

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY AND IF/HOW COMMUNITY FEEDBACK IS INTEGRATED INTO REFINED SCENARIOS

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY	IF/HOW SUGGESTION IS BEING INCORPORATED INTO REFINED SCENARIOS
All Scenarios	
N-S Joder Trail Connection	
Preferred connector trail on west side of 36 that provides an interesting visitor experience, but also minimizes impacts to natural resources as much as possible. A connection on the west side improves safety because visitors would not need to cross US 36.	Included in Scenario B
Should have N-S connector west of US 36 for safety reasons, visitor experience, connectivity (especially up to Lyons) and access. Consider closing it to bikes a few days a week.	Scenario B includes connector west of 36 which is closed to bikes Tuesdays and Sundays
Designate the West Beech railroad grade or something close to it, avoiding sensitive habitat. The trail on the east side of US 36 should not be close to the highway. Consider adding signage near the trail indicating that visitors must remain on trail in order to protect specific natural resources (with information about those resources) and consider building a low fence that wildlife can cross, but which might help keep visitors on the trail.	Included in Scenario B
Use west of US 36 N-S connector as an opportunity to educate about HCAs.	Included in Scenario B
Suggested contracting with a trail design professional to design this connector trail for sustainability, to reduce visitor conflict, to minimize impacts to resources, and to provide an interesting visitor experience.	Identifying the appropriate resources for designing a project occurs after plan approval and during project implementation.
Didn't like the connector trail east of 36 because: The elevation change from North Foothills at Hogback Ridge to Left Hand and back to the saddle at Interim Joder is too large for pleasant climbing and safe descent without significant redesign and additional land purchases. Keeping the trail higher and more level (West of 36) is a quick and easy way to fix this.	Included in Scenario B
With N-S Joder Trail Connection east of 36, connectivity for bikers is short-changed in 2 places: Foothills to Lefthand Trail and Lefthand Trail to Joder property- use sustainable trail design to ensure that elevation gain is comfortable and safe for visitors and enable trails to be used in wet seasons when the Joder soils are impassable.	Scenario A includes an additional trail connection from Cobalt Trail around Longhorn to Lefthand Trail that is more sustainable and improves visitor experience.

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<p>Don't like the proposed N-S connection east of 36 because the elevation change from North Foothills at Hogback Ridge to Lefthand and back to the saddle at Interim Joder is too large for pleasant climbing and safe descent. If the connection is kept east of 36 consider creating a new trail alignment designed for visitor experience: provide a trail for bikes that doesn't require gravel paths and dirt roads; consider a trail that crosses Broadway instead of following it coming from North Foothills- then heads towards Cobalt, routing west of Cobalt and avoiding the climb and subsequent steep descent to Sage before it crosses Longhorn Road.</p> <p>Consider creating a more sustainable, bike-friendly route paralleling Lefthand to the west and providing the opportunity for a shorter loop with Lefthand or west of 36 trail. Contract out to professional trail designers for sustainability and visitor experience (also focusing on safety and decreasing visitor conflict).</p>	<p>Scenario A includes an additional trail connection from Cobalt Trail around Longhorn to Lefthand Trail that is more sustainable, improves visitor experience and creates a new loop opportunity.</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 Joder 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. Just throwing something out there I can see from Joder going to the Beech Pavilion (with the existing connection to the Left Hand Trailhead) following the existing Left Hand Trail to BVR and using some configuration to the east of dry lake to get to the Foothills parking lot on 36. Going the other direction you might head more north to the west side of the ranch and have a trail closer to 36 that eventually again takes you to the Beech Pavilion where you could have a short stretch of side by side trail to take you back to Joder. Just a rough thought.</p>	<p>Scenario B includes a west of US 36 connection designed to minimize impacts to sensitive resources in the Foothills HCA.</p> <p>Scenario A includes an east of US 36 connection designed to minimize impacts to sensitive resources and improve visitor experience with a more sustainable, interesting trail that provides a new loop opportunity.</p>
<p>If N-S connector is east of 36, consider creating a loop from 36 through BVR to Joder and then back on a separate trail to reduce visitor conflict. Two trails on the east of 36 would create less habitat disruption than a trail on the west side. Consider: from Joder going to the Beech Pavilion (with the existing connection to the Lefthand Trailhead following the existing Lefthand Trail to BVR and using some configuration to the east of dry lake to get to the Foothills parking lot on 36. Going the other direction you might head more north to the west</p>	<p>Scenario A includes an east of US 36 connection designed to minimize impacts to sensitive resources and improve visitor experience with a more</p>

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<p>side of the ranch and have a trail closer to 36 that eventually again takes you to the Beech Pavilion where you could have a short stretch of side by side trail to take you back to the Joder property.</p>	<p>sustainable, interesting trail that provides a new loop opportunity.</p>
<p>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:</p> <ul style="list-style-type: none"> - 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. 	<p>Scenario A includes a connection east of US 36 designed to minimize impacts to sensitive resources and improve visitor experience. This scenario also includes designation of an out and back trail experience near the southern portion of the existing railroad grade west of US 36.</p>
<p>Preferred connector trail on east side of 36 so that important habitat remains unfragmented. If an east of 36 connection is used, it should not simply be Lefthand Trail, but should involve a more interesting connector trail and a culvert under 36 to provide for a safe crossing of the road.</p>	<p>Scenario A includes an east of US 36 connection designed to minimize impacts to sensitive resources and improve visitor experience with a more sustainable, interesting trail that provides a new loop opportunity and a safe crossing of US 36 through installation of an underpass.</p>
<p>Support N-S connector east of 36 because there are enough usable trails there for cyclists to get from Joder Ranch to Boulder and this would protect the natural ecosystem of the areas west of 36, avoid habitat fragmentation and not carve new trails that allow some use and prohibit others.</p>	<p>Included in Scenario A</p>
<p>If N-S connector has to be east of US 36, consider: creating a loop from 36 through BVR to Joder and back on a separate trail to reduce visitor conflict. Two trails east of 36 would create less habitat disruption than a trail west of 36.</p>	<p>Scenario A includes an east of US 36 connection designed to minimize impacts to sensitive</p>

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	resources and improve visitor experience with a more sustainable, interesting trail that provides a new loop opportunity.
In order to safely and effectively connect an east of 36 trail with Joder, the gravel road leading to the saddle needs to be redesigned as a real trail with a longer, switchbacked climb. This climb is too steep for many riders and the fast descent on gravel is unsafe.	Included in Scenario A
Suggested working with CDOT to reduce speed limit near Joder property to increase safety as bike and pedestrian and horse activity in this area increases.	Scenario A includes the recommendation to pursue and underpass at US 36 to provide a safe crossing.
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 (<i>Physaria bellii</i>) and New Mexico Needlegrass Herbaceous Vegetation. Even with its current light usage, this trail is providing a corridor for B+ designated Jointed Goatgrass (<i>Aegilops cylindrical</i>). This trail should be closed and targeted for IPM treatment. It should certainly not be designated.	Scenario A includes closure and restoration of the northern portion of the railroad grade.
Lefthand Trail to Schooley property connection (and a Trailhead on Schooley) is a priority for reasons apparent below. We should preserve a trail-less HCA between Wonderland area and Joder if at all possible, channeling rec users to the east side trail system and back across Hwy 36 to the Joder area by some sort of safe road-crossing. If it is not politically possible to do this we should construct a north foothills trail which does not necessarily follow the old RR grade but wanders where it must (the VMP requires that trails in an NCA be along its perimeters) to avoid known sensitive resources and soils	Included in Scenario A
I feel the possible underpass/culvert (1F) would be an important connector on the northern end of 4E to the eastern trails-Left Hand Trail. (map-attachment)	Scenario A includes underpass at US 36 for safe crossing.
Supported a tunnel under 36 to connect the Lefthand Trail with the Joder/Sixmile Fold access. This is not explicitly included in the table of actions found in all scenarios, but we believe it is critical for safety and trail connectivity.	Scenario A includes underpass at US 36 for safe crossing.
Add a multi-use tunnel under Foothills Highway and develop trail connections to Left Hand Trail Beech access	Scenario A includes

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area. South from Beech access I would add a new OSMP multi-use trail east of the Foothills Highway and west of the Left Hand Trail. This would function as the primary bike thru-trail to the Joder Trail.	underpass at US 36 for safe crossing and an additional trail connection from Cobalt Trail to Lefthand Trail.
N-S Joder Connector Trail Regulations	
Horses should not be allowed on the Joder connector or on the Hogback trails because of the HCA designation (weed introduction and off-trail use).	Scenario B includes no horse access on rerouted loop of Hogback Trail.
If visitor conflicts arise on this connector trail, consider designating specific days for bicycles, hikers, and equestrians.	Scenario A includes no dogs on the connection from Cobalt Trail via Longhorn to Lefthand Trail Scenario B includes no bike access on Tuesdays and Sundays
Supported dogs on leash being allowed on N-S Joder connector trail.	Scenario B includes dogs on leash on the N-S Joder connector trail.
Support for no dogs (or minimally, dogs on leash) and no bikes.	Scenario B includes dogs on leash and no bikes on Tuesdays and Sundays on the Joder connector.
Joder Trails	
The loops proposed for the Joder property in some scenarios are impossible to evaluate, because the possible routing cannot be ascertained. The department's inventories, both at the time of purchase and more recently, have shown that HCA status is warranted. The property includes rare plant and animal species, as well as natural springs and wetlands. Boulder County Audubon Society (BCAS) supports developing recreational trails in the area, but only if this can be done without degrading the environmental resources. The appropriate trail density, feasibility, and routing can only be judged with detailed proposals, not the vague loops shown on the maps for Scenarios 1, 3, and 4. We therefore would advocate investigation of the possibilities for management of Joder,	Scenario A includes stacked loops located above the major drainage on the Joder property designed to minimize impacts to resources. Scenario B includes separated

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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.	loops on the western portion and eastern portion of the Joder property designed to minimize impacts to resources.
Supported a loop trail west of 36 that would provide an interesting and challenging mountain biking experience that could tie into the trails east of 36.	Scenario A includes an east of US 36 connection designed to minimize impacts to sensitive resources and improve visitor experience with a more sustainable, interesting trail that provides a new loop opportunity for bikes and horses.
Existing road connector from US 36 up to the top of Joder is too steep to be maintainable and is not great for recreation because it's a wide dirt road. It is unsafe due to the gravel and the speed at which bikes will travel on this steep trail. We encourage staff to reroute the interim trail using the contours to climb in a sustainable way and connect into the loop proposed in Scenario 4.	Scenario B includes partial reroutes of the Joder Interim Trail.
Supported re-route of Joder Interim Trail as in Scenario 4 because it is currently too steep and wide, with loose gravel and will result in visitor conflict. Supported the additional loop trail proposed in order to serve the needs of bikers, hikers and equestrians.	Scenario B includes partial reroutes of the Joder Interim Trail and two loops with spatial and temporal separation.
Supported one loop on Joder to improve visitor experience.	Scenario B includes two loops with spatial and temporal separation to improve visitor experience.
Trails on the Joder Ranch can be confined to a single loop trail (multi-use with temporal restrictions to reduce conflict). A single loop would allow us to retain the HCA designation if the trail is a "perimeter trail." Furthermore, we need to design visitor access to the riparian areas purposefully, or birdwatchers will create social trails everywhere there (rich habitat).	Scenario A includes two stacked loops with directional restrictions for bikes to decrease visitor conflict.

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	Scenario B includes two loops with spatial and temporal separation to decrease visitor conflict.
Support for more trails at Joder (two or more loops instead of just one), including mountain bike trails built for varying ability levels (west of 36 and on Joder)	Scenario A includes two stacked loops with directional restrictions for bikes. Scenario B includes two loops open to bikes, except for Tuesdays and Sundays.
As for Six-mile Fold, many educators use the area and would appreciate a modest, well designed singletrack more or less for educational uses only (no off-trail use?). <i>Staff comment: Six-Mile Fold is managed by Boulder County Parks and Open Space.</i>	<i>Staff comment: Six-Mile Fold is managed by Boulder County Parks and Open Space.</i>
Before loop trails, in addition to the Interim Trail, are formalized on Joder, detail of impacts on wildlife habitat and high value diversity should be regarded.	Included in Inventory and Assessment Report
From loop trails offer connections in different directions (including future connection to Heil)	Both scenarios include recommendations to work with partner agencies to advance regional trail connections.
Joder Trail Regulations	
Designate Joder Interim Trail as multi-use.	Included in both scenarios
Allow Voice & Sight access on corridor for dogs.	Not included in either scenario. New Voice and Sight access provided in other areas of the North TSA with less natural resource sensitivity and not in a recommended HCA.

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Supported Joder Interim Trail being voice and sight (which would be consistent with public-recommendation for Joder to be designated as a Passive Recreation Area) and would provide a voice and sight connection opportunity with the Buckingham Trail.	Not included in either scenario. New Voice and Sight access provided in other areas of the North TSA with less natural resource sensitivity and not in a recommended HCA.
Voice & Sight access should not have to be on corridor	HCA designations require dogs to remain on trail or on corridor.
Allow voice & Sight access on Joder and the Foothills Trail.	Foothills Trail remains Voice and Sight Control. See above regarding Voice and Sight Control on Joder Property.
Support for dogs on leash on Joder loop trail.	Scenario A includes dogs on leash with a seasonal closure from May-July to protect nesting birds and other wildlife. Scenario B includes dogs on leash on eastern Joder loop.
At Joder either limit bikes to certain trails or certain days.	Scenario B does not allow bike access on Joder loops Tuesdays and Sundays
Suggested directional trails for mountain bikers or designated hiking-only and biking-only trails to decrease conflicts.	Scenario A includes directional restrictions for bikes.
Add directional loops like Betasso allow uses on alternate days	Scenario A includes directional restrictions for bikes.
If there is a N-S connection to Joder (either east or west of 36) don't minimize impacts to habitat by reducing the	Scenario A includes two

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number of loops on Joder, instead don't allow bikes or dogs on Joder trails	stacked loops with seasonal closures for dogs and directional restrictions for bikes. Scenario B includes two loops with dogs only allowed on eastern loop and bikes not allowed on Tuesdays and Sundays.
Consider alternating days for uses or use directional loops to reduce visitor conflict	Scenario A includes two stacked loops with seasonal closures for dogs and directional restrictions for bikes. Scenario B includes two loops with dogs only allowed on eastern loop and bikes not allowed on Tuesdays and Sundays.
Allow bikes on Joder trails	Scenario A: bikes are allowed on Joder trails, with directional restrictions on the loops. Scenario B: bikes are allowed on Joder trails, except for Tuesdays and Sundays
Allow off-trail use by equestrians at Joder Ranch (and BVR).	Off-trail equestrian use is permitted at BVR in both scenarios.
North Foothills HCA and Trails	
No trail access should be allowed in the HCA to preserve unfragmented habitat.	Scenario A preserves

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	unfragmented habitat by having the Joder connector trail east of US 36.
Don't allow horses on the Hogback Trail- because it is too steep and because of the nature of the soils and trail sustainability	Scenario B: horses are not allowed on the Hogback Trail
Joder Trailheads	
Supported making the Interim Joder Trailhead parking lot permanent, enlarged for better car parking and three horse trailer spaces. Build this parking lot to OSMP standards with landscaping and restrooms.	It's not possible to expand the Joder Interim Trailhead due to a drainage just outside the existing trailhead, elevation gain, sheet flow and a nearby ditch. Scenario A includes expanding horse trailer spaces at Interim Trailhead and creating vehicle parking at Schooley property. Scenario B includes expanding horse trailer spaces at Interim Trailhead and creating vehicle parking at Dagle property.
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.	A trailhead on the Cox property isn't being included in either refined scenario. Scenario B includes passenger vehicle parking at Dagle property and horse trailer parking at Interim Trailhead to minimize visitor conflict.
Didn't support building trailhead parking either at Schooley across US 36 or up at the former Joder Ranch horse	A trailhead on the Cox

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<p>facility near the Cox House.</p>	<p>property isn't being included in either refined scenario. Scenario B includes passenger vehicle parking at Dagle property and horse trailer parking at Interim Trailhead to minimize visitor conflict.</p>
<p>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.</p>	<p>Scenario B includes additional horse trailer parking at the Interim Trailhead and passenger vehicle parking at a new trailhead on the Dagle property.</p>
<p>Management Area Designations</p>	
<p>Consider designating Joder as Passive Recreation Area. Designation of Joder as an HCA is clearly inconsistent with the long history of human use of this property as a horse ranch. It is inconsistent with the way HCAs are defined in the VMP.</p>	<p>Designation of Joder as an HCA is retained in both scenarios. See an Overview of Management Area Designations for additional information.</p>
<p>Consider designating West Beech as a Natural Area (if this is needed to maintain the health of the grasslands over the long term). This would also allow for some off-trail use. <i>Staff comment: The designation of the North Foothills HCA is not within the scope of the North TSA Plan as this designation was established in the Visitor Master Plan.</i></p>	<p><i>Staff comment: The designation of the North Foothills HCA is not within the scope of the North TSA Plan as this designation was established in the Visitor Master Plan.</i></p>
<p>Consider designating West Beech as a Passive Recreation Area (instead of an HCA, as proposed). <i>Staff comment: The designation of the North Foothills HCA is not within the scope of the North TSA Plan as this designation was established in the Visitor Master Plan.</i></p>	<p><i>Staff comment: The designation of the North Foothills HCA is not within the scope of the North TSA Plan</i></p>

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	<i>as this designation was established in the Visitor Master Plan.</i>
Designate Six Mile Fold area as an HCA due to its unique resources that deserve special attention. <i>Staff comment: Six-Mile Fold is managed by Boulder County Parks and Open Space.</i>	<i>Staff comment: Six-Mile Fold is managed by Boulder County Parks and Open Space.</i>
Supported preservation of the HCA west of US 36 with limited trail access: no dogs (or minimally, dogs on leash) and no bikes.	Scenario B: dogs on leash and bikes not allowed Tuesdays and Sundays.
Supported retaining the recommended Habitat Conservation Area designation for the Joder property.	Included in both scenarios
Maintain West Beech's designation as HCA. <i>Staff comment: The designation of the North Foothills HCA is not within the scope of the North TSA Plan as this designation was established in the Visitor Master Plan.</i>	<i>Staff comment: The designation of the North Foothills HCA is not within the scope of the North TSA Plan as this designation was established in the Visitor Master Plan.</i>
No scenarios suggest NOT making Joder a HCA, banning dogs, but all scenarios allow bikes and horses on Joder trails. Need to make Joder non-HCA and allow dogs for consistency.	Designation of Joder as an HCA is retained in both scenarios. See an Overview of Management Area Designations for additional information.
Share OSMP reasoning for proposed retention of HCA status for Joder.	Designation of Joder as an HCA is retained in both scenarios. See an Overview of Management Area Designations for additional information.
BVR Trails	

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<p>Supported adding a loop trail out of the Lefthand Trail to improve visitor experience, but not using this east of 36 trail as a N-S connector trail. Consider making this loop trail one-way in order to reduce visitor conflict and improve visitor experience.</p>	<p>Scenario A includes an east of US 36 connection designed to minimize impacts to sensitive resources and improve visitor experience with a more sustainable, interesting trail that provides a new loop opportunity for bikes and horses.</p>
<p>Consider creating a more sustainable, bike-friendly route paralleling Left Hand to the West and providing the opportunity for a shorter loop with Left Hand or the West of 36 trail. This should be contracted out to professional trail designers to ensure it would provide a great user experience and hold up to the use it would receive. - In order to safely and effectively connect this (or any other) Eastern trail with Joder, the gravel road leading to the saddle needs to be redesigned as a real trail, with a longer, switchbacked climb. This climb is too steep for many riders and the fast descent on gravel is unsafe!</p>	<p>Scenario A includes an east of US 36 connection designed to minimize impacts to sensitive resources and improve visitor experience with a more sustainable, interesting trail that provides a new loop opportunity for bikes and horses.</p>
<p>Reroute all BVR trails to improve the quality of the recreation experience (including the Lefthand Trail, the North Rim Trail, the Mesa Reservoir Trail)</p>	<p>Included in both scenarios.</p>
<p>Given that the existing Lefthand Trail dead-ends at a road, consider using the contours immediately east of US 36 to make a loop with the Lefthand Trail and Cobalt Trail for a better visitor experience</p>	<p>Scenario A includes an east of US 36 connection designed to minimize impacts to sensitive resources and improve visitor experience with a more sustainable, interesting trail that provides a new loop opportunity for bikes and horses.</p>
<p>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</p>	<p>Scenario A includes designation of one single-</p>

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TH already has such a parallel single track - why not officially designate this? And develop others for the remaining road segments!	track parallel to the Sage and Eagle trails.
Support retaining the existing Degge/Mesa Reservoir/Hidden Valley Ranch etc trail complex and designating it pedestrian/equestrian only	In both refined scenarios a pedestrian/equestrian trail for nature study will be designated near the shale barrens north of Mesa Reservoir.
Support for maintaining the large grassland habitat block in East Beech, by retaining the peripheral routing of the Lefthand Trail, with no further fragmentation. This meets long-standing policy established in the Boudier 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.	Included in Scenario B
Do not install any new fencing on the East Beech property.	<i>Staff comment: Fences may be necessary for agricultural management, restoration, natural resource protection and visitor management.</i>
Please add benches around BVR to improve accessibility.	Not included in either Scenario.
Don't allow dogs on Papini Trail- critical habitat with raptors and ground nesting birds	Dogs are currently allowed in this area and allowed on other BVR trails. For contiguity and ease of understanding and enforcing regulations, they will be allowed on the Papini trail in both scenarios. The area around the wetlands on

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	Papini will not allow dogs in both scenarios.
BVR Trail Regulations	
Support for opening all trails in BVR to bike access to allow for more easy loop options for families (including Hidden Valley Trail, Mesa Reservoir Trail, trail to Kelso Road).	BVR trails are being extensively re-routed to improve visitor experience with bike access allowed on all but one trail in both scenarios.
Support for designating the existing shelf trail connecting the Sage loop and Mesa Reservoir one-way uphill to prevent visitor conflicts.	This section of trail is being re-routed in both scenarios to decrease visitor conflict and increase safety and sustainability.
Suggested directional trails for mountain bikers or designated hiking-only and biking-only trails to decrease conflicts.	A nature study trail for pedestrian/equestrians only north of Mesa Reservoir is included in both scenarios.
Allow off-trail use by equestrians at BVR.	Included in both scenarios.
Support retaining the existing Degge/Mesa Reservoir/Hidden Valley Ranch etc trail complex and designating it pedestrian/equestrian only	In both scenarios a pedestrian/equestrian trail for educational/interpretive opportunities will be designated near the shale barrens north of Mesa Reservoir.
Supported designating some areas for off-trail use by equestrians on the East Beech, Boulder Valley Ranch, and Axelson properties (shown in purple dots), to honor historic uses and in view of the low equestrian use and lack of impact to resources in these areas.	Off-trail equestrian access is allowed in both scenarios.
Support opening the Papini trail for pedestrians/equestrians only, with a small lollipop loop at the east end to make for a more satisfying visitor experience	Bikes are not allowed on Papini connector in either

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	scenario.
BVR Trailheads	
Don't move the Sage TH. Consider expanding it and/or leaving it open and expanding the Foothills TH.	Sage Trailhead is remaining open and being upgraded in both scenarios.
Supported expansion of Foothills TH, with a minimum of two horse trailer parking spaces.	Foothills Trailhead expansion/upgrade is included in both scenarios.
Designate horse trailer parking at BVR near the public riding arena.	Addition of horse trailer parking at BVR is included in Scenario A.
Or convert Sage TH to horse trailer parking if another location is designated for vehicles, or use the former public trailer parking at the BVR homestead.	Addition of horse trailer parking at BVR is included in Scenario A.
Use the NTSA process to ensure that the arena at BVR is reopened to equestrian use (the current lessee has posted intimidating "Private, No Trespassing" signs there and aggressively chases the public away) and to reinstate horse trailer parking close to it.	Posting educational signs at BVR is included in both scenarios.
Wonderland Lake	
Supported a trail along the creek to Old Kiln (especially a loop trail that connects into Foothills Trail)	This area was extensively damaged by the 2013 flood and sustainable trails that would not damage resources cannot be built here.
Do not close the northern section of the Old Kiln Trail. Please retain at least the trail spur leading out to the east edge of the Old Kiln Trail and use this as an educational opportunity for visitors to learn about the flood.	This area was extensively damaged by the 2013 flood and sustainable trails that would not damage resources cannot be built or maintained here.
Do not add a fishing pier to Wonderland Lake. This is a well preserved lake with minimal human interference that provides good wildlife habitat.	The pier is retained in both scenarios because this is a

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	Passive Recreation Area and impacts to habitat will be managed in the least sensitive area of the lake that also allow for a variety of passive recreational activities.
Supported adding fishing pier and improved fishing opportunities proposed at Wonderland Lake, but consider having the pier be south-facing so it doesn't face directly into the homes to the north.	The location of the pier proposed in both scenarios will not impact the viewshed of the nearby neighbors.
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.	OSMP collaborates with the Colorado Department of Parks and Wildlife to manage the Wonderland Lake fishery.
Supported hardened access on the peninsula for education and accessibility, but requested consideration for the proximity to the homes/neighbors to the north.	The location of the peninsula access proposed in both scenarios will not impact the viewshed of the nearby neighbors.
Keep two loop trails (upper and lower) on mountainside west of lake. Like the current social trails- just rebuild for sustainability.	Two loop trails are included in Scenario A.
Don't move the hang/paraglider access trail so far north. Improve the trail, but don't move it.	Creating a designated glider access trail close to the existing tread is included in Scenario A.
Keep connection to Old Kiln Trail for a longer hiking option. Improve and designate social trails instead of re-routing alignments.	Not included in either scenario due to resource impacts. Proposed alignments will mitigate resource concerns better

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	than designating unsustainable existing social trails.
Make trails go where people want to go. In the Wonderland Lake area users have created fun and interesting loop trails to the west and north of the lake. Designate a set of trails that create loops of differing length that roughly follow the current mix of designated and undesignated trails. Do not make these trail too shallow in the name of “sustainability”. Keep the trails west of the lake steep, challenging and interesting.	Creation of new trail connections to replace undesignated trails is included in both scenarios.
I suggest making the loop about ½ the present proposed length, starting at the SW side of Wonderland Lake and tracking the present trail up to “Wonderland Overlook” and then down more diagonally NE than the present route (which was washed away in the flood) and is mostly steep east-west.	Shorter loop option up Wonderland Hill is included in Scenario A.
Please add benches around Wonderland Lake to improve accessibility.	Not included in either Scenario.
Appreciated mix of off-leash options in some proposals near Wonderland Lake. Supported the trails west of Wonderland Lake as off-leash dog access.	Voice and Sight control on corridor on the trails west of Foothills is included in Scenario A.
Supported Voice and Sight opportunities in the Wonderland Lake area.	Voice and Sight control on corridor on the trails west of Foothills is included in Scenario A.
Supported dogs on leash in Wonderland area.	Dogs on leash on Wonderland trails is included in Scenario B.
Support for dogs on leash in the Wonderland area, including on the Hogback Trails. (continue to educate about the damage dogs can cause to natural resources and why leashes are required).	Dogs on leash on Wonderland trails (but not on the Hogback Trail) is included in Scenario B.
Supported off-leash, Voice & Sight access west of Wonderland Lake. These trails run through a PRA where per the VMP "Dog management is predominantly Voice & Sight.	Voice and Sight control on corridor on the trails west of Foothills is included in Scenario A.

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Supported bike access around Wonderland Lake	Bikes are allowed in Wonderland Lake, but not along the peninsula in both scenarios.
Don't allow bikes on Old Kiln	Bikes are not allowed on Old Kiln in either scenario.
Consider making the Old Kiln Trail uphill-only for bikes to connect with Ridge Dr., rather than closing it on the weekends.	Bikes are not allowed on Old Kiln in either scenario due to safety and visitor experience concerns.
Allow bikes on the Old Kiln Trail M-F (as proposed in Scenario 1)	Bikes are not allowed on Old Kiln in either scenario due to safety and visitor experience concerns.
Supported designating one of the many through-trails at Wonderland Lake as pedestrian/equestrian, in order to preserve connectivity for equestrians on the Trail Around Boulder (TAB).	Horses are allowed on Foothills Trail in both scenarios
Northern Properties	
There already exists and Lagerman/IMEL/AHI will enhance a balance of recreation in this area without opening additional lands. The public makes significant use of the quiet country roads every day and through numerous public events throughout the year. Keep the rest of the Northern Properties closed to avoid disruption of agricultural operations and preserve its quiet rural character which is one of the biggest but easily lost values of this area. Don't spread public use of this area of roads onto surrounding lands which will disrupt wildlife movement. Wildlife will already have to adjust east of 63rd when Lagerman/IMEL/AHI opens- then adjust again west of 63rd if you open lands as well. Wildlife if negatively impacted when too much change happens too soon. Don't open properties that will encourage trespass onto adjacent private lands, many of which contain public attractions, yet are vulnerable to disruption or damage.	Scenario A proposes closing additional agricultural properties to conserve these resources. 15 of the 19 Northern Properties are closed in this scenario.
The biggest negative of the North TSA scenarios is the opening of good agricultural properties to public use without a dedicated trail. Agriculture, i.e., hay production and livestock, don't mix well with recreation and create major safety problems and a big potential for visitor conflict. There are appropriate properties for the public use but good irrigated agricultural land is not one of those	Scenario A proposes closing additional agricultural properties to conserve these resources. 15 of the 19

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places.	Northern Properties are closed in this scenario.
<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. When there is not a designated trail, I do not understand the reason for allowing the public on leased agricultural land. You do not have the staff to monitor these random plots, they do not connect to anything, there are safety issues, there would not be improved access or accessibility and they could potentially be a big source of visitor conflict. It takes a LOT of time and effort to produce nice hay so at the very least, you should consider seasonal closures, April - October.</p>	Scenario A proposes closing additional agricultural properties to conserve these resources. 15 of the 19 Northern Properties are closed in this scenario.
<p>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.</p> <p>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.</p> <p>I am very interested in seeing the historically agricultural properties remain (whether it be hay pastures or grasslands for cows) agricultural properties, without visitor traffic. There will not be improved visitor experiences by opening these properties.</p>	Scenario A proposes closing additional agricultural properties to conserve these resources and minimize conflict. 15 of the 19 Northern Properties are closed in this scenario.
<p>Berman Brothers property is not adequate for public access- there isn't parking or buildings. This stretch of Neva to Niwot Road is so heavily populated already that any parking would be dangerous to all the bikes and runners. Please keep this property closed to the public as it currently is.</p>	Scenario A proposes closing Berman Brothers property.
<p>The property on St. Vrain just west of 65th and the property on 65th both show possibly being open to the public. I'm not sure what purpose this would serve except possibly for dog walkers. The property on 65th is next to a horse boarding facility and it may give them access to do a little "hacking" outside the arena, but would not be a destination for riders.</p>	Staff response pending
Regional Connectivity	

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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.	This local connection is recommended in both scenarios.
Encouraged trail system connection N. Boulder to Heil. The old Wineglass ranch homestead road that parallels US 36 seems like one of the better options for the connection than BVR as riders wouldn't have to cross US 36. Or the tie to BVR via Neva shelter could also make a good loop.	Staff response pending
I would like to see an underpass/tunnel "Lefthand Trail" on the east side of 36 across to the west side of 36 to connect with Joder.	An underpass is proposed in Scenario A.
<p>Add the N-Water Ditch Trail</p> <p>Connect Lake Valley to Joder</p> <p>Connect N Water/Monarch to Boulder Valley Ranch</p> <p>Allow public access with indiscreet trails east and north of Lake Valley Res north.</p> <p>West side Boulder Reservoir connection</p> <p>Connect from mail reservoir entrance to Boulder Valley Ranch</p> <p>Connect Pleasant View North</p>	Collaboration with Parks and Recreation to create a west side Boulder Reservoir connection is included in both scenarios.
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.	Staff response pending
Overall	
Consider establishing a confined and well fenced area immediately adjacent to the largest and most used parking area where dogs could run off leash. Invite Open Space lovers who also love dogs (FIDOS, e.g.), to share authority with OSMP to plan and maintain this dog run area, establishing rules and encouraging a culture of user pride and responsibility.	<i>Staff comment: Not within the scope of the North TSA.</i>
Supported the restoration and re-vegetation of all undesignated trails not integrated into designated trail connections.	Included in both scenarios.
Supported proposals for trail improvements, actions to protect natural resources, interpretive signs and nature study.	Included in both scenarios.
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	Directional regulations for bikes and seasonal closures for dogs are included in Scenario A.

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enforcement expense.	Temporal separation for bikes and closure for dogs is included in Scenario B.
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.	Dogs on leash is included in numerous areas in both scenarios.
Scenario 1	
BVR	
Don't move agricultural headquarters out of BVR and move Sage Trailhead to this location because: it is part of Boulder history; it would make it more difficult to manage and oversee current operations; it doesn't support ag plan goal of "ensuring long-term sustainability of agricultural operations"; it would probably lead to demise of historic ranch buildings.	Moving BVR agricultural headquarters isn't included in either scenario.
Wonderland Lake	
Do not allow access to the cattail marsh. This would affect and damage the ecosystem and sensitive resources.	Staff has determined that access to the cattail marsh will not negatively impact resources, so this is included in both scenarios.
Overall	
Recreational use dominates this scenario. More actions need to be implemented to preserve natural values	Staff response pending
There was support for Scenario 1 as is because: it provides more mountain bike access on creative, interesting and challenging trails and it includes bike access on Old Kiln Trail on M-F. Cycling commute options are limited and dangerous from Pine Brook Hills to Boulder and this would provide a safe bike commuting opportunity.	Bikes are not allowed on Old Kiln in either scenario due to safety and visitor experience concerns.
Scenario 2	
BVR Trails	
Leave the north west quarter of the Sage-Eagle loop as voice and sight instead of changing it to on-leash as proposed in Scenario 2.	Voice and Sight control is allowed in this area in both scenarios.
BVR Trailheads	

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<p>Don't like plan to relocate Eagle Trailhead to Ellison property. This would require extensive reconstruction and tear-down of existing structures. Does NOT take into account persistent flooding due to irrigation. Does NOT take into account current cattle grazing and high probability of cattle roaming out of gates which are often left open by recreational users. Does NOT take into account current irrigation operations and access to said irrigation operations by trail users. Would most likely require extensive fencing to be put in place to continue current cattle grazing operations. Does NOT take into account nearby Osprey nesting platform. Would funnel large amount of traffic on boundary of current Wildlife Closure area from March 15th to October 31st. Further chops up habitat and grasslands, contrary to initiative one of the City of Boulder 2010 Grassland Ecosystem Management Plan.</p>	<p>The relocation of Eagle TH to the Ellison property is not included in either refined scenario.</p>
Wonderland Lake	
<p>On the south side of Wonderland Lake there is a large property berm that affords homeowners privacy. The north side doesn't have a similar berm, so it is requested that any covered meeting area be erected on the south side rather than the north side.</p>	<p>The covered meeting area/shade structure proposed in both scenarios will not impact the viewshed/privacy of nearby homeowners.</p>
Scenario 3	
Joder Trails	
<p>Reduce number of trails on Joder property (potentially from 3 loops down to 2 loops) and limit them to areas near the Interim Trail and existing road and areas where invasive/barnyard grasses dominate; avoid high quality grasslands, rocky/ridge habitats and natural springs and drainages.</p>	<p>Only two loops on the Joder property are proposed in both scenarios.</p>
Joder Trailhead	
<p>Adequate parking for regular vehicles (not horse trailers and buses) is needed at Joder - in one of the two locations proposed in other scenarios (e.g. Trailhead on Cox property).</p>	<p>Scenario B includes a new trailhead with passenger parking on the Dagle property for access to Joder.</p>
Regional Connectivity	
<p>Eliminate the alignment along the Boulder feeder canal to conserve natural resources in the area- especially eagles.</p>	<p>This trail alignment proposal has been eliminated in both scenarios.</p>
Scenario 4	

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY	IF/HOW SUGGESTION IS BEING INCORPORATED INTO REFINED SCENARIOS
Joder Trails Regulations	
Temporal separation at Joder would be okay, if necessary	Temporal separation for bikes at Joder is included in Scenario B.
Support for dogs on leash on Joder loop trail.	Dogs on leash are allowed seasonally on Joder loops in Scenario A. Dogs on leash are allowed on one of the Joder loops in Scenario B.
Pedestrians/dogs on-leash/equestrians only on the "South Joder Trail/Joder loop trail" would provide a better and more equitable equestrian experience on this former horse ranch; it would allow dogs on-leash as directed in the Joder 1 property sale; and it's on a shale slope that would be difficult to maintain to bike standards. An alternative would be to make the loop multi-use, but allow equestrian and pedestrian off-trail use on Joder and BVR.	Scenario A includes Voice and Sight on corridor on Lefthand Trail and not on connector from Cobalt to Lefthand. It also includes directional regulations for bikes on the Joder loops and seasonal closure for dogs. In Scenario B bike access to Joder connector, Interim Trail and loops is not allowed Tuesday and Sunday and dog access is not allowed on the western Joder loop.
Maintain voice and sight access on the Buckingham Trail.	Staff response pending
Supported designating another trail on Joder as pedestrian/equestrian only to honor equestrian history of the ranch.	Scenario A: includes two stacked loops with directional restrictions for bikes to decrease visitor conflict. Scenario B: includes two loops (one that integrates a

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	historic equestrian trail) with spatial and temporal separation to decrease visitor conflict.
North Foothills	
Support for two loops on Hogback.	Staff response pending
Support for realigning the Hogback Ridge Trail with designated usage pedestrian/equestrian	Hogback Trail is re-routed in both scenarios. In Scenario A, pedestrian/equestrians are allowed. In Scenario B, only pedestrians are allowed on the Hogback Trail.
Don't work on Wonderland Lake Hogback. Hardly anyone uses it and the existing trail is adequate- money would be better spent elsewhere.	Staff response pending
BVR Trails	
The newly designated trails ending at 55th Street and near Niwot Road would be an ideal place to continue a trail connector to link to the Reservoir trails. This would make more loop trails possible without having using 55th street to compete with vehicle traffic.	Both scenarios include working with Parks and Recreation to provide a trail connection from the Boulder Reservoir Trail/Eagle Trail to Niwot Road.
BVR Trail Regulations	
Allow Voice & Sight access on Lefthand Trail. (To balance V&S on Lefthand Trail, Hidden Valley Trail can be designated no dog). V&S designation of these trails north and west of Wonderland Lake would provide nearby V&S access to the other numerous residents who live in this area, thus greatly reducing car travel. As climate change is one of the largest impacts that OSMP lands face, all reductions in car travel are important. Regarding "on corridor," the VMP makes no mention of V&S "on corridor" in Passive Recreation Areas, thus I feel that "on corridor" is unnecessary on these trails.	Voice and Sight on corridor is allowed on Lefthand Trail in both scenarios.
Support closing Hidden Valley Ranch Trail to dogs as in Scenario #1.	Dogs are allowed on other BVR trails and for contiguity and ease of understanding

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	and enforcing regulations, they will be allowed on the rerouted Hidden Valley Trail in both scenarios.
BVR Trailheads	
Support for paving Longhorn Road to the BVR Sage Trailhead, if “road maintenance” is seen as a problem (this action would enhance access for the lessee and boarders as well)	Paving Longhorn Road is included in both scenarios
Support enlarging the Eagle Trailhead to include designated horse trailer parking	Included in both scenarios
Support for building a new TH at Linden with designated horse trailer parking to enable equestrians to access W TSA trails as well as this portion of the TAB north into NTSA.	<i>Staff comment: Not within the scope of the North TSA Plan, this was part of the West TSA process.</i>
Wonderland Lake Trails	
The odd numbered scenarios are the only ones showing a trail connection Old Kiln and Wonderland Hill (1L & 3L). I would like to see this trail included on scenario 4.	Staff response pending
Put a trail along Four Mile Creek from Broadway Ave. to the Kiln Trail. Extend the existing trail that runs underneath Broadway just north of Violet Ave, past the trailer park. Run a new trail from just before where that sidewalk crosses Four Mile Creek. Have the trail go along Four Mile Creek and join up with the existing Kiln Trail along the creek. There used to be a social trail along here. This is a beautiful walk! It is flat, beautiful, has lots of wildlife, interesting flood geology, good fossils, and the historic old kiln. This will give residents of two low-income trailer parks a beautiful close-by place to walk and share nature with their children. This will improve access and accessibility, improve visitor experience, improve connectivity and increase education.	Staff response pending
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.	Scenario A includes a re-routed glider access trail that also creates a small loop option.
The ridge above Wonderland Lake should have an upper trail that connects between Old Kiln and the areas near the paraglider launch. The upper trail would enable a loop coming from Wonderland Lake with tremendous views and visitor experiences.	Staff response pending

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<p>Designate the upper social trail which goes up to the saddle just south of the "Upper Paragliders Ridge" from the lower trail which turns north and then back down (east) from the tree filled tongue I have been calling "Wonderland Overlook." This lower trail is the one going up the foothills starting at the southwest side of Wonderland Lake. The 2 short trails leading from the lower trail out from and then back to the Wonderland Overlook U-shaped trail could be eliminated in order to balance the retaining of the trail going up to the saddle just south of Paragliders Ridge. I believe it is vital to retain this upper spur because 1) it is very scenic, 2) it remained essentially undamaged from the 2013 flood, unlike the lower trail leading up to Wonderland Overlook from the SW side of the lake, 3) there is a stand of trees at the top of this spur with some rocks where the hiker can sit in shade just south of Upper Paragliders Ridge and watch the paragliders do their thing without crowding them on the ridge they fly off of. This is virtually the only place a hiker can find shade on the trail system west of Wonderland Lake.</p>	<p>Staff response pending</p>
<p>Add a sidewalk on Violet Ave. This will improve access to Foothills Park and the trails between Linden and Lee Hill. Many lower-income people, especially immigrants, live in the big trailer park at 19th and Violet. They currently have no safe way to walk to the park area. There is a huge fence along the west border of the trailer park. There is no sidewalk along Violet Ave east of Broadway. Adding a sidewalk will improve access and accessibility and increase safety. <i>Staff comment: Not within the scope of the North TSA Plan, recommendation for City of Boulder Transportation Department.</i></p>	<p><i>Staff comment: Not within the scope of the North TSA Plan, recommendation for City of Boulder Transportation Department.</i></p>
<p>Wonderland Lake Regulations</p>	
<p>Supports giving up equestrian access on the rest of the trails in the Wonderland Lake area that were offered as open to horses in Scenario #4, in order to preserve the balance between recreational use of open space and conservation of natural resources.</p>	<p>In Scenario A, equestrian access is not allowed on Wonderland hill trails. In Scenario B equestrian access is not allowed on the Hogback Trail.</p>
<p>Wonderland Lake Trailheads</p>	
<p>Designate horse trailer parking at Fourmile Trailhead to enable equestrian access to Foothills Trail and Wonderland trails. Alternatively, to maintain balance if this action isn't taken, keep one trail through Wonderland Lake/Foothills open to horses.</p>	<p>Staff assessed situation and recommend not adding trailer parking due to space constraints, costs for modifications and complexity of access off of Leehill into</p>

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	trailhead.
Regional Connectivity	
Explicitly commit to seeking a connection northward from Joder to Heil Ranch.	Both scenarios include collaboration with partner agencies to explore this connection.
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.	Both scenarios include collaboration with partner agencies to explore this connection.
The Trail Around Boulder would be an absolute gem - the section through the NTSA should be clearly established and pursued.	Staff response pending
Supported building a designated multi-use trail from Schooley south along Neva Road, then along the Beech Shelter driveway to the Lefthand Trail.	Included in Scenario A.
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.	Included in Scenario B.
I cannot understand why the City of Boulder is not pursuing and utilizing the County's deeded trail corridor, Outlot G, directly on the South side of the North Rim subdivision. This trail was deeded to Boulder County in 1991 (Outlot G in North Rim filing #2). It is the perfect connector trail between East Beech and the South and East sides of North Rim and Lake Valley. For many years I rode my horses, ran and biked on this short trail because it was a quick connection to the Beech area. This trail has been blocked for years, by the homeowners, I suspect, and no one from the City or County seems to care. Now would be the perfect time to include this trail in your plans and sort it out. This trail was promised and deeded in 1991 as a concession by the subdivision	Staff response pending

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<p>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>	
<p>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.</p>	<p>Staff response pending</p>
<p>Supported building the trail connection to 55th at Axelson. "align trail parallel to 55th Street, create trail anywhere between 55th Street and feeder canal" -- which isn't shown on the map either. We would support such a trail -- NOT on the feeder canal but in the general vicinity -- for all users, as it would make a great loop connecting Axelson and Eagle.</p>	<p>Working with Parks and Recreation to create a trail connection from the Boulder Reservoir Trail/Eagle Trail to Niwot Road is included in both scenarios.</p>
<p>Support for building the North Rim/Axelson trail complex as multi-use and extending north to Niwot Road</p>	<p>Working with Parks and Recreation to create a trail connection from the Boulder Reservoir Trail/Eagle Trail to Niwot Road is included in both scenarios.</p>
<p>Northern Properties</p>	
<p>Support closing the four agricultural properties (Stratton, Campbell, Hester, Deluca) immediately north of Neva Rd/Left Hand Trailhead.</p>	<p>Included in both scenarios</p>
<p>Strongly support the other agricultural property management actions of Scenario 4 (Closing Ryan, Andrea, Waldorf and Jacob and Brewbaker to public access, opening Berman Brothers, Bruning, Dodd, Abbott, Johnson, Bison and Oasis, and partially opening Steele and Bennett. Scenario 4 does a good job of balancing access and agriculture.</p>	<p>Included in Scenario B.</p>
<p>Support for: 1) the agricultural purposes for Open Space and Mountain Parks. Passive recreation access, ongoing agricultural activities, and preservation of natural resources are not mutually exclusive and can be accommodated simultaneously on many agricultural properties. We believe the recommendations made by staff in Scenario #4 balance these purposes very well. 2) closing the Brewbaker, Stratton, Campbell, Hester, Deluca, Waldorf, Ryan, Andrea, and Jacob properties, as recommended by staff 3) allowing public access, including equestrian, on the Bison, Oasis, Berman, Abbott, Dodd, Schooley, Bruning and Johnson properties but not constructing infrastructure for visitor access, as recommended by staff 4) allowing partial public access</p>	<p>Included in Scenario B.</p>

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<p>(including equestrian, but not dogs) on the Steele and Bennett properties but not constructing visitor infrastructure, as recommended by staff.</p> <p>No support for :1) closing agricultural properties merely because they are agricultural properties. They were purchased under the willing seller/willing buyer principle, enabling farmers to derive substantial amounts of money to continue farming or not as they choose. Staff has done a good job balancing which properties should be open, partially open, or closed to public access.</p>	
Overall	
<p>There was support for Scenario 4 as is, with people stating that it provides a good balance of the identified interests.</p>	<p>Many aspects of Scenario 4 have been carried forward in refined Scenario B.</p>
<p>Scenario 4 should include more opportunities for dogs off leash. I welcome more trails open to bikes and more trails open to off-leash dogs.</p>	<p>Voice and Sight on corridor opportunities were added on Lefthand Trail in both scenarios.</p> <p>Voice and Sight on corridor opportunities on Wonderland hill trails are included in Scenario A.</p>
<p>The NCWD Feeder Canal (“Boulder to Lyons”) trail should continue to be pursued as a highly desirable north-south central County connector. <i>Staff comment: Not within the scope of the North TSA Plan.</i></p>	<p><i>Staff comment: Not within the scope of the North TSA Plan.</i></p>
<p>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>The Joder connector, Interim Trail and Joder loops are multi-use with directional and temporal restrictions in Scenario A and temporal/spatial restrictions in Scenario B.</p>
<p>Consider access to the un-improved cattle underpass south of Nebo Road (and leave it unimproved).</p>	<p>Staff response pending</p>
<p>Please increase education and awareness by communicating why people should follow the rules (e.g. to protect important habitat, etc.)</p>	<p>Included in both scenarios.</p>

PRELIMINARY SCENARIO IMPROVEMENTS SUMMARY	IF/HOW SUGGESTION IS BEING INCORPORATED INTO REFINED SCENARIOS
Support for use of trails on designated days (include a weekend day) for different users.	Temporal restrictions included in Scenario B.
I think the county should set up a for profit shuttle service from Lyons to Boulder on weekends. <i>Staff comment: Not within the scope of the North TSA Plan.</i>	<i>Staff comment: Not within the scope of the North TSA Plan.</i>