

Draft Package of Solutions - Evaluation Matrix

	Draft Package of Solutions	Mode Shift Potential	Avoided Emissions	Safety	Wetlands, Streams, Riparian, and Floodplains	Habitats of OSMP Management Interest	Species of OSMP Management Interest	Introduction or spread of Invasive Species	Agricultural Use	Technical Feasibility	Planning & Regulatory Feasibility	Operations & Maintenance	Enforcement & Management	Construction Costs	Operational Emissions & Climate Resilience	Encounters with Others	Access & Awareness	Public Sentiment	Equity	Overall Notes	
East:	Prioritize a study that evaluates the feasibility of an East Boulder Trail corridor	4	4	4														4	4	This solution is about prioritizing a study. As envisioned in the BECP and VMP this trail would connect the Teller Lake Trail to the South Boulder Creek Trail. While the potential solution meets the criteria for inclusion into this project in that it is something the Department has direct control over, it is also a complicated, longer (roughly 4.5 mile) regional connection which could not be evaluated within the constraints of this process. Prioritizing a feasibility study is recommended because this potential solution has the greatest potential for mode shift change, avoided emissions and safety of all the potential solutions considered.	
North:	Prioritize construction of the Wrangler Multi-Use Trail Connection	4	2	2														4	4	The Wrangler multi-use trail provides a connection between Kelso Road to the Mesa Reservoir/Boulder Valley Ranch trail system.	
North:	Prioritize construction of restrooms at Wonderland Lake	3	2	2														4	4	Additional amenities such as restrooms and shade structures at strategic locations could help make alternative transportation modes more approachable.	
North:	Design and construct a shade structure and restrooms at Lefthand Trailhead	3	2	3	2	2	2	2	2	3	3	3	1	3	4	2	2	4	4	Additional amenities such as restrooms and shade structures at strategic locations could help make alternative transportation modes more approachable. There are some enforcement challenges with the restroom visibility and proximity to the highway.	
South:	Recommend a Crosswalk Improvement to CDOT at the intersection of Marshall Road and Eldorado Springs Drive	3	3	4	2	2	2	2	2	1	0	4	4	4	4	4	3	4	4	This solution will increase the safety of bicyclists accessing the Marshall Mesa trails and/or Douly Draw trails (via the Marshall Mesa trail system) along the current access route which is along dedicated bike paths/Marshall Road/Eldorado Springs Road. This solution is ultimately within the jurisdiction of CDOT. While not infeasible it is a challenging intersection redesign and would require a traffic study.	
South:	Design and construct a shade structure and restrooms at Douly Draw Trailhead	3	2	3	2	2	2	2	2	3	1	3	4	3	2	2	2	4	4	Additional amenities such as restrooms and shade structures at strategic locations could help make alternative transportation modes more approachable. There are some design and potential permitting challenges associated with relocating the existing restroom from its existing location further along the trail to the trailhead.	
West:	Install bike racks at Cragmoor Connector	4	3	2	2	2	1	2	2	2	3	3	4	2	4	2	3	3	4	This is a highly visited access point that would benefit from multi-modal infrastructure. There are known vegetation resources near the Cragmoor Connector entrance, design would attempt to minimize impacts. While still overall a relatively lower cost solution it will potentially cost more than typical bike racks due to grading and site design.	
West:	Recommend a crosswalk safety improvement for safe crossing from the Centennial Trailhead parking lot to the Mt Sanitas trail	2	2	4	2	2	2	2	2	3	2	4	4	2	2	3	3	3	3	While this may not shift mode behavior it will increase safety. It will require coordination with CoB Transportation & Mobility Dept. Who has jurisdictional authority.	
West:	Vehicle Congestion and Trailhead Improvements at Centennial Trailhead and Sanitas Access Point that include improved micro-mobility access, bike parking, shade structure and benches	3	3	2	2	2	2	2	2	1	1	1	1	3	4	2	4	4	4	Additional amenities such as shade structures and benches at strategic locations could help make alternative transportation modes more approachable. This site will require more in-depth site planning and engineering making it more expensive upfront. The higher level of amenities will require more higher ongoing maintenance needs. CoB Transportation & Mobility dept have expressed interest in a micro-mobility station at this trailhead.	
Systemwide:	Improve online navigation tool and map to include routing, find closest trails, and show trail navigation	3	3	2						2	3	2	2	2	2	2	3	3	3	This solution would be a relatively low-cost, systemwide improvement with limited potential for adverse effects. While some visitors may rely more heavily on third-party navigation apps, improving OSMP's online navigation tools could benefit visitors who use the OSMP website for trip planning.	
Systemwide:	Update the OSMP webpage to better include information on how to access OSMP without a vehicle	4	3	2						4	4	4	4	4	4	2	4	3	3	This solution would be a relatively low-cost, systemwide improvement with limited potential for adverse effects. It requires less staff time than other solutions and had the highest stated likelihood of shifting travel modes among the education & outreach strategies evaluated during Engagement Window 1.	
Systemwide:	Launch a targeted social media campaign on trailhead highlights to expand awareness on how to get to popular trails without a vehicle	4	3	2						4	4	3	3	3	3		2	4	3	3	This solution would be a relatively low-cost, systemwide improvement with limited potential for adverse effects.
Systemwide:	Fund the creation of updated systemwide maps and informational brochures, and partner with outfitter, hotels, and Visit Boulder to distribute materials highlighting multimodal connections.	4	3	2						4	4	3	3	3	Not applicable for Education & Outreach draft solutions	2	4	3	3	This solution would be a relatively low-cost, systemwide improvement with limited potential for adverse effects.	
Systemwide:	Develop how-to videos demonstrating how to use park-to-park shuttle services to access the OSMP system.	3	4	2						4	4	4	4	4		2	3	3	3	This solution would be a relatively low-cost, systemwide improvement with limited potential for adverse effects.	
West:	Develop an educational and mode-shift campaign Chautauqua to increase awareness of multimodal travel options, including shuttle services, micro-mobility, transit, and parking lot camera availability.	4	4	2						4	4	4	4	3		2	4	3	3	This solution could be particularly beneficial at Chautauqua given high visitation and the presence of first-time visitors, as well as stated interest in shuttle and transit options. Implementation would require coordination with outside organizations to be most effective. This solution has demonstrated public support, receiving more than 60% support when presented as a preliminary opportunity during Engagement Window 1.	
South:	Partner with Boulder county to lead improvements to the Eldorado State Park shuttle website	4	4	2						3	3	4	4	3		2	4	3	3	This solution aligns with the high stated interest in shuttle and transit options identified through community engagement window 1. Implementation would require coordination with the County and/or State Park to determine opportunities for collaboration.	
Potential approach for how a southwest bicycle connection could be made. No recommendation or decision has been made regarding this connection, and community feedback on the potential solution for how this connection could be made will help inform a future recommendation																					
Shanahan - Douly Draw Trail Connection:	Reroute portions of existing trails to create a continuous multi-use route built to OSMP bike design standards. The route would begin at Greentree Connector, follow Thomas Lane to South Boulder Creek West Trail, and continue south along Mesa Trail to South Mesa and Douly Draw trailheads	4	3	4	1	0	0	0	0	2	3	1	3	1	2	3	1	3	3	4	This potential solution is likely to shift modes for some bikers and increase safety for those taking to Douly Draw via Marshall Mesa in that taking on a trail is inherently safer than taking on a road. This area is designated as State Natural Area because of its rare native tallgrass prairie communities, numerous rare plant species, and it provides habitat for ground nesting birds and several wildlife species with the greatest conservation need, as well as numerous rare butterfly species. Adding bikes will likely increase overall visitation, which may affect wildlife movement, access to water, and use of the area. Construction of a reroute is unlikely to be complex, and with a low sustainable alignment overall maintenance needs will likely go down. An intentionally designed multi-use trail can mitigate some conflict, it is expected some bikers would experience increased conflict. A reroute of the SBCT is within the West TSA plan guidance although adding bikers would be counter to previous plan guidance.
Solutions that were evaluated, but are not being recommended in the draft package of solutions.																					
West:	Install additional Bike racks at Lehigh	4	3	2	2	2	2	2	2	4	4	4	4	4	4	4	2	3	3	4	This has been completed since the initiation of this project.
West:	Install Bike and Gear lockers at Chautauqua	4	2	3	2	2	2	2	2	0	1	1	0	1	1	1	2	3	3	4	There are safety concerns about what people could put in the lockers and ongoing maintenance.
West:	Improve Micro-mobility at Chautauqua	4	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	Micro-mobility already has a presence in the Chautauqua area. It is not anticipated that daily visits would substantially increase from additional micro-mobility.
South:	Improve education and wayfinding throughout the south portion of the OSMP system to better connect trails and promote trail-to-trail loop opportunities	3	2	2						3	4	3	3	2		2	3	3	3	3	Higher implementation cost relative to other education & outreach solutions. Focus was generally on systemwide education & outreach solutions, as opposed to specific sites.
South:	Develop educational materials and informational brochures to the southern OSMP system from Louisville and the Rocky Mountain Greenway for longer distance visitors.	3	3	2						2	2	3	3	2	Not applicable for Education & Outreach draft solutions	2	3	3	3	3	Focus was generally on systemwide education & outreach solutions, as opposed to specific sites.
South:	Promote and incentivize carpooling through a social media campaign that would bring awareness to trailhead and parking lot cameras	3	3	2						3	3	4	4			2	3	3	3	3	Focus was generally on systemwide education & outreach solutions, as opposed to specific sites.

4 - Substantial Positive Impact
3 - Minor Positive Impact
2 - Negligible / Neutral / Status Quo (Maintains the current state, introduces no change)
1 - Minor Negative Impact
0 - Substantial Negative Impact