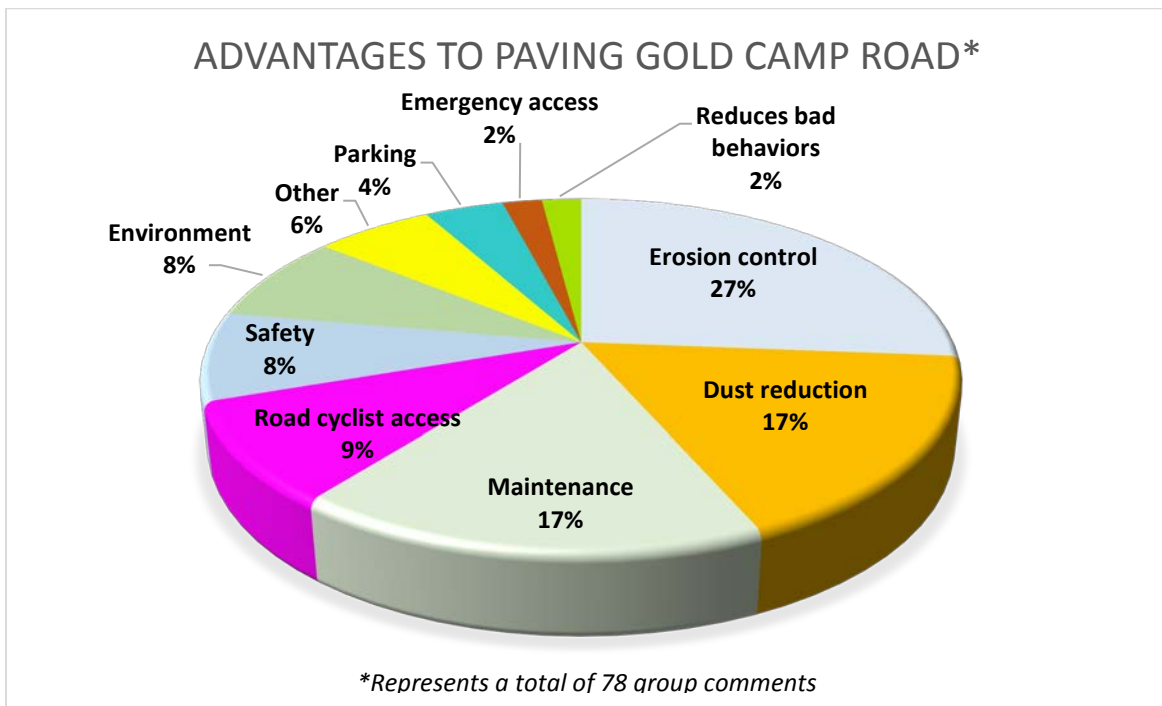




Management Toolbox Options Small Group Categorized Responses

(This document categorizes all the verbatim comments submitted by approximately 180 workshop participants working together in 26 groups to respond to two of the tools in the Management Toolbox. Groups were asked to list advantages and disadvantages to the paving of Gold Camp Road and to re-designing the Park entrance/South Cañon. Five of the groups did not submit any comments on the Park entrance/South Cañon Re-Design options.)

Toolbox 7. Pave Gold Camp Road



Advantages

Erosion (20 mentions=26%)

- Erosion control.
- Less erosion.
- Reduce erosion.
- Erosion.
- Erosion control.
- Environmental impact from erosion decreased.
- Environmental/erosion.
- Erosion control.
- Reduce erosion.

- Less erosion.
- Help erosion, washouts.
- Limits erosion.
- Less erosion.
- Erosion control.
- Less erosion.
- Helps to eliminate erosion.
- Erosion control.
- Erosion decreased.
- Help erosion, washouts.
- Erosion control.

Dust reduction (13 mentions=17%)

- Minimize dust.
- No dust.
- Less dust.
- Dust.
- Lower dust.
- Reduction in dust.
- Dust, erosion.
- No dust.
- Dust reduced.
- Reduce dust.
- Cuts down on dust.
- Less dusty.
- Helps flora/fauna by reducing dust.

Maintenance (13 mentions=17%)

- Cost to maintain (lower as blacktop.)
- Decreased maintenance costs of gravel (grading, etc.)
- Less maintenance.
- Less long-term loss of road/closures/repairs.
- Less maintenance.
- Better maintenance.
- Ease of maintenance.
- Maintenance cost reduced.
- Prevent huge washouts.
- End to wash-boarding.
- Reduce maintenance costs.
- Long-term maintenance decrease.
- Decreases maintenance.

Road Cyclist Access (7 mentions=9%)

- Could be used for road bike races.
- Road cycling access.
- A plus for road bikes.
- Road cycling access.
- Open to road cycling.

- Great for road cyclist.
- Road bike friendly.

Safety (6 mentions=8%)

- Drivers will/should have more control.
- Traffic control.
- Safer driving.
- Smoother ride.
- Safer.
- Reduce “fear factor.”

Helps Environmental (6 mentions=8%)

- Reduces runoff and environmental impact.
- Environmental impact decreased.
- Less sediment runoff.
- Positive environmental advantages—plowing chemicals, dust, etc.
- Pavement creates less runoff/chemical stuff. (i.e. Pikes Peak—thank you, Sierra Club!)
- Environmental.

Parking (3 mentions=4%)

- Better parking defined with lines.
- I would like to see all of the dirt shutdown on Gold Camp Road to motorized vehicles past the bottom parking lot of Captain Jack’s. One large parking lot at the bottom of Jack’s, one large parking lot at Gold Camp/High Drive plus [a] shuttle.
- Manages pull-offs/organizes parking.

Emergency Access (2 mentions=2%)

- Increased speed of emergency response vehicles.
- A more reliable road surface (especially in the event of fire.)

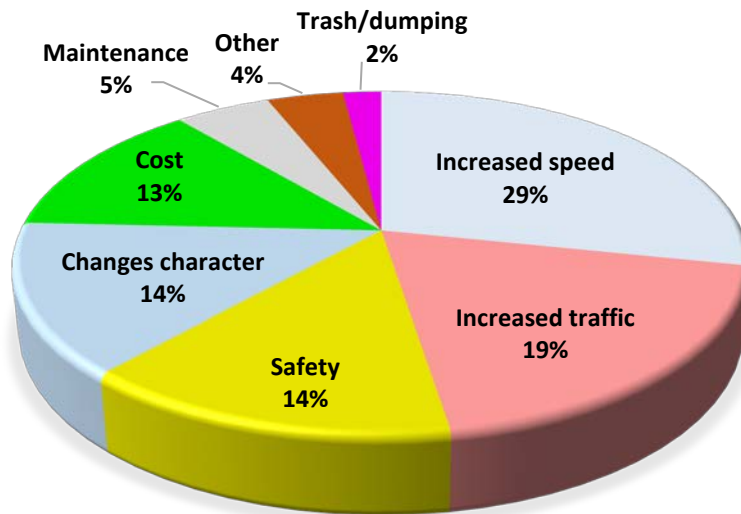
Reduce Bad Behaviors (2 mention=2%)

- Disperse party groups.
- Less shenanigans.

Other (6 mentions=6%)

- None.
- Allows more diverse vehicles.
- Yes.
- Less density.
- May encourage non-motorized use.
- Faster.

DISADVANTAGES TO PAVING GOLD CAMP ROAD*



*Represents a total of 78 group comments

Disadvantages

Increased Speed (22 mentions=28%)

- Increased speeds at tunnel entrances (need signal lights at tunnels, motion sensor activated.)
- Speed.
- Speed of cars and bicycles—slows them down when not paved.
- Faster traffic → more secure. Also people have more control on pavement.
- Speed.
- Average speed increase? The “?” is because you talk about more enforcement.
- Increase speed on road.
- Increased speeding along Gold Camp.
- Increased traffic speed.
- Higher speeds, motorized and non-motorized vehicles.
- Cars will drive faster, even if there is a speed limit.
- Speeds will be increased.
- Increased speed.
- Potential faster drivers.
- Increased traffic speed.
- Increased traffic and speed.
- People drive faster (increase road speed.)
- Faster.
- Increases traffic and traffic speed.
- Increased speed—dirt road keeps speeds down.
- Speeding would increase.
- Encourages more speed. Could this cause enforcement issues? Accidents? Liability?

Increased traffic (15 mentions=19%)

- Increased traffic.
- Increased traffic on Gold Camp Road, and through the upper Skyway neighborhood.

- More cars.
- Increase traffic on road.
- Increased traffic.
- Might bring in sports car traffic.
- Increased traffic on Gold Camp and through Skyway neighborhoods.
- Increase traffic because of paving.
- Increased traffic.
- Encourage more traffic.
- Increased traffic in Skyway areas.
- Possible increase in tourist volume.
- Increased traffic.
- More traffic
- More traffic on trails.

Safety (11 mentions=14%)

- Increased fire risk.
- Increased crime.
- Pavement is more dangerous in wintertime for bicyclists and motorcyclists.
- Increased gunfire and crime.
- More dangerous [due to more traffic].
- Bike safety if lanes.
- The gravel road provides a safer exit when Cheyenne Cañon is icy.
- Speeds may increase along Gold Camp in the Cañon, with more accidents.
- Increase fire risk.
- Slick when icy.
- Fire risk.

Changes Character (10 mentions=14%)

- Takes out the wild/natural aspect.
- Change in character.
- Don't want to ride MTB [mountain bike] up on asphalt.
- Removes the outdoor experience, I feel like I am transported deeper into the forest due to the dirt when on my bike.
- Ruins aesthetics.
- Takes away from beauty/natural setting.
- Historical change.
- Loss in historical road/area.
- Compromised natural aesthetics.
- Lose backcountry feel—but worth it for dust, erosion, reduction, etc.

Cost (10 mentions=13%)

- Could charge fee [to tourists] to recoup costs.
- It's too expensive to pave and maintain Gold Camp Road.
- Cost.
- Cost/funding.
- Expense short-term.
- What could we do with the money instead?
- Cost.

- Expense.
- Expensive—big upfront costs.
- Expense.

Maintenance (4 mentions=5%)

- Road closed for a few months while being paved.
- Maintenance of paved road (potholes, etc.)
- Weather-related maintenance.
- Higher impact: asphalt erosion/repair time.

Trash/Dumping (2 mentions=2%)

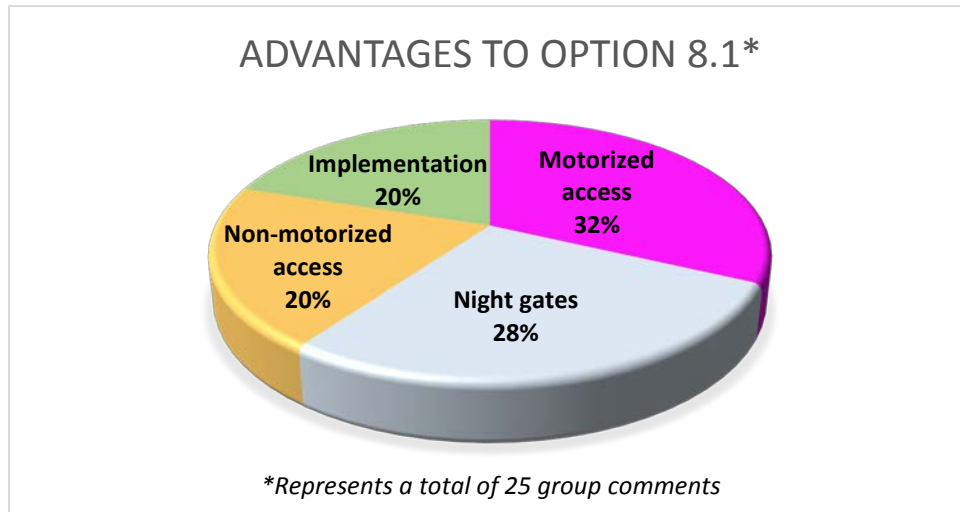
- Increased trash, dumping.
- Trash, dumping.

Other (4 mentions=4%)

- Need jurisdiction.
- Risk uneven distribution of water runoff and speed of same.
- Increased overnight parking.
- Increased transient population.

Toolbox 8.: Park Entrance/South Cañon Re-Design Options

Option 8.1



Advantages

Motorized Access (8 mentions=32%)

- Less parking on main road.
- Increased parking.
- Road closures are good.
- Could expand Chamberlain Trail parking more – 3 parking areas together, shuttle parking.
- More parking.
- Yes. Keeps access off Mesa.
- Least change to road access.
- Preserves access to picnic tables along Creek.

Night Gates (7 mentions=28%)

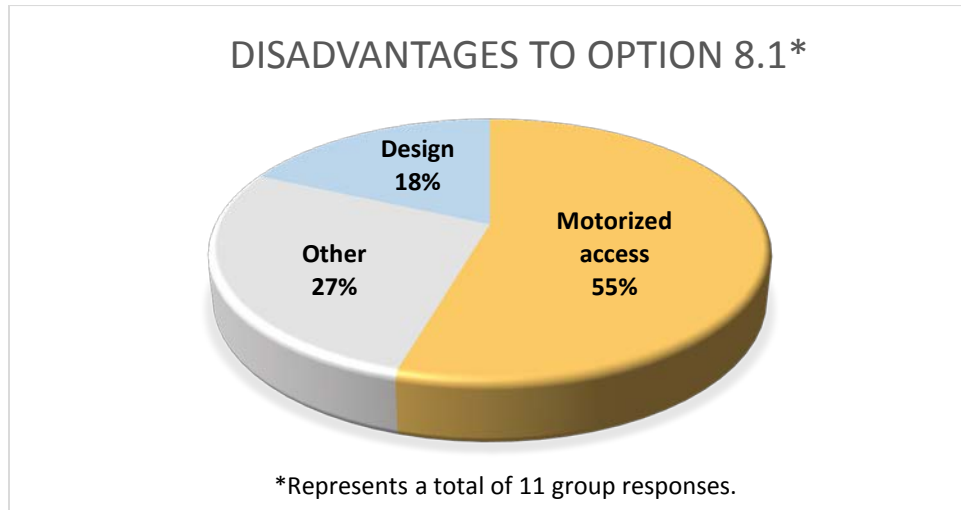
- Night closure.
- Nighttime closure helps with safety and security.
- During park hours.
- Like the extra gate.
- Gates at night is great.
- All in favor of night closures (gate.)
- Eliminating access by gating at night is a great idea.

Non-Motorized Access (5 mentions=20%)

- Increased opportunity for hikers.
- Accessible trail is needed.
- Better separation of Chamberlain from Starsmore foot traffic.
- Bike shuttles.
- We like the accessible trail.

Implementation Cost/ Impacts (5 mentions=20%)

- Less disturbance of natural areas.
- Least change plus least cost.
- Least expensive.
- Least work involved.
- Least expensive.



Disadvantages

Motorized Access (6 mentions= 55%)

- Closing Park road in South Cañon.
- Area still confusing at “Y” junction.
- Less parking added. Can group picnic area be moved for more parking in this scenario?
- Less parking.
- No increase in parking.
- Does not promote traffic to the Starsmore.

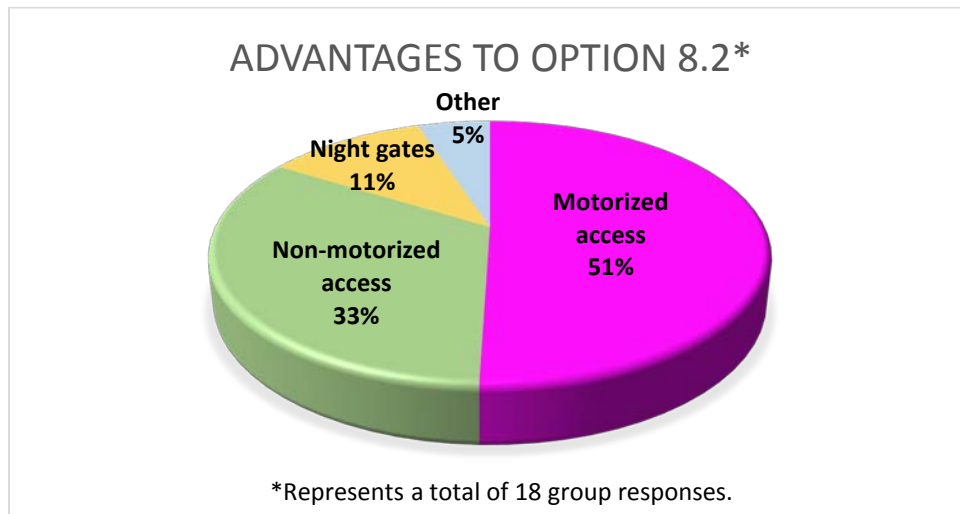
Design (2 mentions=18%)

- Short-sighted, not solving long-term problems.
- Don’t realign the Creek.

Other (3 mentions=27%)

- Spending a lot of money for little gain (no real substance.)
- Current lack of police enforcement to shuttle speeding, commercial van speeding—traffic control currently deferred to the Broadmoor.
- Not familiar enough with area to comment.

Option 8.2



Advantages

Motorized Access (9 mentions=51%)

- Less parking on main road.
- Increased parking.
- More parking.
- Closing South Cañon Road.
- Eliminate Seven Falls shuttle traffic in Park?
- Will help alleviate foot traffic on road.
- Access trail is good idea for South Cañon Road.
- Converting road to trail is advantageous.
- Makes clear no parking for Seven Falls.

Non-Motorized Access (6 mentions=33%)

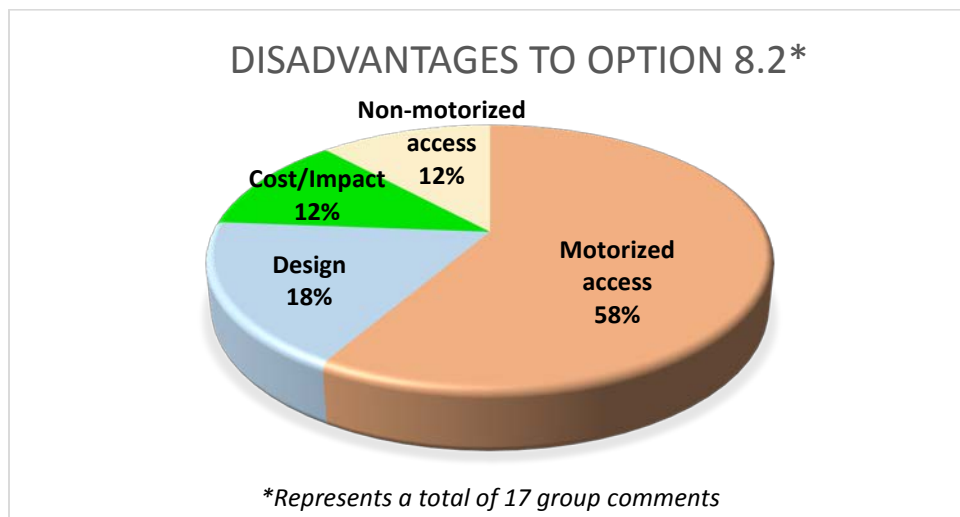
- Bike shuttles.
- Accessible trail.
- Better separation of Chamberlain from Starsmore foot traffic.
- Increased opportunity for hikers.
- No problems with closing the road, would help educational programs.
- Keeps road as trail—still bike-able.

Night Gates (2 mentions= 11%)

- Night closure.
- Nighttime closure helps with safety and security.

Other (1 mention=5%)

- Same as above (night closures, accessible trail, least change, least cost.)



Disadvantages

Motorized Access (10 mentions=58%)

- Changes to no road access.
- No access by vehicle to picnic areas.
- Restricts some access on South Cañon Road.
- Road closures.
- Denies access off Mesa.
- Area still confusing at “Y” junction.
- Road closures to public.
- Vehicles in the Park are NOT the major problem compared to the shuttles—speeding, noise, safety, herding people off the Park circle from Evans, Mesa, Seven Falls to Starsmore.
- Public funds used to maintain a road only available to shuttle buses past the turn-around on Mesa.
- Limit access to Strawberry Fields.

Design (3 mentions=18%)

- Don’t realign the Creek.
- Negative neighborhood impact—puts all traffic on Evans.
- Relocation of Creek is not advisable. Loss of ecosystem.

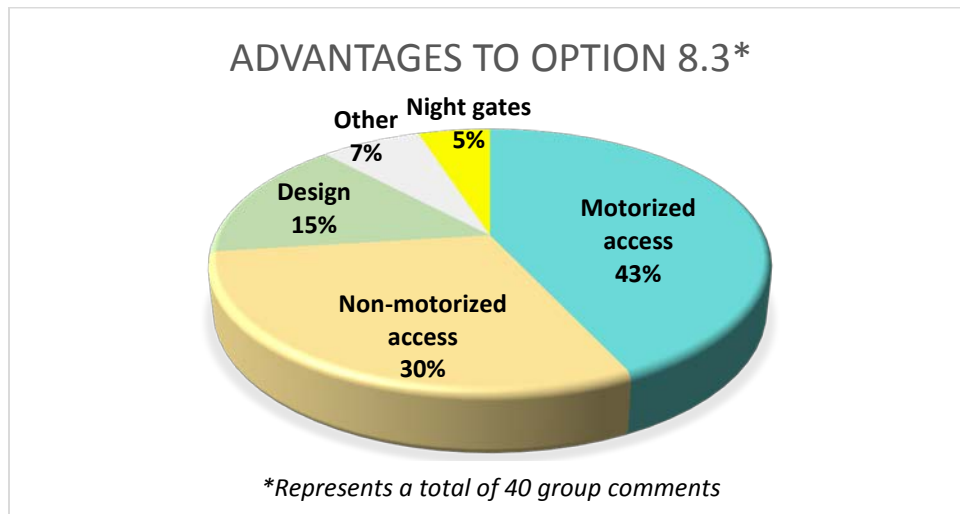
Cost and Impact (2 mentions=12%)

- Short-sighted (same as “Spending a lot of money for little gain [no real substance.]”)
- Poor investment (same as “Short-sighted, not solving long-term problems.”)

Non-Motorized Access (2 mentions=12%)

- Paved trail.
- Loss of picnic areas on Mesa.

Option 8.3



Advantages

Motorized Access (17 mentions=43%)

- Less parking on main road.
- Increased parking.
- More parking.
- Most accommodating to shuttle.
- Shuttle.
- More parking.
- Good access for Helen Hunt Falls.
- Adding huge parking to encourage bus rides + human power.
- More parking.
- Make parking lot as big as possible.
- Most parking.
- Makes clear no parking for Seven Falls.
- More options for future shuttles.
- More parking.
- Eliminates traffic congestion.
- South Cheyenne Cañon Road is useless.
- Shuttle parking.

Non-Motorized Access (12 mentions=30%)

- Addresses handicap accessibility (currently little accommodation).
- Bike shuttles.
- Most ADA access.
- Promotion of shuttle/non-motorized traffic.
- Improved access to Starsmore.
- Provides improved picnicking.
- Better separation of Chamberlain from Starsmore foot traffic.
- Less gates.
- Makes the Starsmore the focus rather than Helen Hunt Falls.
- Makes Starsmore focal point for people entering the Park.

- Starsmore is surrounded by nature.
- More foot traffic into the Starsmore.

Design (6 mentions=15%)

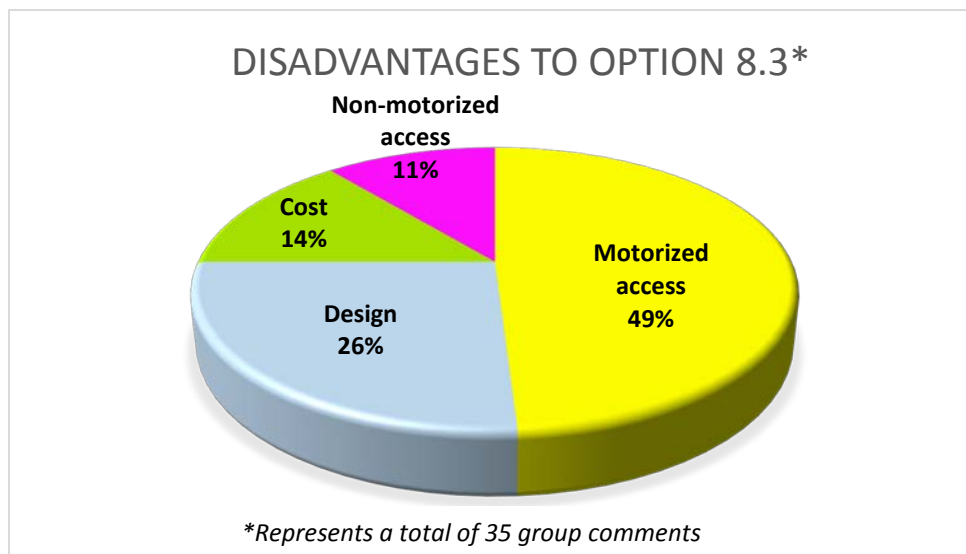
- Long-range vision for growth.
- Cutoff of Broadmoor/emphasis on Starsmore is desirable.
- Showcases Park and Starsmore.
- Improved natural features.
- Starsmore featured.
- Discourage people with bad intentions from sneaking in.

Night Gates (2 mentions=5%)

- Night closure.
- Nighttime closure helps with safety and security.

Other (3 mentions=7%)

- High impact investment.
- No.
- None.



Disadvantages

Motorized Access (17 mentions=49%)

- If [parking increases] (i.e. 100 spots) [need to] increase picnic areas too (to accommodate the increased people in that area.)
- Lose Creek access (trail access to existing Creek picnic areas.)
- No access to South Cañon picnic areas.
- Too much parking at Cañon entry.
- Road alteration affects drive up Cañon (i.e. locals Canyonwood residents).
- Possible congestion.
- Realigning entrance road.
- Limited access.
- Road closures.

- Park utilization limited by shuttle schedule.
- Denies access off Mesa.
- Road closure to public.
- Shuttle logistics/traffic delays.
- Lose pullouts.
- Bad to close off Mesa. This is our Park, not the Broadmoor's.
- Public funds used to maintain a road only available to shuttle buses past the turn-around on Mesa.
- Limit access to Strawberry Fields.

Design (9 mentions=26%)

- Negative neighborhood impact.
- Shuttle lot is too big—should be moved east of the Park boundary.
- More disturbance of natural area.
- Moves group picnic areas to less convenient location to Starsmore.
- Impacts to wildlife.
- What about Cheyenne Inn?
- Find other parking area if put in shuttle—Sears parking lot?
- If shuttle is mandatory, parking is insufficient.
- Moving our mailboxes to an inconvenient location.

Cost (5 mentions=14%)

- Expensive.
- Cost/funding.
- \$.
- Most expensive?
- More expensive.

Non-Motorized Access (4 mentions=11%)

- Increase in parking, loss of picnic area, interference with school programs.
- Removing paved “accessible trail” of old road (South Cañon Road.)
- Interferes with Lower Columbine Trail—maybe not bad.
- Loss of picnic areas on Mesa.

Additional Comments Submitted Regarding Elements in the Management Toolbox

General

- Maybe use speed bumps to reduce speeds in Cañon and on Gold Camp Road.

Toolbox 2. Improve and optimize parking areas

- Yes—great idea.

Toolbox 3. Reduce pullouts that do not connect to trail system

- Yes—great idea.
- Keep some for foul weather.

Toolbox 5. Night closure with gates

- For night closure.
- Yes—great idea.
- 😊
- Yes.

Toolbox 7. Pave Gold Camp Road

- Repave with Alternative D [*Park Use and Circulation: One-Way*]
- Middle ground: Is there something in-between [*paving and leaving gravel*]: Crushed asphalt? Tar and chip? Gravel treatment to stabilize?
- Close gates at night.
- No drugs, alcohol or speeding
- 3 in favor, 1 neutral.
- Suggest minimum widening.
- We support paving.
- Who is responsible for plowing it?

Toolbox 8. Park Entrance/South Cañon Re-Design

- #1-8.2, #2-8.3, #3-8.1
- 8.1 best option per our group.
- Like 8.3 one best.
- Overnight parking for longer treks??
- What does “Creek realignment” mean?
- Have you taken into consideration the school programs run out of Starsmore in these entrance plans?
- Circle around Option 8.3 with “Yes”.
- Night closures great for all [*options*].
- Best option -> 8.3.
- Is this Cheyenne Mountain Park shuttle or Broadmoor?
- We want night access limited! Gates!
- 8.3 is the best choice.
- We did not have a Management Toolbox response form but we vote for closing the Park at night.

Individual Comment Submitted Via Email after the Workshop

- Paving Gold Camp: Road cyclists would certainly be in favor of this. Both Gold Camp and the Cañon are highly valued training and recreational riding roads. Paving it would add a lot of value to the road cyclist community. It opens up many as you likely know, it's also a highly valued commuting section for mountain bikers to transition and connect from trail to trail. Obviously being paved isn't an added value for them but it plays into being a highly traveled section by cyclist.

Canon Entrance Configuration: I don't recall the full details on each of the possible configurations that was presented but I do remember some of the general concepts. Anything that helps creates less crossings for pedestrians and cars the better. Like the configuration where coming from the parking lot doesn't require crossing the main road. The connection up S. Cheyenne Cañon Road to 7 falls is used by cyclists some so it would be nice if that section was closed to cars if it would still be open to pedestrians and cyclist. But if it were to close to cyclists it would be important to make sure that Evans Road to Mesa had improved infrastructure for cyclist.

Individual Form Completed without Group Discussion and Submitted Via Email

- I don't see any place for a response to 8.1, 8.2 and 8.3. That's okay. I don't support any of them. Parks is unwise to waste taxpayer dollars on the master planning of the South Cañon area before all litigation is settled. Only then will it be appropriate to master plan the South Cañon. It is possible that Parks' lack of foresight may result in further legal action.s