



Colorado Front Range Trail (CFRT) Feasibility Study Update Public Comment Report

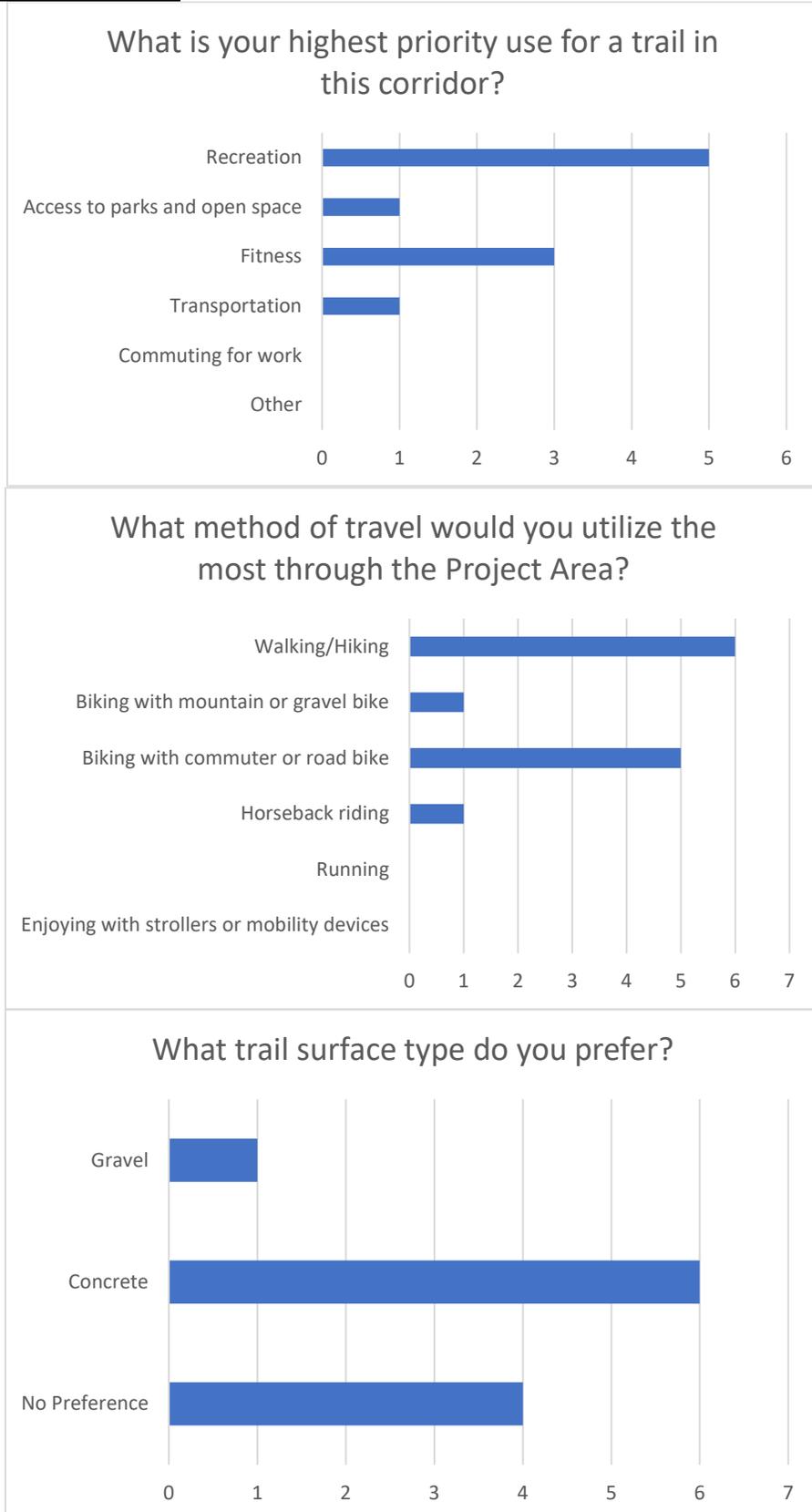
ABOUT THIS REPORT

This report provides a summary of the Jefferson County Open Space (JCOS) community engagement effort for the ongoing Feasibility Study of the Colorado Front Range Trail (CFRT) through northern Jefferson County. On June 23, 2022, JCOS staff facilitated a virtual presentation of the feasibility study progress made to date and shared the recommended alignment identified by the consulting team assisting JCOS in these efforts. The public meeting was available to all to virtually attend and took place on June 23, 2022 from 6:00-7:30pm MST. Mentimeter was utilized during the live presentation to receive real-time responses from the meeting attendees based on prompted questions and an opportunity for open comment following the presentation. After the meeting, a PDF of the presentation and a link to Survey 123 provided an additional opportunity for those unable to attend the live meeting to learn more about the project and provide their responses to the same prompted questions and open comments. This public comment period was open from June 24, 2022 through July 15, 2022.

The ongoing feasibility study is working to identify a recommended trail alignment to span the approximate nine (9) miles between Golden and Boulder County where a continuous north-south regional trail does not currently exist. The comments and questions received from the community during both the live presentation and the subsequent open comment period, have been organized into categories in the sections below. *Italicized text indicates JCOS responses.*

SURVEY RESULTS

Live Meeting Survey Results:



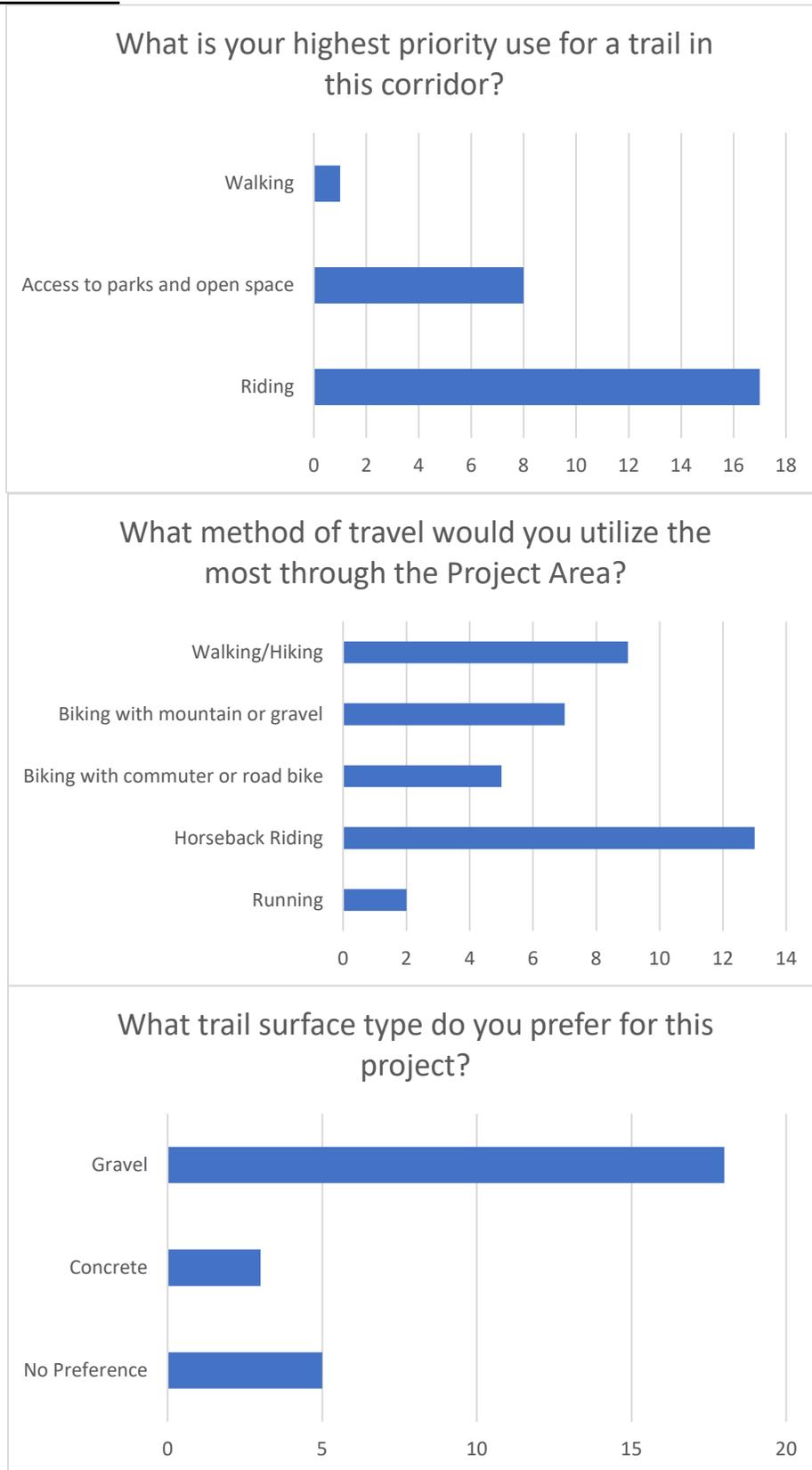
Live Meeting Public Comments and Answers:

1. Is there a name for this suggested alignment?
 - a. *No name has been identified yet*
2. Can you provide more detail on how this would connect to 44th on the south end?
 - a. *Our next phase of the study will look more closely at the southern connection. One option includes connecting 44th to Tony Grampsas Park via Silvia street. A formalized trail through Tony Grampsas would then tie into the Fairmount Trail at Easley Rd and North Table Mountain Park.*
3. Would it be possible to route the trail along the east side of the hogback rather than so close to 93 and in an echo chamber created by the hogback?
 - a. *We considered an eastern route but unfortunately, the terrain and the Republic Services landfill do not make a route along the eastern side of the hogback feasible. We will look more closely at this segment in the next phase of the study and hope to find a route that provides some separation from the road noise.*
4. how much longer is the recommended alignment than the route up highway 93?
 - a. *The recommended alignment is 6.2 miles longer than the route along CO 93. This is a 64% increase in length compared to the CO 93 route.*
5. On trail surface would you have concrete with gravel adjacent. Concrete for most. Gravel for runners horses
 - a. *We are still considering all surfacing types.*
6. How long is the suggested alignment?
 - a. *15.9 miles*
7. Clearly many many hours of work had been put into this... Thank you for that!
8. Is this presentation recorded and is someone who was not here able to see it?
 - a. *It will be made available as a PDF online as soon as tomorrow (6/24)*
9. will monies from the 1/2 of 1% County sales tax be used for building this trail?
 - a. *Once the Feasibility Study is complete, we will work with our partnering agencies and identify grants for cost-sharing opportunities. Although much of the trail is not on JCOS property, we do have funding programs, such as the Trails Partnership Program, available for assisting out partners in building trails in the county. We anticipate that program will be heavily utilized in building this trail.*
10. what type of trail surfaces (percentages)does the jeffco trail connect to?
 - a. *We have not calculated the percentages for the east/west trails connecting to the recommended alignment but the northern connection is natural surface/gravel and the southern connection is concrete. The recommended alignment includes existing trail of both surface types.*
11. Is Boulder working on a connection to the proposed trail north?
 - a. *The recommended alignment will take advantage of the new pedestrian crossing of Highway 128 at the Boulder County line. That crossing also ties into the existing Coalton Trail and High Plains Trail in Boulder County. Agencies within Boulder County will determine the designated route for the CFRT going north from that point.*
12. Would current gravel segments (there is a lot of gravel both north and south) remain gravel?
 - a. *At this point, we have no plans resurface any of the existing trail as a part of this project.*
13. You asked about how we would use the trail, bike type, etc. Then later asked about preferred surface type. In my opinion, the surface type will dictate how the trail will be used to some degree.
14. Any consideration for adjacent concrete and gravel with some separation = safer
15. I am glad you have moved away from the easternmost route. It would be nice to have this trail give new options, not just put this trail into an existing neighborhood that is full of trails. So I disagree with how the criteria was evaluated.
16. What are you calling this new alignments experience? Nature based?
 - a. *The new alignment is focused on experiencing the scenic, natural, historic, and cultural qualities of the landscape.*

17. What is the estimated cost of the whole project and how much is the new trail going to cost?
 - a. *The next phase of the project will generate high level design and construction costs*
18. How many access points are there in the preferred alignment
 - a. *The preferred alignment will be accessible from all public lands and existing trails along the alignment. Some of the major access points are anticipated to be from the Clear Creek Trail. Long Lake Regional Park and Rocky Flats National Wildlife Refuge. Many other access points are available via local roads and existing trail along the route.*
19. Could you pave just part of the width of Fairmount trail? I really like the development of side by side concrete and gravel.
 - a. *That will be considered as we move forward in the next phase.*
20. Part of this goes by the current model airplane club flying area - any concerns about this? Drones etc over visitors?
 - a. *We will consider that as we take a more detailed look at the alignment through this area.*
21. making the trails gravel puts road bikers back on highway 93. Is that the goal?
 - a. *Our primary goal is to provide a route that uses existing trails where possible and is in alignment with the goals of the CFRT and the JCOS mission
CFRT -Vision to link diverse communities, scenic landscapes, cultural and historic points, parks, open space and other Colorado attractions
Jefferson County Open Space - Preserve open space and parkland, Protect park and natural resources, Provide healthy, nature-based experiences*
22. Please comment on the connection to Boulder County question
23. any consideration for disabled access like peaks to plains trail?
 - a. *That will be considered as we move forward in the next phase.*
24. Access points might be adjacent to potential parking.....
 - a. *The preferred alignment will be accessible from all public lands and existing trails along the alignment. Some of the major access points are anticipated to be from the Clear Creek Trail. Long Lake Regional Park and Rocky Flats National Wildlife Refuge. Many other access points are available via local roads and existing trail along the route.*
25. What about impact on wildlife (i.e. in grasslands) for construction of new segments? need for seasonal trail closures?
 - a. *We will work with our natural resources team and Colorado Parks and Wildlife to address wildlife impacts.*
26. Is there not a way to come down the west side and connect to the trail by North Table Mtn parking lot? Riding along 44th on the new trail crosses multiple driveways and one blind corner on a street where I know people have been hit.
 - a. *As a separate but related effort, JCOS is in the planning stages of the Tucker Gulch trail in North Table Mountain roughly along 93. This will provide an alternative western route.*
27. Clarifying comment: If you keep large gravel only sections, it isn't a good option for road bikers.
28. Side by side concrete and gravel will serve the most people, allow separation of visitor types, and therefore improve both safety and visitor experience. Other parts of country even put up a rail fence to separate the two.
29. will you be able to get from the CFRT to the Tucker Gulch Trail?
 - a. *As a separate but related effort, JCOS is in the planning stages of the Tucker Gulch trail in North Table Mountain roughly along 93. This will provide an alternative western route.*
30. any way to connect eastern White ranch access to this trail? what about a trail up Pine ridge drive
 - a. *As a separate effort JCOS, is working to find connections between parks in that part of the county*
31. Thank you whoever asked that about White Ranch! Ditto
32. There is some discussion about an eventual wildlife underpass for Hwy 93.....that could aid a White Ranch Connection, too.....
33. Happy to see you taking action on this project and seeking input. Great work. Thanks so much!
34. what are plans for new coal creek area and any connections to this trail?

- a. *As a separate effort JCOS, is working to find connections between parks in that part of the county*
- 35. How many bicyclists versus how many hikers do you envision using this trail?
 - a. *Unknown, but we anticipate that it will vary across the length of the trail.*
- 36. Bathrooms? Where will they be?
 - a. *Initially, we anticipate relying on existing facilities within the parks and public lands along the route but will re-evaluate as use patterns become established.*
- 37. any place to access water refill? trash cans for doggy doo?
 - a. *Initially, we anticipate relying on existing facilities within the parks and public lands along the route but will re-evaluate as use patterns become established.*
- 38. Adventure Cyclist organization has many interconnecting trails across country. have you consulted with them? 25+ years experience
 - a. *We have not consulted with them but will keep them in mind as the project moves forward.*
- 39. There are often significant impacts from parking in neighborhoods. It appears this trail avoids neighborhood impacts for the most part. Do you agree?
 - a. *Yes, we did our best to take that into consideration.*
- 40. does this route mostly protect neighborhoods from trail traffic and parking issues?
 - a. *It is our goal to avoid causing excess traffic and parking congestion within neighborhoods.*
- 41. I can see this becoming part of long multi-day walking or biking routes
- 42. Where does the current trail end up in Boulder?
 - a. *The current CFRT map identifies the Greenbelt Plateau Trail as the furthest south existing CFRT-associated trail in Boulder County. However, it will be up to City of Boulder OSMP and/or Boulder County to determine what trail(s) they would like to formally designate as part of the CFRT.*
- 43. How do you envision crossing W470 when it eventually is built?
 - a. *That will depend on the schedule, ultimate alignment, and grade of the road construction but it will likely be grade-separated.*
- 44. Any consideration for providing access to places to spend night? Camping areas? Hotels?
 - a. *Access and proximity to services was considered in our evaluation although lodging was not specifically addressed. We anticipate that will be something that is highlighted as visitors begin to use this segment as a part of multi day trips*
- 45. Will camping be permitted or prohibited along the trail?
 - a. *The recommended alignment does not pass through any jurisdictions that currently allow camping.*
- 46. Not worried about designation,,, where does the current Boulder County trail go?
 - a. *The existing Coalton Trail travels east to eventually connect to the Highway 36 bikeway and the High Plains Trail travels west to connect to the Greenbelt Plateau and Flatirons Vista trails.*
- 47. I asked about camping because I would prefer it not be allowed for fire safety reasons.
 - a. *Noted*
- 48. Thank you. This was really great, and loved how it was laid out logically
- 49. Thanks much!

Online Survey Results*:



*Due to an error, the wording of the multiple choice options differed slightly from the live meeting survey options and respondents could select more than one answer to the "method of travel" question in the online survey.

Online Public Comments:

1. Thank you for sharing the slides from the June 23rd meeting and for all of the hard dedicated work that both staff and the consultants have done on this - with the conclusion reached based on data driven analysis. Great job! Am looking forward to the upcoming progress.
2. Please include designated horse trailer parking spots so equestrians can access the trail and use it too. If there is nowhere to park our trailers, we cannot access the trail and are forced out. Please include minority trail users in your considerations. Thank you!
3. Would love to have multiple horse trailer parking areas (room for multiple trailers and/or equestrian camping sites. As a member of multiple Back Country Horsemen's chapters, Larimer Co Livestock Evacuation team and Boulder County Mounted Search and Rescue it would help us help you keep trails and campsites built, maintained and patrolled. Thank you!
4. Clear signage about right of way
5. please keep us trail rider in mind.
6. Please consider equestrians and the specifics of what can make trails safe and useful for us as well as others. For example, separate trailer parking with separate trail heads keeps more horse manure off the main path. Thank you!
7. Great idea. It would be wonderful to see it in my lifetime. I'm 70 so get to work..... please.
8. The trail should provide a scenic and rural setting/experience for the most part. But, when going through towns/cities, I would recommend that the trail go through the heart of communities for access to lodging, food, events and points of interest.
9. I am extremely concerned about horse riders in particular being squeezed out !!!!! we now have limited big rig designated parking spots & a huge portion of time those spots are being illegally parked in by cars. thank you so much. this is a huge concern for us equestrians!!!!!!!!!!!!!!!!!!!!!!!!!!!!

EMAIL QUESTIONS AND COMMENTS

1. Any thought to naming the new segment contest? (Shannon Campbell)
 - a. *We haven't started the naming process yet but like the idea of involving the public in some way. We'll check in with the project partners and come up with a plan. Thanks for the suggestion!*

2. From the Colorado Mountain Club-Denver Conservation Group:

Thank you for offering the opportunity to comment on the Colorado Front Range Trail Project/JeffCo areas of concern. The Colorado Mountain Club, founded in 1912, is the oldest and largest outdoor education, recreation, and conservation organization in Colorado. The Club has over 7,000 members state-wide, with about 5,000 of those residing in the Metro Area. The Club has had an internal e-mail discussion about the proposed plan to date and shared the information provided at the public meeting on June 23, 2022. We support the idea of a multiuse, nature-based segment allowing for multiple access points and accessibility We look forward to participating in any trail development discussions that may arise in the future.

Kind regards,

Stephen Bonowski, Chair of Conservation & Trails

Shannon Campbell, Colorado Mountain Club Project Team Leader for Jeffco Open Space