



Verbatim Small Group Responses

(Note: Approximately 90 workshop participants worked together in small groups self-organized by interest area [e.g. hikers, mountain bikers, climbers. etc.] to answer the following questions).

1. *What specific problem areas does your group see with the Park as it is today?*

Mountain biker groups

- Top of Chutes – two direction, high speeds, user conflicts. Poor signage, doesn't help direct traffic to lower conflict areas (Gold Camp path).
- High speed motorized uphill on Captain Jack's creates conflicts with other users and is highly erosional. Poor to no signage or maps at trailheads and parking (High Drive, Jack's).
- No connection with terminus of Columbine to High Drive lot.
- Generally not enough trails for increasing volumes of users.
- No access to Gold Camp from Jack's further north than Jack's trailhead.
- Heavy use, no posted speed limits on Gold Camp Road.
- Lack of signage (emergency contacts, speed limits, trailheads and yield information on trails).
- Multi-use trails, different speeds/directions = safety concern.
- Substance use/threatening behavior on Gold Camp Road.
- Aggressive drivers on all roads (passing unsafely).
- Camping and fire use along Gold Camp within City Park.
- No water source at Helen Hunt.
- Trail connectivity.
- Directional trails.
- More trails, spread the load.
- More aggressive trails (e.g. more downhill).
- More/better signage.
- Gates from dirt to dirt on Gold Camp at night.
- More enforcement of litter, substance abuse on Gold Camp.
- Pet excrement [disposal] stands in the Park.
- Clearly defined parking.

- Clearer Park boundaries.
- Trail user conflict (bike/pedestrian).

Climber group

- Sustainable trails to climbing areas – Pinnacle, Silver Falls.
- Sustainable staging areas below some routes.
- Designated parking for Hully Gully.
- Upgrade climbing anchors.
- Climbing Management Plan for Park.

Interpretive group

- Congestion between Starsmore and Helen Hunt, especially peak season. Parking, people walking on the road.
- Lack of staffing – unable to enforce, contact, educate. Lack of year-round staffing at Helen Hunt. Lack of year-round Park safety. Lack of ability to enforce by Park staff.
- Trail conditions, erosion! Look at trail sustainability; trails are falling apart.

Hiker groups

- Improve and formalize trail to overlook at Mt. Cutler (overlook to east).
- Improve parking efficiency. Somehow mark existing lots so people park more efficiently. Example, signs for head-in parking; pave 4-way Gold Camp Road and line parking spots; parking blocks in 4-way Gold Camp Road lot to delineate double row in middle and suggest spots with parking block.
- Need better signage for wayfinding.
- Need directional signage and maps for trails in other jurisdictions: example, let people know where Seven Bridges, St. Mary's Falls and Buckhorn Trails are at trailhead.
- Trails in Daniels Pass parcel and add signs.
- Enforce dog laws, both dog waste removal and dog leash laws.
- Trail from Upper Columbine trailhead to Helen Hunt Falls, even if it is just one (*pedestrian ?*) lane along road.
- Main parking lot at High Drive, Gold Camp (3 points parking lot).
- First responders sometimes have jurisdictional issues.
- Campfires and camping not on Forest land.
- Fire mitigation of underbrush can change the experience and look of the land for users – and it can damage trails (e.g. Stratton Open Space).
- Trail maintenance a bit on Middle Columbine.
- Signage for road closures.
- Fireworks.
- Enforcement of hours.

- TRAFFIC.
- Parking.
- Signage: trails; parking; viewpoints; where you are.
- Silver Cascade Trail fence.
- Dead trees/weeds – ecological protection!
- SAFETY – drugs, alcohol, trash.
- City/County communication with users – governance.

Canonwood residents groups

- Fire mitigation in Cañon – removal of dying trees and bushes.
- More people on N. Cheyenne Road than the road and parking can handle.
- Longboarding, hikers on road.
- People parking on roadway which creates a one-lane road.
- Hikers coming on our private property on Canonwood because the City maps are incorrect.
- Bonfires and parties on Gold Camp Road.
- Falling rocks on roadway.
- No road markings (double yellow line).
- More designated picnic areas.
- Better signage about road dangers during snow/ice.
- Jeep tour ignoring parking areas at Helen Hunt Falls.

Gold Camp Road residents group

- Enforcement of traffic issues, speeding, gun issues, drinking.
- Parking; use of a gate.
- Traffic control and access on north end of Park (Gold Camp Road).
- Litter control – more trash cans and dumpsters.
- Control of multi-use – pedestrians, bikes, and cars.
- Lack of police presence.

Picnicker group (1 person)

- The area given to the City in the land swap has no nice area for picnics. The best land for that is in the Broadmoor's building envelope.

Groups not identified by interest

- Funding.
- After-hours access (restrict).
- Prohibit fifth-wheels and other large vehicles.
- Pay for parking or enforce no parking.
- Jurisdictions – how to make sure police can enforce.
- Parking on weekends – Canyon (?).

Group of 1

- The City's maps, which show Gold Camp Road, aka Forest Service Road #370, are improperly marked. First, the Forest Service has jurisdiction over Gold Camp Road west of High Drive parking lot. Second, if all of these maps are misleadingly marked, it calls into question the journalistic integrity of all aspects of the City's maps.

2. *What specific opportunities does your group think should be pursued?*

Mountain biker groups

- No alternative to Gold Camp from Chutes trailhead to bottom of Jack's.
- Directional/user group trails to reduce conflict and increase fun.
- Explore uphill speed limits on Capt. Jack's. Motorized yield to all non-motorized users.
- New Mt. Muscoco area – opportunity for new mountain bike/multi-use trails.
- Connection from Daniels Pass to Starsmore (multi-use).
- Non-motorized alternative to Capt. Jack's on south aspect of Mays.
- Alternative to Columbine from Jack's trailhead to High Drive lot.
- Single jurisdiction of all of the Park – what legal opportunities are there here?
- More consistent enforcement of laws in the Park and visible patrol.
- Signage (trail names, yield expectations, directional trails?, emergency contact information, speed limits, please pass carefully, share the road).
- Limiting access (referring to traffic ideas listed below).
- Directional trails.
- More trails.
- Gates. Closing the dirt on Gold Camp from sunset to sunrise.
- More/better signage.
- Mountain bike-specific trails/aggressive downhill trails.
- Clearer Park boundaries.

- Connector trails (more).
- More clearly-defined parking.

Climber group

- Maintain and increase trails. Some rogue trails listed like Daniels Pass are actually on maps for 80 years. Many marked as unsustainable are actually fine and have been maintained by users, staying in the same condition for years, decades.

Interpretive group

- Shuttles? Peak season? Electric shuttles! Keep shuttle affordable, local season pass. Remove/discourage pedestrians in road – signage? Alternatives?
- Increase staffing year-round at Helen Hunt. Allow Park staff to legally enforce regulations. Seasonal staff at State Parks can enforce law, can Park Rangers at City Park? (Partial/full commission). Parks police?
- Look at carrying capacity! More people = more erosion. Daily quota for trails?

Hiker groups

- Daniels Pass area – trails that connect other trails and to Gold Camp Road closed section.
- Add gates to Park to close when Park is closed.
- Be sure to allow overnight parking on 4-way Gold Camp Road lot for people backpacking on Forest Service trails.
- Trail connection from Upper Columbine to parking lot at Gold Camp parking lot.
- Any potential City annexation should have buffer from, say, a roadway to Forest land.
- Education on [fire] mitigation doesn't hurt, and can help.
- Keep data on lost hikers.
- Need an arrow on Mt. Muscoco trail in a spot on some rocks where there's a lot of lost hikers.
- Enforcement of hours.
- Shuttle-only opportunities.
- Directional traffic.
- Paved parking areas on Gold Camp.
- Retaining wall at top of Silver Cascade.
- Daniels Pass ending.
- Hiking connection from Helen Hunt to Gold Camp.
- More connections off of Gold Camp.

Canonwood residents groups

- Safety signage specifically for fires and gunshots.

- Cell coverage as safety measure!
- Limit bikes during the peak tourist hours.
- Infrared cameras at Gold Camp Trail parking lot to identify bonfires.
- Trail from Gold Camp Trail parking lot to Helen Hunt Falls.
- Flashing lighted sign saying, "Beyond this point snow tires/chains required" when snowing.
- Charge a Park fee as a way to limit the number of people in Park.

Gold Camp Road residents group

- Education and awareness through signage.
- Opportunity to limit access during off-hours.
- Opportunity to preserve and care for a gem.

Picnicker (1 person)

- Clearing a few small areas to be made into picnic areas with tables, restrooms, viewing and resting benches, etc.

Groups not identified by interest

- Composting toilets at Helen Hunt Falls.
- Annexation to help with enforcement.
- Better cross-jurisdictional agreement.
- Possible gate off problems areas.
- Ridgeway parking lot could be expanded, could have a shuttle during peak times.
- Signs for lots being full.
- Permanent bathroom at Ridgeway parking lot.

Group of 1

- The City should recall all of its flawed maps and issue an immediate correction, i.e. "closed to vehicles." Such misinformation leads to misunderstandings among user groups. This leads to unnecessary user conflicts.

3. Considering the list below, which are your group's two most preferred ideas to address traffic and parking issues in the Park? Please explain why those were your group's preferred choices.

Ideas:

- A. Park access by shuttle only, with non-motorized, multi-use lane – year-round
- B. Park access by shuttle only – summer season
- C. Gondola/chair lift from Starsmore parking lot – year-round
- D. Limitation on the number of cars in the Park – summer season
- E. One-way vehicular traffic heading up the Cañon with non-motorized, multi-use lane – year-round
- F. Maintain two-way vehicular traffic with safety improvements only, including increase lane width in places, widen bridges, add guard rails, road shoulders, formalize parking areas.

Group	Idea Preferences	Reason(s)	Additional Comments
Mountain bikers	A. and D.	A.: Limits traffic, reduces danger to cyclists, doesn't provide access to Captain Jack's for motos. D: <i>(No reason provided)</i>	All restrictions need to be on Gold Camp as well so as to not increase traffic on Gold Camp
Mountain bikers	D. and B.	D.: Reduced traffic, known number of people in Park, consider very small fee (keep out people using the Park to abuse substances, camp and start fires, etc.). Could close the dirt section of Gold Camp Road to car traffic, improve safety. B.: Reduce traffic, safer for cyclists, summer only shuttle would be cheaper and summer is the heaviest use season.	Idea A. reduces access for people with disabilities, requires parking area, reduces traffic. Idea C. would be costly; should also maintain road access. Idea E. would increase Gold Camp Road traffic.
Mountain bikers	C. and D.	C.: Selfishly, we'd like an easier way to the top. D.: If limited via a toll, it can generate revenue	
Climbers	A. and F.	A.: Non-motorized access is very low impact and can handle large quantity of users and should remain open. A shuttle like Incline's will be the best way for all other users. F.: Access is very important to us. It allows us to have continued access to historical climbing areas and routes. Allow early access.	

Interpretive interests	B. and D.	B.: Move towards and focus more on “Leave no trace” and conservation. Our parks are not trash cans. Promote respecting parks, wildlife, conservation. D.: Decreases traffic load, number of people impacting trail carrying capacity.	Combine B and E? Allow cars through a certain morning time, ala Maroon Bells? Parking E., same, limit number of cars, decrease user impact, carrying capacity!
Hikers	A. and B.	A.: Keeps cars down, safer bike access, lets everyone (?). B.: Same reason as A.	Make A. with a free shuttle and free shuttle parking; an annual parking pass or a week-long parking pass. D.: Only in combination with shuttle. E.: Problem with one-way is that tourists get lost coming out Gold Camp; dirt road with extra traffic; makes a long way, even if just go to Chamberlain
Hikers	(None marked)		
Hikers	B.	(No reasons listed)	
Canyonwood residents	F. and B.	F.: Provides the use of the Cañon as it was originally intended. Maintains the status quo. People like the ability to come and go as they please. B.: Could help alleviate parking issues. Only needed on weekends.	E.: One-way traffic – <u>No</u> . How would we access our homes?
Gold Camp residents	(New idea) G. – Gate (New idea) H. – Enforcement	G.: Gate with restricted number of cars. H.: Enforcement – more police presence.	
Picnicker (1 in group)	F.	F.: I could only imagine one of these options. The Park should be open to everyone.	No to ideas A., B., and C.
Group not identified by interest	D.	D.: Funding—total lack of it; experience over the last 20 years. New idea: After-hours access restrictions because of concerns over noise trash, fire hazard, graffiti, general vagrancy.	For idea A., build a parking structure by Starsmore. Do not understand the one-way idea. Idea F. would cost too much.
Group not identified by interest	A. and D.	A. and D.: Today too much vehicular traffic, no sustainability. Unpleasant experience for local residents.	Also put a limitation on the size of vehicles in the Park.
Unidentified group	B. and D.	Like D. with shuttle – reduce people parking on roads, helps with traffic. B.: Would prefer some parking for visitors who are driving the whole route.	Center line.
Group of 1	F. and (New idea) G. None of the above	F. Good! Facts are facts! Res ipsa loquitur (Note: This is a Latin phrase for “The thing speaks for itself”.)	A., B., C. D. – Bad!

What questions does your group have about any of the ideas listed?

Mountain biker groups

- Are these for restricting Cheyenne Cañon only , or do they apply to Gold Camp Road? Restricting to only to Cheyenne Cañon will increase traffic and danger to cyclists on Gold Camp.
- Where would the shuttle access point be?
- Would the “gondola” mean the roads are closed?

Climber group

(None submitted)

Interpretive group

(None submitted)

Hiker groups

(None submitted)

Canyonwood residents groups

- The ideas listed made us choose between six suggestions. I limited us to six pre-determined suggestions or options.

Gold Camp Road residents group

- Why was an option about gating the Park (closing it) at night not offered? If you truly value this land as a natural resource that you want to protect, why not close the Park at night? It would help prevent fire damage, reduce quantity of police calls, reduce trash, reduce emergency response.

Pickniker group (1 person)

- With Idea E. (one-way), how would they get back down?

Groups not identified by interest

- How to fund it.
- Is there any reason we couldn't charge for parking?
- Can we limit cars and also have a shuttle?

Group of 1

(None submitted)

What other ideas does your group have for addressing the Park's traffic and parking issues?

Mountain biker groups

- More efficient layout in parking lots to pack 'em in; striping, barriers, etc.
- Close Gold Camp past pavement to vehicles.
- Closing the dirt section of Gold Camp would help with safety and may reduce traffic.

Climber group

- Charge motorized users per vehicle – it will promote carpooling.

Interpretive group

(None submitted)

Hiker groups

- Free shuttle, free shuttle parking.
- Allow cars in Park but charge for parking.
- Have annual parking pass (and locals can buy).
- Have week-long parking pass (tourists can buy and use to park while they are here). Have hourly or day parking fee also.
- Shuttles should be able to carry bikes – more than the Metro buses, which have space for only one or two.
- Car parking pass for users: yearly fee, example \$25 (for residents) ; daily, example \$5 (for tourists).

Canyonwood residents groups

- Give out tickets for violations!

Gold Camp Road residents group

- Gate! Limit access. Close the Park at night.
- Gold Camp Road is a gem. Need to limit access: safety – stop fire; save \$ -- trash at night, reduce emergency response; day activities – climbing, mountain biking, picnicking, interpretive interests.

Pickniker group (1 person)

(None submitted)

Groups not identified by interest

- Cars early and late. Shuttle mid-day.
- Use more of other lands, e.g. picnic areas, group picnic area behind Starsmore.
- Pay for parking. Do not advertise outside the city. Consider carrying capacity. Tourism brings in less than 5% of local budgets!
- Temporary permit for parking for Seven Falls. End this temporary parking.
- Expand Ridgeway parking lot to accommodate dog beach and shuttle parking.

Group of 1

(None submitted)