But Boulder city and county are very horse un-friendly and I would love to see that change. AND ...I think it is more out of lack of knowledge of need than anything else. And I know that horse people are underrepresentedmost horse owners are out feeding and caring for their horses in the evening when meetings happen so cannot get involved. I know Susan is very outspoken but she is not the only voice or only opinion. We are working on trying to get others' involved but it is hard when live animals depend on their care.</p> <p>Thank you for all your hard work and patience with the various groups. I used to work for the city in the bicycle program so I know the many directional pulls.</p> <p>I'm so sad that I missed the deadline. I have to say that the website is overwhelming...with the top scroll and the side scroll ...I totally missed the bottom scroll.....I know younger kids can do 5,000,000 internet things at once...but I'm still back at 2.</p> <p>Thank yoU!!!!</p> <p>Marianne</p>
Email Author	Marianne Martin
Staff Response	<p>Hello Marianne,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process.</p> <p>Kind regards, The North Trail Study Area Team</p>

Email Date	10/26/2015
Email Detail	<p>To the OSMP staff, Thank you for the opportunity to weigh in on the North Trail Study Area plan. My six year old son and I live in Dakota Ridge and use the trails at least two to three days a week. I run them in the mornings, we use them to bike to soccer games, or bike recreationally, and we occasionally hike them together. I am in support of scenario 4 or any scenario that: has better trailhead amenities (bathrooms for a little guy are great), allows bikes, links the trail out to the McGuckins warehouse to the road to cross easily back to BV ranch, and anything that would increase overall trail mileage in north Boulder. The ideal would be to eventually include an off-road trail to the trails at Heil. Is this in the works? I moved here from Steamboat and though I know this is no mountain town, I found Boulder to be surprisingly lacking in mountain bike trails and connectivity. I'm not sure the city or county own enough land or could get access to a throughway to connect north boulder to the mountain bike trails in Lyons, but if so, it would make for a very fun ride out vs. the road or driving. This may be something the City already does, but just in case you don't, the City of Steamboat was often able to trade parcels with federal and private landowners to increase connectivity or to fill in holes in their land.</p> <p>Thanks for the beautiful trails and your work. Best, Summer Laws</p>
Email Author	Summer Laws
Staff Response	<p>Hello Summer, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process. Kind regards, The North Trail Study Area Team</p>

Email Date	10/26/2015
Email Detail	<p>Hi Steve, So sorry for my frustration today. I really do appreciate all that you are doing and creating. I think it where I got stuck and decided I would have to look later when I had more time...I saw this and didn't look around the whole site thinking there was just something here I was missing. This is from the site: Participate in the North TSA Plan Look for the links underneath Participate in the Plan in the brown box where you can provide email comments, sign up for North TSA email updates, view upcoming events/meetings and more. North TSA Planning Process, Reports and Documents North TSA Planning Process North TSA Inventory Report North TSA Plan Sideboards</p> <p>But there was no please there to find where to just leave feedback. And I'm sure it's there and I just can't find it. Anyway.....I'll write in tonight with consensus from our running group. I know I missed the deadline but I'll send things in anyway in case there is a small chance to give input.</p> <p>Thank you! Marianne</p>
Email Author	Marianne Martin
Staff Response	
Email Date	10/26/2015
Email Detail	<p>Dear Juliet, Thank you for your kind acknowledgement. May I please replace my comment re: dogs with the following? I now realize that what I wrote is not what I wanted to say. RE: dogs, I would prefer to: keep dogs, where allowed on trails at all, on leash at all times in order to protect natural values.</p> <p>In addition, it might be worth considering 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>THANK YOU! Sara Michl</p>
Email Author	Sara Michl

Staff Response	<p>Hi Sara, Thank you for your follow up email. I have updated your previous comment in our records to reflect your revised feedback shared below.</p> <p>Thanks and I look forward to your continued participation in the process. Best, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/26/2015
Email Detail	<p>Mr. Armstead, I didn't get to come by for your study sessions on the North Trail Study Area...last week. It's an enormous project...for you to handle. (You must be younger than me.) One of the southern tiny links is at my property at 2326 Norwood Ave. I'll like to stay in touch with your process, so please put me on your mail list. Thanks, Marilyn Jorrie Norwood Garden LLC sometimes in Colorado, Texas and California</p>
Email Author	Marilyn Jorrie
Staff Response	<p>Hi Marilyn,</p> <p>Thank you for your interest in the North TSA Plan. You have been added to our email list and will receive updates on the process and the ways you can participate.</p> <p>Thanks and we hope you will engage in the process as we continue to refine the preliminary scenarios and eventually develop a draft plan.</p> <p>Kind regards,</p> <p>Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>

Email Date	10/25/2015
Email Detail	<p>North TSA Feedback from Oct. 19 Meeting - I learned that the planning process for the North TSA was well underway from an article in the Daily Camera on October 4, so I made sure to attend the October 19 workshop (unable to attend Oct 5) to find out what was in the works. We did not receive notification, a "postcard", regarding this entire process and I find that wrong and frustrating but I will talk about that at the conclusion of this email.</p> <p>After attending the meeting/workshop and reviewing all of the scenarios, I do agree with what was said during the presentation - no scenario is perfect. I am trying to understand where /how you arrived at these very different scenarios, each one appearing to have very random possibilities...axelson/no axelson, Joder connection/no Joder connection, specific northern properties open/specific northern properties closed. It all seems very inconsistent and random, making feedback challenging without spending an unavailable amount of time reviewing each and every difference on all four scenarios. It also seems that this process is on the fast track, regardless of how many people in the community are truly aware of what is taking place and the small number of responses to the survey.</p> <p>That being said, I will provide my feedback to the best of my understanding. In my opinion, Scenario 4 is the best scenario to represent community interests. It provides good (& improved) connectivity, especially from Boulder to the Joder property. In scenario 4, there are ample trails provided at Joder and there is a good balance of recreation and conservation of sensitive resources. In this scenario the wildlife at Joder will have ample space - especially in the middle of the property, while the humans, dogs, bikes & horses have plenty of trail around the circumference. It seems like a good balance. There is however room for improvement on the parking and possible alternate connection from Beech, which BCHA is promoting, that should be seriously considered. This could only enhance visitor experience.</p> <p>I am, however, not in agreement with any of the scenarios regarding the northern properties. If I have to choose one, scenario 4 is the best of the not really acceptable.</p> <p>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. At the October 19 workshop, I was told by an OSMP environmental planner that there were no plans to build a trail through the northern agricultural properties and I will trust that this is the case.</p> <p>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. Do your leasees all know that their properties are potentially open to the public and possibly dogs? I really do not think they do and that is not right.</p> <p>If a leasee is growing hay on one of your northern properties, it is not wise or respectful to have the public randomly walking in the hay field with their dog in April - October while hay is growing. We raise hay and run cows on 100+ acres adjacent to some of your open space so I do have first hand knowledge. For example, the Bruning property, if there is irrigation water running, your leasee</p>

doesn't really want/need people walking through that property compromising the ground. Also, dog feces in hay is completely undesirable and I know from almost 40 years in Boulder and Boulder County that many people still do not pick up after their dogs (I am a frequent visitor to many trails, Sanitas included). It takes a LOT of time and effort to produce nice hay, an income source and the livelihood of your longtime leasees, and I don't believe the general public needs to be part of that mix. At the very least, you should consider seasonal closures, April - October.

The northern properties that are proposed to be open to the public are not large acreages. Most of these appear to be 40 - 80 acres of land, for example the Brewbaker or Stratton properties. These are not hundreds of acres such as Boulder Valley Ranch or east in Boulder County, where the additional acreage provides a better buffer between a cow herd and people. Cows can be rather unpredictable animals and these properties are too small to be mixing people, possibly dogs, and cattle. I 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 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. We moved from the City of Boulder 25 years ago to Boulder County. We seem to have different values than people that live in the city, we love space and room to move, we are farmers and are gratified by producing a quality natural product, and we are true stewards of the land. If you look at the 100+ acres of private property that we farm, it is healthy, irrigated, lush, sustainable hay pasture and grazing land. I am interested in seeing the City owned historically agricultural land " the northern properties" in Boulder County, remain strictly agricultural.

On another note, 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 outlot is public land and is to be used specifically for trail purposes as part of the subdivision agreement with the County. Advertising used to sell homes in North Rim highlights the trail as an amenity--" a hiking and equestrian trail around the entire development connecting with the Boulder County trail system." " (From OSMP Board of Trustees agenda, Jan.28, 1998.) Many years ago, someone (I believe one of the North Rim residents) placed hog panels across the trail corridor and the residents of South North Rim "The Ridge" have also placed landscaping materials in the path of the trail. I have discussed this trail corridor for years with different people from the City and County - Linda Jorgenson, Jim Crain, Brent Wheeler, Ann Goodhart, and Mike Patton, to name a few. Mike Patton was nice enough to meet me at the trail and walk it with me. Everyone has told me that the City and County are working on it and that I need to be patient. This is beyond patient. 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.

	<p>I need to also add that I am very concerned about the timeline of the North TSA project. It seems that this project has a very aggressive time line and is being fast tracked. It is much more important to get it right than to get it completed by May 2016. As you are aware, there are City Council elections in November and any new council member will need to get up to speed on this project in a hurry. With all the other major issues they have to deal with in Boulder, I do not have confidence that the council members have the appropriate time needed to become familiar with and make an educated decision by May 2016. There is a lot at stake here. Unlike most of you, this is in my front yard and I have to deal with your decisions on a daily basis. Again, I feel it is much more important to get it right than to get it done fast or by May 2016.</p> <p>Finally, we did not receive any notification regarding the North TSA project. We receive lots of postcards, notifications of special events on our road, about one a week - sometimes two in the spring and summer. I am the person that keeps all of those postcards in case I need to contact someone from the special event to provide them with feedback. If I had received a postcard regarding the North TSA, potentially something happening across the street from our home, I would have taken notice. I appreciate that you say that it was sent, but it was not received. I would have liked to have been part of the public input from the beginning. I find it very frustrating to have to play catch up at this point in the game.</p> <p>Respectfully Submitted, Paula Shuler</p>
Email Author	Paula Shuler
Staff Response	<p>Hello Paula, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process.</p> <p>Kind regards, The North Trail Study Area Team</p>

Email Date	10/25/2015
Email Detail	<p>After reviewing the scenarios at the October 19 workshop there were positives and negatives in every scenario but I found Scenario 4 to be the most acceptable. I liked the connectivity on the west side of US 36 to Joder Ranch but I feel it would much better if there was also a direct connection to the Beech trails.</p> <p>To me the biggest negative of the North TSA scenarios is the opening of good agricultural properties to public use without a dedicated trail. I am definitely not advocating for trails in these ag properties but without boundaries, agriculture, i.e., hay production and livestock, don't mix well and create major safety problems and a big potential for visitor conflict.</p> <p>My wife and I use the trail system on a regular basis and appreciate it so I am not anti-trail, I just feel there are appropriate properties for the public use but good irrigated agricultural land is not one of those places.</p> <p>Thank you for your consideration Joel Schaap</p>
Email Author	Joel Schaap
Staff Response	<p>Hi Joel, Thank you for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/25/2015
Email Detail	<p>What scenario did you start with? Scenario 4</p> <p>Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently?</p> <p>It is my understanding that Joder Ranch never met the stated qualifications for being a Habitat Conservation Area, thus should not be included as such. This area has historically been used as a for profit business/recreation area, and it seems more appropriate and correct to classify it as a Passive Recreation Area.</p> <p>The presence of Hwy36 is the main deterrent to wildlife in the NTSA, I have not seen any scientific evidence that creating and maintaining a trail along the West side of Hwy36 as a connector would 'bisect' the wildlife habitat (only opinions). This would be an extension of the already existing West Beech trail that follows the historical railroad grade.</p> <p>Creating a well connected trail system has always been a large part of recreation land use, thus Joder should be integrated into the rest of the county system (Heil and Beech) in the most appropriate way possible.</p> <p>What changes did you make?</p> <p>Designation of the area surrounding the Joder property as a Passive Recreation Area.</p> <p>Allowing multi-use trail systems that do not exclude user groups.</p> <p>How do those changes improve the scenario's ability to meet the identified interests?</p> <p>Creating an interconnected trail system that is user friendly and encourages people to experience the area, thus gaining a greater appreciation for the open space, and fostering a greater sense of ownership and desire to protect it.</p> <p>What, if any, other changes did you make to the scenario to ensure balance with the other identified interests?</p> <p>Most other protected interest are well represented in the proposal.</p> <p>Please provide your contact information.</p> <p>Eric Lee</p>
Email Author	Eric Lee
Staff Response	<p>Hello Eric,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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, The North Trail Study Area Team</p>

Email Date	10/25/2015
Email Detail	<p>I continue to be annoyed by the over analysis regarding the North TSA.</p> <p>Creating more Boulder CLOSED Space does not serve those who live and recreate in our region. All trails proposed should be built and/or improved. All trails should be open to all trail users, yes, including bikes.</p> <p>These views are mine and do not necessarily reflect the views of any organization I belong to or serve.</p> <p>Bryan Ganzel 114 Estes Ct Lyons CO 80540</p>
Email Author	Bryan Ganzel
Staff Response	<p>Hello Bryan, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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, The North Trail Study Area Team</p>

Email Date	10/25/2015
Email Detail	<p data-bbox="373 102 1965 240">Hello all ('BCHA Recommendations for NTSA -- final letter' document attached at end of compendium) The attached material from BCHA supports and refines the "Support for Scenario #4 with Modifications" letter that was submitted by the NTSA Recreation Coalition, with details from the equestrian viewpoint. We have recommended pretty much the same things throughout the NTSA process, but staff suggested that now was the time for refinements -- and we agree.</p> <p data-bbox="373 280 1965 524">What is new is the map at the end of the document showing what "Scenario #4 with Modifications" would look like with the recommended trails color-coded by the groups who could use them. So on one single map you can see that the trails shown in green would be multi-use (pedestrian, equestrian, and bicycle); purple would be pedestrian/equestrian, and pink would be pedestrian only. On the same map you can see where the up-to-design-standard trailheads (with horse trailer parking!) would be, and where equestrians should be allowed off-trail (consistent with historic use, minimizing environmental impacts, and designating some places for this use in each TSA). We have also shown how the Trail Around Boulder (TAB) ties in with other trails in the NTSA. While it shows many things, this map does not show recommendations for dog management.</p> <p data-bbox="373 565 1965 1060">Highlights of some refinements of particular interest to the equestrian community: at Boulder Valley Ranch, the lease specifically allows public use of the outdoor arena, but the current lessee has posted intimidating "Private, NO Trespassing" signs there and aggressively chases the public away. We need to use the NTSA process to reopen the arena for public equestrian use, as recommended by Staff in Scenario #4 -- and to reinstate horse trailer parking close to it. Also, the shelf trail from the Sage Loop to the Mesa Reservoir area is narrow and steep, with poor sight lines; therefore, we recommend making it one-way uphill for everyone to reduce visitor conflicts. We support Scenario #4 designating the pedestrian/equestrian trail on the Papini property, as we have ridden and loved this area for many years. At Joder Ranch, we commend staff on building an excellent interim trailhead and an excellent interim trail; but to make the experience meaningful we reiterate our desire for a pedestrian/equestrian loop as shown on the attached map (please note that the mountain bike reps in the Coalition have agreed to this configuration as one of their contributions to modifications of Scenario #4). Alternatively, horses could be allowed off-trail on Joder Ranch -- and although we do not support this horse property being an HCA, we point out that the VMP allows for off-trail use in HCAs under certain circumstances and we submit that this would be an appropriate one. At Linden, we reiterate our request from the West TSA that a real trailhead be built there to accommodate horse trailers and cars, for visitors heading south to the Mt Sanitas area and north to the Wonderland Lake area.</p> <p data-bbox="373 1101 1965 1133">We hope you will agree that this collaborative recommendation will maintain an acceptable balance among different priorities.</p> <p data-bbox="373 1174 1965 1206">As always, I'd be happy to provide more information or answer any questions you might have.</p> <p data-bbox="373 1247 1965 1336">Thank you for your consideration of our requests. Suzanne Webel President, BCHA</p>
Email Author	Suzanne Webel

Staff Response

Hi Suzanne,
Thank you, we have received Boulder County Horse Association's recommendations for the North TSA as well as the refinements email. All this input is appreciated and will continue to be considered as we work to develop revisions to the scenarios and eventually a draft plan.

Thanks for your participation and I hope you will continue to engage in the process.

Kind regards,
North Trail Study Area Team
City of Boulder Open Space & Mountain Parks

Email Date	10/25/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <p>1. What scenario did you start with? 4</p> <p>Scenario 4 is the only scenario that begins to meet the needs of a variety of user groups while still being low impact to conservation resources.</p> <p>2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently?</p> <p>All of the scenarios need to be revised because they begin with the false premise of “balance” being their centerpiece. Rather than balance the department should be looking to “optimize” core values wherever they can be optimized without truly affecting another core value. For instance excellence in trail design and rigor in trail maintenance does not compromise wildlife or conservation values, in fact the opposite is true. The same can be said for improving existing trails that, while undesignated, show significant use. The obvious example of this is the trail that currently runs N/S, west of 36 from the Foothills trail to the McGuckin distribution center. This trail exists. It is an old railroad grade. It has had extensive historical use. Wildlife has been coexisting with all sorts of uses for decades. To begin the whole process by designating everything north of the Foothills trail to Left Hand Canyon an HCA is a complete overreach and more an expression of the departments “desired future condition” rather than representing the truth on the ground.</p> <p>The persistence by the department and the conservation community in calling the area west of 36 and east of Olde Stage Road a “pristine habitat block” verges on silly. This is a relatively narrow band of land that is bordered on one of the busiest two lane roads in the state on one side and continuous residential development on the other. The fear that a multiuse trail will significantly impact wildlife is specious.</p> <p>3. What changes did you make?</p> <p>Because of the inexact nature of the scenarios I can only use the scenario as a sort of baseline and from that make requests for improvements:</p> <p>A. 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”. The NTSA is full of relatively flat trails that are not a big draw for most hikers. Keep the trails west of the lake steep, challenging and interesting. All trails require maintenance. You cannot design maintenance out of a trail.</p> <p>B. Focus on connecting to city and county properties north and west. The best way to do this is with a connector on west of 36 that allows multiuse access.</p> <p>In the WTSA the mountain biking community came up with a big zero in regard to access. There was no “balance”. This result lays squarely with the departments hidden agenda during the WTSA that gave the green light to “no consensus” on any bike access. During the WTSA/CCG I was told, informally, “don’t worry we’ll make up for this in the NTSA”. Well the NTSA is here and now is the time to “balance” the results of the WTSA in the NTSA.</p> <p>C. All of the trails in Boulder Valley need to be open to bikes, and changed to improve the visitor experience. You can keep the trail out of sensitive wildlife habitat but that does not mean</p>

	<p>following fence lines or old ranch roads. Make trails – trails, not roads. Use the habitat to be avoided as obstacles to gracefully design the trail around. Have one or two bird blinds near Left Hand Valley Res and the Boulder Res. Make wildlife encounters something that happens – not something to be avoided at all costs.</p> <p>D. How do those changes improve the scenario’s ability to meet the identified interests? These changes both improve the visitor experience and achieve conservation values. If trails are well designed, well-constructed, and take people where they want to go then people tend to stay on them and out of nesting/breeding areas. If trails are too flat, too straight, too boring, and avoid all possibilities of wild life encounters or view opportunities then people create their own trails. Meeting “identified interests” should not mean responding to fear based anti-user opinions. I found Rob Roy Ramey’s observations enlightening and worth repeating: “ Avoid managing hypothetical threats as if they are real threats, thus diverting conservation resources away from far more pressing problems. Rank conservation priorities in terms of species and habitats, and provide a defensible explanation for the rankings chosen. Don’t lose sight of the big picture by thinking too locally. Under new leadership, the department has made significant strides in improving the visitor experience. Use the NTSA to show the citizens of Boulder that conservation interests and recreation interests are not mutually exclusive but rather both can be optimized to the benefit of all – if done correctly.</p> <p>E. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? I think I have said enough....</p> <p>F. Whom should OSMP contact with questions about this scenario? How do we contact that person? Mark McIntyre</p>
Email Author	Mark McIntyre
Staff Response	<p>Hello Mark, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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, The North Trail Study Area Team</p>

Email Date	10/25/2015
Email Detail	<p>I have been running, hiking and riding my mountain bike on trails in the North TSA for almost thirty years. I have especially enjoyed putting together loops beginning at Wonderland Lake, heading north and crossing under Highway 36, going across and down the east side of the mesa, and then on to various trails leading to the trail around Boulder Reservoir. As best I can tell from the confusing map and verbal descriptions relating to the proposed changes in the Boulder Valley Ranch area, there will not longer be bike access from the area by the coffee roaster down to the lake at Boulder Valley Ranch (except, perhaps along the road leading to the Sage trailhead). This is unacceptable and, if true, may result in increased risks to cyclists who may opt to enter and leave Boulder Valley Ranch via the road to Highway 36.</p> <p>I recognize the current bike route down the east side of the mesa may be difficult to maintain and has the potential to create conflicts with hikers or runners coming up the hill, but there would seem to be numerous, potentially less hazardous routes for bikes on the gentler slopes on the north side of the mesa that could provide appropriate substitute access. Closing off the ability for bikers to travel "off-road" from the Wonderland Lake area to the Rez seems unnecessary and will eliminate one of the longer mountain bike rides close to the City.</p> <p>To the extent I have misread the map and verbal descriptions of what is expected in the vicinity of the mesa, it is most likely because the map is confusing and is not wholly consistent with the verbal descriptions of Scenario 4. Please consider making future iterations of the map less confusing and, perhaps, enlarging the three main areas covered by the map so they are not so difficult to decipher. I had a similar difficulty understanding what is supposed to happen with the trail directly west of Wonderland Lake; the map makes it appear that the trail will end up near the top of the hill, when the verbal description indicates it will actually return to the multi-use trail further to the north.</p> <p>Thank you for you consideration, Robyn Kube</p>
Email Author	Robyn Kube
Staff Response	<p>Hello Robyn, Sorry you found the scenario maps and write-ups confusing. In general for all the scenarios, bike access to the Boulder Valley Ranch (BVR) area would be increased from the current condition though there is some variance between the different scenarios. Scenario 4 includes redeveloping the trails in the BVR area south and west of the main ranch to provide additional bike access and improved visitor experiences. In all the scenarios, a loop trail is proposed on the hogback behind Wonderland Lake to replace the social trails that people are using through this area.</p> <p>We'll continue to refine and revise the scenarios and work to reduce the complexity associated with the preliminary scenarios.</p> <p>Thanks for your input. Steve Armstead North TSA Plan Project Lead</p>

Email Date	10/25/2015
Email Detail	<p>1. What scenario did you start with? I started with Scenario 3 because only Scenarios 1 and 3 provide enough protection for HCAs and, therefore, at least minimally comply with the existing OSMP Charter and the Boulder Valley Comprehensive Plan regarding OSMP lands.</p> <p>2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? <ul style="list-style-type: none"> • Conservation interests fundamental to OSMP are not being sufficiently met. This is evidenced by the fact that the Inventory Report, as well as Sideboards such as the Grassland Plan and the Charter, do not seem to have been utilized in any of the scenarios, unless there is an assumption that the information in the Inventory Report and the Sideboards on the Joder, West Beech and other properties will be used in creating the final trail designs and locations. • Biking interests for north-south corridors are not being sufficiently met. The Left Hand Trail does not connect to the Joder property, as it does in other scenarios, and the Foothills Trail does not connect to Left Hand Trail, effectively isolating bikes on the Joder property from potential north-south corridors.</p> <p>3. What changes did you make? <ul style="list-style-type: none"> • Change the three loops to two loops. Because the Joder Property is identified as an HCA, the proposed three loops are not appropriate. Two well designed loops would be adequate as long as the two loops are designed to mitigate impacts to the HCA, i.e., any trail design needs to be mapped as an overlay to the natural resources map and the final design approved by OSMP's natural resource experts prior to any construction. • Add two north-south corridors for bikers that do not foreclose the sustainability of native species that depend on habitats found within West Beech and the Joder HCA. Connect the Foothills Trail to the Left Hand Trail and the Left Hand Trail to the Joder Trail and then develop the feeder canal conceptual alignment. These alignments would reduce the HCA impacts. History on OSMP lands has shown that bisecting HCAs results in the rapid colonization of invasive species and impacts to plants and wildlife that need contiguous habitat blocks. </p> <p>4. How do those changes improve the scenario's ability to meet the identified interests? Improves the conservation of unique habitat, natural resources and native species found primarily in the NTSA foot hill areas west of Highway 36 and creates better north-south corridors for bikers.</p> <p>5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? None.</p> <p>6. Please provide your contact information Patricia Billig</p>
Email Author	Patricia Billig

Staff Response	<p>Hi Pat, I hope you're doing well! Thank you for your thoughtful feedback on the preliminary scenario revisions. I wanted to clarify that Scenario #3 does include a recommendation that OSMP would work with partner agencies to pursue connecting the Lefthand Trail to the Joder Property which would need to include an underpass at Hwy 36 near the Joder Property. This is the same idea that was included in Scenario 1 since both of these scenarios consider using Lefthand Trail as the connection to Joder.</p> <p>We appreciate your participation in the process and hope you'll continue to be engaged as we work to develop a draft plan. Steve Armstead North TSA Plan Project Lead</p>
Email Date	10/25/2015
Email Detail	<p>Dear OSMP,</p> <p>Although I am not familiar with all the details of the N-TSA scenarios, and do not feel qualified to speak to the specifics of these scenarios, I would like to strongly support the preservation of the HCA on the west side of Hwy 36. I hiked the trail on a trip led by Dave Sutherland and appreciate the rare and precious heritage that is our to preserve for future generations. Few communities have a remnant of the Tall Grass Prairie; we need to be good stewards of this property. Preserving unfragmented habitat for Boulder's amazing plant and animal life has a higher priority than public access or "visitor experience". As both a dog owner and bike rider, I feel there are other choices and places to ride and hike.</p> <p>Thank you for all the work that has gone into this very complex and difficult decision making process, Maureen Lawry</p>
Email Author	Maureen Lawry
Staff Response	<p>Hi Maureen, Thank you for your feedback on the preliminary scenarios for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/25/2015
Email Detail	<ul style="list-style-type: none"> • What scenario did you start with? Scenario 4 • Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? <ol style="list-style-type: none"> 1) There are no connections at all from Palo Park, Four Mile Creek, Northfield Village, Northfield Commons, and Orange Orchard neighborhoods to the bulk of North Boulder Trails 2) Trail connection between trail terminating south of Niwot Road and 55th and reservoir trails 3) Loop trail on the ridge above Wonderland Lake 4) HCA status unnecessary for Beech and Joder areas 5) More trail options in Buckingham/Joder Ranch are • What changes did you make? <ol style="list-style-type: none"> 1) 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. 2) The newly designated trails ending at 55th Street and near Niwot Road would be an idea place the 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. 3) The ridge above Wonderland Lake should have a 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. 4) We don't require HCA designation for the Joder Ranch and West Beech areas. Joder should be a Passive Recreation Area befitting its historical use, while West Beech should be a Natural Area which would allow some recreation off trail. HCA should not be the default designation. <ul style="list-style-type: none"> • How do those changes improve the scenario's ability to meet the identified interests? <p>These changes improve the visitor experience with trails. The more loops that are introduced and access points, the more dispersed and enjoyable the visitor experience will be.</p> • What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? • Please provide your contact information <p>David Gardner</p>
Email Author	David Gardner

Staff Response	<p>Hi David, Thank you for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<p>I'm writing in support of North TSA scenario number 4. It best balances recreation and conservation. North Trail Study Area Scenario Revision Summary Worksheet</p> <ul style="list-style-type: none"> > • What scenario did you start with? 4 > • Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? The connector on the West side of US 36 is great. The Jodor property could use trail loops that are interesting for users. The current network does not meet that need. The Left Hand trail dead-ends, so it cannot be traveled as a loop. I ride this trail and it is not a good user experience to have to ride on the road to access it. <p>> • What changes did you make? Add well designed trails to the Jodor property. Create new trail to turn the Left Hand trail into a loop.</p> <ul style="list-style-type: none"> > • How do those changes improve the scenario's ability to meet the identified interests? Both changes make otherwise unattractive trail options far more attractive to trail users. > • What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? > • Whom should OSMP contact with questions about this scenario? How do we contact that person? Myself, Jason Bartell I am a city of Boulder resident and homeowner. Thank you, Jason
Email Author	Jason Bartell

Staff Response	<p>Hi Jason, Thank you for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<p>1. What scenario did you start with? I started with scenario 4, as I see it as a good blend to suit various users' interests.</p> <p>1. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? Users in the Pine Brook Hills area lack cycling connectors.</p> <p>1. What changes did you make? The only change I would make is to borrow the idea from scenario #1, where bicycles are allowed on the Old Kiln Trail M-F.</p> <p>1. How do those changes improve the scenario's ability to meet the identified interests? Cyclists in the Pine Brook Hills area, and particularly on North Cedar Brook Rd, must travel Linden Ave to get to any connector trails. Linden Ave is not an ideal route, particularly during commuting times. Old Kiln Trail offers an excellent and sustainable route to connect with commuting routes and recreational connector trails. The main users of the Old Kiln Trail on weekdays would be residents, and this would encourage bicycle commuting and limit car miles. I live on North Cedar Brook and know several cyclists in the community who would commute to town on bicycle more if the Old Kiln Trail were an option. These residents are runners and walkers as well, so I see very low potential for conflicts with other users. I support keeping the Old Kiln Trail closed to bikes on weekends, as that is when I see more users on foot, and is also when it may be more likely to be used by shuttle riders (though I see this as very unlikely either way). Please consider opening Old Kiln to cyclists on weekdays, as this would be a valuable and environmentally helpful asset to a significant set of users in the area.</p> <p>1. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? None.</p> <p>1. Please provide your contact information. Ryan Franz</p>
Email Author	Ryan Franz

Staff Response	<p>Hi Ryan, Thank you for your feedback on enhancing cycling connection along the Old Kiln Trail in Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	<p>10/25/2015</p>
Email Detail	<p>Hi OSMP, (Map attached at end of compendium) Thank you for all you do. Please see my attached comments and map drawing on Scenario 4 for the North TSA. Contact me any time with questions. Best wishes, India Wood North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? #4 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? Scenario 4 does not meet the need for improved visitor experience, increased education and understanding, community values and commitments, recreation, and improved access and accessibility. 3. What changes did you make? SEE MAP JPG SAVED AS NTSA Map scenario 4 notes India Wood Keep the Kiln Trail along Fourmile creek. This is the only trail between Linden and Lee Hill Rd. that goes along a creek. It is beautiful. Many people hike and run the Kiln LOOP Trail. If you remove the Kiln Trail there is no longer a loop. The trail provides opportunities for children to explore the Dakota Hogback area without climbing a steep trail. Along the creek is the historic lime kiln; this is the only historic building in the area. Also along the creek are fossil inoceras clams and other fossils in the Pierre Shale outcrop there. This creek corridor needs help with invasive species, mainly sweet pea, white clematis, and mullein. --- Keeping the kiln trail improves visitor experience, connectivity, access, educations, and community commitments. 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. --- Adding a Four Mile Creek Trail will improve access and accessibility, improve visitor experience, improve connectivity, and increase education. 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. Please add a sidewalk along Violet. ---Adding a sidewalk on Violet will greatly improve access to the outdoors for lower income people in Boulder. Fix the Foothills trail switchback where it comes down to the lake from the north. This switchback is used daily by hundreds of hikers, runners, and bikers. Many children bike down this hill. Each rainstorm cuts big gashes in the trail, making it dangerous for everyone.

OSMP needs to rework the drainage.

--- Fixing the switchback improves visitor safety, experience, and access, and decreases visitor conflict.

Maintain the trails! Put more resources toward trail maintenance. We have lived next to Wonderland Lake for twelve years and have never seen any repair work on the trails up the hogback.

--- Trail maintenance improves visitor safety, experience, and access, and decreases visitor conflict.

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.

--- Increased structure in the lake will improve conservation of resources, visitor experience, and community values.

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 new paraglider trail will improve access, honor community commitments, and visitor experience.

Keep the Sage Trail parking area. The Sage and Eagle Trails are great for families and older people. The section along the irrigation ditch is beautiful and quite accessible even in wheelchairs. The trail west from the Eagle parking lot is flat and boring and then you have to go down a steep hill to get to the Sage/Eagle loop. People with limited hiking abilities are not going to park at Eagle to get to the beautiful walk along the irrigation ditch nearly a mile away. Maintain the dirt section of Longhorn Road; Boulder can afford this. As for the complaint that too many people park at Sage Trail, that is a problem also at Chautauqua, but you don't then remove the parking lot! If anything, make the Sage Trail parking lot bigger.

--- Keeping the Sage Trail parking area retains/improves access and accessibility, honors community commitments, visitor experience, trail connectivity.

Make the Joder Connection trail okay for leashed dogs. People are already very good about keeping their dogs leashed along the Foothill trail between Linden and Lee Hill.

Make the Foothills North trail north from Lee Hill leashed dogs only. It is currently off-leash. There are many conflicts on that trail with off-leash dogs. This would make the Foothills North Trail leashed dogs only from Linden all the way up to the Joder Connection trail.

4. How do those changes improve the scenario's ability to meet the identified interests?

SEE DASHED --- COMMENTS IN SECTION #3 ABOVE

5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests?

The above changes may decrease resource conservation. To restore the balance OSMP should decrease the plans for trails along the hogback south of Lee Hill Rd: Make the paraglider trail a simple loop from where you have the two green dots, up the hill to the launch area, then south onto the white dots. Remove the three trail sections which are unnecessary. Don't develop the trail along the irrigation ditch west of Wonderland Lake. See map notes jpg.

In exchange for allowing leashed dogs on the Joder Connection Trail, make the Foothills North Trail leashed dogs only from Lee Hill to the start of the Joder Connection and probably east to the Foothills parking lot at Hwy. 36.

6. Whom should OSMP contact with questions about this scenario? How do we contact that person?

India Wood

Email Author	India Wood
Staff Response	<p>Hello India, Thank you for your feedback on the North TSA Plan preliminary scenarios. Your thoughtful and detailed input is greatly 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. Steve Armstead North TSA Plan Project Lead</p>
Email Date	10/25/2015
Email Detail	<p>Hello, Below find Boulder Mountainbike Alliance comments to the NTSA process re: Scenarios 1-4. Scenario 4 by far balances recreation and natural resource conservation best.</p> <ul style="list-style-type: none"> ● Trail West of US36: <ul style="list-style-type: none"> ○ The connector west of US36 is crucial to connectivity to Lyons, but care should be taken in rerouting the existing half of the trail and when building the second half to make sure the xeric tallgrasses, crucial to the environmental health of two species of butterfly, are carefully avoided in the trail route. We are confident in staff's ability to mitigate this issue.. ○ We believe dogs on leash should be allowable on this connector trail. ● Boulder Valley Ranch: The current trail system is not enjoyable for mountain biking and thus seldom used. Reroutes suggested in Scenario 4 of the BVR trail system should focus on making BVR trails fun for biking and there are no additional environmental impacts to do so. ● Immediately East of 36: <ul style="list-style-type: none"> ○ Given that the existing Left Hand Trail dead-ends at a road, we want to see a trail using the contours immediately east of US36 that makes a loop out of the Left Hand Trail. This configuration will be more suitable for recreation as opposed to an out-and-back trail on mostly flat terrain which isn't good for user experience. ○ We do not believe the trail east of US 36 is a viable connector due to safety concerns of having to travel on roads and cross US36. The recreational experience would be better served on the west side. ● Joder: The existing road connector from US36 up to the top of Joder is too steep to be maintainable and is not great for recreation because of it's a wide dirt road. We fully support the idea of a loop trail on Joder shown as a reroute on the map in Scenario 4. We encourage staff to reroute that trail using the contours to climb in a sustainable way and wanted to state our support for that opportunity. ● Boulder Reservoir and Trail Around Boulder connectivity: <ul style="list-style-type: none"> ○ Connecting Niwot and Gunbarrel to Boulder Reservoir is important for connectivity. <p>See Scenario Revision Summary Worksheet: North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? (Circle one.) (4)

	<p>2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently?</p> <ul style="list-style-type: none"> - It did not improve the quality of the recreation experience as much as is reasonable in a win-win situation with no loss to other interests - It does not serve the mountain biking community as much as needed; mountain bikes need more options for longer loop experiences. Note that the Boulder community decided to exclude bikes from nearly all of the West TSA, so the North TSA provides a limited opportunity to provide near town riding for this underserved (According to the VMP) user group <p>3. What changes did you make?</p> <ul style="list-style-type: none"> - make all trails in the Boulder Valley Ranch area open to bikes (including Hidden Valley Trail, Mesa Reservoir Trail, trail to Kelso road); No one is lobbying to exclude bikes from this area and bikes need more trail miles to get a given time experience - e.g., we need approximately 8-10 miles of trail for a one hour long ride. - reroute all trails to improve the quality of the recreation experience (including the Left Hand Trail, the North Rim Trail, the Mesa Reservoir Trail); existing trails are boring and do not provide a positive visitor experience, let's fix that! - add a new trail in the Boulder Valley Ranch area next to US 36 that forms a loop with the Left Hand Trail and Cobalt Trail; you are not providing multiple loop opportunities of different lengths w/o needing to use a road; why not? Look at the south side of the OSMP system - make the NTSA more like that with stacked loops for rides of different lengths; there does not appear to be environmental resources in the Boulder Valley Ranch area that would suggest this is a problem (unless you consider the mere existence of a trail a problem) - 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! <p>4. How do those changes improve the scenario's ability to meet the identified interests?</p> <ul style="list-style-type: none"> - See comments above in #3 <p>5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests?</p> <p>-I do not believe that any of the suggestions above eliminate balance. I do not see how improving the quality of the recreation experience needs to be balanced against any other interest when it involves rerouting existing trails. I do not think that more mountain bike access eliminates any balance given over 100+ miles of "no bike" trail in the West TSA.</p> <p>6. Whom should OSMP contact with questions about this scenario? How do we contact that person?</p> <p>Steve Watts, Executive Director Boulder Mountainbike Alliance</p>
Email Author	Steve Watts
Staff Response	<p>Hi Steve, Thank you for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/25/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <p>1. What scenario did you start with? (Scenario 4)</p> <p>2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? I'm pleased with balance of recreation and natural resources in scenario 4, although I think there is still room to enhance the quality of recreation opportunities. Specifically, I would like to see the quality of recreation improved with more options for longer loops for mountain bikers. Scenario 4 does not serve the mountain bike community as much as needed, particularly given the exclusion of mountain bikes in nearly all of the West TSA.</p> <p>3. What changes did you make? There need to be more trail miles open to bikes. Please consider about 8-10 miles per one hour of riding. To improve this, I think all trails in the Boulder Valley Ranch area should be open to bikes. Furthermore, reroute existing trails to improve the recreation experience. Thoughtful design could both improve the sustainability of the trails and enhance the user experience for all users. Also, please understand that roads are not trails and roads should either be converted to trails through realignment or road-to-trail conversions. Finally, add a new trail in the Boulder Valley Ranch area next to US 36 that forms a loop with the Left Hand Trail and Cobalt Trail; you are not providing multiple loop opportunities of different lengths without needing to use a road; why not? Look at the south side of the OSMP system - make the NTSA more like that with stacked loops for rides of different lengths.</p> <p>4. How do those changes improve the scenario's ability to meet the identified interests? They improve the user experience for all users and create a balanced opportunity for recreation for the Boulder's underserved mountain bike community. They also balance recreation and conservation.</p> <p>5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? Proper trail design and construction—done with a solid understanding of all trail users—will minimize user conflict, minimize environmental impact, and maximize sustainability. What I'm suggesting enhances the overall balance by factoring in a solid conservation ethic into the design and management of the entire trail system. Also, mountain bike access needs to be balanced with the offerings of the entire OSMP property portfolio. Mountain biking is currently very limited and needs to be enhanced in the North TSA to create adequate balance in the system.</p> <p>6. Whom should OSMP contact with questions about this scenario? How do we contact that person? Steve Lommele</p>
Email Author	Stephen J. Lommele
Staff Response	<p>Hi Steve, Thank you for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/25/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet (Map attached at end of compendium)</p> <p>1. What scenario did you start with? 3 I began with scenario 3, but ultimately I was unable to pick a single scenario because this format imposes ridiculous and fabricated restrictions. We should be determining the best scenario for each property independent of the other properties. Achieve the most balanced use for each area without forcing unnecessary choices. This format complicates the process unnecessarily.</p> <p>2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? In scenario 3, by choosing a connector trail between the Wonderland Loops and the Old Kiln Trail, I was not allowed to have the connection to the Joder Property occur on the West side of highway 36. Also, did not agree with deletion of Wonderland loop trails. These are important to the user experience and do not compromise the habitat or wildlife. As a user, I do not have strong opinions about the other properties.</p> <p>3. What changes did you make? I would like to see the following changes: Wonderland:</p> <ol style="list-style-type: none"> 1. Keep two loop trails (upper and lower) on mountainside due west of the lake (see attached map with blue trails), like the current social trails. Re-build these trails in a sustainable fashion (like Eldorado Canyon does on steep terrain). 2. Do not move the paragliding access trail so far north. Again, keep the intersection of the paragliding access with the Foothills trail in same vicinity, but with an improved trail. Hikers want to do a loop and moving the trail so far north takes away an option of a more manageable hike for those that have limits on their time. The loops above the lake are lightly used, but nearby residents frequent this area for a good workout and ability to get up higher over lunch hours, and before and after work. A connection to the Kiln Trail will allow for a longer hike should that be desired. Options please. <p>Joder:</p> <ol style="list-style-type: none"> 4. Make connection to the Joder property on the west side of 36. 5. Allow Bikes on Joder <p>6. How do those changes improve the scenario's ability to meet the identified interests? If you truly trying to improve the user experience while protecting the habitat and wildlife, then build trails where people want to go and maintain them. We hikers like loops, variety, challenging and interesting trails and we want to get out into the open space. Limiting access means people wander off-trail to get where they want. The social trails that are already there, illustrate exactly where people want to go. Redesign and fix those. There is abundant wildlife, doing just fine with the social trails and paraglider access trail as it is now, so there is no need to remove these loop options. Just improve them.</p> <p>7. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? I would give up the little overlook trail (see map) at the lower saddle and the north creek trail spur north of Old Kiln. I would also give up bikes on Old Kiln and keep dogs leashed in the Wonderland and Joder areas. I also don't have any attachment to the educational scenarios around the lake.</p>

	<p>8. Whom should OSMP contact with questions about this scenario? How do we contact that person? Jill McIntyre</p>
Email Author	Jill McIntyre
Staff Response	<p>Hi Jill, Thank you for your feedback on the preliminary scenarios for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<p>I am out of town and was unable to participate in the Oct 19 Workshop. I am sending my comments re Scenario revisions/combinations via e-mail since I was not able to be there in person.</p> <p>1. What scenario did you start with? 3</p> <p>2. Why did you think the scenario needed to be revised? Because I have no idea how the circles of trails on the Joder Property will impact or avoid the natural resources there. What you have given us in the Scenario maps is just “lines on a map” – it is not clear to me whether these lines/trails will avoid the high quality grasslands and shrub and rocky/ridge habitats and the natural springs and drainages on the Joder Property. If the lines/trails go into/through any of these areas then I think they should NOT be built/proposed and should be deleted from the Scenario map. The thorough study and analysis of natural resources seems to have been left out of this step in the planning process even tho the Inventory Report shows extremely valuable natural resources in the West Beech and Joder Properties – and because the Inventory Report has not been integrated into this step (at least as far as the public is concerned) the public discussion lacks careful consideration of the rich, well-documented natural resources, Comp Plan, and Sideboards.</p> <p>What interest(s) was it not meeting sufficiently? Conservation of unique and high quality habitat. Implementation of the Sideboards – especially the Comp Plan, Grassland Plan and support of Charter purposes for conserving water resources, habitat for native species, etc.</p> <p>In addition, the connectivity for bikes is short-changed in 2 places: (1) Foothills to Left Hand Trail and (2) the Left Hand Trail does not connect to the Joder Property (as it does in other scenario(s)). I understand that from Hwy 36 there is an elevation gain up to the ridge on Joder – so switchbacks for ALL users are needed to comfortably (“provide a good experience”) enable users to comfortably climb up to the ridge. These switchbacks need to be placed in areas where they do not impact high quality habitat and need to be constructed with materials that enable them to be used in wet seasons when the Joder soils are impassable (e.g. spring 2015). I can’t tell where parking is in this scenario, but adequate parking for regular vehicles (as opposed to horse trailers & buses) is needed at Joder – in one of the two locations proposed in other scenarios.</p> <p>3. What changes did you make? I would reduce the number of trails on Joder Property and limit them to the areas where/near the interim trail/ existing road and areas where invasive/barnyard grasses dominate.</p> <p>Based on input from the first workshop session in October, I know the equestrian & agricultural interests want to see reconfiguration</p>

and improvements to the trails in the Boulder Valley Ranch area. These uses dominate in that area, have overshadowed conservation interests, and provide opportunities to meet those interests – giving balance to all interests in the NTSA in a way that does not damage the native species in areas with more and more valuable/imperiled/declining populations and natural resources.

Re Dog regulations: the short orange line in the Wonderland Lake area does not make sense to me – we know from experience that short segments that change regulations are difficult to enforce. Addition of dog-free trails in Joder is good, but NOT if these trails fragment high quality habitat and impact unique water resources (see #2 above)..

The on-leash areas are important to allow hikers, families, and others a high quality visitor experience with dogs under control.

Re Equestrian regs: Horses should not be allowed on hogback loop due to the nature of the soils and trail sustainability.

ALTERNATING DAYS for uses to reduce conflict between users is needed so that hikers can access and comfortably use with a high quality visitor experience the trails that on alternating days bikers & equestrians would be using. Wildlife viewers/bird watchers/quiet users need to be given quiet access to the trails without these large, faster users being present in order to have a high quality visitor experience.

4. How do those changes improve the scenario’s ability to meet the identified interests? Improves recreation opportunities for equestrian, N-S connectivity for bikers, quiet hikers, and the conservation of unique habitat and natural resources in the OSMP system for native species. If we do not conserve the resources here, we will eliminate their chances of surviving in our OSMP system since the North TSA provides special opportunities for conserving them.

5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? I want to see bikers provided with at least 2 north-south options that do not foreclose the sustainability of populations of native species (plant communities and animals that are imperiled or species that depend on habitat that is increasingly in short supply). I know that it is not some bikers’ first choice at this time, but I think reasonable options include the feeder canal conceptual alignment and the Left Hand Trail connecting Foothills Trail to Joder Trail – these options allow West Beech to be retained as an unfragmented HCA. A trail bisecting that HCA should be rejected because it will

- * serve as a corridor through which invasive species (from jointed goat grass to all sorts of other listed weed species) are carried into/through and subsequently throughout a very important habitat for unique and imperiled species.

- * impact habitat for several species of snakes (see Inventory Report).

- * degrade plant communities that deserve protection because they support imperiled species and include several special species found in only one other area or limited parts of the state, nation or globe.

- * fragment ecosystems that have been identified in the County Comp Plan as well as the Inventory Report as important to conserve because they support a wide diversity of rare, imperiled biological communities and are not found elsewhere in the OSMP system. (If we lose these resources here by allowing human use, we will have lost them forever. I find that inexcusable given The Charter’s purposes for the Open Space program.) “A society is defined not only by what it creates but also by what it refuses to destroy.” John C. Sawhill

6. Please provide your contact information

Karen S. Hollweg

Email Author

Karen Hollweg

Staff Response

Hi Karen,

Thank you for your very thorough feedback on the preliminary scenario revisions even though you were not able to attend the Oct. 19 workshop. I wanted to clarify for you that Scenario #3 does include a recommendation that OSMP would work with partner agencies to pursue connecting the Lefthand Trail to the Joder Property which would need to include an underpass at Hwy 36 near the Joder Property. This is the same idea that was included in Scenario 1 since both of these scenarios consider using Lefthand Trail as the connection to Joder.

We appreciate your participation in the process and hope you'll continue to be engaged as we work to develop a draft plan.

Steve Armstead

North TSA Plan Project Lead

Email Date	10/25/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <p>1. What scenario did you start with? (Circle one.) 1 2 3 4</p> <p>These are the parts of the scenario I would like to see implemented:</p> <ul style="list-style-type: none"> • 4c: trails west of Wonderland Lake on the hogback. I particularly was happy to see the plan to keep the connection between the Wonderland Lake trail and the north end of Spring Valley Road. This makes an excellent loop through the neighborhood, and could be designated and signed as a neighborhood trail. I also like the trail from the same Wonderland Lake Trail access point that goes north to join the Wonderland Hill Trail. • 4E: I am hopeful that a way can be found to sustainably build a trail connection on the old railroad grade. Suggestions: Sign the trail to say all users must remain on the trail to avoid damage to the plants and ground nesting sites for birds and to prevent the trail being closed to all users. A low fence that wildlife can cross might also help keep users on the trail. If cattle are used to create disturbance in this area, I think it can be managed in a way similar to the South Boulder Trail. It is helpful to explain why dogs are not allowed on the trail, and to remind people that if dogs are on the trail, they may well cause damage to wildlife and bring in invasive species, thus leading to the trail needing to be closed. • If conflicts arise on the trail connection of the old railroad grade, then go to specific days for bicycles, hikers and riders. • Maintain the 4E area as an HCA. It is not clear that you have done so. The map color indicates that is not the plan; the verbiage in the mapped actions for scenario 4 indicates that it is planned to maintain this area as an HCA. • Will designation of the Joder property as an HCA allow for adequate disturbance to keep the grasslands healthy? It is my understanding that horses have been on most of the property. If they are removed we may see improvement for a few years, but then the grassland health will likely decline thereafter if the land remains undisturbed. • Please do not open the trails around Wonderland Lake to off-leash use. This causes numerous problems at present because of the heavy usage and resulting conflicts. I think it would be best to require leashes on all designated trails in the Wonderland area – and that is a favor to the dogs because of the number of cacti on the hogback. In addition, dogs off leash will cause problems with the birds and other wildlife (mainly deer) in this area. I support no dogs on the connector trail between North Foothills and Joder. <p>2. What changes did you make?</p> <ul style="list-style-type: none"> • HCA classification for area 4E • Lower the Joder property from HCA to Natural area if that is needed to maintain the health of the grasslands over the longterm. • Dogs on leash in the Wonderland Lake area, including the hogback trails <p>3. How do those changes improve the scenario's ability to meet the identified interests?</p> <p>Classification of land needs to give us the best chance to maintain healthy grasslands; dogs on the trails above Wonderland Lake will likely not be under voice and sight control if allowed off leash, and will therefore chase deer and other wildlife.</p> <p>4. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests?</p> <p>We need to both maintain natural areas and to maintain vegetative cover on the hogbacks even though we cannot go back to the era before man was here and even though we will have continued challenges as the climate changes. We also need to maintain a vibrant, active and supportive community so that we can continue to manage our open space lands and to attract young, energetic people to Boulder. They need to be able to use open space lands, yet this must be accomplished without destroying the lands.</p> <p>5. Whom should OSMP contact with questions about this scenario? How do we contact that person?</p> <p>Claudia VanWie</p>

Email Author	Claudia VanWie
Staff Response	<p>Hi Claudia, Thank you for your feedback on the preliminary scenarios for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<ol style="list-style-type: none"> 1. What scenario did you start with? Scenario 1 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? I didn't think it was necessary to be revised and it was probably the best of the four alternatives. 3. What changes did you make? None 4. How do those changes improve the scenario's ability to meet the identified interests? I thought that the Scenario meets most of the identified interests adequately. Connectivity between the city and Joder Ranch on the highway is not ideal for bikes, but a connection through the Beech Property, an HCA, is highly undesirable from the point of view of protecting natural resources principally regarding the introduction of hard-to-control non-native plants. Also, one of the biking-oriented participants at the second public meeting stated that for bike purposes, the Beech trail would need to have curves and other features installed to "make it more interesting," changes that would create even bigger threats to the HCA. 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? I would have preferred somewhat fewer trails in the Joder Ranch portion, but I think this scenario balances access with natural resource impacts and trail maintenance considerations on that property. 6. Please provide your contact information: Kirk Cunningham, Conservation Chair Indian Peaks Group, Sierra Club
Email Author	Kirk Cunningham

Staff Response	<p>Hi Kirk, Thank you for sharing your support for and additional thoughts on Preliminary Scenario 1 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<p>I would like a way to commute to work without having to ride 36. Option 4 is the best so far of achieving that dream.</p> <p>Thanks, Jean Bouchard</p>
Email Author	Jean Bouchard
Staff Response	<p>Hi Jean, Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/25/2015
Email Detail	<p>Boulder OSMP, Thank you for your efforts making the NTSA happen and for working to keep it civil in a city known for its activism and political energy. This is a hard task indeed. Please see attached for my comments on Scenario 4. David Holshouser North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? 4 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? I like scenario 4 sufficiently to accept it as is and thank you for your energy putting out high quality starting points for this discussion. V&S has been limited in recent years and I request more places that aren't dog parks where dogs can be off-leash. I believe extending Foothills trail eliminates a highly dangerous situation crossing 36 to access Joder. Sooner or later there will be a fatality if the Foothills trail connection to Joder is not established. Scenario 4 contains the addition of safety that is necessary for access to Joder. Consider access to the un-improved cattle underpass south of Nebo rd (and leave it unimproved.) The interim connection up Joder is a user conflict waiting to happen. Bikes will bomb down that gravel road at high speed and eventually someone will have conflict. Make sure this is addressed. 3. What changes did you make? Add V&S in Joder and on the Foothills trail. Consider either designating current social single track around Eagle-Sage trails (so that mtb'ing is allowed) or allow construction of single-track around the Eagle Sage loop. There is an existing structure and access road, I think it's called Beech Open Space, near the current Left Hand Trailhead. Include access from that structure, up the access road, to 36 and new construction of trail from there up to the Foothills trail/Joder, North of the Beech warehouse. 4. How do those changes improve the scenario's ability to meet the identified interests? I believe V&S and equestrians have been limited recently. These changes balance dog, equestrian, and bike access to owned properties without significant impact to the environment or endangered habitat. I spoke at length with a staff member who is knowledgeable in the environmental impact of these changes. We had a very good exchange of ideas and concerns. I believe these changes can be made without impact to any endangered species or areas. 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? Undesignate Joder as an HCA. This was an arbitrary decision and impacts the use of an historic property which has seen significant equestrian usage for many years (does it come close to a century of use now being limited?) Equestrian's have seen restricted practical access for many years as the population has grown and activities like biking have become more popular. Allowing equestrians access to the many trails on Joder re-establishes a long held property to its proper status as an equestrian riding center 6. Whom should OSMP contact with questions about this scenario? How do we contact that person? David Holshouser Please continue the push for the 2 railroad crossings of Diagonal Hwy on CottonTail (IBM/Coot) and CottonWood (SE of Jay & 47th). I just noticed the Coot/IBM access says no dogs. That would be a major problem, considering Coot is one of the only V&S areas with water in the area. Consider the high amount of traffic that is dog related at Coot. This connection would facilitate dog access from Niwot/Gunbarrel to Coot without a car. If it were closed to dogs the utilization would be vastly limited. <p>With the addition of a West-of-36 access to Joder, Cobalt open to bikes, and the 2 crossings of Diagonal the regional connectivity of</p>

	Boulder greatly increases. Boulder has the reputation of being a bike city. We must connect the dots to live up to this reputation.
Email Author	David Holshouser
Staff Response	<p>Hi David, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<ol style="list-style-type: none"> 1. What scenario did you start with? #4 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? How can you not provide dog owners access to Joder via the connector trail? This is classic OSMP. And you wonder why people don't follow the rules. Just look at what's happening with Lions Lair - dog owners are now forced off trail because OSMP takes away access and doesn't provide any alternatives. Incredibly bad land management - you can't just make rules and not understand the actual impacts they have on use. 3. What changes did you make? Dogs on leash for the connector trail to Joder and the Hogback Loop. 4. How do those changes improve the scenario's ability to meet the identified interests? Dog owners can actually get to Joder on foot and have another much needed dog loop from town (have you heard of the city's goals around not using cars?!). 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests
Email Author	Prajna Coach
Staff Response	<p>Hello Prajna, Thank you for your feedback on the North TSA Plan preliminary scenarios. 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. Steve Armstead North TSA Plan Project Lead</p>

Email Date	10/25/2015
Email Detail	<p>Ruth Carol Cushman & Glenn Cushman</p> <p>We are more than a little confused (completely befuddled in fact) about the various proposals and would urge you to give more time before a deadline.</p> <p>Tentatively, we support scenario #4 but do not understand the process enough to answer the additional questions about it. We do feel strongly about the need to protect wildlife, plants, and habitat, especially the wetlands near the reservoir. We are also concerned about some of the rare plants, such as <i>Physaria bellii</i>, that are globally rare but locally abundant on the Pierre Shale in north Boulder.</p> <p>Just a few disjointed thoughts.</p> <p>Could the connector trail and a parking area be built on the east side of 36, largely by connecting existing trails? Or by utilizing the feeder canal?</p> <p>Could the 6-mile fold area be made a HCA? This area is so unique it deserves special protection.</p> <p>Because of bad encounters with dogs and their owners (just one example--Ruth Carol was knocked over by 2 dogs and suffered a shoulder separation a few years ago), we urge you to either not allow dogs or to allow only leashed dogs.</p> <p>We favor a single loop trail around the perimeter of the Joder Ranch.</p> <p>PLEASE design trails to avoid fragmentation as much as possible!</p> <p>If you will extend the deadline, we will try to answer the detailed questionnaire but are unable to do so with so little time. The past 3 days have been especially hectic for us so we just ran out of time.</p> <p>Sincerely, Ruth Carol and Glenn Cushman</p>
Email Author	Ruth Carol and Glenn Cushman

<p>Staff Response</p>	<p>Hello Ruth and Glenn, Thank you for your feedback on the North TSA Plan preliminary scenarios. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>We are sorry you found the process to review and provide feedback on the scenarios confusing with very little time to consider. We understand there is a lot of information to go through to understand the scenarios and limited time to provide feedback, but the aggressive timeline for completing a draft plan requires that the process move rapidly. The feedback you were able to provide is helpful and appreciated.</p> <p>We'll continue to strive for ways we can make the process accessible, transparent, and not overly cumbersome.</p> <p>Below are some responses to your questions:</p> <p>Could the connector trail and a parking area be built on the east side of 36, largely by connecting existing trails? --YES; SCENARIOS 1 AND 3 INCLUDE USING LEFTHAND TRAIL AS THE CONNECTOR ON THE EAST SIDE OF HWY 36 AND INCLUDE A TRAILHEAD ON THE EAST SIDE. Or by utilizing the feeder canal? --- THE FEEDER CANAL CAN'T BE USED AND WAS LOOKED AT IN THE PAST AS A CONNECTION TOWARDS LYONS, BUT ISN'T SUITABLE FOR LINKING TO HEIL RANCH.</p> <p>Could the 6-mile fold area be made a HCA? This area is so unique it deserves special protection. 6-MILE FOLD IS BOULDER COUNTY PROPERTY AND ISN'T PART OF THE NORTH TSA.</p> <p>Thanks Steve Armstead North TSA Plan Project Lead</p>
<p>Email Date</p>	<p>10/25/2015</p>
<p>Email Detail</p>	<ol style="list-style-type: none"> 1. What scenario did you start with? (BTR supports Scenario 4 as a starting point) Scenerio 4 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? The OBST told us land designations were open for discussion as part of the NTSA. Joder and West Beach should both be reclassified from HCA to Passive Recreation according to the definitions in the VMP. 3. What changes did you make? See question two above plus add dogs on leash for the Joder connector trail. 4. How do those changes improve the scenario's ability to meet the identified interests? More balanced based on the actual conditions on the ground and provides dog owners a way to get to Joder other than my forcing them to drive. 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? 6. Please provide your contact information.
<p>Email Author</p>	<p>Dan Brillon</p>

Staff Response	<p>Hi Dan, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<p>Dear OSMP Staff, Thank you for the opportunity to submit this input on the NTSA. Please consider carefully the recommendations below. Dan Sukle</p> <p>NTSA Input Boulder Valley Ranch Scenario 2 shows the north west quarter of the Sage -Eagle Trail loop at Boulder Valley Ranch designated leash. This loop is the most popular voice and sight loop at BVR and probably the most popular voice and sight loop in the North Study area. Please leave this loop as it is—voice and sight.</p> <p>Wonderland Lake Wonderland Lake is a popular neighborhood dog walking site, but there are currently no voice and sight opportunities near Wonderland Lake.</p> <p>Dialog: One Way of Making Policy Dog Owner: Sir, what is the regulation for dogs on this trail? Ranger: On-leash. Dog Owner: Why on-leash? Ranger: Because this is an HCA. Dog Owner: Why is it an HCA? Ranger: Because the dog regulation is on-leash.</p> <p>Joder Ranch Historically Joder Ranch has been a working ranch. As such, it should be designated a Passive Recreation Area and the dog regulation should be Voice and Sight.</p> <p>West Beech Dogs and other uses should be allowed on West Beech which would then serve as a connector trail. If there are environmental concerns, the dog regulation could be designated on-leash.</p>
Email Author	Daniel Sukle

Staff Response	<p>Hi Dan, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<p>Hi Steve, I have just reviewed the options for the North TSA and think there are a lot of nice changes being proposed. However, As a North Boulder resident I am concerned about the removal of some of my favorite trails in the area. All (or most) options seem to include removal of a couple things that I highly value.</p> <p>1. Boulder Valley Ranch - Removal of Eagle and Degge trails. The new layout removes the short loops that are currently available. These short loops are a favorite hike of me with my son. I don't see any comparable short loops from that trailhead that are in the 1.5-2.5ish length appropriate for small children. I would be sad to lose these favorite short loop options with my small children without getting similar replacements.</p> <p>2. North of Wonderland lake - Trail along the creek that loops Old Kiln to the foothills trail. This is a great trail along the creek. While this did change a great deal in the flood, it is still a favorite for me to hike and run from my house. I would like to see a version of this trail remain (and continue to loop) as it is a unique trail compared to most in the area.</p> <p>In other things I support in various options.</p> <ul style="list-style-type: none"> - I'm a strong supporter of the trail west of US36 to connect Hogback to Joder and making that stretch bike friendly. - I appreciate the mix of off-leash options, in some proposals, near wonderland lake. I think the trails proposed west of wonderland will be a nice off-leash area. - I think seeing improved fishing options at Wonderland will be great. <p>Thank you for including this feedback as you review options. Jason Oeltjen</p>
Email Author	Jason Oeltjen

Staff Response	<p>Hi Jason, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<p>Dear committee of Peers,</p> <ul style="list-style-type: none"> ● Scenario 4 by far balances recreation and natural resource conservation best. ● Trail West of US36: <ul style="list-style-type: none"> ○ The connector west of US36 is crucial to connectivity to Lyons, but care should be taken in rerouting the existing half of the trail and when building the second half to make sure the xeric tallgrasses, crucial to the environmental health of two species of butterfly, are carefully avoided in the trail route. We are confident in staff's ability to mitigate this issue.. ○ We believe dogs on leash should be allowable on this connector trail. ● Boulder Valley Ranch: The current trail system is not enjoyable for mountain biking and thus seldom used. Reroutes suggested in Scenario 4 of the BVR trail system should focus on making BVR trails fun for biking and there are no additional environmental impacts to do so. ● Immediately East of 36: <ul style="list-style-type: none"> ○ Given that the existing Left Hand Trail dead-ends at a road, we want to see a trail using the contours immediately east of US36 that makes a loop out of the Left Hand Trail. This configuration will be more suitable for recreation as opposed to an out-and-back trail on mostly flat terrain which isn't good for user experience. ○ We do not believe the trail east of US 36 is a viable connector due to safety concerns of having to travel on roads and cross US36. The recreational experience would be better served on the west side. ● Joder: The existing road connector from US36 up to the top of Joder is too steep to be maintainable and is not great for recreation because of it's a wide dirt road. We fully support the idea of a loop trail on Joder shown as a reroute on the map in Scenario 4. We encourage staff to reroute that trail using the contours to climb in a sustainable way and wanted to state our support for that opportunity. ● Boulder Reservoir and Trail Around Boulder connectivity: <ul style="list-style-type: none"> ○ Connecting Niwot and Gunbarrel to Boulder Reservoir is important for connectivity
Email Author	Jonathan Wirth

Staff Response	<p>Hi Jonathan, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<p>To Whom it May Concern,</p> <p>I would like to vote for scenario 4. I will use this trail to avoid riding 36 from Boulder to Heil Ranch like I currently do.</p> <p>Thank you, Eric Lees</p>
Email Author	Eric Lees
Staff Response	<p>Hi Eric, Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<p>Hello, I commute on my bike pretty much daily from the Crestview subdivision to Gunbarrel. I like riding through Boulder Valley Ranch and hope that you will continue to develop mountain bike trails in the area. My opinions are aligned with the BMA so my input would be that option 4 would be ideal.</p> <p>Thank you for the opportunity to give input. Sincerely, Greg Strom</p>
Email Author	Greg Strom

Staff Response	<p>Hi Greg,</p> <p>Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/25/2015
Email Detail	<p>Dear Sir or Madam,</p> <p>I strongly favor the Scenario 4 proposal, as it appears to balance the needs of mountain bicyclists with those of hikers. I look forward to seeing these trail improvements implemented.</p> <p>Regards, Steven Natali</p>
Email Author	Steven Natali
Staff Response	<p>Hi Steven,</p> <p>Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/24/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees:</p> <p>I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>In particular, I support the position on Scenario #4 as expostulated by the NTSA Recreation Coalition in the letter they have sent you. Thank you.</p> <p>Herb Poppe</p>
Email Author	Herb Poppe
Staff Response	<p>Hi Herb,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/24/2015
Email Detail	<p>We are very excited about the North TSA project and would prefer to see trails west of US36.</p> <p>Trail West of US36:</p> <ul style="list-style-type: none"> ○ The connector west of US36 is crucial to connectivity to Lyons, but care should be taken in rerouting the existing half of the trail and when building the second half to make sure the xeric tallgrasses, crucial to the environmental health of two species of butterfly, are carefully avoided in the trail route. We are confident in staff's ability to mitigate this issue.. ○ We believe dogs on leash should be allowable on this connector trail. ● Boulder Valley Ranch: The current trail system is not enjoyable for mountain biking and thus seldom used. Reroutes suggested in Scenario 4 of the BVR trail system should focus on making BVR trails fun for biking and there are no additional environmental impacts to do so. ● Immediately East of 36: <ul style="list-style-type: none"> ○ Given that the existing Left Hand Trail dead-ends at a road, we want to see a trail using the contours immediately east of US36 that makes a loop out of the Left Hand Trail. This configuration will be more suitable for recreation as opposed to an out-and-back trail on mostly flat terrain which isn't good for user experience. ○ We do not believe the trail east of US 36 is a viable connector due to safety concerns of having to travel on roads and cross US36. The recreational experience would be better served on the west side. ● Joder: The existing road connector from US36 up to the top of Joder is too steep to be maintainable and is not great for recreation because of it's a wide dirt road. We fully support the idea of a loop trail on Joder shown as a reroute on the map in Scenario 4. We encourage staff to reroute that trail using the contours to climb in a sustainable way and wanted to state our support for that opportunity. ● Boulder Reservoir and Trail Around Boulder connectivity: <ul style="list-style-type: none"> ○ Connecting Niwot and Gunbarrel to Boulder Reservoir is important for connectivity <p>Thank you for pursuing this project and for taking feedback from the community. Andy Wing</p>
Email Author	Andy Wing
Staff Response	<p>Hi Andy, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/24/2015
Email Detail	<p>North TSA Scenario Revisions</p> <p>1. What scenario did you start with? Scenario 4</p> <p>2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently?</p> <p>All the scenarios tend to minimize any new recreational opportunities. Scenario 4 offered the best basis to address this unbalance in OSMP's plans.</p> <p>The corridor west of HW36 from North Boulder to the Joder property is an essential connection and recognizes the existence of a decades long "social" trail, presently along the old RR grade. When last reviewed by the OSMP board this trail was neither accepted nor rejected, but rather put in limbo for further consideration. It should be obvious from the continuing public use that it is important to the community. It is also a major link in the developing Boulder regional trail system.</p> <p>Public access to the Joder Ranch property should also be a given as it has been in the city and county plans and "promises" for many years (see any of the various property acquisition presentations).</p> <p>Scenario 4 incorporates there two items, which should be givens, but adds very little more to the visitor experience. Even working within these constraints more can and should be done.</p> <p>3. What changes did you make?</p> <p>I would add additional loops to the trails to be provided on the Joder Ranch (e.g. those shown in Scenario 1 or 3). The ranch has seen intensive human use and to add additional visitor access here seems most appropriate.</p> <p>I would 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).</p> <p>Given that many of the "trails" in the Boulder Valley Ranch area are actually roads, I would provide actual trails parallel to the roads for visitors, bikers and trail runners in particular. In most places visitors have already created these alternates. There is an obvious desire for them and providing for this demand in a managed manner would recognize this need as opposed to creating future conflicts.</p> <p>4. How do those changes improve the scenario's ability to meet the identified interests?</p> <p>By responding to the obvious interests of the community as shown by their feet on the ground.</p> <p>By opening existing trails to all visitors, adding new trails at the Joder Ranch, and recognizing the west of HW36 connection to the Joder Ranch and beyond, these changes provide significant new connections and recreational opportunities for all such visitor groups.</p> <p>Given the West TSA denial of any significant access to bikes, if there is a real desire in OSMP to provide a "balance" for visitor interests, increasing the multi-access trails in the North TSA seems only appropriate.</p> <p>5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests?</p> <p>I limited the changes suggested to existing trails and to areas which have already seen significant previous recreational access. In the "tentative" HCA area I've added no additional access beyond the already queasy accepted social trail. The VMP does allow for a trail in an HCA.</p> <p>6. Whom should OSMP contact with questions about this scenario? How do we contact that person?</p> <p>Eric Vogelsberg</p>
Email Author	Eric Vogelsberg

Staff Response	<p>Hi Eric, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	<p>10/24/2015</p>
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <p>1. What scenario did you start with? (Circle one.) 4 it was the scenario that received the most positive feedback at the input workshop and the one I think provides the most meaningful change towards a balance of recreation and conservation.</p> <p>2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently?</p> <ul style="list-style-type: none"> - It did not improve the quality of the recreation experience as much as is reasonable in a win-win situation with no loss to other interests - Specifically it does not serve the mountain biking community as much as needed; mountain bikes need more options for longer loop experiences. Note that the Boulder community decided to exclude bikes from nearly all of the West TSA, so the North TSA provides a limited opportunity to provide near town riding for this underserved (According to the VMP) user group <p>3. What changes did you make?</p> <ul style="list-style-type: none"> - Trail West of US36: <ul style="list-style-type: none"> - The connector west of US36 is crucial to connectivity to Lyons, but care should be taken in rerouting the existing half of the trail and when building the second half to make sure the xeric tallgrasses, crucial to the environmental health of two species of butterfly, are carefully avoided in the trail route. We are confident in staff's ability to mitigate this issue.. - make all trails in the Boulder Valley Ranch area open to bikes (including Hidden Valley Trail, Mesa Reservoir Trail, trail to Kelso road); No one is lobbying to exclude bikes from this area and bikes need more trail miles to get a given time experience - e.g., we need approximately 8-10 miles of trail for a one hour long ride. - reroute all trails to improve the quality of the recreation experience (including the Left Hand Trail, the North Rim Trail, the Mesa Reservoir Trail); existing trails are boring and do not provide a positive visitor experience, let's fix that! - add a new trail in the Boulder Valley Ranch area next to US 36 that forms a loop with the Left Hand Trail and Cobalt Trail; you are not providing multiple loop opportunities of different lengths w/o needing to use a road; why not? Look at the south side of the OSMP system - make the NTSA more like that with stacked loops for rides of different lengths; there does not appear to be environmental resources in the Boulder Valley Ranch area that would suggest this is a problem (unless you consider the mere existence of a trail a problem) - 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. <p>4. How do those changes improve the scenario's ability to meet the identified interests? See suggested changes in #3 above</p> <p>5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests?</p>

	<p>I do not believe that any of the suggestions above eliminate balance. I do not see how improving the quality of the recreation experience needs to be balanced against any other interest when it involves rerouting existing trails. I do not think that more mountain bike access eliminates any balance given over 100+ miles of "no bike" trail in the West TSA.</p> <p>6. Whom should OSMP contact with questions about this scenario? How do we contact that person? Herschel Goldberg</p>
Email Author	Herschel Goldberg
Staff Response	<p>Hi Herschel, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/24/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? 4 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? Scenario 4 appear to be the best choice, but needs to provide a better user experience. Simply providing a straight connector on the west side of 36 similar in character to the existing Left Hand Trail will be a failure. The existing Left Hand Tail is a boring experience that few county residents currently use. 3. What changes did you make? A connector trail west of 36 should be designed by a paid professional, or by a groups like IMBA that has years of experience designing and constructing trails that offer a great user experience, are sustainable, and diminish user conflict. The trail should be a journey that takes advantage of the topography, and other natural features. It should have well engineered climbs, descents and turns. A well thought out plan would provide access to users that is light on the land, while providing a high quality experience to meet demand well into the future. For a trail system east of 36 to succeed, the trails should not rely solely in the Left Hand Trail. Given that the existing Left Hand Trail dead-ends at a road, I would like to see a trail using the contours immediately east of US36 that makes a loop out of the Left Hand Trail. This configuration will be more suitable for recreation as opposed to an out-and-back trail on mostly flat terrain which isn't good for user experience. I do not see how adding the straight trail along the property boundary in the norther region of BVR will enhance user experience. I have ridden this trail and it offers little in terms of scenery or topography. I had an opportunity to bike Joder Ranch and feel that the current road on the east side of the Hogback is a disaster. It is too steep and wide, with loose gravel, and will result in user conflict. If Joder is to serve the needs of bikers, hikers and equestrians, additional trails that provide an alternate route is recommended. This aspect was addressed in Scenario 4 and should be maintained. 4. How do those changes improve the scenario's ability to meet the identified interests? These changes will add to the user experience of bikers, hikers and equestrians. The changes will help ensure that new trails will be taken advantage of by the majority of Boulder County residents that seek these changes as an opportunity to enjoy the outdoors. 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? For the connector west of 36, care should be taken in rerouting the existing half of the trail and when building the second half to make sure the xeric tallgrasses, crucial to the environmental health of two species of butterfly, are carefully avoided in the trail route. 6. Whom should OSMP contact with questions about this scenario? How do we contact that person? The OSMP may contact me with questions. I also support the BMA's vision for the North TSA. Philip Schreiber Boulder Mountain Bike Patrol IMBA/BMA member
Email Author	Philip Schreiber

Staff Response	<p>Hi Philip, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/24/2015
Email Detail	<p>Hi, I am submitting my thoughts and suggestions on the proposed Scenarios for the N-TSA project as an attachment. Thank you very much for all the hard work and collaboration that has gone into these studies and public meetings. I have only been able to make it to a few meetings, but I have been very impressed with the sincerity of the staff to work with everyone involved.</p> <p>Dale Ball</p> <p>Dear OSMP, I am submitting the following suggestions and comments without too much familiarity with the trails and areas being considered. I live in South Boulder and usually hike in my area. However, my main concern is that with the proposed increased use of trails by people, dogs, and horses being considered in all of the Scenarios coupled with the uncertainties of climate change and the projected increase in the human population in our area; is that some of the last relatively unfragmented habitats for native plants and animal species will be compromised.</p> <p>Has the N-TSA Inventory Plan considered locally threatened and extirpated species when formulating the scenarios? It seems to me that recreation and “visitor experience” has been put before everything else. With the help of Boulder Rights of Nature, individual citizens, and planning commissioners, the City of Boulder adopted this language into a revised Boulder County Comprehensive Plan in June of 2014: “We acknowledge our responsibility to ensure that naturally occurring ecosystems and their species populations continue to exist and flourish in Boulder County.” I would like to see that statement taken seriously.</p> <p>Dale Ball</p> <p>1. What scenario did you start with?</p> <ul style="list-style-type: none"> • After reading all of the scenarios over, the one that perhaps most aligns with what I would like to see is Scenario 1. I like that there would be “Moderate recreational development in North Foothills subarea with new loop trails on Joder and Hogback and maintaining a large habitat block in the North Foothills Habitat Conservation Area (HCA)”, although no development would be even better. I do not agree that there should be any trail access in what looks like the one HCA in the entire study. <p>2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? See my opening statement, please.</p> <p>3. What changes did you make? I have not made any changes, just voiced concerns and suggested that nature be given more room to flourish.</p> <p>4. How do those changes improve the scenario’s ability to meet the identified interests?</p> <p>5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? I feel like humanity’s interests will be better served in the long run, if we recognize and consider nature to have intrinsic rights to exist. With a mass extinction of species well underway, brought on by humans, we need to take habitat destruction seriously.</p>
Email Author	Dale Ball

Staff Response	<p>Hi Dale, Thank you for your feedback on the preliminary scenarios, especially Preliminary Scenario 1, for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/24/2015
Email Detail	<p>Dear OSMP</p> <p>I am writing to you to thank you for all the hard work and effort you are putting into a successful outcome of the North TSA and for this opportunity to offer my suggestions.</p> <p>I live in north Boulder and would greatly appreciate more V&S opportunities near my home. My near daily hikes for the past 9 years with Sadie, my 9-year old chocolate standard poodle, are the joy of my life and essential to my well-being as well as Sadie's. As it is now, outside of the few trails we have access to, I have to drive considerable distances to other V&S trails. I prefer to keep driving to a minimum for environmental reasons.</p> <p>Because I firmly believe in all recreational users having access to OS trails including people like me who enjoy hiking with our dogs on V&S, I support Scenario #4 with the following additions/changes/tweaks:</p> <ol style="list-style-type: none"> 1) The Left Hand Trail at Boulder Valley Ranch to be changed to Voice & Sight. Allowing hikers with V&S dogs to access BVR from the Neva Rd parking area will save greatly on car travel for residents who live in the nearby area, as well as for residents from northern Gunbarrel and Niwot. Also, the Left Hand Trail runs through a Natural Area, where per the VMP, "Dog management is predominantly V&S." The VMP makes no mention of V&S on corridor in Natural Areas, and I feel that the on corridor addition is unnecessary on this trail. 2) The current northern trail at Joder Ranch (the "interim trail") to be designated as Voice & Sight, along with the Joder Ranch property being designated as a Passive Recreation Area in which the default for dogs is V&S. Much of this 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 people with dogs to park at the Joder Ranch Trailhead. The V&S designation is consistent with the NTSA Recreation Coalition's recommended Passive Recreation Area designation. Even if Joder Ranch would remain as an HCA, this "interim trail" would make an ideal V&S on corridor trail, as permitted by VMP guidelines for HCAs. 3) The trails north and west of Wonderland Lake to be changed to Voice & Sight. This would be fabulous for Sadie and me given our proximity to this area. 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. <p>Again, thank you for the opportunity to offer my input. Kind regards, Deborah Flick</p>

Email Author	Deborah Flick
Staff Response	<p>Hi Deborah, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. I hope you will continue to engage in the process and I hope that you and Sadie continue to enjoy OSMP's trails. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/24/2015
Email Detail	<p>Please include my input on your NTSA scenarios in the attached document. Scenario 4 with some tweaks (or even without) would certainly be the best direction for the NTSA. Of course, no set of choices will make everyone happy. However, when the dust settles, this one will best serve a balance to all the Community Interests with the least overall harm to any of them.</p> <p>Thanks much for your efforts, James "Chip" Lackey North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? (Circle one.) 4 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? Scenario 4 seems to be the only one with any real balance and would ultimately be a win for community, connections, preservation, and staff. More trails at Joder, such,as from scenario 3, would likely be appreciated by many-even with various restrictions on use. This would also make any investment in trailhead parking more appropriate. A pier at Wonderland Lake seems really unnecessary, expensive, and inconsistent with the major wildlife support and habitat it provides. 3. What changes did you make? See note in No.2 above 4. How do those changes improve the scenario's ability to meet the identified interests? See No.2 above 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? 6. Whom should OSMP contact with questions about this scenario? How do we contact that person? James Lackey--
Email Author	James "Chip" Lackey

Staff Response	<p>Hi James, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	10/24/2015
Email Detail	<p>Hello Boulder Open Space and Mountain Parks, I've been a Boulder and Boulder County resident for more than 27 years and enjoy the many parks and Open Space amenities Boulder has to offer. I'm a dog owner who values the off leash trails and understand that some trails need to be either dog free or leashed so that other citizens with different priorities can have the full use and enjoyment of those outdoor areas.</p> <p>I've had an opportunity to review the 4 plans proposed for the development/redevelopment of the North Trail and have some thoughts. With an eye toward conservation and the respect for local owner property rights I believe Plan #4 is the best, but with a few modifications:</p> <p>Hello! I am in favor of scenario #4 with 3 modifications:</p> <ol style="list-style-type: none"> 1. I understand there are enough usable trails for cyclists to get from Joder Ranch to Boulder using the existing trail - Left Hand Trail east of 36. We should protect the natural ecosystem of the areas west of 36 and not build new trails. I feel that trail 4E is not a good idea. 2. If the goal of the study is to modernize parking for the trail system and increase parking capacity, the best location for that would be Parking area designated 4G which sits just east of 36. This location is the most accessible, doesn't impact property owners. 3. Being a responsible dog owner it would be nice to have Joder ranch trail be on corridor voice and sight control. <p>Many thanks! Sunny Monaco</p>
Email Author	Sunny Monaco

Email Date	10/24/2015
Email Detail	<p>Hello!</p> <p>I am in favor of scenario #4 with 3 modifications:</p> <ol style="list-style-type: none">1. I understand there are enough usable trails for cyclists to get from Joder Ranch to Boulder using the existing trail - Left Hand Trail east of 36. We should protect the natural ecosystem of the areas west of 36 and not build new trails. I feel that trail 4E is not a good idea.2. If the goal of the study is to modernize parking for the trail system and increase parking capacity, the best location for that would be Parking area designated 4G which sits just east of 36. This location is the most accessible, doesn't impact property owners.3. Being a responsible dog owner it would be nice to have Joder ranch trail be on corridor voice and sight control. <p>Many thanks! Sunny Monaco</p>
Email Author	Sunny Monaco
Staff Response	<p>Hi Sunny,</p> <p>Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>

Email Date	10/24/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? 4 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? Scenario 4 is the most balanced of the scenarios but the following interests could be improved: 1- balance of recreation and resource conservation 2- improved visitor experience 3. What changes did you make? 1- there should be more than one loop at Joder; the interim trail is not a “trail” and is not a good visitor experience; temporal separation at Joder would be OK, if necessary 2- there should be two loops on the Hogback; these trails have existed for decades and should be acknowledged and made sustainable; horses should not be allowed on the Joder connector and the hogback trails because of the HCA (weed introduction and off trail use) 3- there should not be a fishing pier added to Wonderland Lake; this is a well preserved lake with minimal human interference which keeps it as a very nice wildlife habitat; 4. How do those changes improve the scenario’s ability to meet the identified interests? More thoughtful access and better visitor experiences while still keeping a balance of interests 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? 6. Whom should OSMP contact with questions about this scenario? How do we contact that person? Nancy Lackey
Email Author	Nancy Lackey
Staff Response	<p>Hi Nancy, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>

Email Date	10/24/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? (Circle one.) 1 2 3 4 ALL 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? Conservation of natural resources, Honoring community values and commitment 3. What changes did you make? 4. See last page Scenarios 2 and 4 have connection between Joder and Lee Hill Drive east of Hwy 36. 5. How do those changes improve the scenario's ability to meet the identified interests? See last page Habitats preserved and not fragmented. Less likely introduction of noxious weeds and grasses. Less likely to be alteration of natural drainage through old landslides on slopes. 6. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? Improved connectivity can't meet all needs 7. Whom should OSMP contact with questions about this scenario? How do we contact that person? Sue E Hirschfeld <p>I attended the last two community meetings. I am speaking here for myself. I believe there are areas in the NTSA that cannot be balanced to meet all expressed needs/wants for all interest groups.</p> <p>In Scenarios 2 and 4, I want to discuss my concerns for a connection west of Hwy 36 between Joder and Lee Hill Drive. There are many unique habitats on the hillslope created by the differing sedimentary units, and recent and prehistoric landslides that would be crossed by a connecting trail. These include the Smoky Hills and Pierre shales that support Bell's Twinpod and other rare plants. Prehistoric landslides (some tens of thousands of years old) have created habitats with differing moisture content that support shrubs and intermittent water sources for wildlife. These are also used by rattlesnakes during the winter. Since the hillslope is underlain by mud-rich rocks of the Benton, Smoky Hills, Pierre and Morrison at Joder Ranch, these new trails would be closed most of the winter and spring due to muddy conditions. Safety is an issue with the rattlesnakes moving about during time when people will be using the proposed trail.</p>
Email Author	Sue Hirschfeld
Staff Response	<p>Hi Sue, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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. Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/24/2015
Email Detail	<p>Hi Boulder Open Space and Mountain Parks, I've been a Boulder and Boulder County resident for more than 20 years and enjoy the many parks and Open Space amenities Boulder has to offer. Although I'm a dog owner who values the off leash trails, I understand that some trails need to be either dog free or leashed so that other citizens with different priorities can have the full use and enjoyment of those outdoor areas.</p> <p>I've had an opportunity to review the 4 plans proposed for the development/redevelopment of the North Trail and have some thoughts. With an eye toward conservation and the respect for local owner property rights I believe Plan #4 is the best, but with a few modifications:</p> <ol style="list-style-type: none"> 1. I believe there are enough usable trails for cyclists to get from Joder Ranch to Boulder using the existing trail that runs on the west boundry of Left Hand Valley Reservoir. In my opinion, we should protect the natural ecosystem of the areas west of 36 and not carve new trails that allow some use and prohibit others. Therefore I believe trail 4E is not a good idea. 2. If the goal of the study is to modernize parking for the trail system and increase parking capacity, the best location for that would be Parking area designated 4G which sits just east of 36. This location is the most accessible, doesn't impact property owners and preserves trees and shrubs wildlife needs for nourishment. <p>Thanks John Glidden</p>
Email Author	John Glidden
Staff Response	<p>Hi John, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/24/2015
Email Detail	<p>I though the comment process was over, but it sounds like it is still ongoing, so I wanted once again he make my opinion heard. I agree that option 4 is the best option for North Boulder. I live in the north side of Boulder and would like to see the cohesiveness of Option 4 be implemented.</p> <p>Thank you Ed Balduf</p>
Email Author	Ed Balduf

Staff Response	<p>Hi Ed, Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>The community will have another opportunity to provide feedback on the refined scenarios in December at a public workshop as well as on-line.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	10/24/2015
Email Detail	I'm very supportive of scenario 4, thanks for making a great plan! Michele
Email Author	Michele Novosad
Staff Response	<p>Hi Michele, Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	Hello, Scenario 4 seems to be the best option for the north TSA. Hopefully this will be implemented. Thanks, Ken Kreidl, MD
Email Author	Ken Kreidl, MD

Staff Response	<p>Hi Ken, Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>Hello, I don't understand how to use the NTSA Summary Worksheet form Word document, or how my comment might be applied to it.</p> <p>However, I agree with BMA, that the best choice for the community is Scenario 4.</p> <p>Thank you, Randell Meier</p>
Email Author	Randell Meier
Staff Response	<p>Hi Randell, Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>

Email Date	10/23/2015
Email Detail	<p>This is from the perspective of a dedicated mountain biker, who also uses the trail system for hiking and running, but is focusing comments on mountain biking trail access.</p> <p>I live in North Boulder and I ride my mountain bike on the trails from Wonderland lake to Neva Road with regularity, especially when the weather or time make riding somewhere else impossible.</p> <p>As the system is today there is actually a bunch of fine single track trail that sits 5 feet from the jeep road trail next to the Eagle trail and the Sage trail. I hope that these "sister" trails will be maintained and expanded for mountain bikers. It is easy to connect to Hiel Ranch from Neva Rd via dirt roads that have little traffic, except for the mile on Lefthand. It would be much nicer to have a trail connecting on the Foothills trail on the west side of 36 to Joder Ranch, but please don't construct a "dirt road". A real trail that explores the natural terrain would be a welcomed addition.</p> <p>It would also be nice to have a loop that climbed and descend on the west side of 36 that offered a real mountain bike experience (Physical exertion while both climbing and descending, excitement, natural terrain, etc.) right in town, that could also easily tie into the trail to the east of 36. The ability to ride to Hiel ranch on trail is a must have addition, but that potential ride to access real mountain biking is not something most people can fit into their lives on a daily basis (30+ miles and 3+ hours to ride to Hiel and do a loop and back). The City and the county need to take the opportunity to make real mountain bike trail with a trail head that can be easily accessed from town on a bike, quickly, and via bike path or trail.</p> <p>Hopefully the trail will be designed with fall/winter/spring in mind, so they will have good sun exposure and drainage whenever possible to give mountain bikers a place to ride when condition elsewhere are poor (And also when the snakes are less active).</p> <p>As it stands mountain bikers can ride to very few places right from town (Bettasso, North Boulder Trails, South Boulder Trails, Valmont), and for the most part either the trails are not built to entertain mountain bikers, you have to ride on dangerous roads to get there, or the volume of trail is to low. Roads are for cars in our society not bikes, and Boulder should recognize that and create more places in/close to town for mountain bikers to ride and have fun. I have a busy life and I want to have fun and maintain fitness on a daily basis with the limited spare time that I have, and that means having mountain bike trail that is fun and challenging right out the door. Mountain biking is not something I do on special day, it is what I do every day. This means having a multitude of trail options of varying length right in town.</p> <p>I of coarse like the notion (Scenario 4) that there will be more mountain bike trail in North Boulder, but you need to do more. It is a total bummer that a City/County that likes to have a "green" edge forces so many mountain bikers to put there bikes on their cars and drive to a trail, when land with great terrain is essentially sitting right in town.</p> <p>Oh, and please get rid of the dog waste compost bins, they stink for a quarter mile.</p> <p>Oh, and the step bit at the end of the Eagle trail where it hits the Sage trail is excellent, please keep it in play.</p> <p>Thank you, Chris Rebula</p>
Email Author	Chris Rebula

Staff Response	<p>Hi Chris, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>Hello, I fully support "Scenario 1", and beyond. We need more mountain bike access on creative, interesting, and challenging trails. Thanks Mark Robles</p>
Email Author	Mark Robles
Staff Response	<p>Hi Mark, Thank you for sharing your support for Preliminary Scenario 1 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>

Email Date	10/23/2015
Email Detail	<p>What scenario did you start with? Scenario 4</p> <p>Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? Joder Ranch does not meet the stated qualifications for being a Habitat Conservation Area. Please read the definition from the Visitor Master Plan - for many decades this entire was a commercial, for-profit business operation - Joder Ranch should correctly be classified as a Passive Recreation Area. Regional Trail Connections have been part of the overall County planning for decades - they should be prioritized. The Trail Around Boulder through the NTSA should be clearly established.</p> <p>What changes did you make? In all of the different Scenario's, one group of people who enjoy the trails was excluded. That is not necessary. "Balance" appears to mean leaving out horses/dogs/bikes. Please leave the West Beech Trail at its current location. Moving this trail next to Hwy 36 will destroy the user experience of being in nature.</p> <p>How do those changes improve the scenario's ability to meet the identified interests? There is no scientific basis that the passive use of trails harms the other interests (there is a great deal of human emotion, opinion, and bias, but no data).</p> <p>What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? The other identified interests are valid, well-established, and very well protected already. Please provide your contact information. Kristen Campbell</p>
Email Author	Kristen Campbell
Staff Response	<p>Hi Kristen, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/23/2015
Email Detail	<p>Dear Committee Members,</p> <p>I am a resident of the city of Boulder, a professor at the University of Colorado, the father of two cycling children, and a regular bike commuter, road cyclist, and mountain biker. I am writing to express my strong support for SCENARIO 4 of the current NTSA plans. Thank you for taking the time to read my email.</p> <p>Sincerely, Jason D. Boardman</p>
Email Author	Jason D. Boardman
Staff Response	<p>Hi Jason,</p> <p>Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>I strongly urge you to choose scenario 4 as the best choice for a balance between recreation and conservation.</p> <p>Thank you! Karen</p>
Email Author	Karen Goubleman
Staff Response	<p>Hi Karen,</p> <p>Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/23/2015
Email Detail	<p>To whom it may concern, My name is Perry Quinn and I live in the Newlands neighborhood. I can't tell you how excited my son (age 11) and I are for the opportunity to open more trails to cycling north of Boulder. After doing a bit of research, it seems Scenario 4 balances recreation and natural resource conservation best. Below are points I hope you will consider:</p> <ul style="list-style-type: none"> ● Trail West of US36: <ul style="list-style-type: none"> ○ The connector west of US36 is crucial to connectivity to Lyons, but care should be taken in rerouting the existing half of the trail and when building the second half to make sure the xeric tallgrasses, crucial to the environmental health of two species of butterfly, are carefully avoided in the trail route. We are confident in staff's ability to mitigate this issue.. ○ We believe dogs on leash should be allowable on this connector trail. ● Boulder Valley Ranch: The current trail system is not enjoyable for mountain biking and thus seldom used. Reroutes suggested in Scenario 4 of the BVR trail system should focus on making BVR trails fun for biking and there are no additional environmental impacts to do so. ● Immediately East of 36: <ul style="list-style-type: none"> ○ Given that the existing Left Hand Trail dead-ends at a road, we want to see a trail using the contours immediately east of US36 that makes a loop out of the Left Hand Trail. This configuration will be more suitable for recreation as opposed to an out-and-back trail on mostly flat terrain which isn't good for user experience. ○ We do not believe the trail east of US 36 is a viable connector due to safety concerns of having to travel on roads and cross US36. The recreational experience would be better served on the west side. ● Joder: The existing road connector from US36 up to the top of Joder is too steep to be maintainable and is not great for recreation because of it's a wide dirt road. We fully support the idea of a loop trail on Joder shown as a reroute on the map in Scenario 4. We encourage staff to reroute that trail using the contours to climb in a sustainable way and wanted to state our support for that opportunity. ● Boulder Reservoir and Trail Around Boulder connectivity: <ul style="list-style-type: none"> ○ Connecting Niwot and Gunbarrel to Boulder Reservoir is important for connectivity <p>Thank you very much for your time and consideration. Should anyone have any questions, please email or call me. Best, Perry Quinn</p>
Email Author	Perry Quinn
Staff Response	<p>Hi Perry, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan. 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 & Mountain Parks</p>

Email Date	10/23/2015
Email Detail	<p>Hello, I would like you to implement Scenario 4 which improves the mountain biking in North Boulder while preserving the environment. Thanks much, Steve Chaput</p>
Email Author	Steve Chaput
Staff Response	<p>Hi Steve, Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>What scenario did you start with? Scenario 4</p> <p>Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? Joder Ranch never met the stated qualifications for being a Habitat Conservation Area. Read the definition from the Visitor Master Plan - for many decades this entire was a commercial, for-profit business operation - Joder Ranch should correctly be classified as a Passive Recreation Area. Regional Trail Connections have been part of the overall County planning for decades - they should be prioritized. The Trail Around Boulder would be an absolute gem - the section through the NTSA should be clearly established.</p> <p>What changes did you make? In all of the different Scenario's, one group of people who enjoy the trails was excluded. That is not necessary.</p> <p>How do those changes improve the scenario's ability to meet the identified interests? There is no scientific basis that the passive use of trails harms the other interests (there is a great deal of human emotion, opinion, and bias, but no data).</p> <p>What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? The other identified interests are valid, well-established, and very well protected already. Please provide your contact information. Buzz Burrell</p>

Email Author	Buzz Burrell
Staff Response	<p>Hi Buzz, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? (I'm going to refer to #3) 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? <ol style="list-style-type: none"> 1) NO horses on the Hogback trail, it is too steep. 2) no dogs on the Papini trail, critical habitat, many raptors and ground nesting birds, (possible northern Harriers) 3) Keep Sage trailhead, along with expanding the Foothills trailhead (if you close Sage, you will eliminate a lot of folks from walking around the BVR pond. Many people who may not be able to get there from the Foothills trailhead. I see Mom's with strollers, and many older folks, canes, wheelchairs, that would be eliminated. 3. What changes did you make? See above 4. How do those changes improve the scenario's ability to meet the identified interests? Conservation of Resources : Improved access and Accessibility : Balance of Recreation and Resource Conservation: Improved visitor experinece 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? 6. Whom should OSMP contact with questions about this scenario? How do we contact that person? Samantha McBride
Email Author	Samantha McBride
Staff Response	<p>Hi Samantha, Thanks for your feedback on Preliminary Scenario 3 for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/23/2015
Email Detail	<p>I attended both of the recent meetings about the North TSA, possible changes. I would like to suggest that the Sage trail head be left open, and that an expanded trail head be developed at the foothills trailhead area (room for horse trailers)</p> <p>Also, the written information about trail changes in scenario 4 (for the BVR north area) do not seem to align with what the map shows for changes. (all of the written suggestions are actually very vague and confusing.) Could you kindly respond to both of my questions/concerns. Thank you</p>
Email Author	Samantha McBride
Staff Response	<p>Hello Samantha, Thank you for your feedback on the North TSA Plan preliminary scenarios and your thoughts about options for the Sage and Foothill trailheads. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>I would like to understand more about what you are seeing as an inconsistency between the trail changes discussed in the written information from what is shown on the map for scenario 4. If there are specific trail names you can identify, this will help me understand what you're referring to as the BVR north area. It would be best if we can correct any inconsistencies as we move forward in the process.</p> <p>Thanks for your participation and I hope you will continue to engage in the process. Steve Armstead North TSA Plan Project Lead</p>
Email Date	10/23/2015
Email Detail	<p>Once again the staff has done a good job of putting together information to be used in planning for the NSTA. I have attended several meetings, including the recent two at UCAR. It is evident that the main item of concern is a trail by Beech to Joder on the west side of 36. And also that the majority of people participating in the meetings are in favor of the trail being on the west side of 36. In the first UCAR meeting, the entire group I was working with had this trail as their top priority. And because it is so direct and consistent in heading north, this trail would make the best addition to a regional trail system. I think most people would agree that a trail in the hills generally provides a more positive user experience than a trail on the flats.</p> <p>I understand the desire to have a large block of undisturbed habitat, but I have spent time going over maps of conservation targets and rare plant communities and feel that a trail can be placed - probably somewhere near the old railroad grade - that avoids the most sensitive areas. Butterflies and shrub-nesting birds seem to be the main concern with respect to fauna, and again I feel that a trail can be placed that avoids their sensitive habitat. The most sensitive habitat appears to be on the upper slopes of the Dakota Ridge and the railroad grade appears to be below most of that sensitive habitat. In deeper drainages that are most sensitive, the proposed trail could certainly drop in elevation a bit to protect more habitat. Thanks for your efforts and consideration of this important regional link. Cheers, Joe Zamudio</p>

Email Author	Joe Zamudio
Staff Response	<p>Hi Joe, Thank you for joining us at our recent Preliminary Scenarios Workshops and for sharing your feedback on the preliminary scenarios for the North TSA Plan. 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	10/23/2015
Email Detail	<p>Scenarios feedback/ lvag I chose Scenario 4 as my comment base because in the workshops it became apparent to me that most small discussion groups were gravitating to it for several reasons, most importantly (I believe) because a large number of recreational users want a long-distance connector trail, and for years most have wanted this to occur west of the highway, for aesthetic and practical reasons. After studying the knowledgeable comments by naturalists on the resource values of the north foothills, I came to believe (once again, having had to consider this when the OSBT on which I was serving discussed it seriously at least twice in 5 years) that it would be a mistake to put the highly-desired connector through this large block of habitat. The reasons are clear when one examines the pros and cons (the latter: rare plant communities; fauna species of concern; common species that we want to retain; highly erodable soils in many spots which make it hard to design a sustainable trail; weed vector factor; etc).</p> <p>I think it would be possible to create this long trail along the already established trails on the east side of the highway, with the principal objections to the idea being: (1) many folks want to continue hiking/biking from where they live, on the west side, to north County properties without having to cross Hwy 36 twice; (2) the views from a foothills trail will be spectacular whereas the Valley/prairie views are less so; (3) a safe highway crossing at the north end does not exist. I admit that I do not see how we can create a safe crossing without a hugely expensive underpass (like the Marshall Mesa/Doudy Draw pass which took two decades to achieve). However I also believe that we should not put public parking on the west side—and most bikers and equestrians I talked to agreed with this—which means that we will have to create a highway crossing (probably on Schooley) for “throngs” in any case!</p> <p>I have constructed a different scenario based on #4, for which the highlights are below. I think this better respects the Community Values aspect of #4, as well as the Conservation of Resources interest; while preserving the Balance and Decreased User conflict we are looking for, as well as the good ideas for Educational and Access opportunities (originated by staff, not by me).</p> <p>To make my comments quickly digestible, here are some bullet points: -- Wherever we can, removal of barbed wire and installation of high tensile steel wire fencing</p>

would be a wildlife-friendly management action.

-- The NCWD Feeder Canal ("Boulder to Lyons") trail should continue to be pursued as a highly desirable north-south central County connector. Even conservationist friends think that this long-distance corridor is acceptable, and only the NIMBY folks who live directly adjacent to it are still objecting. I myself live next to it, and my neighbors not directly adjacent to it desire it. I understand that I won't live to see this happen...

-- (In the Boulder Reservoir area, any proposed trail must respect the vastly-reduced wetlands area for wildlife concerns. I will continue to urge the City to place any circuitous trails along the road easements).

--Lefthand Trail to 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, with the following sine qua non requirements:

-- this area must remain dog-free;

-- on-trail use only will be enforced (including equestrians and birdwatchers);

-- any such trail will be multi-use although temporal or seasonal restrictions could be created to minimize certain user-conflicts and wildlife impacts;

-- brushy draws must be protected by basic bridge crossings. (We do not want people—or dogs—wandering into these high-quality wildlife habitat areas).

-- Trails on the Joder Ranch can be confined to a single loop trail (multi-use with temporal restrictions to reduce conflict), but current equestrians trails do not appear to be sustainable and ought to be re-designed with many of them rehabilitated to a natural state. More than one loop, or a pretzel design, is overkill. 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). 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).

-- As for Six-mile Fold, many educators use the area and would appreciate a modest, well-designed singletrack ore or less for educational uses only (no off-trail use?).

-- I also feel that a single loop in the Hogback area is sufficient; we do not need more trailbuilding in that area, and if the trail that exists undergoes some sustainability improvements, it is good and provides a high quality user experience.

-- Boulder Valley Ranch:

-- redesign trail complex to avoid shale barrens and increase sustainability; many equestrians tell me they like riding Hidden Valley, however.

-- reduce access to pond areas; and restore wetlands-- if we can obtain water!

-- trail along south side of Pappini: great idea.

-- ADA access to Eagle and Sage would be wonderful (with same at Wonderland). Sounds

expensive... but well-spent money, as we are already being admired nationally for this type of effort.

-- Lefthand Trail improvements: enhance and designate a connector from neighborhoods to create buy-in (many residents—or at least those closest to the trails--used to oppose them for privacy issues). Access to the Beech Pavilion would be great for many, but I recall that this used to be a huge headache for management (so, the County): vandalism, fires, illegal camping, etc. How would this be handled?

-- Wonderland area: Fourmile Creek educational opportunities sound great. I'm not familiar enough with Old Kiln area to comment on that. Staff-suggested fishing improvements at the lake would be good, as well as more family-friendly spots to bring kids and educational groups. Paragliding area does need imaginative improvement (and has needed this for years). I look forward to a redesign of the N. Foothills Nature Center, a critical location with the building a poor design and in impractical condition.

-- Other suggestions for management of various north City/County properties I will leave to the OSBT. Technical considerations and details can better be examined in that context.

-- Trailhead relocations: I would like to leave these decisions to the OSBT, as in item above.

N TSA Questionnaire about preliminary scenarios July 2015

Also called Inspire Boulder Feedback

North Trail Study Area Plan Inspire Boulder Question – posted June 23 through July 19

What would you like to see improved, changed or preserved in the North Trail Study Area (TSA) and why?

Open Space and Mountain Parks wants to understand community members' interests or reasons behind desired outcomes for the North Trail Study Area. We also would like to know how other interests may affect your interest on city open space north of Linden Avenue.

One way to think about these questions is to complete the following sentences.

I would like _____ because _____.

I would like _____ in order to _____.

When preparing your comments, also consider the examples below:

I would like a new trail from _____ to _____ because it will make a shorter connection between these two scenic sites I enjoy visiting and it would create a loop trail rather than a long out-and-back experience.

I would like _____ Trail to separate activities more for improved safety.

I would like habitat for the rare grassland butterflies to be expanded in order to ensure there is enough habitat for these butterfly populations.

I would like the _____ Trail to be moved closer to the lake because I want to experience the unique bird watching opportunities.

I would like the _____ Trail to be moved away from _____ Creek in order to protect sensitive habitat for song birds.

I would like the area next to _____ Reservoir to remain without trails in order to preserve the large, unfragmented habitat it provides for prairie dogs and grassland birds.

If you want to better understand what an interest is, look at this example.

North TSA Plan Interests Public Feedback on Inspire Boulder

	<p>North Trail Study Area Plan Sideboards - posted May 5 through May 17 City seeks feedback on the North Trail Study Area Plan sideboards. Open Space and Mountain Parks (OSMP) is developing the North Trail Study Area (NTSA) Plan to improve visitor experiences and increase the sustainability of trails while conserving the area's natural, cultural and agricultural resources. This plan will deal with just a part of the OSMP land system, and must be consistent with the city's open space charter, along with city, state and federal laws and regulations. Sideboards identify: the legal constraints of the plan and what is appropriate to consider as part of the plan. Please review the sideboards which are described in Topic Details, and offer your thoughts about what has been included and what may be missing. View public feedback from Inspire Boulder and email on the North TSA sideboards. North Trail Study Area Plan Inspire Boulder Question - posted April 22 through May 10 What about the North TSA do you value/enjoy and why? What could be improved and why? Please be specific (e.g. location). The City of Boulder's Open Space and Mountain Parks (OSMP) Department is developing a community vision for Boulder's open space north of Linden Avenue and the Diagonal Highway. The purpose of the North Trail Study Area (TSA) Plan is to improve visitor experiences and increase the sustainability of trails while conserving the area's natural, cultural and agricultural resources. When thinking about these questions, please keep in mind your experience and knowledge of the area's recreational, natural, agricultural and cultural resources.</p>
Email Author	Linda Andes-Georges
Staff Response	<p>Hi Linda, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. Your suggestions are 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>

Email Date	10/23/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? 4 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? <ol style="list-style-type: none"> A) The current Boulder Valley Ranch (BVR) trail system and Left Hand Trail could be vastly improved for biking. B) The existing road connector from US36 up to the top of Joder is too steep to be maintainable and is not ideal for recreation. 3. What changes did you make? <ol style="list-style-type: none"> A) Focus BVR reroutes suggested in Scenario 4 on making BVR trails fun for biking. Make a loop out of Left Hand Trail using the contours immediately east of 36. B) Replacing the road connector from US 36 to the top of Joder with a trail that climbs in a sustainable way and adding a new loop trail on Joder shown as a reroute on the map in Scenario 4 would be excellent. 4. How do those changes improve the scenario's ability to meet the identified interests? <ol style="list-style-type: none"> A) BVR reroutes and Left Hand loop configuration will be more suitable for recreation than flat dirt roads and out-and-back trail. B) Joder reroute will be more suitable for recreation than steep dirt road. 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? 6. Whom should OSMP contact with questions about this scenario? How do we contact that person? Garrett Lodewyck Thank you for your careful consideration regarding the North Trail Study Area.
Email Author	Garrett Lodewyck
Staff Response	<p>Hi Garrett, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. Your suggestions are appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan. 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</p>

Email Date	10/23/2015
Email Detail	<p>Hi, As a Colorado native I love to get outside via bike, foot, horse or even car. By adding more trail options – for more multi-use functions the usage gets spread out and thus helps maintain a balance on trail congestion, overuse and wear and tear. Scenario 4 seems wise.</p> <p>PLEASE help make more connecting trails and expansion on existing ones. The State has the interest (more and more folks moving in means more need) and the sweat equity to help maintain via volunteer and funded efforts is vast.</p> <p>Best, ChixNsalsa – Ladies Bike Club Leader Marily MacDonald</p>
Email Author	Marily MacDonald
Staff Response	<p>Hi Marily, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. Your suggestions are 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, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>Hi, I attended the north tsa meeting on Monday, October 19 and got the impression that I would be able to provide my feedback by filling out the online survey until Sunday, October 25. I just went online and clicked on the survey link and got a message saying that you are no longer accepting surveys? I would like to provide feedback that will be read. Please advise.</p> <p>Paula Shuler</p>
Email Author	Paula Shuler
Staff Response	

Email Date	10/23/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <p>1. What scenario did you start with? 4</p> <p>2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? We fully support the idea of a loop trail on Joder shown as a reroute on the map in Scenario 4. I encourage staff to reroute that trail using the contours to climb in a sustainable way and I want to state my support for that opportunity. Given that the existing Left Hand Trail dead-ends at a road, I want to see a trail using the contours immediately east of US 36 that makes a loop out of the Left Hand Trail. This configuration will be more suitable for recreation as opposed to an out-and-back trail on mostly flat terrain which isn't good for user experience for any type of user. 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.</p> <p>3. What changes did you make? We believe dogs on leash should be allowable on this connector trail. The current trail system is not enjoyable for mountain biking and thus seldom used. Reroutes suggested in Scenario 4 of the BVR trail system should focus on making BVR trails fun for biking and there are no additional environmental impacts to do so. Joder: The 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 of it's a wide dirt road. We fully support the idea of a loop trail on Joder shown as a reroute on the map in Scenario 4. I encourage staff to reroute that trail using the contours to climb in a sustainable way and wanted to state our support for that opportunity.</p> <p>4. How do those changes improve the scenario's ability to meet the identified interests? Better user experiences. Purpose built and more sustainable to last longer in all weather conditions which will require less maintenance. User safety would be improved if they are not required to cross the surface of US 36.</p> <p>5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? I would add more trails to all areas and make the user experience in all areas better for all users. Making additions to one area and taking away from another doesn't create balance, it creates more imbalance. IMPO Ever been to Park City, UT beautiful trails everywhere, people very spread out, with all different types of users.</p> <p>6. Whom should OSMP contact with questions about this scenario? How do we contact that person? Mike Barrow of the Boulder Mountain Bike Association – I believe you know how reach him.</p>
Email Author	Scott Baker

Staff Response	<p>Hi Scott, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. Your suggestions are 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>Hello, I've attached suggestions for the North TSA. Using West Magnolia and Betasso as templates for the trails is best for any and all trails users.</p> <p>Mark Robles North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? (Circle one.) 1 2 3 *4* 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? Boulder needs more mountain biking trails that connect for longer rides and /or trails that can be compacted in creative and interesting ways – like West Magnolia. Making sinuous trails take less space, can be more challenging for different levels of riding, and are considered more fun. A lot more can be done with the existing trails than the proposals that are on the map using West Magnolia/Betasso as templates. 3. What changes did you make? Make the trails more winding. 4. How do those changes improve the scenario's ability to meet the identified interests? Winding, up and down trails are infinitely more interesting than long straight lines for even hikers. 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? Compact what exists now. 6. Whom should OSMP contact with questions about this scenario? How do we contact that person?
Email Author	Mark Robles

Staff Response	<p>Hi Mark, Thanks for your feedback on Preliminary Scenarios 4 for the North TSA Plan. Your suggestions are 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	10/23/2015
Email Detail	<p>WOW! A multi use trail (incl mtn biking) from Boulder to Lyons would be awesome! Do it. Do it. Do it!!! We need more trails that are in our back yard. Thanks Michael Sherman</p>
Email Author	Michael Sherman
Staff Response	<p>Hi Michael, Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to preliminary scenarios and eventually a draft plan. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>Hi- First of all thank you! What a great community. I think Scenerio 4 is a good balance. Kim Moore Ferguson</p>
Email Author	Kim Moore Ferguson

Staff Response	<p>Hi Kim, Thank you for sharing your support for Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage throughout the planning process. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>Hello, I would like to support scenario 4 for the N. Boulder trail plan. It supports what I beleive is a good mix of access and conservation. Many thanks, Andy Hampsten</p>
Email Author	Andy Hampsten
Staff Response	<p>Hi Andy, Thank you for sharing your feedback about Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage throughout the planning process. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>Hello, My name is Adam and I ride Boulder Valley Ranch quite a bit on my bike. I live in Gunbarrel and like connecting to Heil through Coot Lake. I saw some potential updates are in the works, and they are very exciting! Scenario 4 would sure open up possibilities for cyclists in the area. - Adam</p>
Email Author	Adam Hecht

Staff Response	<p>Hi Adam, Thank you for sharing your feedback about Preliminary Scenario 4 for the North TSA Plan. Your input is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly.</p> <p>Thanks for your participation and I hope you will continue to engage throughout the planning process. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>Hello, As a North Boulder resident, avid biker, runner, and dog owner, I urge you to approve North TSA Scenario 4. It offers a balanced approach to many recreational activities and is a thoughtful middle-ground. Thank you for your hard work and analysis, --Jennifer Stewart</p>
Email Author	Jennifer Stewart
Staff Response	<p>Hi Jennifer, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your input is appreciated and will be considered. Based on community feedback and direction from the Open Space Board of Trustees, OSMP staff will 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. Kind regards, Juliet Bonnell</p>
Email Date	10/23/2015
Email Detail	<p>Greetings, I wanted to get my comments in about the study of the North Boulder trails alignment currently underway. First, the biggest priority to me is a connector trail that would run parallel to highway 36 giving regional trail connectors to the north. Any trail that is put in that doesn't connect to the north to me isn't much of a gain.</p> <p>By giving connectors to trails, it encourages people to ride to / from other open space trails like Heil Valley Ranch. This cuts down on the cars on 36 and the parking needed at the trailheads. The Joder property, will scenic, isn't long enough to be a destination in itself. We need it to be a detour on a connection for it to be truly utilized as a recreational option.</p> <p>Thanks, Joel White</p>

Email Author	Joel White
Staff Response	<p>Hi Joel,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions are 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, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <p>1. What scenario did you start with? 4</p> <p>2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? Does not provide enough mountain bike trails and total trail mileage in general on the West side of 36. Does not add additional trails in the Boulder valley ranch area. Does not add additional trails west of the single trail proposed. There should be several loops.</p> <p>3. What changes did you make? I would like to add additional mountain bike trails on the West side of 36 and in the Joder ranch area for varying ability levels.</p> <p>4. How do those changes improve the scenario's ability to meet the identified interests? With additional trails users will be more spaced out and avoid trail conflicts.</p> <p>5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? Spreading out users will lead to trails that do not erode as quickly.</p> <p>6. Whom should OSMP contact with questions about this scenario? How do we contact that person? Peter S. Jansky II</p>
Email Author	Peter S. Jansky II

Staff Response	<p>Hi Peter, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. Your suggestions are 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	10/23/2015
Email Detail	<p>Thanks for soliciting feedback! I concur with the following suggestions:</p> <ol style="list-style-type: none"> 1. Change status of Joder Ranch and West Beech from Habitat Conservation Area to Passive Recreation. 2. Work with regional land managers to make regional trails happen. 3. Complete the Trail Around Boulder (TAB) sections in the NTSA. <p>Cheers, Bob Manthy</p>
Email Author	Bob Manthy
Staff Response	<p>Hi Bob,</p> <p>Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. Your suggestions are 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/22/2015
Email Detail	<p>Comments Concerning Scenarios for the North TSA</p> <ol style="list-style-type: none"> 1. What scenario did you start with? - I looked at all Scenarios 1 – 4 and overall preferred #4 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? 3. What changes did you make? 4. How do those changes improve the scenario’s ability to meet the identified interests? 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? 6. Please provide your contact information. <p>Comments:</p> <ol style="list-style-type: none"> 1. I hike and do birding / nature walks especially along Sage Tr. These are done alone and with groups. It is very important that there be either parking at the present Sage TH or at Bldr Valley Ranch so one does not have to make a long hike to get to the Sage Tr. It is good to have in addition a new/expanded Foothills TH as shown in Scenario #4. 2. I like the parking for Joder on the west side of Hwy 36, and the new trail from Joder- South (#4E). 3. At Joder I would either limit bikes to certain trails or to certain days. <p>Thank you, Neal Zaun</p>
Email Author	Neal Zaun
Staff Response	<p>Hi Neal,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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, Juliet Bonnell North Trail Study Area Associate Planner</p>

Email Date	10/22/2015
Email Detail	<p>Thank-you for the opportunity to provide feedback on NTSA Scenario 4. Here are my thoughts. Note that while I have in the past been very active in several recreation community advocacy groups, I am no longer involved in this capacity. These comments represent my personal view as a long time, frequent visitor to Open Space.</p> <p>-What scenario did you start with? Scenario 4. It is my understanding that this scenario has received the most support from the public, and also it appears to be the best starting point.</p> <p>-Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? 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. Also, there are some things that are not clearly spelled out in the Scenario, which could lead to conflicts and disagreements down the road. This happened in the WTSA where agreements made by the CCG were later changed by OSMP, or by City Council with the cooperation of OSMP. One example is elimination of the loop trail off of the newly designated Sunshine Canyon Trail. City Council removed this, but OSMP, as a member of the CCG, should have vigorously resisted this change, which they did not. Another example is from the Southern Grasslands TSA. The City promised to build a new trail to Marshall Lake when certain conditions were met. It appears that these conditions have been met, or could be met (with completion of the negotiations with FRICO over the Hwy 93 underpass), but yet the trail has never been built or even discussed. It appears that OSMP would prefer to just forget about this commitment, or perhaps they have forgotten about it. Such post-process changes erode public trust in the City.</p> <p>-What changes did you make? *Change the designation of Joder from HCA to NA or PRA. *Designate the West Beech RR grade, or something close to it. The designated trail on the west side of US36 should not be close to the highway. *Explicitly commit to seeking a connection northward from Joder to Heil Ranch.</p> <p>-How do those changes improve the scenario's ability to meet the identified interests? A major identified interest is regional connectivity, and it should be transparently clear that OSMP is seeking opportunities for regional connections from Joder to points north. Management plan designations should match with historical use and habitat values, and this clearly does not support HCA designation for Joder. Visitor experience should always be maximized when it can be done without compromising habitat. Designating the existing West Beech RR grade clearly does this since it has been used for decades and the habitat in the area is thriving – there is no need for additional protection. However, visitor experience would be greatly degraded if the “west of 36” trail were to be built too close to the highway.</p> <p>Thanks! Peter Bakwin</p>

Email Author	Peter Bakwin
Staff Response	<p>Hi Peter, Thank you for your feedback on the North TSA Plan preliminary scenarios. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>I appreciate the care and thought you put into your feedback. Thanks for your participation and I hope you will continue to engage in the process. Steve Armstead North TSA Plan Project Lead</p>
Email Date	10/22/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? 4 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? Scenario 4 isn't optimized to meet the needs of recreation users because it accepts/utilizes too many of the poor quality trails/roads that are already there. Without any lasting impacts on the environment (and perhaps some improvement resulting from more sustainable alignments) most of the trails at BVR/Joder should be rerouted. 3. What changes did you make? Reroute all of the low quality trails at BVR and the Joder Road connector. Create a new loop opportunity by connecting Cobalt to the Left Hand Trail via a new alignment adjacent to 36. All of the roads in the North TSA should be obliterated and restored and in their place actual trails should be built. All of the trails in the North TSA should be open to bikes so that there are actual opportunities to ride close to town. 4. How do those changes improve the scenario's ability to meet the identified interests? Rerouting low quality and unsustainable trails to modern standards will improve the user experience by reducing conflicts between user groups without impacting conservation objectives. If trails are designed to limit disparities in the rate of travel between user types everyone can feel safer. 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? Enhancing trail sustainability will enhance both environmental objective and the user experience. 6. Whom should OSMP contact with questions about this scenario? How do we contact that person? James Mapes
Email Author	James Mapes

Staff Response	<p>Hi James, Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. Your suggestions are 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. Kind regards, Juliet Bonnell North Trail Study Area Associate Planner</p>
Email Date	<p>10/22/2015</p>
Email Detail	<p>First off, while I appreciate the opportunity to provide comments on the proposal, I have to register a criticism. I think you have made this process extremely complicated, which provides more power to organized interest groups and less power to an average person, working a full time job, trying to make sense of this. I'm a lawyer and I can barely keep track of the different scenarios, what you are asking for in comments, etc. THIS IS WAY MORE COMPLICATED THAN IT SHOULD BE. Seriously, as a trail user with limited extra time it has been extremely frustrating to try and follow along and provide meaningful input.</p> <p>Below are my comments: I feel like Scenario 4 does the best job of all of the scenarios to balance recreation and conservation needs, though I do think it can be improved. I think the connector trail west of US 36 is crucial to connectivity to Lyons. While care should be taken in selecting a proper route to avoid environmental damage, this trail is needed. I believe that the scenario should include more opportunities for dogs off leash. The current trail system at Boulder Valley Ranch is not enjoyable for mountain biking and thus seldom used. Reroutes suggested in Scenario 4 of the BVR trail system should focus on making BVR trails fun for biking and there are no additional environmental impacts to do so. Given that the existing Left Hand Trail dead-ends at a road, I want to see a trail using the contours immediately east of US36 that makes a loop out of the Left Hand Trail. This configuration will be more suitable for recreation as opposed to an out-and-back trail on mostly flat terrain which isn't good for user experience. I do not believe the trail east of US 36 is a viable connector due to safety concerns of having to travel on roads and cross US36. The recreational experience would be better served on the west side. Joder Ranch: The existing road connector from US36 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. I support the idea of a loop trail on Joder shown as a reroute on the map in Scenario 4. We encourage staff to reroute that trail using the contours to climb in a sustainable way and wanted to state our support for that opportunity. Connecting Niwot and Gunbarrel to Boulder Reservoir is important for connectivity. In general, I think Boulder lacks trails that are multi-use, and continually seems to be restricting off leash dog access. I welcome more trails open to bikes and more trails open to off-leash dogs.</p> <p>Sincerely Dan Steuer</p>
Email Author	<p>Dan Steuer</p>

Staff Response	<p>Hello Dan, Thank you for your feedback on the North TSA Plan preliminary scenarios. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>We are sorry you found the process to review and provide feedback on the scenarios complicated and less accessible to the individual than potentially organized groups. We have tried to make the process as accessible to everyone as possible by hosting multiple workshops and providing online opportunities for feedback. We understand there is a lot of information to go through to understand the scenarios, but wanted to be as transparent as we could by sharing the information that staff considered in developing the scenarios.</p> <p>We'll continue to strive for ways we can make the process accessible, transparent, and not overly cumbersome.</p> <p>Thanks Steve Armstead North TSA Plan Project Lead</p>
Email Date	10/22/2015
Email Detail	<p>Please, please, please move forward with the trail expansion of north Boulder. I like either of the options that run north connecting all the way back to the Goose Creek Trail. I do think that number four is the best.</p> <p>In addition to connecting Heil Ranch safely with the town of Boulder it will provide additional riding options to connect to the Boulder Valley Ranch Trail. I am a north Boulder homeowner in Winding Trial Village and an active member of the Boulder Mountain Bike Alliance. I ride my bike to Heil via 36 frequently and it can be very dangerous with all of the road bikes and cars flying by when I am going 10 mph on my mountain bike but often time there is no parking available at the trail head. This will also help support local North Boulder business.</p> <p>I understand there are some wildlife concerns but I can assure you that a mountain bike trail will have a very minimal impact on the natural environment.</p> <p>I think the county should set up a for profit shuttle service from Lyons to Boulder on weekends.</p> <p>Thank you, Geoff Goss</p>

Email Author	Geoff Goss
Staff Response	<p>Hi Geoff,</p> <p>Thanks for your feedback on the preliminary scenarios, especially Preliminary Scenario 4, for the North TSA Plan. 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</p>

Email Date	10/22/2015
Email Detail	<p>1) What scenario did you start with? I started with scenario 4. It is the only scenario that received mostly positive feedback, so why start with any other scenario?</p> <p>2) Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? - It did not improve the quality of the recreation experience as much as is reasonable in a win-win situation with no loss to other interests - It does not serve the mountain biking community as much as needed; mountain bikes need more options for longer loop experiences. Note that the Boulder community decided to exclude bikes from nearly all of the West TSA, so the North TSA provides a limited opportunity to provide near town riding for this underserved (According to the VMP) user group</p> <p>3) What changes did you make? - make all trails in the Boulder Valley Ranch area open to bikes (including Hidden Valley Trail, Mesa Reservoir Trail, trail to Kelso road); No one is lobbying to exclude bikes from this area and bikes need more trail miles to get a given time experience - e.g., we need approximately 8-10 miles of trail for a one hour long ride. - reroute all trails to improve the quality of the recreation experience (including the Left Hand Trail, the North Rim Trail, the Mesa Reservoir Trail); existing trails are boring and do not provide a positive visitor experience, let's fix that! - add a new trail in the Boulder Valley Ranch area next to US 36 that forms a loop with the Left Hand Trail and Cobalt Trail; you are not providing multiple loop opportunities of different lengths w/o needing to use a road; why not? Look at the south side of the OSMP system - make the NTSA more like that with stacked loops for rides of different lengths; there does not appear to be environmental resources in the Boulder Valley Ranch area that would suggest this is a problem (unless you consider the mere existence of a trail a problem) - 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!</p> <p>4) How do those changes improve the scenario's ability to meet the identified interests? - See comments above in #3</p> <p>5) What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? I do not believe that any of the suggestions above eliminate balance. I do not see how improving the quality of the recreation experience needs to be balanced against any other interest when it involves rerouting existing trails. I do not think that more mountain bike access eliminates any balance given over 100+ miles of "no bike" trail in the West TSA.</p> <p>6) Please provide your contact information. Jason Vogel</p>
Email Author	Jason Vogel

Staff Response	<p>Hi Jason, Thanks for your input and participation in the process.</p> <p>I wanted to follow up with your comment that you don't see how rerouting trails for improving visitor experience needs to be balanced with any other interest. The interest that frequently needs to be considered and balanced with trail reroutes is that rerouting a trail impacts neighboring natural resources when a new trail tread is created. Another factor that can affect natural resource conservation interests includes the success or lack of success in keeping visitors from using the old trail tread.</p> <p>Thanks for your participation and I hope you will continue to engage in the process. Steve Armstead North TSA Plan Project Lead</p>
Email Date	10/22/2015
Email Detail	<p>Hello,</p> <p>I'd like to thank everyone for all of the hard work and dedication they have put into the North TSA project. It is clear by the level of detail involved in each of the 4 scenarios that have been laid out, that careful consideration has been applied to the many different concerns and priorities that go into a project of this nature and this magnitude.</p> <p>Out of the 4 scenarios, I believe that Scenario 4 will provide the most benefit to the community from the view point of trail usage. Linkage of trails between Lyons and Boulder would be a tremendous benefit for everyone.</p> <p>I don't pretend to be an expert on trail sustainability and environmental impact, so I do appreciate the fact that you have employed your expertise in these areas. Assuming that the environmental impact of Scenario 4 is manageable, that would be my preference.</p> <p>Thanks Dave Ferro</p>
Email Author	Dave Ferro
Staff Response	<p>Hi Dave, Thanks for your feedback on the preliminary scenarios, particularly Preliminary Scenario 4, for the North TSA Plan. 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, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>

Email Date	10/21/2015
Email Detail	<p>Thanks for all the hard work you guys are doing on the North TSA - all of the scenarios will doubtless provide a great improvement to the open space in North Boulder.</p> <p>Could I just add a special word of support for scenario 1 - which includes bike access to Old Kiln trail on Monday to Friday. We live in Pine Brook Hills and we cycle to Boulder daily to work, but the cycling commute options are limited and dangerous because of fast traffic on Linden Drive. A weekday bike corridor through Old Kiln trail would be a wonderful safety improvement to separate bike commuting traffic from cars in our community.</p> <p>Thanks and keep up the good work, Ben Sanderson</p>
Email Author	Ben Sanderson
Staff Response	<p>Hi Ben,</p> <p>Thanks for your feedback on Preliminary Scenario 1 for the North TSA Plan. 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, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	10/21/2015
Email Detail	I have reviewed the 4 proposed action plans for the north TSA and support development of option 4 because it provides a connector bike accessible trail west of 36 and bike accessible trail through the Joder property which provides a nice north bound access corridor.
Email Author	Jim Beall

Staff Response	<p>Hi Jim,</p> <p>Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. Your suggestions are 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	10/21/2015
Email Detail	I have reviewed the 4 proposed action plans for the north TSA and support development of option 4 because it provides a connector bike accessible trail west of 36 and bike accessible trail through the Joder property which provides a nice north bound access corridor.
Email Author	Jim Beall
Staff Response	<p>Hi Jim,</p> <p>Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. Your suggestions are 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	10/21/2015
Email Detail	<p>Thank you for your very thoughtful efforts to balance your/our often conflicting goals and to seek public input.</p> <p>All four scenarios have good and weak points. In general, Scenario 1 is the worst, since in it, recreational use clearly dominates, at the expense of preserving natural values.</p> <p>In general, I would prefer to</p> <ol style="list-style-type: none">1. tightly curb bicycle use, limiting to those areas most clearly able to sustain bicyclists without significant ecosystem damage.2. keep dogs, where allowed at all, on leash throughout, with perhaps voice and sight control permitted only near parking areas/trailheads.
Email Author	Sara Michl
Staff Response	<p>Hi Sara,</p> <p>Thank you for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions about bicycle and dog access are 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	10/21/2015
Email Detail	<p>North Trail Study Area Scenario Revision Summary Worksheet</p> <ol style="list-style-type: none"> 1. What scenario did you start with? 4 2. Why did you think the scenario needed to be revised? What interest(s) was it not meeting sufficiently? It is important to spread people out near the highest density of homes through the use of designated trails, else they will spread themselves out creating new unsightly undesignated trails. Also, loops are a very important aspect for the visitor experience. 3. What changes did you make? Do not close the Old Kiln trail, northern section. Reroute above the flood plain, as needed. Alternatively, provide a different loop opportunity in this area that does not involve as much elevation gain/loss as going all the way up the Wonderland Lake Hill. 4. How do those changes improve the scenario's ability to meet the identified interests? Not closing Old Kiln, northern section, provides an additional loop opportunity. There are now so many north Boulder residents that hike/run here very day: they should be somewhat spread out and have more opportunities to do loop hikes. 5. What, if any, other changes did you make to the scenario to ensure balance with the other identified interests? By providing more designated short loop opportunities near homes, undesignated trail use is reduced and thus habitat and views of our beautiful north Boulder meadows are better preserved. 6. Whom should OSMP contact with questions about this scenario? How do we contact that person? Johannes Rudolph
Email Author	Johannes Rudolph
Staff Response	<p>Hi Johannes,</p> <p>Thank you for providing your feedback on Preliminary Scenario 4 for the North TSA Plan. Your suggestions are 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	10/20/2015
Email Detail	Where do I find the Scenario Worksheet/Comments to fill out and send in? Thanks
Email Author	Neal Zaun
Staff Response	<p>Hi Neal,</p> <p>Thanks for your interest in the North TSA. The Scenario Worksheet can be found at the following link: https://bouldercolorado.gov/osmp/north-tsa-scenarios</p> <p>We look forward to your comments and your continued participation in the planning 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	10/20/2015
Email Detail	<p>Got to thinking today about a part of all the scenarios that got very little attention or discussion. That is the properties along St. Vrain Rd. and 65th St. which are both close to where I live. The scenarios show the Waldorf parcel, which is attached to Boulder County owned property, as always closed to the public. I was told this was for elk migration purposes. 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 use those properties would have. Maybe dog walkers but otherwise I'm not sure the purpose of considering opening them to the public. The property on 65th is next to a horse facility and it may give them access to do a little "hacking" outside the arena but would not be a destination area for riders. Can you tell me what the thoughts are for those properties so I can have a knowledgeable opinion?</p>
Email Author	Randy Winter
Staff Response	<p>Hi Randy,</p> <p>Thanks for your inquiry about the northern property recommendations in the preliminary scenarios. Some of the properties, like Waldorf have very clear recommendations such as keeping this property closed since it has high natural resource value and was something Boulder County had interest in us considering how this property supports resource conservation on their neighboring property. Other properties like the ones you mention off of 65th and St. Vrain (Oasis and Bison) were less clear for staff about the benefit of keeping open or closed. We chose to include both options in different scenarios to get feedback from the community about if there were reasons/interests that supported one action versus the other. For Bison and Oasis, staff didn't have a lot of information to suggest why it should be opened or closed so any community input certainly will be of help. The one thing staff is less inclined to suggest is to add any facilities to these isolated properties that would encourage public access like trails, parking, etc.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Steve Armstead North TSA Plan Project Lead</p>

Email Date	10/20/2015
Email Detail	<p>I attended last night's meeting (10/19) and left some feedback in writing, but I would like to add some more. I support SCENARIO 4, but I would very very much like to see 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. To those of us who use this upper spur, it is a beloved trail and if removed would lead some of us to bushwack up there anyway...not good from the preservationist point of view, also it is quite steep in places and could be less safe than retaining the present trail.</p> <p>ALSO: Please retain at least the trail spur leading out to the east edge of the Old Kiln Trail (where this spur could terminate) so that hikers can see what the 2013 flood did to Four Mile Creek and be awed. An educational sign at this spot would enhance the purpose of retaining this spur. In addition to the removal of the rest of the Old Kiln Trail adjacent to the creek, I would suggest eliminating the covered gathering area near the lake in order to balance the retaining of this spur.</p> <p>Please acknowledge receipt of these suggestions as I had difficulty providing this feedback through the link provided on your website. Thank you!</p>
Email Author	David Chicoine
Staff Response	<p>Hi David, We have received your additional feedback for the North TSA scenarios. Thanks for all your thoughts and participation in the process.</p> <p>Steve Armstead North TSA Plan Project Lead</p>
Email Date	10/20/2015
Email Detail	<p>I read in the Camera that scenario 4 is the likely winner from public input. I haven't been to any of the meetings but as a 30 yr Boulder taxpayer I have one major piece of input.</p> <p>MORE BIKE TRAILS AND ACCESS.</p> <p>Bikes were shafted in the West TSA process. There is no excuse to limit bike access in the North.</p>
Email Author	Paul Heller

Staff Response	<p>Hello Paul,</p> <p>Thank you for your feedback on the North TSA Plan preliminary scenarios. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>OSMP is responsible for managing open space for a variety of purposes and community interests. The North TSA Plan will look to find ways of balancing the community interests that have been identified for developing the plan. All the preliminary scenarios include a range of new access for bikes. Consistent with providing a range of visitor experiences, there will likely continue to be some trails in the North TSA where bikes are not allowed. Your participation in the process will help identify which trails provide the best opportunities for quality biking experiences.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Steve Armstead North TSA Plan Project Lead</p>
Email Date	10/20/2015
Email Detail	I hike the hogback ridge trail and the unofficial trail going north to McGuckins warehouse frequently and I like the Scenario 4 plan. 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.
Email Author	Jonathan Dunder
Staff Response	<p>Hi Jonathan,</p> <p>Thanks for your feedback on Preliminary Scenario 4 for the North TSA Plan. Your suggestions are 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	10/20/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees:</p> <p>I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people. Thank you.</p>
Email Author	Sandra Nadine Quinn Brändli
Staff Response	<p>Hi Sandra,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/20/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees:</p> <p>I am an equestrian who lives in Boulder County, as well as a dog owner and environmentalist. I have done trail rides and hikes at Heil Valley Ranch and very recently at Joder Ranch. I urge you to support the Boulder County Horse Association's (BCHA's)/NTSA Recreation Coalition's (Coalition's) recommendations for the North TSA (i.e., a modification of Scenario #4). BCHA has been working with the many other interested groups in the Coalition to develop thoughtful recommendations that meet the needs of diverse trail users, are consistent with historical uses of the NTSA, and support habitats for existing flora and fauna. Equestrian use has occurred in the NTSA for many decades and has helped to shape that specific landscape so it is an important cultural value in the NTSA. Furthermore, a future connection between trails on the Joder and Heil Valley ranches would provide wonderful, extensive outdoor experiences for equestrians and many other users for generations to come.</p> <p>Thank you for your continued diligent work on this matter and for your consideration of the BCHA's/Coalition's proposed modification of Scenario #4. Rebecca Schwendler</p>
Email Author	Rebecca Schwendler

Staff Response	<p>Hi Rebecca,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/20/2015
Email Detail	<p>Representatives,</p> <p>I am a hiker, runner, and mountain biker and have lived in North Boulder for 10yrs. I am also a volunteer for Boulder county open space as forestry crew leader and volunteer naturalist. I ride Heil and Boulder Valley Ranch regularly, and have also hiked the Hogback ridge many times. I am very interested in further developing trails in the north TSA. A trail system connecting to N Boulder to Heil would be marvelous for hikers, runners, and mountain bikers.</p> <p>This past weekend I rode from the Neva shelter to Heil all the way to Lyons via the new Joder Ranch trail and it was great to know I could basically ride from N Boulder to Lyons on my mountain bike. And Heil offers some fun trail riding to boot. While the trails need to be sustainable, I would spend less money on smoothing out the trails at Heil and more on making a great, safer connection to Heil from Boulder. The old Wineglass ranch homestead road the parallels highway 36 seems like one of the better options for the connectively than Boulder Valley Ranch as riders would not need to cross Hwy 36. Or the tie to Boulder Valley Ranch via Neva Shelter could also make for a great loop.</p> <p>I appreciate you time and effort on this important recreational resource for Boulder.</p> <p>Cheers, Nola</p>
Email Author	Nola Chow

Staff Response	<p>Hi Nola, Thank you for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process.</p> <p>Kind regards, North Trail Study Area Team City of Boulder Open Space & Mountain Parks</p>
Email Date	10/19/2015
Email Detail	<p>Just returned from mtg. The 4 scenarios are not connected except for being North! Wonderland Lake is beautiful as is and it would be unfortunate to disturb a quiet and beautiful environmental gem to erect an outdoor learning lab. It is accessible currently for learning groups as well as families and seniors. Any building of piers or walkways into the cattails would certainly invade the natural habitats and soon there would be nothing to study. Leave nature alone and it will always provide a learning lab.</p>
Email Author	Susan Jeter
Staff Response	<p>Hi Susan,</p> <p>Thanks for your feedback about the Wonderland Lake area in the preliminary scenarios for the North TSA Plan. Your suggestions are 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, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	10/19/2015
Email Detail	<p>I would like the plan to minimize trail closures for any reason other than severe danger. OSMP has a track record of closing trails for lesser reasons, like "erosion" and "wildlife nesting." In the North Trail Area, I believe these issues should be weighed against the common good of maintaining access for the residents who enabled the open space to exist.</p>
Email Author	Tom Wilke

Staff Response	<p>Hello Tom,</p> <p>Thank you for your feedback on the North TSA Plan preliminary scenarios. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>OSMP is responsible for managing open space for a variety of purposes and community interests. Trails may indeed be temporarily closed due to wet and muddy weather conditions that contribute significantly to the erosion of trails and expensive repairs and the creation of new parallel trails as visitors avoid problem trail stretches that can impact natural resources. With the exception of a few climbing access trails, OSMP trails are not closed for wildlife nesting. There is a proposal in one of the North TSA scenarios that would include a seasonal trail closure, however this would be for a new trail that would go through an area that is seasonally closed for Osprey nesting.</p> <p>Thanks for your participation and I hope you will continue to engage in the process.</p> <p>Steve Armstead North TSA Plan Project Lead</p>
Email Date	10/19/2015
Email Detail	Please do not change the Eagle and Sage trails. They are wonderful as they are.
Email Author	Phoebe Norton
Staff Response	<p>Hi Phoebe,</p> <p>Thanks for your feedback about the Eagle and Sage trails in the preliminary scenarios for the North TSA Plan. Your suggestion 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	10/19/2015
Email Detail	<p>Steve, (Map attached at end of compendium) I'm sure you're busy getting ready for tonight but here is what I had envisioned for an alternate connector trail from the Foothills Trailhead to Joders on the east side of 36 rather than on the west side. As I said less environmental impact but accomplishing the same thing and maybe even better offering connections to the Left Hand Trail. The blue line is an approximate trail with red lines connecting to the existing Left hand trail. Just a thought. Randy Winter</p>
Email Author	Randy Winter
Email Date	10/19/2015
Email Detail	<p>The scenarios provided and survey to comment on them seem deliberately confusing and overly complicated.</p> <p>I would like to see Boulder get out of the "Closed Space" business, starting with the North TSA. Open every proposed trail alignment to every user group. Cease the segregation of user groups, and allow taxpayers and the public to access the lands we pay for. Period.</p> <p>Open every proposed trail alignment, to every user group.</p>
Email Author	Bryan Ganzel
Staff Response	<p>Hello Bryan, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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. Kind regards, The North Trail Study Area Team</p>

Email Date	10/19/2015
Email Detail	<p>From: FriendsOfBoulderOpenSpace Sent: Monday, October 19, 2015 12:33 AM Subject: NTSA Scenarios</p> <p>October 18, 2015</p> <p>Tracy Winfree, Director, Open Space and Mountain Parks Steve Armstead, Project manager, North Trail Study Area</p> <p>Friends of Boulder Open space attended the first NTSA workshop on October 5. Following are areas of concern we have as you develop final scenarios.</p> <p>1. The North Foothills HCA west of Highway 36 from the Joder property to Foothills parking area should remain unfragmented. The critical habitat block there has been identified in ecological studies and planning documents for decades, including the Boulder County Comprehensive Plan (multiple dates, beginning in 1976 and continuing to the 2015 Natural Resources Element), the 1997 Open Space Department North Valley Management Plan, and the 2005 Visitor Master Plan.</p> <p>2. 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. This information in the Natural Resource section of the inventory report is noted on maps N1, N2, N7, N9, N12, N13, N16, N17, N18 and N23 - N26.</p> <p>FOBOS respects the difficult problem you have in recognizing diverse interests; however, we feel that in line with one interest, protecting natural resources, this area should remain unfragmented.</p> <p>Very truly yours, Linda Jourgensen for Friends of Boulder Open Space</p>
Email Author	Linda Jourgensen
Staff Response	<p>Hi Linda,</p> <p>Thanks for this feedback and your continued engagement in the North TSA process.</p> <p>Steve Armstead North TSA Plan Project Lead</p>

Email Date	10/18/2015
Email Detail	<p>general_comments: Don't like plan to relocate Eagle trailhead to Ellison property - scenario 2. 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. To wit: "The focus of this initiative is to improve the conservation value of large habitat blocks so they are more likely to sustain the Grassland Plan targets".</p> <p>Do not like plan to relocate Boulder Valley agricultural operations out of current facilities - scenario 1. Would make it much more difficult to manage and oversee current operations. Is directly antithetical to the OSMP Agricultural Resources Management Plan whose stated goal is "to ensure the long-term sustainability of agricultural operations".</p>
Email Author	Don Schaffer
Staff Response	<p>Hi Don,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions are 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	10/17/2015
Email Detail	<p>I would like to offer some thoughts on the current Trail Study Area discussion.</p> <p>While this is being portrayed as another controversy between recreationists and conservationists, I feel the role of our collective civic commitment to Open Space is being overlooked and not given 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 the 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>North TSA /West Side Story</p> <p>Much of the NTSA has been compromised by 150+ years of agricultural land use including grazing, irrigated cropping, and riparian diversions. The area harbors an abundance of non-native plants, and a considerable number of system and social trails. Nevertheless, significant conservation values exist in the area. In the context of OSMP lands, the NTSA holds species and communities of particular xeric habitat types not found elsewhere in the OSMP system. These xeric grasslands often harbor a diversity of narrowly restricted plant and animal species; Bell’s twinpod (<i>Physaria bellii</i>) is a signature plant species for this type of endemism.</p> <p>Still, we should not overlook the protection of so-called ‘common species’ out of deference to the rare and endangered. The common and the rare are equally special; we should speak out for “the last of the least and the best of the rest.” So-called common animal species on the NTSA include: rattlesnakes, prairie dogs and coyotes; lark sparrows, rock wrens, and lazuli buntings; and ottoe, arogo, and dusted skippers.</p> <p>The Natural Resource component of the North TSA Inventory and Assessment Report makes a strong case for preserving a significant habitat block west of Hwy. 36. Some of the best representations of Exposed Rocks and Cliffs, Upland Shrublands, and Xeric Tallgrass Prairie communities occur in this sector. Collectively they make up the best opportunity to conserve upland grasslands in the NTSA (Upland Grassland Best Opportunity Areas in the North TSA – map N3).</p> <p>The report also makes a strong case that social trails on the erosive soils found in the NTSA have a particularly egregious effect, and system trails must be carefully designed to account for the geologic conditions. Trail ‘proposals’ such as depicted on map R6 in the Recreational Maps section (and in scenarios 2 and 4), running N-S through the recommended HCA, should be strongly questioned.</p>

	<p>It is striking in reviewing the OSMP Grassland Ecosystem Management Plan (2010) how many recommendations come to bear in supporting an HCA on the west side of the NTSA:</p> <ul style="list-style-type: none"> • Minimize adverse effects of trail development in areas of special conservation value or sensitivity within the Grassland Planning Area, as part of TSA planning. • Identify high-value grassland bird nesting areas and consider seasonal protection measures through the TSA planning process and, when necessary, prior to TSA planning. • Create a large block of conserved grassland in the northern portion of the OSMP land system through acquisitions and management agreements. • Promote conservation of the Grassland Plan targets by increasing awareness of grassland values and conservation issues and considering actions for conservation in Best Opportunity Areas. • Consider closing, restoring and discouraging the (re)establishment of undesignated trails in areas of special conservation value or sensitivity as part of the TSA planning process. • Consider establishing on leash requirements in areas of special conservation value or sensitivity as part of the TSA planning process. • Consider providing additional no-dog opportunities to protect areas of conservation value and sensitivity as part of TSA planning. <p>Finally, the North TSA needs to be viewed in the broader context of the region, as a key piece in the fraying web of connectivity for vegetation and wildlife. Linkages like these have been part of the long term planning process for both the city and the county for decades, and were, in part, the reason the two entities collaborated on the many parcels making up the North TSA. Overall, special vigilance should be given to the development of social trails, off-leash dogs, and all the other impacts that come with increased use. More specifically, the area west of Hwy 36, south of Joder and north of Mann, should be designated as a Habitat Conservation Area with limited trail access; no dogs (or, minimally, dogs on leash); and no bikes.</p> <p>Thank you for your consideration. Tim Hogan</p>
Email Author	Tim M Hogan
Staff Response	<p>Hi Tim, Thanks as always for sharing your thoughts about natural resource factors to consider in the development of the North TSA Plan and in review of the preliminary scenarios.</p> <p>I hope you will continue to engage in the process as we work to develop revisions to the scenarios and eventually a draft plan. Sincerely Steve Armstead North TSA Plan Project Lead</p>

Email Date	10/16/2015
Email Detail	<p>general_comments: Hi! I'm totally confused by the overwhelming amount of information. And while I'm sure it's needed...I don't know where to start.</p> <p>So, Could I please just submit my thoughts?</p> <ol style="list-style-type: none"> 1. Wherever there are new gates put in I would like them to be wider to accommodate horses with riders on saddles. A foot wider would be great but even 6 inches...fabulous!!! 2. The thought of removing the agricultural from Boulder Valley ranch is horrible to me. It is part of Boulder history. I have been running, hiking, painting, mountain bike riding and horse back riding for 30 years there. It is so perfect just like it is. Please Please don't change this. 3. It would be FABULOUS to have a trail without too many rocks and without mountain bikes. I'm even a mountain biker...but I'm also a horse rider and the two are fine at a trail like the Boulder Valley ranch loop....but on a blind curve like Betasso or Joder it is really unsafe for both to be going faster than a slow walk. 4. Lots of connections are good. It makes more trails and more options. <p>THANKS!!!!!!!!!!!!!!!!!!!!</p> <p>HORSES ROCK!!!!!!!!!!!!!!!!!!!!</p>
Email Author	Marianne Martin
Staff Response	<p>Hi Marianne,</p> <p>I know OSMP staff created a substantial amount of information for the scenarios, so thank you for taking your time to review them and provide your feedback. It is appreciated and will be considered as we work to refine the scenarios and develop 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	10/16/2015
Email Detail	<p>Thank you for reaching out with a more straight forward question. What are the resource impacts that need to be mitigated if the trail is west of 36? It seems the resource impacts would be similar. The area west of 36 is still between two major roads.</p> <p>cheers, -m.</p>
Email Author	Mark Parsons
Staff Response	<p>Hi Mark, Thank you for your feedback on the question from the 10/14/15 North TSA update email. 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 we hope you will continue to engage in the process.</p> <p>Kind regards, North Trail Study Area Team</p>
Email Date	10/16/2015
Email Detail	<p>general_comments: Please provide some additional access points for paragliders and hang gliders as part of the plan. The current trail near wonderland lake was severely damaged in the flood and is difficult to use. I would also like to see some additional launch areas opened to the north of the current site. Thank you!</p>
Email Author	Drew Lane
Staff Response	<p>Hi Drew,</p> <p>Thanks for your feedback about paragliding and hang gliding access points and launch sites in the preliminary scenarios for the North TSA Plan. Your suggestions are 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, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>

Email Date	10/15/2015
Email Detail	<p>Hello Steve and Heather,</p> <p>For ease of viewing the dog-related recommendations from the Open Boulder NTSA Rec Coalition's document, we have summarized them here for you in a single 1 1/2 page document. Hope this helps to make your hard work a little easier. Thank you for all of your work in the North TSA process!</p> <p>Sincerely,</p> <p>The FIDOS Board Jim Illg - President Lori Fuller Tony Gannaway Eileen Monyok Aldona Siczek Dan Suple</p> <p>From: FIDOS Date: October 15, 2015 RE: NTSA Scenario Recommendations</p> <p>Thank you for all of your hard work on the NTSA and also for this opportunity to provide input on your currently proposed scenarios. FIDOS' input has already been captured as part of the unified recommendations of the Open Boulder NTSA Recreation Coalition. We only provide this current letter as a way to summarize the dog--related recommendations and view them easily on a single page and a half.</p> <p>Boulder Valley Ranch</p> <p>Designate the Left Hand Trail Voice & Sight for Dogs, while designating the Hidden Valley Ranch Trail as No Dog. This counter--balance is described in Scenario #1 and should be incorporated into one of the final preferred scenarios. FIDOS feels that allowing hikers with V&S dogs to access BVR from the Neva Rd parking area will save greatly on car travel for residents who live in the nearby area, as well as for residents from northern Gunbarrel and Niwot. Also, the Left Hand Trail runs through a Natural Area, where per the VMP, "Dog management is predominantly V&S." The VMP makes no mention of V&S on corridor in Natural Areas, and we feel that the on corridor addition is unnecessary on this trail.</p> <p>Wonderland Lake</p> <p>Designate the Loop Trails west of Wonderland Lake as Voice & Sight. This scenario is described in both Scenarios #1 and #4, with slightly different trail configurations in the two scenarios. V&S designation of these trails north and west of Wonderland Lake, as shown in</p>

Scenario #4, 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. Again, as the VMP makes no mention of V&S on corridor in Passive Recreation Areas, and we feel that the on corridor addition is unnecessary on this trail.

Buckingham Property

Maintain the Current Voice & Sight Access 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. Historically, this trail has always had a V&S designation. 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.

Joder Ranch

Designate the North Joder Trail (“Interim Trail”) as Voice & Sight. Much of this 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 people with dogs to park at the Joder Ranch Trailhead. The V&S designation is consistent with the NTSA Recreation Coalition’s recommended Passive Recreation Area designation. Even if Joder Ranch would remain as an HCA, this “interim trail” would make an ideal V&S on corridor trail, as permitted by VMP guidelines for HCAs.

West Beech

Designate the West Beech Trail as Dogs On Leash. There is no reason to ban only dogs on this trail as shown in Scenario #4. The West Beech Area has been disturbed by human use for a long time. It also parallels a major highway and is close to a major population center.

FIDOS thanks you for your consideration of all the Open Boulder NTSA Recreation Coalition’s recommendations, which include those summarized here. Please continue your good work toward making the NTSA a special place for all users.

Email Author

Eileen Monyok

Staff Response

Hi Eileen,
Thanks for the summary. This will be helpful.

Have a great weekend.

Steve Armstead
North TSA Plan Project Lead

Email Date	10/14/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees:</p> <p>I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>Thank you.</p> <p>Leslie Carrig High Desert Hoof Care</p>
Email Author	Leslie Carrig
Staff Response	<p>Hi Leslie,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/14/2015
Email Detail	<p>Steve,</p> <p>First let me say it was obvious the work you and your staff put in to creating the scenarios and the sincerity of you and your staff in trying to meet the needs of the community. Thank you!!!!</p> <p>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 Joders and then back on a 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.</p> <p>Just throwing something out there I can see from Joders 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 Joders. Just a rough thought.</p> <p>I'll think some more and throw out other ideas, even though you've probably thought of them already, when I have more time to work on it.</p> <p>Two things.</p> <p>I was happy with the parking lot ideas although I did hear a lot of pros and cons for the different scenarios that made sense both ways. Randy Winter</p>

Email Author	Randy Winter
Staff Response	<p>Hi Randy,</p> <p>Thank you taking your time to share your feedback in this email as well as subsequent ones about the preliminary scenarios for the North TSA Plan. 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	10/14/2015
Email Detail	<p>Steve, I'm not sure how you want those questions answered and unfortunately I cannot attend the workshop so I'm going to answer your first question here:</p> <ul style="list-style-type: none"> • If the connection is west of Highway 36, how can resource impacts best be mitigated for resource conservation? <p>In my opinion you have a real-time case study on this question with the Hogback trail, which is in the EXACT area you're studying. What has the impact there been on resources? It seems like asking this question is trying to re-create the wheel when you already have one. I would love to hear/see the data from that area to help inform this decision rather than simply relying on people's qualitative opinion. If the answer, as I suspect, has been "minimal" then I think option 4 presents the best opportunity for use in that area.</p> <p>Cheers, DH</p>
Email Author	Daniel Hassan
Staff Response	<p>Hi Daniel,</p> <p>Thank you for your feedback on the question from the 10/14/15 North TSA update email. Your continued 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 we hope you will continue to engage in the process.</p> <p>Kind regards, North Trail Study Area Team</p>

Email Date	10/14/2015
Email Detail	<p>Dear Steve, Tracy, and Members of the Open Space Board of Trustees: (The 'NTSARecCoalResp_FINAL doc' is attached at the end of the compendium)</p> <p>As you know, the North Trail Study Area is extremely important to equestrians not only because it contains several historic horse ranches and farms with long histories of being open to the equestrian community, but also because it offers so many outstanding opportunities for continuing this horse presence now and into the future.</p> <p>The Boulder County Horse Association has worked closely and very productively with the other and very diverse stakeholders in the "NTSA Recreation Coalition" facilitated by Open Boulder. It is my great pleasure to share with you my enthusiasm and excitement about this group, and to say that we wholeheartedly endorse the Coalition's formal recommendation: We support Scenario #4 with some necessary modifications, as outlined in our joint letter (attached).</p> <p>After many searching discussions with our own members and the other Coalition participants, we concluded that the most balanced plan for the North TSA involves taking the best elements of Scenario #4 but that several modifications are necessary to meet our needs, maintain balance, and enable meaningful consensus. Staff had directed the public to maintain a reasonable balance between recreation quality and respect for natural resources in justifying changes they might recommend to any of the original scenarios. Therefore, each of our groups has offered to reduce some of the access they were offered in Scenario #4 if they felt that additional access or amenities were desirable. For example, equestrians are offering to relinquish some access at Wonderland Lake (whose trails we actually built several generations ago!) but we need among other things expanded trailhead parking facilities and continued access to a small existing trail at Boulder Valley Ranch; dog guardians are offering to relinquish some access in some places while asking for different dog management in certain areas (as outlined in Scenario #1), and mountain bikers are willing to support a pedestrian/equestrian-only loop trail at Joder Ranch.</p> <p>Most of the adjustments are quite small and do not amount to significantly increased recreational access from the baseline: they are there in the interest of making a unified plan that works for everyone. Please remember that we all consider ourselves strong environmentalists and we have done our best to include consideration of the natural resources in the NTSA.</p> <p>You have already heard directly from several equestrians in our community who support the BCHA recommendations (truth to tell, the Oct 5 workshop presented way too much material that was overwhelming to digest in such a short meeting; and most of us have respectfully declined to participate in the "survey" about the NTSA scenarios that is being offered by OSMP online because it is confusing to even the most ardent OSMP followers and does little to elicit what people really know and think about the various scenarios!). Now, we hope you will accept BCHA's formal and thoughtful position, written as part of the NTSA Recreation Coalition.</p> <p>We trust you will take these recommendations in the constructive spirit in which they are meant. Please feel free to contact us if you would like to discuss our recommendations in more detail.</p> <p>Suzanne Webel President, Boulder County Horse Association</p>
Email Author	Suzanne Webel

Staff Response	<p>Hi Suzanne, Thank you, we have received Boulder County Horse Association's recommendations for the North TSA as well as the refinements email. All this input is appreciated and will continue to 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, North Trail Study Area Team City of Boulder Open Space & Mountain Parks</p>
Email Date	<p>10/14/2015</p>
Email Detail	<p>Thank you again, Steve, for all your work on this. Comments attached.</p> <p>To: Steve Armstead, NTSA staff team From: NTSA Recreation Coalition</p> <p>The NTSA Recreation Coalition Supports Scenario #4 with Modifications</p> <p>The NTSA Recreation Coalition consists of Open Boulder, FIDOS, Boulder Area Trails Coalition, Boulder Trail Runners, Boulder Mountainbike Alliance, and Boulder County Horse Association. We represent thousands of recreational visitors to OSMP who want to support this outstanding public land management agency. As a group, we agree that, of the four scenarios presented at the meeting on October 5, merging aspects of Scenarios #1 and #4 represents the best option in terms of balance and effective use of resources.</p> <p>It is impossible for all user groups to support a single scenario, because each scenario has aspects that favor some uses while disadvantaging others. Therefore, we believe the following modifications, described using Scenario #4 as the base, are necessary to improve the NTSA for all visitors, without compromising environmental resources. Most of our recommendations are small adjustments, and do not amount to significantly increased recreational access. As instructed, we have carefully included recommendations to reduce recreational access in some areas to maintain the balance.</p> <p>General and Larger Recommendations</p> <p>1) Revisit the HCA status of Joder Ranch and West Beech. OSBT specifically directed the NTSA process to “take a fresh look at” the HCA status of Joder Ranch, since the designation had been made “with minimal public input.” We are concerned, therefore, about the lack of presentation at the October 5 meeting on the analysis OSMP took to recommend against such a change. As you know, we recommend that Joder should be a Passive Recreation Area and West Beech a Natural Area, as these properties best match those respective land designations, as described in the Visitor Master Plan.</p> <p>2) Support Regional Trails. It is our understanding that OSMP proposes to defer this initiative until some future date to be determined. We feel that now is the time to have the conversation proactively, and we urge OSMP to work closely with BCPOS, the Forest Service, and other agencies to make some of these regional trails in the NTSA a reality.</p>

3) Support the Trail Around Boulder (TAB), starting in the North TSA. This trail will utilize and link mostly existing trails, will provide transportation alternatives to the car, encourage a healthy lifestyle, draw families together, and attract visitors to Boulder. Of the 34 miles of the proposed TAB trail encircling the City of Boulder, more than 80% is already in place, with only 7-8 miles of new trail to be built. We would like to see progress on the TAB as soon as practicable.

Detailed Recommendations: West Beech Subarea

1) Build the West Beech Trail from Boulder to Joder Ranch on the west side of Highway 36, utilizing the old Railroad Grade and other old road alignments as much as possible and avoiding alignments near Highway 36.

The general alignment of the connector trail from Foothills to Joder Ranch is a very important issue for a large number of stakeholders. The NTSA Recreation Coalition feels strongly that a multi-use alignment west of Highway 36 will be an attractive trail experience, allowing North Boulder users to access NTSA trails without crossing the highway or using their cars. It could utilize existing features, and minimize environmental impacts, and is far superior to the alternative, east of 36. While we disagree with the designation of West Beech and Joder Ranch as HCAs (see above), new trails are allowed in HCAs under the VMP if proper safeguards are included.

2) Build safe crossings of Highway 36 at Joder Ranch and Foothills Trails.

These were presented as possibilities during the October 5 presentation, and we strongly support them. User safety should be a top priority for spending construction dollars.

3) Designate the West Beech Trail and the South Joder Ranch Trail as dogs on-leash.

Alternative 4, on which we are basing our recommendations, notably misses the “balance” target for dog-friendly recreational resources. We note that the entire Joder Ranch and West Beech area has been disturbed by human use for a hundred years, is not an unfragmented habitat block, and therefore there is no reason to ban dogs.

Joder Ranch subarea

1) Make the Interim 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.

This is the logical location for a trailhead, and BCPOS specifically purchased their Six Mile Fold property, where there is plenty of room and no sensitive resources or slope, for this purpose. 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.

2) Designate a short pedestrian-only trail on Six-Mile Fold that connects to the West Beech and South Joder Trails.

Six Mile Fold is a great area for geologic enthusiasts to look at the rocks. This would be a good candidate for a pedestrian-only trail in the NTSA, on the county property as specified in the Joder sale. Or, OSMP could build a multi-use loop trail starting at the Joder Ranch trailhead, on the Six Mile Fold property (BCPOS) and connecting to the Railroad Grade Trail farther south. A trail on the Six Mile Fold property is specifically required in the BCPOS purchase, and it would be nice to have a shorter loop trail for everyone in this area.

3) 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.

This is an historic use, and works toward the future, long-sought regional off-road trail connection to Heil Valley Ranch. Terminating the Joder Ranch/Buckingham Trail connection anywhere on Left Hand Canyon Drive / Olde Stage Road is unsafe for many visitors, offers a poor quality visitor experience, and doesn't work for equestrians at all. It is also, in our judgment, unnecessary.

4) Make the "South Joder Trail" (the southwest half of the loop shown) pedestrian/dogs on-leash/equestrian only.

This 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. Again, it's an historic use, consistent with our recommended Passive Recreation Area designation (see above), and respects community values. Off-trail use is permitted in Natural Areas and in HCAs in specific circumstances. These properties qualify for that off-trail use designation given their history as ranches.

5) Maintain Voice & Sight access on the Buckingham Trail.

This is another attempt to create "balance" in this scenario for dog users (as is the following #6). The Buckingham Trail should remain with Voice & Sight access in fairness to the local residents who have used this trail for years. Historically, this trail has always had a Voice & Sight designation. The local neighborhood users of this trail would be upset to lose Voice & Sight access, and they would be forced to drive unnecessary miles to Boulder Valley Ranch to be able to walk with their dogs off leash.

6) Make the North Joder Trail ("Interim Trail") Voice & Sight.

This designation is also consistent with the recommended Passive Recreation Area designation (see above). Much of this 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 people with dogs to park at the Joder Ranch Trailhead.

Boulder Valley Ranch Subarea

1) Do not remove the Sage Trailhead Parking

This parking area allows hikers who live near Hwy 36 to do the loop trail (Eagle/Sage) at BVR. Removing the Sage parking area removes easy access to this pleasant loop trail opportunity.

2) Designate horse trailer parking at BVR near the public riding arena. OSMP could convert the Sage TH to horse trailer parking if another location is designated for vehicles, or use the former public trailer parking at the BVR homestead.

It does equestrians no good to have to ride any distance in order to be able to school a horse in the arena; also, restricting horse trailer parking too far away from the arena hobbles future potential equestrian uses of the property.

3) Do not close the short Mesa Reservoir and Degge Trails just south of Mesa Reservoir to horses.

When the gun range is active, the more southern Hidden Valley Trail is dangerous for horses, so we need to be able to choose which one to ride. We can see no obvious reason to close these trails to horses.

4) Allow off-trail use by equestrians at BVR (and Joder Ranch).

Again, this is an historic use, and there are no documented cases of which we're aware of environmental degradation by horses in this area.

5) Support closing Hidden Valley Ranch Trail to dogs, as in Scenario #1. This helps to balance opening the Left Hand Trail to V&S.

6) Make Left Hand Trail V&S for dogs. As shown in Scenario #1, this trail runs through a Natural Area where, per the VMP, "Dog management is predominantly V&S." The VMP makes no mention about V&S on-corridor in Natural Areas.

7) Build the trail connection to 55th St. at Axelson.

This trail was approved long ago in the Boulder Valley Area Management Plan. The long-sought connection will enhance access to Boulder Reservoir and create an additional large trail loop designated for all trail users.

Agricultural Properties / Northern Tier

1) Support closing the four agricultural properties immediately north of Neva Rd/Left Hand Trailhead, even though they're shown on many maps as having the potential to make a great regional trail. This would allow, in exchange, for a safe designated trail for all users, between the Left Hand Trail, the Beech Shelter and driveway, up the Hwy 36 frontage road at Neva Rd, and across 36 to Joder Ranch with a user-activated crossing.

2) Strongly and specifically support the other agricultural property management actions. Scenario #4 does a good job of balancing access and agriculture.

Wonderland Subarea

1) Designate horse trailer parking at Fourmile TH. This would enable equestrian access to Foothills Trail and Wonderland trails. Alternatively, to maintain balance if this action is not taken, keep one trail through Wonderland Lake/Foothills open to horses.

2) Make the loops west of Wonderland Lake Voice & Sight. Comparable to the Left Hand Trail (above), these run through a Passive

	<p>Recreation Area where, per the VMP, "Dog management is predominantly V&S."</p> <p>Further Questions for Staff</p> <p>1) "Other Options." The big Scenario 4 table contains some confusing verbiage about "Other Options", such as "create trail along feeder canal, although other entities, such as Northern Water, may not be in favor of this option" -- but this "option" is not shown on the map -- and then it talks about "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 all users, as it would make a great loop connecting Axelson and Eagle. What is staff's recommendation for this item?</p> <p>2) Boulder Valley Ranch: Several of us don't understand the details of other proposed trail reconstruction / realignment / closures / trailheads at BVR -- they are very subtle -- so we need to study a better map and have a more detailed discussion before making any more recommendations for BVR.</p> <p>* * *</p> <p>In conclusion, we thank OSMP staff for their very hard work to prepare information for the public on these difficult decisions. The quality of the maps and other materials presented on October 5 was impressive, even if difficult to digest in such a short format.</p> <p>We urge staff to support a merging of elements from other scenarios into #4 along with our suggested modifications, and to present this as the Preferred Alternative going forward.</p> <p>Thank you for your consideration. We would be happy to answer any questions and to work with you in making this vision a reality for the NTSA.</p>
Email Author	Andy Schultheiss
Staff Response	<p>Hi Andy,</p> <p>Thanks for the very thorough and coordinated feedback from Open Boulder and the represented groups. This is extremely helpful to have the consolidated and constructive input.</p> <p>Greatly appreciate the effort and involvement.</p> <p>Steve</p>
Email Date	10/14/2015
Email Detail	<p>Hi Steve,</p> <p>So highway 36 runs north south. I'm not sure what you mean by a crossing east or west of highway 36. Highway 36 and where? A visual would help. As a general feedback comment, there was a noticeable lack of accurate visuals for the west TSA study. It made consensus difficult because people were confused. Topo maps don't do it. We need to see how trails fit into roads and neighborhoods.</p> <p>thanks, Ellen Vineski</p>

Email Author	Ellen Vineski
Staff Response	<p>Hi Ellen, Thank you for your feedback on the North TSA Plan visuals. 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, North Trail Study Area Team</p>
Email Date	10/14/2015
Email Detail	<p>Connecting the Foothills trail to Joder Ranch on the west side of 36 would be a spectacular addition to North TSA. Noel Culberson</p>
Email Author	Noel Culberson
Staff Response	<p>Hi Noel, Thank you for your feedback on the preliminary scenarios for the North TSA Plan. 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, North Trail Study Area Team City of Boulder Open Space & Mountain Parks</p>
Email Date	10/14/2015
Email Detail	<p>Hi folks, Thanks for your efforts in expanding the mountain bike opportunities in the North TSA. I found the online survey and it really did not convey the message I wish to communicate, which is the importance of a regional trail north from Boulder to Heil Ranch and beyond. The trails at Heil were nicely done, and I am hoping a connector to there is professionally designed and will accommodate future usage levels. The western alignment is preferable as a new professionally designed trail can be challenging and scenic.</p> <p>Thanks for listening. Best regards, Rocky David L. "Rocky" Rockwell Attorney at Law</p>

Email Author	David L. "Rocky" Rockwell
Staff Response	<p>Hi Rocky, I'm sorry that you felt the survey didn't convey the message you wanted to communicate, but thank you for taking the time to send an email with your feedback about the preliminary scenarios for the North TSA Plan. 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, North Trail Study Area Team</p>
Email Date	10/14/2015
Email Detail	<p>I support Scenarios 2 & 4 because they provide a N-S trail from Boulder to the Joder property west of 36, and this is a critical missing link for hikers and mountain bikers as part of the long-term goal for a Boulder-Lyons trail.</p> <p>I slightly prefer Scenario 4 due to the extra loop at Joder.</p> <p>In general, I support more trails on Open Space as this allows people to enjoy our wild lands. Of course, habitat should be preserved, but if people aren't allowed on Open Space they are less inclined to see their tax dollars used for its purpose. Having more trails also opens the possibility of having directional trails for mountain bikers (or designated hiking-only and biking-only trails) both of which can reduce conflicts between users.</p> <p>Thank you for you work on this project.</p>
Email Author	Alex Hyde-Wright
Staff Response	<p>Hi Alex,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions are 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	10/13/2015
Email Detail	<p>Thank you for considering input on the North TSA. I am most in favor of Scenario 4 because it provides a climbing trail at Joder. I think it's important to provide quality mtn biking trails from the city of Boulder so riders don't have to get in cars. Trails west of Hwy 36 provide this opportunity. And this trail would allow one to ride to Heil Ranch, and even to Hall Ranch for a great long ride. The mountain biking community is happy to help build and patrol new trails. I've helped with many trail projects during the two decades I've lived here.</p>
Email Author	Brent Halsey
Staff Response	<p>Hi Brent,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions are 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, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	10/13/2015
Email Detail	<p>Dear North TSA Staff, I am writing you tonight for two reasons: 1) To thank you for putting together such detailed plans, with multiple options, and asking for comment, and 2) Because I felt that the online survey did not offer me a venue to fully express my opinions on the project options.</p> <p>For me, the most important end goal for the North TSA is connectivity - creating a trail network for mountain bikers, equestrians, and hikers/runners such that we can get from Boulder to Lyons, all on dirt. This is achievable, given the land that is being proposed for trail access, while still setting aside the vast majority of the TSA for preservation. My daughter is three years old, and just getting into biking on the dirt and she loves it! When we drive from our home in North Boulder to access the northern trails, I tell her about how one day we can ride from our house to Heil Valley Ranch and on to Lyons for lunch once she's on a "big girl bike". This is the legacy that we have a chance to achieve with this North TSA project!</p> <p>To best realize this vision, I like a western alignment - this mostly avoids road crossings (important when biking and hiking with children) and maintains a more continuous flow of user traffic north and south. It will be a scenic trail, with beautiful views to the east. Getting professional trail designers involved would help a lot - we can make the trail flow, they can design it with great sight lines and interesting turns, dips, and ascents - all while keeping it sustainable and lower maintenance.</p> <p>Thank you for your time and consideration, I look forward to riding with my daughter on your new trail(s) in the coming years! Sincerely, Jeff Baltrush</p>

Email Author	Jeff Baltrush
Staff Response	<p>Hi Jeff,</p> <p>I'm sorry that you felt the survey didn't provide an opportunity for you to fully express your opinions, but thank you for taking the time to send an email with your feedback about the preliminary scenarios for the North TSA Plan. 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	10/13/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees:</p> <p>I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>Thank you. Mea French and Family</p>
Email Author	Mea French
Staff Response	<p>Hi Mea,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/13/2015
Email Detail	Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people. Thank you.
Email Author	Kristy Dhaliwal
Staff Response	Hi Kristy, Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan. 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
Email Date	10/13/2015
Email Detail	Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people. Thank you. Carmen Porter
Email Author	Carmen Porter
Staff Response	Hi Carmen, Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. Your input is appreciated and will be considered as we work to develop revisions to the scenarios and eventually a draft plan. 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 & Mountain Parks

Email Date	10/13/2015
Email Detail	<p>Hello,</p> <p>The purpose of this letter is to thank you for the community service and also address several points. I live near Wonderland Lake and appreciate the considerations there and the plans moving north.</p> <p>Connecting a regional trail to Heil from Boulder would be awesome. Though certainly challenging, todays trail designs far exceed the old fall line trails with timber damns to slow the erosion process created by poor design. We have several of these on the hill west of wonderland lake. I am sure they were a great effort to install but unfortunately did not stand up to weather here. Also, I would encourage and support of sight-dog boulder policy on the planned reconstruction of these trails. We enjoy the paragliders and encourage support of their access as well.</p> <p>I think cyclists should be allowed around the perimeter of the lake.</p> <p>Back to trail connectivity: Getting from Boulder to Heil, and points north (Lyons) is key. As an avid road and mtb cyclist I can say that riding on 36 is not that much fun. I generally ride from north boulder to heil on 36 and make a left at left hand canyon. On an mtb, it's not that much fun as I am considerably slower than both the road traffic and road cyclists. Go figure. You are a slow moving vehicle to both cars and road cyclists.</p> <p>Making the left onto Jodar is challenging to say the least on a Sunday afternoon. I am guessing a contour trail from Boulder to Jodar would be safer. Once at Jodar I rode up the access road: nice for walking, but strenuous for cycling. I would need a sustainable grade for my MTB activity. The existing steep grade may indicate that it will be washed out frequently (my guess). It looks like some repairs were recently made. Overall experience walking up the road: nice, but steep. Riding : Not so Much</p> <p>Leaving the Jodar/36 requires a GM 454... not found in my Prius. The egress is challenging. Also, descending the dirt road on mtb toward the lot may be challenging due to the steep grade.</p> <p>.... So a reroute/new trail with more switch backs could solve elevation/grade/erosion challenges.</p> <p>I have worked with BOCO on trail projects before. Back in Maryland I have experienced what many hands can accomplish working together, as well as my time as a trail Stewart maintaining sections of the Potomac Appalachian Trail System on a regular volunteer basis.</p> <p>My wife walks wonderland daily with the dog and really wishes we could go off leash on the trails west of us. Hardly anyone goes up there. I asked her to advocated via the survey, but she commented that it was a bit overwhelming: I agree.</p> <p>I believe we are best aligned aligned with option 4; Dog acess west of wonderland and the connector trail towards heil west of 36.</p> <p>If you read this far ...</p> <p>Thanks !</p> <p>Pete Gruenberger Boulder Resident BMA Member PATC Trail Stewart</p>

Email Author	Pete Gruenberger
Staff Response	<p>Hi Pete,</p> <p>I'm sorry that you and your wife found the survey overwhelming, but thank you for taking the time to send an email with your feedback about the preliminary scenarios for the North TSA Plan. 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	10/13/2015
Email Detail	<p>First, I'd like to thank you for everything you do to create great trail experiences in and around Boulder. This is truly an awesome place to live and all your hard work to continue making it better is truly appreciated. I understand that process can be difficult--especially trying to balance the demands of different users with different desires. I attended the planning meeting on October 5th and completed a survey there. However, I felt the survey didn't fully convey my thoughts and wanted to follow up with an email.</p> <p>First, the single most important thing I would like to see in the entire North TSA is a safe, enjoyable trail connecting from North Boulder (where I live) to Heil Ranch, so I can ride my bike North from my house and not have to get in the car and drive for an enjoyable bike ride. I do not believe that a trail East of Hwy 36 is the best way to accomplish this goal:</p> <ul style="list-style-type: none"> - The elevation change from North Foothills @ 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. - Biking through cow pasture and gravel roads/paths East of 36 is better than biking along the side of 36, but a real trail, through the mountains West of 36 would be an awesome experience, not just a way to get from point A to point B without getting run over by a car. The contours of the land West of 36 are ideal for creating a truly memorable trail biking experience. The land East of 36 just isn't. I hike the Hogback Ridge trail a lot and every time I do, I dream of being able to ride my bike through the same area and enjoy those same kinds of views! I think a trail like Picture Rock in Lyons could easily be created right here in Boulder using this land. 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. - 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. Other recently built, professionally designed trails outside of Boulder have created great user experiences. These trails don't just happen, they are carefully planned and created. - 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 fast descent on gravel is unsafe! <p>Let me conclude by saying that I think the land available in the North TSA could provide amazing recreational opportunities that would be enjoyed by many, many more residents than the current trails. I hope that OSMP is working with the goal of making these recreational opportunities available to all of the residents who are dying for them! Boulder is a wonder and beautiful place to live—it's a shame we have to get in our cars and drive so far for great trail experiences when the land here could provide them right in our own back yard!</p> <p>Again, thanks for everything you do and good luck with this process.</p> <p>Joe Hair</p>
Email Author	Joe Hair

Staff Response	<p>Hi Joe,</p> <p>I'm sorry that you felt the survey didn't provide an opportunity for you to fully convey your thoughts, but thank you for taking the time to send an email with your feedback about the preliminary scenarios for the North TSA Plan. 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	10/13/2015
Email Detail	<p>general_comments: One of my big concerns is the safety along hwy 36. Traffic is already increasingly very heavy near the Joder property and will only increase when the Joder property opens. Turns are very difficult. A connector trail west of Boulder should be a critical part of this plan to allow access without added traffic.</p> <p>In addition, the speed limit should be reduced in that area as bike and pedestrian activity increases.</p>
Email Author	Andy Ames
Staff Response	<p>Hi Andy,</p> <p>Thanks for your feedback about safety in the preliminary scenarios for the North TSA Plan. Your suggestions are 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	10/13/2015
Email Detail	<p>I believe scenario 4 is the best option for the North TSA. More mountain bike trails are desperately needed in Boulder. Boulder has essentially banned mountain bikes, which has lead to congestion of bikes on the streets. If there were a few trails we could ride here, there would be less bikes on the roads. The North TSA is a good chance to create some opportunities for biking that is not on the road.</p>

Email Author	Steve King
Staff Response	<p>Hello Steve, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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. Kind regards, The North Trail Study Area Team</p>
Email Date	10/13/2015
Email Detail	<p>general_comments: After reading the 4 scenarios purposed for the North TSA I saw that everyone purposed moving the Sage trailhead. This seems like a huge mistake!!! This is the most widely used trailhead in the Boulder Valley Ranch complex and for good reason. The trail is wide enough for everyone; different users can pass without disruption, wide enough to walk side by side with a friend or kids or the dog, compatible with burleys and family biking outings. It also is the only trail head with a bathroom. Additionally people love loops, especially that formed by Sage and Eagle trials. The loop is about the optimum distance for many users and about the only place that dogs can access water. The plan discuss making the trial more interesting, but the north quadrant of this trial is the prettiest within the entire ranch. The 100 yr cottonwood are home to many critters and turn beautiful in the fall. Lots of gooseberries and plum along the ditch. Coyote and Red Tail Hawk can usually be observed from the trail as well.</p>
Email Detail Continued	<p>The scenario of moving the trial head to the ranch is the worst of all scenarios, because to would prevent continuation of the ranching activities on the properties and probably lead to the demise on the historic ranch buildings. The current location has only one issue, that is it's too small in the winter. Simply expand the parking lot and include horse trailer parking so everyone can enjoy the loop.</p>
Email Author	Sue Baker
Staff Response	<p>Hi Sue,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions are 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, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>

Email Date	10/13/2015
Email Detail	<p>general_comments: It would be great if one of these plans included repairing the bridge on Foothills Trail (near Four Mile Trail) that was washed out in the flooding. It is a heavily traveled trail for walkers, bikers and runners. When Four Mile Creek is running, it's such a disappointment there isn't a way across.</p> <p>It was my understanding this area was "under study" to determine the best course of action since the flooding in 2013 occurred in areas that were not supposed to flood.</p> <p>Thank you for taking the time to read my comments-</p>
Email Author	Ann Goldwasser
Staff Response	<p>Hi Ann, Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback is appreciated and will be considered as we work with the community to continue to refine the preliminary scenarios.</p> <p>Repair of the bridge on Foothills Trail near Fourmile Creek that was washed out in the flooding is part of on-going flood recovery efforts.</p> <p>Thanks and we look forward to your continued participation in the planning process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	10/13/2015
Email Detail	<p>general_comments: Bike access to Heil running North of 36 would be a massive benefit to residents. Providing bike access to residents from from town trailheads should be a top priority for any new trail management plans. The issue has been neglected far to long and the intrest in Mountain Biking with city residents has increased tremendously in the last 5 years. Please consider helping residents avoid driving to access mountain bike trails it's in the interest of all residents bikers or not. Improvements for bikers around Betasso have been absolutely tremendous but now we need to work to spread the crowd and increase access to all the wonderful work the BMA has done on nearby trails.</p> <p>Thank you for your consideration!</p>
Email Author	Willi Wilson

Staff Response	<p>Hi Willi,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback is appreciated and will be considered as OSMP staff and the community continue to refine the preliminary scenarios. For information about the next community workshop on Monday, Oct 19 where we'll be gathering additional feedback about how scenarios can be refined to better meet and balance community interests, please see our website at northtsa.org</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/13/2015
Email Detail	<p>Good morning, and thank you for taking to time to review my comments regarding the North TSA proposed options 1 thru 4. While I did fill out the online survey, I found it to be severely lacking in useful detail. The omission of a comment box in the survey was also a huge mistake. Please try harder with future online surveys. That said, here are my comments:</p> <ol style="list-style-type: none">1. The west side connector trail and single loop trail on the Joder property depicted in Option 4 is a "must have" for bike access.2. I would like to see all of the trails in the Boulder Valley ranch open to bikes. These will allow for more "easy" loop options for families, and connect the system together in a more user friendly manner. All of these trails have good visibility, so there should not be any user conflicts with allowing use in all directions.3. The Old Kiln trail would be a nice addition, consider making it uphill-only for bikes to connect with Ridge Dr., rather than closing it on the weekends.

Email Detail Continued	<p>In addition to the above comments regarding the North TSA, I have a few other general comments, most of which were a direct result of OSMP actions during the West TSA process. Others are from my ongoing frustrations with OSMP management of OUR public spaces.</p> <p>A. After the OSBT voted 4-1 for a bike trail on Anemone, OSMP came out against it and provided "staff" options. All of these staff options trampled on the bike access trails. As far as I am concerned, this was a massive overstep by OSMP, which should be enact policy dictated by city council and the OSBT, not create policy. It is because of this and the entire West TSA process that I have lost much respect and trust in OSMP. Please use the North TSA to rebuild this trust with the cycling community, rather than treat us as a second-class user group. Hopefully the new leadership at OSMP will actually "manage" the open space, rather than treating it as "closed space".</p>
Email Detail Continued	<p>B. Do not add any bike day use restrictions without corresponding restrictions on hiking and horse-back riding. Limiting only bikes is discriminatory, and will not be tolerated!!! Why should cyclists be the only user group that is banned from using trails on certain days? This only concentrates bikes on other trails, making for</p> <p>C. With the city of Boulder being such a huge advocate of cycling, and reducing greenhouse gas emissions, how do you reconcile the fact that most trail users drive to trailheads? When I ride up Chapman Dr. to the Flagstaff area, it is extremely frustrating to see all of the hikers who have drive up to use the trails, when I have ridden up and am banned from using the trails which should be open to everyone. This hypocritical stance of OSMP towards bike access must change!</p>
Email Author	Doug Schuler

Staff Response	<p>Hi Doug,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. I'm sorry you found the survey lacking. The intent of the survey was to gather a general sense from the community about how well the different scenarios did or didn't balance the community interests we're trying to improve in the North TSA. The workshop held this past Monday and the opportunity currently available online is intended to focus more about how to improve the scenarios.</p> <p>We have received your suggestions which are appreciated. I would encourage you to consider the questions we are currently seeking feedback on and welcome any further input you'd like to provide about the scenarios. Input needs to be received before Monday with more information available on the North TSA website: https://bouldercolorado.gov/osmp/north-tsa-scenarios.</p> <p>We have intentionally structured the North TSA process very differently than the process used for the North TSA. The intent is to have a process that seeks broad community input and engagement and looks at ways all interests can be balanced. Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>Thanks Steve Armstead North TSA Plan Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	10/13/2015
Email Detail	<p>general_comments: I would like to see Alternative 4 passed cause as a mountain biker I would like a connector trail through Joder to Buckingham Park.</p> <p>like: Access to city without needing to drive car.</p>
Email Author	Greg Mears

Staff Response	<p>Hi Greg,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly. Thank you for sharing the specific actions that you like about Scenario 4- your feedback will be considered as scenarios are refined to best meet and balance community interests.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/13/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA.</p> <p>Thank you. Cheers, Dirk Arnold</p>
Email Author	Dirk Arnold
Staff Response	<p>Hi Dirk,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>

Email Date	10/13/2015
Email Detail	<p>Input on North TSA Scenarios: Thank you for the opportunity to provide input. I live on the north end of Boulder and use these trails every week. I found the “scenarios” survey online to be very confusing and difficult to complete so I’m send my comments directly via email.</p> <ul style="list-style-type: none">- I prefer Scenario 4 with some comments.- The most important issue for me is IMPROVED trail connectivity and IMPROVED trail loop options open to multiple uses.- I feel that trails in the North TSA currently do not provide a good user experience. It is a patchwork and a mess and requires out-and-back journeys or linking on old roads or highways to make a fun outing. Please create a high quality user experience for today and into the future! Let’s not limit trails!- I much prefer the trail alignment West of 36 to Joder for several reasons: User experience is much better, is more natural, appealing, and direct, and connects well from Boulder to the north. Also, it opens up new options for loops that include the Lefthand trail and Boulder Valley Ranch as well as to the Rez etc. Using the Left Hand Trail to access Joder and north is a poor user experience, creates a unappealing crossing of 36, and doesn’t create any new recreation opportunities or access to OUR PUBLIC LANDS. It doesn't create new loops or options.- I enjoy the Left Hand Trail, but it is currently an out-and-back trail unless roads are used to make a loop. It seems to me that more trails could be created to make the Left Hand Trail a loop, which would be much more enjoyable and also could be designated one-way thus reducing traffic and conflict greatly. Currently, everyone using the trail must pass each other twice out-and-back, which isn’t a big deal but a loop could make it so much better. <p>The roads in the Joder area don’t provide a good recreation experience. Please create a proper trail that offers a loop and connections in different directions.</p> <p>Thanks, Pete Webber</p>
Email Author	Pete Webber

Staff Response	<p>Hi Pete,</p> <p>Thank you for your feedback on Preliminary Scenario 4 for the North TSA Plan. 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	10/13/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees:</p> <p>I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people. Thank you.</p>
Email Author	Anne Davidson
Staff Response	<p>Hi Anne,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/13/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>We live in the west and horses are part of our legacy. It is why many of us live here. I can say this with conviction as an in law in a 4th generation Colorado family that had its genesis in ranching. I hope that you will give due consideration to those of us who use and enjoy the trails and find it an important part of our life here in Boulder County.</p> <p>Thank you. Alan Alan F. Heath</p>
Email Author	Alan Heath
Staff Response	<p>Hi Alan,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/13/2015
Email Detail	<p>Hi Steve</p> <p>On behalf of BCHA, I've been waiting for the official letter from Andy Schultheiss / Open Boulder which should lay out our joint recommendations for the NTSA. Due to a last-minute glitch he wasn't able to get it finalized tonight, but he said that you said it would be OK if he/we submitted it tomorrow.</p> <p>So as a placeholder I'm writing this email at 10:51 pm on Oct 13 with the understanding that you will accept a more formal one from Open Boulder, and BCHA, and perhaps other members of that group, tomorrow.</p> <p>Thank you. Suzanne</p>
Email Author	Suzanne Webel

Staff Response	Hi Suzanne, Thanks for the follow up. Receiving a lot of emails indicating support for the BCHA recommendations, and not seeing any, I was curious as to whether something had been sent that I had missed. No worries if we receive content by today. Thanks Steve
Email Date	10/13/2015
Email Detail	Dear Boulder City Council Members, I have been a resident in Boulder County for 35 years and currently reside within a portion of the county that is being considered within the North TSA Scenario. It has always been a note of pride that Boulder City Council has prioritized green space around the city. However, it feels that this directive is less important than in years past as we see the cities of Boulder and Longmont beginning to grow together with residential development. Much of what makes our community unique is the focus on alternative transportation to motorized vehicles as a means to experience the front range in Boulder County. We have been a model for other cities nation wide in this regard. I would like to request this be taken into consideration when contemplating the North TSA Scenarios. The ability for citizens to travel between Boulder and Longmont by way of hiking, biking and horseback should not only be maintained, but enhanced. The use of these trails for recreation and commuting serves only to make our little piece of paradise more special. I hope you will decide to improve the connectedness of trails by endorsing the trail system currently under consideration. Thank-you, Holly Mitchell
Email Author	Holly Mitchell
Staff Response	
Email Date	10/13/2015
Email Detail	general_comments: I am taking time to write you through this form because I didn't feel that I could adequately convey my thoughts in the online survey. The multiple options in the survey were an interesting idea and a good starting point for discussion, but I think it will prove hard to reconcile the different opinions that people are likely to have on each of those 4 options. Moreover, I was a little confused as to whether those are the only 4 options on the table, or if they are just possible scenarios at this point. In any event, please, please, please include a trail west of US36. The terrain would provide a much more enjoyable experience for hikers and bikers than the Boulder Valley Ranch property. The trail running and mountain biking community are desperate for trails that link to larger networks, and a trail on the west side of Boulder would be a terrific linkage to Joder, and then to Left Hand and up to Heil Valley.

Email Detail Continued	<p>I understand the need to balance recreation and preservation, and I am also aware of the vocal and contentious nature of any TSA plan. But I strongly urge you to truly look at balancing these two priorities. Too often they are presented as an either/or, zero sum game scenario. Some times that might in fact be the case, but I think in most cases they can coexist. Also, too often, lip service is given to recreation but when the final plans come out, preservation has once again been given top billing.</p> <p>Thank you for your time and consideration.</p>
Email Author	Zach Noffsinger
Staff Response	<p>Hi Zach,</p> <p>Thank you for your thoughtful comments about the survey as well as your interests in the North TSA Plan. We recognize that the survey included a voluminous amount of information because we wanted to be exhaustive in identifying all of the community's interests and providing ideas about how they could be balanced while achieving plan goals.</p> <p>At this point in the planning process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly. As the plan is refined, some actions proposed in one scenario may be incorporated into other scenarios. Your feedback will be considered as staff works with the community to refine preliminary scenarios. I'd also like to invite you to join us at our next community workshop on Monday, October 19 to help us refine the preliminary scenarios. Details about the Oct 19 workshop can be found at northtsa.org</p> <p>Thanks for your feedback and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/12/2015
Email Detail	general_comments: Really looking forward to having a N-S off-road connector from the north side of Boulder up to Lefthand Canyon, where a quick road link gets to Heil Ranch then to Lyons. Scenario 4 of the North TSA study looks best.
Email Author	James Potter

Staff Response	<p>Hi Jim,</p> <p>Thank you for sharing your feedback about Scenario 4 and the North TSA Plan. At this point in the plan process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly. As the plan is refined, some actions proposed in one scenario may be incorporated into other scenarios. Your feedback will be considered as staff works with the community to refine preliminary scenarios.</p> <p>Thanks for your feedback and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/12/2015
Email Detail	<p>general_comments: Scenario 4 is a good start, but it needs leashed dog access on the Joder connector. A western connector is a must, so I like scenarios 2 and 4, with 4 my favorite since it includes a Joder loop. But seems unfair to the doggie crowd, let them have leashed dog access.</p> <p>like: I use the Beech trail and want to see it continue to be open. Closing it off would be a huge loss to the community as we have used it as a social trail for a long time. I look forward to the day when we can go all the way to Lyons on trails, hope it is a reality before I am too old to enjoy it.</p> <p>improvements: Please don't try to pit different recreation groups against each other. We all want access to our beautiful lands and we can all coexist.</p>
Email Author	Marcia Huber

Staff Response	<p>Hi Marcia,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the plan process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly. Thank you for sharing the specific actions that you like about Scenarios 2 and 4 as well as suggestions for improvement- your feedback will be considered as scenarios are refined to best meet and balance community interests.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/12/2015
Email Detail	<p>general_comments: I live in Lake Valley and am very excited for the new trails and improvements. I strongly believe that a connection to Joder on the West side of Route 36 will maximize the use and enjoyment of the land. Runners, hikers and cyclists will now have a viable way to connect North out of town. Having the connection on the East side of 36 would be a significant impediment to recreational use and would greatly reduce the value of the investment in the Joder property. While it may seem like a minor diversion, for self-propelled people, crossing 36 two times and being diverted to the East would discourage use of this new resource. For this reason, I support Scenario 4. To the extent that there are habitat concerns, the on-trail restrictions amply address this. There is already development in and around the subject area, and the connector trail will place a minimal burden on this area.</p>
Email Author	Christopher Ash

Staff Response	<p>Hi Christopher,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the plan process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly. Thank you for sharing the specific actions that you like about Scenario 4- your feedback will be considered as scenarios are refined to best meet and balance community interests.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/12/2015
Email Detail	<p>general_comments: I'm for conservation, and I think the way to do that is to make sure our open space is put to good use by the people paying for it. Specifically, I'd like to see a way to ride along the foothills from Boulder to Joder, and eventually to Heil. I don't think it's wise to think about it as a zero sum game between conservation and trails. Keep in mind that well loved trails will keep the revenue flowing to maintain and facilitate new open space purchases. So better trails leads to better open space. If we really like conservation, we need to make sure the space is useful to those doing the preserving.</p> <p>like:</p> <p>improvements: Please ensure that a trail west of 36 is put in. This would be a gorgeous, fun ride, making Boulder an even better place. Boulder right now is a lame town for mountain biking, despite having so many natural resources and enthusiastic riders. The mountain bikers got royally screwed in the West TSA process, absolutely shut out, and it was really sad and unfortunate. Hopefully this time can be better. Mountain bikers stay on trail, so please let's build good trails and the meadows and flowers will be preserved for future generations to marvel at from on foot or on their bikes. Cheers.</p>
Email Author	Jonathan Sackheim

Staff Response	<p>Hello Jonathan</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions are appreciated. I would encourage you to consider the questions we are currently seeking feedback on and welcome any further input you'd like to provide about the scenarios. Input needs to be received before Monday with more information available on the North TSA website: https://bouldercolorado.gov/osmp/north-tsa-scenarios.</p> <p>We have intentionally structured the North TSA process very differently than the process used for the West TSA. The intent is to have a process that seeks broad community input and engagement and looks at ways all interests can be balanced. Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>Thanks Steve Armstead North TSA Plan Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	10/12/2015
Email Detail	<p>general_comments: I think that it is excellent to be assessing and deciding on what can be done with North TSA give a big thank you out for letting the community be a part of the decision.</p> <p>like: I think that the way scenario 4 is balanced really gives the best outcome to all parties involved with the decision.</p>
Email Author	Ryan Marshall

Staff Response	<p>Hi Ryan,</p> <p>Thank you for taking your time to share your valuable feedback. It is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the plan process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly. Thank you for sharing your thoughts about Scenario 4- your feedback will be considered as scenarios are refined.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/12/2015
Email Detail	<p>general_comments: Thanks for the opportunity to comment. The online survey is terrible and is oriented to planners rather than regular people. My comment is that there needs to be a connection to Joder on the WEST side of US36, as has been planned for literally decades (old Comp Plans show this). Years ago Boulder Trail Runners identified the West Beech RR Grade trail as one of the two highest priority undesignated trails in the entire OSMP system. This route is well used by runners and people in the Dakota Ridge neighborhood (especially), and it should be retained. It's continued use is clearly consistent with habitat preservation and HCA designation - no one goes off the trail, except to make a logical and excellent connection to trails east of US36. Off-trail travel in this area is a nightmare of rough footing and cactus-kicking. My second point is that there should be at least a multi-use loop trail in Joder, with further trail opportunities (and a future connection with Heil) explored.</p>
Email Author	Peter Bakwin

Staff Response	<p>Hi Peter,</p> <p>Good to hear from you. I hope you're doing well. Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions are appreciated. I'm sorry you found the survey lacking. The intent of the survey was to gather a general sense from the community about how well the different scenarios did or didn't balance the community interests we're trying to improve in the North TSA.</p> <p>The workshop held this past Monday and the opportunity currently available online is intended to focus more about how to improve the scenarios. I would encourage you to consider the questions we are currently seeking feedback on and welcome any further input you'd like to provide about the scenarios. Input needs to be received before Monday with more information available on the North TSA website: https://bouldercolorado.gov/osmp/north-tsa-scenarios.</p> <p>Thanks for your feedback and I hope you will continue to engage in the process as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>Thanks Steve Armstead North TSA Plan Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	10/12/2015
Email Detail	<p>general_comments: I've been following this for awhile, including going to the workshop on Oct. 5. A hope and goal for us is being to access and ride on trails, without driving cars (and associated parking) or riding bikes on the road. We need more trails and dirt access in North Boulder, similar to SoBo.</p> <p>like: My favorite Scenario is #4. This allows access north to Joder and on to Heil, without having to cross or ride on 36, or go east of it. Helps lower interaction between bikers, horses and hikers there and the users at Boulder Valley Ranch. Also like that this Scenario allows a nice option to avoid the Joder access road (vs. #2).</p> <p>improvements: Keep parking to a minimum. Can make directional loops, like Betasso. Happy to have alternate days for allowed users.</p>
Email Author	John Hereford

Staff Response	<p>Hi John,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback is appreciated and will be considered as staff and the community continue to refine the preliminary scenarios. At this point in the plan process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly. Thank you for sharing the specific actions that you like about Scenario 4- your feedback will be considered as scenarios are refined.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/12/2015
Email Detail	<p>general_comments: While I applaud and fully support OSMP for considering adding new trails in and around Boulder, I am troubled by a trend involving new and rerouted trails. It seems that the trend for new and rerouted trails is for a gentrified consistent feel. This feel involves smooth trails, ample switchbacks, and no grades over 5%. I believe it is a very big mistake (regardless of the reasoning behind this trend) to destroy the diversity of trail technicality and degree of difficulty. It looks as if this trend will continue with any of the North TSA scenarios by rerouting the Hogback loop. Please consider that having a diversity of trails is as important as putting in new trails and "repairing" existing ones. Thank you for your time.</p> <p>like: The potential for connecting the Joder Trails with Foothills trail.</p> <p>improvements: STOP destroying and rerouting steep technical trails!! PLEASE! Leave the Hogback loop, especially the south side, alone.</p>
Email Author	Chris Grauch

Staff Response	<p>Hello Chris,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions are appreciated. I would encourage you to consider the questions we are currently seeking feedback on and welcome any further input you'd like to provide about the scenarios. Input needs to be received before Monday with more information available on the North TSA website: https://bouldercolorado.gov/osmp/north-tsa-scenarios.</p> <p>A great deal of a visitors' enjoyment is dependent upon the quality of their travel along a trail. The location and setting of a trail can significantly influence the visitor experience as can design factors such as trail surface, alignment, width, length and trail features that contribute to diverse experiences. In developing the North TSA plan, redeveloping parts of the current trail system and designing new trail connections will consider a range of desired visitor experiences along with trail design factors that consider environmental impacts and the trail sustainability. A sustainable trail takes visitors to where they want to go, can encourage visitors to stay on the trail and help protect sensitive natural, cultural and agricultural resources. I'd recommend watching a presentation on OSMP trail design by the department's trail supervisor to understand more about factors that go into trail design decisions: https://www.youtube.com/watch?v=X1iZTjDXPqU&feature=youtu.be</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>Thanks Steve Armstead North TSA Plan Project Lead City of Boulder Open Space and Mountain Parks</p>
Email Date	10/12/2015
Email Detail	<p>general_comments: I'd like to be able to ride my bike without having to fight with cars. I like to walk with my dog (voice and site control).</p> <p>like: Being able to stay West of HW36 while riding. The terrain is more interesting and the less trails cross the roads the fewer opportunities for problems.</p> <p>improvements: More loop trails.</p>
Email Author	Max Pritikin

Staff Response	<p>Hi Max,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback will be considered as OSMP staff and the community continue to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/12/2015
Email Detail	<p>general_comments: Thank-you for taking the time to do this study. My wife and I live in N. Boulder (near Wonderland Lake) and utilize all of the trails that currently exist in the area (Wonderland Lake, Boulder Valley Ranch, Heil). We are both retired so have time to enjoy being in the outdoors as much as possible, As a trail runner, I feel that the existing set of trails is fun and adequate. More is better, of course. Now then, as a mountain biker, the trail system is really lacking. An enjoyable trail **west** of 36 that as directly as possible connects N. Boulder to Heil would substantially improve the mtn bike opportunities/experience in N. Boulder.</p> <p>like:</p> <p>improvements: I understand that there are many interests - conservation and lots of types of recreation - that appear to have conflicts on the surface. My wife and I love to recreate in the open space area. We support the idea of conservation - though strongly feel the best way to get people to care about habitat is for them to experience it. There is lots of open space west of 36 and allowing people to enjoy this space on the ground - instead of viewing it from afar - will help conserve it for the future.</p>
Email Author	Arn Schaeffer
Staff Response	<p>Hi Arn,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback will be considered as OSMP staff continues to collaborate with the community to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>

Email Date	10/12/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees:</p> <p>I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>Thank you.</p> <p>Carol Haile</p>
Email Author	Carol Haile
Staff Response	<p>Hi Carol,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/12/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees:</p> <p>I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>Thank you.</p>
Email Author	Sara Hart

Staff Response	<p>Hi Sara,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/12/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees:</p> <p>I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>Thank you. Claire Bovet</p>
Email Author	Claire Bovet
Staff Response	<p>Hi Claire,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/12/2015
Email Detail	<p>Hello,</p> <p>I have been following, all be it from the periphery, the progress of the North TSA planning. I have perused the 4 plans and have a few comments.</p> <p>I little bit on my background. I have lived in Boulder (and unincorporated Boulder) for 23 years. I have been a mountain biker for 30 years. I was on the very first national Mountain Bike Unit in the Santa Monica mountains back in the late 80s. When I moved to Boulder I joined Boulder Offroad Alliance (pre-cursor to BMA) and was a board member and president for a couple years. During that time we built as many trails as we could with the County and we started the Park Host program, and did mixed user training sessions. A few of those sessions were for bike/horse interaction training with Bob Joder at his ranch. Bob was one of the only equestrian folks that was willing to work with cyclist to help educate both user groups, and work to ease tensions between equestrians and cyclists. Bob was a proponent of multi-user trails.</p> <p>That being said, as we both know the Beech property was once used to manufacture rocket fuel, not a very eco sensitive use. I am very much a proponent of our open space program and preserving these properties for recreation and wild land protection. I also believe these two are not mutually exclusive. Ever since Heil was developed the one thing missing from our system was a north south connection from foothills trail to the north. Now with the addition of Bob's property we have an amazing opportunity to make that connection on the west side of US36.</p> <p>The City open space department and now OSMP have come along way since those tough early 90's, and have done a good job considering recreation as an accepted use for our open lands. Please strongly consider a west of US36 connection, it would be safer and, a lot more fun.</p> <p>Thank you for your time. Kevin Schill</p>
Email Author	Kevin Schill

Staff Response	<p>Hi Kevin,</p> <p>Thank you for your feedback on the preliminary scenarios for the North TSA Plan. 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, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	10/12/2015
Email Detail	<p>Thanks for your service, this is a contentious process. The most important issue for me is connectivity. A regional trail north from Boulder to Heil and on the Lyons is what I'm looking for.</p> <p>I much prefer the western alignment for several reasons. It will provide a fun route, with amazing views and will avoid having to cross 36.</p> <p>Thanks again for you time and energy to implement a trail that will serve us all. Warm Regards, David Cooke</p>
Email Author	David Cooke
Staff Response	<p>Hi David,</p> <p>Thank you for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions are 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, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>

Email Date	10/12/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>I have ridden horses in Boulder County and cherish the ability to do so. I was a long-time horse owner at Joder Ranch and now board at Green Tree and Rabbit Mountain boarding facilities. I hope we hold comfortable, safe trails for equestrians as a one of the special attributes that make Boulder a beautiful place to be.</p> <p>Thank you. Sincerely, Pat Cantwell</p>
Email Author	Pat Cantwell
Staff Response	<p>Hi Pat,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/12/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>Thank you. Jill E. Talbot Owner, JET Arabian Ranch</p>
Email Author	Jill E. Talbot

Staff Response	<p>Hi Jill,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/12/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees:</p> <p>I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people. Thank you.</p>
Email Author	Ray Bovet
Staff Response	<p>Hi Ray,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/12/2015
Email Detail	<p>general_comments: I'm a lifetime (50+) Boulder native and access to the NTSA is long over due. Thank you for getting to it. like: Love Scenaro 4</p>
Email Author	Chris Hansen
Staff Response	<p>Hi Chris,</p> <p>Thank you for sharing your feedback about Scenario 4 and the North TSA Plan. At this point in the plan process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly. As the plan is refined, some actions proposed in one scenario may be incorporated into other scenarios.</p> <p>Thanks for your feedback and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/11/2015
Email Detail	<p>general_comments: I live with my family on North Boulder. We live here in large part because of the recreational opportunities offered by living close to the mountains, so I'm excited to read about the ideas for providing additional trail networks north of Boulder, to allow us to appreciate these awesome areas first hand. Our specific interests include hiking and mountain biking. like: I particularly like the idea of a mixed use trail that connects Wonderland Lake to Heil ranch on the west side of US 36. It would open up several opportunities for interesting and fun mountain bike loops. Connecting from Wonderland Lake to Joder is the biggest piece of that. Of the various scenarios, #4 is my favorite, since it includes both the vital connector trail, and some interesting trail development at Joder. improvements: I just have to say that I think the current TSA survey is very poorly designed. Each scenario contains numerous actions, some good, some bad, and I found it almost impossible to rate each scenario in terms of the nebulous concepts the survey asks about. None of the answers captured what I actually felt.</p>
Email Author	Simon Perkins

Staff Response	<p>Hi Simon,</p> <p>Thank you for providing your feedback about the Preliminary Scenarios survey- we recognize that this included a voluminous amount of information because we wanted to be exhaustive in identifying all of the community's interests and providing ideas about how they could be balanced while achieving plan goals.</p> <p>We appreciate you taking your time to share your input via email about your interests in the North TSA and what you'd like to see the scenarios achieve. We will take your feedback into consideration as we continue to refine the preliminary scenarios. Please visit our website to learn about additional opportunities to share your vision for the North TSA, including a Scenarios refinement workshop on Mon, Oct 19, at northtsa.org</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/11/2015
Email Detail	<p>general_comments: There are a lot of options proposed in these 4 scenarios and the survey doesn't allow for much meaningful feedback. It would be much more useful to list the options for each specific area (like on the comparison chart) and ask for feedback or votes.</p> <p>like: I like opening new trails, especially connector trails to existing areas (biking trails connecting to Joder Ranch and Heil Ranch will definitely get a lot of use). I also like the improvements to the Wonderland Lake area including educational and nature study improvements.</p> <p>improvements: The method for getting community feedback is very poor. The survey is really terrible at getting into the details of what people do and don't like in the proposals/scenarios. And not everyone can attend 2 1/2 hour public meetings, especially those with families, so it's important to offer meaningful electronic surveys.</p>
Email Author	Amy Rice

Staff Response	<p>Hi Amy,</p> <p>Thank you for providing your feedback about the Preliminary Scenarios survey- we recognize that this included a voluminous amount of information because we wanted to be exhaustive in identifying all of the community's interests and providing ideas about how they could be balanced while achieving plan goals.</p> <p>We appreciate you taking your time to share your input via email about your interests in the North TSA and what you'd like to see the scenarios achieve. We will take your feedback into consideration as we continue to refine the preliminary scenarios.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/11/2015
Email Detail	<p>general_comments: Good evening.</p> <p>As an avid runner, cyclist, hiker and general outdoor enthusiast who lives in Boulder County (Superior), I encourage the adoption of scenario 4 for the north tsa. Scenario 4 provides a critical link from the north end of town to Joder Ranch on the West side of US36 (currently the west Beech railroad grade that dead ends at the McGuckins distribution center). It also includes a loop trail on Joder Ranch making for a nice lolly pop out and back from town. I really like the idea of connecting Joder to Heil. Thank you for your time and effort in this process.</p>
Email Author	James Hinkle

Staff Response	<p>Hi James,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback is appreciated and will be considered as we continue to refine the preliminary scenarios. At this point in the plan process, Open Space and Mountain Parks (OSMP) and the Open Space Board of Trustees (OSBT) are not trying to choose a specific scenario. Instead, OSMP and the OSBT want to identify instances where community interests aren't met or aren't balanced effectively in order to refine the scenarios accordingly. Thank you for sharing the specific actions that you like about Scenario 4- your feedback will be considered as scenarios are refined.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/11/2015
Email Detail	<p>general_comments: I support a balance of conservation and recreation. I think it is important to pursue the connections to other areas so that there can be longer hikes or rides without the need to drive a car to a far away trailhead.</p> <p>I support loops in then joder area to offer dispersing opportunities for hikers and riders while minimizing footprints of trails over a wide areas</p> <p>like: I love the interconnection from the foothills to the plains</p> <p>improvements: there is very little access or opportunity for recreation on the west side of roadway. a lot of this is appropriate, and so limiting to a couple of connectors and the stacked loops at joder is a good balance. thanks,</p>
Email Author	Mark Detsky

Staff Response	<p>Hi Mark,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback is appreciated and will be considered as we continue to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/11/2015
Email Detail	<p>general_comments: Please consider a bike-allowed trail connector to Joder Ranch along the (already existing) Foothills Trail. I have run parts of this trail for decades and have always wondered why the trail doesn't continue along the pre-existing road-bed and why bikes are banned.</p> <p>like: The opportunities for regional connectivity in the NTSA are considerable. The maps I've seen would create an environment where people could realistically consider using bikes as transportation and not be stuck in cars all the time.</p> <p>improvements: There are many places where open access would be an improvement eg: * over the hogback from Wonderland lake directly to Buckingham or further west above Foot hills trail * under the Diagonal in multiple places: - from Cotton Tail to Coot (name?) or - Cotton Wood to 47th</p> <p>Improved off-leash dog access would be great since that's seen a constriction over the last few years.</p> <p>Some more of the access requested by the Trail Around Boulder people would vastly improve inter-regional connectivity. I know the water people would never approve, but it's a dream to be able to ride not on pavement without having to drive for 45 mins to get anywhere.</p>
Email Author	David Holshouser

<p>Staff Response</p>	<p>Hi David, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions are appreciated. I would encourage you to consider the questions we are currently seeking feedback on and welcome any further input you'd like to provide about the scenarios. Input needs to be received before Monday with more information available on the North TSA website: https://bouldercolorado.gov/osmp/north-tsa-scenarios.</p> <p>Your question about the section of trail that goes north of Foothills Trail that doesn't allow bikes is commonly causes confusion. That stretch of trail is not a designated and maintained trail. It is a user-created social trail or what is also called an undesignated trail. That's the reason why bikes are not allowed as they are limited to being on designated trails. The social trail follows an old railroad bed until it dead ends into private property. A significant objective of Trail Study Plans is to improve the trails get people to where they want to go in ways that also work for resource conservation. In doing so, we hope to minimize the presence of social trails.</p> <p>The two trail regional trail connections you desire that go under the Diagonal Highway have been slated for construction but are awaiting permission from the railroad for construction of underpasses.</p> <p>Thanks for your participation and I hope you will continue to engage in the process as we work to develop revisions to the scenarios and eventually a draft plan. Thanks Steve Armstead North TSA Plan Project Lead</p>
<p>Email Date</p>	<p>10/11/2015</p>
<p>Email Detail</p>	<p>general_comments: I've used Boulder's open space happily for over 20 years now. Overall, we are blessed with a multitude of hiking trails, but not nearly as many mountain bike opportunities. The few mountain bike trails we have are all drive-to properties, or dangerous bike rides on hwy 36 or other roads. Having a connector on the west side of 36 would be the best option to keep bikers safe while travelling to the new Joder ranch property and eventually over to Buck Park and down to Heil and on to Hall ranches. This would enable a ride from downtown Boulder on Pearl, off main streets to North Foothills park and all the way to Lyons mostly by trail. Most of this trail is already in place. There is a current trail running from Dakota ridge to the McGuckin property where it dead ends. I've run this many times and wished the trail would go up and around that property. If this trail were graded a bit and cleaned up it would make a wonderful multi-use path and an even better bike route to stay safe getting to the only really mountain bike properties in Boulder County.</p> <p>like: To me, connecting trails and areas and allowing bikes to remain safely off highways and roads is a priority. I hike, I trail run and I bike. I understand there are places where some of those don't work together, but connecting trails for all users should be an easy win for all involved.</p> <p>improvements: Again, connecting areas and creating safer access for users is always an issue, especially for bikes. Involving the local biking community in helping plan and build trails for not just bikes but multi users could be improved. Also, more areas for mountain biking in general has always been and will be an issue in a county and city like Boulder which has one of the largest biking communities in the US. Mountain bikers are sorely under-represented when trail issues and access is concerned and are usually left out of the process. This definitely needs to be improved.</p>

Email Detail Continued	<p>improvements: Again, connecting areas and creating safer access for users is always an issue, especially for bikes. Involving the local biking community in helping plan and build trails for not just bikes but multi users could be improved. Also, more areas for mountain biking in general has always been and will be an issue in a county and city like Boulder which has one of the largest biking communities in the US. Mountain bikers are sorely under-represented when trail issues and access is concerned and are usually left out of the process. This definitely needs to be improved.</p>
Email Author	<p>Scott Cejka</p>
Staff Response	<p>Hi Scott,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback will be considered as OSMP staff works with the community to continue to refine the preliminary scenarios.</p> <p>Your input is appreciated and it (along with the ideas of your fellow community members) will help to make the North TSA Plan a success. If you're not already on our email list, please take a moment to sign up at https://bouldercolorado.gov/osmp/north-tsa-email-list This is the best way to stay informed about the plan and about upcoming opportunities to help shape it.</p> <p>Thanks and we look forward to your continued participation in the planning process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	<p>10/11/2015</p>
Email Detail	<p>general_comments: I am pleased to see this moving slowly;albeit slowly. I understand that's part of the process - to analyze all scenarios and subsections of the area in questions. However, recently, OSMP has had a tendency to overthink and/or over/mis-manage trail usage (including planning, construction/reconstruction, new trail alignments, and over-engineering of various trails: eg-making them "perfect" according to some contrived document and standard). This is not meant to strictly be criticism; it is meant to hopefully promote a review of how OSMP looks at all aspects of trails and recreational uses of our public property and realize there are other ways to encourage all types of responsible usage on our public property.</p> <p>like: New opportunity for recreation; added possibility to stay away from raods and traffic; new way to explore Boulder and its environs</p>

Email Detail Continued	improvements: First, I believe expanding the North TSA without a direct connector between the Dakota Ridge neighborhood and the new Joder Property on the west side of US-36 is a non-starter. Even if there is an HCA concern, turn this into an educational opportunity to help people understand what the HCA areas stand for and what the criteria is to determine one. Education before restriction please - we can still use these lands for recreation AND education. Don't caveat certain sections ("Determining a trail alignment that balances...") b/c you're unwilling to figure out either an exception to above-discussed "rules" of trail-building and property usage or unwilling to admit it is simply time to re-visit the overly-restrictive OSMP philosophy of HCAs (making ~40-50% of our public lands inaccessible? absurd).
Email Detail Continued	Secondly, I noticed the small northern loop of the Old Kiln Trail is proposed for closure & restoration in all 4 scenarios. I would like to see the rationale for this addressed before moving forward. I understand this section of trail was heavily damaged during the 2013 flood, but more importantly the foundation of the old kiln was compromised. However, I'd like to see resources allocated to obviously restore the old kiln foundation; but turn trail access there into education about the previous activities of land, not strictly forbid travel and once again over-manage & restrict access to our public lands. Maybe make an education circuit with storyboards about the old kilns that dot the north and eastern parts of the trails.
Email Author	Dave Butler

<p>Staff Response</p>	<p>Hi Dave,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. Your suggestions are appreciated. I would encourage you to consider the questions we are currently seeking feedback on and welcome any further input you'd like to provide about the scenarios. Input needs to be received before Monday with more information available on the North TSA website: https://bouldercolorado.gov/osmp/north-tsa-scenarios.</p> <p>Staff and the Open Space Board of Trustees are open to a plan that could include a trail connection to the Joder Ranch property either through the HCA or east of Highway 36. A call-out note inadvertently included on a scenario map at the Oct. 5 community workshop has been removed and was not intended to indicate any level of preference about which side of Highway 36 a connector trail might be located.</p> <p>The 2013 Flood significantly altered the area where the northern loop of Old Kiln Trail went. Replacing the trail to where it was would require to put a trail in a stream/wetland and require permits to accomplish this. It is unlikely permits would be approved for the extent of trail that would need to be in the stream corridor. Relocating the trail wasn't feasible given the soils, available terrain, and shale barrens in the area. For these reasons, staff determined it best to not include in any of the scenarios the suggestion of replacing this section of Old Kiln and focus trail improvements in other parts of the Wonderland Lake area. Two of the proposals do include retaining a section of the north trail to allow an out and back option to provide an opportunity for visitors to learn how the landscape was changed after the flood. There has been some ongoing work to stabilize the kiln due to the ground being undercut beneath it.</p> <p>Thanks for your participation in the North TSA process and I hope you will continue to engage as we work to develop revisions to the scenarios and eventually a draft plan.</p> <p>Thanks Steve Armstead North TSA Plan Project Lead City of Boulder Open Space and Mountain Parks</p>
<p>Email Date</p>	<p>10/11/2015</p>
<p>Email Detail</p>	<p>Dear Mr. Armstead,</p> <p>Thank you for the work you and others are putting towards the North TSA process. It was obvious that OSMP has spent a lot of time and effort organizing these workshops. However, I was frustrated by the direction of last Monday's North TSA meeting. I feel like the voice of the mountain biking community is being lost among the noise, and fear that we will once again be disappointed with the outcome of what appears to be a long, drawn out process. I understand that there are many opposing views on the development of the area, but constructive discussion at these workshops appears hampered by a few individuals who have their own personal requests or isolated agendas. I also felt as if the OSMP board has developed a plan that ignores what we dream of having here in Boulder, and was putting us through a charade to gather our feedback and make us feel as if we had a say in the outcome. Many of us are burnt out after the West TSA struggle, and I sense that history may repeat itself with the North TSA project unless the process takes a turn in the right direction.</p>

I understand that this is a contentious process, and I don't have an answer for how to please everyone. However I recognize that the whole point of the process is to give the majority of the Boulder County population something that we have long been asking for, a high quality user experience that is close to Boulder that does not limit access to a majority of users. The current north trail structure east of 36 does not meet that demand. These trails there are boring and straight. Some are simply gravel roads, others are eroded and rocky, and a few simply follow a property line. As a result, these trails go largely unused and many have become overgrown with tall grasses. I bike patrol on these trails during my lunch hour, and I have to force myself to get out there, not for the experience, but simply for the exercise. I rarely encounter other users.

Here is what I and many others would like to see happen North of Boulder. We would like a trail system that connects North Boulder to Heil Valley and Lyons. Ideally this would be a trail on the west side of 36. The trail should be designed by a paid professional, or by a groups like IMBA that has years of experience designing and constructing trails that offer a great user experience, are sustainable, and diminish user conflict. The trail should not be another straight path from south to north that ignores the terrain. Instead it should be a journey that takes advantage of the topography, and other natural features. It should have well engineered climbs, descents and turns. A well thought out plan would provide access to users that is light on the land, while providing a high quality experience to meet demand well into the future.

I had an opportunity to bike Joder Ranch and feel that the current road on the east side of the Hogback is a disaster. It is too steep and wide, with loose gravel, and will result in user conflict. If Joder is to serve the needs of bikers, hikers and equestrians, additional loop trails that provide an alternate route is recommended. It was great to see this proposed in one of your plans. Let's make that happen.

While north/south connectivity east of 36 is less desirable, it might work as an alternative if it follows the same guidelines as above. However it should not make use of the current Left Hand Trail or any proposed property line trails. It should also include a culvert under 36 to avoid a dangerous crossing to access Joder.

If the goal of the North TSA plan is to keep usage level down, it could do nothing and it would have achieved this goal by providing a set of trails that are unappealing and suffer from neglect. If the goal of the North TSA plan is to provide the citizens of Boulder County with increased opportunity to enjoy the outdoors, then please listen to these requests and let's get to work. Boulder has a strong community of volunteers who would support such a plan, and help to construct and maintain trails now and into the future.

Sincerely,

Philip Schreiber

Boulder Mountain Bike Patrol Member

IMBA member

COMBA member

Email Author

Philip Schreiber

Staff Response	<p>Hi Philip,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. I'm sorry you found the initial preliminary scenario workshop frustrating.</p> <p>We have intentionally structured the North TSA process very differently than the process used for the West TSA. The intent is to have a process that seeks broad community input and engagement and looks at ways all interests can be balanced. We value your input and appreciate your participation. I hope you will continue to engage in the process as we work with the community to develop revisions to the scenarios and eventually a draft plan.</p> <p>Kind regards,</p> <p>Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	10/11/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees:</p> <p>I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA.</p> <p>Thank you. Laura Edwards</p>
Email Author	Laura Edwards
Staff Response	<p>Hi Laura,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/11/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>Thank you. Charmaine Kleiber</p>
Email Author	Charmaine Kleiber
Staff Response	<p>Hi Charmaine,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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	10/11/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian, as well as a Boulder resident for 43 years and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>Thank you for all of your work on this. Thank you. Sincerely, LINDA LEVY</p>
Email Author	Linda Levy

Staff Response	<p>Hi Linda,</p> <p>Thanks for sharing your support for the Boulder County Horse Association's recommendations for the North TSA. 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, Juliet Bonnell</p>
Email Date	10/11/2015
Email Detail	<p>Thank you for the opportunity to provide community input on the North TSA Plan. I am a resident of North Boulder and a cyclist so I spend considerable time in the area under evaluation and a successful outcome for the North TSA Plan is of critical importance to me.</p> <p>As a mountain biker who prefers to drive as little as possible, I would like to have more trails that allow me to ride from my house to the trail systems in Heil, Hall and the Joder Property. I believe the best solution would be a new trail west of Highway 36 (like Scenario 4). While I currently ride Left Hand Trail on a regular basis, this trail already receives heavy usage from bikers, hikers and horses. As Boulder's population continues to increase, I expect trail usage will also increase - resulting in a degradation of the trail users' experience and increased trail conflicts. A new trail west of Highway 36 would disperse the trail users and provide a more enjoyable experience for everyone.</p> <p>Additionally, a trail west of Highway 36 addresses the issue of how to get safely to Joder Ranch and beyond without crossing the highway. The automobile traffic on Highway 36 seems to be rapidly increasing - making it dangerous to cross the highway. I believe an underpass for trail users would be a very expensive and time-consuming project, and still would not address the need to disperse trail users.</p> <p>While I am sensitive to the potential environmental impact that trail users can have on wildlife in Boulder Open Space, I believe this concern is generally exaggerated. I believe our community would be better served by more professionally built trails that are properly maintained. These trails provide Boulder residents with more opportunities to experience the outdoors and make them longer term stewards for our natural resources.</p> <p>Thank you again for taking my input under consideration in your planning process.</p> <p>Regards, Tom Arnold</p>
Email Author	Thomas Arnold

Staff Response	<p>Hello Thomas, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process.</p> <p>Kind regards, The North Trail Study Area Team</p>
Email Date	10/11/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees: I have lived in Boulder county for 50 years. There are not enough areas for horse riding along with an accompanying dog!!</p> <p>I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people. Thank you.</p>
Email Author	Ken Dubach
Staff Response	<p>Hello Ken, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process.</p> <p>Kind regards, The North Trail Study Area Team</p>
Email Date	10/11/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people. Thank you.</p>
Email Author	Gail Matheson
Staff Response	<p>Hello Gail, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process.</p> <p>Kind regards, The North Trail Study Area Team</p>

Email Date	10/11/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people. Thank you. Bill Cripe</p>
Email Author	Bill Cripe
Staff Response	<p>Hello Bill, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process. Kind regards, The North Trail Study Area Team</p>
Email Date	10/11/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people.</p> <p>Thank you. Kim Bartlett</p>
Email Author	Kim Bartlett
Staff Response	<p>Hello Kim, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process. Kind regards, The North Trail Study Area Team</p>
Email Date	10/11/2015
Email Detail	<p>Dear OSMP Staff and Members of the Board of Trustees: I am an equestrian and I urge you to support the Boulder County Horse Association recommendations for the North TSA. Equestrian use in the NTSA is an important historic and cultural value, as well as providing for current and future generations of horse people. Thank you. Laurie Prindle</p>
Email Author	Laurie Prindle

Staff Response	<p>Hello Laurie, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process. Kind regards, The North Trail Study Area Team</p>
Email Date	10/11/2015
Email Detail	<p>general_comments: I like the Scenario 4 plan. It grants access to a very important and somewhat isolated resource Heil Ranch. Thank you for taking a look at this scenario.</p> <p>like: Creating a connection to Heil Ranch and that half of the trail is already in place.</p> <p>improvements: If possible, consider taking the trail all the way to Lefthand Canyon</p>
Email Author	Eric Neeb
Staff Response	<p>Hi Eric,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback will be considered as we continue to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/10/2015
Email Detail	<p>general_comments: need a trail west of highway to connect to heil pls. Thx</p> <p>like: beautiful land</p> <p>improvements: access</p>
Email Author	Isaac Stokes

Staff Response	<p>Hi Isaac,</p> <p>Thank you for sharing your interest in having a connector trail west of 36. Your feedback will be considered as we continue to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/10/2015
Email Detail	<p>general_comments: I spend a LOT of time in this area (I live 3/4 mile from Wonderland Lake). I run the Wonderland Lake area twice a week, I hike Hogback at least 3-4x a month (often with my kids) and I fat bike that area in the winter. I strongly support option 4 of your plan for two reasons: 1) I don't see why it makes sense to establish Joder Ranch with basically car only access. There should be multi-use path access to that area without having to cross 36, which option 4 provides for. Second, I think option 4 also allows for a loop at Joder, which not only makes it much more interesting for multi-use but also provides bike access to Heil Ranch, which I think is a really interesting way to get people like me to bike to Heil instead of driving there.</p> <p>like: I really think the plan to extend trail access all the way to Joder (option 4) along with more fishing options at Wonderland is well thought out and I applaud staff for coming up with it.</p> <p>improvements: I can't think of anything. The one area that kind of sucks are those two large washouts near the parking lot at Lee Hill.</p>
Email Detail continued	I <i>think</i> your plan contemplates fixing that area (I have no idea how you sustain it if it ever floods again) but if it doesn't I think those drainages have been a deterrent to widespread access (i.e., families) to that area.
Email Author	Daniel Hassan

Staff Response	<p>Hi Danny,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback is appreciated and will be considered as we work with the community to continue to refine the preliminary scenarios.</p> <p>Repair of the bridge on Foothills Trail near Fourmile Creek that was washed out in the flooding is part of on-going flood recovery efforts.</p> <p>Thanks and we look forward to your continued participation in the planning process.</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner City of Boulder Open Space & Mountain Parks</p>
Email Date	10/10/2015
Email Detail	<p>general_comments: I've been wondering if this would ever happen. I hope it does. I think Lefthand residents will appreciate the traffic reduction and the greater trail options.</p> <p>like: Connecting Mountain bike trail to Heil to reduce driving from Boulder to Heil. I like to Mtn.at Heil and hike with my dog and BVR so it would be nice to see more options for both in these areas,</p> <p>improvements: Can't think of anything</p>
Email Author	Susan Mccausland
Staff Response	<p>Hi Susan,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback will be considered as we continue to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>

Email Date	10/10/2015
Email Detail	<p>general_comments: I most prefer an option to connect Boulder to Lyons and Heil along the west side of hwy 36.</p> <p>like: Connectivity from town north to Heil and Lyons. Amazingly beautiful trail options and potential west of Hwy 36.</p> <p>improvements: allow for challenging singletrack please! Gravel doubletrack and dirt roads are uninteresting, boring, and not desirable</p>
Email Author	Kay Levesque
Staff Response	<p>Hi Kay,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback will be considered as we continue to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/10/2015
Email Detail	<p>general_comments: I am very excited about this opportunity to create better trail connectivity and the enhanced user experience this would provide.</p> <p>like: The most important element of the 4 scenarios is the trail west of 36 through Beech. This trail will be the crown jewel of the North TSA as it crosses the most iconic properties in North Boulder.</p> <p>improvements: The trail West of 36 should be allowed to undulate with the terrain, it looks very straight as if it were on a ditch access road, please build a real trail and not repurpose old road.</p>
Email Author	James Mapes
Staff Response	<p>Hi James,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback will be considered as we continue to refine the preliminary scenarios.</p> <p>Please note that trails depicted in scenarios are conceptual and that actual trail alignments will differ.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>

Email Date	10/10/2015
Email Detail	<p>Good morning! I wanted to add some thoughts in addition to the on-line survey you provided. I support having a trail to the west of highway 36, connecting Boulder to Heil and Lyons.</p> <p>One of the things that makes our country amazing and special is the ability for citizens to have a voice. I would like to thank you for allowing me to have a voice in the way in which my beloved city evolves.</p> <p>I'm an avid cyclist trying my best to drive my car less. My personal reasons for this are the health of our planet, the health of my body, and the beauty of our city. Lots of car traffic is ugly, frustrating, and stinky. I want to do my part to help make a healthy world.</p> <p>An integral part of my lifestyle is mountain biking. I most prefer to get on my bike at my house in south Boulder to get to a trailhead. I don't wish to add more car traffic to Boulder when I'm simply trying to exercise and enjoy the outdoors.</p> <p>It would be amazing if I could ride a trail from Boulder north to Heil and on to Lyons. I'm looking for hours and hours of interesting riding, not an hour or two of riding a little loop. I'm looking to ride from my south Boulder home safely and off of major roads and highways. I'm looking to leave my car behind and not add to the ugliness of traffic and congestion. A trail to the west of highway 36 would be safe, convenient, beautiful, and highly desirable by so many. There is potential there for a high quality user experience to cyclists such as myself.</p> <p>Our trails are one of the things that makes our city so amazing. Don't stop short of amazing. Don't settle for boring. Give the many, many cyclists that call Boulder home a positive user experience. Please continue to allow us access to beautiful, technical, amazing trails. Trails to the west of highway 36 would be beautiful. If built well, they could also be fun and sustainable.</p> <p>I'm a 50-year old active woman. I've lived in Boulder for over 25 years. I want my lifestyle here to continue to support my goals-- healthy body, healthy planet, beautiful city. I'm hopeful and optimistic that Boulder can continue to be an exceptional city with exceptional trails. I truly believe challenging trails can exist in a populated area as well as in wildlife habitat. The next generation are already showing such incredible interest in mountain biking--let's allow them to do it right here in our own backyard.</p> <p>Thank you for your hard work and dedication. I appreciate the opportunity to provide input. Kay Levesque</p>
Email Author	Kay Levesque
Staff Response	<p>Hello Kay, Thank you for your additional feedback on the preliminary scenarios for the North TSA Plan. 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 we hope you will continue to engage in the process.</p> <p>Kind regards, The North Trail Study Area Team</p>

Email Date	10/9/2015
Email Detail	<p>general_comments: Absolutely need more trails focused on mountain biking and on the West side of US36. The terrain is flat and not very interesting on the East side, very interested in long trails on the West side that connect from North Boulder to Lyons. This would get me out of my car when I head to Lyons to ride the trails there.</p> <p>like: Possibility of trail on the West side of 36.</p> <p>improvements: More than one trail on the West side. Have separate trails for bikers and hikers, add more difficult mountain biking trails. More trails on the east side too.</p>
Email Author	Peter Jansky
Staff Response	<p>Hi Peter,</p> <p>Thank you for sharing your interests and what you'd like to see the North TSA Plan achieve. Your feedback will be considered as we continue to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/9/2015
Email Detail	general_comments: West of 36 connector please
Email Author	Matt Flood
Staff Response	<p>Hi Matt,</p> <p>Thank you for sharing your interests and what you'd like to see the preliminary North TSA scenarios achieve. Your feedback will be considered as we continue to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>

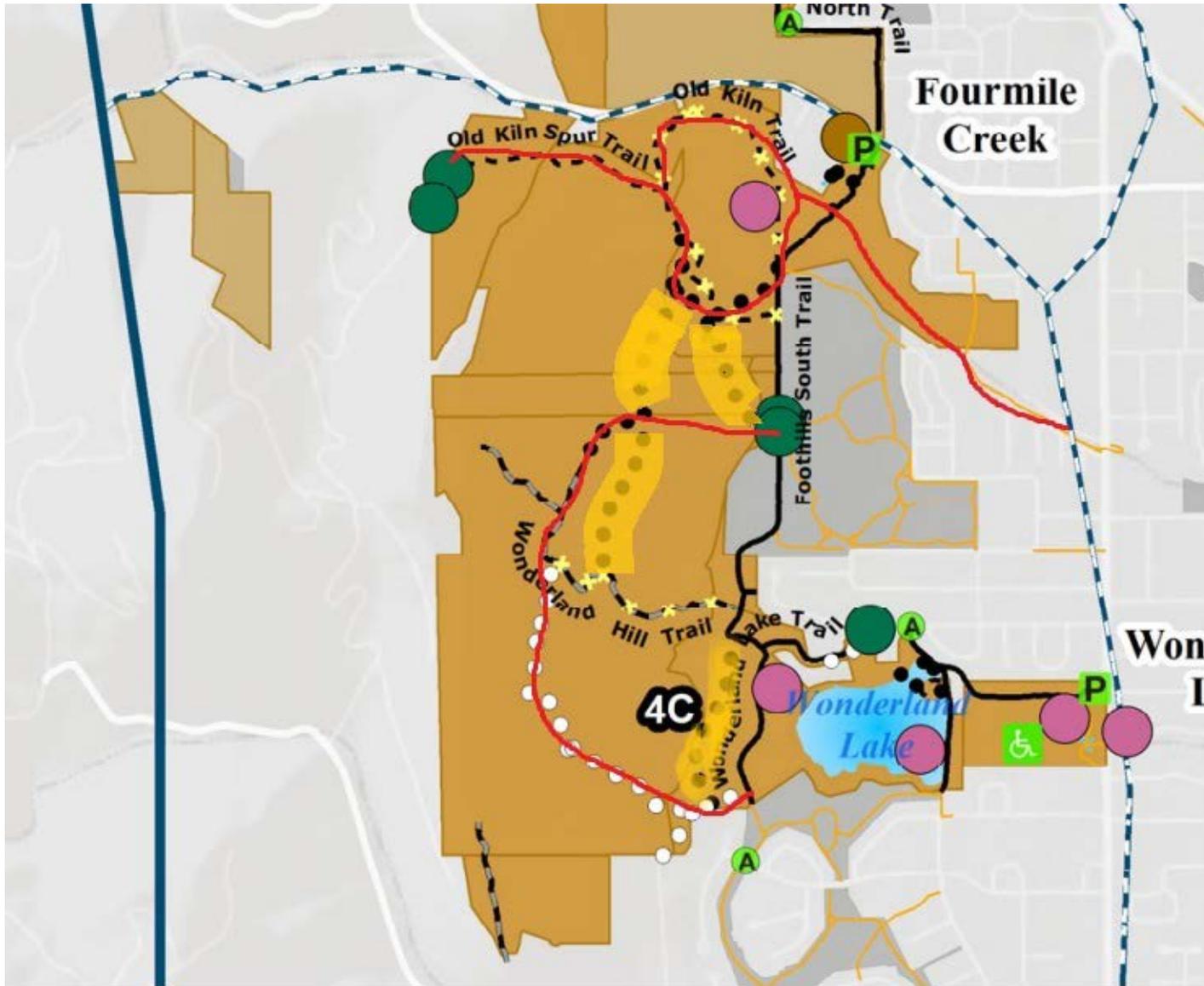
Email Date	10/9/2015
Email Detail	<p>general_comments: I am all for a new trail on the west side of 36! Boulder is such a great road bike city, but it could use some mountain bike love. This would be a highly utilized trail to get to other popular trails like heil ranch and hall ranch. Boulder has so many riders compared to how many trails we have. We really could use more to help spread the riders out more.</p> <p>like: I'm all for it. I think my general comments sums this up nicely.</p> <p>improvements: More trails please!</p>
Email Author	David Pfeiffer
Staff Response	<p>Hi David,</p> <p>Thank you for sharing your interests and what you'd like to see the preliminary North TSA scenarios achieve. Your feedback will be considered as we continue to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/9/2015
Email Detail	<p>general_comments: It would be great to have a trail parallel to 36 to access Joder, Heil, and Hall.</p> <p>like: I like that it is close to town</p> <p>improvements: need more trails close to town</p>
Email Author	Mike Goldberg

Staff Response	<p>Hi Michael,</p> <p>Thank you for sharing your interests and what you'd like to see the preliminary North TSA scenarios achieve. Your feedback will be considered as we continue to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/9/2015
Email Detail	<p>general_comments: I am really excited about being able to ride my bike instead of drive to Heil Ranch (or close!). It would be great if the trail was west of 36. If it ends up east of 36, I would hope the city does not spend a lot of money on it as the ridership will be pretty sparse. There are already a lot of dirt roads to ride out there and this is building something we already have.</p> <p>like: The connection to Lyons and the potential to use the Joder ranch!</p> <p>improvements: Betasso was a decent compromise. Closed to mountain bikes on wed and sat. Instead of losing the trail on the west side, why not close it a few days a week instead of kicking it to the east side of 36?</p>
Email Author	Robert Noyes
Staff Response	<p>Hi Robert,</p> <p>Thank you for providing your feedback about the preliminary North TSA scenarios and sharing suggestions on how to best meet the varied community interests. Your suggestions will be considered as we continue to refine the preliminary scenarios.</p> <p>Thanks and we look forward to your continued participation in the planning process!</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>

Email Date	10/9/2015
Email Detail	<p>Hello</p> <p>Most importantly thank you for the work you are putting in to listening to all the stake holders of the North TSA project, I'm sure there are some stressful moments!</p> <p>Since loosing a significant part of both feet to frostbite several years ago mountain biking has become my primary athletic activity, so I am getting pretty decent at it and pretty strong. That fact means I like to put in solid days of riding so being able to start for the day and connect to a variety of trails is what I like to do. If someday a trail system connecting Boulder to Lyons were to be created that would be amazing! The riding in Heil and Hall changes so much, and I don't even know what the currently closed terrain between Boulder and Heil is like, that it would make for a big day with different styles of riding. That leads into the my preference for the western alignment trail scheme,</p> <p>Because the current set of trails on the east of Route 36 are kind of short, not fun and haphazard I rarely ride there. Like anything in life if one has unlimited funds and a passion to do it correctly and eastern option could work but I think it has many more challenges:</p> <p>a. I hate backtracking so with any new trails please consider the possibility of loops whenever possible.</p> <p>b. I'm strong but because of my disability if a trail is no laid out well, and usually that also means sustainable, I have to attempt to walk which is quite hard on my stumps. This is one reason if you choose an eastern option I would hope a well planned and implemented trail up to the saddle above the Joder parking would be critical for me.</p> <p>c. After years, with feet, of trying to get across RT 93 and frequently fearing for my safety I am so grateful for the RT 93 underpass because at the rate I walk now I would get squished for sure. The situation with an eastern alignment would suggest that \$\$ would have to be spent for a similar underpass beneath RT36 for mine, and others, safety.</p> <p>One thing I would like you to really consider is that I have a young troubled nephew who I've started to get interested in mountain biking. Places like Valmount bike park and other trails that are fun and safe for him to ride are critical to keeping him interested. I want a trail system that will keep his interest and one that he can continue to grow into for years to come. Boulder should be a place that things ahead to promote outdoor activities for young people like him. Especially, in today's environment of video games and climbing obesity rates, so please don't think short term.</p> <p>Regards, David Asselin</p>
Email Author	David Asselin
Staff Response	<p>Hi David,</p> <p>Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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, The North Trail Study Area Team</p>
Email Date	10/8/2015

Email Detail	<p>I reviewed the 4 scenarios and appreciate the effort put into this planning process but the survey was too complicated for me to complete. I don't know how effective that tool will be but I do thank the City for providing an opportunity to submit input. I'll keep it short and simple:</p> <ul style="list-style-type: none"> • I want to ride my bike on "real" mountain bike trails that I can access without driving (I live in Gunbarrel) • I want to be able to connect local trails to destination trails like Heil and Hall so that I can ride 30+ miles without having to drive to Nederland • I want to run/bike/walk with my dog off-leash on loop trails that are more than a mile or two long (she needs exercise too!) • I want access to water where my dog can swim (off-leash) • I hope that OSMP understands and accounts for the fact that bikers and dog-owners are just as appreciative and concerned about wildlife, habitat conservation, etc. as other open space users--I love seeing birds, coyotes, deer, snakes, etc.--and as one person riding or running alone, I make much less noise than two or three people hiking and talking, therefore it's quite possibly that I have less impact on wildlife.
Email Detail Continued	<p>I appreciate the suggestions to have alternate use days and support that option if it's the best way to minimize user conflict--however, I would like to be able to ride my bike and have my dog run alongside--many young dogs who are well-trained, are excellent trail dogs and it's a great way to tire out your pup so that they DON'T cause conflict in other scenarios. Good luck with this process!</p>
Email Author	Rebecca Shannon
Staff Response	<p>Hi Rebecca,</p> <p>Thank you for providing your feedback about the Preliminary Scenarios survey- we recognize that this included a voluminous amount of information because we wanted to be exhaustive in identifying all of the community's interests and providing ideas about how they could be balanced while achieving plan goals.</p> <p>We appreciate you taking your time to share your input via email about your interests in the North TSA and what you'd like to see the scenarios achieve. We will take your feedback into consideration as we continue to refine the preliminary scenarios. Please visit our website to learn about additional opportunities to share your vision for the North TSA, including a Scenarios refinement workshop on Mon, Oct 19, at northtsa.org</p> <p>Kind regards, Juliet Bonnell North Trail Study Area Associate Planner Open Space and Mountain Parks</p>
Email Date	10/6/2015

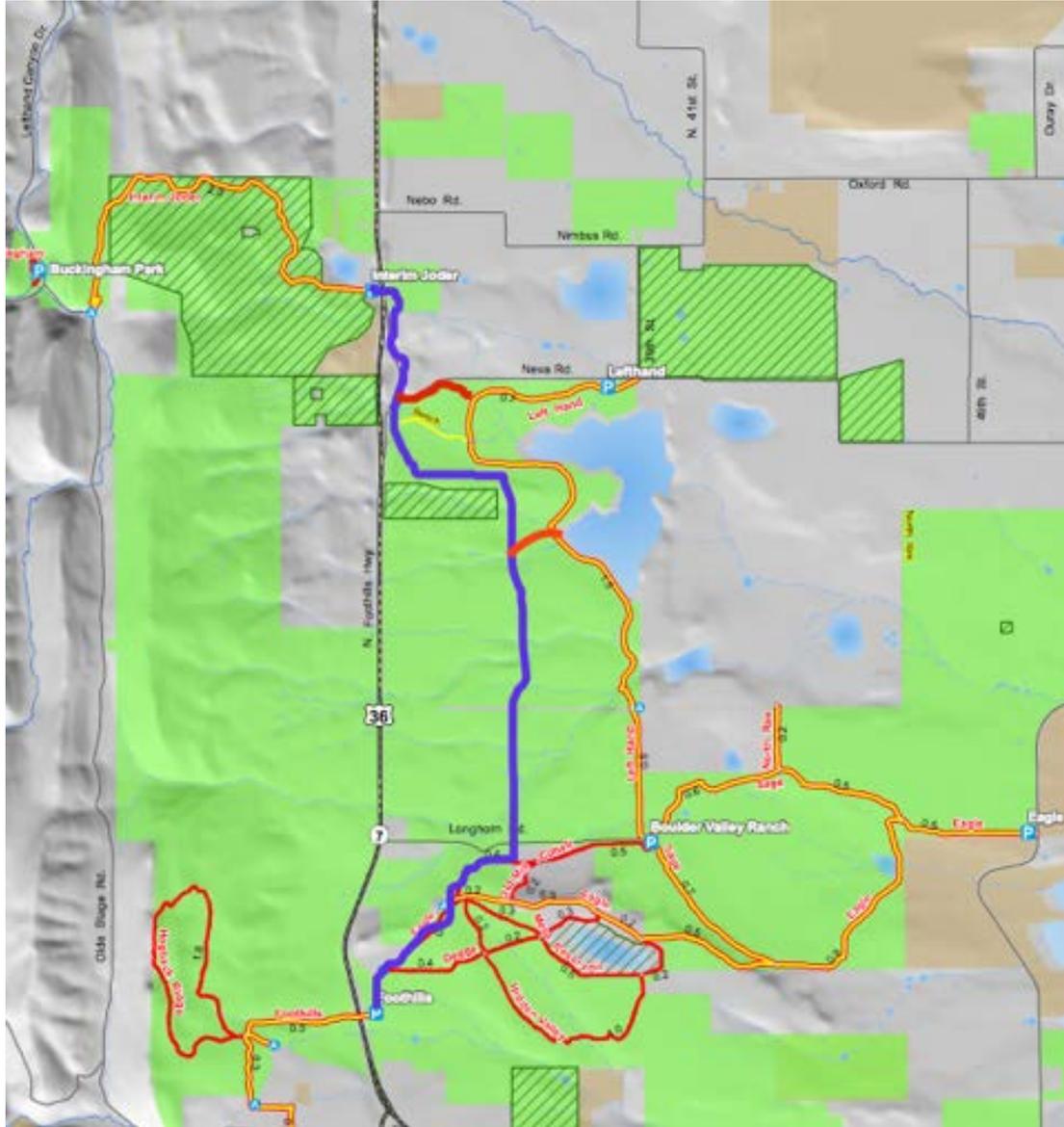
Email Detail	<p>Hi Steve, (Map attached at the end of compendium)</p> <p>I understand that you are the point person for the North TSA. I attended the meeting last night and spoke to an Open Space representative and they told me to send my comments to you. I noticed on the map that there is a social trail shown that connects the Fourmile Canyon Creek Greenway path near Yellow Pine to the Foothills Trail on Open Space, but it is my understanding that that connection is not being shown in the North TSA Plan. The Open Space representative said that nobody is using that social trail since the flood. The Greenways Master Plan shows that connection and right now there is not a way to get from the Fourmile Canyon Creek path to the Foothills Park or Foothills Trail. Could you please add that into the North TSA for consideration as a conceptual route. Attached is the Greenways Master Plan with that area circled in purple.</p> <p>Thanks Annie</p>
Email Author	Annie Noble
Staff Response	<p>Hi Annie, Thanks for your feedback on the preliminary scenarios for the North TSA Plan. 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. Kind regards, The North Trail Study Area Team</p>



- Keep Old Kiln Trail.
- Make Wonderland Hill Trail a simple loop with the paraglider launch spur off that.
- Remove the two new black dotted trails between Kiln Spur and Wonderland Hill Trail.
- Add trail along Four Mile Creek from Broadway to old kiln trail.



Randy Winter Map





October 31, 2015

To: Tracy Winfree, Director, Boulder Open Space and Mountain Parks

cc: Steve Armstead, Mark Gershman, Open Space Board of Trustees

Subject: Comments on the North Trail Study Area process to date and the preliminary scenarios

This letter is submitted on behalf of the Boulder County Audubon Society Board of Directors and BCAS's ~1600 members, most of whom are long-time supporters of open space and active users of OSMP lands and trails.

The Process So Far

Audubon commends OSMP staff for its Herculean efforts in meeting an impossible schedule, over which staff had little input or control. In particular, the *Inventory and Assessment Report* is an impressive piece of work that provides a good basis for the decision-making process.

Unfortunately, the political mandate to complete the work in a 2015 (mercifully extended slightly) has badly distorted the process. Staff was not able to produce the *Inventory and Assessment Report* until June, but public input began months before.

Initial input was supposed to be on people's interests and issues, though maps inevitably began to appear quite early, and those who submitted maps have developed strong investment in them. The fundamental problem for Audubon, however, is that it was impossible to provide meaningful input on the issues that we are concerned about until the Inventory report was available and there has still not been time to digest it. Audubon bases its land management views on solid science, and that means that without the data, our members were in no position to comment in a meaningful way.

This is the result of a process when the schedule was set prior to consideration of what the steps needed to be, always a bad idea. The schedule should be driven by the tasks that must be accomplished—otherwise some important details are glossed over.

The Inventory and Assessment Report

As indicated above, this is, overall, an incredible effort, and the quality is very high. However, there are issues that are not likely to be corrected, because of the backward scheduling process. There is no time for corrections after feedback from outside experts.

As a (not-terribly-important) example, the geology section does a poor job of summarizing the sedimentary layers in the mountain front and misses important exposures of interest, but there is little time to correct either errors or oversights. The same is true of more important sections.

Note that in the Introduction Appendix p.6 Maps from the BCCP are referred to as having been adopted by the Planning Commission in 2013. The most recent maps for the Environmental Resources Element of the BCCP were, in fact, adopted by the Planning Commission in 2015, and we believe these recent maps were used in preparing the Inventory Report.

The sections on Recreational, Cultural, and Agricultural Resources are all well done and do not need significant comment. It might be useful at the end of the NTSA to post information on the trailheads accessible by bus, together with schedule information on the OSMP Website. Bicycle rack information for trailheads would also be appropriate. The stated goals for Agricultural Management Areas seem appropriate. It seems odd to list fossil sites under Cultural Resources, but for locations needing attention to avoid fossil collection, the Fort Hayes outcrop above the Lime Kiln also needs protection/education strategy.

The Natural Resources section is naturally the one of most concern to Boulder County Audubon. The chosen approach of choosing conservation targets and indicator species provides an excellent framework for making decisions in the NTSA, particularly coupled with the more detailed inventory provided in the Appendices and the consideration of focal species.

Preliminary Scenarios

There are elements of the scenarios that BCAS believe meet the appropriate objectives for the NTSA, including both some of the elements common to all plans, as well as some specific proposals in some of the scenarios. Note that Audubon concurs with the priorities of providing broad passive recreational opportunities and connecting regional, multiagency, multiuser trails, in addition to preservation of natural ecosystems. Audubon members are active recreational users.

First, we concur with all the actions proposed for all preliminary scenarios. We particularly commend the department for including:

- Restoration and re-vegetation of all undesignated trails not integrated into designated trail connections.
- Retaining the recommended Habitat Conservation Area designation for the Joder property.
- Proposals for trail improvements, actions to protect natural resources, interpretive signs and nature study. Note that some presentations have specifically mentioned 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.
- 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.
- 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.

The most important other single issue is preservation of the HCA and the major habitat block on the west side of Highway 36. Boulder County Audubon strongly supports the regional trail connection included in Scenario 1 and Scenario 3. The trail through the HCA shown in Scenarios 2 and 4 does not meet any of the environmental objectives expressed throughout the Inventory and Assessment Report. It would fragment the Critical Wildlife Habitat and High Biodiversity areas mapped in the BCCP since 1999, which are also well documented in the Inventory and Assessment Report. Significant portions of this area are either jointly owned with the County or are wholly owned by the County, so fragmentation of these areas should not be even considered without extensive consultation with Boulder County. It is worth noting that the current undesignated trail that proceeds north from the Foothills Trail along the old railroad grade

accesses important rare plant communities including Bell's Twinpod (*Physaria bellii*) and New Mexico Needlegrass Herbacious 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.

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. 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.

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 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.

Respectfully,

Raymond Bridge

Boulder County Audubon Society Conservation Chair



BOULDER COUNTY

HORSE ASSOCIATION

The Voice for Horses and Horse People in Boulder County

To: Open Space Board of Trustees, Tracy Winfree, Steve Armstead

Date: October 23, 2015

Re: BCHA Recommendations for the North TSA

It has been our pleasure to work with other stakeholders in the North TSA Recreation Coalition (the "Coalition") hosted by Open Boulder. The joint recommendation submitted to you in mid-October reflects many hours of discussion and negotiation, starting with Scenario #4 but also supporting several important modifications. We hope you will be able to accept this compromise recommendation in its entirety because many tradeoffs were made in order to accommodate a balance among various user groups as well as environmental values.

The purpose of this letter – and the accompanying map -- is to itemize and clarify the portions of that "Coalition" consensus pertaining to elements that are important to equestrians. While the list below may appear long, most of the refinements we are recommending to Scenario #4 are small, inexpensive, and not impactful to natural resources, and we have offered to forgo some other long-held and long-sought access.

As you know, the entire NTSA has been comprised of horse farms, horse ranches and open space properties that are, simply put, excellent "horse habitat." We are trying to preserve some of what is left of that legacy.

NORTHWEST QUADRANT

Revisit the status of Joder Ranch and West Beech. These properties do not reflect the undisturbed habitat requirements typical of Habitat Conservation Areas, and the process used to arrive at the HCA designation was flawed. Joder Ranch was home to more than a hundred horses and their people for decades, and there are more than 8 miles of existing trails on the property. West Beech has old ranch roads, a railroad grade, and rocket-fueling infrastructure. We are unaware of any justification for designating it an HCA. Therefore, we recommend that Joder Ranch be reclassified as a Passive Recreation Area (PRA) and West Beech as a Natural Area (NA).

BCHA supports:

- 1) designating the Interim Joder Trail as multi-use (shown in green)
- 2) designating another trail designated pedestrian/equestrian only to honor the important equestrian history of this ranch (the map attached herein sketches this loop trail in purple, utilizing mostly existing trails to accomplish this objective) . Please note that to retain an environmental/recreation balance we would forgo the east-west "valley trail" we had sought, in exchange for this perimeter loop at Joder Ranch. Alternatively, we support designating off-trail use by equestrians at Joder Ranch (purple dots), since this is a historic equestrian center and horses and natural resources have coexisted for a hundred years.
- 3) designating a pedestrian-only trail (pink) on the BCPOS Six Mile Fold property
- 4) building a consolidated, permanent trailhead for all visitors, with amenities and designated horse trailer parking, at the current Interim Joder Trailhead
- 5) designating the existing trail on the Buckingham property as multi-use and supporting the eventual off-road connection to Heil Valley Ranch utilizing that trail
- 6) designating the north-south connection between the Hogback Ridge Trail and Joder Ranch as a multi-use trail, located on the west side of Highway 36, utilizing the old railroad grade and old ranch roads as much as possible; this makes an important loop with the Left Hand Trail system.
- 7) ensuring safe crossings of Hwy 36 at Foothills and Joder Ranch at Schooley.
- 8) building a designated multi-use trail from Schooley south along Neva Road, then along the Beech Shelter driveway to the Left Hand Trail.

BCHA does *not* support:

- 1) building trailhead parking either at Schooley across Highway 36, or up at the former Joder Ranch horse facility near the Cox house.
- 2) using Left Hand Canyon Drive as a trail connection under any scenario.
- 3) relying on either the Left Hand Trail or any new alignment near the highway on either side of it to make the long-sought off-road connection from Boulder to Joder Ranch.

SOUTHWEST QUADRANT

BCHA supports:

- 1) realigning the Hogback Ridge Trail with designated usage pedestrian/equestrian
- 2) 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)

3) building a new trailhead at Linden (as we had strongly urged in the West TSA) with designated horse trailer parking. This parking would enable equestrians to access the WTSA trails that are open to horses, as well as this portion of the TAB north into the NTSA

4) 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.

BOULDER VALLEY RANCH

BCHA supports:

1) enlarging the Foothills Trailhead to accommodate horse trailer parking

2) enlarging the Boulder Valley Ranch Trailhead or reopening former trailer parking at the ranch complex, so that equestrians can park near the arena to ride there or to start their BVR ride in the middle of the property (Note: the long-standing lease specifically calls for the arena to be open to the public, but the current lessee has unilaterally and wrongfully put up signs to prevent that access)

3) 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)

4) retaining the existing Degge/Mesa Reservoir/Hidden Valley Ranch etc trail complex and designating it pedestrian/equestrian only

5) designating the existing shelf trail connecting the Sage loop and Mesa Reservoir one-way uphill to prevent user conflicts

6) 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

7) enlarging the Eagle Trailhead to include designated horse trailer parking

8) building the North Rim/Axelson trail complex as multi-use and extending north to Niwot Road

9) 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.

BCHA does *not* support:

- 1) closing the BVR complex as a leased agricultural operation
- 2) closing the BVR "Sage" Trailhead
- 3) closing the existing public outdoor riding arena to the public
- 4) installing any new fencing on the East Beech property.

NORTHERN TIER AGRICULTURAL PROPERTIES

BCHA supports:

- 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.

BCHA does *not* support:

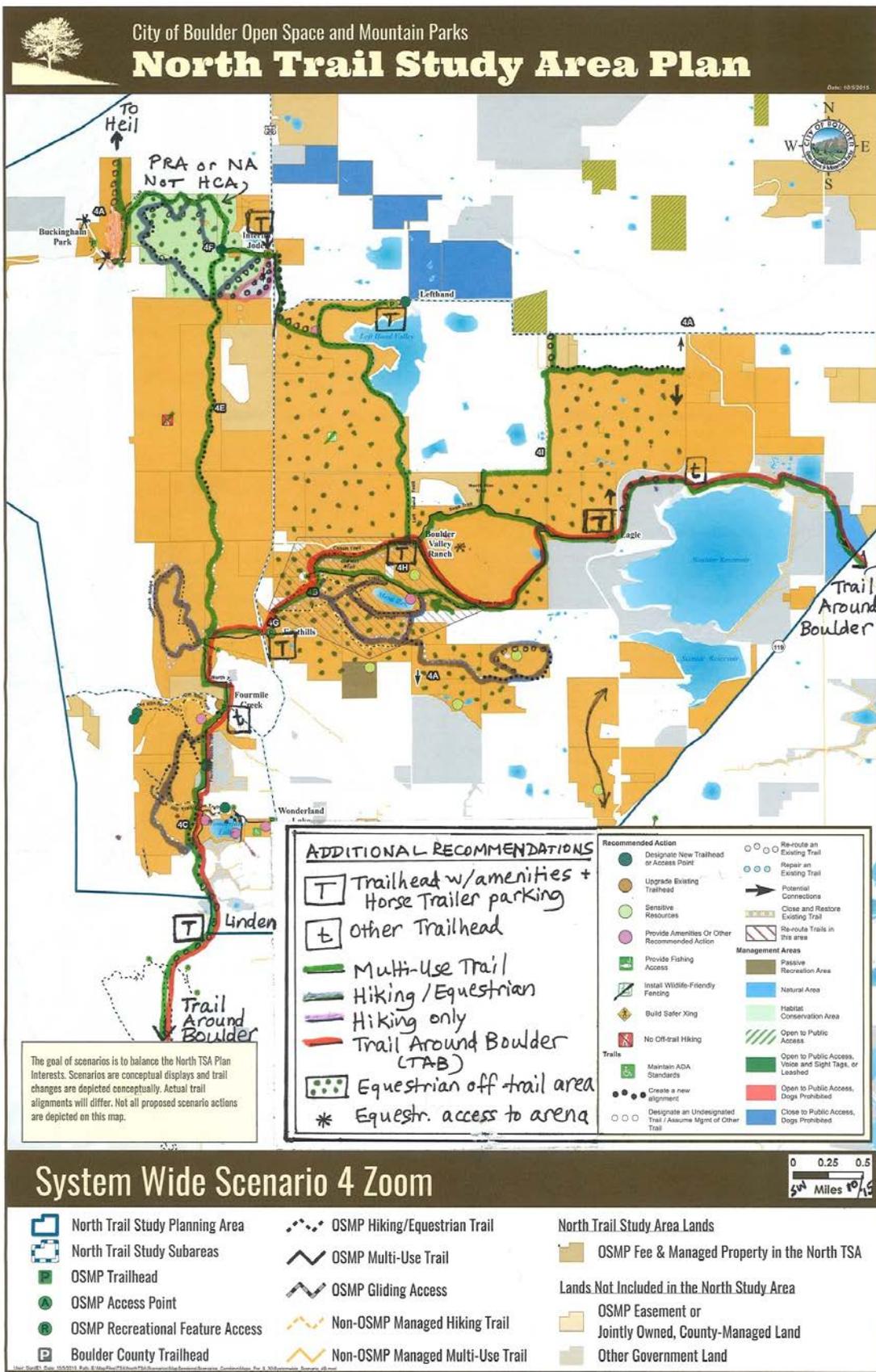
- 1) closing agricultural properties merely because they are agricultural properties. They were purchased under the willing seller/willing buyer principle, enabling farmers to derive substantial amounts of money to continue farming or not as they choose. Staff has done a good job balancing which properties should be open, partially open, or closed to public access.

ALL AREAS

BCHA supports the Trail Around Boulder (TAB) as multi-use, starting in the NTSA.

BCHA supports regional trails and urges OSMP to work proactively with other public land management agencies to get them built.

BCHA supports some off-trail access for equestrians in all TSAs.



Thank you for your support for our recommendations as outlined above.



To: Steve Armstead, NTSA staff team
From: NTSA Recreation Coalition

The NTSA Recreation Coalition Supports Scenario #4 with Modifications

The NTSA Recreation Coalition consists of Open Boulder, FIDOS, Boulder Area Trails Coalition, Boulder Trail Runners, Boulder Mountainbike Alliance, and Boulder County Horse Association. We represent thousands of recreational visitors to OSMP who want to support this outstanding public land management agency. As a group, we agree that, of the four scenarios presented at the meeting on October 5, merging aspects of Scenarios #1 and #4 represents the best option in terms of balance and effective use of resources.

It is impossible for all user groups to support a single scenario, because each scenario has aspects that favor some uses while disadvantaging others. Therefore, we believe the following modifications, described using Scenario #4 as the base, are necessary to improve the NTSA for all visitors, without compromising environmental resources. Most of our recommendations are small adjustments, and do not amount to significantly increased recreational access. As instructed, we have carefully included recommendations to reduce recreational access in some areas to maintain the balance.

General and Larger Recommendations

1) Revisit the HCA status of Joder Ranch and West Beech. OSBT specifically directed the NTSA process to “take a fresh look at” the HCA status of Joder Ranch, since the designation had been made “with minimal public input.” We are concerned, therefore, about the lack of presentation at the October 5 meeting on the analysis OSMP took to recommend against such a change. As you know, we recommend that Joder should be a Passive Recreation Area and West Beech a Natural Area, as these properties best match those respective land designations, as described in the Visitor Master Plan.

2) Support Regional Trails. It is our understanding that OSMP proposes to defer this initiative until some future date to be determined. We feel that now is the time to have the conversation proactively, and we urge OSMP to work closely with BCPOS, the Forest Service, and other agencies to make some of these regional trails in the NTSA a reality.

3) Support the Trail Around Boulder (TAB), starting in the North TSA. This trail will utilize and link mostly existing trails, will provide transportation alternatives to the car, encourage a healthy lifestyle, draw families together, and attract visitors to Boulder. Of the 34 miles of the proposed TAB trail encircling the City of Boulder, more than 80% is already in place, with only 7-8 miles of new trail to be built. We would like to see progress on the TAB as soon as practicable.

Detailed Recommendations: West Beech Subarea

1) Build the West Beech Trail from Boulder to Joder Ranch on the west side of Highway 36, utilizing the old Railroad Grade and other old road alignments as much as possible and avoiding alignments near Highway 36.

The general alignment of the connector trail from Foothills to Joder Ranch is a very important issue for a large number of stakeholders. The NTSA Recreation Coalition feels strongly that a multi-use alignment west of Highway 36 will be an attractive trail experience, allowing North Boulder users to access NTSA trails without crossing the highway or using their cars. It could utilize existing features, and minimize environmental impacts, and is far superior to the alternative, east of 36. While we disagree with the designation of West Beech and Joder Ranch as HCAs (see above), new trails are allowed in HCAs under the VMP if proper safeguards are included.

2) Build safe crossings of Highway 36 at Joder Ranch and Foothills Trails.

These were presented as possibilities during the October 5 presentation, and we strongly support them. User safety should be a top priority for spending construction dollars.

3) Designate the West Beech Trail and the South Joder Ranch Trail as dogs on-leash.

Alternative 4, on which we are basing our recommendations, notably misses the “balance” target for dog-friendly recreational resources. We note that the entire Joder Ranch and West Beech area has been disturbed by human use for a hundred years, is not an unfragmented habitat block, and therefore there is no reason to ban dogs.

Joder Ranch subarea

1) Make the Interim 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.

This is the logical location for a trailhead, and BCPOS specifically purchased their Six Mile Fold property, where there is plenty of room and no sensitive resources or slope, for this purpose. 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.

2) Designate a short pedestrian-only trail on Six-Mile Fold that connects to the West Beech and South Joder Trails.

Six Mile Fold is a great area for geologic enthusiasts to look at the rocks. This would be a good candidate for a pedestrian-only trail in the NTSA, on the county property as specified in the Joder sale. Or, OSMP could build a multi-use loop trail starting at the Joder Ranch trailhead, on the Six Mile Fold property (BCPOS) and connecting to the Railroad Grade Trail farther south. A trail on the Six Mile Fold property is specifically required in the BCPOS purchase, and it would be nice to have a shorter loop trail for everyone in this area.

3) 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.

This is an historic use, and works toward the future, long-sought regional off-road trail connection to Heil Valley Ranch. Terminating the Joder Ranch/Buckingham Trail connection anywhere on Left Hand Canyon Drive / Olde Stage Road is unsafe for many visitors, offers a poor quality visitor experience, and doesn't work for equestrians at all. It is also, in our judgment, unnecessary.

4) Make the "South Joder Trail" (the southwest half of the loop shown) pedestrian/dogs on-leash/equestrian only.

This 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. Again, it's an historic use, consistent with our recommended Passive Recreation Area designation (see above), and respects community values. Off-trail use is permitted in Natural Areas and in HCAs in specific circumstances. These properties qualify for that off-trail use designation given their history as ranches.

5) Maintain Voice & Sight access on the Buckingham Trail.

This is another attempt to create "balance" in this scenario for dog users (as is the following #6). The Buckingham Trail should remain with Voice & Sight access in fairness to the local residents who have used this trail for years. Historically, this trail has always had a Voice & Sight designation. The local neighborhood users of this trail would be upset to lose Voice & Sight access, and they would be forced to drive unnecessary miles to Boulder Valley Ranch to be able to walk with their dogs off leash.

6) Make the North Joder Trail ("Interim Trail") Voice & Sight.

This designation is also consistent with the recommended Passive Recreation Area designation (see above). Much of this 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 people with dogs to park at the Joder Ranch Trailhead.

Boulder Valley Ranch Subarea

1) Do not remove the Sage Trailhead Parking

This parking area allows hikers who live near Hwy 36 to do the loop trail (Eagle/Sage) at BVR. Removing the Sage parking area removes easy access to this pleasant loop trail opportunity.

2) Designate horse trailer parking at BVR near the public riding arena. OSMP could convert the Sage TH to horse trailer parking if another location is designated for vehicles, or use the former public trailer parking at the BVR homestead.

It does equestrians no good to have to ride any distance in order to be able to school a horse in the arena; also, restricting horse trailer parking too far away from the arena hobbles future potential equestrian uses of the property.

3) Do not close the short Mesa Reservoir and Degge Trails just south of Mesa Reservoir to horses.

When the gun range is active, the more southern Hidden Valley Trail is dangerous for horses, so we need to be able to choose which one to ride. We can see no obvious reason to close these trails to horses.

4) Allow off-trail use by equestrians at BVR (and Joder Ranch).

Again, this is an historic use, and there are no documented cases of which we're aware of environmental degradation by horses in this area.

5) Support closing Hidden Valley Ranch Trail to dogs, as in Scenario #1. This helps to balance opening the Left Hand Trail to V&S.

6) Make Left Hand Trail V&S for dogs. As shown in Scenario #1, this trail runs through a Natural Area where, per the VMP, "Dog management is predominantly V&S." The VMP makes no mention about V&S on-corridor in Natural Areas.

7) Build the trail connection to 55th St. at Axelson.

This trail was approved long ago in the Boulder Valley Area Management Plan. The long-sought connection will enhance access to Boulder Reservoir and create an additional large trail loop designated for all trail users.

Agricultural Properties / Northern Tier

1) Support closing the four agricultural properties immediately north of Neva Rd/Left Hand Trailhead, even though they're shown on many maps as having the potential to make a great regional trail. This would allow, in exchange, for a safe designated trail for all users, between the Left Hand Trail, the Beech Shelter and driveway, up the Hwy 36 frontage road at Neva Rd, and across 36 to Joder Ranch with a user-activated crossing.

2) Strongly and specifically support the other agricultural property management actions. Scenario #4 does a good job of balancing access and agriculture.

Wonderland Subarea

1) Designate horse trailer parking at Fourmile TH. This would enable equestrian access to Foothills Trail and Wonderland trails. Alternatively, to maintain balance if this action is not taken, keep one trail through Wonderland Lake/Foothills open to horses.

2) Make the loops west of Wonderland Lake Voice & Sight. Comparable to the Left Hand Trail (above), these run through a Passive Recreation Area where, per the VMP, "Dog management is predominantly V&S."

Further Questions for Staff

1) "Other Options." The big Scenario 4 table contains some confusing verbiage about "Other Options", such as "create trail along feeder canal, although other entities, such as Northern Water, may not be in favor of this option" -- but this "option" is not shown on the map -- and then it talks about "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 all users, as it would make a great loop connecting Axelson and Eagle. What is staff's recommendation for this item?

2) Boulder Valley Ranch: Several of us don't understand the details of other proposed trail reconstruction / realignment / closures / trailheads at BVR -- they are very subtle -- so we need to study a better map and have a more detailed discussion before making any more recommendations for BVR.

* * *

In conclusion, we thank OSMP staff for their very hard work to prepare information for the public on these difficult decisions. The quality of the maps and other materials presented on October 5 was impressive, even if difficult to digest in such a short format.

We urge staff to support a merging of elements from other scenarios into #4 along with our suggested modifications, and to present this as the Preferred Alternative going forward.

Thank you for your consideration. We would be happy to answer any questions and to work with you in making this vision a reality for the NTSA.