



# **Twin Lakes Trail Connections Conceptual Design Summary**

*December 9, 2015*

## *Project Description and Goals*

Boulder County Transportation, in partnership with the City of Boulder, has evaluated options for multi-use path connections between the Twin Lakes open space and Lookout Road in Gunbarrel. The project will construct direct multi-modal connections and enhance the Longmont-to-Boulder (LoBo) regional trail in the area. This report summarizes the alternatives analysis process that included multiple public input opportunities to shape the preferred alternative.

The draft and preferred alternatives are posted at the project website:

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

Boulder County has secured federal funding to construct a multi-modal path segment along Twin Lakes Road/Williams Fork Trail and Spine Road to 63<sup>rd</sup> Street. Using the preferred alternative, engineering design will take place in 2016 with construction in 2017. The design process will include additional public input opportunities.

Questions and comments can be sent to Matt Wempe, Regional Trails Planner via email at [mwempe@bouldercounty.org](mailto:mwempe@bouldercounty.org) or via phone at 303.441.3900.

## *Alternative Alignments Development*

Over the past 10 years Boulder County has evaluated how to create multi-modal connections within Gunbarrel. Boulder County originally examined a route on the west side of the golf course that required permission from private property owners and could not impact golf course operations. Boulder County also considered using Idylwild Trail but this route does not provide connections to local destinations (e.g. Gunbarrel Commercial Center, King Sooper, various employers along Spine Road) or have adequate space to install sidewalks for pedestrians.

The project team developed several alternative alignments along each street corridor that provided connections to existing bicycle and pedestrian facilities in Gunbarrel and surrounding neighborhoods. The alternatives are based on the Boulder County Multimodal Transportation Standards and the City of Boulder's design and construction standards.

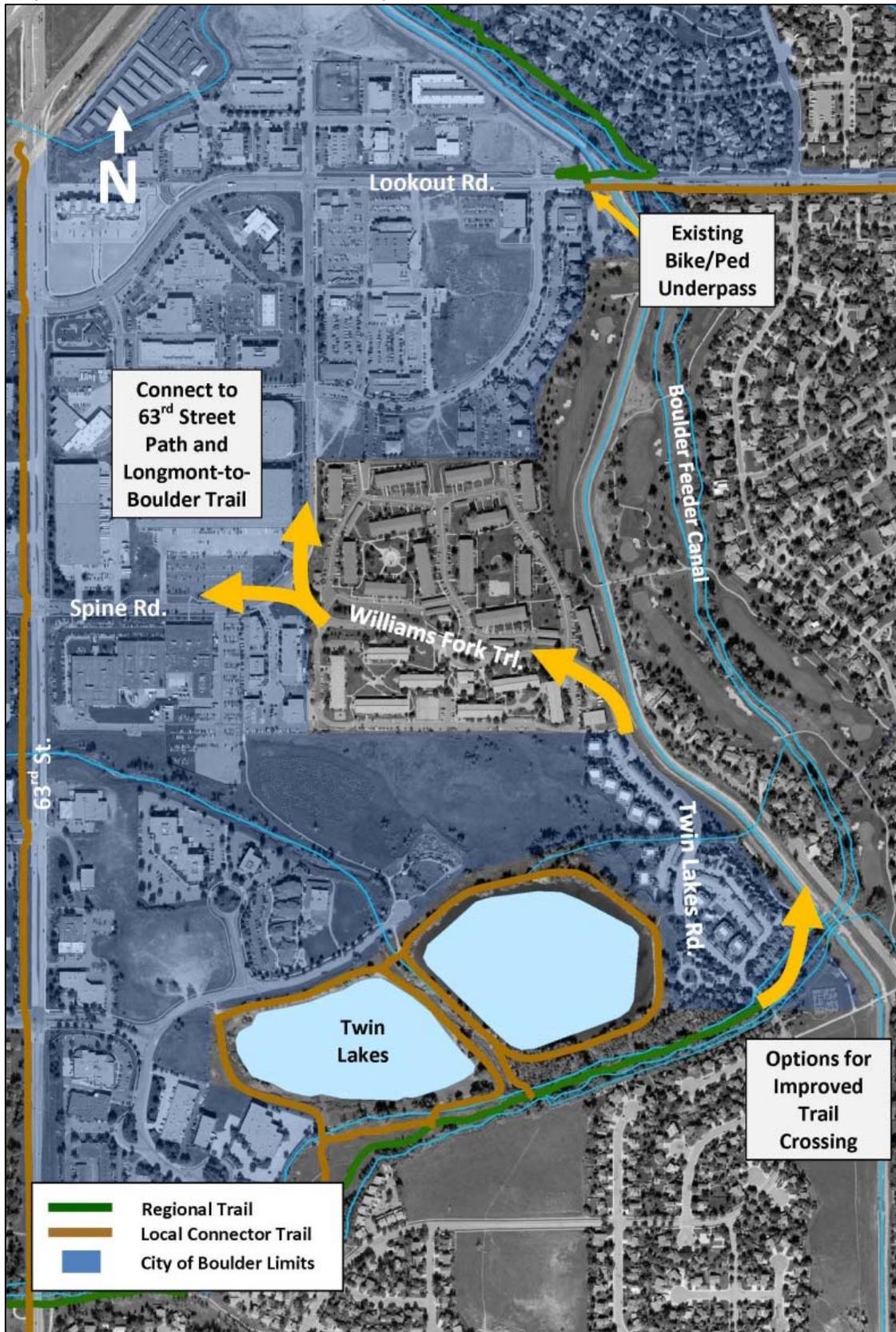
The draft and preferred alternatives considered are posted at the project website:

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

Alternative Alignments:

- Spine Road Option 1 (north/west side of road)
- Spine Road Option 2 (south/east side of road)
- WFT/Twin Lakes Option 1 (south side of Williams Fork Trail; along Twin Lakes Road)
- WFT/Twin Lakes Option 2 (north side of Williams Fork Trail; along Brandon Creek paths)

Map 1. Twin Lakes Trail Connection Project Area



## Public Process

Boulder County held two public open houses at Boulder Preparatory High School within the project area. The various alignments and other information are posted on the project website. Boulder County and City of Boulder staff also responded to numerous phone calls and emails. The public input themes from each meeting and subsequent plan revisions are included in the appendix.

### **August 11, 2015 Open House**

The first public open house was held in August 2015. Postcards were sent to all residents and businesses along the proposed route and to nearby homeowners associations. Boulder County Transportation also posted a meeting notice online and sent an email notice to the department's bicycle and pedestrian email list. Approximately 10 people attended the meeting.

Public feedback on the draft alternatives focused on the multi-use path alignment along Williams Fork Trail/Twin Lakes Road. Many attendees supported the options along Twin Lakes Road though were concerned about on-street parking impacts. Both multi-use path alignments along Spine Road were supported as a connection to the Gunbarrel Commercial Center (e.g. King Soopers). There was a preference to keep the multi-use path along the east side of Spine Road north of Williams Fork Trail based on the large draw for residents walking or biking to the shopping center and the Longmont-to-Boulder Trail underpass to the east on Lookout Road.

The project team, based on the meeting input, drafted a preferred alternative from a combination of all four options. This approach provides connections between residential neighborhoods and local destinations while addressing concerns about the multi-use path's proximity to homes in Brandon Creek. Additional crosswalks were added to connect existing paths and sidewalks to the multi-use path.

### **October 27, 2015 Open House**

The second public open house to review the draft preferred alternative was held in October 2015. The same public notification efforts as the August meeting were used. Several neighborhoods and apartment complexes also posted notice on list serves and bulletin boards. Approximately 27 people attended the meeting. Attendance was geographically diverse and broadened the public input received.

The majority of the feedback concerned the multi-use path crossing locations along Twin Lakes Road and the number of potential on-street parking impacts. The draft preferred alternative removed up to 75 on-street parking spaces. Many residents stressed the need for on-street parking to complement limited off-street parking especially near the Twin Lakes Condominiums. The project team discussed moving the multi-use path crossing further south to limit the number of on-street parking spaces impacted. Others suggested using the existing paths through Brandon Creek to avoid Twin Lakes Road, though Brandon Creek residents continued to encourage other options.

The draft preferred alternative is available on the project website:

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

## Preferred Alternative Refinement

The project team examined ways to minimize the on-street parking impacts, concerns about using the existing Brandon Creek paths and impacts to existing mature landscaping and grading to provide the desired local and regional bicycle and pedestrian connections. The multi-use path route will remain

along Twin Lakes Road but the crossing will be moved further south to the informal access point to the Twin Lakes open space. This provides additional on-street parking areas versus the draft preferred alternative and reduces on-street parking impacts from 75 spaces to up to 40 spaces, a 46 percent decrease. Parking would only be removed on one side of the street on Twin Lakes Road. Many of the removed spaces are located between the south portion of Brandon Creek Drive and Idylwild Court where on-street parking is infrequently used. The existing curb line along Williams Fork Trail will not be moved and on-street parking unaffected except at crosswalk locations. The revised preferred alternative will enable residents to walk and bike to local destinations, complete a vital regional trail connection and preserve needed on-street parking in key areas.

The revised preferred alternative is posted online for review at the project website:

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

### Next Steps

Boulder County has funding to construct the multi-use path from the intersection of the Twin Lakes Trail and Twin Lakes Road, along Twin Lakes Road/Williams Fork Trail to Spine Road and along Spine Road to 63<sup>rd</sup> Street. The other segment along Spine Road to Lookout Road will be constructed either as development occurs or by future City and/or County projects.

Once the preferred alternative is finalized, the project team will complete detailed survey and design work to draft a construction plan set. Project design will begin in early 2016 with construction in 2017. The design process will include further public input opportunities.

Boulder County appreciates your continued feedback and will be posting updates to keep the public informed through on-line, written, or public forums. Residents who gave their email addresses at the public open houses will receive email notifications as the project progresses. Additional project contact details and how to stay involved are provided below:

**Project Manager:**

Matt Wempe, Regional Trails Planner  
Boulder County Transportation  
303.441.4554  
[mwempe@bouldercounty.org](mailto:mwempe@bouldercounty.org)

**Project Website:**

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

**Project Email List:**

Email [mwempe@bouldercounty.org](mailto:mwempe@bouldercounty.org) to be placed on the project email list

## Appendix

The tables summarize the public input themes from the open house meetings and subsequent changes to the alternatives.

**Table 1. August Open House – Public Input Themes**

Public Input Themes	Plan Revisions
Want a multi-use path along Williams Fork Trail/Twin Lakes Road to avoid having to walk in the street.	Project will include walking and bicycling connections along both streets
Prefer the multi-use path route along Twin Lakes Road (WFT/Twin Lakes Option 1) instead of route behind homes on east side of Brandon Creek subdivision.	WFT/Twin Lakes Option 1 used in draft preferred alternative along Twin Lakes Road
Prefer the multi-use path route on the east side of Spine Road (Spine Road Option 2) north of Williams Fork Trail to provide better connectivity to Gunbarrel Commercial Center.	Spine Road Option 2 used in draft preferred alternative north of Williams Fork Trail
Concerns about speeding and unsafe driving along Williams Fork Trail/Twin Lakes Road causing crashes, particularly in ice and snow.	Additional crosswalks and lane striping added in draft preferred alternative
WFT/Twin Lakes Option 1 would provide better connectivity to the Twin Lakes open space and trails.	WFT/Twin Lakes Option 1 used in draft preferred alternative along Twin Lakes Road
Concerned about the potential loss of on-street parking along Twin Lakes Road (WFT/Twin Lakes Option 1).	Examined ways to minimize on-street parking impacts
On-street parking is very important as more people share apartments in this area and off-street parking does not increase.	Examined ways to minimize on-street parking impacts
Install additional multi-use path crossings along Williams Fork/Twin Lakes Road for existing sidewalks and private paths.	Additional crosswalks added in draft preferred alternative

**Table 2. October Open House – Public Input Themes**

October Public Input Themes	Plan Revisions
Concerns about the loss of on-street parking spaces for both WFT/Twin Lakes Options	Relocated Twin Lakes Road crosswalk; on-street parking impacts reduced from 75 spaces to up to 40 spaces
Split between wanting the trail all on the east side of Twin Lakes Road (WFT/Twin Lakes Option 2) versus along Twin Lakes Road (WFT/Twin Lakes Option 1)	Modified WFT/Twin Lakes Option 1 to reduce on-street parking impacts
Relocate Twin Lakes Road trail crossing further south to minimize on-street parking impacts, add crossing where more people currently cross road	Crosswalk moved further south to informal Twin Lakes open space access
Large support for providing enhanced raised crosswalks throughout Williams Fork Trail and Twin Lakes Road to provide safe pedestrian crossings and slow vehicle speeds	Will examine specific crosswalk treatments during project design
Multi-use path should be maintained year-round	The multi-use path will be maintained year-round