



Trail System Maps – Verbatim Small Group Comments

(This document contains all comments submitted on 28 maps by workshop participants working together in groups. Participants were asked to indicate what they particularly like about the proposed Trail System and what concerns they have about the System. They were also asked to include the reason for each concern.

All comments entered by meeting participants have been grouped by topic and recorded, along with the number of the map on which the comment was written. Map numbers were randomly assigned after the meeting with the number written in the title bar on each map.)

General Likes about the Trails Plan

Creativity of thinking.	(map #2)
Arrow drawn with the word "tears" (in the "like" area).	(map #2)
All good things. (Sketch with upraised thumb.)	(map #11)
Great plan!	(map #13)
Everything else looks great.	(map #17)
Love increased connectivity.	(map #20)
Like the trail connectivity.	(map #2)
Hiking-only trails	(map #2)
Like the downhill bike trails.	(map #4)
Connections.	(map #5)
Dedicated usage.	(map #6)
More miles :)	(map #6)
Erosion addressed.	(map #6)
New trails!!!	(map #7)
Good new connections.	(map #7)
Separate downhill biking with all three trails (for all users) at the Chutes Trailhead.	(map #10)
Tourist loop.	(map #10)
Overall, new trails, trail connections, trail improvements and repairs sound wonderful! Just what the Cañon/Stratton need!	(map #10)
Downhill (DH) bike areas. One-way, group-specific trail areas.	(map #11)

Make sure bikers are included in design.	(map #11)
We applaud the effort to expand the hiking experience.	(map #12)
Love the trails for all levels.	(map #13)
Love new off-road options (Corley, in Cañon.)	(map #13)
Great choices for intersection locations creating interesting loop opportunities.	(map #13)
Like the mainted <i>[maintained?]</i> DH trails.	(map #13)
Increased trail mileage.	(map #14)
Sustainable/managed trail system.	(map #14)
All the new trails.	(map #15)
We like the additional mileage and connectivity that this plan provides thus far.	(map #16)
Downhill bike trails good idea.	(map #18)
Downhill bike zone is good for all users.	(map #19)
We like the increase in trails to spread out usage.	(map #20)
Directional use on some trails.	(map #20)
Trail connections.	(map #20)
Specific use trails.	(map #20)
We support the proposed downhill mountain bike trails.	(map #21)
Designated use areas look good.	(map #25)
New trails.	(map #26)
Separating biking and hiking trails as much as possible.	(map #27)
Junction signs stating name of trail.	(map #28)

General Concerns about the Trails Plan

Why build new trails when the old ones are not properly maintained because of no money?	(map #1)
Maintain vertical/gravity aspects of the Park.	(map #7)
Don't take out trails to add more facilities. (#4 on map indicates the Starsmore area.)	(map #1)
Public input needed on creation of new mountain bike trails.	(map #3)
Improved trail signage with difficulty ratings.	(map #3)
Allow flexibility in actual trail building vs. what is shown on the master plan.	(map #3)
Will need to maintain existing trails and new trails – don't build it if we can't maintain it.	(map #5)
Keep trails fun.	(map #5)
What is the timeline for opening and closing trails?	(map #6)

More downhill trails. (map #7)

Keep the downhill trails difficult. (*Reasons:*) Riding a pump track and riding downhill are not the same thing. We have unique opportunities for long and difficult downhill trails that no other communities have. We need to take advantage of this opportunity. (#1 on map indicates the Captain Morgan's Trails. An additional note there is recorded separately in this document.) (map #7)

Removal of existing difficult trails. (*Reasons:*) They are being replaced by "sustainable"/difficult trails that are not going to be acceptable to the community. (map #7)

Heavily geared toward BLUE trails. (*Reasons:*) We would like to see a better mix that includes more black and double-black trails. (map #7)

Please look at places such as Grand Junction, Crested Butte, Durango, Moab, Salida-S Mountain and Monarch Crest Systems. How can Colorado Springs get trail systems like these? (* on map and note links this comment to the Captain Morgan's Trails.) (map #7)

"Difficult" means different to you than it does to the community. Captain Morgan's and Daniels (as is) are "difficult" to users. (map #7)

Your plan has too many switchbacks. (map #7)

Cost of building the trails – will they ever be built? How will trails be prioritized for deciding what is built first? (map #8)

Mt. Muscoco--reroute seems like overkill. Friends of NCC just redid the trail. One switchback is a problem, but rest seems okay. (map #8)

Closure of all trails on the mesa above Starsmore. (*Reasons:*) There's an opportunity to develop easy trails on the mesa--the views are beautiful! Why not?? (#1 on map indicates the interpretative area adjacent to Starsmore.) (map #10)

Allow user groups to adopt trails the Parks Department can't maintain and wants to close. (#5 on map indicates the Daniels Pass Trail.) (map #11)

Who will make these new trails? Rocky Mt. Field Institute or who? Will they truly be sustainable and be made by those highly knowledgeable in creating trails? (map #14)

Put in a connecting trail from Helen Hunt Falls to Gold Camp Road. (#4 on map indicates the Helen Hunt Falls area.) (map #15)

We want more trails proposed now on this master plan. We have noted one on our map that could be a more technical mountain bike trail that parallels Gold Camp on the downhill side. (*Reasons:*) Get it on the master plan now and it spreads user groups out for fewer conflicts. (map #16)

Blue and black trails should reflect the user groups' needs as well as incorporation the terrain (while still maintaining sustainability.) (*Reasons:*) Trails need to be meet a variety of needs (e.g. mountain bikers want single track w/ obstacles.) (map #16)

How long is this master plan in place? Are there enough trails on it? (*Reasons:*) Our population has and is growing like mad. Will this meet the number of user groups for the future? (map #16)

- We don't have enough collaboration with the National Forest. (Reasons:) We could have more trails and more connections. See #4 on our map. (#4 on the map shows a connection between Captain Jack's Trail junction with High Drive and Gold Camp Road at the top of Tunnel #1.) (map #16)
- Decommissioning too many expert level trails. (map #18)
- Downhill-only trails need to be built by expert trail builders with downhill experience. (#3 on map indicates trails in Captain Morgan's area.) (map #19)
- We need to have a dedicated (bike) climbing trail with downhill (one-way) trails stemming off of it. High Drive would make a wonderful climbing trail with no additional cost. (#5 on map indicates High Drive in the National Forest.) (map #19)
- Trail access to Hully Gully. (Reasons:) No safe travel to ice climbing. (map #20)
- It looks like this plan favors the construction of many new miles of moderate trail which might create increased human demand or parking/traffic, forcing the reconsideration of the traffic flow issue. More trails also fragment wildlife habitat. A better solution might be better existing trail maintenance or adding fewer miles of difficult trail. (#1 on this map indicates the areas of the Corley Road Bypass trail and the West Parcel.) (map #25)
- Long-term sustainability and management of trails. (Reasons:) With the increased traffic, who is maintaining these areas? Where are the funds coming from? (map #25)
- Very few expert trails for mountain bikers on this map. Colorado Springs has a very large contingent of expert mountain bikers, but only a few legal expert trails. (map #27)
- Downhill-only [trail]? Not workable. Enforcement? (map #28)

Comments about Trails in Captain Jack's and Captain Morgan's Area

- Love the one-way/downhill bike at Captain Jack's and Morgan. (map #9)
- Downhill area much needed and overdue. Thank you. (#3 on map indicates the Captain Morgan's Trails.) (map #9)
- We like making Captain Morgan's and the Chutes one way downhill traffic for mountain biking and keeping the existing hiker-only trail and multi-use Ladder. (map #16)
- Morgan's--convert to sustainable--good for erosion reduction. (map #22)
- Let "tourists" know Captain Jack's is not a good hiking trail. (map #5)
- Moto use. (#4s on map indicate the Captain Jack's parking lot area and an area west near the USFS property line.) (map #6)
- Keep the existing trail. Keep it steep and rocky. (Circle on map indicates the Captain Morgan's Trails.) (map #7)
- One-way. (Arrows drawn on map indicate the downhill trails in the Captain Morgan's area and on the Chutes.) (map #9)
- Captain Morgan's. (Reasons:) Thanks for being open to downhill trails. Please keep them steep! Steep trails are fun and can be sustainable! (#2 on map indicates the Captain Morgan's Trail.) (map #11)
- The reroute of Captain Morgan's looks much easier than the existing trail. I propose keeping the trail and we will form a community to maintain the steeper trails. (map #27)
- Keep existing trail. Reroute doesn't look as steep and challenging. (Map indicates Captain Morgan's area.) (map #27)
- Route Chamberlain Trail across Mesa by entrance. (map #4)
- Obvious connection for Chamberlain to South Easement is through "interpretive area!" (Reasons:) Grade, access, views. (#2 line indicates a trail alignment along the west edge of the interpretive area and continuing south through the Strawberry Hill area.) (map #23)
- Chamberlain Trail should go across "Interpretive Area" and across top of meadow in Strawberry (outside of Broadmoor 8.5 acres.) (map #27)

Comments about Trails in Chutes Area

- Three-way "chutes" is a good idea. (map #1)
- Like one-way downhill bike on Chutes and Captain Morgan's. (map #8)
- Logical trail junction/access will make things better for everyone. Consider a zig-zag fence for the hikers-only trail to limit bike access. (#4 on map indicates the upper Chutes Trailhead.) (Sketch of zigzag fence on map.) (map #9)

- The uphill-downhill bike and hiking separation on the Chutes – much safer. (map #22)
- Strongly support Chutes downhill-only. (map #27)
- In favor of 3-way trail, need proper signage! (#2 on map indicates the Chutes area trails.) (map #1)
- Separating bikes good but how to allow pedestrians to reservoirs? (#1 on map indicates the Chutes Trail between the two reservoirs.) (map #4)
- Proper signing. (#3 on map indicates the upper Chutes Trailhead area.) (map #6)
- Additional downhill bike option to Chamberlain Trailhead. (Reasons:) Bikers park here to avoid Stratton lot/traffic. They climb Chamberlain. Wild be nice for a DH bike trail back to lot. (#3 on map indicates a line between South Suburban Reservoir and the current Chamberlain Trail Trailhead.) (map #11)
- If Chutes is made one way, many cyclists will miss being able to climb it. (map #13)
- Uphill/pedestrian access from trailhead to Chutes/Chamberlain Trail junction. (#1 and an arrow drawn on map indicates connection between Ridge Road parking lot and the Chutes Trail between the reservoirs.) (map #14)
- There is no connection from (lower) Gold Camp to the Ladders on the plan; we noted as #2 on our map. (Reasons:) Helps reduce congestion on top of Chutes. (#2 on map indicates connection between ladders and Gold Camp Road in Stratton Forest Open Space.) (map #16)
- Maintain hiker access to Lower Chamberlain from the east. (From La Veta and South Suburban Reservoir. (Reasons:) Very popular access from this side. (#1 on map indicates a line between the north edge of South Suburban Reservoir and the Chutes between the two reservoirs.) (map #23)
- The Chutes -> keep open to all traffic. (Reasons:) Affects neighbors' property. Pedestrians will use anyway, bikers will also go both ways. Make signage for warning instead. (map #24)
- Chutes open to hikers. (map #28)

Comments about Trails in Columbine Area

- Connection from Columbine to Cutler. (map #10)
- Bruin Inn to gravel pit gets pedestrians off road. (map #24)
- Want connector from Upper Columbine to Helen Hunt. (map #8)
- Mid Columbine mountain biking is dangerous for hikers: add warning signs for everyone's benefit. (#3 on map indicates the Mid-Columbine trail.) (map #1)
- Upper Columbine Trailhead: Don't close the trailhead and trail unless trail to Helen Hunt Falls and to the Gold Camp lot exist and are easy to find. (#3 on map indicates the Upper Columbine area.) (map #8)
- Columbine spur closure. (Reasons:) Affects existing permits for races and other events. (map #24)

Comments about Trails in Corley Mountain Road Bypass Area

- Corley Road Bypass. (map #7)
- Like trail parallel to Gold Camp Road – yes to Corley Road Bypass. (map #8)
- This bypass is a great idea. (#5 on map indicates the Corley Road Bypass Trail.) (map #9)
- Trail alternative to Gold Camp Road. (map #10)
- A parallel trail to Gold Camp (e.g. Corley) is a good idea. See #1 below, too. (#1 on map is a line indicating a connection between the top of the Chutes and the Spring Creek Trail roughly parallel to Gold Camp Road.) (map #16)
- "Love" separation of bikes and cars on Gold Camp Road with the new bike trail adjacent to Gold Camp. Safety on a bike on Gold Camp is a major concern with the quantity of traffic and the questionable activity with no police patrol. (map #17)
- Great to add more trail mileage with Corley Road Bypass Trail. (map #18)
- Corley Road bypass is good to give hikers more trail. (map #19)
- We support the idea of a trail along Gold Camp Road to reduce foot and bike traffic on Gold Camp. (map #21)
- The Corley Road Bypass Trail--increases safety and pleasure for cyclists. (map #22)
- Trail above Gold Camp (map #23)
- Support Corley Road and other trails that parallel Gold Camp Road to remove hikers off the road. (map #27)
- Corley Road Bypass Trail--separate car traffic and pedestrian and bike traffic (map #28)

Comments about Trails in the Creekside Area

- Creekside Trail: 2 [in group] in favor, 3 indifferent, 1 opposed. (map #1)
- Creekside Trail along N. Cheyenne Creek as an option. (map #10)
- Like the new trail along the Creek, Mt. Muscoco and loop trail by Helen Hunt Falls. (map #11)
- Creekside Trail--yes, please! (map #15)
- We like the idea of a multi-use trail along the Creek. (map #21)
- Erosion alongside Creek; added maintenance. (#1 on map indicates the area of the Creekside Trail.) (map #1)

Creekside Trail: (Reasons:) Tourists (visitors) littering; alteration of existing rock structure; cost; erosion acceleration; parking. (#1 on map indicates the Lower Columbine area.) (map #2)

Special build trails along Creek: Please avoid impact to Cañon. (#6 on map indicates the Creekside Trail area.) (map #8)

What is "alternative construction?" How will it affect the landscape? (map #13)

Worried about environmental impact with the Creekside Trail (but we like the Creekside Trail!) (map #15)

Is the Creekside Trail worth the risk of potentially destroying the Creek itself? (#3 on map indicates North Cheyenne Creek between the Mt. Cutler Trailhead and Helen Hunt Falls.) (map #23)

Parallel Trail. (Reasons:) Cost, will road close, environmental issues with Creek. (The #2 on the map indicates the area along North Cheyenne Creek for this comment.) (map #24)

Comments about Trails in the Mt. Cutler Area

Consider an access trail to Mt. Cutler from mouth of the Cañon. Quick access to views, but keeps cars out of Cañon. Steps or logs/timbers in steep areas. (#2 on map indicates the summit east of Mt Cutler.) (map #9)

Closing scree field on Mt. Cutler--good! Like the potential extension to east of Mt. Cutler. Good to remove trails in Starsmore interpretive area. (map #11)

Scree containment on Cutler and Muscoco trails. (map #15)

Hiking trail from Park entry up to Mt. Cutler is great for visitors to experience Park with minimal car impact. (map #19)

Mt. Cutler overlook: Please make a sustainable route to the east overlook. (#5 on map indicates the summit east of Mt Cutler.) (map #8)

Comments about Trails in the Daniels Pass Area

West parcel trails will be used. (map #1)

Daniels Pass Trail. (map #1)

(Smiley Face drawn inside the Upper Twilight Trail Loop.) (map #1)

Upper Twilight Trail. (map #7)

Daniels Pass/Columbine connection. (map #10)

New trails in West Parcel. (map #10)

Upper Twilight could be good multi-use. (map #11)

Like the looks of the Twilight Loop. (map #13)

Daniels trailheads top and bottom. (map #28)

Keep existing route. One of only the few challenging trails for expert mountain bikers. Expert mountain bikers want/need steep trails for a challenge. Existing trail is really fun. *(Map indicates the Daniels Pass area.)* (map #27)

Avoid reroute of Daniels Pass. Keep Daniels Pass as is. Need more expert level mountain bike trails. *(#4 on map indicates the Daniels Pass Trail.)* (map #3)

Keep existing trail and make hiking-only version in addition to the existing trail. (map #7)

Keep the existing trail *(Map indicates current trail alignment between Gold Camp Road and the top of Daniels Pass.)* (map #7)

X = No. *("X"s drawn on switchbacks to indicate trail should be straight/without switchbacks or climbing turns.)* (map #7)

Make this a black or double-black downhill trail. See comment #1. *(#1. Keep downhill trails difficult...)* (map #7)

Daniels Pass Trail. *(Reasons:)* Awesome bike trail. Not that many challenging trails in the Cañon. Keep it! No multi-group issues--biker groups will maintain it. Medicine Wheel workdays. *(#1 on map indicates the Daniels Pass Trail.)* (map #11)

Terrain is very steep up to Daniels Pass. Trail would be very expensive to build and maintain. Not much parking at bottom of trail. *(#1 on map indicates the Daniels Pass Trail.)* (map #12)

Don't change West Parcel! Enjoyable and remote excellent as is for locals to enjoy. More sustainable than Columbine Trail. *(#1 on map indicates the West Parcel area.)* (map #18)

Don't change Daniels Pass Trail! @1 and @2 are both more sustainable than the Barr Trail!! *(#1 on map is a line indicating the connection between Gold Camp Road and the top of Daniels Pass. #2 on map is a circle indicating the Daniels Pass Trail area.)* (map #18)

Make hiker-only trail from Mt. Muscoco trail from Mt. Muscoco and keep Daniels Pass exactly as it is. *(#5 on map indicates a trail between the Mt. Muscoco area and North Cheyenne Cañon Road.)* (map #18)

Don't change Daniels Pass!!! *(Reasons:)* Hikers get all of Mt. Cutler and Muscoco. Daniels is a fantastic bike trail remote and away from other users. It's the only place away from the hordes. *(#1 on map indicates Daniels Pass trail.)* (map #19)

Don't change West Parcel. This trail is maintainable. It's too remote for hikers but perfect for local cyclists to enjoy exactly as it is. *(#2 on map indicates the connection between Gold Camp Road and Daniels Pass.)* (map #19)

Closing the trails at Daniels Pass. *(Reasons:)* Users who can get further out need a trail experience. We feel the sustainability issue is similar to other trails remaining open. (map #21)

Adamantly against closing or rerouting Daniels Pass. Proposed trail is blue. Existing trail is one of only a few expert trails. Currently few people know of the trail so mountain bikers don't have to worry about conflict. Keep Daniels Pass an expert trail. (map #27)

Add hiker-only trail. Keep hikers separate from mountain bikers on lower Daniels. (Map shows a line extending from Mt. Muscoco trails down to Daniels Pass Trailhead area.) (map #27)

If Daniels Pass and Captain Morgan's are going to be rerouted, we must consult with local MTB groups to approve trail features and alignment. Jones Park reroute disaster. (#4s on map indicate the Captain Morgan's and Daniels Pass area.) (map #28)

Good signage here. (Arrow on map indicates the Daniels Pass Trail at junction with Gold Camp Road.) (map #28)

Comments about Trails in the Helen Hunt Falls Area

Buffalo Canyon Trail. (map #1)

Trail from Powell to Helen Hunt Falls. (map #15)

Silver Cascade to Buffalo eases traffic (foot.) (map #24)

Helen Hunt Falls to Bruin Inn keeps pedestrians off road. (map #24)

Columbine to Helen Hunt connection is a great addition as are loops by Helen Hunt Falls. (map #25)

Silver Cascade Trail is currently in a dangerous condition with broken, insecure fences on the upper half and a location at the top where people can easily fall off the trail into the Creek. A retaining wall should be built there. (#5 on map indicates the Silver Cascade Falls hiking areas.) (map #1)

Also, the social trails between the top of Silver Cascade Trail and Gold Camp Road are not being addressed. Lots of erosion there. (#5 on map indicates the Silver Cascade Falls hiking areas.) (map #1)

Stepping stones to get across the waterfall to the next trail is a safety concern. Previous life-threatening incidents have occurred. (#2 on the map indicates the Helen Hunt Falls area.) (map #26)

Comments about the Pump Track

Tot pump track and measured trails. (map #10)

Like the tot pump track. (map #15)

We also support the proposed tot pump track and new trails at Cresta. (map #21)

Support pump track: expand larger, like Valmont Bike Park in Boulder. (map #27)

Would like see a full-size pump track. (map #4)

Comments about Bridges in the Park

- Love the suspension bridges--A and B (*A and B on map indicate the suspension bridge sites.*) (map #9)
- (Bridges) Great opportunity! Great photo op! (*Reference to A and B on map indicate the suspension bridge sites.*) (map #9)
- New Zealand-style suspension bridges. (map #10)
- Bridge construction of any kind. (*Reasons:*) Too expensive. Environmental damage. (map #22)
- Suspension bridges. (*Reasons:*) Cost, close road, time to build, install flashing signs instead. (map #24)
- We do not feel that sky bridges serve the sustainability/nature goals of this plan. Bridges are expensive, look like an amusement attraction, and create safety (people may jump off) problems. (map #25)

General Concerns About the Park

- Define "non-motorized" term: Hikers, mountain bikes, horses? (map #1)
- Is this plan for local people or visitors? (map #2)
- Feel this whole plan is over-the-top. Unrealistic. (*Reasons:*) Maintain what is there. Or simply make what is there better. (map #2)
- Too many people brought into the Park. (*Reasons:*) NCCP is a small Park, it can sustain only so many feet on the ground and that point has already been passed. Fear our peaceful, gem of a Park is jeopardized. (#2 on map indicates the Powell Lot.) (map #2)
- Just a comment--if utilities for Helen Hunt restrooms is an issue, would it be cheaper to truck in water and have very high efficiency toilets aka Summit House? (map #8)
- This plan does not have the benefit of engineering; therefore we are concerned about survivability if flooding occurs. (map #12)
- Attracting more out-of-town visitors to this area. (*Reasons:*) The parks are currently over-crowded. Would rather see plans on meeting the current needs rather than attracting more without proper infrastructure to manage. (map #21)
- Will any parking areas or road reroutes require Creek reroute? (*Reasons:*) Don't want environmental damage associated with this. (map #22)
- The addition of utilities up to Helen Hunt falls will create huge environmental impacts on the area. (map #22)
- Rerouting a natural creek to accommodate shuttles is an environmental catastrophe. (map #22)
- Resident access to homes. (map #26)
- Construction's impact and increased tourism's impact on wildlife and environment. (map #26)

Restrooms/porta-lets at trailheads seems unnecessary. *(Reasons:)* Increased littering and smell issues. Possibly not frequent enough waste disposal. (map #26)

All paving is too expensive and changes the character and aesthetic and construction/paving process would be time-consuming and would limit access to trailheads. (map #26)

Where is the parking going to be near the Starsmore area? How will nearby residents get to their homes? This should not be a big tourist destination. This is a community. (#5 on the map indicates the Starsmore entrance area.) (map #26)

More trash cans and toilets! Cans at trailheads. Open toilets with paper. (map #28)

Prefer dog-friendly where possible. (map #28)

Recommendation: Interactive rangers on trails to enforce law and help users. (map #28)

Cost. *(Reasons)* Where is the \$\$ coming from? What happened to the last master plan. Where is the revenue? (map #2)

We are hugely concerned about initial cost and upkeep costs. We feel that by the time this is funded and achieved, the master plan will be out of date. (map #12)

Increased traffic will increase costs to untenable levels. (map #12)

Concerns about Traffic and Circulation

Center line on road. (map #2)

Recommend two-way traffic with no gates. Instead, consider fencing and gating the parking lots at Helen Hunt and Upper Helen Hunt to minimize partying at night but allow through traffic. (map #9)

Striping the road for pedestrian access. *(Reasons:)* The road into Cheyenne Cañon needs striping. Drivers drive in the middle of the lane on turns. It's very unsafe. (#3 on map indicates areas east of park.) (map #10)

Gate-limited access: *(Reasons:)* Nighttime user access to trails and climbing should not be limited. Where would the proposed gates be located? Who would operate/enforce gate closures? (map #14)

Vehicle access/parking/pull offs. *(Reasons:)* Maintaining pullout parking to avoid traffic stopping on the road. (map #14)

Increase traffic with excitement for new trails. (If you build it, they will come.) (map #15)

No Broadmoor shuttle only! No gate on Mesa for the public!! (map #21)

Shuttles on South Cañon Road. Do not limit road to Broadmoor shuttles on Mesa Ave. It must remain open to public access for dogs, climbers. (map #22)

Increased travel time. (map #26)

Concerns about Parking

- Gravel-pit parking needs to be lined and paved. (map #2)
- More trails = more traffic. Have adequate parking at the trailheads. (map #5)
- Fix "the hub." More emphasis/plan for Powell parking because it is such a popular starting point for USFS access + Gold Camp. (#5 on map indicates the Powell Lot.) (map #5)
- No parking near climbing areas. (#2 on map indicates North Cheyenne Cañon Road between the climbing areas.) (map #6)
- No parking here. (X drawn across Daniels Pass Trailhead.) (map #7)
- More parking at Gold Camp 4-way lot. As much as possible. It's always full. More overflow parking options near that lot. (#8 on map indicates the Powell Lot.) (map #8)
- Seven Falls connection is a problem. Explicit connection to Seven Falls will encourage people to park in NCC parking to go to Seven Falls. (#7 on map indicates the South Canyon area.) (map #8)
- Get rid of the parking at the Upper Columbine if you remove the trailhead. People backing out of the parking area create traffic jams at the hairpin curve. (#3 on map indicates the Helen Hunt Falls area.) (map #15)
- See climbers' access marked as #3 on our map. (map 16) (map #16)
- Don't make parking lot at bottom [of] Daniels Pass. Road is skinny and cars stopping will be more dangerous. Maximize Starsmore and Helen Hunt Falls parking. (#3 on map indicates the Daniels Pass Trailhead.) (map #18)
- Make parking paved, safe, secure as a major/main trailhead with concessions and an In-and-Out Burger! (#4 on map indicates the Powell lot.) (map #19)
- Parking space Chutes Trailhead. More specific trail access. (map #20)
- Will there be parking for the Cresta Open Space on Cresta? (Reasons:) Safety. (A note on map indicates the SW corner of Cresta Open Space). Where will parking be? (map #22)
- Remove all pullouts along Mesa Avenue and Evans Street. (Reasons:) Limits access to hiking trails and the Creek. (map #26)

Comments on Interpretation

- Focus visitor hikers to Park entry and interpretive area. Good parking lots of options for view. (map #18)
- Encourage visitors to centralize at the Park entry and Helen Hunt Falls. (map #19)
- Don't need more interpretive stuff. (#4 on map indicates the Starsmore area.) (map #1)
- Starsmore is fine the way it is. (#4 on map indicates the Starsmore area.) (map #1)
- No VR! [virtual reality] (#4 on map indicates the Starsmore area.) (map #1)
- The staff partners with the public school to bring 4,000 local school children into the Park for educational/interpretive programs--I don't think you are giving that enough consideration. (map #2)

The additional interpretive area. (Reasons:) Get the kids outside more! Focus should be on the trails. Money could be better utilized in other areas! (map #21)

Comments about Picnic Areas

Picnic area. (Reasons:) Ensure plentiful trash cans and regular grounds maintenance. (#4 on map is in the Strawberry Hill parcel.) (map #11)

Don't like reduced access Starsmore picnic--must keep road open--available! (map #20)

More picnic areas. Areas along Cañon trail (proposed.) (* on map indicates an area west of the Mt. Cutler trailhead along North Cheyenne Creek.) (map #20)

Comments about Areas Outside of Planning Boundaries

Thank you, thank you for working on pedestrian access to the Cañon and pedestrian safety! This is a huge issue! Extending the bike lane is a great start, but we need trails to the trailheads if not sidewalks. (map #10)

Pedestrian/bike access to trailheads/parks/crosswalks. (Reasons:) We need the extended bike lane on Cheyenne Boulevard ASAP, but we also need sidewalks and crosswalks for the heavy pedestrian usage. At a bare minimum, we need designated paths that lead to trailheads from neighborhoods. (#2 indicates areas east of Park and the La Veta Trailhead.) (map #10)

(Noted on map) We want our access back. (Indicated in the place where the Chamberlain Trail currently ends on the north.) (map #16)

Recommend slotted speed bumps on paved Gold Camp Road north of unpaved segment to Hydra. (Sketch of slotted speed bumps on map.) (map #9)

Greenwood Park access: Land swap was supposed to include public access to Greenwood Park and Settlement. How does that work? (#4 indicates the Greenwood Park area.) (map #8)

What about access to Greenwood Park as promised by the Broadmoor in the land exchange? (map #23)

Motos not sustainable. (#5 indicates the summit of Mays Peak.) (map #6)

Captain Jack's is dependent on USFS to keep open. Are you in negotiations with them as you are with tunnel 2 bypass trail? (#2 indicates Captain Jack's Trail at the USFS boundary.) (map #12)

Also, the High School cross country team would like to allow motos on High Drive. (map #13)

Also need an OHV route from bottom of Jack's to big lot at 4-way. (map #13)