



Boulder to Erie Regional Trail (BERT)



CDR ASSOCIATES
COLLABORATIVE DECISION RESOURCES



ERO Resources Corporation

Boulder to Erie Regional Trail (BERT)

Online Survey

Summary Report

Submitted to:

Boulder County Community Planning & Permitting
Transportation Planning Division
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Executive Summary

Boulder County, in partnership with the City of Boulder and Town of Erie, is evaluating options for the creation of a new soft-surface regional trail connection linking the City of Boulder and Erie.

This connection was identified in the county's regional trails prioritization process in 2003 and is eligible for funding through the Countywide Sales Tax which was extended in perpetuity in 2022. The Boulder Valley Comprehensive Plan and Boulder County Transportation Master Plan identify this trail connection as an important link in the Boulder Valley and regional trails systems.

The purpose of this survey was to provide public input into the selection of conceptual trail alignment(s) for further consideration and understand how members of the public who live near the proposed trail alignments feel about the proposed trail. An online survey was developed to gather the following information:

- current activity participation and frequency of activities that would align with the proposed trail;
- current commuting behavior using transportation options that could be accommodated on the proposed trail;
- support for or opposition to the trail in the proposed corridor;
- preferred trail alignment(s) for further consideration from three proposed alignments;
- preferred US 287 crossing option;
- intent to use the trail, and intended use and use frequency;
- proximity of residence to the proposed trail corridor
- participation in public outreach opportunities about the trail's development; and
- respondent characteristics.

The survey succeeded in reaching many new residents and property owners in the area immediately around the trail who had not been previously involved with the BERT master plan process. Results indicated strong support with approximately 91% of respondents in favor the trail's development and indicating interest in using the trail for both recreation and commuting. Respondents also expressed a desire to protect the environment and balance/mitigate potential environmental impacts to the area that could result from trail construction. Of the options presented, respondents expressed a strong dislike for the trail alignment route involving sections on Valmont Rd and a preference for an underpass for the crossing of US 287. However, it is important to note that the survey was administered prior to completion of the grading alternatives, before impacts of each of the alignments were fully understood. Potential impacts from this are discussed further in the results section of the following report.

Selection of alignment(s) for further consideration will be based on detailed alignment grading, steering committee and partner input, and public input gathered throughout the entirety of the BERT master planning process. As part of this public input received over years of community outreach, these survey results will be carefully considered when selecting alignment(s) for further consideration but the primary selection tool will be the detailed grading which is the result of extensive collaboration and has been reviewed and refined in collaboration with the BERT Steering Committee.

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APPENDICES

- Appendix A *BERT Trail Alignment Online Survey: Survey Instrument*
A copy of the questionnaire used to record responses.
- Appendix B *Online Survey Postcard Invitation*
A copy of the postcard used to invite respondents to participate in the online survey.

Section 1. Introduction

Boulder County, in partnership with the City of Boulder and Town of Erie, is evaluating options for the creation of a new soft-surface regional trail connection linking the City of Boulder and Erie.

This connection was identified in the county's regional trails prioritization process in 2003 and is eligible for funding through the Countywide Sales Tax which was extended in perpetuity in 2022. The Boulder Valley Comprehensive Plan and Boulder County Transportation Master Plan identify this trail connection as an important link in the Boulder Valley and regional trails systems.

The purpose of this survey is to provide public input into the selection of conceptual trail alignment(s) for further consideration and understand how members of the public who live near the proposed trail alignments feel about the proposed trail. An online survey was developed to gather the following information:

- current activity participation and frequency of activities that would align with the proposed trail;
- current commuting behavior using transportation options that could be accommodated on the proposed trail;
- support for or opposition to the trail in the proposed corridor;
- preferred trail alignment(s) for further consideration from three proposed alignments;
- preferred US 287 crossing option;
- intent to use the trail, and intended use and use frequency;
- proximity of residence to the proposed trail corridor
- participation in public outreach opportunities about the trail's development; and
- respondent characteristics.

The research conducted to achieve the study purpose and presented in this report includes an online survey distributed to residents and landowners near the proposed trail corridor.

Organization of the Report

The report is organized into four sections.

Introduction: This section discusses the purpose and intent of the study, the organization of this report, and general information about how to interpret study results.

Methods: This section discusses the survey design and administration procedures, and limitations that may affect the results of the study.

Results: This section provides summary information for questions in the study questionnaire. It presents results from the online survey including information about the respondent's current activities and commuting behavior that might align with trail use, level of support or opposition to the trail, preferred trail alignment(s) for further consideration, intended use of the trail, participation in the trail planning process, and respondent characteristics.

Appendices:

Appendix A *BERT Trail Alignment Online Survey: Survey Instrument*
A copy of the questionnaire used to record responses.

A copy of the postcard used to invite respondents to participate in the online survey.

Presentation of the Survey Results

Survey results are represented in the form of figures (see Figure 1 below), tables, and/or text.

SAMPLE ONLY

1. The figure caption describes the figure's information.
2. Listed above the figure, the "N" shows the number of individuals responding to the question.

*appears when total percentages do not equal 100 due to rounding.

**appears when total percentages do not equal 100 because respondents could select more than one answer.

3. Vertical information (y-axis) describes the response categories.
4. Horizontal information (x-axis) shows the number of responses in each category.
5. The proportion of visitor groups/visitors who selected each category.

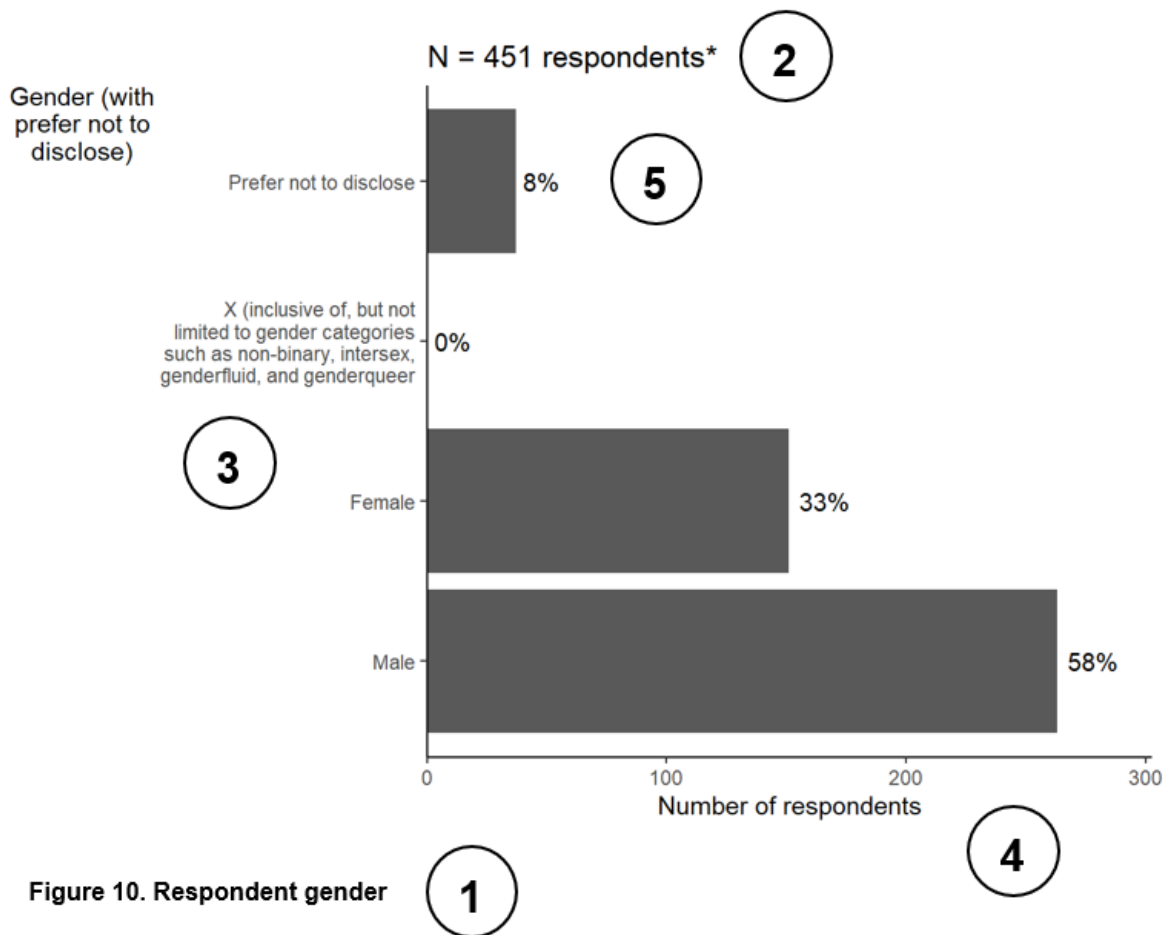


Figure 1. Example figure

Section 2. Methods

The online survey was designed to collect information about respondent's current activities and commuting behavior that might align with trail use, level of support or opposition to the trail, preferred trail alignment(s) for further consideration, intended use and frequency of use of the trail if constructed, participation in the trail planning process, and respondent characteristics. This section of the report describes the methods used to accomplish each of these objectives.

Survey Methods

An online survey was offered to residents and landowners near the proposed trail corridor. More specifically, the survey was administered online using the Qualtrics survey platform. The survey was self-administered on respondents' personal internet connected devices.

Sampling Effort

The visitor survey was available for completion online during a 13-day sampling period, from October 31, 2023 through November 12, 2023.

Survey Instrument Design

The purpose of the survey was to collect information about respondent's current activities and commuting behavior that might align with trail use, level of support or opposition to the trail, preferred trail alignment(s) for further consideration, intended use and frequency of use of the trail if constructed, participation in the trail planning process, and respondent characteristics.

The survey instrument was designed by the project team in coordination with Boulder County community planners. Questions included in the questionnaire were designed using best practices for standard survey design. The majority of the questions included in the survey instrument asked visitors to choose answers from a list of response options, providing an open-ended option, where appropriate, to ensure that question prompts allowed for inclusive answers. Appendix A contains a copy of the survey instrument. Once the survey instrument was finalized, it was programmed into the Qualtrics survey platform.

Sampling Procedures

As mentioned above, the online survey was administered to residents and landowners near the proposed trail corridor. A list of 2,823 nearby properties, and associated mailing addresses was obtained from the Boulder County land records office. Each address on the list was mailed a postcard inviting an adult at each address to respond to the online survey, using a unique survey URL provided on the postcard. Appendix B contains a copy of the postcard invitation. The postcard invitation also briefly explained why the household was chosen for the survey. If an individual at an address completed and submitted a survey response, no other submissions were accepted from that URL, that is, only one response from each address was allowed.

The online survey contained a brief introduction to the purpose of the study and the BERT trail proposal. Respondents were then asked questions about current activities and commuting behavior that might align with trail use, their level of support or opposition to the trail, their preferred trail alignment(s) for further consideration, their intended type of use and frequency of use of the trail if constructed, their participation in the trail planning process, and relevant demographic questions.

Sampling Results

During the 13-day sampling period, 482 respondents participated in the online survey, with a total of 452 respondents completing the survey, meaning survey estimates have a margin of error of +/- 5%. The sampling frame contained 2,823 addresses, meaning the survey achieved a response rate of 16%.

Limitations

This study has limitations to consider when interpreting the results.

1. The sample was drawn from landowners and residents proximate to the proposed trail corridor. Therefore, the responses represent that group of residents, and don't necessarily represent other residents outside the sample area.
2. The response rate for the survey was 16%, meaning 84% of the sampling frame chose not to respond to the survey. There is a possibility of non-response bias, that is the members of the sampling frame who chose not to respond to the survey, may differ in meaningful ways from those who chose to respond.
3. Sample size may vary for some questions due to item non-response (i.e., one or more questions skipped by a respondent or based on skip logic programmed into the questionnaire), or as a result of data cleaning procedures. Therefore, refer to both the percentage and sample values when interpreting the results.
4. The survey was administered prior to the completion of the graded alignments before impacts of each of the alignments was clearly understood. The description of Alignment C inaccurately represented the level of impacts to natural resources associated with this alignment making it unclear whether support for this alignment would be as strong if the extent of the impacts had been understood and communicated at the time of the survey.

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Section 3. Results

This section of the report presents the results of the online survey. The results are generally presented in questionnaire order and include the question number, the question sub-sample, the question text, select bulleted information, and data figures and tables.

It should be noted, due to rounding, the percentages summarized in the bulleted information may not exactly match manual summation of the percentages presented in the tables. The percentages in figures and tables may not sum to 100 percent due to rounding, or in cases where survey respondents were instructed to select all response options that apply.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Current Activity Participation

Question 1

Question 1 was asked of all respondents.

Do you currently enjoy any of the following activities? (Select all that apply)

Results (Figure 2 and Table 1)

- A majority of respondents currently enjoy walking or rolling (93%) and bicycling (77%), while more than one-third of respondents reported running or jogging (45%) and cross-country skiing or snowshoeing (34%).
- Less than one in five respondents reported E-biking (18%), and an even smaller percentage reported horseback riding as an activity in which they participate.
- Table 1 lists other activities respondents mentioned. Notably, nine respondents mentioned running or walking with their dogs.

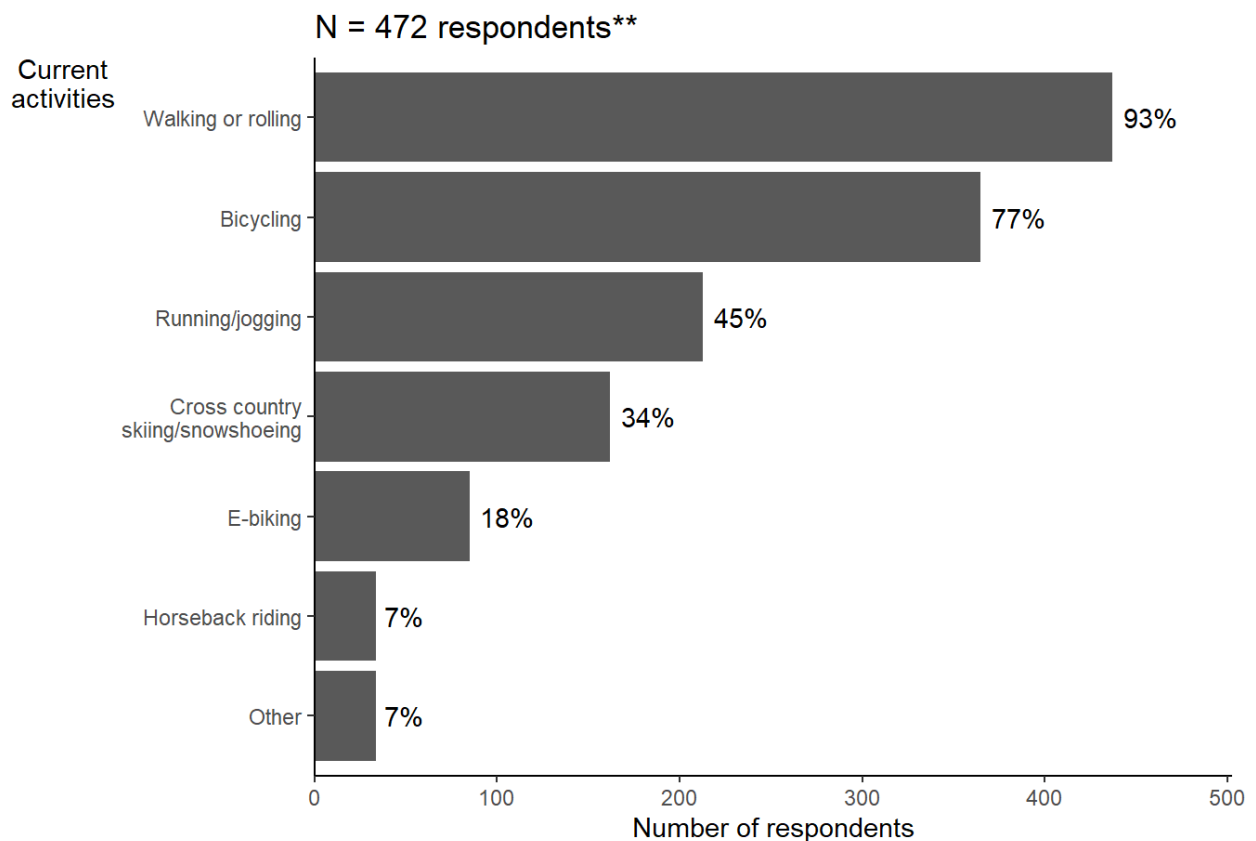


Figure 2. Current activity participation

*total percentages do not equal 100 due to rounding

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Table 1. Other activities listed.

OTHER ACTIVITIES
BIG PICKUPS
BIKING, SKIING, PADDLEBOARDING
BIRDWATCHING (3)
CARTWHEELS
DISC GOLF
DOG WALKING/RUNNING (9)
DOWNHILL SKIING
DRONE PHOTOGRAPHY
ELECTRIC SKATEBOARD
EVERYTHING OUTSIDE
FISHING
GOLFING
HIKING (4)
LLAMA PACKING/TRAINING WALKS
MAKE THE BED
PICKLEBALL
ROCK CLIMBING
SKATEBOARDING (3)
SWIMMING, WATER SKIING

*total percentages do not equal 100 due to rounding

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Question 1a

Question 1a was asked of respondents who indicated they participated in an activity in Question 1.

How often do you typically participate in any of these activities? (Select one)

Results (Figure 3)

- Respondents tend to be active in the activities in which they participate. Nearly half of respondents (47%) reported participating in the activities listed above five or more days per week, while about eight out of ten respondents (79%) indicated they participated in activities three or more days per week.

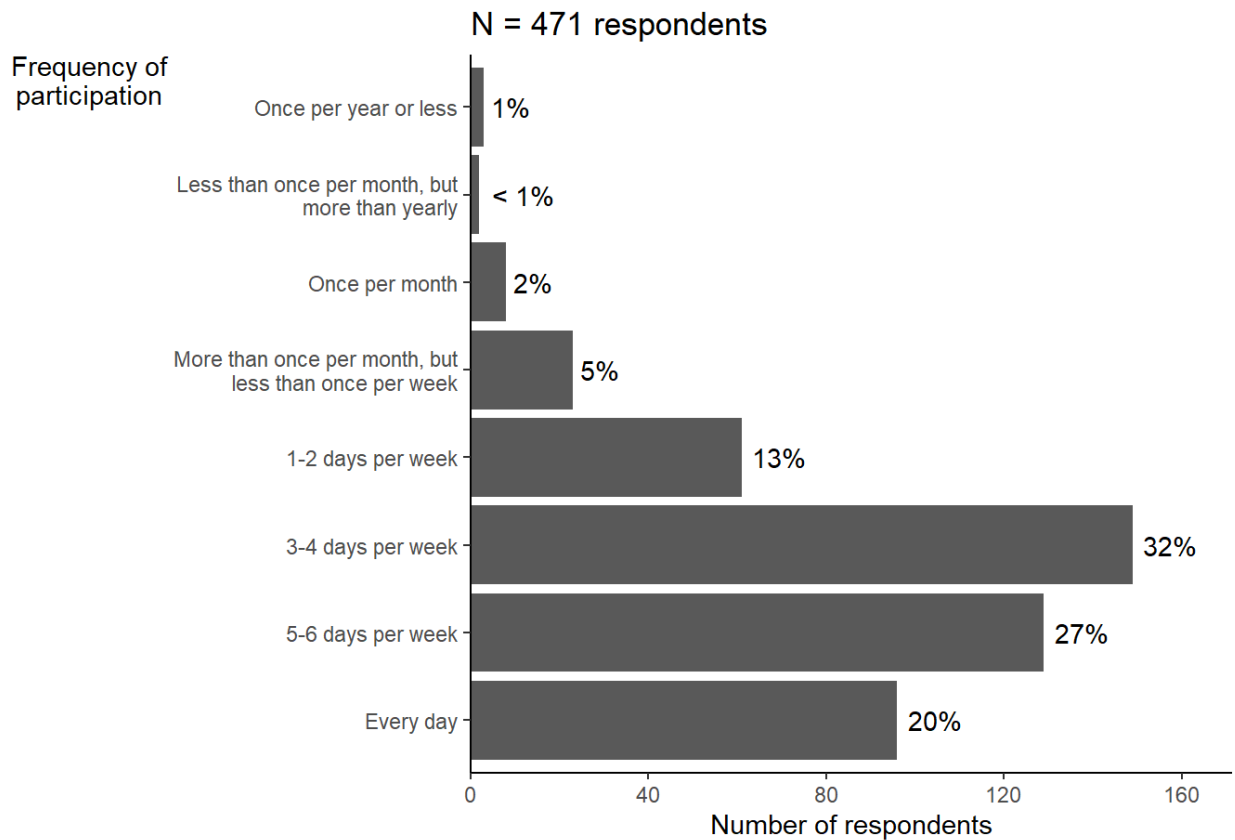


Figure 3. Frequency of participation in selected activities.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Commuting Behavior

Question 2

Question 2 was asked of all respondents.

Please select the forms of transportation other than a personal vehicle or public transit that you use to commute to work. (Select all that apply)

Results (Figure 4 and Table 2)

- Respondents were asked about their commuting behavior. Nearly half of all respondents (48%) indicated that they only commute to work either in a personal vehicle (car, truck, or SUV), or using public transit. However, nearly one-third of respondents (30%) indicated they use a bicycle to commute to work, while 12% walk or roll, and 11% use an E-bike.
- Table 2 lists other responses about commuting behavior. Roughly 12% of respondents indicated they don't commute to work. Notably, 33 respondents indicated that they are retired and therefore no longer commute to work, while 16 respondents indicated they work from home and therefore don't commute to work.

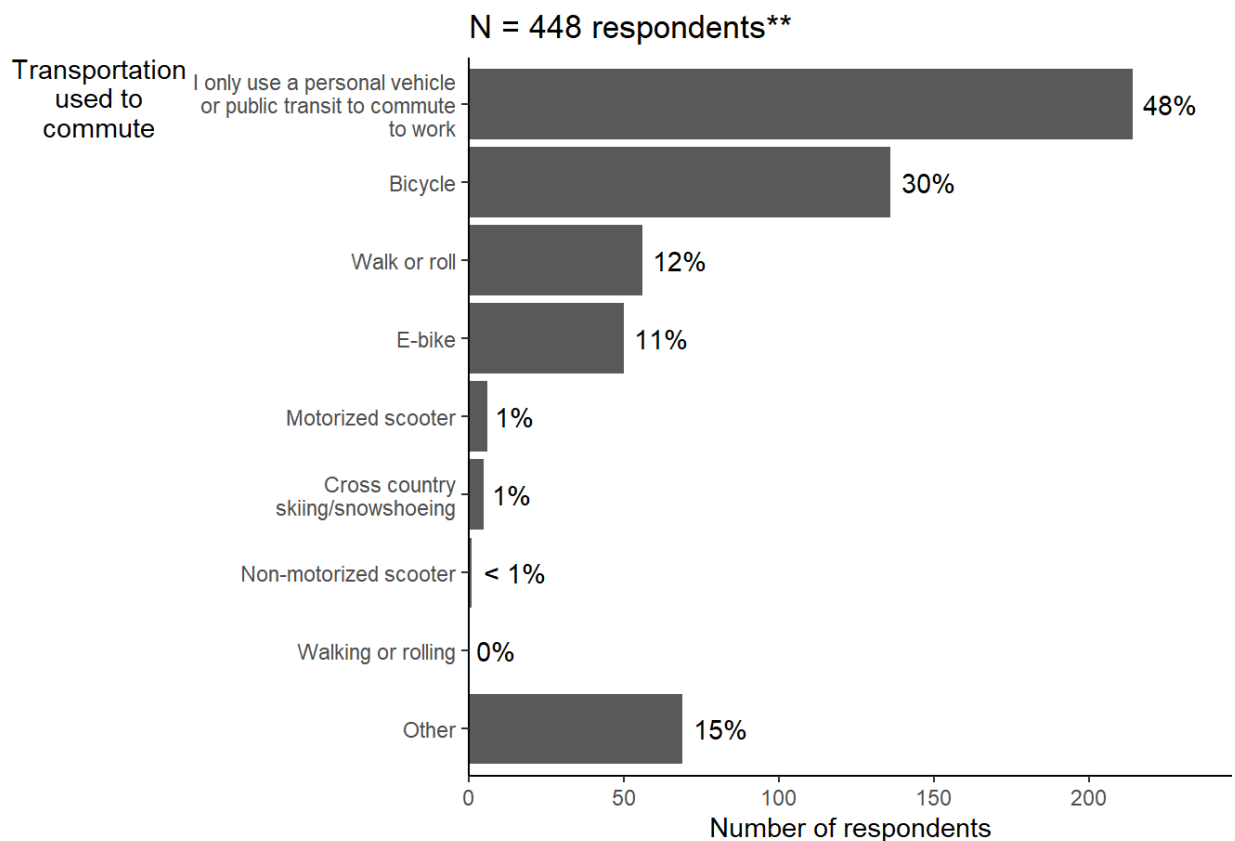


Figure 4. Transportation other than personal vehicle or public transportation used to commute to work.

*total percentages do not equal 100 due to rounding

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Table 2. Other responses about commuting behavior.

OTHER COMMUTING RESPONSES
ASSIGNED WORK VEHICLE
CURRENTLY I WFH - BUT I WOULD LOVE TO EBIKE COMMUTE IN THE FUTURE
DOES NOT APPLY
DON'T WORK (4)
I DO NOT WORK OUTSIDE THE HOME
I DON'T COMMUTE TO WORK
INNER TUBE (JK... JUST A CAR)
LIVE QUIET RURAL
MOTORCYCLE (3)
NONE
RETIRED (33)
RUN COMMUTING FROM TIME TO TIME.
VALMONT IS VERY DANGEROUS FOR CYCLING DURING RUSH HOUR GIVEN THE LARGER TRACTOR TRAILORS, DUMP TRUCKS AND TRASH TRUCKS THAT TRAVEL VALMONT
VEHICLE
WORK FROM HOME (16)

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Support for BERT Trail

Question 3

Question 3 was asked of all respondents.

In concept, do you support a trail in the general corridor described above? (Select one)

Results (Figure 5)

- Nine out of ten respondents support the BERT trail in concept, with 78% strongly supporting it, and an additional 13% somewhat supporting the trail.

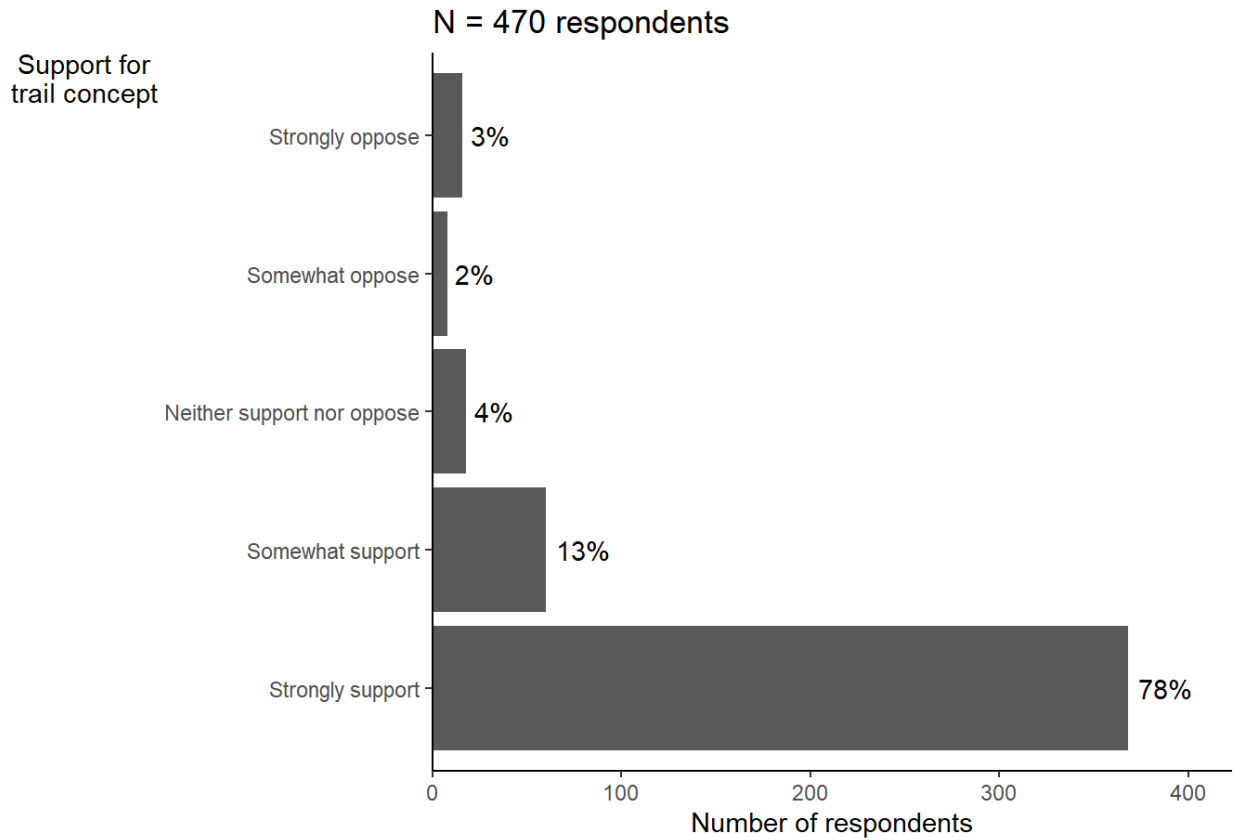


Figure 5. Level of support for BERT trail.

*total percentages do not equal 100 due to rounding

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Trail Alignment Ranking

Question 4

Question 4 was asked of all respondents.

Please rank the trail alignment options from most preferred to least preferred by moving each trail alignment into your preferred order. To rank the trail alignment options, drag the preferred option to the top of the list, your second choice to the middle of the list, and your least preferred option to the bottom of the list.

Note: It is important to note that the description of Alignment C overstated the benefits to ecological resources in the area and makes it seem like it is more environmentally/habitat friendly than Alignment A. When proposing the routes outside of the RTD ROW (Alignment A), the primary goal was to explore other potential options in the hope of finding a less ecologically impactful way to connect Erie and Boulder with a regional trail. Because Alignment C avoided areas of ecological concern in the RTD ROW, it was initially believed that Alignment C could be less ecologically impactful option. After studying the alignments with project partners, it was determined that Alignment C likely has the greatest ecological impact based on existing data.

Results (Figure 6, Figure 8, Figure 10, and Table 3)

- Figure 6, Figure 8, and Figure 10 show the results of how respondents ranked each of three proposed trail alignments. Trail Alignment C (alignment partially on OSMP lands between 75th and 95th) was ranked the highest with a majority of respondents (56%) ranking it as their top choice.
- Trail Alignment A (alignment entirely within RTD right-of-way) was the second most highly ranked proposed trail alignments, with 37% ranking it as their top choice.
- Trail Alignment B (alignment on Valmont between 75th and 95th) was the least preferred of the three trail alignments with only 7% of respondents ranking it as their top choice, and 72% ranking it as their third choice.
- Table 3 further shows that Trail Alignment C was preferred by respondents with the lowest mean and median ranking score, demonstrating a higher percentage of respondents ranked it as their number one choice, followed by Trail Alignment A which respondents ranked as their second choice, followed Trail Alignment B which respondents ranked as their third choice.
- While it is clear from the survey that Alignment B was the least preferred (considering on-trail safety and visitor experience), it is less clear that Alignment C would still be the most preferred considering its impacts to natural resources because two of the four top factors respondents indicated influenced their choice of the preferred alignment(s) for further consideration were: protection of wildlife habitat (40%) and protection of the environment (35%). The detailed grading of the alignments conducted with project partners is in progress and will be available as part of the final planning documents for the BERT project.

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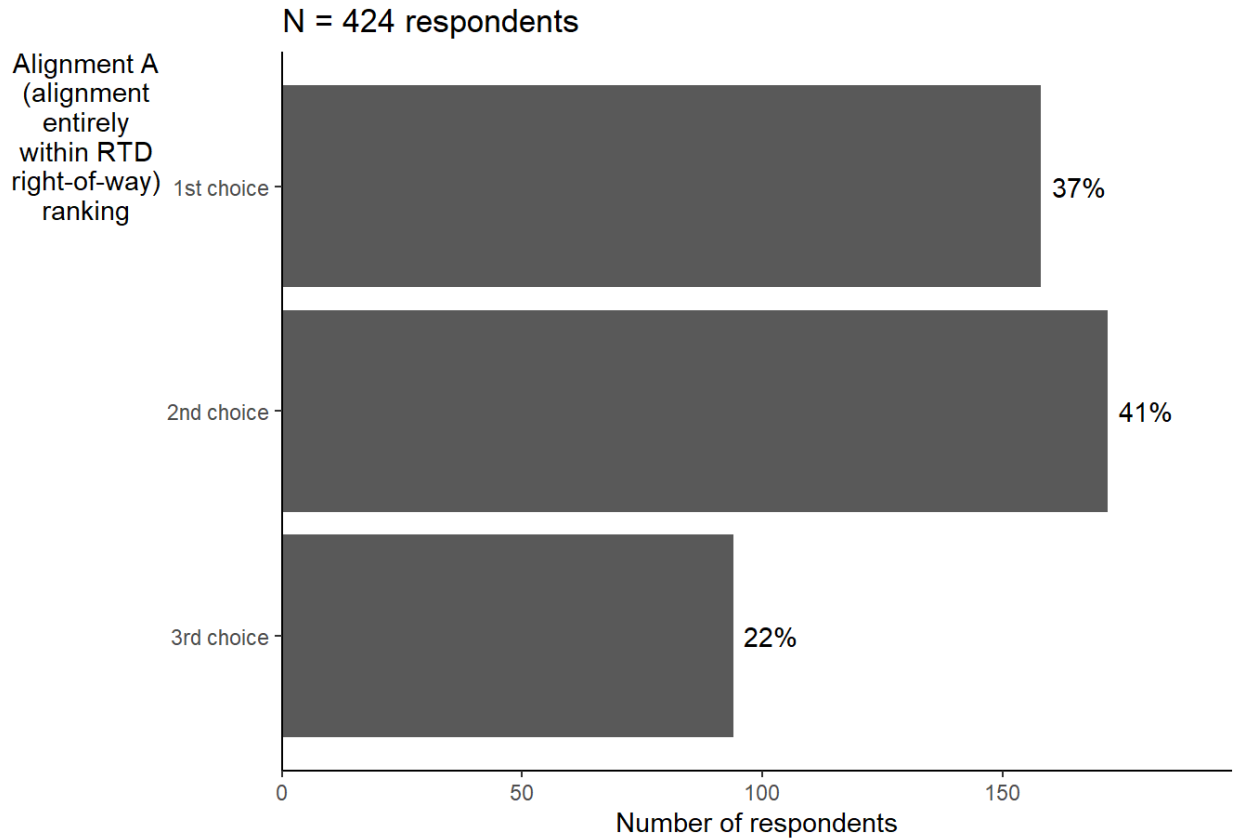


Figure 6. Ranked preference for Trail Alignment A.

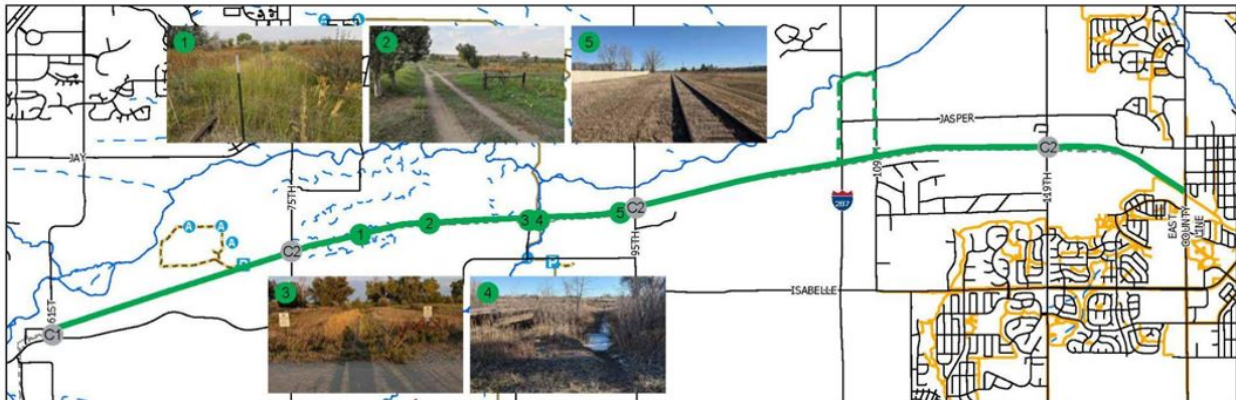


Figure 7. Trail Alignment A

- This alignment is fully in the Regional Transportation District (RTD) right-of-way.
- The trail is on top of the existing rail bed in certain sections.
- East of 75th the RTD right-of-way is wet in many areas.
- East of 75th the RTD right-of-way crosses sensitive habitats.

*total percentages do not equal 100 due to rounding

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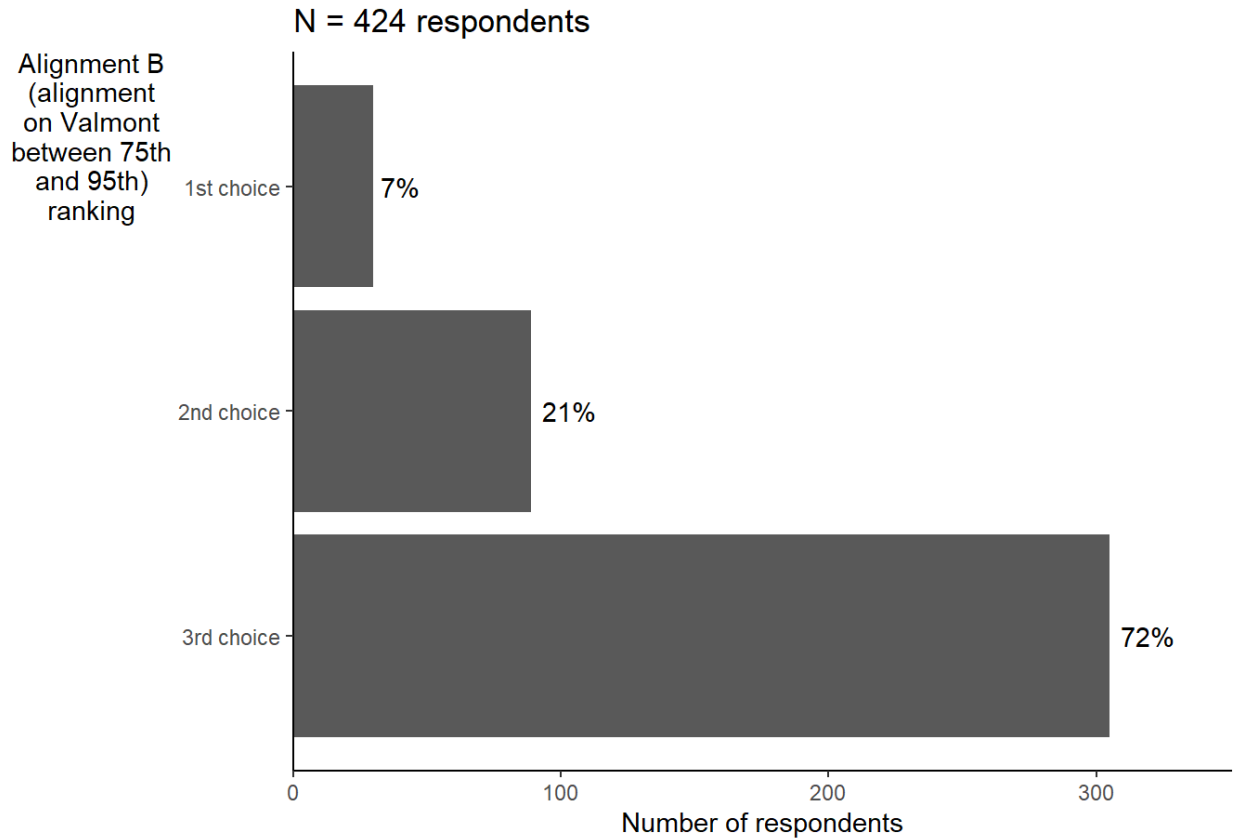


Figure 8. Ranked preference for Trail Alignment B.

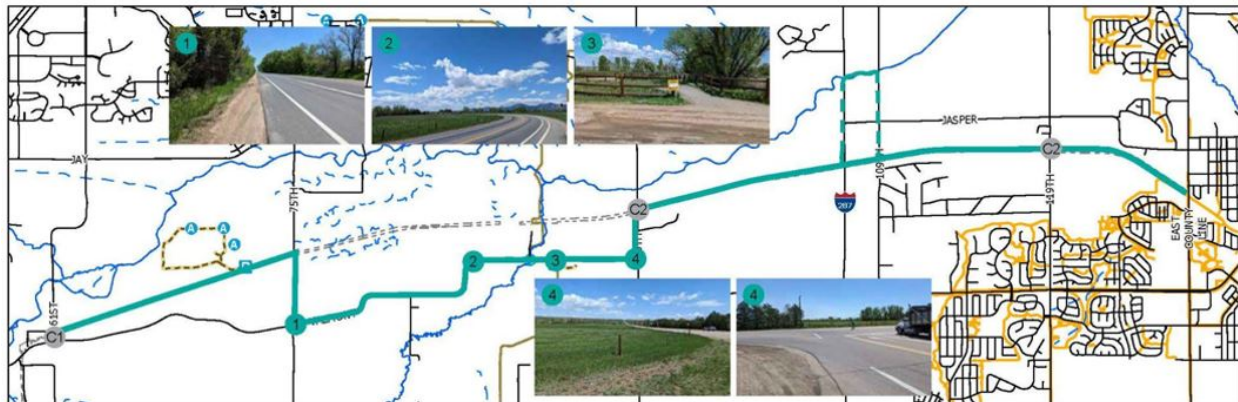


Figure 9. Trail alignment B

- This alignment is in the RTD right-of-way from 61st to 75th.
- Uses the City of Boulder Open Space and Mountain Parks (OSMP), and Boulder County (BOCO) rights-of-way/Valmont around the 75th to 95th section to avoid wet areas and sensitive habitats.
- Valmont right-of-way is narrow and has many driveways.
- The trail when in the RTD right-of-way is on top of the existing rail bed in certain sections.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

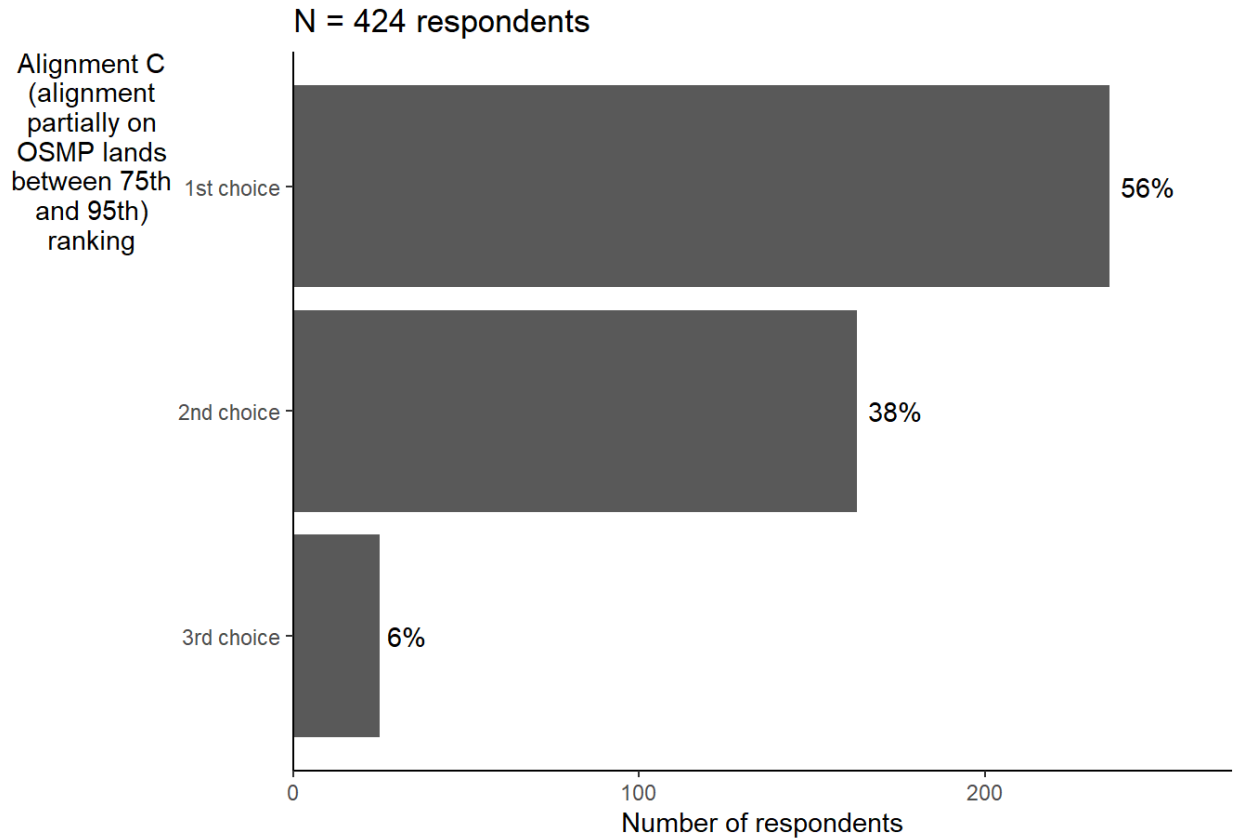


Figure 10. Ranked preference for Trail Alignment C.

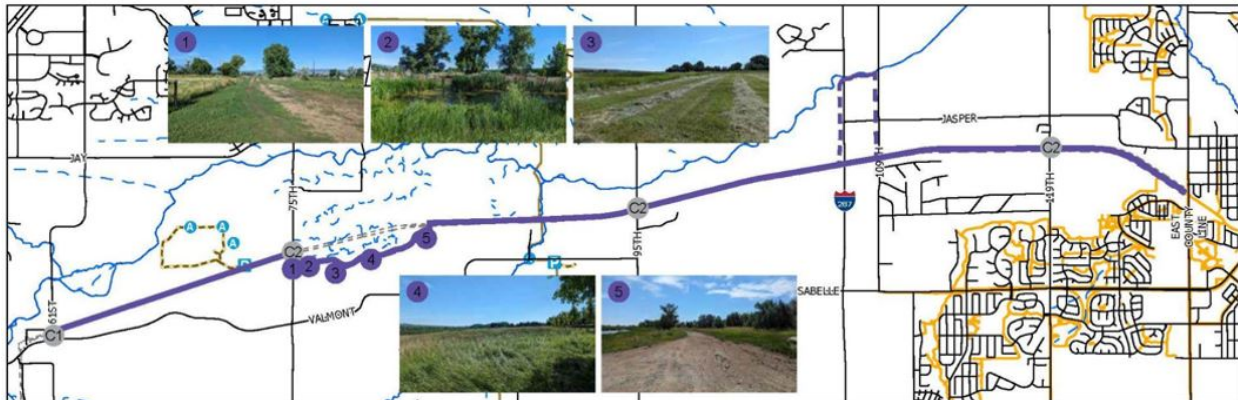


Figure 11. Trail alignment C

- This alignment uses the RTD right-of-way from 61st to 75th.
- Uses BOCO, OSMP, and RTD rights-of-way from 75th to 95th section to avoid some wet areas and sensitive habitats.
- The trail when in the RTD right-of-way is on top of the existing rail bed in certain sections.

Note: This description does not reflect the findings of the analysis that indicate that Alignment C is more impactful to sensitive habitats and in some areas more wet than the other alignments.

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**total percentages do not equal 100 because visitors could select more than one answer

Table 3. Trail alignment ranking statistics. Lower mean values indicate a higher preference for the trail alignment.

ALIGNMENT	N	MEAN	MEDIAN	STD. DEVIATION
Alignment A	424	1.85	2	0.76
Alignment B	424	2.65	3	0.61
Alignment C	424	1.50	1	0.61

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Trail Alignment Decision Factors

Question 5

Question 5 was asked of all respondents.

Please choose no more than three of the factors from the list below that influenced your decision about your preferred trail alignment option (your top choice in the previous question). (Select up to three factors)

Results (Figure 12 and Table 4)

- Respondents were asked to indicate up to three decision factors that influenced their choice of top trail alignments in the previous question. A majority of respondents (57%) indicated that on-trail safety influenced their choice of preferred trail alignment(s) for further consideration. More than one-third of respondents also indicated that protection of wildlife habitat (40%), recreational value (38%), and protection of the environment (35%) influenced their choice of preferred trail alignment(s) for further consideration.
- Table 4 lists other decision factors that influenced some respondents' choice of preferred trail alignment(s) for further consideration.

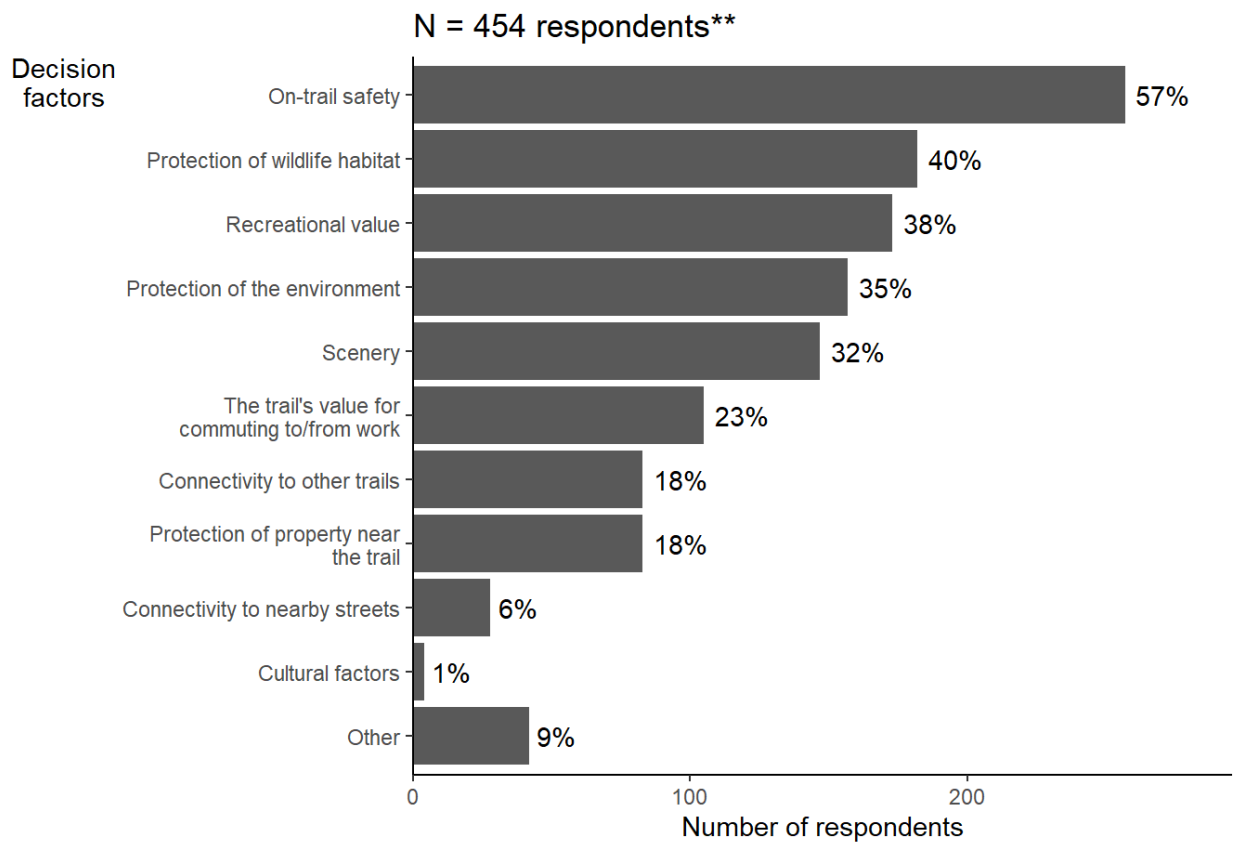


Figure 12. Top three decision factors used to choose preferred trail alignment(s) for further consideration.

*total percentages do not equal 100 due to rounding

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Table 4. Other decision factors used to choose preferred trail alignment(s) for further consideration.

OTHER DECISION FACTORS
ABILITY TO AVOID TRAIL CLOSURES RELATED TO WET-SEASON OVERFLOW.
AMOUNT OF TRAIL NEXT TO HEAVILY TRAVELED ROADS
AVOID VEHICLE PROXIMITY
AVOIDANCE OF ROADS
AVOIDS HAVING TO USE VALMONT WHERE CARS INCREASE RISK TO CYCLISTS
AWAY FROM ROADS AS MUCH AS POSSIBLE
CLOSENESS TO OUR HOUSE
CONTINUITY
COST OF ON-GOING MAINTENANCE
COST TO BUILD/ QUICKER COMPLETION
DIRECTNESS
EASE OF USE AND AVOIDING TRAFFIC
EASE TO MOVE FROM ONE SIDE TO THE OTHER
FOLLOWS RR TRACKS
FURTHER FROM ME
I DO NOT KNOW ENOUGH ABOUT THE AREAS WEST OF 287 TO MAKE AN ACCURATE JUDGEMENT
I DON'T CARE BUT IT WILL CAUSE TRAFFIC IN MY AREA SO I AM AGAINST IT
I LIVE OFF VALMONT, AND I DON'T WANT MORE RIDING ON VALMONT. ITS DANGEROUS. I'D LIKE TO BE IN A PROTECTED MORE NATURAL AREA.
I WOULD LIKE TO BIKE MY KIDS AND THE ROADS ARE NOT SAFE FROM MY HOUSE. WOULD LIKE TO AVOID AS MUCH ROAD RIDING AS POSSIBLE
MAINTAINING PRIVACY FOR ALL HOME OWNERS
MINIMIZE TRAVEL DISTANCE.
NARROW AND MANY DRIVEWAYS IS A NEGATIVE FACTOR
OFF OF THE ROAD WHERE SHARING WITH MOTOR VEHICLES.
OPTION B IS RIDING ON VALMONT AND THAT IS THE WHOLE REASON FOR NOT RIDING MY BIKE. IT WOULD BE GREAT TO STAY OFF OF ALL MAJOR ROADS WITH CHILDREN.
PEOPLE WILL TRY TO FISH IN THE PROTECTED BOULDER CREEK. KEEP THE TRAIL FAR AWAY
PROTECTION OF THE WETLANDS SUGGESTED IN TRAIL B. B WOULD NEGATIVELY IMPACT THE WILDLIFE AND PROTECTED WETLANDS. I STRONGLY SUPPORT PROPOSED TRAIL A.
SEEMINGLY QUICKEST
SHORTER DISTANCE TO/FROM BOULDER/ERIE - SIMPLER PATH
SHORTEST / MOST COMPACT
SIMPLE CROSSING AT 75TH ST / C2
SOME CONCRETE
STAYING OUT OF WET AREAS. I LIKE A DRY TRAIL WHEN WALKING OR EBIKING.
STRAIGHT PATH, RATHER THAN GOING AROUND . . .
SUFFICIENTLY SMOOTH FOR EASY BICYCLING
THE EXISTING RAIL BED IS ALREADY RAISED ABOVE THE WETLANDS
THE STRAIGHTEST SHOT
USING THE EXISTING RAILED WOULD SEEM PRACTICAL
VALMONT HAS GOTTEN QUITE BUSY WITH LOTS OF CARS PASSING DANGEROUSLY
WET, WANT TO BE ABLE TO USE IT ALL YEAR
WETNESS
WOULD NOT USE THIS TRAIL
YEAR-ROUND USABILITY - LESS WET

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Preferred US 287 Crossing Option

Question 6

Question 6 was asked of all respondents.

Which of the two options for crossing US 287 do you prefer? (Select one)

Results (Figure 13)

- Most respondents (86%) preferred the underpass option in the RTD right-of-way for crossing US 287.
- See Appendix A for a diagram of the two crossing options.

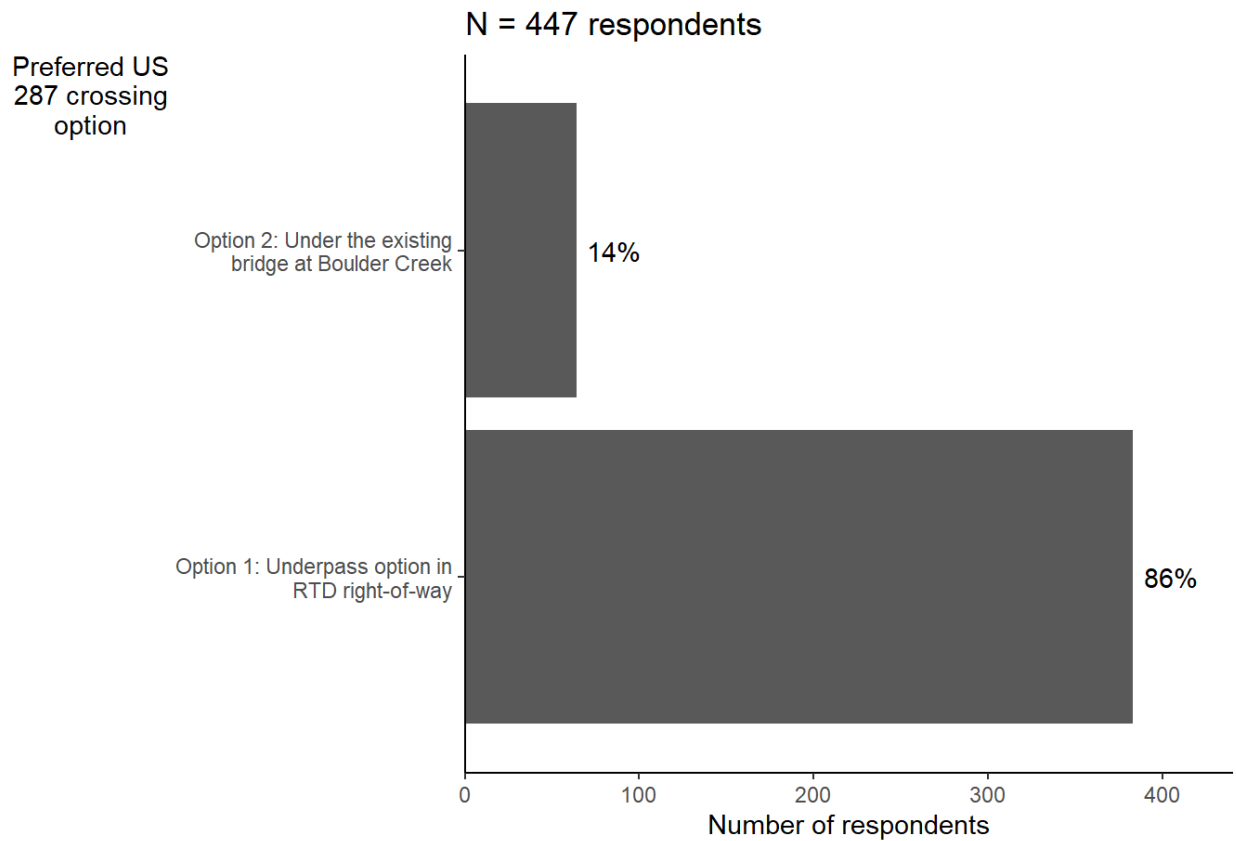


Figure 13. Preferred US 287 crossing option.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Intention to Use BERT Trail

Question 7

Question 7 was asked of all respondents.

Would you use the trail if built? (Select one)

Results (Figure 14)

- Most respondents (93%) indicated that they intended to use the BERT trail if it is built.

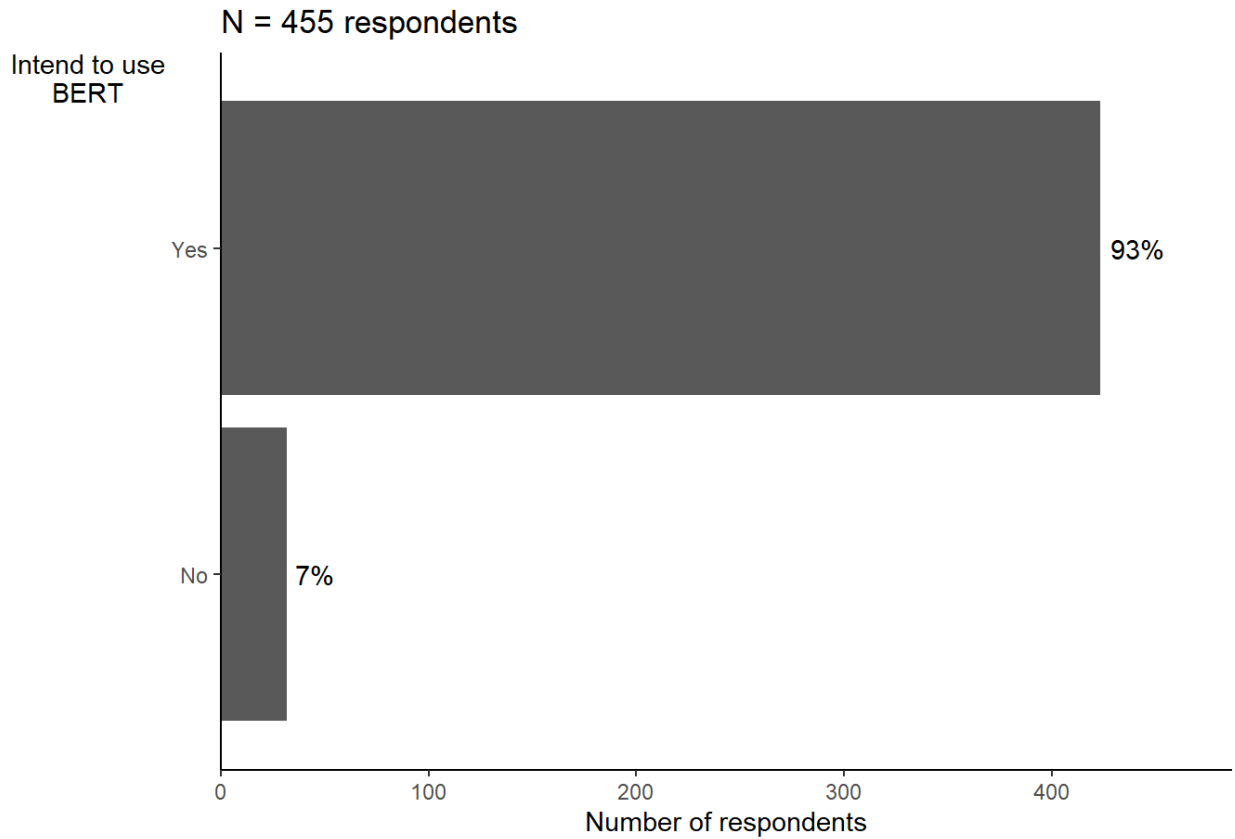


Figure 14. Intention to utilize the BERT trail if built.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Question 7a

Question 7a was asked of respondents who indicated they intended to use the trail in Question 7.

How would you use the trail? (Select all that apply)

Results (Figure 15 and Table 5)

- Nearly all respondents who indicated they intended to use the BERT trail (99%) indicated that they intended to use the trail for recreation/exercise.
- Smaller percentages of respondents indicated that they intended to use the trail for commuting to/from work (30%), to visit family/friends (28%), to run errands (24%), and to access services (15%). Less than 10% of respondents indicated any other intended use of the trail.
- Table 5 shows other potential uses for the BERT trail that respondents listed.

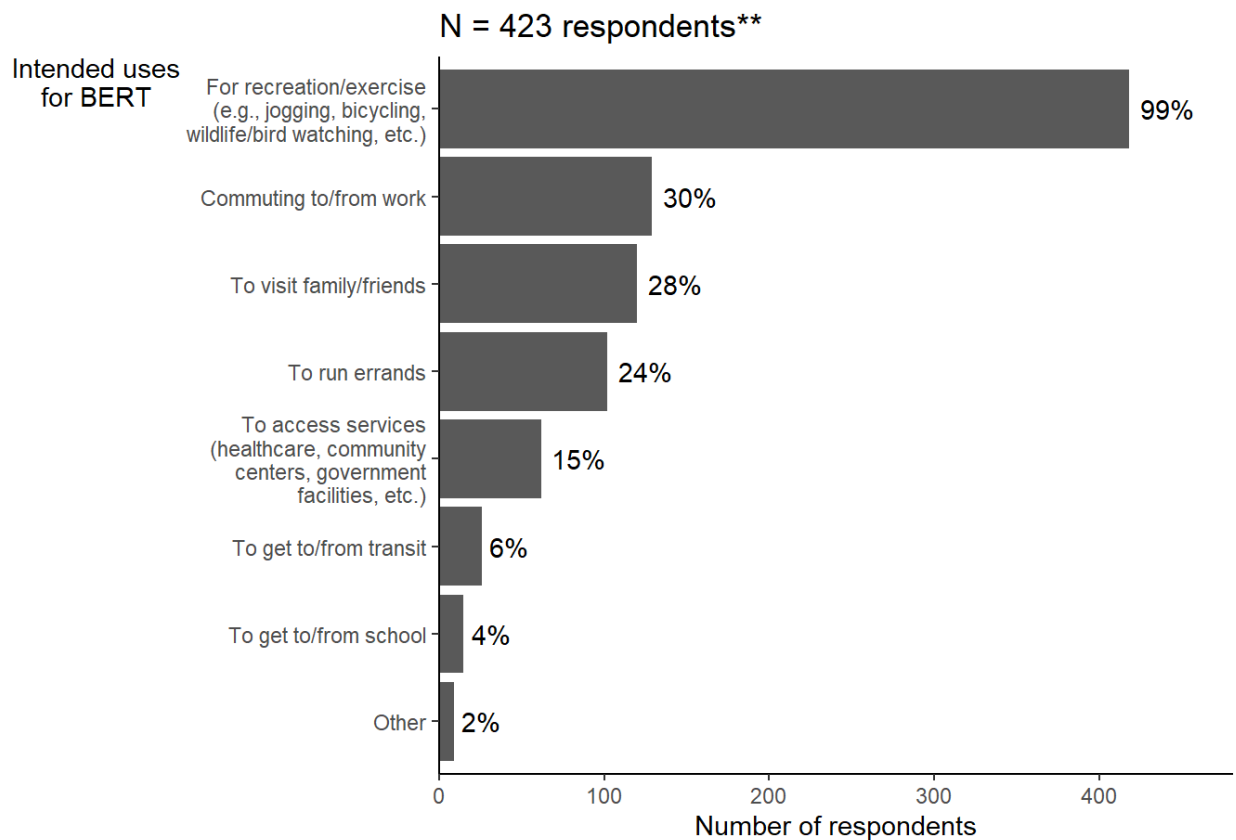


Figure 15. Types of uses for the BERT trail.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Table 5. Listed other uses for the BERT trail.

OTHER USES OF THE BERT TRAIL
CARTWHEELS
ENJOY NATURE IN EAST COUNTY
GET TO DOWNTOWN BOULDER FOR FOOD AND DRINK ALL THE TIME. WE LOVE RIDING OUR E-BIKES BUT CAN'T GET TO BOULDER FROM ERIE SAFELY.
I WOULD USE IT TO COMMUTE TO WORK IF I WORKED IN BOULDER.
MAYBE TO COMMUTE TO WORK SINCE MY WORK LOCATION MIGHT BE CHANGING
TO RIDE TO BOULDER FOR ENJOYMENT
TO TRAIN MY PACK LLAMAS IF ALLOWED
TRAVEL TO BOULDER FOR CU GAMES, CONCERTS, DINNER, FESTIVALS AND EVENTS AT CHAUTAUQUA
WALK DOGS

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Question 7b

Question 7b was asked of respondents who indicated they intended to use the trail in Question 7.

Do you intend to use the trail more for transportation or for recreation/exercise? (Select one)

Results (Figure 16)

- A majority of respondents (79%) indicated they would use the BERT trail primarily for recreation/exercise, with 33% indicating they would use the trail exclusively for recreation/exercise, while 46% indicated they would use the trail mostly for recreation/exercise, but might also use the trail for transportation purposes.

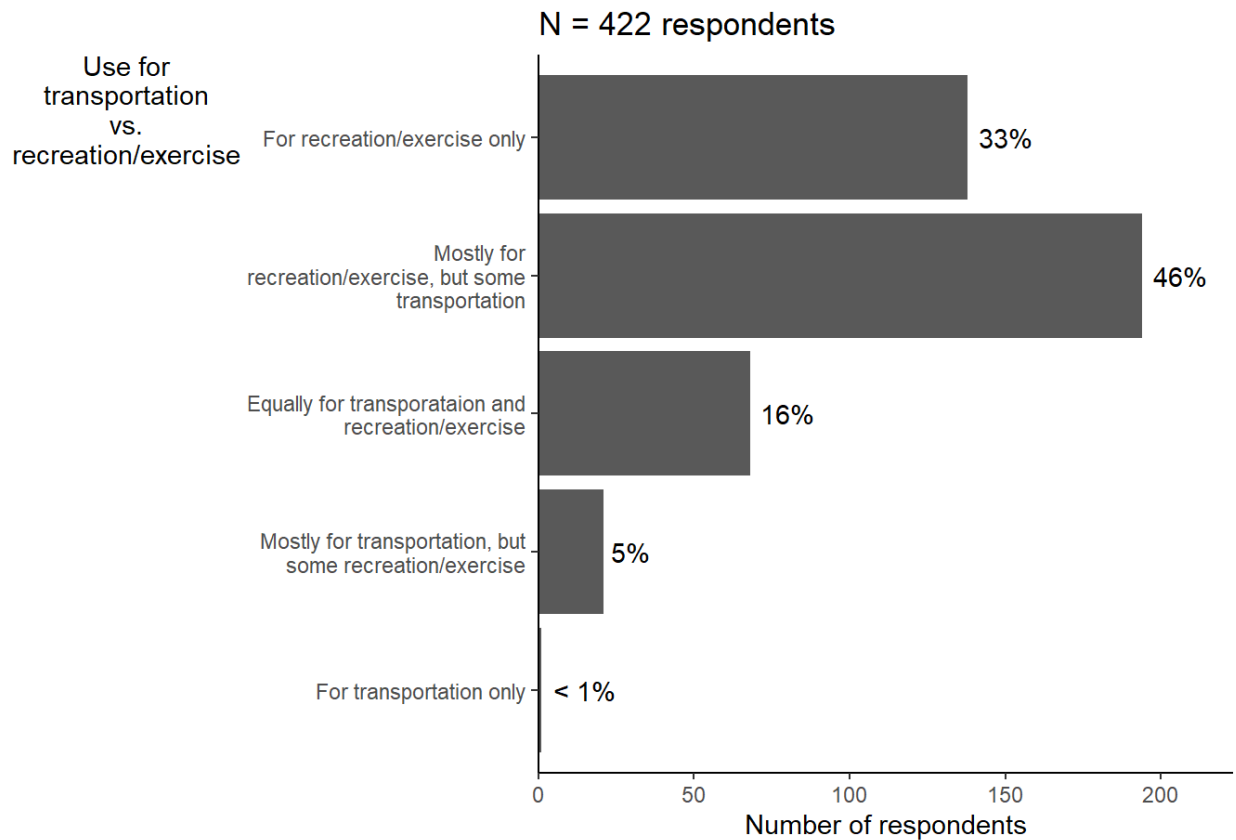


Figure 16. Intended transportation or recreational use of the BERT trail.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Question 7c

Question 7c was asked of respondents who indicated they intended to use the trail in Question 7.

About how often would you use the trail if it were built? (Select one)

Results (Figure 17)

- A majority of respondents (52%) indicated that they expect to use the BERT trail between one and four days per week, with 26% indicating 1-2 days per week, and 26% indicating 3-4 days per week. An additional 24% of respondents indicated they expect to use the trail more than once per month, but less than once per week. In all, 90% of respondents expect to use the trail more than once per month.

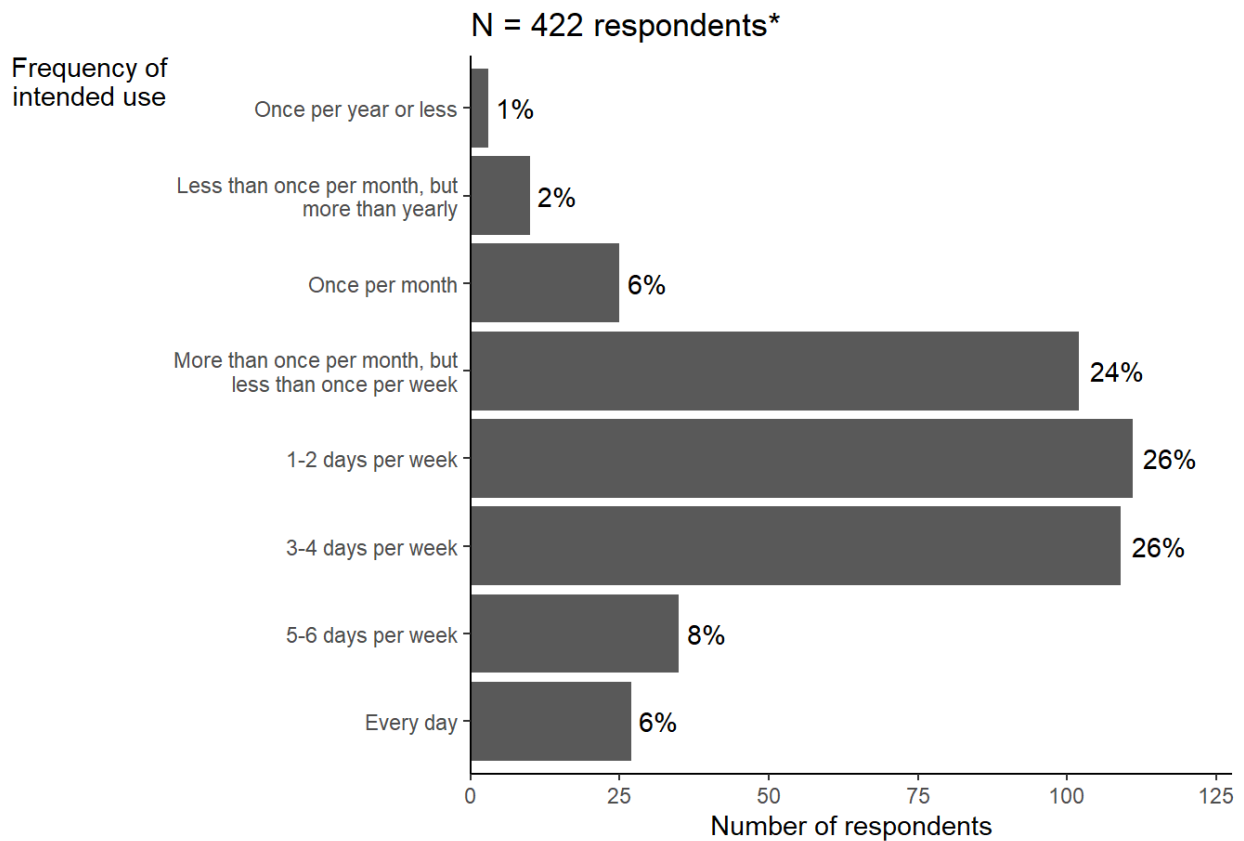


Figure 17. Intended frequency of use of the BERT trail.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Question 7d

Question 7d was asked of respondents who indicated they did not intend to use the trail in Question 7.

Why would you choose not to use the trail? (Select all that apply)

Results (Figure 18 and Table 6)

- The small number of respondents who indicated they do not intend to use the BERT trail were asked to indicate some of their reasons for not using it. Nearly a quarter of respondents who do not intend to use the trail (22%) indicated that they would not feel safe on the trail.
- A majority of respondents who indicated they do not intend to use the BERT trail (62%) listed another reason for not using the trail. These reasons are shown in Table 6.

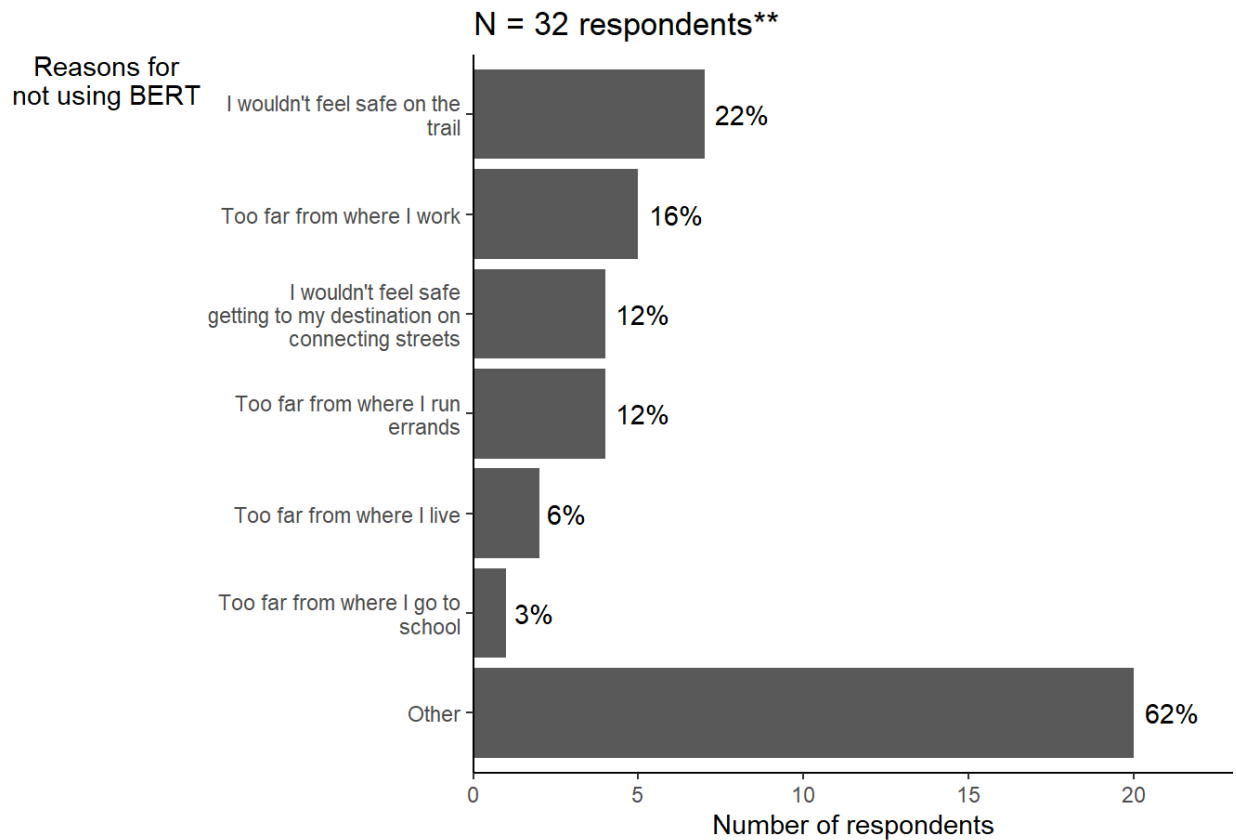


Figure 18. Reasons respondents did not intend to use the BERT trail.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Table 6. Other reasons listed for not using the BERT trail.

OTHER REASONS
ADJACENT PROPERTIES AFFECTED
DON'T WANT BOULDERS HOMELESS EASILY WALKING TO ERIE.
I DO NOT HAVE TIME TO GET TO TRAIL HEADS I RECREATE IN MOUNTAINS
I DON'T BIKE OR USE TRAILS
I DON'T WANT TO DISTURB WILDLIFE AND ENVIRONMENT
I HAVE NO NEED TO USE THIS TRAIL. I DO NOT BELIEVE THAT IT IS REALISTIC TO BELIEVE THAT EIRE OR BOULDER RESIDENTS ARE GOING TO FORGO THEIR CARS AND COMMUTE VIA BIKE. MONEY WOULD BE BETTER INVESTED IN OTHER PROJECTS
I HAVE OTHER OPTIONS BESIDE THE TRAIL.
I PREFER TO HIKE IN THE MOUNTAINS
I WALK DAILY BUT WOULD WALK ALL THE WAY TO BOULDER. I MAY USE PARTS OF THE TRAIL BUT THERE ARE OTHER TRAILS NEAR ME I AM HAPPY WITH.
II LIKE PAVED PATHS FOR MY ROAD BIKE.
IT IS TOO CLOSE TO MY HOME I DON'T WANT ALL THAT TRAFFIC
IT WILL BRING HOMELESS AND OBNOXIOUS BIKERS FROM BOULDER TO ERIE
MIGHT USE ONCE JUST FOR RECREATION
NO DESIRE TO GO TO BOULDER
NO NEED TO TRAVERSE BOULDER TO ERIE!
NOT ON MY COMMUTE NOR DO I ANTICIPATE ERIE VISITS
PLENTY OF OTHER TRAIL OPTIONS. NO NEED.
PRINCIPAL
THIS WOULD BE FOR RECREATIONAL USE ONLY. THERE IS NOTHING IN BETWEEN FOR ERRANDS, ETC. I BELIEVE IT IS TOO LONG FOR FAMILY RECREATION SO THERE WOULD BE LIMITED HARD CORE BIKE USERS AND RUNNERS (IF CORRECT RUNNING SURFACE). ALSO CURRENTLY THERE IS SO MUCH INTERFERENCE BETWEEN BIKERS AND WALKERS. BIKES BOTH STANDARD AND ELECTRIC ARE COMING UP SO FAST ONTO WALKERS, WALKERS GET LIMITED NOTICE OF THEM COMING. THIS COULD BE HARMFUL. CAN EMERGENCY VEHICLES GO ON THIS PATH? PATH WOULD NEED TO HAVE NUMEROUS SIGNS ABOUT SPEED, PASSING, ETC.
TOTALLY UNNECESSARY

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Proximity to BERT Trail

Question 8

Question 8 was asked of all respondents.

Approximately how close do you live to any of the proposed trail alignments? (Select one)

Results (Figure 19)

- A majority of respondents (61%) live within a half mile of one of the proposed trail alignments.

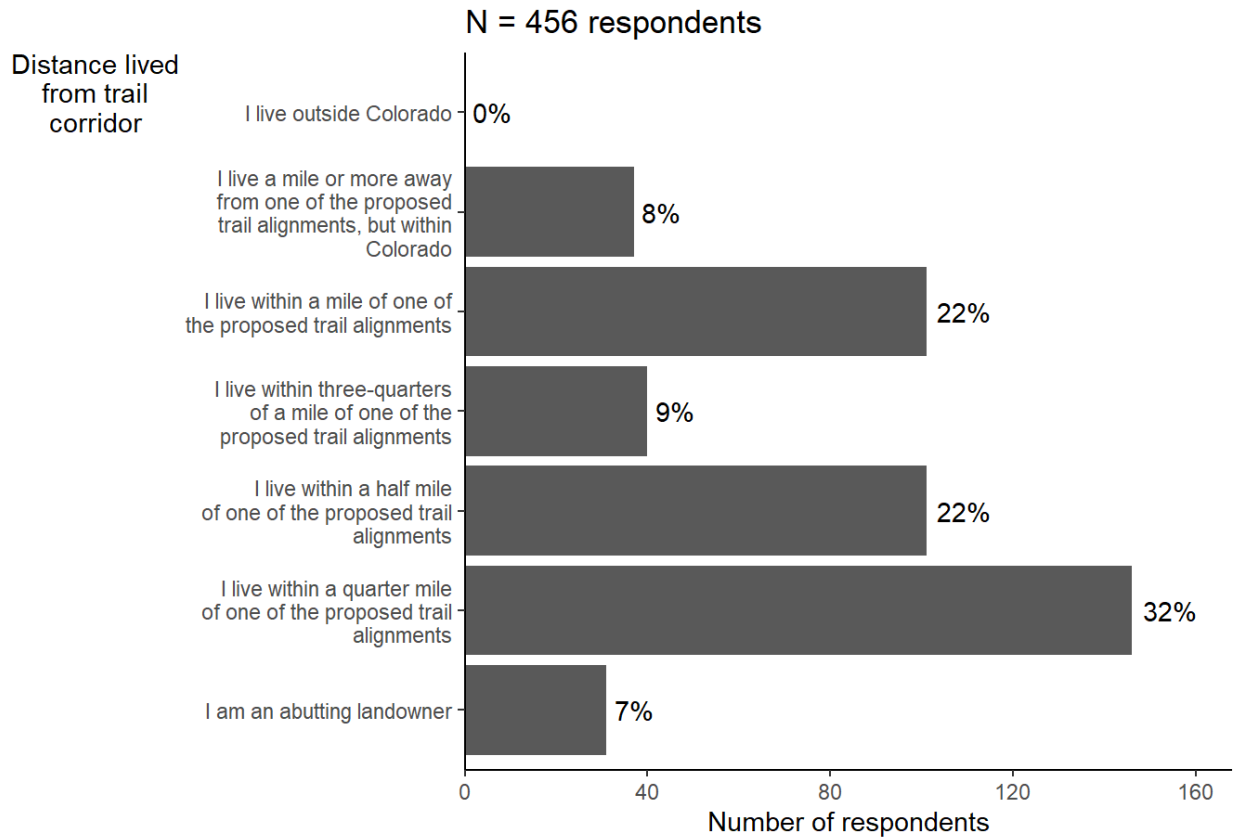


Figure 19. Distance lived away from the BERT trail.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Participation in Public Outreach Opportunities

Question 9

Question 9 was asked of all respondents.

Have you participated in any of the public outreach opportunities about the development of this trail? (Select one)

Results (Figure 20)

- A relatively small percentage of respondents (14%) have previously participated in any of the public outreach opportunities about the development and planning of the BERT trail.

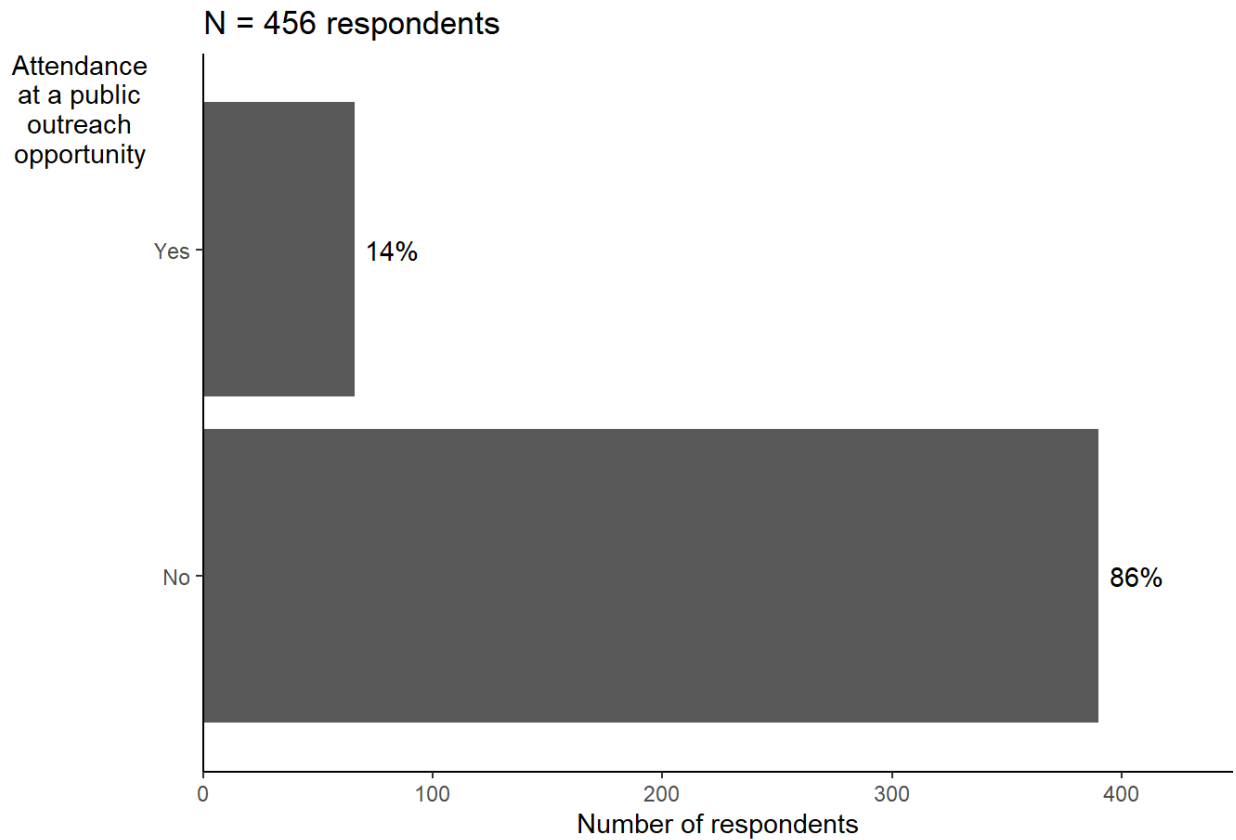


Figure 20. Participation in public outreach about the BERT trail.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Respondent Age

Question 10

Question 10 was asked of all respondents.

What is your age?

Results (Figure 21)

- Some respondents (13%) preferred not to disclose their age.
- Among those respondents who disclosed their age, there is a broad distribution of age among respondents, with similar percentages of respondents across age categories from 35 years old to over 70 years old.
- Only a small percentage of respondents (6%) reported ages under 35 years old, with no one under the age of 25 responding to the survey.

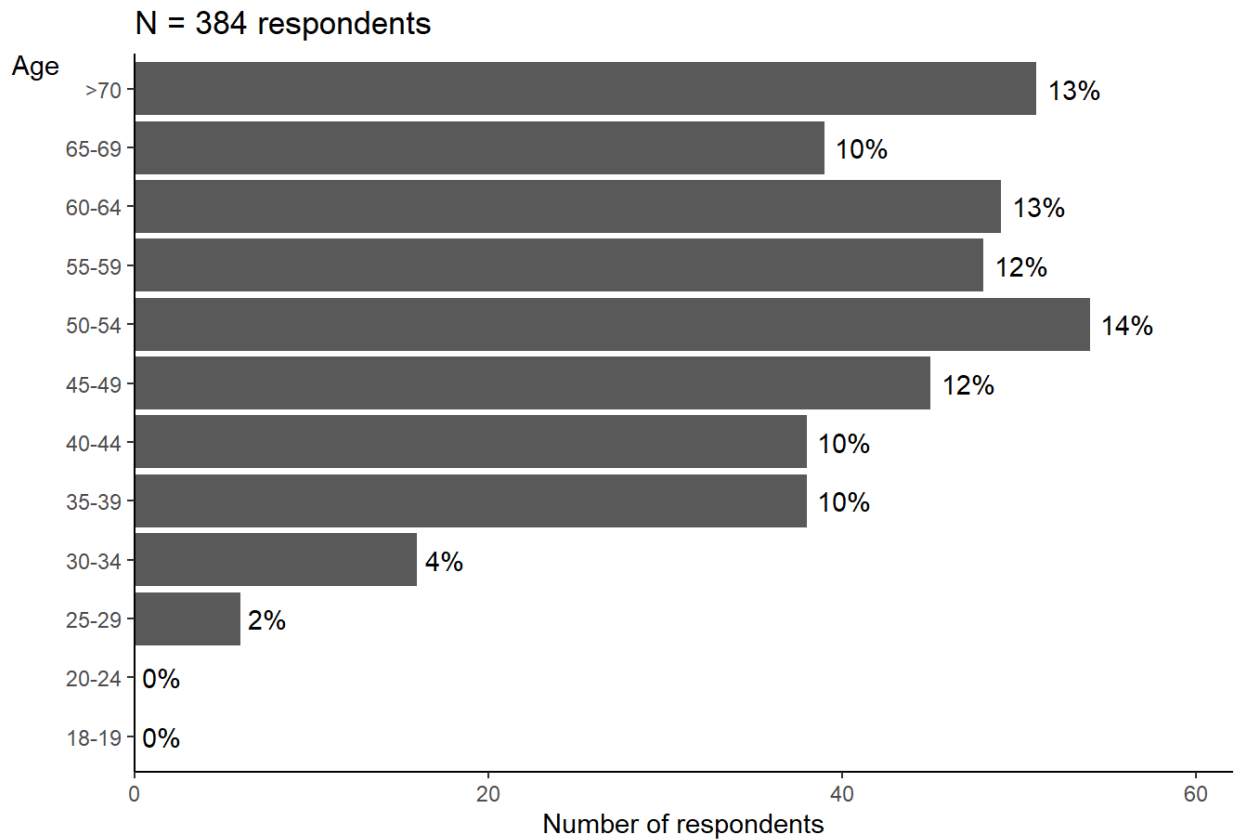


Figure 21. Respondent age.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Respondent Gender

Question 11

Question 11 was asked of all respondents.

What is your gender identity? (Select one)

Results (Figure 22)

- A majority of respondents (58%) were male, while one-third (33%) were female.
- A small percentage of respondents (8%) preferred not to disclose their gender identity.

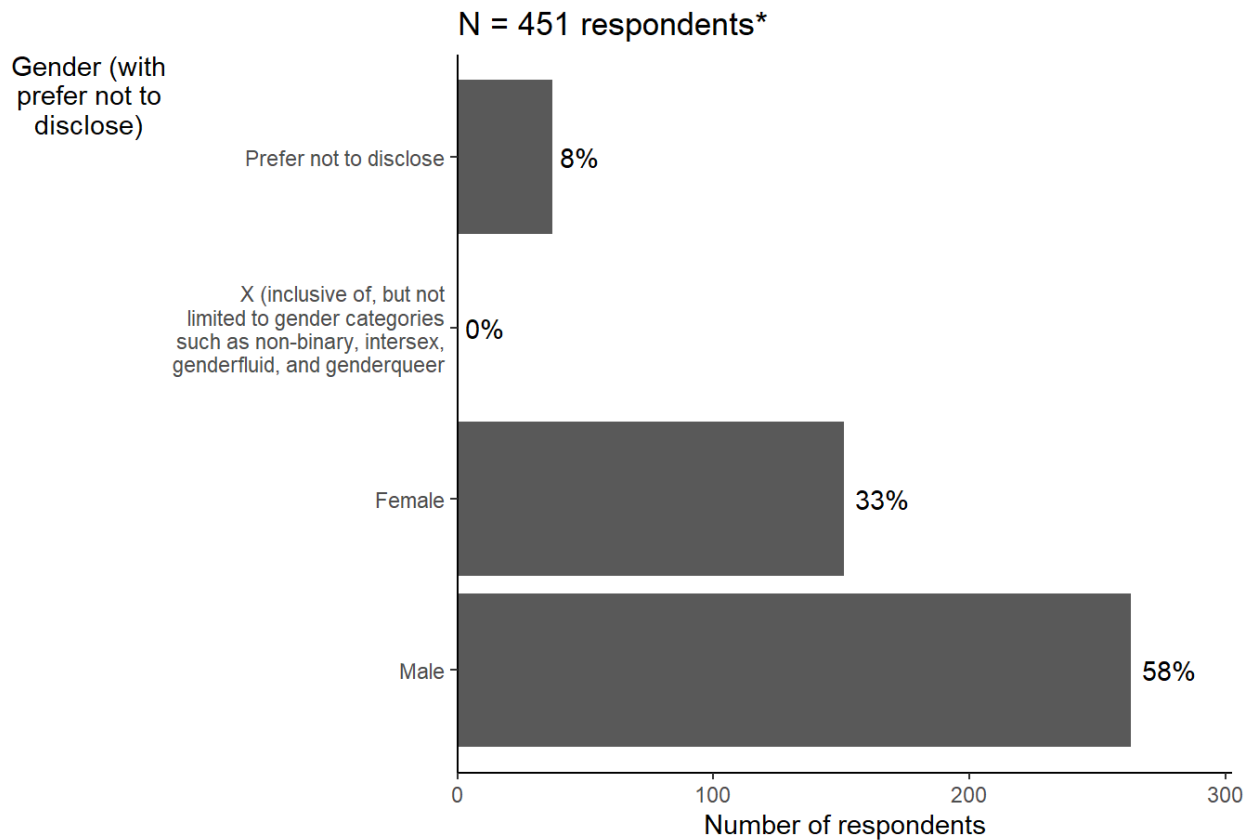


Figure 22. Respondent gender identity.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Respondent Race/Ethnicity

Question 12

Question 12 was asked of all respondents.

What ethnic and/or racial groups do you belong to? (Select all that apply)

Results (Figure 23 and Table 7)

- Most respondents (81%) were White or Caucasian, while 2% of respondents indicated were Asian, and 2% indicated they were of Hispanic, Latino, or Spanish origin.
- A relatively small percentage of respondents (14%) preferred not to disclose their race or ethnicity.
- The list of self-described race or ethnicities provided by respondents (1%) is shown in Table 7.

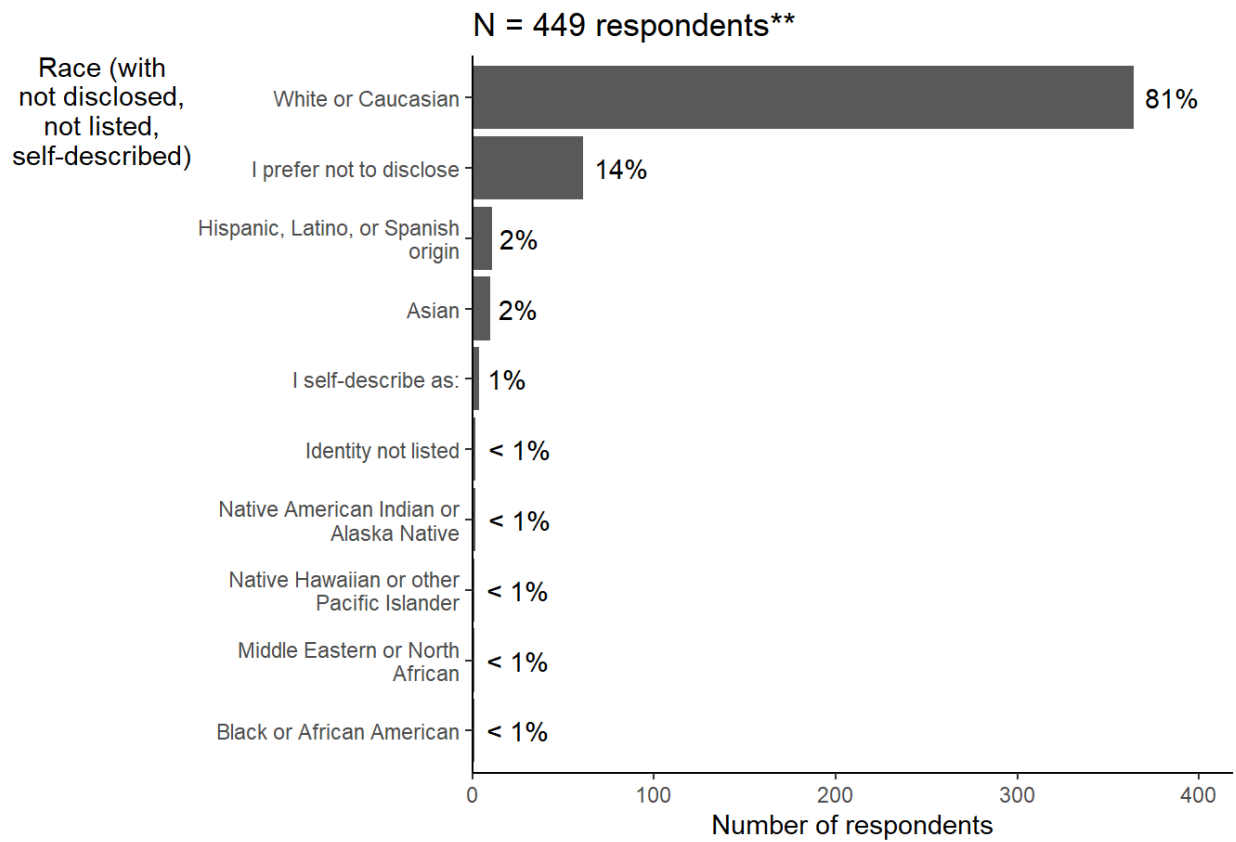


Figure 23. Respondent race/ethnicity.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Table 7. Self-described race/ethnicity.

RACE/ETHNICITY
GERMANIC-SCANDINAVIAN
I AM HUMAN
IRISH AMERICAN
MULTIPLE

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Languages Other than English

Question 13

Question 13 was asked of all respondents.

Do you speak a language other than English at home? (Select one)

Results (Figure 24 and Table 8)

- Most respondents (89%) do not speak a language other than English at home.
- Within the 11% of respondents who do speak a language other than English at home, a wide variety of languages are spoken. The languages listed by respondents are shown in Table 8

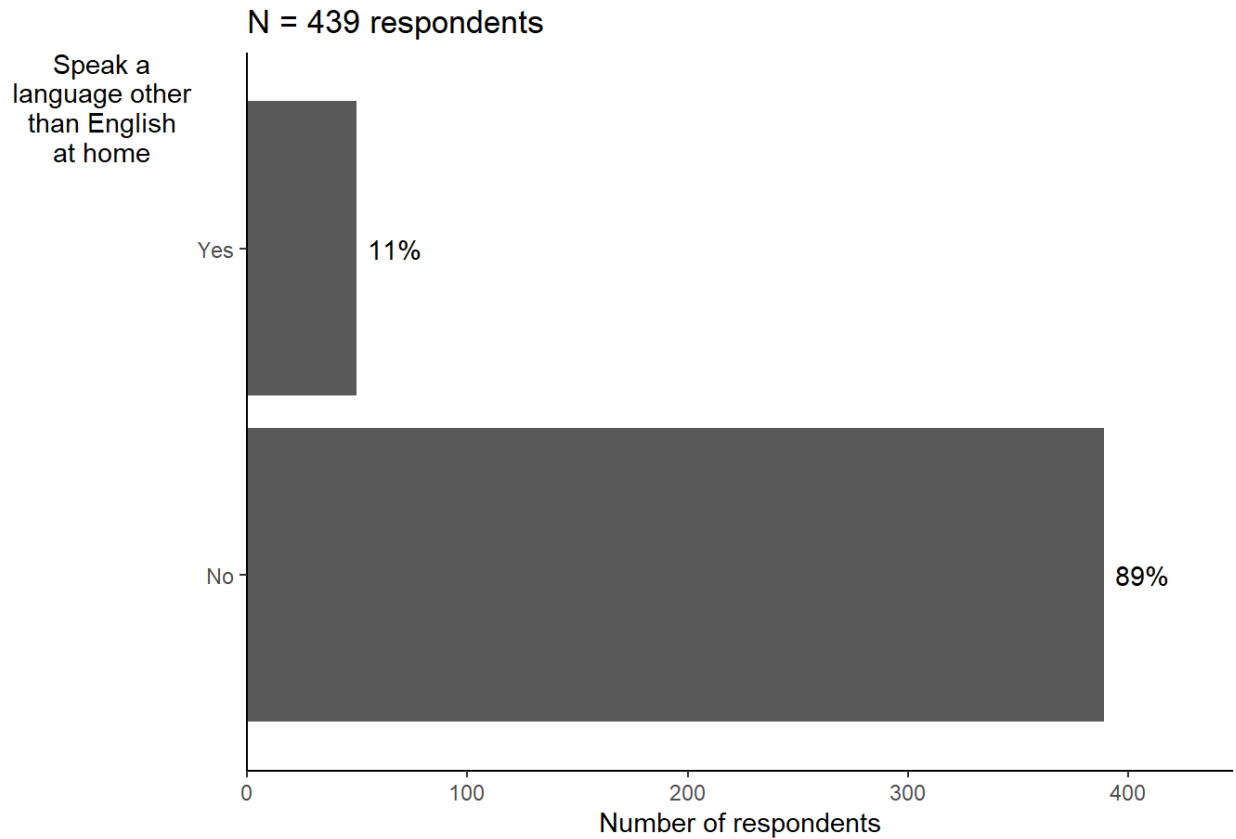


Figure 24. Other languages spoken.

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Table 8. Other language(s) spoken at home.

LANGUAGE(S)
CHINESE (2)
DUTCH
FRENCH (5)
FRENCH, GERMAN
GERMAN (2)
GERMAN AND JAPANESE
GREEK, FRENCH, ITALIAN, SPANISH, ENGLISH, PORTUGUESE
HINDI, PUNJABI (2)
ITALIAN
KLINGON
KONKANI
KOREAN
MALAYALAM
MY WIFE BELIEVES I DO
NOT RELEVANT TO TRAIL DEVELOPMENT
PORTUGUESE (3)
PREFER NOT TO DISCLOSE
SIGN
SLOVAK
SPANISH (7)
SPANISH AND DANISH
SPANISH AND GERMAN
SPANISH, FRENCH
SPANISH, PORTUGUESE, UKRANIAN
TELUGU

*total percentages do not equal 100 due to rounding

**total percentages do not equal 100 because visitors could select more than one answer

Section 4. Appendices

Appendix A *BERT Trail Alignment Online Survey: Survey Instrument*

A copy of the questionnaire used to record responses.

Appendix B *Online Survey Postcard Invitation*

A copy of the postcard used to invite respondents to participate in the online survey.

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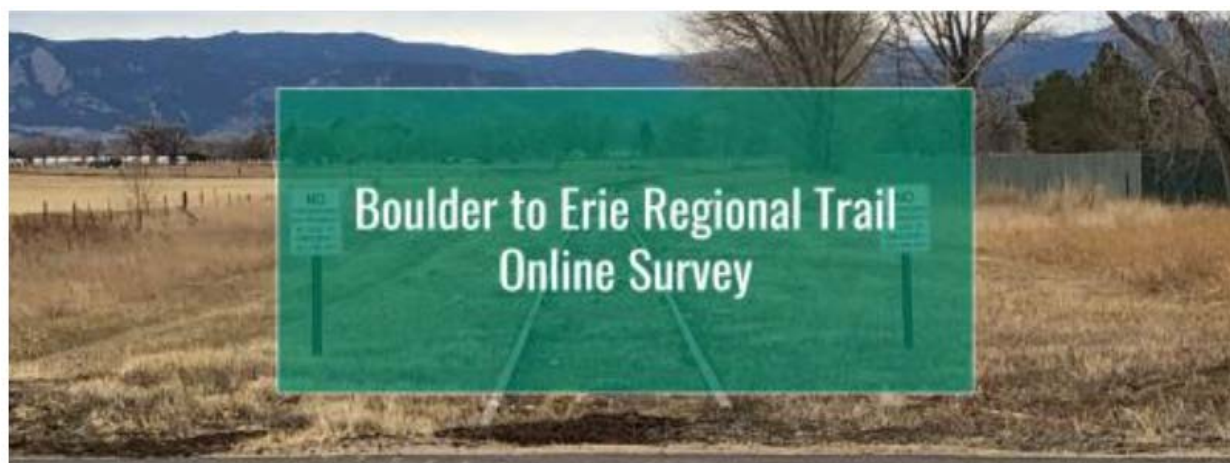
Appendix A

BERT Trail Alignment Online Survey:
Survey Instrument



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Boulder to Erie Regional Trail (BERT) Survey



Boulder to Erie Regional Trail (BERT)



CDR ASSOCIATES
COLLABORATIVE DECISION RESOURCES



Start of Block: Current Activities

Intro

Boulder County, in partnership with the City of Boulder and Town of Erie, is evaluating options for the creation of a new soft-surface regional trail connection linking the City of Boulder and Erie.

This connection was identified in the county's regional trails prioritization process in 2003 and is eligible for funding through the Countywide Sales Tax which was extended in perpetuity in 2022. The Boulder Valley Comprehensive Plan and Boulder County Transportation Master Plan identify this trail connection as an important link in the Boulder Valley and regional trails systems.

The purpose of this survey is to provide public input into the selection of a trail alignment and understand how members of the public who live near the proposed trail alignments feel about the proposed trail.

You have been asked to participate in this survey because you are a landowner or resident near the proposed trail corridor. Your opinions are important to the planning of this project. Please answer the online survey questions to the best of your ability and as soon as possible. The survey

will only be available for a short time. All of your answers can be recorded by clicking one or more of the buttons for each question. In some cases, you may be asked to type in a short answer to provide clarifying information. The survey should only take a few minutes to complete, and the information you provide will be valuable to the planning process.

We hope you will find the experience of answering the questions interesting and thought provoking.



q01 First we would like to ask you some questions about some of the types of things you currently enjoy doing.

1. Do you currently enjoy any of the following activities? (Select all that apply)

- Bicycling (1)
 - E-biking (2)
 - Running/jogging (3)
 - Walking or rolling (4)
 - Horseback riding (5)
 - Cross country skiing/snowshoeing (6)
 - Other (please specify:) (7) _____
-

Display This Question:

If First we would like to ask you some questions about some of the types of things you currently enj... = Bicycling

Or First we would like to ask you some questions about some of the types of things you currently enj... = E-biking

Or First we would like to ask you some questions about some of the types of things you currently enj... = Running/jogging

Or First we would like to ask you some questions about some of the types of things you currently enj... = Walking or rolling

Or First we would like to ask you some questions about some of the types of things you currently enj... = Cross country skiing/snowshoeing

Or First we would like to ask you some questions about some of the types of things you currently enj... = Horseback riding

Or First we would like to ask you some questions about some of the types of things you currently enj... = Other (please specify:)

q01a How often do you typically participate in any of these activities? (Select one)

- Every day (1)
- 5-6 days per week (2)
- 3-4 days per week (3)
- 1-2 days per week (4)
- More than once per month, but less than once per week (5)
- Once per month (6)
- Less than monthly, but more than yearly (7)
- Once per year or less (8)



q02 **2. Please select the forms of transportation other than a personal vehicle or public transit that you use to commute to work?** (Select all that apply)

- Bicycle (1)
- E-bike (2)
- Walk or roll (3)
- Non-motorized scooter (4)
- Motorized scooter (5)
- Cross country skiing/snowshoeing (6)
- Other (please specify:) (7) _____
- I only use a personal vehicle or public transit to commute to work (8)

End of Block: Current Activities

Start of Block: Trail alignment

bert

The Boulder to Erie Regional Trail (BERT) would be a new soft-surface regional trail linking the City of Boulder and Erie.

PROJECT OVERVIEW

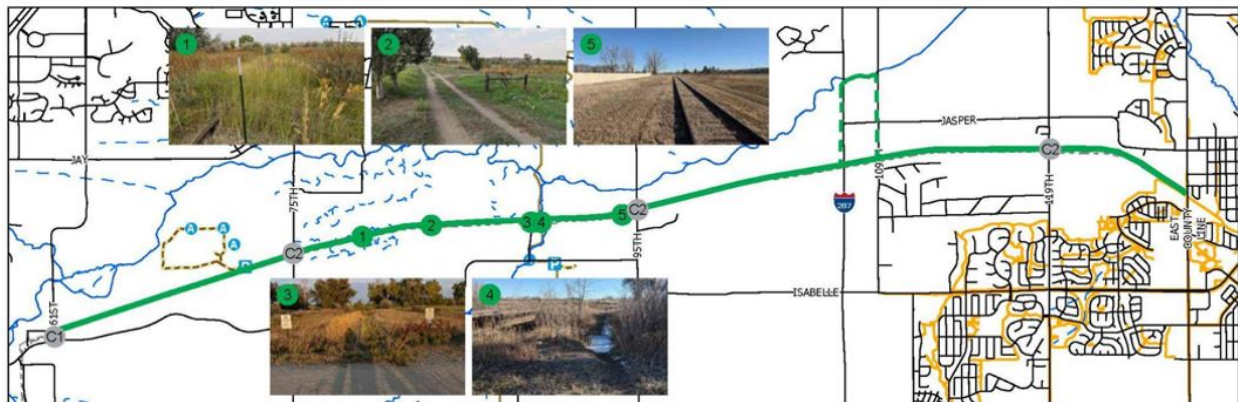


q03 3. In concept, do you support a trail in the general corridor described above? (Select one)

- Strongly support (1)
- Somewhat support (2)
- Neither support nor oppose (3)
- Somewhat oppose (4)
- Strongly oppose (5)

Below are maps and descriptions of each potential trail alignment. Please look at each potential alignment carefully, noting any differences between each alignment. Once you have looked at all the alignments, please answer the questions below.

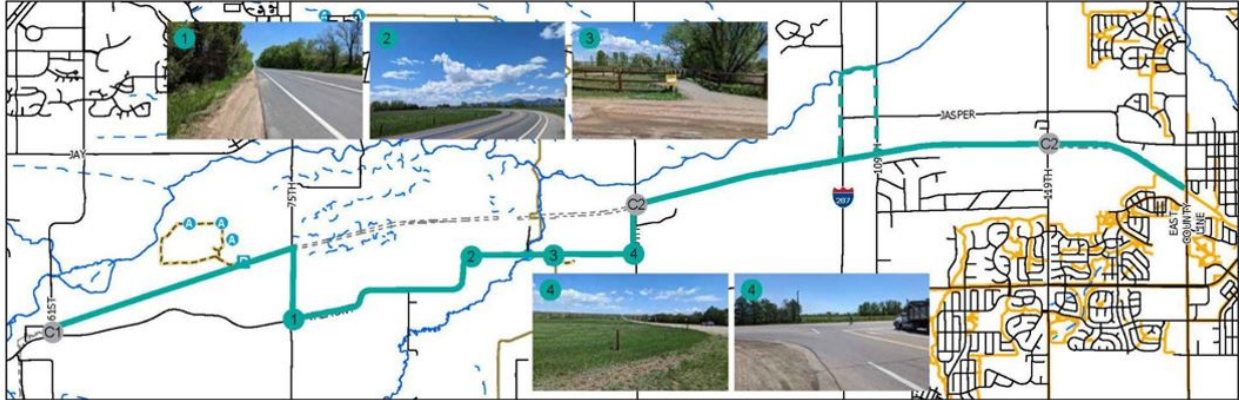
alignment 1



Trail alignment A (map above)

- This alignment is fully in the Regional Transportation District (RTD) right-of-way.
 - The trail is on top of the existing rail bed in certain sections.
 - East of 75th the RTD right-of-way is wet in many areas.
 - East of 75th the RTD right-of-way crosses sensitive habitats.
-

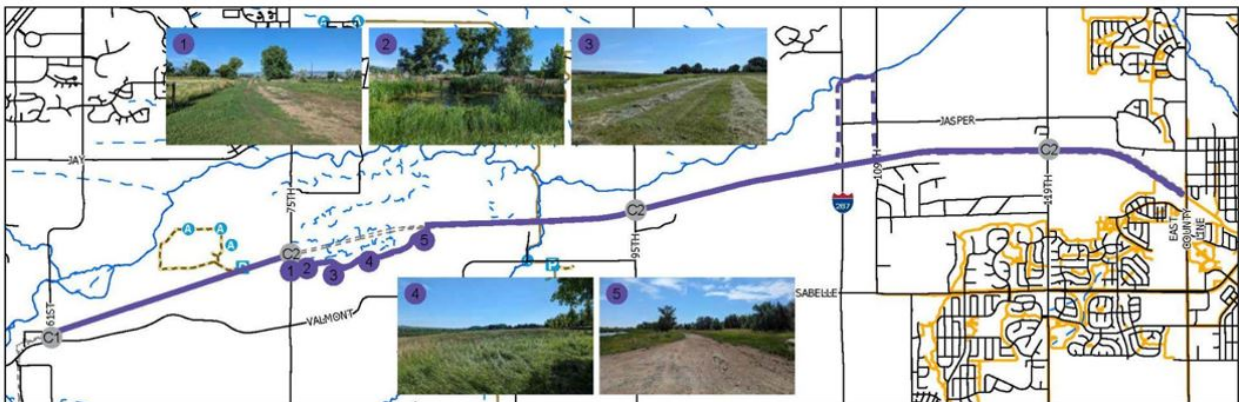
alignment 2



Trail alignment B (map above)

- This alignment is in the RTD right-of-way from 61st to 75th.
- Uses the City of Boulder Open Space and Mountain Parks (OSMP), and Boulder County (BOCO) rights-of-way/Valmont around the 75th to 95th section to avoid wet areas and sensitive habitats.
- Valmont right-of-way is narrow and has many driveways.
- The trail when in the RTD right-of-way is on top of the existing rail bed in certain sections.

alignment 3



Trail alignment C (map above)

- This alignment uses the RTD right-of-way from 61st to 75th.
- Uses BOCO, OSMP, and RTD right-of-ways from 75th to 95th section to avoid some wet areas and sensitive habitats.
- The trail when in the RTD right-of-way is on top of the existing rail bed in certain sections.

q04 4. Please rank the trail alignment options from most preferred to least preferred by moving each trail alignment into your preferred order.

To rank the trail alignment options, drag the preferred option to the top of the list, your second choice to the middle of the list, and your least preferred option to the bottom of the list.

_____ Trail alignment A (1)

_____ Trail alignment B (2)

_____ Trail alignment C (3)

Page Break



q05 **5. Please choose no more than three of the factors from the list below that influenced your decision about your preferred trail alignment option (your top choice in the previous question)?**
(Select up to three factors)

- On-trail safety (1)
- Protection of property near the trail (2)
- Scenery (3)
- Connectivity to other trails (4)
- Connectivity to nearby streets (5)
- The trail's value for commuting to/from work (6)
- Recreational value (7)
- Protection of the environment (8)
- Protection of wildlife habitat (9)
- Cultural factors (10)
- Other (please specify:) (11) _____



287crossing ***There are two options available to allow the BERT to cross 287. We would like to know which of these two options is most appealing to you.***

Option 1 (solid line): One option is for BERT to cross 287 with an underpass which is the safest and most direct route. However, the underpass option has added cost implications which will require partnerships and grants.

Option 2 (dashed line): The second option is for BERT to cross 287 under an existing bridge at Boulder Creek. This option creates a less direct route for the trail and requires trail users to turn onto nearby roads. A trail under the existing bridge may have impacts to the floodplain and may require additional maintenance due to seasonal flooding.

q06 **6. Which of the two options for crossing 287 do you prefer?** (Select one)

- Option 1: Underpass option within the Regional Transportation District right-of-way (1)
- Option 2: Under the existing bridge at Boulder Creek (2)

q07 **7. Would you use the trail if built?** (Select one)

- Yes (1)
- No (2)

Display This Question:

If 7. Would you use the trail if built? (Select one) = Yes

q07a **How would you use the trail?** (Select all that apply)

- Commuting to/from work (1)
- To get to/from transit (2)
- To get to/from school (3)
- To run errands (4)
- To visit family/friends (5)
- To access services (healthcare, community centers, government facilities, etc.) (6)
- For recreation/exercise (e.g., jogging, bicycling, wildlife/bird watching, etc.) (7)
- Other (please specify:) (8) _____

Display This Question:

If 7. Would you use the trail if built? (Select one) = Yes

q07b **Do you intend to use the trail more for transportation or for recreation/exercise?** (Select one)

- For transportation only (1)
 - Mostly for transportation, but some recreation/exercise (2)
 - Equally for transportation and recreation/exercise (3)
 - Mostly for recreation/exercise, but some transportation (4)
 - For recreation/exercise only (5)
-

Display This Question:

If 7. Would you use the trail if built? (Select one) = Yes

q07c **About how often would you use the trail if it were built?** (Select one)

- Every day (1)
 - 5-6 days per week (2)
 - 3-4 days per week (3)
 - 1-2 days per week (4)
 - More than once per month, but less than once per week (5)
 - Once per month (6)
 - Less than once per month, but more than yearly (7)
 - Once per year or less (8)
-

Display This Question:

If 7. Would you use the trail if built? (Select one) = No

q07d **Why would you choose not to use the trail?** (Select all that apply)

- Too far from where I live (1)
- Too far from where I work (2)
- Too far from where I go to school (3)
- Too far from where I run errands (4)
- I wouldn't feel safe getting to my destination on connecting streets (5)
- I wouldn't feel safe on the trail (6)
- Other (please specify:) (7) _____

Page Break

q08 **8. Approximately how close do you live to any of the proposed trail alignments?** (Select one)

- I am an abutting landowner (1)
- I live within a quarter mile of one of the proposed trail alignments (2)
- I live within a half mile of one of the proposed trail alignments (3)
- I live within three-quarters of a mile of one of the proposed trail alignments (4)
- I live within a mile of one of the proposed trail alignments (5)
- I live a mile or more away from one of the proposed trail alignments but within Colorado (6)
- I live outside Colorado (7)

Page Break

q09 **9. Have you participated in any of the public outreach opportunities about the development of this trail?** (Select one)

- Yes (1)
- No (2)

End of Block: Trail alignment

Start of Block: demographics

q10 **10. What is your age?** (Select one)

- My age is: (1) _____
- I prefer not to disclose (2)

q11 **11. What is your gender identity?** (Select one)

- Male (1)
 - Female (2)
 - X (inclusive of, but not limited to gender categories such as Non-binary, Intersex, Genderfluid, and Genderqueer) (3)
 - Prefer not to disclose (4)
-

q12 **12. What ethnic and/or racial groups do you belong to?** (Select all that apply.)

- Asian (1)
 - Black or African American (2)
 - Hispanic, Latino, or Spanish origin (3)
 - Middle Eastern or North African (4)
 - Native American Indian or Alaska Native (5)
 - Native Hawaiian or other Pacific Islander (6)
 - White or Caucasian (7)
 - I prefer not to disclose (8)
 - Identity not listed (9)
 - I self-describe as (please describe:) (10) _____
-

q13 **13. Do you speak a language other than English at home?** (Select one)

- Yes (please specify:) (1) _____
- No (2)

End of Block: demographics

Appendix B

Online Survey Postcard Invitation

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BOULDER TO ERIE REGIONAL TRAIL ONLINE SURVEY

You were chosen as part of a sample of landowners near the proposed Boulder to Erie Regional Trail to complete a brief questionnaire. Your responses will provide information about how members of the public feel about the trail. Your responses are voluntary and will be kept confidential, and your name will never be associated with your answers. Your individualized link to the survey is on the opposite side of this postcard.

**YOUR RESPONSE IS IMPORTANT!!
PLEASE HAVE AN ADULT IN YOUR HOUSEHOLD
COMPLETE THE SURVEY.**

Please complete the survey ASAP
but no later than November 10, 2023



If you have questions about the process, email Tonya Luebbert at tuebbert@bouldercounty.gov
Si tiene preguntas o necesita esta encuesta en español, envíe un correo electrónico a Tonya Luebbert, tuebbert@bouldercounty.gov



FOR MORE INFORMATION VISIT
boco.org/BERT

BOULDER TO ERIE REGIONAL TRAIL ONLINE SURVEY

Boulder County
P.O. Box 471
Boulder, CO 80306

Type this personalized survey link
into your web browser to participate:

CURRENT RESIDENT



If you have questions about the process, email Tonya Luebbert at tuebbert@bouldercounty.gov
Si tiene preguntas o necesita esta encuesta en español, envíe un correo electrónico a Tonya Luebbert, tuebbert@bouldercounty.gov



FOR MORE INFORMATION VISIT
boco.org/BERT