

# Longmont to Boulder Regional Trail **Jay Road Connection**

## FINAL REPORT



March 2020

# Project Summary

Boulder County, Colorado, in partnership with the City of Boulder, is evaluating options for multi-use trail connections between the Longmont-to-Boulder (LOBO) Regional Trail at Spine Road and the Cottonwood Trail at Jay Road. This section of trail is a missing link in the LOBO Regional Trail, and it is identified as a conceptual alignment in the *Boulder Valley Comprehensive Plan* and the *Boulder County Transportation Master Plan*. Current trail users use the paved shoulder of Jay Road and a narrow sidewalk on Spine Road to make this connection. When complete, this trail would fully connect the City of Longmont, Gunbarrel and the City of Boulder, while also connecting the more local trail systems in these communities.

This planning project refines the alignments identified in the 2003 Regional Trails planning process and develops some design and cost estimates for future trail design and construction along with grant application processes such as the Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) amendment cycles. This project envisions an off-street multi-use trail that supports comfortable regional active travel while also enhancing access for localized recreational activities and nearby transit facilities. The design of the trail will maintain context sensitivity to the surrounding landscape and encourage users to respect the limits of the public access and to protect the privacy of adjacent landowners.

The study initially identified five potential alternatives to make this trail connection:

- Option A—55th Street
- Option B—Pioneer Street
- Option C—57th Street
- Option D—Spine Road
- Option E—63rd Street

Detailed descriptions of each alternative can be found in Appendix D. All five potential alternatives were presented to the public at an open house held April 10, 2018, at the Celestial Seasonings facility in Boulder. Option A, 55th Street, received the most support from those who attended the public meeting, while Option D, Spine Road, was selected as a close second. A summary of the community feedback received at the first public open house can be found in Appendix C.

To screen the five alternatives, the project team created evaluation criteria that reflect the vision and goals of the project. The criteria allowed each option to be compared to the others and helped the project team to rank and determine a best-fit alternative. Results show Option A is the most favorable alternative, with Option D as a close second, which mirrors the feedback received at the first public open house. Results of the alternative screening can be found in Appendix D.

The second public open house was held June 13, 2018, again at Celestial Seasonings in Boulder. At this meeting, Option A was presented to the public as the preferred alternative. Option D was presented to the public as the second preferred alternative to be considered should consultation due to private landowner impacts associated with Option A pose a delay to the delivery of the LOBO connection. Strong support was again displayed for Option A, the most direct route. A summary of the community feedback received at the second public open house can be found in Appendix E.

Based on the feedback from the public and the outcomes of the alternative evaluation, Boulder County and Atkins North America, Inc. (Atkins) agree that Option A and Option D will be taken forward to preliminary engineering with development of 15% designs. Figure 1 outlines the general alignment of Option A and Option D. Schematic designs of the preferred alternatives will provide more refined alignments, which will be used to develop cost estimates and phasing of improvements toward

implementation. Preliminary engineering, cost estimation, and phasing will take place during the winter of 2018/2019.

In addition to the two public open houses, Boulder County has conducted extensive outreach with property owners who may be impacted by the proposed trail connections. Consultation is ongoing with these property owners and individual impacts will be more accurately determined after land surveys and preliminary engineering is complete.

This report compiles technical memos, generated at various stages of the study, in a series of appendices to provide the reader with an overview of the study to date.

**Appendix A—Key Issues, Vision, and Goals:** outlines the critical project issues and needs and identifies the six goals of the project.

**Appendix B—Data Collection and Project Scoping:** provides an overview of the project scoping and data collection efforts, including desktop research and site visits undertaken as part of the project.

**Appendix C—Public Open House #1:** summarizes the community feedback received at the first public open house at which initial conceptual trail alignments were presented.

**Appendix D—Alternative Evaluation Analysis:** describes the initial design options and summarizes the results of the alternative evaluation and screening process.

**Appendix E—Public Open House #2:** provides a summary of the community feedback received at the second public open house at which the preferred alternative and second preferred alternative were presented.

**Appendix F—Preliminary Engineering of the Preferred Alignment:** outlines the key design decisions and cost estimate for the schematic design of the preferred alternatives, Option A and Option D.



Figure 1: Preferred Route Options



# **Appendix A.**

## **Key Issues, Vision, and Goals**

## KEY ISSUES, VISION, AND GOALS

### Critical Project Issues and Needs

- Create a multi-use trail connection from the Cottonwood Trail to the existing Longmont to Boulder (LOBO) Regional Trail
- Include considerations for both transportation and recreational uses of the trail
- Consider the potential for impacts to hydrologic systems and ecological habitat
- Consider the potential for right-of-way impacts
- Generate a high level of community involvement
- Identify adequate project funding for near-term design and construction
- Consider the potential for private landowner impacts

### Project Vision and Goals

The LOBO Trail, Jay Road connection is an off-street multiuse trail that supports comfortable regional active travel while also enhancing access for localized recreational activities and nearby transit facilities. The design of the trail maintains context sensitivity to the surrounding landscape and encourages users to be respectful of the limits of the public trail access, and private landowners' rights to privacy.

The following goals have been established to support this future vision:

#### **Regional connectivity**

Complete an off-street multi-use trail connection between the City of Boulder's Cottonwood Trail and the LOBO Trail north of Jay Road.

#### **Local connectivity**

Maintain and improve local recreational access to the trail and access between the trail and nearby transit facilities.

#### **Comfort and safety**

Utilize trail design treatments that provide safe, convenient, and accessible use of the trail by all ages and abilities.

#### **Conservation**

Design a trail that is context sensitive, mitigating impacts to ecological and natural systems throughout the designated trail corridor.

#### **Privacy**

Support a trail alignment that facilitates a defined distinction of public access and private land to ensure privacy for landowners near to the trail, and encourage respect for the limits of public trail access.

#### **Feasibility**

Promote trail alignment that reflects the needs public, can be delivered in a cost and time-effective manner.

Longmont to Boulder Regional Trail—Jay Road Connection Alternatives Analysis  
Evaluation Criteria



Goal Area	Evaluation Question (Does the alignment...)	Response Measure
<b>LOBO – Jay Rd. Connection Alignment Alternative Evaluation: Level 1</b>		
<b>"To"- Local Connectivity</b>	Provide local access for nearby community?	Number of residential units within ¼-mile street access to the trail (project walk shed)
	Provide a new multimodal connection to nearby transit stops?	Yes/No
	Have a link to the existing LOBO (also Cottonwood) Trail?	Yes/No
<b>"Through" - Regional Connectivity</b>	Provide a connection without extensive out-of-direction travel?	Total out-of-direction travel as compared to baseline straight-line (Euclidean) distance
	Utilize established sections of the LOBO Trail?	Distance of existing trail section unutilized
	Minimize roadway crossings?	Roadway crossings (considerations for varying levels of daily vehicle traffic)
<b>Comfort and Safety</b>	Minimize driveway crossings?	Driveway crossings (considerations for varying levels of daily vehicle traffic)
	Pose a potential impact to wildlife identified in the area	None Nominal (can be mitigated) Unavoidable (can be mitigated) Unavoidable (potential impacts)
	Pose a potential impact to significant agricultural lands	None Nominal (can be mitigated) Unavoidable (can be mitigated) Unavoidable (potential impacts)
<b>Conservation</b>	Pose a potential impact to wetlands and/or riparian habitat	None Nominal (can be mitigated) Unavoidable (can be mitigated) Unavoidable (potential impacts)
	Provide a benefit or challenge to hydraulic systems?	Subjective evaluation



Longmont to Boulder Regional Trail—Jay Road Connection Alternatives Analysis  
Key Issues, Vision, and Goals



Goal Area	Evaluation Question (Does the alignment...)	Response Measure
Privacy	Limit the opportunity to create clearly defined distinction between private and public property	Yes/No
	Minimize impacts to private property	Number of individual land owner impacts by easements required
Feasibility	Provide an option that has reasonable costs associated with construction	Estimated trail construction costs per mile as compared with other regional projects
	Include a design that is implementable in a reasonable timeframe	Estimated time impacts to a completed trail in one to three years:
		None (Very likely completion in one to three years) Nominal (may extend design construction to three years) Likely (potential to create long-term delays beyond three years)

<sup>1</sup>This measure references "Designing for All Ages and Abilities Bikeways", NACTO, 2017



# **Appendix B.**

## **Data Collection and Project Scoping**



# Data Collection and Project Scoping Report

## Introduction

The Longmont to Boulder (LOBO) – Jay Road connection study seeks to evaluate potential trail alignments and select a preferred alignment and design to connect Cottonwood Trail to the LOBO Trail. This section of trail is a missing link in the LOBO regional trail and identified as a conceptual alignment in the Boulder Valley Comprehensive Plan and the Boulder County Transportation Master Plan. Completion of this trail would fully connect the City of Longmont, Gunbarrel and the City of Boulder, as well as create local trail systems connections in these communities.

This project is meant to refine the alignments identified in the 2003 Regional Trails planning process and develop design and cost estimates to be used in final trail design and construction grant application processes, importantly, the DRCOG TIP amendment cycle in the fall of 2018.

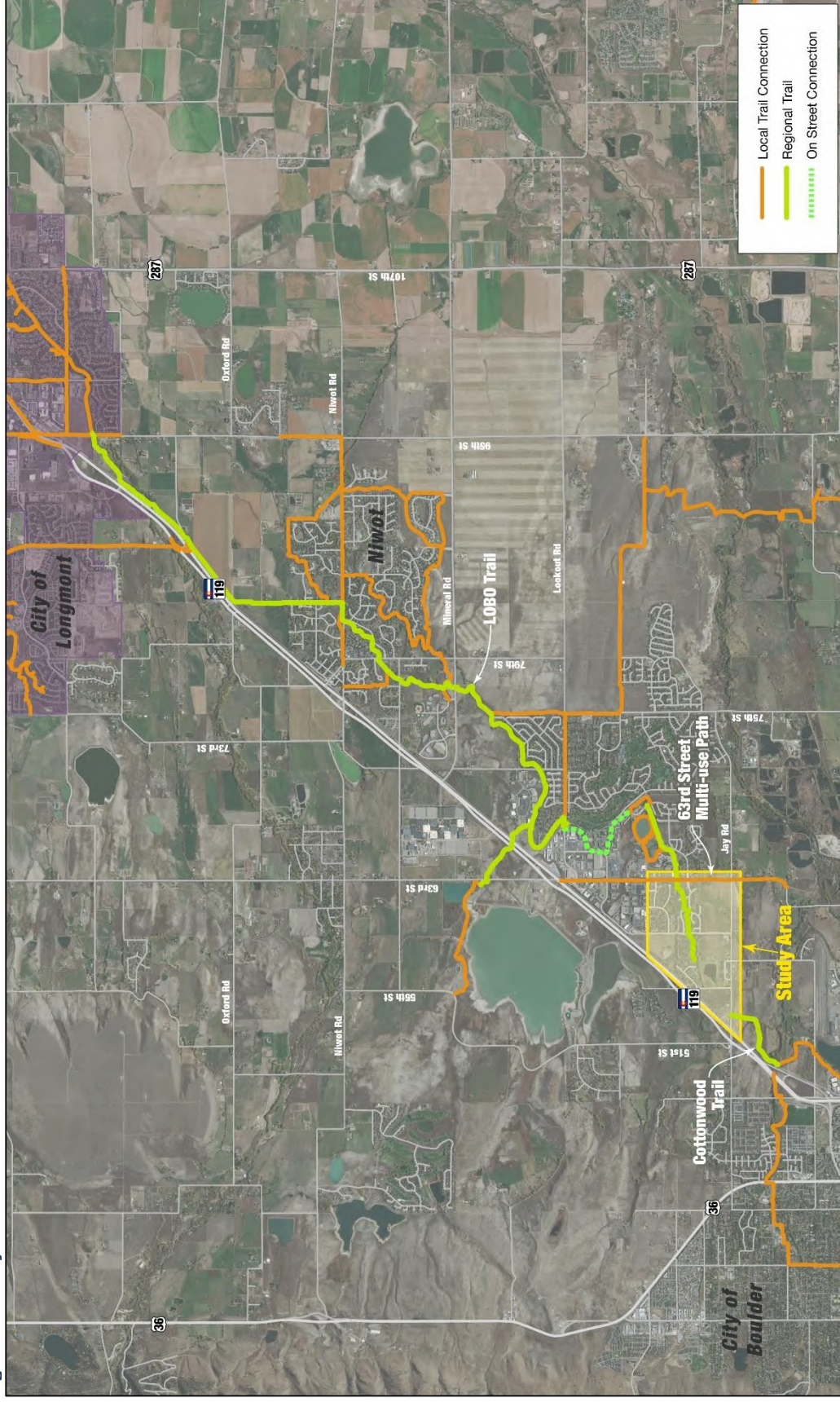
This scoping report evaluates established plans and engineering standards for trail development, assesses existing conditions of the identified project study area based on field observations and tertiary data collection, and establishes a vision and goals for the development of a trail connection in this area. This report describes the general start and end points of the existing trails; describes potential trail alignments and connections identified by partner jurisdictions during the site visits; and considers natural and cultural resources and possible trail amenities.

## Study Area

To create a generally direct connection between the Cottonwood Trail trailhead and the existing LOBO trail alignment, a study area has been identified as roughly bound by State Highway 119 to the west, 63rd Street to the east, property adjacent to Jay Road to the south and Wellington Road to the north. Figure 1 following outlines the study area in relation to Longmont, Gunbarrel and Boulder.

The study area includes Boulder County Open Space, City of Boulder Open Space and Mountain Parks (OSMP) property, City and County right-of-way (ROW), and privately-owned land.

Figure 1 - Study Area





## Project Planning and Engineering Resources

The LOBO Regional Trail is a 12-mile trail system that runs through Boulder County, Gunbarrel, Niwot, and open space properties connecting the City of Boulder with the City of Longmont. The primarily soft-surface LOBO Regional Trail was identified in the 2003 Regional Trails planning process as preferable to a hard surface connection originally planned to be directly adjacent to the Diagonal Highway. Instead, some spot improvements to the shoulders along the Diagonal Highway were identified for a hard-surface connection for bicyclists with the LOBO Trail serving as a meandering connection for both recreational and utilitarian uses.

Boulder County has secured federal funding to construct a multi-modal path segment along Twin Lakes Road/Williams Fork Trail and Spine Road to 63rd Street, a segment of the trail that is currently an on-street connection. Using the preferred alternative, engineering design took place in 2016-17, and construction is set to begin in mid-2018. Connecting the missing segment from Jay Road to Spine Road would establish the LOBO trail as a continuous off-street connection between Longmont and Boulder.

### Boulder Valley Comprehensive Plan – 2015 Major Update (Adopted 2017)

The City of Boulder and Boulder County have jointly adopted a comprehensive land use plan since 1970. The Plan seeks to guide land use decisions and protect the natural environment of the Boulder Valley while fostering a livable, vibrant and sustainable community.

The following policies related to trails and trail design have been extracted from the plan as they relate to trail development within the identified study area:

- **Boulder Creek, Tributaries & Ditches as Important Urban Design Features:** Boulder Creek, its tributaries and irrigation ditches will serve as unifying urban design features for the community with multiple co-benefits for a resilient community. The city and county will support the preservation or reclamation of the creek corridors for natural ecosystems, wildlife habitat and cultural resources; for recreation and bicycle and pedestrian transportation; to provide flood management; to improve air and water quality; and to provide a relief from urban development. Path and trail design and development in these greenways will be sensitive to the ecology, terrain, existing easements, privacy of adjacent residents and surroundings. The city and county will support agriculture by recognizing and accommodating irrigation.
- **Trail Corridors/Linkages:** In the process of considering development proposals, the city and county will encourage the development of paths and trails where appropriate for recreation and transportation, such as walking, hiking, bicycling or horseback riding. Implementation will be achieved through the coordinated efforts of the private and public sectors.
- **Complete Missing Links:** The city's and county's goal is to complete missing links in trails, paths and sidewalks, including connections to all transit stops. The city and county will work to complete missing links throughout the transportation grid through the use of connection plans and at the time of parcel redevelopment, as appropriate. Of particular interest are missing bicycle facilities and sidewalk links that connect to transit stops, recognizing that for some members of the community and workforce, transit is the primary travel option.
- **Trail Functions & Locations:** The city and county recognize that trails are an important part of Boulder's community identity and serve to achieve accessibility goals and connect humans and the natural environment. Trails serve a variety of functions such as exercise, recreation, transportation, education and/ or environmental protection. Trails should be designed and managed to provide a safe and enjoyable experience and to minimize conflicts among trail users. Trails should be designed for physical and environmental sustainability, well signed, monitored and adequately maintained to encourage on-trail travel. Informal trails, the widening of trails by users and off-trail use should be discouraged and/or eliminated. Trail and trailhead locations, alignments and access requirements



should be planned based on area and trail-specific activities, experiences and environmental conditions. Trail and trailhead planning should minimize environmental impacts consistent with the comprehensive plan's Natural Environment policies and enhance recreational opportunities, non-motorized transportation and quality of life. Trailheads should be located so they are convenient and safe for those arriving by alternate modes of transportation as well as automobiles.

- **Trails Network:** The city and county recognize regional connectivity of parks, greenways, trails, open spaces, residential areas and employment centers is important to reduce traffic congestion, reduce parking demand, enhance opportunities for long-distance transportation and recreation experiences, increase accessibility, disperse use and crowding impacts on users, neighborhoods and ecosystems and reduce generation of greenhouse gases and other air pollutants. The city and county will coordinate with other trail providers and private landowners in trail system planning, construction, management and maintenance. Where compatible with environmental protection goals and easement agreements, trail connections will be developed to enhance local access to trails and overall functioning of the trails network. The city and county strive to connect trail systems and expand connections to adjacent trail systems to further regional connectivity.

These policies will guide the design team to develop a trail that aligns with the visions of the Boulder Valley Comprehensive Plan.

The Plan includes a trails map which is a comprehensive guide for existing and proposed trails and trail connections for the entire Boulder Valley. The map outlines a new proposed trail to connect the LOBO trail from its existing termination point to SH 119. The map does not outline a direct conceptual or proposed trail across Jay Road between the Cottonwood Trail and the existing LOBO Trail.

#### **Boulder County Transportation Master Plan (2012)**

The Boulder County Transportation Master Plan provides a policy-level planning strategy for the county's multimodal transportation system and provides guidance for how the system will develop over the next 25 years. The plan identifies regional trails as an element of the multimodal system, for both transportation and recreation, as well as separated trails from roadways. In relation to the LOBO trail, the plan notes the following:

- LOBO Trail is identified in the plan with an at-grade or grade-separated crossing on Jay Road
- Completing the LOBO trail is identified as an implementation action
- The plan identifies five primary travel corridors in Boulder County, the LOBO trail is noted as a pedestrian/bicycle facility within the SH 119 Corridor, running parallel to the highway
- The plan identifies funding sources for regional trail program as identified in a 2007 ballot resolution to continue through 2022.

#### **Boulder County Multimodal Transportation Standards (2012)**

Boulder County's Multi-Modal Transportation Standards guide the design of public and private transportation facilities and specify transportation-related requirements for development within unincorporated Boulder County. The plan outlines shared use path design standards which the design team will adhere to. In relation to shared use paths, the plan states that "[s]hared use paths provide efficient human-powered movement that is safe, enjoyable, and inviting for both recreation and transportation. Path facilities shall fit in the landscape with minimal impact."

As per Boulder County' standard, compacted crusher fines shall be the preferred material for the trail to minimize the environmental, visual and drainage impacts of the trail.

### **Open Space & Mountain Parks Master Plan**

The City of Boulder Open Space and Mountain Parks (OSMP) Department preserves and protects the natural environment and land resources that characterize Boulder. The OSMP are in the process of putting together a Master Plan that will shape the City of Boulder's approach to future stewardship questions, such as: How to continue conservation of natural, cultural and scenic areas while also providing enjoyable visitor experiences, how to address population growth with increased visitation, and how the city will make its natural areas more resilient amid climate change.

The OSMP Department published a System Overview Report as a first informative step of the master planning process, providing an overview of the open space and mountain parks system. This report and the accompanying public outreach is intended support conversations with the community, partners and staff about shared values and priorities for the next decade and beyond to shape the forthcoming master plan. The design team will work with members of the OSMP Department at route options stage to assess the potential of locating this trail connection on OSMP land.

### **Design principles:**

Boulder County Multimodal Transportation Standards instructs designers to refer to the latest versions of the following documents for specific design parameters as well as procedures for determining geometric performance for shared use paths within these design standards:

- AASHTO Bicycle Guide
- FHWA Trail Design Guide
- MUTCD
- USDA Accessibility Guide
- AASHTO Pedestrian Guide
- AASHTO Roadside Guide

The Transportation Standards outline that essential regulatory, warning, and wayfinding signs shall be provided. All signs shall be selected, sized, and installed in accordance with the MUTCD.

### **Data Sources and Collection Methods**

A desktop review of environmental resource data was completed to record existing environmental resources and land uses within the study area. Data was obtained from the City of Boulder, Boulder County and aerial maps from Google Earth and ESRI ArcMap.

## Project Coordination and Community Involvement

This project was initiated, and will be funded, by Boulder County. The project involves regular coordination between the surrounding community, the Boulder County Transportation Department, City of Boulder OSMP Department, the City of Boulder Open Space Board of Trustees and the Boulder County Parks and Open Space Advisory Committee. Depending on route alternatives, the project will also involve individual consultation with specific property owners. Community consultation will be undertaken to obtain community feedback and acceptance of an alignment once route options are developed.

### Site Visit

A site visit was completed with staff from Boulder County and the City of Boulder. The intent of this site visit was to identify potential trail alignments and trailhead locations, identify areas of concern within trail networks, and discuss project constraints that may exist within each jurisdiction. Observations from the site visit are used to inform the evaluation of route alternatives, once developed.



*Project team discussing potential route alternatives and walking the existing LOBO Trail during site visit*

## Existing Conditions

### Regional and Local Trail System

The LOBO Trail currently runs from Left Hand Creek Park in Longmont through Gunbarrel and Niwot, terminating at Orchard Creek Circle, west of Spine Road. In its southern extent the LOBO Trail traverses through the housing developments through Gunbarrel, and follows the Boulder White Rock Ditch from Twin Lakes Road to west of Orchard Creek Circle where it terminates. Through most of this section the trail surface is compacted crushed fines. West of Spine Road the trail is a concrete path up to its termination.

The Cottonwood Trail is 1.2 miles in length and currently runs from a parking lot at the trailhead on Independence Road through OSMP land, and terminates at the trailhead on Jay Road. Southward it is hard surface, wheelchair accessible and heavily used by bicycle riders. The path follows the Four-mile Canyon Creek ditch and passes by Hayden Lake (a private lake) as it heads southwestward to the 47th Street bikeway. North from the trailhead, the path is soft surface, open to bikes, and when dry, appropriate to sport chairs. It passes through agricultural grazing lands and over Fourmile Creek to Jay Road where the trail ends. Connecting the LOBO Trail with the Cottonwood Trail would complete the link from Longmont to Boulder. All potential connections would involve crossing Jay Road at some point.

In the eastern extent of study area there is a multi-use path that runs north-south alongside 63rd Street. The path is paved and connects with the LOBO Trail north of Twin Lakes Road. The existing conditions within the study area, including regional and local trail systems, are shown in Figure 2.



*Cottonwood Trail head south of Jay Road*



*Existing termination of the LOBO Trail, West of South Orchard Creek Circle*

### Roadway Network

Jay Road runs east-west from 26th Street to 75th Street. Through the study area Jay Road has a posted speed limit of 45 miles-per-hour. Jay Road has a typical cross section of 35 feet, with eleven to twelve-foot travel lanes in each direction and four to six-foot shoulders. Through the study area Jay Road is classified as a minor arterial and has an observed average annual daily traffic (AADT) of 10,700 vehicles west of Spine Road and 9,400 vehicles east of Spine Road.

State Highway 119, the Diagonal Highway runs along the western border of the study area. The highway extends in a southwest to northeast direction, from a junction with U.S. Highway 6 in Clear Creek Canyon between Golden and Idaho Springs to a junction with I-25 east of Longmont. Through the study area the highway support two lanes of traffic in each direction with northbound and southbound traffic divided by a grass median, and has a posted speed limit of 55 MPH. Jay Road has separate signalized intersections with both the northbound and southbound directions. There is a railroad crossing on Jay Road just east of SH 119

Through the study area Spine Road is a collector providing access to residential and industrial developments. The street has a posted speed limit of 30MPH and supports selected trips of the RTD 205 bus route. The AADT observed on Spine Road is 9,900 vehicles daily.

63<sup>rd</sup> Street is a north-south street along the eastern extent of the study area. Through the study area 63<sup>rd</sup> Street is classified as a minor arterial and has a posted speed limit of 40 m.p.h. A multi-use trail runs along the west side of the street, and for most of its length is separated from the street with a grass median. North of Jay Road, 63<sup>rd</sup> Street has an AADT in the order of 13,200 vehicles.

57<sup>th</sup> Street is a north-south collector that runs from Independence Road to Jay Road. Where 57<sup>th</sup> Street meets Jay Road forms a 4-way intersection with Juhls Drive, a residential cul-de-sac, both these minor legs are stop controlled. 57<sup>th</sup> Street has a posted speed limit of 35 MPH and an AADT in the order of 1,100 vehicles.



*Example of bus stop on Jay Road, looking east*



55<sup>th</sup> Street is a north-south local street that runs from Jay Road to north of SH 119. The street has a posted speed limit of 30 MPH and at Pioneers Road has an AADT in the order of 210 vehicles. The street provides local access to residential cul-de-sacs and is stop controlled where it intersects Jay Road and the north and south segments of SH 119. Table 1 summarizes the road network within the study area.

**Table 1 - Roadway Network Summary**

Street	Roadway Classification	Speed Limit (MPH)	AADT
Jay Road	Minor Arterial	45	10,700
55 <sup>th</sup> Street	Local	30	210
57 <sup>th</sup> Street	Collector	35	1,100
Spine Road	Collector	30	9,900
63 <sup>rd</sup> Street	Minor Arterial	40	13,200

### Public Transportation Connections

Between the Cottonwood Trail head and 63<sup>rd</sup> Street there are four bus stops on the both sides of Jay Road. These stops are serviced by the 205 RTD bus route which runs between Boulder, Gunbarrel and Heatherwood Drive. Currently, there are no amenities (benches, shelter, schedule information, etc.) provided at these bus stops, just a post and RTD sign. From Jay Road, most of the 205 services travel on 63<sup>rd</sup> Street, with selected services travelling on Spine Road.

Connection to these stops is an important consideration for the trail, new routes create the opportunity to enhance existing facilities at these stops.

To the west of the study area the RTD BOLT from Boulder to Longmont runs along SH 119 and has bus stops north and south of Jay Road. Proposed Bus Rapid Transit (BRT) in the SH 119 Corridor from Longmont to Boulder is currently being assessed.

### Land Use

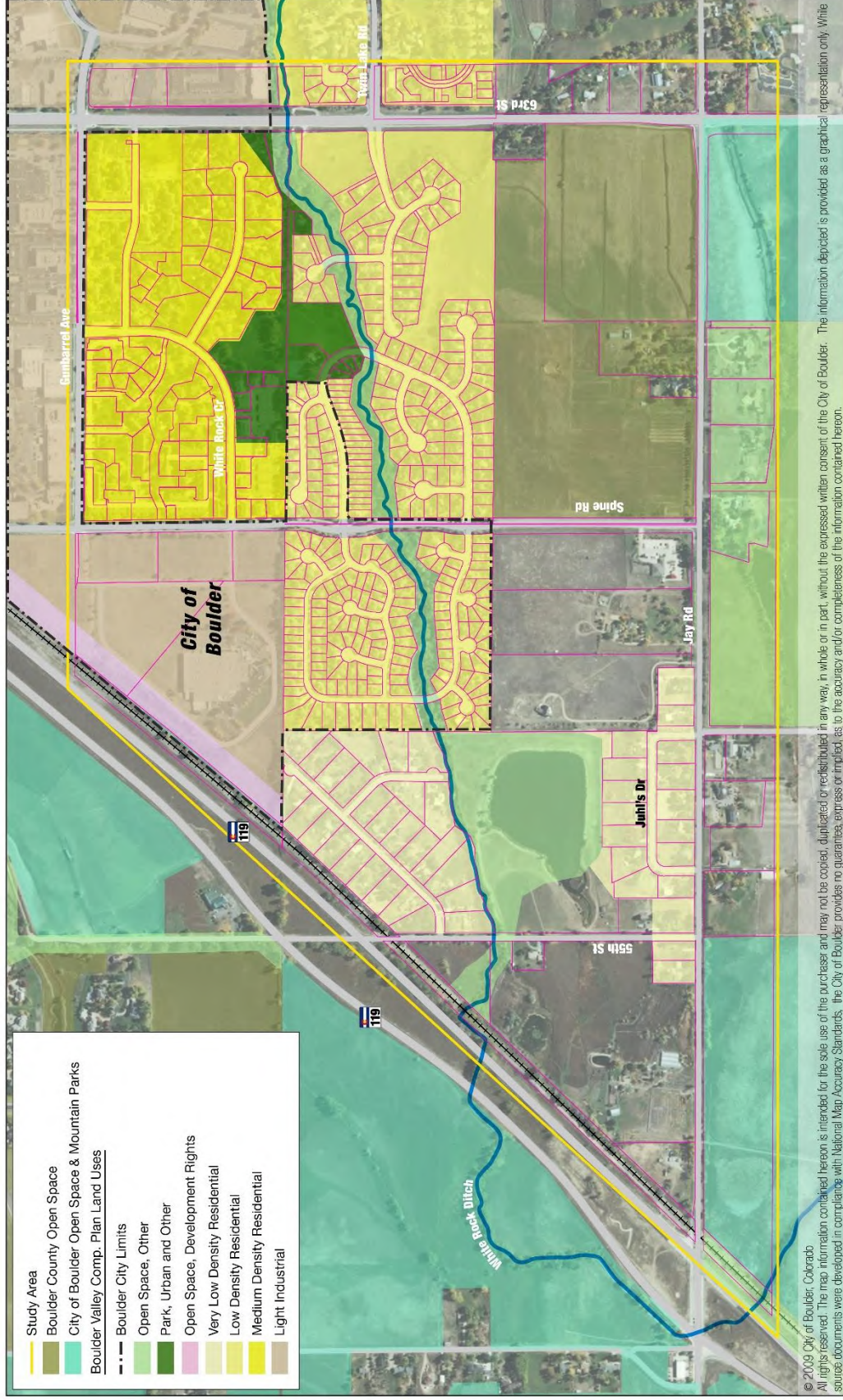
Initial assessment of Jay Road indicated that between the Cottonwood Trail head and 63<sup>rd</sup> Street there are 18 private land parcels on the north side and 8 private land parcels on the south side. The south side of Jay Road also has large parcels of Boulder County and City of Boulder Open Space and a larger ROW compared to the north side. Figure 3 following outlines the land use and land owner parcels within the study area.

Figure 2 - Existing Conditions





**Figure 3 - Existing Land Use and Land Owner Parcels**



## Environmental Summary

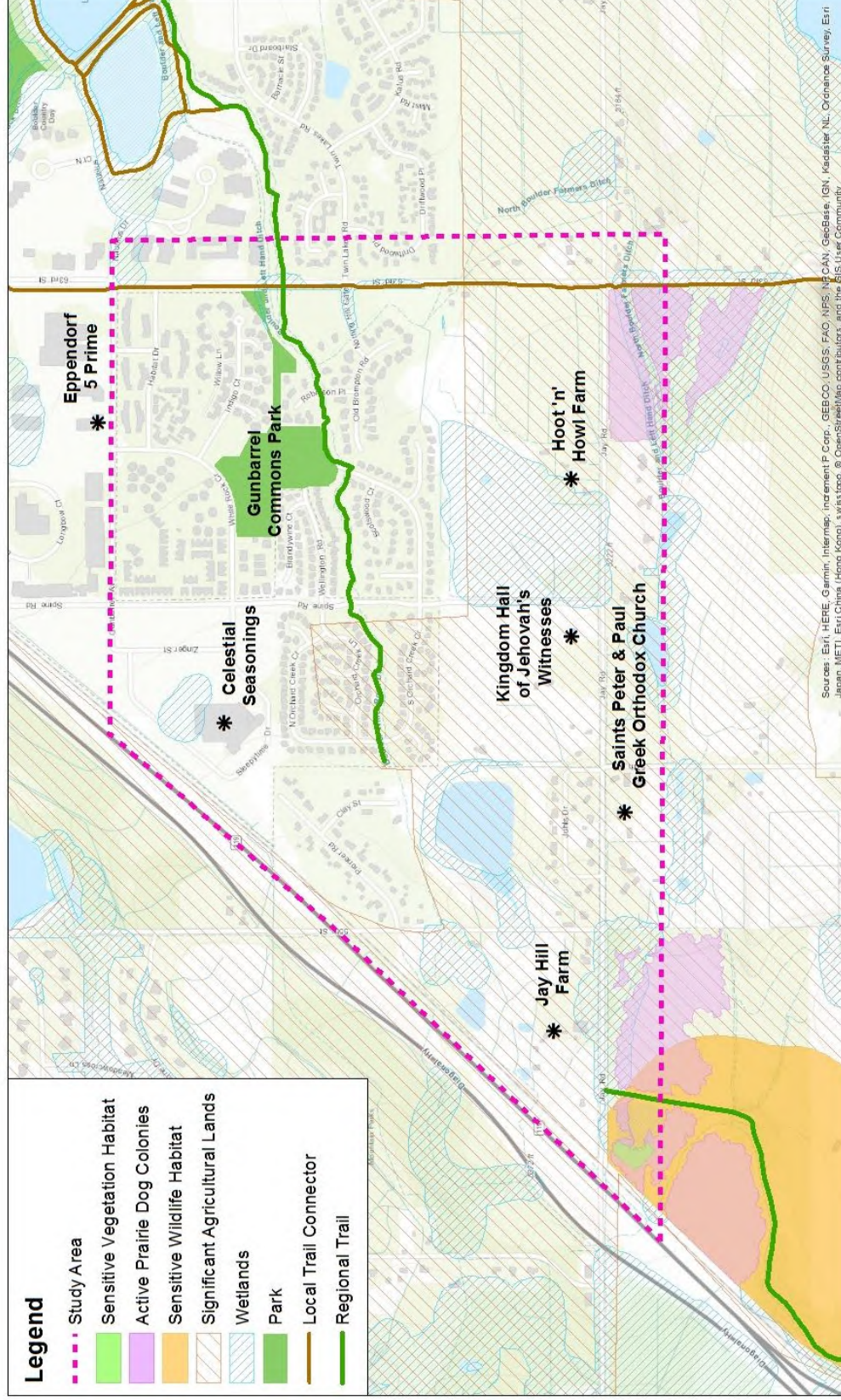
The following section summarizes the environmental considerations that include a preliminary environmental analysis of resources within the study area. Of the resource subjects analyzed, recreational areas, open spaces, wildlife, vegetation, and water quality were observed to have the most potential for impacts by transportation improvement activities with the study area. Of the resource subjects analyzed, historic landmarks and landmark areas, floodplains, water quality, forestry, and noise were observed to have the most potential for impacts by transportation improvement activities with the study area. Boulder County and the City of Boulder have regulations and permitting processes that must be pursued in the event of anticipated impacts to several of these resources. When design options are identified for the study area, a detailed analysis can provide further information about environmental considerations. A summary of all environmental resources is provided in Table 2 with their locations identified in Figure 4.

**Table 2 – Environmental Summary**

Resource	Summary
Recreational Areas and Section 4(f)	Gunbarrel Commons Park, LOBO Trail, the Cottonwood Trail, the Willow Trail, the Twin Lakes Regional Trail, the White Rock Ditch path and the 63 <sup>rd</sup> St path
Open Space	Boulder County Open Space, and Open Space and Mountain Parks (OSMP) (City of Boulder)
Agricultural Needs & Operations	Jay Hill Farm, Hoot ‘n’ Howl Farm
Historic, Paleontological/Archaeological Resources	Paleontological and archaeological resources unlikely
Natural Resources: Wildlife, Vegetation, Wetlands and Waters of the United States	Records indicate three mammals, two fish species, three flowering plants, four bird species and 16 migratory bird species could be present. Potential for mule deer and white-tailed deer. High potential for prairie dog occurrence. Several open waters and wetlands observed.
Water Quality	Boulder White Rock Ditch, Boulder and Left Hand Ditch, the North Boulder Farmers Ditch, and other unnamed streams within the area.
Quality of Life: Noise, Wellbeing, Community	Residential, commercial businesses, religious institutions
Hazardous Waste Facilities and Materials	Celestial Seasonings, Eppendorf 5 Prime
Climate and Risk	Climate impacts minimal. Once trail alternative has been selected, the potential for impacts will be further assessed.



Figure 4 - Environmental Summary Map



# **Appendix C. Public Open House #1**



# Public Open House #1

## Introduction

The first community open house was held April 10, 2018 at Celestial Seasonings at the north of the project study area. Notification for the event was provided to residents, businesses and homeowners associations via direct mail list. Boulder County Transportation also posted a meeting notice online and sent an email notice to the department's bicycle and pedestrian email

## Summary

The purpose of the open house was to gather feedback from the community about conceptual trail alignments through the area. The conceptual trail alignments along with goals, objectives and general information about the study were presented on posters at the open house. Boulder County staff, a representative from City of Boulder Open Space and Mountain Parks department, and members of the consultancy team were present to guide attendees through the posters and answer questions.

In general, attendees were in favor of the proposed trail connection and welcomed the opportunity to improve safety for pedestrians and bicyclists in the area. Some common concerns attendees stated included traffic volumes and speeds on Jay Road, and potential impacts to privacy and wildlife. Approximately 130 people attended the meeting in person, by which 72 written comment sheets were collected and 89 sticky notes were added to the five route alternative drawings on display.

The tables below summarize the community input themes from the open house meeting

**Table 1 – Community Input Themes**

Community Input Themes	Responses	Number
Separation from traffic on Jay Road is important for safety and comfort of trail users. Concern with speeds and numbers of vehicles on Jay Road.	Comfort and safety is one of the project goals. Providing appropriate separation between trail users and vehicles will be prioritized as part of the design	13
Desire for protected crossing treatment on Jay Road that enhances safety for pedestrians, bicyclists (and livestock) – underpass and signalized intersection suggested.	Comfort and safety is one of the project goals. Comfortable crossing will be prioritized as part of the design	15
Desire to minimize the number and extent of private property impacted.	Private property impacts will be quantified in the evaluation process	10
Prefer a route that provides the shortest and most direct link between the Cottonwood Trail and LOBO. Concern that less direct routes will not be utilized.	Out of direction travel will be evaluated for each alternative	12
Prefer to utilize low-volume streets that enhance comfort and safety for users.	Comfort and safety is one of the project goals. Feasibility of utilizing low volume streets will be assessed in the evaluation process	5
Want a route that provides connection to most residential units to ensure trail is more accessible to users.	Evaluation process will quantify the additional households within ¼ mile of the trail alternatives	1



Longmont to Boulder Regional Trail—Jay Road Connection Alternatives Analysis  
Community Open House Summary



Community Input Themes	Responses	Number
Prefer a route that utilizes existing portions of LOBO Trail.	Will be quantified in evaluation process	8
Concern for privacy of private landowners. Suggestion to install fences or other treatments that ensure the privacy of landowners.	High level assessment of feasibility separation using treatments	1
Concern with trail activity impacts, in particular noise and volume impacts, on streets and areas that are currently quiet.	Privacy is one of the project goals. Impact to private landowners will be assessed in the evaluation process and minimizing impacts will be prioritized in the design	10
All options should include safe crossing points on Jay Road, including Option E - 63 <sup>rd</sup> Street which only uses the south side of Jay Road.	Evaluation process will quantify the number of road/driveway crossings per trail. Comfortable crossing design will be prioritized	11
Desire treatments to protect bicyclists along Jay Road from Cottonwood Trail to 63 <sup>rd</sup> Street, including the Jay/63 <sup>rd</sup> intersection, and further east to 75 <sup>th</sup> Street, in addition to any trail that may be constructed. Jay Road noted as heavily trafficked bicycle route and should be accommodated.	Will consider further during trail design for any alternative	12
Concerns with speed on Jay Road, 57 <sup>th</sup> Street and 63 <sup>rd</sup> Street. Desire for traffic calming and creating an environment that reflects the multi-modal needs of this area.	Traffic calming is likely to be considered with any crossing treatment. Will consider further during trail design	7
Concern with westbound vehicles along Jay Road using the bike lane to get around left turning vehicles.	Will consider further during trail design for any alternative	1
Concern with impact to wildlife and trees.	Study will follow environmental process for protection and to minimize impacts to wildlife	4
Desire for improved wayfinding for LOBO trail.	Will consider further during trail design for any alternative	3
Desire for wide trail that comfortably accommodates pedestrian and bicycles in each direction, at crossings, and at any bends in alignment.	Comfort and safety is one of the project goals. Comfortable trail design will be prioritized	1
Interest in surface that can be used all year round, with narrow tires, and provides good skid resistance.	Boulder County's Multi-Modal Standards states that: <i>"compacted crusher fines shall be the preferred material, although surface materials shall be considered on a case-by-case basis."</i> Will be considered during trail design	11



# **Appendix D.**

## **Alternative Evaluation Analysis**

# Alternative Evaluation Analysis

## Introduction

The Longmont to Boulder (LOBO) Regional Trail—Jay Road Connection study seeks to evaluate potential trail alignments and select a preferred alignment and design to connect Cottonwood Trail to the LOBO Regional Trail. Completion of this trail would fully connect the City of Longmont, Gunbarrel, and the City of Boulder, including local trail systems in these communities.

The project vision is to provide an off-street multi-use trail that supports comfortable regional active travel while also enhancing access for localized recreational activities and nearby transit facilities. The design of the trail will maintain context sensitivity to the surrounding landscape and encourage users to be respectful of the limits of the public trail access and private landowners' rights to privacy.

## Options

The study identified five potential alternatives to make this trail connection; options are listed below and outlined in Figure 2 on the following page.

- Option A—55th Street
- Option B—Pioneer Street
- Option C—57th Street
- Option D—Spine Road
- Option E—63rd Street

All five options are proposed to run through City of Boulder Open Space (see Figure 1) for approximately a quarter mile between the Cottonwood Trailhead and 55th Street. An existing tree line, above-ground drainage, and a Prairie Dog town have been observed through this section of Open Space. Any potential design would seek to minimize impact to these resources. Each of the five routes are summarized below.

Figure 1. City of Boulder Open Space at Cottonwood Trailhead



*City of Boulder Open Space between Cottonwood Trail and 56th Street, looking east. Ground pipe observed in the right of the photo may have to be shifted to accommodate proposed trail. Prairie Dogs were observed in this open space during the site visit. Further consideration will need to be given to accommodating Prairie Dogs and the potential trail.*

Longmont to Boulder Regional Trail—Jay Road Connection Alternatives Analysis  
Alternative Evaluation Analysis

Figure 2. Jay Road connection route options





### Option A—55th Street

The 55th Street option is approximately 4,100 linear feet in length and includes crossing Jay Road, benching the ditch along 55th Street (see Figure 3), and creating an elevated structure to cross the Boulder White Rock Ditch.

This route would impact a quarter-mile section through City of Boulder Open Space alongside Jay Road from the Cottonwood Trailhead to 55th Street, where the route would cross Jay Road. After crossing Jay Road, the route would continue north on 55th Street for a quarter mile, potentially partially on private property. With a posted speed limit of 30 mph, 55th Street is a low-volume street. The east side of the street presents more opportunity for trail development since it has a larger right of way (ROW) than the west side. There are two parcels with a single landowner along the east side of 55th Street. Building the trail along the east side of the street also removes the need to cross 55th Street.

To connect from 55th Street to the LOBO Regional Trail, the route would continue east through private property, running parallel to the White Rock Ditch to minimize impacts. Records classify this property as agricultural and it is currently developed with a single-family home and several additional buildings. At the northeastern extent of the property the route would cross the Boulder White Rock Ditch (see Figure 4) via a new elevated structure to join the local connector trail which in turn links to the LOBO Regional Trail east of Spine Road, or the route would continue on the south side of the ditch via an extension of the road culvert on Orchard Creek Circle. The option would include upgrades to the existing trail crossing at Spine Road.

This route has the potential to impact one to two private property owners and to use City of Boulder Open Space. The potential impacts to environmental resources from this route are listed below.

- Wetlands (estimate 0.75 acre)
- Special-status species (potential impacts)
- Prairie Dog habitat (estimate 0.5 acre)
- Nesting migratory birds and raptors (seasonal impacts)
- Significant agricultural lands (estimate 1.25 acres)

Figure 3. 55th Street looking north



View of 55th Street north of the intersection with Jay Road, looking north. The east side of the street has wider right of way and presents more opportunities to construct a parallel off-street trail.

Figure 4. LOBO Regional Trail end



View of the White Rock Ditch from the end of the LOBO Regional Trail. Several of the route options involve the construction of an elevated structure to cross the ditch at this location.

Mitigation for these impacts can be found in Table 1.

Table 1. Environmental Impacts and Mitigation

Environmental Resource	Regulatory Requirements and Mitigation
Wetlands	Requires wetland permit from City of Boulder. Possible nationwide or individual permit from U.S. Army Corps of Engineers (USACE) and wetland mitigation for impacts greater than 0.10 acre.
Special-status species	Requires potential coordination with U.S. Fish and Wildlife Service (USFWS), Colorado Parks and Wildlife (CPW), City of Boulder, and Boulder County for impacts to sensitive species habitat.
Prairie Dog towns	Requires coordination with City of Boulder Open Space, Boulder County Open Space, and CPW. Prepare a Prairie Dog management plan. Possible relocation permit.
Migratory birds	Seasonal and encroachment restrictions on construction when nesting migratory birds are present.
Significant agricultural lands	Avoidance of irrigation facilities. Provide fencing to minimize indirect impacts from multi-users of the trail.

### Option B—Pioneer Road

The Pioneer Road option is approximately 7,200 linear feet in length and includes crossing Jay Road, Clay Street, Spine Road, and Wellington Road.

This route involves a quarter-mile section through City of Boulder Open Space alongside Jay Road from the Cottonwood Trailhead to 55th Street, where the route would cross Jay Road. After crossing Jay Road, the route would continue north on 55th Street for a third of a mile, potentially partially on private property. 55th Street is a low-volume street with a posted speed limit of 30 mph. The east side of the street presents more opportunity for trail development since it has a larger ROW than the west side. Building trail along the east side of the street also would remove the need to cross 55th Street. There are two land owners with the potential to be impacted along the east side of 55th Street.

From 55th Street, the trail would continue on Pioneer Road—a low-volume, residential street—likely as a shared street, minimizing the impact to private property owners. From the end of Pioneer Road, the route would cut through an existing fence to access the Celestial Seasonings property, heading east along the property line to connect to Spine Road. To connect to the existing LOBO Regional Trail, the route would run south on Spine Road, crossing Wellington Road and Spine Road.

The route has the potential to impact three to four private landowners and use City of Boulder Open Space. The potential impacts to environmental resources associated with this route are listed below.

- Wetlands (estimate 0.75 acres)
- Special-status species (potential impacts)
- Prairie Dog habitat (estimate 0.5 acre)
- Nesting migratory birds and raptors (seasonal impacts)
- Significant agricultural lands (estimate 1.0 acre)

Mitigation for these impacts can be found in Table 1.

### Option C—57th Street

The 57th Street option is 4,500 linear feet in length and includes crossing 57th Street and Jay Road, benching the ditch along 55th Street, and building an elevated structure to cross the Boulder White Rock Ditch.

This option involves a half-mile section along Jay Road from the Cottonwood Trailhead to 57th Street. Between the Cottonwood Trailhead and 55th Street, the trail would use City of Boulder Open Space land to

run off-street. Between 55th Street and 57th Street, the trail would run alongside the south side of Jay Road on existing ROW. An existing open drainage channel is located along this section of ROW. Mitigation would be required to pipe or bench this drainage channel. Along this section, the trail has potential to impact up to four private properties that are a mix of residential and agricultural. The trail would cross to the east side of 57th Street and then cross Jay Road to Juhls Drive. 57th Street ends on the south side of Jay Road, forming a four-legged intersection with Juhls Drive, a residential street that loops back onto Jay Road. This would require construction of a new crossing on Jay Road, which would potentially need to be signalized to ensure the safety of trail users and to warn road users of the crossing.

After crossing Jay Road, the trail would continue north along the boundary of a residential property for approximately 300 feet to 400 feet and transition into agricultural land, continuing north along the eastern boundary of this parcel. At the northeastern extent of this property, the route would cross the ditch via a new elevated structure to connect to the LOBO Regional Trail.

This route has the potential to impact four to eight private properties and to use City of Boulder Open Space. The potential impacts to environmental resources associated with this route are listed below.

- Wetlands (estimate 0.75 acre)
- Special-status species (potential impacts)
- Prairie Dog habitat (estimate 0.5 acre)
- Nesting migratory birds and raptors (seasonal impacts)
- Significant agricultural lands (estimate 1.5 acres)

Mitigation for these impacts can be found in Table 1.

#### **Option D—Spine Road**

The Spine Road option is approximately 6,000 linear feet in length and includes crossings at 57th Street, Jay Road, and potentially Spine Road.

This option includes a three-quarter mile section along the south side of Jay Road, from the Cottonwood Trailhead to the signalized T-intersection where Spine Road meets Jay Road. Between the Cottonwood Trailhead and 55th Street, the trail would run off-street, using City of Boulder Open Space land. From 55th Street to 57th Street, the trail may impact up to four private properties that are a mix of residential and agricultural.

An existing open drainage channel is located along this section of the ROW. Mitigation would be required to pipe or cover this drainage channel. The route then would cross 57th Street and continue to Spine Road either along the road ROW or on a Boulder County conservation easement on private property.

The signalized intersection at Spine Road currently includes a pedestrian-activated crossing on the eastern leg of the intersection. During the site visit, the project team observed several bicyclists traveling eastbound on Jay Road having difficulty moving from the shoulder to the left-turn lane at Spine Road. Accommodating a trail crossing at this intersection would require further consideration with potential to upgrade the existing crossing.

From the intersection, the trail would run north-south on either the east or west side of Spine Road (see Figure 6 and Figure 5) for approximately 0.4 mile, where it would connect to the LOBO Regional Trail. Spine Road has a posted speed limit of 30 mph and provides access to several cul-de-sac housing developments. Spine Road currently includes bicycle lanes that are approximately 4 feet wide including the gutter pan on each side of the road.



Figure 6. West side of Spine Road, looking south



Figure 5. East side of Spine Road, looking south



There is currently a detached sidewalk along the eastern side, separated from the roadway by a grass median. If the trail ran along the eastern side of Spine Road, it is likely that this existing sidewalk would be widened and upgraded to a 10-foot multi-use path.

The route has the potential to impact one to four private properties and use both Boulder County and City of Boulder Open Space. The potential impacts to environmental resources associated with this route are listed below.

- Wetlands (estimate 0.75 acre)
- Special-status species (potential impacts)
- Prairie Dog habitat (estimate 1.0 acre)
- Nesting migratory birds and raptors (seasonal impacts)
- Significant agricultural lands (estimate 1.75 acres)

Mitigation for these impacts can be found in Table 1.

The point where the LOBO Regional Trail crosses Spine Road creates a logical point to connect this option to the existing trail and provides an opportunity to improve the existing crossing. The existing crossing is incomplete on the western side, missing a curb apron, and a grass median runs between the sidewalk/trail and the roadway (see Figure 7). This crossing is located approximately 185 feet from a striped pedestrian crosswalk. This option removes the need to construct a new bridge over the Boulder White Rock Ditch.

#### Option E—63rd Street

The 63rd Street option is approximately 6,500 linear feet in length and includes crossings at 57th Street and Jay Road.

Figure 7. Spine Road crossing



Existing LOBO Regional Trail crossing at Spine Road, looking west. The curb apron is missing on the west side, as indicated by the yellow box.

This route would run 1.2 miles along Jay Road from the Cottonwood Trailhead to 63rd Street. Between the Cottonwood Trailhead and 55th Street, this section of the trail would use City of Boulder Open Space land.

From 55th Street to 57th Street, the trail has potential to impact up to four private properties, which are a mix of residential and agricultural use. An open drainage channel exists along this section of ROW. Mitigation would be required to pipe or cover this drainage channel.

The route then would cross 57th Street and continue to Spine Road through Boulder County Open Space. East of this, the route would likely use public ROW along Jay Road, with the potential to impact four private properties. For the last quarter-mile section along Jay Road, the route would traverse City of Boulder Open Space and connect to the multi-use path along the west side of 63rd Street. The paved path runs north-south on 63rd Street and connects with the LOBO Regional Trail north of Twin Lakes Road, approximately a half-mile north of Jay Road.

The route has the potential to impact two to eight private properties and use both Boulder County and City of Boulder Open Space. The potential impacts to environmental resources associated with this route are listed below.

- Wetlands (estimate 0.75 acre)
- Special-status species (potential impacts)
- Prairie Dog habitat (estimate 1.0 acre)
- Nesting migratory birds and raptors (seasonal impacts)
- Significant agricultural lands (estimate 2.25 acres)

Mitigation for these impacts can be found in Table 1.

## Alternative Evaluation Criteria

To screen the five alternatives, the project team created evaluation criteria that reflect the vision and goals of the project. The criteria allowed each option to be compared to the others and helped the project team to rank and determine a best-fit alternative.

The alignment evaluation criteria are outlined in Table 2 below.

## Public Open House

Before the alternative evaluation process was undertaken, Option A through Option E were presented to the public at an open house held April 10, 2018, at Celestial Seasonings. Option A, 55th Street, received the most support from those who attended the public meeting, with Option D, Spine Road, a close second.

The second public open house was held June 13, 2018, at Celestial Seasonings, at which Option A was presented to the public as the preferred alternative. Option D was presented to the public as the second preferred alternative, to be considered should Option A pose a delay to the delivery of the LOBO connection. Strong support was again displayed for Option A, the most direct route.

## Alternative Evaluation

Each of the route options was assessed using the criteria outlined in Table 2. The results of the alternative evaluation are presented in Table 3. Results show Option A is the most favorable alternative with Option D as a close second. Based on the feedback from the public and the outcomes of the alternative evaluation, Boulder County and Atkins agree that Option A and Option D will be taken forward to 15% design.

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Table 2. Alignment Evaluation Criteria

Goal Area	Evaluation Question (Does the alignment...)	Response Measure
<b>LOBO Regional Trail—Jay Road Connection Alignment Alternative Evaluation: Level 1</b>		
<b>"To"— Local Connectivity</b>	Provide local access for nearby community?	Number of residential units within ¼-mile street access to the trail (project walk shed)
	Provide a new multimodal connection to nearby transit stops?	Yes/No
	Have a link to the existing LOBO Regional Trail (and/or also to the Cottonwood Trail)?	Yes/No
<b>"Through"—Regional Connectivity</b>	Provide a connection without extensive out-of-direction travel?	Total out-of-direction travel as compared to baseline straight-line (Euclidean) distance
	Use established sections of the LOBO Regional Trail?	Distance of existing trail section unused
	Minimize roadway crossings?	Roadway crossings (considerations for varying levels of daily vehicle traffic)
<b>Comfort and Safety</b>	Minimize driveway crossings?	Driveway crossings (considerations for varying levels of daily vehicle traffic)
	Pose an impact to environmental resources identified in the area?	List potential impacts and mitigation
	Provide a benefit or challenge to hydraulic systems?	Subjective evaluation
<b>Conservation</b>	Minimize impacts to private property?	Minimize impacts to private property
<b>Privacy</b>	Provide an option that has reasonable cost associated with construction?	Additional new construction elements beyond traditional trail construction





Table 3. Alternative Evaluation Assessment

Design Options	Local Connectivity		Regional Connectivity		Comfort and Safety		Environmental*	Hydrological		Landowner	Feasibility
	Number of residential units in the study area within 1/4-mile street access to a trail	Provide a new multimodal connection to nearby transit stops?	Total out-of-direction travel distance as compared to straight line (distance in feet)	Distance of existing trail section unutilized (distance in feet)	Number of roadway crossings within the study area	Number of driveway crossings within the study area		Potential culvert impacts (each)	Potential irrigation ditch impacts (linear feet)		
Option A - 55th Street	652	Yes	882	0	5	2	<ul style="list-style-type: none"><li>•Wetlands (est. 0.75 acres)</li><li>•Special status species (potential impacts)</li><li>•Prairie Dog towns (est. 0.50 acres)</li><li>•Nesting migratory birds and raptors (seasonal impacts)**</li><li>•Significant agricultural lands (est. 1.25 acres)</li></ul>	6	1,340	1 to 2	1 bridge, 2 road crossings, benching/ piping ditch
Option B - Pioneer Street	1,036	Yes	2553	1,446	7 or 8 (depending on which side of 55th Street)	28 or 29 (assuming Pioneer Street and Sleepytme Drive sections are shared streets)	<ul style="list-style-type: none"><li>•Wetlands (est. 0.75 acres)</li><li>•Special status species (potential impacts)</li><li>•Prairie Dog towns (est. 0.50 acres)</li><li>•Nesting migratory birds and raptors (seasonal impacts)**</li><li>•Significant agricultural lands (est. 1.00 acres)</li></ul>	5	1,340	3 to 4	2 to 3 road crossings, benching/ piping ditch
Option C - 57th Street	663	Yes	1,283	0	5	2	<ul style="list-style-type: none"><li>•Wetlands (est. 0.75 acres)</li><li>•Special status species (potential impacts)</li><li>•Prairie Dog towns (est. 0.50 acres)</li><li>•Nesting migratory birds and raptors (seasonal impacts)**</li><li>•Significant agricultural lands (est. 1.50 acres)</li></ul>	7	3,600	4 to 8	1 bridge, 3 road crossings, benching/ piping ditch
Option D - Spine Road	666	Yes	1,394	1,446	5 or 6 (depending on which side of Spine Road)	2 or 3 (depending on which side of Spine Road)	<ul style="list-style-type: none"><li>•Wetlands (est. 0.75 acres)</li><li>•Special status species (potential impacts)</li><li>•Prairie Dog towns (est. 1.00 acres)</li><li>•Nesting migratory birds and raptors (seasonal impacts)**</li><li>•Significant agricultural lands (est. 1.75 acres)</li></ul>	8	3,660	1 to 4	3 road crossings, benching/piping ditch
Option E - 63rd Street	752	Yes	1,502	4,356	3	6	<ul style="list-style-type: none"><li>•Westlands (est. 0.75 acres)</li><li>•Special status species (potential impacts)</li><li>•Prairie Dog towns (est. 1.00 acres)</li><li>•Nesting migratory birds and raptors (seasonal impacts)**</li><li>•Significant agricultural lands (est. 2.25 acres)</li></ul>	6	3,660	2 to 8	1 road crossing, benching/piping ditch



Level of effectiveness

\* Environmental resources identified from Boulder County Comprehensive Plan data and maps.  
\*\* Construction activities could have an impact on migratory nesting birds and raptors.

# **Appendix E. Public Open House #2**



# Public Open House #2

## Introduction

The second community open house was held June 13, 2018 at Celestial Seasonings at the north of the project study area. Notification for the event was provided to residents, businesses and homeowners associations via direct mail list. Boulder County Transportation also posted a meeting notice online and sent an email notice to the department's bicycle and pedestrian email

## Summary

The purpose of the open house was to gather feedback from the community about the draft preferred alignment, Option A – 55<sup>th</sup> Street. This option gathered the most public support of the five options presented at the first public meeting held April 10, 2018. Option A also scored highest in the alternative evaluation process undertaken by the project team.

The conceptual trail alignments along with goals, objectives and general information about the study were presented on posters at the open house. Boulder County staff, a representative from City of Boulder Open Space and Mountain Parks department, and members of the consultancy team were present to guide attendees through the posters and answer questions.

In general, attendees were in agreement that Option A – 55<sup>th</sup> Street should be the preferred alignment for the trail connection and welcomed the opportunity to improve safety for pedestrians and bicyclists in the area. Some common concerns attendees stated included safety concerns with the trail crossing Jay Road with a strong desire to provide separation from vehicular traffic. Another recurring theme/topic was people noting that the existing trail and propose connection do not accommodate higher speed commuter cyclist.

Approximately 65 people attended the meeting in person, by which 36 written comment sheets were collected and 27 sticky notes were added to the five route alternative drawings on display.

The tables below summarize the community input themes from the open house meeting



**Table 1 – Community Input Themes**

Community Input Themes	Responses	Number
Strong support for Option A. Desire for this connection to be constructed as soon as possible.	This option also scored highest in the alternative evaluation process, giving the project team confidence that the best option has been selected for more detailed design.	30
Safety concerns for trail users crossing and running alongside Jay Road. Desire to separate trail from Jay Road.	Comfort and safety is one of the project goals. Providing appropriate separation between trail users and vehicles will be prioritized as part of the design.	16
Higher speed/commuter cyclists do not like the existing section of trail east of 63 <sup>rd</sup> Street. It is noted that the alignment of this section requires slow bicycle speeds, the curvature of trail increases conflict points, and the bridges create pinch points. It is also noted that there are high pedestrian volumes along this section. More confident cyclists will continue to use 63 <sup>rd</sup> Street and Spine Road to avoid this section. Desire for connection between 63 <sup>rd</sup> Street and Cottonwood Trail that facilitates higher speed cyclists.	<p>Boulder County are proposing several near-term changes to Jay Road to improve corridor safety which include:</p> <ul style="list-style-type: none"> <li>Between 30th and 63rd streets – striping a one-foot buffer to separate the travel lane from the shoulder.</li> <li>Between 30th and 75th streets – applying green paint to the shoulder to highlight the shoulder and bike lane at intersections.</li> </ul> <p>These improvements to Jay Road will make conditions more comfortable for cyclists who choose not to use the proposed trail connection.</p>	16
Strong desire for underpass to cross Jay Road to reduce conflicts with high speed, high volume traffic on Jay Road.	Will be considered further during trail design.	11
Concern that private property easement required along 55 <sup>th</sup> Street could stall progress of the project.	Boulder County have met with this landowner on several occasions regarding the trail alignment and are hopeful an agreement can be made. If this alternative poses significant delay to the project timeline Option D, the second preferred alternative, may be considered instead.	4
Ensure trail is wide enough to comfortably accommodate high usage from pedestrians and bicyclists	Comfort and safety is one of the project goals. Comfortable trail design will be prioritized.	2
Desire for improvements to 63 <sup>rd</sup> Street multi-use path and connect to City of Boulder's Confluence project.	The scope of this project is to connect the Cottonwood Trail to the Longmont-to-Boulder Trail. The City of Boulder have plans to connect the existing 63 <sup>rd</sup> Street multi-use path as part of the Andrus Road to Airport Road Multi-Use Path Project.	2
Off-leash dogs are noted as an issue for trail users between 63 <sup>rd</sup> Street and Spine Road.		2
Concern with impacts to ditches, agricultural lands and other environmental resources	It is a goal of the project to design a trail that is context sensitive, mitigating impacts to ecological and natural systems throughout the designated trail corridor.	2

Longmont to Boulder Regional Trail—Jay Road Connection Alternatives Analysis  
Community Open House Summary



Community Input Themes	Responses	Number
Ensure 55 <sup>th</sup> Street is bike friendly	It is intended that the trail would be off-street, running parallel but separate from 55 <sup>th</sup> Street.	1
Concern with widening 55 <sup>th</sup> Street	It is intended that the trail would be off-street, running parallel but separate from 55 <sup>th</sup> Street.	1
Desire for existing trail crossing at Spine Road to be improved	It is intended to improve this existing crossing as part of the trail construction.	1
Visibility concerns for bicycles and vehicles with hills on 55 <sup>th</sup> Street	It is intended that the trail would be off-street, running parallel but separate from 55 <sup>th</sup> Street.	1
Preference for the proposed trail to be paved	Trails in this area will be constructed to Boulder County's Multi-Modal Standards which state: <i>"compacted crusher fines shall be the preferred material, although surface materials shall be considered on a case-by-case basis."</i>	1
Explore opportunity to educate trail users of good trail behavior and etiquette.	Boulder County will consider educational opportunities.	1