

**Public Open House for Gold Run Road and Creek  
Flood Recovery (Salina Junction to Summerville)  
Tuesday, December 8, 2015, 5:30-7:30 PM  
Fourmile Canyon Firehouse, 1740 Fourmile Canyon Drive**

This summary includes an overview of the purpose and format of the meeting, and questions from the full group discussion. Individual comments shared at the meeting and after the meeting will be evaluated and considered for implementation by both Boulder County and the design team.

The roadway 30% project designs are available at:

Upper Fourmile Canyon & Gold Run Road Reconstruction:

<http://www.bouldercounty.org/roads/pages/upperfourmilecanyon.aspx>

More information on the creek restoration is available at:

Fourmile Creek Recovery and Restoration:

<http://www.bouldercounty.org/flood/creekrestoration/pages/fourmilecreek.aspx>

## **Purpose and Format**

---

The purpose of the community meetings was to share updates on the designs since the last meeting and obtain input on the 30% roadway and 15% creek designs. Community members were asked to respond to questions such as:

- Are there additional problem areas or impacts that need to be considered (e.g., drainage, culverts, road safety, driveway access, grading)?
- Do you have any visual or other preferences that we should try to incorporate to reflect the future you envision for the area (e.g., trees, retaining walls, resources like parking spots that were lost during the flood, other historic considerations)?

The meeting began with a brief presentation, which is available on the project websites listed above. It included a review of the policy and funding context and input received to date, updates to the roadway and creek designs, and a review of expected next steps and schedule. After a full group discussion (see questions below), the group broke into reach-specific groups to review the designs for their area. This was an opportunity for individuals to talk directly with technical team members to ask questions and share input. Feedback was recorded on maps and comment cards, all of which will be reviewed closely by the Project Team and incorporated into the Plan as feasible and appropriate, in light of the project goals and constraints discussed.

Community members were encouraged to continue to contact Andrew Barth at Boulder County with feedback, questions or to be added to the community listserv. Andrew's contact information is 303-441-1032 or [abarth@bouldercounty.org](mailto:abarth@bouldercounty.org). Residents can also contact Maya MacHamer at the Fourmile Creek Watershed Coalition at 303-449-3333 or [fourmilewatershed@gmail.com](mailto:fourmilewatershed@gmail.com).

## **Large Group Discussion Questions**

---

The discussion included the following questions, in addition to a more lengthy discussion of community values and safety issues described further below.

**How is the County engaging with property owners when proposed stream or road work may affect their property?**

The road design will stay very close to where it was before the flood. Anything beyond that will only be done with the affected property owner's approval. This is also true for any habitat restoration work on private land. The County will work with property owner on the design and then check again to get the go-ahead. The County has points of contact for the church and other community buildings, and will work with them in the same way.

The Watershed Coalition noted that habitat restoration is likely to be more effective if it is done with a community lens and system-wide approach, with residents being involved early in the process – emphasizing that upstream habitat conditions directly influence downstream habitat and vice versa.

**How will County work with property owners to install the new culverts?**

All of the culverts will be covered by the project with no cost to property owners. The County will be working with affected property owners one-on-one during the construction phase to replace culverts.

**In what circumstances will creek habitat work be done in conjunction with road construction?**

FEMA will pay for work on the creek where the bank of the creek is also the bank of road. This is essentially 85% of the road construction work in Gold Run. Property owners were referred to the roll plot maps to see where this is the case.

**Will electric poles be moved? If the power is cut, can residents be informed in advance?**

There will likely be a few poles moved. The County will work with Xcel to move them when necessary. The County will do its best to find out when Xcel plans to cut power and inform residents ahead of time.

**Will there be water testing prior to, during, and after road construction?**

The County is not planning to do testing on potability. However, there will be testing related to algae and other stream quality indicators. Currently there is no post-construction sampling planned. The County may try to incorporate it into the construction management process.

**What type of stream stabilization is being planned next to the road (e.g., riprap, other)?**

Riprap will be used as a part of roadway drainage protection but not specifically for habitat restoration. For example, there might be some riprap placed in the creek to protect culverts but it is not intended to be used for specific habitat restoration purposes. For aesthetic purposes, riprap will be placed under stacked boulders, using boulders in the area.

**How can we be assured our input is being considered and, where certain concerns can't be accommodated, that we understand why (i.e., that the process is transparent)?**

There was appreciation expressed about the large-group community meetings and chance to give individual input on the proposed design maps. There was also a desire to better understand how the County is using people's input and, where residents' input is not being incorporated, to better understand why not. Residents want to know the County is using a credible and transparent process, and that their input is being thoughtfully considered.

County staff expressed they are very much listening to residents, and have changed designs and the meeting process based on input they've heard. In light of this, it's frustrating to hear community members say the County isn't listening. There was some discussion of how residents' input is being recorded, tracked and considered by the design team. The County is open to feedback about how to ensure residents know and believe they are being listened to and heard in a meaningful way.

**How are community values – such as ensuring the road is safe for pedestrians in Salina and along Gold Run, and limiting visual/sign pollution – being considered with other safety issues?**

The designs for Gold Run are being prepared in the context of the unique values, history, character and landscape of the Salina and Gold Run community. The County understands residents use the road to walk dogs and talk with neighbors, and that community members want a slow, safe road for everyone. The proposed designs for Gold Run are very much affected by these community needs and characteristics. The County needs and wants input about this on the proposed design.

One issue is that when cars come by, pedestrians need to be able to move off the road easily, without guardrails preventing them from doing so. This feedback is timely, and the County wanted to know about any and all specific locations of concern. The County very much understands the resistance to the use of guardrails in the canyon and prefers to avoid the need for guardrails in general. Because the county also has a legal responsibility regarding guardrail placement for vehicular safety, such as large drop-offs or steep embankments, the County initially asked the design team to identify guardrail needs based on vehicular safety. As the design progresses, the County will identify areas of concern and work to minimize or eliminate guardrails at every location possible. This includes considering other alternatives that may be acceptable.

The County also needs to balance educating drivers about the speed limit to slow down traffic, on the one hand, with limiting sign pollution and ensuring there aren't so many signs that drivers stop seeing them, on the other. One strategy is to put a more 'comprehensive' safety sign at the base of the Canyon or Junction. Another is to ensure signs are placed in strategic locations. Community members were encouraged to identify locations on the maps where signs are most and least useful.

Specific input was also requested on ideas for improving safety for all road users on the maps, in light of community values, culture and aesthetic considerations. This includes suggestions about the blind curves and where culverts and widening could be strategically helpful, in addition to guardrail concerns.