

Prince Creek Open Space Management Plan

July 25th, 2017



Prince Creek Open Space Management Plan

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The Prince Creek Open Space Management Plan is a product of Pitkin County Open Space and Trails.



Pitkin County
Open Space and Trails
530 East Main Street
Aspen, CO 81611

PITKIN COUNTY OPEN SPACE AND TRAILS

BOARD OF TRUSTEES

MISSION STATEMENT

The mission of the Pitkin County Open Space and Trails Board of Trustees is to acquire, preserve, maintain and manage open space properties for multiple purposes including, but not limited to, recreational, wildlife, agricultural, scenic and access purposes; and to acquire, preserve, develop, maintain and manage trails for similar purposes.

The Pitkin County Home Rule Charter provision authorizing the Open Space and Trails Program defines open space and trails as follows:

“Open Space” shall be defined as primarily undeveloped lands and waters which meet one or more of the following criteria: Within public scenic view planes; bounding or within urbanized areas; incorporating or protecting significant wildlife habitat; preserving historic agricultural and ranching activities; protecting riparian or wetlands areas; protecting other public lands from the impacts of development, and preserving cultural, historic, and archeological resources lying within properties which are otherwise acquired for their customary Open space characteristics..

“Trails” shall be defined as access ways, either separate from or within County and State Road Rights-of-Way meeting one or more of the following criteria: preserving historic routes of ingress and egress to public lands and waterways; providing access to and from recreational or urban destinations; providing transportation or recreational opportunities throughout the Roaring Fork Watershed.

PITKIN COUNTY HOME RULE CHARTER AND 2011 PITKIN COUNTY STRATEGIC PLAN

PITKIN COUNTY

PITKIN COUNTY STRATEGIC PLAN

Community Vision
Pitkin County will continue to be a healthy, safe, vibrant and sustainable community, enhancing the quality of life for everyone who lives, works and visits here, while conserving the natural environment as the basis for our community success.

Organization Mission
Pitkin County government provides valued and high quality public services supporting the health, safety and well-being of people and the natural environment.

Core Focus Areas & Success Factors
The diagram below illustrates the relationship between the three Core Focus Areas in achieving the County's mission and vision.

CORE FOCUS Flourishing Natural & Built Environment
SUCCESS FACTORS

1. Conserved natural resources and environment
2. Responsibly maintained and enhanced County assets
3. Ease of mobility via safe and efficient transportation systems
4. Well planned and livable built environment

CORE FOCUS Livable & Supportive Community
SUCCESS FACTORS

1. A sense of personal and community safety
2. Diverse and livable housing options
3. Self-sufficient individuals and families
4. Access to recreation, education, arts and culture
5. Improved community engagement and participation

CORE FOCUS Prosperous Economy
SUCCESS FACTORS

1. Sustainable economy and employment
2. Affordable and quality health care options
3. High performing County leaders, teams and employees
4. Responsible and accountable stewardship of County assets

Pitkin County Organizational Values
Pitkin County embraces the following values to promote public trust and confidence in County Government.

STEWARDSHIP
We strive to leave our natural environment, community, public assets and organization in better condition than we found them for current and future generations.

ETHICS
We hold ourselves to high standards of honesty and dependability in the conduct of County business.

EXCELLENCE
We are committed to providing quality services that are accessible, accurate and innovative to meet our community's needs.

COLLABORATION
We work together as employees and with citizens and other government, non-profit and private sector organizations helping each other succeed in promoting and achieving the public's goals.

OPEN COMMUNICATION
We are committed to listening to our citizens and partners and to giving accurate and timely information.

POSITIVE WORK ENVIRONMENT
We appreciate dedicated and knowledgeable employees and support their professional and personal growth.

The Pitkin County Strategic Plan identifies three core Focus Areas: “Flourishing Natural and Built Environment,” “Livable and Supportive Community” and “Prosperous Economy.” The goal is for the three Focus Areas to work together to achieve the county’s vision and mission. The Prince Creek Open Space Management Plan supports the Strategic Plan in various aspects:

FLOURISHING NATURAL AND BUILT ENVIRONMENT

Success Factor 1: Conserved natural resources and environment

Identified Actions: preserving lands with wildlife habitat, recreational opportunities, scenic values, and cultural resources.

Success Factor 2: Responsibly maintained and enhanced county assets

Identified Actions: maintaining county properties in an environmentally sensitive way and using education and enforcement to encourage proper use and care of public lands and assets.

Success Factor 3: Ease of mobility via safe and efficient transportation systems

Identified Actions: extending non-motorized recreation/transportation opportunities to improve safety and user experience along Prince Creek Road with the goal of reducing traffic and vehicle trips.

LIVABLE AND SUPPORTIVE COMMUNITY

Success Factor 4: Access to recreation, education, arts and culture

Identified Actions: enhancing access to federal public lands and expanding recreation opportunities.



1.0 Introduction

1.1 Foreword

The Crown is a Special Recreation Management Area owned and managed by the Bureau of Land Management (BLM) which is accessed primarily from Prince Creek Road/Garfield County Road 111. The area's popularity as a mountain bike destination continues to grow with visitors from around the Roaring Fork Valley and beyond. The shoulder seasons are particularly busy when other areas of the Roaring Fork Valley are still closed to mountain bike use. Along with the popularity comes a need for increased management and maintenance of access and trails. The current parking that occurs at Handy Drive along the Pitkin County portion of Prince Creek Road is unsustainable and needs to be relocated.

The BLM is working with its partners to improve signage, sustainability of trails and to adopt the Haines Parcel of land along Prince Creek Road, acquired through the recent Sutey-Two Shoes land exchange. Pitkin County received funding from the same land exchange to facilitate the purchase of trail easements and fee simple property, including a parcel that could provide a parking area alternative for Crown access on the Carbondale side. The County's goal is to separate bike and pedestrian traffic from motorized traffic and provide off-road parking to accommodate the parking demands for the trail network. This solution will create a more enjoyable experience for the users and reduced traffic, while alleviating impacts on the adjacent neighborhoods and the road. The ultimate goal is to extend the trail into Garfield County, facilitating a trail connection all the way to the intersection of Highway 133, providing a link to the Crystal Trail connecting to downtown Carbondale.

All Pitkin County Open Space and Trails management plans are adaptable over time as conditions and uses change. While some actions are able to be implemented after the plan is adopted, others require additional planning, outreach and analysis. The Prince Creek Open Space Management Plan will be reviewed as needed to respond to evolving needs. Amendments will be brought to the Pitkin County Open Space and Trails Board for consideration and go through a public process before adoption.

1.2 Planning Process and Public Involvement

In preparation for the draft Prince Creek Open Space Management Plan, staff met with the BLM, the Pitkin County Public Works Department (Public Works) and the Carbondale Bike and Pedestrian Commission to ensure consistency and a comprehensive approach to planning for the Prince Creek / Crown Mountain area. Staff hosted a well-attended open house in Carbondale on May 17, 2017 and reached out to members of the public who had signed up online or previously expressed interest to make sure they were aware of the Open House opportunity. Over 80 comments were received from the public prior to the draft plan.

Based on the comments received from the public and OST's partners, and taking into account the existing property conditions and available data, staff compiled the draft Prince Creek Open Space Management Plan. The draft plan was released for a four-week comment period. Staff hosted an open house and public presentation in Carbondale on June 19th. Based on comments received, staff updated the plan which was adopted by the Open Space and Trails Board on July 18th.



Pitkin County OST hosted a public open house on May 17th at the Carbondale Town Hall to gather initial input from community members.

Plan Development Timeline

Draft Plan Development

May 17th, Carbondale Open House Carbondale Town Hall 5:00-6:30pm

Share your thoughts on future trail access to the Crown, parking area improvements and Pitkin County Open Space and Trails property along Prince Creek Road

May 24th, Public Comment Due

Initial public comment is due

Draft Plan Public Comment

June 6th, Draft Plan presented to the Open Space and Trails Board

Staff will present the Draft Plan to OSTB before the public release

Draft Plan Open House

June 19th, Carbondale Town Hall

June 30th, Public Comment on the Draft Plan Due

Public comment due on the Draft Plan

Final Plan Adoption

July 18th, Final Plan adopted by Open Space and Trails Board

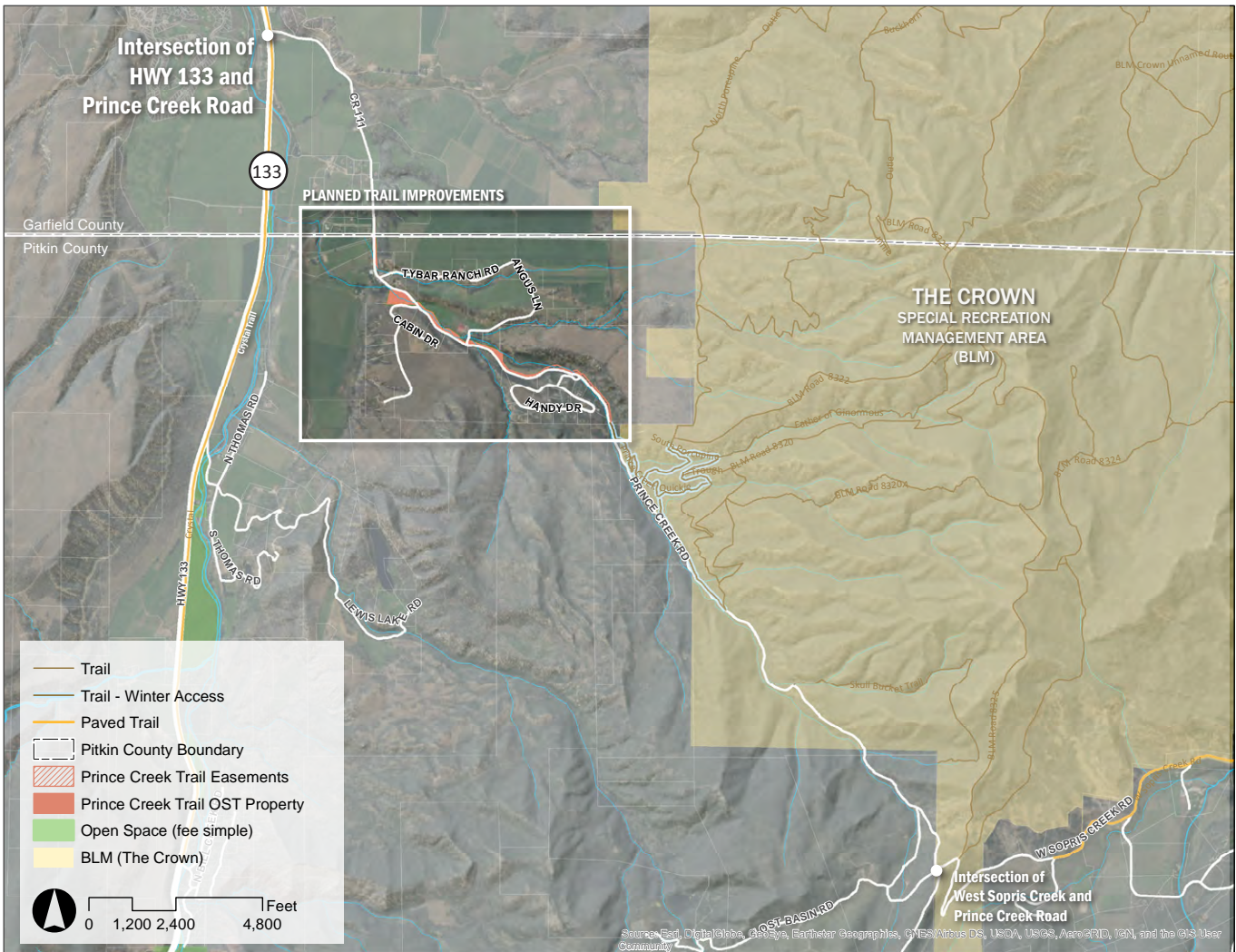
Staff will present the final plan for adoption by the Open Space and Trails Board

1.3 Planning Context

In 2015, the BLM’s Colorado River Valley Field Office approved their Resource Management Plan (RMP) after multiple years of outreach and planning. The RMP designated the Crown as a Special Recreation Management Area (SRMA) with an emphasis on day use recreation and mountain biking. This plan recognized the recreational use of the Crown and set the foundation for the area's future management. The BLM has already begun partnering with the Roaring Fork Mountain Bike Association for trail and signage improvements.

In 2017, the BLM finalized the long-debated Sutey-Two Shoes land exchange with a finding of “no-significant impact.” As part of the land exchange agreement, the BLM received formerly private property that contains the main mountain biking trail take-off from Prince Creek Road to the Crown. The BLM is currently working on an Environmental Assessment that will go through a separate public comment period to accept these trails and improvements.

MAP 1: Context Map



2.0 Existing Conditions

2.1 Properties and Easements

This plan encompasses a combination of fee simple land and easements along Prince Creek Road. In total, OST acquired 4.9 acres of fee simple properties and 5.27 acres of trail easements along the north/east edge of the Prince Creek Road right-of-way for the purpose of constructing a soft-surface trail for recreational users to access the Crown Mountain trails system. Currently these properties provide for a future trail connection of 1.75 miles. The width of both fee simple lands and the easements varies from 20 feet to over 100 feet. These lands, in addition to portions of the road right-of-way can be utilized for the construction of the trail. There remains a 1.6-mile gap along Prince Creek Road, the segment between Pitkin County’s property interests and the paved Crystal Trail, which connects to Carbondale. OST purchased the 4.9-acre Bull Pen Open Space Parcel as a potential site to provide parking and trailhead facilities.

Trail Parcels

In 2016 Open Space and Trails acquired fee simple lands including the Bull Pen and Trails Parcel 1 and 2 from the Dancinger Family, owners of the Tybar Ranch. In addition, the Dancingers donated Easement Area A (within Garfield County) and Easement Area B, also referred to as the Flying Dog East Trail Easement, to Pitkin County OST, following an amendment to the Conservation Easement held by Aspen Valley Land Trust (AVLT) to allow for public recreation and trail construction. Restrictive covenants have been placed on the lands acquired and donated from Tybar Ranch. The covenants limit use to non-motorized activities including hiking, mountain biking and equestrian uses. Motorized uses are prohibited with the exception of those necessary for construction, maintenance, emergency response and improvements. Dogs within any of the easements or trail parcels must be leashed at all times. As a part of the acquisition agreements, the County has the responsibility to move or erect



Trail corridor looking southeast up Prince Creek Road toward Prince Creek Village

new fencing along the property and easement boundaries to allow for the placement of the trail and keep the cattle on the Tybar Ranch. The details about each of the properties are included below.

Prince Creek Trail Parcel 1

- 0.296 acres – fee simple ownership
- 0.08 miles / 30 ft. width
- Water rights: None

Prince Creek Trail Parcel 2

- 4.632 acres – fee simple ownership
- 0.55 miles / Variable width ranges from 30 ft. to approximately 100 ft.

Easement Area A - Dancinger Easement

- 0.35 acres - easement
- 0.14 miles / 20 ft. width
- Water rights: None
- The easement lies within Garfield County, just north of the Pitkin County boundary. This public access and use easement allows for a gravel or paved surface, non-motorized trail of approximately 15 ft. in width, parallel to the alignment of Prince Creek Road.

Easement Area B - Flying Dog East Trail Easement

- 4.58 acre - easement
- 0.75 miles / Variable width ranges from 30 ft. to approximately 100 ft. in places.
- To allow for the trail easement, the Flying Dog Conservation Easement, held by Aspen Valley Land Trust since 2008, was amended to allow for non-motorized public recreation as a conservation purpose and the creation of a public trail parallel to the Prince Creek Road right-of-way. Paving the trail in this section is prohibited without prior approval from AVLT. Additional limitations include elevating the trail above grade except where the trail requires stream crossings.

Farris Trail Easement

- 0.326 acres – Easement
- 0.08 miles / 30 ft. width
- OST purchased this trail easement in June 2017. Similar to the Prince Creek easements, no motorized uses are permitted, except for those serving construction and maintenance



Looking south toward Trail 1 parcel from east of Donated Easement in Garfield County parcel (6/6/16).



Trail Parcel 2 from Angus Lane looking northwest



Looking north-by-northwest toward Donated Easement in Garfield County parcel from near its east boundary (6/6/16).

needs, or other power driven mobility devices (OPDMDs); dogs must be leashed, and the trail width is limited to 10 feet.

Bull Pen Parcel Open Space

OST acquired the 4.918-acre Bull Pen Parcel in 2016 in conjunction with the Tybar trails parcels and easements. The property abuts Prince Creek Road for approximately 0.15 miles and is located approximately 4.1 miles southeast of Carbondale. Restrictive covenants limit the County’s use of the parcel to trailhead parking, picnicking and related recreational activities, including the provision of public restrooms. No commercial use is permitted. The County has reserved the right to resell the land as an unrestricted parcel if it is determined that all or a portion of the parcel is not needed for trailhead parking or the preservation of open space.

Site Characteristics – The property consists of a gently sloping bench bound by the Prince Creek Road and Prince Creek proper, which runs generally west to northwest across the property.



Looking east from trail corridor in AVLT parcel (6/6/16).



Bull Pen Parcel Open Space

Southwest of the creek, a steep hillside gains approximately 60 feet in elevation, from 6480 feet to 6540 feet. The hillside and upper portion of the site is forested with scrub oak and deciduous trees. The site has historically been used as a small pasture and calving area by the adjacent Tybar Ranch. There are noxious weeds including houndstooth, thistle and cheatgrass on the disturbed areas of the property.

Existing Structures and Improvements - The existing structures on the parcel are located on the northwestern portion of the lot and include a shed, a water well and a cistern. The cistern has access easements shared by the Flying Dog Ranch and the McKoy property to the west of the Bull Pen and is in need of improvements including a lockable top hatch door. There is an abandoned concrete tank and pump on the property which could be removed. There is an easement for a buried domestic spring line and a “spring manhole” that contains valve works which control spring water for four properties in the area. The domestic well, with a small pump house and manhole, is not currently in operation.

Water Rights - No water rights were conveyed with the parcel, however, the property has a well. There is a provision for the County’s temporary use of the seller’s water rights for irrigation purposes to revegetate areas with native plantings on the parcel following the County’s site work for trailhead parking improvements. The temporary use of irrigation water for revegetation will be terminated according to the restrictive covenants after three years from the effective date of the covenants or July 2019.

2.2 Vegetation and Wildlife

The properties are primarily vegetated with mixed montane shrubland (mostly Gambel oak), along with aspen, narrow-leaf cottonwoods and shrubs such as chokecherry, wild rose and snowberry. There are also meadows covered with smooth brome, western wheatgrass and cheatgrass, and some meadow areas contain Canada thistle and



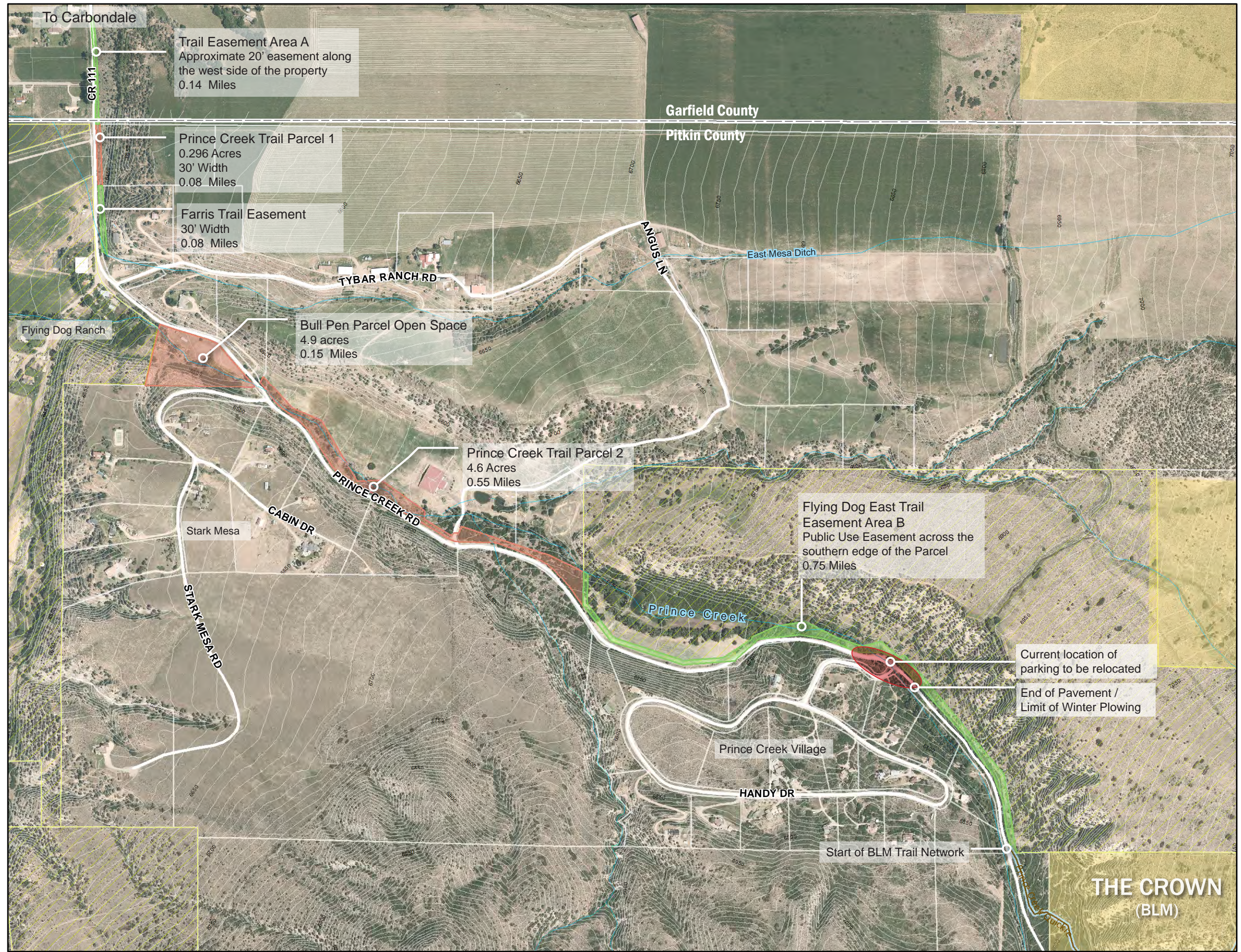
Looking west-by-southwest at the Bull Pen parcel from Prince Creek Road (6/6/16).



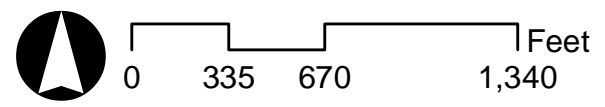
Looking north-by-northeast at hay shed in the Bull Pen parcel (6/6/16).



Looking north at domestic spring manhole in the Bull Pen parcel (6/6/16).



-  Trail
-  Trail - Winter Access
-  Pitkin County Boundary
-  Prince Creek Trail Easements
-  Open Space (fee simple)
-  Conservation Easement
-  The Crown (BLM Lands)



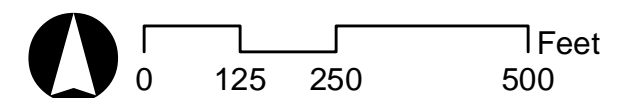
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Prince Creek Trail Access

NORTH SECTION



-  Trail
-  Trail - Winter Access
-  Pitkin County Boundary
-  Prince Creek Trail Easements
-  Open Space (fee simple)
-  Conservation Easement
-  The Crown (BLM Lands)



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Prince Creek Trail Access

MIDDLE SECTION / BULL PEN



Bull Pen Parcel Open Space



Parcel 2 from Angus Lane looking northwest

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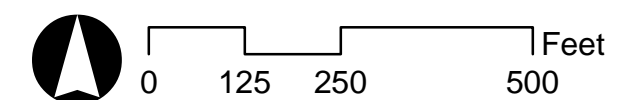
Prince Creek Trail Access

SOUTH SECTION



Trail corridor looking southeast up Prince Creek Road toward Prince Creek Village

-  Trail
-  Trail - Winter Access
-  Pitkin County Boundary
-  Prince Creek Trail Easements
-  Open Space (fee simple)
-  Conservation Easement



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houndstongue, which will require management (Rare Earth Science, 2016).

Wildlife including deer, elk, black bear and wild turkeys have been observed passing through the southwest portion of the Bull Pen property along the vegetated hillside and crossing Prince Creek Road in this location. Colorado Parks and Wildlife species activity mapping provides high-level information on wildlife distributions. The Prince Creek Open Space lands fall within the overall range of a number of wildlife species including bald eagles, wild turkeys, black bear, elk, mountain lions and moose. More seasonally specific wildlife activity includes winter foraging area for bald eagles, a portion of fall concentration area for black bears, and winter range for elk.

2.3 Recreation

Prince Creek Road is currently utilized year-round by a variety of recreational users including pedestrians and runners, road bikers, mountain bikers, and dog walkers. The roadway's recreational use is primarily to access the larger trail network of the Crown, portions of which are also open to motorized and equestrian uses, however, Prince Creek Road is also a recreation destination itself. While there is some year-round recreation on the Crown there is substantially more use in the spring and fall shoulder seasons, when upvalley trails are under snow. In the winter months, Prince Creek Road is unplowed shortly after Handy Drive; the unplowed roadway and three lower Crown Mountain trails paralleling the road are used in the winter by fat bikers, dog walkers, snowshoers and Nordic skiers. The remainder of the Crown is closed to motorized and mechanized travel from December 1 to April 15 for the protection of wintering big game.

The growing demand for parking near the trail network has created a situation in which vehicles parked illegally along the roadway at the intersection of Handy Drive and Prince Creek Road are creating congestion and safety concerns. The Crown is continuing to grow in popularity



Looking south-by-southwest along trail corridor in Easement Area B (6/6/16).



The BLM's Crown Mountain Special Recreation Management Area is managed for day-use recreation with an emphasis on mountain biking and limited motorized use. To access this area many bikers ride along Prince Creek Road or drive and park along the shoulder of the road near the start of the Monte Carlo trail.

and use is likely to increase in the years ahead with the rising popularity of mountain biking and other recreation activities, population growth and the BLM’s designation of the Crown as a Special Recreation Management Area. Anywhere from 20 to 50 vehicles have been counted haphazardly parked along the roadway. With the current parking pressure and the continued use of the area, a better solution to the parking demand is required for access to the lower trails. Additional parking serving hikers, equestrians and motorized users is anticipated to be included on BLM lands at the intersection of West Sopris Creek Road and Prince Creek Road.

2.4 Existing Plans and Policies

Zoning

The RS-30 zone district applies to all of the open space properties, easements and neighboring lands within the Pitkin County portion of the Prince Creek. The intent of this zone district is to permit low-density, single-family residential development and customary accessory uses, while recognizing that natural hazards, wildlife areas, limited utility services, roads, schools and/or other facilities may constitute constraints on the realization of zoned density. The zone seeks to discourage sprawl and encourage clustering of development, preservation of open space and promotion of efficient utility services. The intent is to preserve agricultural operations and environmental resources as well as the rural visual quality and character while permitting carefully sited low-density development.

The Dancinger Trail Easement A is within Garfield County’s Rural Zone District. The Rural district comprised of Garfield County’s rural residential areas, agricultural resource lands, agricultural production areas and natural resource areas. Uses, densities and standards established for this zone district are intended to protect the area's existing character from uncontrolled and unmitigated residential, commercial and industrial use. The zone district provides for the use of natural resources, recreational development, rural residential and other uses.

Title 12 – Open Space and Trails policies

The parcels that are the subject of this plan are governed by Title 12: Open Space and Trails section of the Pitkin County Code. Title 12 outlines the rules, regulations and management of the County’s open space and trails properties. Title 12 establishes the authority for the Open Space and Trails Board to adopt individualized management plans for specific Open Space and Trails properties. If the restrictions differ from what is included in Title 12, the plan must be adopted by the Board of County Commissioners (BOCC).

Crystal Caucus Master Plan

The Prince Creek area is within the boundaries of the Crystal River Caucus Master Plan, which serves as a guide for land-use policies, future land-use designations, planning issues and development proposals for properties with the Crystal planning area. The most recent plan for the area was adopted by the Planning and Zoning Commission in September 2016. The core values established by the Caucus include the preservation of the natural environment and the protection of the valley’s rural character, including the preservation of open space, wildlife habitat, scenic values and water quality; as well as recreational opportunities and the expansion of non-motorized activities, including hiking, bicycling and horseback riding.

Under the Recreation and Open Space section, the plan states that “Trails should be designed to protect human safety and utility while minimizing impact upon wildlife, habitat, and stream health

and integrity. The Caucus supports expanding non-motorized recreational activities, to maintain the integrity of the Valley’s ecosystems... Access for residents and visitors to these varied recreational activities should be maintained and improved.” The plan supports the acquisition and designation of Open Spaces that are balanced between wildlife habitat and recreational use.

The plan promotes forest management strategies that maintain native biodiversity, focusing on ecological connectivity and resiliency. Weed management is identified as a planning goal to address noxious and invasive weeds through integrated weed management and spot spraying as preferred strategies.

3.0 Partner and Public Comments

3.1 Bureau of Land Management (BLM)

OST staff has been coordinating extensively with BLM staff to make sure that the two planning efforts are as seamless as possible. The BLM supports locating new, formalized parking farther down the road than the current Handy Drive/Prince Creek Road intersection with a connector trail. The BLM will have a midway parking area in conjunction with designated camping as well as a parking area at the top of the Crown to serve all users. The BLM is working to implement designated site-only camping and clean up the dispersed camping that currently occurs. The agency will also be coordinating with Pitkin County Public Works on how their management actions interface with the County Road.

3.2 Pitkin County Public Works

OST and Public Works staff have met on multiple occasions to review the current issues and how to plan for the future improvements. OST and Public Works staff will work together in developing parking layouts, vehicular access to new parking, trail crossings of the County road, signage along the County road and closing the existing parking along the road's shoulder.

3.3 Town of Carbondale Bike and Pedestrian Committee

OST staff attended a Carbondale Bike and Pedestrian Committee meeting to provide an update on the Prince Creek planning effort. Members were very supportive of the effort and recognized the need for the trail connection and off-road parking area.

3.4 Roaring Fork Mountain Bike Association (RFMBA)

OST has discussed the project with the RFMBA Director and received a letter in response to the draft plan. The group has been partnering with the BLM on Crown improvements this year and are advocates of the project. They are proponents for directional trails where possible and are supportive of volunteer days for trail construction. The RFMBA supports proceeding with parking improvements on the Bull Pen property to ensure the challenges are addressed comprehensively and without further delay.

3.5 Roaring Fork Valley Horse Council

The RFVHC submitted comments in response to the draft plan. The Council identified concerns with the BLM’s management of the Crown including the timing of seasonal wildlife closures and equestrian access, user conflicts on trails, safety concerns of nails in the existing parking area at the upper end of Prince Creek Road, and a request for additional equestrian parking to be accommodated in a lower lot. The Horse Council encourages a cohesive approach to planning for and managing this area jointly with the BLM including a joint approach to equestrian parking, trail access and safety, and signage. The Horse Council would like to be involved moving forward with the trail alignment process.



3.6 Colorado Parks and Wildlife

Colorado Parks and Wildlife attended the June 19th public meeting and submitted a letter in response to the draft management plan with recommendations focused on avoiding, minimizing and mitigating possible impacts to wildlife. CPW supports relocating the parking area further down Prince Creek Road to lower the pressure on the Crown during winter months by further separating the parking from the critical winter range which is closed to recreational use. They advise that new trails should be constructed in a sustainable manner to minimize sedimentation and erosion and avoid impacts to riparian habitats. Additionally, they recommend informational signage to educate users about the seasonal wildlife closure and the effects of disturbing wildlife during calving/fawning periods.

3.7 Public Comments

OST hosted an Open House in Carbondale on May 17th, 2017 to gather initial public feedback and hosted a second open house and presentation on June 19th to review the draft plan. Roughly 60 members of the public were in attendance at the first meeting with an additional 19 community members at the second meeting. OST received numerous comments at the open houses and via the online comment form. Themes include: strong support for directional trails; concerns about road speeds, sightlines and safety along the road, trail etiquette and user conflicts on the existing Crown Mountain trails; the need for better signage and maps; concerns about the location and management of new parking and the need to accommodate different types of users; the need for restrooms at the new parking area; and concerns about properly located road crossings for the trail.

4.0 Management Actions

The following management actions have been drafted based on the baseline analysis, partner and public comments, for the Prince Creek Open Space Management Plan. Some of the action items are able to begin implementation following adoption, whereas others outline additional planning, engagement and design.

4.1 Maintenance, Leasing and Enforcement Action Items

4.1.1 Weed management and Reintroduction of Native Vegetation

OST will manage the fee simple and easement properties for weeds and work to restore any disturbed areas on the fee simple properties with native vegetation.

Start Date: Ongoing

Financial Implications: Part of annual budget process

4.1.2 Bull Pen Management or Resale

After a parking and trailhead decision is completed (see Action Item 4.2.3), a determination for the long-term management of the Bull Pen will be made. Options for the property's long-term uses and management are restricted by the covenants to include: trailhead parking, picnicking and related recreational activities; and the provision of public restrooms. If the property or a portion of the property is not needed for public uses as a trailhead or open space, including the possibility to be leased as agricultural land, the County may sell the parcel as an unrestricted parcel. If a determination is made to sell the parcel, the County should reserve a trail easement along Prince Creek Road.

Start Date: Following the parking and trailhead determination (Action Item 4.2.3)

Financial Implications: TBD

4.1.3 Closing and Enforcing the Existing Parking Locations

After a parking and trailhead decision has been completed (see Action Item 4.2.3), OST will work with the Public Works Department to close the existing parking along Prince Creek Road and with the County Sheriff's Department to enforce the closure.

Start Date: Following completion of the parking area and trailhead

Financial Implications: Part of annual budget process

4.1.4 Develop management partnerships with adjacent public agencies in the Prince Creek Corridor

OST will work with other public agencies including Garfield County, Pitkin County Sheriff and Public Works Department, the Bureau of Land Management, and Colorado Parks and Wildlife to increase education, management and enforcement within the Prince Creek Corridor and adjacent Crown Mountain Lands. Current management challenges that could be discussed include speed control of traffic along Prince Creek Road, parking, enforcing seasonal wildlife closures on the Crown, and educating users on trail etiquette to manage user conflicts as usage continues to grow. A possible tool may be a Memorandum of Understanding with partnering agencies identifying roles and responsibilities for staffing and enforcement.

Start Date: 2018

Financial Implications: To be determined

4.2 Recreation Action Items

4.2.1 The Prince Creek Trail

OST will work with volunteers to design and build the trail within OST properties and easements paralleling Prince Creek Road. The trail is intended to be natural surface and accommodate all abilities and users, including mountain bikers, pedestrians and equestrians. The trail design will accommodate both uphill and downhill traffic and, to the extent possible, seek to separate directional traffic in order to minimize potential conflicts. Where dual trails are possible one will accommodate all uphill bikers and both downhill and uphill hikers and equestrians, while a second alignment will be designated for downhill mountain bikes to alleviate potential trail conflicts. The trail may utilize fee simple lands, recreation easements and/or the County Road right-of-way. No motorized uses are allowed. All dogs must be leashed. The trail is located below the elk winter concentration area and the seasonal Crown Mountain trail closures and will be open year-round which corresponds with the year-round use of Prince Creek Road.

Phase I of trail construction will focus on the trail connection from the Bull Pen pasture up to the Crown. Phase II of the trail will focus on the easements downstream from the Bull Pen and will need to address potential road crossings and traffic calming depending on where parking is located.

Start Date: End of July 2017

Financial Implications: \$12,000 for four volunteer nights, tools and materials

4.2.2 Prince Creek Trail connection to Crown Trail System.

OST will work with the BLM and adjacent property owners to connect the Prince Creek Trail to the trail system located on BLM property. The goal is for the new parking area to be connected to the Crown trail system via a seamless trail connection.

Start Date: End of July 2017

Financial Implications: TBD

4.2.3 Prince Creek Trailhead and Parking Lot

OST will work with Pitkin County Public Works and the BLM to evaluate the options for the most appropriate parking lot location and design. In determining the location for the parking area, the following criteria will be evaluated:

- constructability and impacts to the natural environment including impacts to the watershed and wildlife habitat;
- location and ability to serve the needs of the hiking and biking community;
- parking capacity with a goal to provide a minimum of 30 parking spots and room for future expansion;
- construction and maintenance costs;
- vehicular and trail user circulation; and
- safety of any required road crossings, including sightlines for vehicular access and trail crossings.

Trailer parking is not currently proposed, as there is a large parking area at the top of the Crown which is closer to the two-track (equestrian encouraged routes) and motorized routes. Site selection will also consider the needs of different user groups including hikers and winter recreation access to the Crown Mountain trails that remain open year round. The parking lot

location will determine where the road crossings for the trail are needed and if additional traffic calming is required.

Staff will evaluate options and present to the OSTB for direction. Before a parking lot is constructed, a layout design will be shared with the Prince Creek planning email contact list for comment. At this time, the anticipated surface is planned to be a pervious road base/gravel parking area. Potential amenities include: a trailhead kiosk, map, signage, and a structure to shade a seasonal port-a-potty. The parking area will be open year round. The port-a-potty would be installed for the spring, summer and fall seasons and removed in the winter. OST will explore the potential for a more permanent vault toilet to be installed in the future. No lighting would be installed. Any disturbance from construction would be restored with native plant materials.

Rules and regulations for the parking area would follow Pitkin County’s Title 12 governing Open Space and include: open from dawn to dusk, no camping or campfires, and no dogs off leash.

Start Date: Additional planning, site selection and design following Management Plan adoption.
Construction TBD.

Option 1: Bull Pen Parking Lot and Trailhead

The Bull Pen parking lot and trailhead would utilize the existing OST Bull Pen Property. The area would be able to accommodate 35-plus parking spots, with room to grow to more than triple that number. Utilizing the Bull Pen as the parking area would ultimately require two road crossings for the trail. The first road crossing would connect the parking to the Prince Creek Trail heading toward the Crown. A second road crossing would connect the parking area to the Prince Creek Trail heading toward Hwy 133 in the future. The design for the parking in this location would need to address the property constraints including the existing easements and improvements on the property.

Financial Implications: TBD (initial staff estimate is \$100,000)

Option 2: Parking and Trailhead at a Non-County Owned Alternative Location

Alternative locations for parking have been suggested on lands not currently owned by Pitkin County including areas on the BLM and other private and publicly owned parcels. OST will review and evaluate these locations to determine if they meet the criteria listed above. The ability to locate a restroom facility may be impacted by a location not owned by the County.

Financial Implications: TBD, may also require acquisition money

4.2.4 Kiosk and Trail Signage

OST will install a kiosk and map at the trailhead and/or parking area following the 2014 Pitkin County Open Space and Trails Signage Design Guidelines. OST will work with the BLM and CPW on the information presented including trail etiquette, seasonal closures and wildlife considerations. OST will also work with the BLM to sign the Prince Creek Trail and any intersections. OST will work with Public Works to ensure appropriate “share the road” signage is installed.

Start Date: In conjunction with the parking area

Financial Implications: \$7,000

4.2.5 Town to Crown Education Campaign

No matter what parking solution is chosen, the need to reduce vehicular trips is important. OST will work with our partners to help educate and encourage the public to bike to the Crown from Carbondale. Carpooling and biking from town will be necessary as the use of the Crown increases and parking becomes limited on peak use days.

Start Date: 2018

Financial Implications: \$5,000

4.2.6 Trail Connection from Crystal Trail to the Crown

OST will continue to work to acquire property and easements to complete the trail connection from the Crystal Trail to the Crown. A seamless trail system will encourage users to bike to the Crown, instead of driving, and will separate users from vehicular traffic.

Start Date: Ongoing

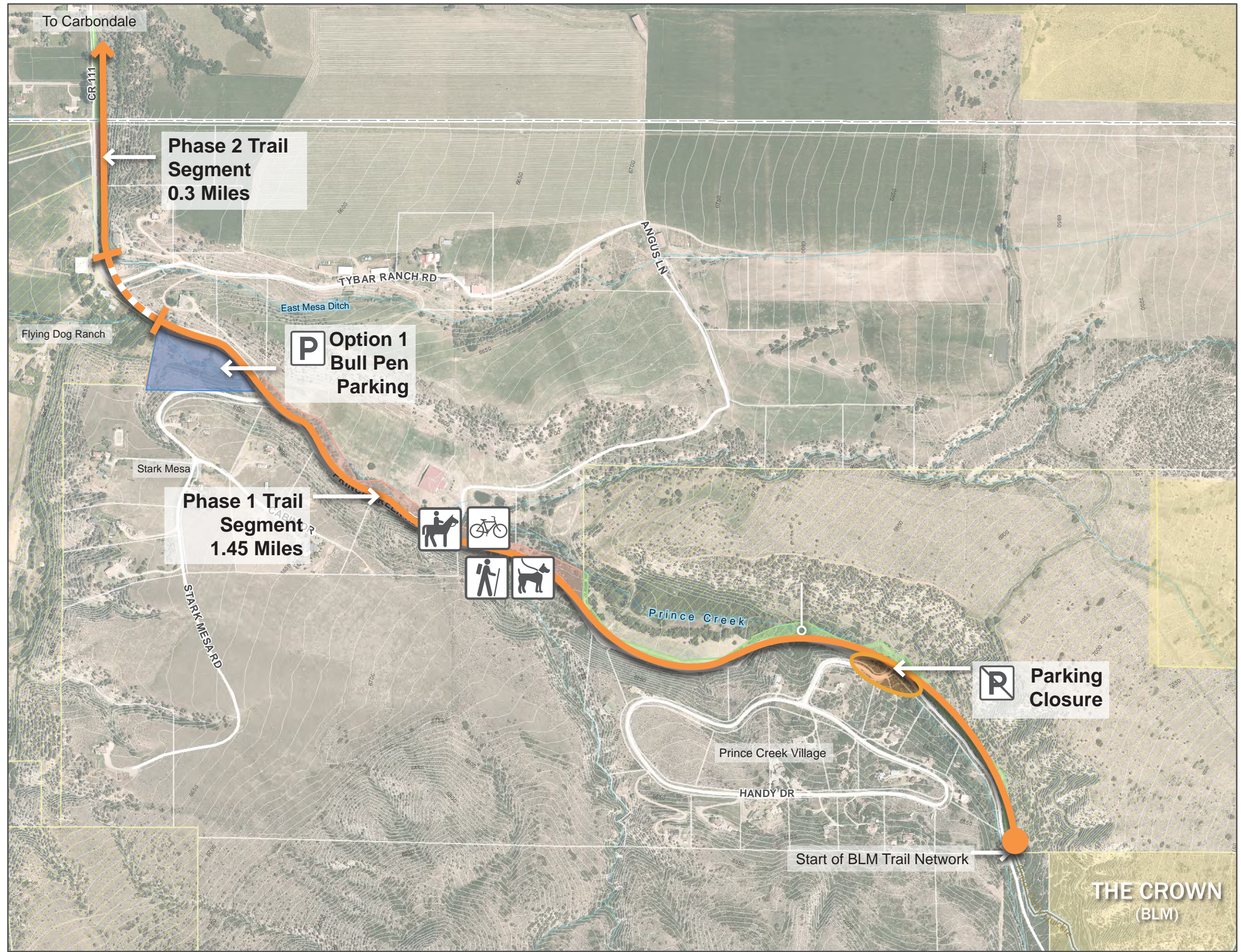
Financial Implications: TBD

4.3 Commercial and Special Use Action Items

The commercial and special uses of the trail parcels, easements and Bull Pen parcel are subject to Title 12, Open Space and Trails Policy of the County Code and the restrictive covenants placed on the properties. Any commercial or special uses must be properly permitted through the Pitkin County OST process.

Start Date: Ongoing

Financial Implications: None



- Trail
- Trail - Winter Access
- Pitkin County Boundary
- Prince Creek Trail Easements
- Open Space (fee simple)
- Conservation Easement
- The Crown (BLM Lands)

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Appendix A: Public Comments

Comments submitted in advance of the draft plan

I love what you guys are doing. If I could offer 1 suggestion for the Prince Creek area at large, it would be to add some proper maps and trail signage. Thanks for all of your efforts.

Ω Ω Ω

I would like to see specific designations for travel directions on each trail as opposed to the current situation with bikers climbing and descending lower trails at the same time. Especially with the increased use of this area by kid riders, directional designations would make riding safer. Thank you for your collection of input!

Ω Ω Ω

So happy to see this important project moving forward. I would register the following thoughts. Since once a new parking solution is created the county will prohibit current parking at the base of Handy drive any trail(s) will need to be able to handle projected volume and two-way traffic. Spring and fall are the busiest time up there (when all up-valley trails are shut down due to mud and snow). At these times the volume on a new connector trail, especially on weekends would be significant. The rest of the year sees steady use, but to lesser degree.

If there is room I think two separate directional ~parallel trails could be a great solution. Absent that a slightly wider trail and/or a trail designed with good sight lines could work. I worry about the urge to build a wide, side-path multi-use type trail. It would certainly address volume and 2-way traffic issues, but would likely make the trail a lot less attractive to MTB use, and result in high speeds for downhill traffic. This would likely simply encourage folks to drive up past Handy Drive and park along BLM pull-outs.

An engaging and meandering trail (or trails) that use natural grade reversals to control speed would add a ton of value to the trail network.

Walkers and runners will likely be happy as long as there are sufficient sight lines and enough space to accommodate different users and 2-way traffic.

MTB'ers will want something fun and engaging and not too steep- I know PitCo purchased land and easements are narrow, but doing whatever the available land allows to moderate steeper pitches will make a trail accessible to the widest range of riders.

Excited to see this project move forward!

Ω Ω Ω

I think there should be trail that parallels Monte Carlo and that it (and Monte Carlo) should be one-way.

Ω Ω Ω

I think that the majority of users stay in the Prince Creek Road area. Two one-directional trails makes sense to me in this lower road area. I like the Crown area as it is. I typically ride or run up to the trails from town so parking is not a concern of mine. The alternative trail coming from 133 to Prince Creek would be very exciting.

Ω Ω Ω

I think a more formal and additional parking is a very good idea. A connector trail that removes cyclist from the road would be a good safety improvement and also likely help the relationship between cyclists and people living on Prince Creek Road.

Any connector trail needs to easily accommodate uphill and downhill traffic. Ideally direction specific trails would be built. If not the trail should be wide enough to comfortably allow a cyclist to pass a hiker.

Further I would like to see the idea of directional trails be explored to reduce conflicts on "Monte Carlo." The trails is extremely fun to ride, but is unsafe to ride downhill at full speed if there is any uphill traffic (or possibility of uphill traffic). Even moderate downhill speeds can cause conflicts. This is not reason to remove the trail, but maybe to widen or add directional trails.

Ω Ω Ω

I support a single track connection between the new parking lot and the start of the Crown Mountain trails. Due to the fact that these trails see so much use, creating a fun single track from the parking lot to the established trails will ensure that people actually park at the parking lot. If riders are presented with the option of a 1.5 mile gravel path vs. driving and parking closer to the start of the trail, I believe many would continue to drive and park closer to the trail head. Additionally, a single track uphill route, and a

separate route for downhill traffic would be the smartest and safest option. Thanks for taking public feedback!

Ω Ω Ω

I think it would be helpful to separate the uphill and downhill foot and bike traffic by having one-way routes along that section. The disparity in speeds for up and down hill traffic creates a safety issue if the trails are not one-way.

Ω Ω Ω

Very excited for this. It would be great to have two trails connecting the two parking lots, one for downhill traffic (flow trail) and one for uphill traffic. The Monte Carlo trail is getting scary with people going both directions.

Ω Ω Ω

Good morning Gary,

Soon, you will be hosting your Open House in Carbondale on the Prince Creek Bike Trail and Parking lots.

My wife and I will be out town that day, so may I, please, share a few hopes we have as you proceed with your trail construction?

You and I have already visiting about making the trail single-track dirt vs. paved bike trail. May we share that this trail provides to opportunity to not only mountain bikers staying off Prince Creek, but to the countless others who walk or ride the road now. Beyond the mountain bikers, there are the road bikers with their skinny tires; the senior citizens, moms with baby carriages, hikers, strolling couples and joggers with dogs. If the bike trail is paved, like the Crystal River Trail is now, all these folks can and will use the bike trail over the road. The road is a deadly game, and someone will lose it someday, as in dead from being struck by a car. I believe you mentioned a concern of the mountain bikers not using a paved trail because they'd rather use dirt. Keep in mind that right now, they are already using a paved trail (the road itself) to get to their dirt trails above our subdivision. I'm certain anyone would rather use an off the road paved trail than risk that road and a head-on. So, we hope you'll pave the trail just as the Crystal is now.

Parking: I know you'll be using the Bull Pen, which is fine. There is a second terrific

parking area about ¼ mile above the entrance to Prince Creek which used to be a shooting range and high school party place. It's flat and the current dirt bike trail goes right thru it currently. So, you have two choices, or use both I suppose.

Those are our two wishes.

Ω Ω Ω

No overnight parking or camping.

Non-motorized use only.

Make separate uphill and downhill routes.

Retain some parking in existing area but only along dirt portion of road.

Put in bathrooms at parking.

Ω Ω Ω

I was unfortunately unable to attend last night's meeting, but I am very interested in the details of this planning effort. I think it is an excellent concept to study and I am excited by the possibility that trail users could have an opportunity to access the Crown with a safer off-road option, linking the new parking area to the trails.

In the planning documents I've seen to date (diagrammatic aerial photo), it is not clear to me what the lateral offset dimension of the linear parcel of land is parallel to Prince Creek Road, but I am curious to see how viable the idea of a trail (or trails for separated direction) would be. I see some challenging design constraints due to type of soil composition (mineral soils), steep side slopes, dense Oak plantings, and presence of the creek drainage. I do have a lot of specific technical design concerns but I will wait to see the more specific detailed plans as they become available, to assess the validity of my concerns.

Personally, I never drive up to Prince Creek. My preference is to simply ride my bike to the trails from town, as it is a nice way to warm up before getting on the dirt, and the paved return descent is virtually effortless. I recognize that not all trail users live in town, or have a desire to add that extra amount of paved distance to their mountain bike trail riding experience. It does wear out expensive bike knobby tires more quickly, which is my only negative thought about this strategy.

The current situation with the parking is clearly beyond carrying capacity and I appreciate the planning efforts to create an improved design solution.

I think it is important to discourage vehicle travel to easily accessed recreational destinations like Prince Creek, which are so close to town. The proposed off-road trail alternatives parallel to paved routes provide an effectively safer and attractive alternative, which I feel is a positive. These additional parallel trails may be more effective in changing user behavior than providing a new larger parking area, because it effectively cuts the distance of the paved access portion in half. Maybe that is enough to discourage a significant portion of locals from driving and encourage them to ride there instead?

Separate (but related), I think there is a greater opportunity to link to the Crown more closely, direct from town via White Hill, above the cemetery. There is an excellent finger of pinyon-juniper forested land near the powerline transformer station that could easily provide a trail link to the Crown (near Outie Traverse/North Porcupine) from both the Rio Grande Trail as well as White Hill route. I see this as a highly valuable link that should be studied in the greater land acquisition vision. Having an easily accessed ring of trails close to Carbondale would be amazing, and help to alleviate the over-use stresses that currently impact Red Hill (I am a board member of the Red Hill Council).

Thank you.

Ω Ω Ω

- Equestrians and hikers need trails for walking enjoyment. Equestrians are significant users and are part of our community and need soft track to ride on. Fast bikers can cause problems for the walking user groups. The Crown has many washed out straight up two track trails on the BLM. They are getting worse every year. Horse Council wants to help mitigate the situation. Better truck and trailer parking for equestrian access. Please include equestrians in trail parking and connection. Equestrians need soft track!
- I recommend a survey of majority users or dual trails for bikes and equestrian use to maintain peace amongst users.
- 2 trails (up and down) or at least in poor sightline areas (and get two ways for Monte Carlo or BLM.
- 2 fun single track trails (up and down) will move bikes off roads with less traffic and smiles for all. (this or I'll just ride the road)
- Posted "single file for bicycles" on Prince Creek Road and enforced!
- Garfield and Pitkin County enforce speed limits on cars
- Bathrooms at new parking lot, vault or permanent toilet

- Parking lot sign that has a trail map / trail signs. (wrong way on Ginormous) so no one gets hurt.
- A desirable trail (or trails), aesthetically pleasing facilities, easy to read signage.
- Make sure parking area has a detention pond for runoff

Ω Ω Ω

I am a regular enjoyer of the Prince Creek trail system. I have the privilege of riding my bike from town on most evenings. I see firsthand the need for additional trail and/or parking to access the trails. If the trail were extended further towards hwy. 133 it seems more users could park at the high school. Not sure of the legal issues. The increase in use of the trail system the last few years is shocking, my hope is that a solution is possible. I love our trails.

Ω Ω Ω

Prince Creek is an excellent trail network and it deserves a parking area/trailhead. The current parking situation is untenable as the area becomes more popular. If the lot is located some distance from the start of the trails proper, a connector would be best from a user experience and safety perspective.

Ω Ω Ω

I live on Stark Mesa. My house sits right above the Bull Pen field. My family is totally against the placement for the parking lot. I can't stress how this would impact our entire community. We have no problem with a bike path but parking should be placed on BLM. BLM is where the access point is for the trails and it is public land. The perfect spot for the parking lot is in the small field off of Prince Creek Rd where the trails start. I had a discussion with the representative for the BLM at your open house. He also mentioned this field as a possibility. But then said it would be a shame to wreck such a nice field. That is how we feel about our neighborhood. At this point, BLM is going to have to deal with the Camping and overuse of the area. He said as much at the open house. Looking forward to the future this area will only grow in popularity and so will the need for a larger parking area. I understand this may be a longer process but the BLM should be dealing with this issue.

These are my concern if the parking lot were to be built at the Bull Pen, and I would like them addressed.

1. This is a very dangerous section of Rd, 2 blind S turns run into a short straight stretch.

Cars go fast! I have almost been hit a number of times turning out of Stark Mesa on to Prince Creek road.

2. Very Narrow canyon, Noise and light pollution. How will this be regulated?

3) Who will deal with illegal camping? It already happens all year long with homeless people camping in their cars and especially if bathrooms are added.

4. Who is going to patrol and clean area? We rarely see Pitkin County sheriff up in this area. Will they respond to complaints every night?

5. What would be then hours parking lot open? Lock gate at night?

6. Would it be open in the winter?

7. Would there be bathrooms and lighting?

8. What surface would be put in the parking lot, gravel, paved, dust control?

9. How would you prevent the creek from being polluted?

10. What is the projected size for parking area. How many cars spots are you planning for?

Thank you for letting us comment on this very important matter. I love that we live in an area that provides so much outdoor activity and I want to see this whole area used and respected. There are right places and wrong places for a public parking area. It should be on BLM and not in a residential, farming community. Please consider our concerns. Thank you.

Ω Ω Ω

- Communities that have trail access that is accessible from town tend to be more desirable. YIMBY- YES in my back yard!!
- Would love to see 2 trails – 1 up, 1 down coming all the way from the bike path. But happy with one.
- New parking area with signage and permanent toilets a must.
- If you build it, they will come.

Ω Ω Ω

While I agree with a designated parking lot for bikers, etc., I would also hope that there would still be pullouts for parking up the dirt part for those who want to run/hike/shuttle kids.

Ω Ω Ω

In support. Build a trail that keeps bikes off the road and accommodates two-way traffic. Consider the speed downhill traffic wants and if the goal is to keep the bikes off the road, then two different trails or wide enough (i.e. 6 feet to 8 feet).

Ω Ω Ω

I'm in favor of easing the congestion of mountain bikers parking on the road and trying to start controlling the uphill and downhill flow of bikers.

Ω Ω Ω

1. Bathrooms are needed at the parking lot.
2. Uphill- and downhill-specific traffic trails.
3. We need good signage for trail names and make trails directional. They flow best counter-clockwise. This will reduce chance of collisions.
4. BLM make the camping no longer free. Please charge a small fee to prevent squatters and people littering the trails.

Ω Ω Ω

- No overnight parking/camping.
- For the safety of other users and protection of adjacent cattle operations, dogs should not be allowed.
- For safety purposes, there should be 1 trail for uphill bikes and multi-direction use for hikers and horseback. A second trail should be designated for all downhill users.
- Parking along the side of the paved county road should be eliminated so all vehicles, especially emergency, can pass through easily and safely. For the same purpose, there should be only a few designated parking spaces along the dirt county road.

Ω Ω Ω

- Up and down trails would be ideal. I understand the constraints of the corridor.
- If only one trail gets built, busier days may force uphill traffic (bikes) out onto the road to minimize conflicts (fast bikers coming down).

- Still need parking up higher to access higher trails or for shuttling.
- Single file signs asking riders to ride single file from town would help eliminate conflicts, too.

Ω Ω Ω

The bull pen parking would be fine with me except it is also a dangerous curve in the road. Make the #111 road straight in that area and the parking in that area a better idea.

Ω Ω Ω

You cannot get a fire truck into the Prince Creek subdivision with the 40+ cars parked along the road. The signs have somewhat helped but now it's single lane instead of 2 lane because the 40+ cars are now lined up on both sides of the road.

Ω Ω Ω

I live in the Prince Creek subdivision since 1986 and the situation of the bike riders parking in front of our subdivision is dangerous. I have personally almost hit 3 bikers as I am trying to get out of my subdivision and get on Hwy. 111 (Prince Creek Road). The boulders that Pitkin County put up has made the problem worse. Now the bikers continue to park on the diagonal but it is still blocking the road so my line of sight is impaired.

Ω Ω Ω

- Parking lot projected entrance is on a blind curve. Bikes need to cross to trail. Really stupid planning.
- Two dirt driveways dump into the turn creating loose dirt when it rains – it dries and very dangerous.
- Trash, dog excretion, noise – who takes care of this?
- Need curfew. Empty parking lot.
- No lights.
- Why not use BLM land!!!!

Ω Ω Ω

Because the BLM is establishing the Crown as a multi-use recreational area, it is incumbent on BLM to solve the parking problems on BLM land because you are driving force behind increased usage.

Ω Ω Ω

Good job on trail easement as it will make the ride much safer. Bad job on the parking lot as it will introduce a dangerous road crossing. Moving parking lot down below Flying Dog Ranch will decrease auto and biked traffic on this dangerous corner. Please set up a meeting with all neighbors concerning parking lot issues.

Ω Ω Ω

Concerns: Pedestrians, bicyclists crossing Prince Creek Road if in fact parking lot goes in the bullpen area Emma Danciger owns. Suggestion would be to rearrange Prince Creek Road and have it as far west as possible on parcel, from McIntyre's to Stark Mesa Road, leaving parking lot on east side to access bike trail on the same side without crossing road. Other concerns: lighting (none at all), trash, dogs, who polices lot, parking. Is there a future plan for growth? More people will come when this is done. I understand bike path will go to Pitkin/Garfield line. Has anyone approached the McIntyres for a parcel? They seem willing to negotiate. Huge concern right now is: Some bicyclists ride in packs all the way across Prince Creek Road and refuse to move even if you honk. In fact, they get rude and vulgar. Also, the speed of bicyclists coming down exceed the speed limit.

Ω Ω Ω

What times during the year should the Crown's trails be closed to protect wildlife? Make area a special review study area with stewardship by AVLT and special areas.

The Crown is a critical wildlife habitat winter range, year round and mitigation corridor. Careful long-term planning is necessary to sustain a healthy, vibrant year-round ecology. Overall user numbers need to be planned for. Matching winter closures with the Glassier. It would be truly tragic to end up with a "silent spring" on the Crown due to over development of recreation use. Funding scientific studies is critical to management.

Ω Ω Ω

- Two singletracks (one up, one down) from the parking lot (new) to the original trailhead. Creek crossings should be safe and fun! Hopefully, the downhill singletrack will be designed to slow down riders and provide an interesting experience.
- Port-a-potty at new parking lot.
- Trail map at new parking lot.

Ω Ω Ω

It is no longer Prince Creek Road, it is Prince Creek Highway. You need to get a handle on traffic numbers (and counters in place long enough to get good numbers). You need to get a handle on speed traffic is maintaining – no reality to posted limits. Should probably have a couple of significant, engineered dips to enforce speed limits.

No need of a parking lot on Prince Creek. Should stage traffic out of the high school lot which is unused all summer.

Concerned about whole philosophy of “multiple use” public lands. There are many different uses historically on the Crown and this has all the representation of single recreational bicycle use. Too many people!

Ω Ω Ω

I don't live up this road but I play there a lot and know that it's a high-use area that needs addressing. Pitco OST has done an excellent job amassing land and easements to address the problems. Put the parking at bullpen and use the land and easements for a trail. Pave it if you can – 10 feet wide minimum. Port-a-potty at the parking lot.

Ω Ω Ω

Bullpen would be an acceptable parking area, however, runners and pedestrians would effectively be excluded from accessing Crown singletrack trails by being required to park so far from the trailhead. This seems to be designed with only mountain bikers in mind. Where would foot traffic park to access those trails?

Ω Ω Ω

To avoid the many issues with the current place people park, I would suggest putting 2 singletracks on the new easement. Two directional singletracks will keep more people off the road. One trail would mean that downhill riders will skip the trail and ride the road. Directional trails = great solution.

Ω Ω Ω

Dirt singletrack from 133 to Monte Carlo (2 with direction optimal), limited parking where pavement ends, paved parking at 133 and Prince Creek Road. I think people will drive to where singletrack begins. Less people will drive up PC Road if a lot with access to singletrack is closer to highway.

Ω Ω Ω

Nonpaved directional trail would help with parking. Less people would drive from Carbondale. I'm unsure how I feel about a parking lot (for the neighbors). Thank you for your hard work – a mountain biker.

Ω Ω Ω

- It's a good plan. Get it done. Thanks for taking it on.
- Make the trail wide enough to accommodate 2-way traffic.
- BLM, same for Monte Carlo. Expand to allow for 2-way.
- Dedicated bike lane on road to connect to lower easements (below bullpen)? Perhaps this combo of hard surface to soft surface trail could complete the route.

Ω Ω Ω

Parking: First option 1) Flying Dog Ranch. 2) Bullpen. 3) BLM/enlarge existing. Trail: Trail that follows road from bullpen to Monte Carlo. Single file rider: signs on road.

Ω Ω Ω

Relocate parking area, as current parking area creates safety issues for Prince Creek Village residents and cyclists. Build one-directional trails where possible. Install bathrooms.

Ω Ω Ω

Can we have two trails (1 up and 1 down) for access from new parking. It will reinforce/encourage the new parking.

Ω Ω Ω

If you build a pit toilet, make sure it's not at parking area. The ones on Rio Grande Trail are in good locations. Make upper parking lots paid parking!

Ω Ω Ω

Please consider putting parking lot on the BLM. That is the appropriate place. Also deal with camping issue. Totally against parking lot at bull pen. Live on Stark Mesa. Will be highly impacted by noise, campers, lights. House overlooks bullpen lot. Area is not patrolled enough to have parking area. Will be calling 9-1-1 all the time to complain. As use increases, so will need for parking. Put it on BLM.

Concerns: Very dangerous section, 2 blind turns, cars go very fast on straight stretch. Will attract the homeless; they already park up there all winter. Bathroom will add to problem. What are the hours? What is the surface of parking lot, dust? Creek pollution! Do not keep open in the winter. Really worried about noise, very narrow canyon – can hear everything from road, especially motorcycles.

Please put on BLM.

Ω Ω Ω

- Security. Will the parking area be checked for overnight camping?
- Please no lighting.
- Will there be a Porta Potty?
- No cell service. People will be going to private homes if there is an emergency.
- Crossing at Stark Mesa Road – it is a dangerous curve.

Ω Ω Ω

This will not fix the number of bikes on Prince Creek to the new trail. Put the parking on the BLM land at the end of the pavement.

Ω Ω Ω

- No “outreach” before purchase of parking lot.
- Parking lot takes rural road and “urbanizes” corridor.
- Parking lot is badly located in a bottleneck and will create people crossing in dangerous area.
- Will create more traffic into Stark Mesa subdivision from “lookie loos”
- You have solved Prince Creek subdivision problems by moving the problem down the road to the Star Mesa subdivision.

- Noise and littering concerns. Who will patrol this area to control illegal parking, camping, etc.
- What about bathroom facilities and possible contamination of Prince Creek?
- You will need safety measures for people crossing road. This will create more sign pollution on rural road!
- It will also create more car traffic up Prince Creek Road.

Ω Ω Ω

Please include equestrians in all wording with respect to users on Pitkin County publications! Equestrians are a significant part of all our communities and are taxpayers and voters. Equestrians need soft track to ride on, and truck and trailer parking. The Crown has historically been accessed by equestrians.

Ω Ω Ω

A PROBLEM WORTH SOLVING:

I live in Carbondale and ride the Prince Creek trails several times a week during the summer and fall. I also run the trails though less frequently due to the number of bikers on the lower trails. When I ride, I always ride from town primarily because I enjoy riding Prince Creek Road. There are only two spots I feel unsafe along the road, 1) the corner at Flying Dog Ranch, and 2) the current “unsanctioned” parking area at the end of the pavement. The corner at Flying Dog is inherently unsafe because of poor sight lines and narrowing road. I do not think the area at the end of the pavement is inherently unsafe... but it certainly is when cars and people gather there. As I descended through that spot this past weekend, there were at least 30 cars parked in various orientations. I had to navigate around several people standing in the middle of the road (bike and beer in hand), a dog that ran out in front of me, and a truck that nearly backed into me.... all in the span of about 200 yards and 30 seconds. Exciting but not good. I applaud OST for seeking a solution to this problem. I have some suggestions for the execution.

PARKING:

I fully support the enforcement of no-parking at the end of the pavement, but I oppose the idea of a new parking area lower on Prince Creek Road. A formal trailhead lower down is unnecessary. It would create it’s own issues while failing to alleviate several aspects of the original problem. Instead, I’d like to see OST and the BLM collaborate on separate strategies for bike access points vs. hiker/runner parking.

ENCOURAGE CYCLISTS TO RIDE FROM TOWN:

I’d like to see cyclists encouraged to ride from town. There is ample existing parking

available at Roaring Fork High School along the Crystal Valley Trail and less than ½ mile from the base of Prince Creek Road. The ride up Prince Creek to Flying Dog Ranch is a quick spin through 2-miles of spectacular countryside. It's a wonderful place to see wildlife and watch the annual cycle of our valley's agricultural roots play out in the fields below. The sensory experience of these things is much richer on a bike than in a car. Last week I encountered three red-tailed hawks surfing the wind in formation directly above the road. That was special from the bike. I may not have noticed through the roof of my car.

I've heard the argument that mountain bikers just want to get to the dirt. The flaw with that argument is that it ignores the quality of the experience of riding up Prince Creek Road... on any type of bike. I love sweet flowy single-track as much as the next dirt bag but that country road is always one of the most interesting parts of my ride.

There are numerous benefits to encouraging Prince Creek cyclists to get there by bike, 1) many may find it enjoyable, maybe even educational 2) we'd get the community-offending bike toting cars off the road, 3) the road would be safer, 4) the wildlife would be happier, 5) we'd avoid creating new habitat for the slack-jawed beer-swilling champions of the trailhead who consistently demonstrate their lack of respect for the Prince Creek neighbors, 6) we'd promote an overall experience that better aligns with many of the conservation values important to our community, and... lest we forget... 7) less time in the car, more time on the bike = GOOD!

DIVIDE THE TRAIL ALIGNMENT:

A trail that would invite cyclists off the road prior to the Flying Dog corner could (depending on execution) improve both the safety and fun of the Prince Creek experience. In order for this trail to be successful, it needs to avoid the pitfalls of "Monte-Carlo," (the existing 0.75 mile long entry trail to the Prince Creek Trail system). When no-one else is around, Monte Carlo is a great trail. Fast, flowy, Fun. The problem is that when two or more people are on it, and they are going in opposite directions, it's a disaster waiting to happen. It funnels high volumes of users both to-and-from the rest of the trail system while twisting and turning through dense oaks with very limited sightlines on a fast riding surface. The combination of high speeds, high traffic, and poor sight lines make head-on collisions and near misses a common occurrence. When Prince Creek is busy the road feels MUCH safer than Monte Carlo. I usually stay on the road until I am past Monte Carlo where trail use patterns become naturally more directional. This is a difficult issue to address with a single trail alignment through dense oaks. The more it turns, the less you can see. The less it turns the faster you go. There are ways to break up the flow and slow people down... but then few people want to ride the trail to begin with.

I suggest that OST consider Monte Carlo's flaws prior to designing the new trail section. The new section is going to serve the overall Prince Creek Trail system in a similar way to Monte Carlo... as the extended general access to-and-from the rest of the trails in the system. It's likely to have challenges very similar to Monte Carlo. I'd prefer to see the new trail section executed as two separate alignments (one up, one down) with one of the new alignments extending all the way through the Monte Carlo section. Two alignments? I'd be all over it. Single alignment? I'd probably choose to avoid the literal and figurative headaches and stay on the road.

ENCOURAGE HIKERS & RUNNERS TO PARK FURTHER UP PRINCE CREEK RD:

When the Prince Creek Trails are busy with bikes (ie. most of the time), they are not a fun place to run or hike (see "Monte Carlo" issue). Those use types are much better experienced further up the drainage. When I run, I often park at the base of the Crown Road (1.5 miles beyond the beginning of the dirt on Prince Creek Road near the winter closure gate for the Crown). From this location, there is a unique option to run many miles around the Crown on a relatively flat trail (formerly a ditch) called "Porcupine." This is also a logical place to begin a hike or run up and over the Crown. Additional sanctioned parking in that area could be appealing to hikers and runners. It would not be very appealing to bikers because the location is above most of the lower Prince Creek Trails (bikers prefer to finish their rides with a descent). That, combined with extending the Prince Creek Trail 1.5 miles down Prince Creek Road could make riding from the edge of town a lot more alluring than driving an extra 10 round-trip miles to do a ride that finishes with a climb.

Hiker and runner access at the lower trail access point (near Flying Dog) could be provided in the form of a bike rack or two. No car or cooler parking required.

THANK YOU!

Many thanks to OST for taking on this complicated issue. I'd love to stay engaged and help find the best solution for our community.

I strongly support putting the parking lot on the BLM land after the pavement where the trails begin. That will really help.

The current location has three major problems:

1. Prince Creek - It will be very expensive for you to not allow any runoff from the parking lot to get into Prince Creek. There are both Federal and State laws prohibiting that type of runoff.
2. I did live at 1567 Price Creek for 15 years. There I got my domestic water, along with 6

other homes, from a spring up Prince Creek about 1+ miles from the Bullpen. Those homes have an easement for their water line which likely runs under your easement. The main shutoff for that system is in a large manhole in the Bullpen.

3. The curve where people will be crossing Prince Creek is a dangerous blind curve. Cars come around that curve at twice the speed limit. You need to move your crossing as far west as you can. I am not sure you have an easement for that.

4. This is unlikely to solve the bike problem on Prince Creek. For every car that parks at the end of the road there are three or four bikes that use the pavement. They need to learn the rules of the road.

Ω Ω Ω

I believe that directional single track trails would be a huge benefit to the Prince Creek system. As mentioned a directional and parallel trail would increase safety and recreational value for all users! Thanks!

Ω Ω Ω

Thank you, Pitkin County, for continuing to provide great recreational trails to citizens of the entire Roaring Fork Valley. I don't envy the job of the land manager! As background, I use the Crown area primarily for mountain biking. I support the idea of a parking lot near the trailhead; the "end of pavement" parking is constantly in use.

I support the idea of constructing trail to get to the "main"/existing PC trails. I do not think it should be paved, as it doesn't fit the current landscape. The only thought would be to plan for natural features and such that will slow down the descending bikers. Is the area wide enough for directional trails here, too? Would be one step ahead of the game if you did this now.

Directional trails for MTB use would in the upper areas (Monte Carlo) would also be wise and another good solution to an area that is seeing growth in population and increase in usage. I would prefer this as a solution vs. a widened trail, completely cleared out corridor, a paved path, or worse - no MTB use. Hikers and joggers could go either direction and hopefully choose wisely based on signage (and not wear headphones, ha ha).

We all want to have our situations stay the same (whether a landowner or a mountain

biker or hiker, et al.). We all want to have the trails to ourselves. But the reality is, Carbondale is growing and recreational use on the Crown year-round is increasing and nothing short of the zombie apocalypse will stop that. We should plan for this growth, which means we will all have to give up a little something in order to maintain access.

Ω Ω Ω

Public parking, especially for hikers and equestrians is lacking for Prince Creek access to the Crown. I am equating parking where horse trailers can turn around to exit and have space to park unload and tie horses to saddle. Also, the early Prince Creek opening of April 15th, one month before the Glassier side opens and before calving starts is causing herd decline. The CPW recently reported herd numbers declining annually. Attached is Perry will's letter. Shameful that the BLM allows this early opening, when all the experts say the May 15th date should be the same on both sides of the Crown. As a follow up, I am sending the Perry Will CPW letter to Pitkin OST for their records.

Ω Ω Ω

I attended the Open House at Carbondale Town Hall on 5/17/17 and wanted to give you my thoughts. I can't understand why the County has owned the proposed option for the alternate parking lot for 2 years and still wants to take another year to develop it. This is a critical safety issue that needs a solution now. Begin now by providing off road parking – the curbs, gutters and asphalt can come later. Right now we just need road base and a Port-A-John. We also need signage:

“Bikers must ride single file on all paved parts of Prince Creek Road”

“No Parking on Prince Creek Road and at the entrance to the Prince Creek Subdivision”.

If the no parking was strictly enforced, the parking fines could be used to help fund the building and maintenance of the parking areas.

The immediate creation of a parking area and implementing a parking policy might just save a life! Prince Creek currently is an accident waiting to happen.

Ω Ω Ω

Thanks for the planning and outreach to improve this area for the benefit of all. I read the comments submitted so far and I agree with the consensus that we mainly need:

1. The parking lot with toilets in the bull pen area
2. A separated climbing and descending trail to access the trails above Monte Carlo to reduce conflicts from climbers and downhillers on the lower section of the PC trail system.
3. Longer term, a camping area would be a great addition.
4. Encourage parking at RFHS for people who want to ride the road; formalize that arrangement with the school district

Lastly, I feel that this area is a great yet undervalued asset for the Town of Carbondale, and I would like to see us market our outstanding riding opportunities to increase tourism and associated economic activity.

Ω Ω Ω

As residents of Prince Creek Village Subdivision which is located at the end of the pavement on Prince Creek Road, County Road 111, we have many concerns about parking, bikes, people and cars on the road.

We urge you to create the parking space at the Bull Pen Parking lot and/or at the wide, flat spot about a mile up the dirt road NOW in order to alleviate the parking problem along Prince Creek Road and at the entrance to the Prince Creek Subdivision. There are bikers coming down from the upper dirt road, going as fast as they can through the area of the subdivision entrance and the hordes of parked cars. When Prince Creek Subdivision residents are pulling out onto Prince Creek Road they cannot see up road or down road because of the number of cars parked along the road. Also the cars parked along Prince Creek Road reaches down the road ½ mile many days, which reduces the road down to a single lane.

When bikers have finished their ride, some put their bikes, back packs and clothes in the road and have their car doors open. They urinate in the creek, or bushes next to the creek, mindless of the fact that subdivisions get their drinking water from that creek. They let out their dogs, who have been in the car during their ride, to run around. Often times there are lounge chairs out while bikers have a beer after their ride while the dogs run and children ride bikes in circles in the middle of the road. The county road is treated as a parking lot which unfortunately is what it has become.

Bikers often ride from 2 to 5 bikes abreast up the road while flying down the road as fast

as possible. This all happens on a road that is full of blind curves. It is an accident waiting to happen which the Prince Creek Subdivision residents see every day.

Once the Bull Pen Parking Lot and/or a parking area up the dirt road a mile, is established we would like to see a strict parking rule enforced – prohibiting all road side parking and any parking at the Prince Creek Subdivision entrance.

Improvements to “the Bull Pen Parking Lot and adjacent trail” will lead to more usage and more required facilities and management. We encourage you to instigate a comprehensive management plan which can be monitored and enforced by the counties and organizations involved – Garfield and Pitkin Counties, BLM and Pitkin County Open Space and Trails.

Thank you for your consideration of this important matter.

Ω Ω Ω

I think the biggest issue at prince creek is the safety of the uphill and downhill riders. I think the trail connector would make a great downhill and let bikers pedal up the road.

Ω Ω Ω

I fully support the PC trailhead upgrades

Ω Ω Ω

Midvalley Trails Committee has funded many trails including the Buckhorn Trail and the upcoming extension of Buckhorn Traverse. We support any trails that are closer to Carbondale or Basalt and get people off the road and onto trails. We support two one-way single tracks from the parking area in order to promote safety and improve the experience for riders, runners and other users. I concur with Jon Fredericks’ letter on the other topics.

Ω Ω Ω

I attended the meeting on the 17th and filled out 3 comment cards. I do wish to give an additional comment stating that the parking for the bike trails be on the BLM land

proposed. This would keep the peace and serenity of the whole of the Prince Creek area.

Ω Ω Ω

I am writing in strong support of this project to improve one of the best and most accessible recreation areas in the Carbondale area. The parking lot will hopefully alleviate some of the issues the local residents have had with congestion at the junction into Stark Mesa.

I am hoping for the new trail connector to better accommodate 2-way traffic, as the existing Creekside trail is a challenge, with poor sight lines, and very tight turns. I'd prefer to see direction-specific routes (uphill and downhill), but realize there are challenges with that solution.

Thank you for helping to make Pitkin County an even better place to live!

Ω Ω Ω

It would be incredible to have one direction trails up and down from the new parking area to the Monte Carlo trail. This would reduce user conflict and possible collisions due to trail congestion.

Ω Ω Ω

I would like to see parallel singletrack trails for up / down travel. The reason is that directional trails being the gold standard, having parallel trails in this tight corridor could make a big difference in the safety and fun factors of this high-use access trail project.

Ω Ω Ω

I strongly urge you to move in a timely fashion to complete the new trailhead and trail extension at Prince Creek near Carbondale, CO.

Ω Ω Ω

I strongly urge you to complete the new trail additions and trailhead at Prince Creek ASAP. I would also like to voice my support for both an up and down route with

separate uphill and downhill single track strands from the new trailhead connecting it to the existing trails.

Ω Ω Ω

I support the recommendation to create two singletrack trails along Prince Creek and strongly hope you will consider the proposal and support outdoor recreation and allow for more space for everyone to enjoy this area.

Ω Ω Ω

I am in support of the two parallel single tracks down to better parking. I know the residents aren't keen on all of us parking near their turnoff. I have also had several close calls with opposing traffic on the two way single track up prince creek. Thanks for the opportunity to comment!

Ω Ω Ω

It would be great to see two single track trails (up and down). The word is getting out that Carbondale (and the RFV) are fantastic for mountain biking. Let's plan these new trails to not only accommodate our immediate needs but also the big increase heading this way in the future! Thanks!

Ω Ω Ω

Directional trails significantly increase fun and reduce user conflicts on high volume trails. My local North Fruita Desert system (18 Rd) would be salted with discontent and tears if the trails were not directional. If you have the resources and permits, please build a parallel trail.

Ω Ω Ω

I like to ride prince creek with my dog(s). The parking is super helpful currently, but a path to avoid the road completely would be great. Contrary to some of the other comments I've read. I'd prefer the trails to not be directional. I quite enjoy riding them both ways and feel that a small loss of speed is a good price to pay for that option.

Ω Ω Ω

As a mountain biker for 16 years, I'd love to see this approved.

Ω Ω Ω

I would like to support the need for additional single tracks for the Prince Creek trail system. Official parking for bikers and reducing the need to bike on the road alongside vehicles are both needed. Thanks for your interest in our safety!

Ω Ω Ω

More ridding, less cars, less pollution, more parking, NO problem. I vote 4. Thanks.

Ω Ω Ω

Please have two 1-way trails. The additional parking will be great, but there's enough use that directional trails will improve safety. Sorry I missed the meeting, thanks for doing this.

Ω Ω Ω

I think it is essential for safety considerations that this great new connector trail be two way. How we know that this is true is our experience on the singletrack trail just beyond the gate. Thank you overall for this nice improvement plan for a very popular zone.

Ω Ω Ω

Parallel trails for up down traffic! It's dangerous as is! Thanks all.

Ω Ω Ω

It seems to me that locating a trailhead parking lot 1.6 miles up from the Prince Creek Road/Highway 133 intersection will lead to an increased motorized traffic flow along the 1.6 mile segment. This would increase the congested conflicts between motorists and bicyclists that opt to bike the full distance or Prince Creek Road residents that bike to town.

Has the team considered an alternative location at the Prince Creek Road/ Highway 133 intersection and extending the separated trail the 1.6 miles?

This would fully connect the town of Carbondale to the Crown and allow for safe biking to town by those who live along the Prince Creek Road corridor, or that opt for beginning their biking journey to the Crown from town.

Perhaps yet another and preferred alternative is 3.1 mile trail beginning at the Prince Creek Road/ 133 intersection (an extension of the Highway 133 trail) with the parking lot at the proposed midway location.

(Hey, I'm a NEPA nut - I think you need to explore a range of alternatives and I think the one you have may generate new problems that can be solved if other alternatives are explored. I'm also a homeowner along this corridor - I guess that would make me an IMBY and not a NIMBY)

Ω Ω Ω

This would be a huge improvement to the safety of our riders. My son is an avid biker and it is always a concern having him ride Prince Creek roads to get to the trailhead. This would benefit the community for all riders and outdoor activities.

Ω Ω Ω

An up and down single track going up to Prince Creek would be amazing!

Ω Ω Ω

This trail seems like a great plan. Western Colorado should be the best place to bike in the country, we have everything we need to be at the top, and even a global destination!

Ω Ω Ω

I have been riding the Crown trails for over a decade and fully support the idea of creating a uni-directional trails from the proposed parking area all the way to the current intersection of Monte Carlo with the X-mas tree trail. The increased volume of riders over the last 2-3 years makes the current bi-directional configuration of the Monte Carlo Trail very dangerous.

Unfortunately, from the descriptions that have been provided, it is hard to tell which side of the road contains the proposed parking lot, and which side has the trail. My current understanding is that users will have to cross the road at the curve at Flying Dog Ranch. This seems like a very dangerous configuration as the road leading into this area is blind in both directions. If the lot is located here, you must add speed control dips (like those guarding Crystal River Ranch on CR108) to keep speed down. Ideally, use the land up at the end of pavement for the parking area.

Ω Ω Ω

As owners of the adjacent ranch to the proposed OS&T project on Prince Creek Rd. for the past 42 years, we have some specific concerns.

1. Safety. The proposed "bull pen" parking lot is an ill-conceived parking solution. The "bull pen" is located between 2 dangerous curves with 4 blind driveways accessing this stretch of road. Seven families, two working ranches, a logging operation and an entire subdivision access this 3,000 linear ft. stretch of Prince Creek Rd.. At the first curve in front of the Flying Dog Ranch and Tybar driveway, there are frequent cattle trailers, semi cattle pods, logging trucks and agricultural equipment turning into and occasionally turning around in the apex of the curve. It is also a school bus turn around. Cell phone reception ends at this point and often times there are several cars parked along the narrow curve, further adding to safety concerns. On the west side of the road the East Mesa Ditch runs parallel to the road for 300 ft.

2. We are also concerned about the development of the parking lot itself. There are County, State and Federal regulations, concerning affluent material either leaching (if dirt) or run-off (if paved) into Prince Creek. The Creek is a source for livestock watering and irrigation and ultimately deposits into the Crystal River. We would like to see how OS&T will engineer a filtration system to control this.

3. Our other specific concern is the existence of a 30' wide domestic water line easement that supplies three properties...6 homes, 3 barns and stock watering tanks. This is a 1902 water decree and runs either parallel or in some cases, depending upon the exact location of the trail, beneath the proposed trail. Again, depending upon the exact location the trail could potentially encroach upon 3,000 ft. of the easement. One

thousand ft. bisect the proposed parking area. The aging water line has been inspected and it has been determined that it is in the very final stage of its useful life. Should the owners of this valuable water system need to replace it in the future, it could potentially require removing the trail and replacement would be the burden of OS&T or ultimately the taxpayer. We believe this to be an oversight of the due diligence process of the overall project.

Clearly there is a need to mitigate the problems associated with recreational use of Prince Creek Rd. We are not adverse to this healthy/fun activity and encourage responsible use of our great outdoors. Our hope is that we can accomplish this in a safe, environmentally sensitive and neighbor friendly manner.

We would encourage Pitkin County to negotiate with BLM to place the parking lot on BLM land. This is ultimately the desired destination of the mountain biker. If the BLM is and has been the promoter of recreational use of the Crown, it seems logical that they would provide the necessary infrastructure. Be reminded that improving recreational facilities will compound all accompanying impacts in the future.

Best Regards and thanks for your time,
Flying Dog Ranch

Ω Ω Ω

Although I am not a resident of the Roaring Fork Valley, I travel there often from my home in Chaffee County to enjoy the trail system. I would encourage the agency to consider extending the trail to separate motorized and non-motorized as this not only enhances the user experience, but also adds considerable safety. A separate uphill/downhill trail also makes sense as it will provide safe enjoyable travel without disrupting a large area. I hope you will support the vision put forth by the local trail group since they know the needs and desires of the local community.

Ω Ω Ω

Thanks for the opportunity to comment. First, put a parking area as far down the road as possible to get folks off the road. The Bull Pen looks optimal. I have mixed feelings about two parallel directional trails. While this option gets users (for the most part) off the road in a safer configuration, the corridor is tight for both routes and would diminish part of the experience. The issue with a single two way route is speed differential, so

separating the up and down traffic makes sense. I personally like coasting down the road to town after a ride on dirt because it is just as fast as driving. It isn't the single-track experience, but I'm good with that. Porta-potties in the lot probably are needed along with maps. Porta-potties will be subject to vandalism and I typically don't use them unless it is situation critical. I do not favor directional trails above this new section of trail. The users work this out now and hopefully will continue to do so. Prince Creek provides an important use relief valve for Red Hill and an alternative option, so improving the experience there is important to relieve the pressure on Red Hill. Thanks again for pursuing this option in Prince Creek.

Ω Ω Ω

I regret that I was unable to attend the open forum on this issue on may 17th. I appreciate the opportunity to contribute my comments and have reviewed the numerous thoughtful comments contributed to date. I attended the County commissioners meeting several years ago when this plan was first presented prior to purchasing the private land to be used for the project. My concerns then and now relate to the proposed parking area in the bullpen. To have bikers crossing between the parking area and trail in this double blind curve where cars speed very fast down the middle of the road is a terribly dangerous plan. It is not a matter of whether accidents will occur, but how often and how serious they will be.

I have lived in this area of Prince Creek road for 17 years and frequently walk on the stretch of road paralleling the proposed trail. I usually pick up trash as I walk. Both the traffic and trash have increased dramatically over these years. The recreational trail will be a boon. The parking area will be a horror. It is very doubtful that it will supplant the parking and trash issues at the base of Handy road; it will just add another problem site. I agree with the comments regarding encouragement of parking at the more than adequate parking lot at the high school or elsewhere in town. It is only 2 miles more to the proposed new trail. Hopefully, someday the trail along Prince Creek will extend to join that along highway 133. To temporize with a parking area part way up Prince Creek road would be, I believe, a major mistake.

Ω Ω Ω

I'd love to have two trails - one each for going out and back on the connector from the new trailhead. Better overall signage and map boards strategically placed throughout the system as well. In general, designating direction of each major trail would aid during busy times of year and help with the multiuse nature of the trails. Keep up the great work, and thanks for getting our input!

Ω Ω Ω

Car traffic along the Prince Creek Road is very impactful especially in the late afternoon and early evening hours. Way too many cars for those of us who like to walk and much of it generated by bikers in a hurry to get to the trailhead. The best planning would seem to encourage parking in town at the High School for those that don't ride from home and not to create more parking areas farther up Prince Creek. This would address the issues of speed and congestion for the subdivisions affected by the heavy use. Thank you.

Ω Ω Ω

This needs serious consideration because of health and safety issues that will arise from this. I live right beside the road and see a parking lot will only increase traffic even more because now people will drive up here more. It will increase pollution with people stopping to go to the bathroom, leaving trash and going onto private lands along the 1.5 mile path along our beautiful Creek! What we need is a bike path all the way from Carbondale to get all bikes onto a path all the way up Prince Creek and public should park at the high school with no parking up Prince Creek allowed.

If they do consider a parking lot it needs to be on BLM land because traffic is slower there (up past the pavement) and the trails are currently on BLM so that makes more sense.

Please reconsider the location for a parking lot if you really need to add one and yes a bike path alongside Prince Creek road is definitely a must. It is only a matter of time and there will be someone killed up here because I have seen increased traffic just in the last year with people speeding and have never seen anyone stopped by a Sheriff ever. Our road is winding and beautiful along a beautiful Creek. We do not want to see it ruined because that is the reason we all live here!

Because we are now on the internet, increased traffic is a given to access these bike paths, so we need to be careful what we build. If you build it they will come!

I have meet many people biking on the trails that are from Switzerland and other places

in Europe because they found Moab and then looked for something close by and Prince Creek came up on their app.

PLEASE REALLY THINK ABOUT THIS!

Thank you for letting us give our input on this.

Ω Ω Ω

The new singletrack trial section along Prince Creek should be just that a singletrack. Make it twisty and slow so folks can climb it easily and descend it slowly and safely. If you have a down trail you will have a high speed race track for the faster riders. Will the slower riders and hikers be run into from behind on the down trail? Most likely those riders who are in a hurry will ride the road anyway.

The bull pen lot will move the parking problem down from current location to another problem area. The curve at the Red Barn corner will still have bikers and all the cars with bikes going around it. Having a parking lot lower on Prince Creek would eliminate all the cars going to the Bull Pen lot. Rerouting the PC road to the west through the Bull Pen would put the parking lot on the same side as the trail, give a better sight line through there and keep people away from the creek.

Pit toilet or portapotty should be located along trail somewhere not in the parking lot. If you have a toilet accessible to autos you will have campers year-round and the parking lot will be party central. The Rio Grande path toilets are well located for just that reason. Long term I would love to see a singletrack trail that comes up PC than circles around and comes back out near Whitehill and then into Carbondale. Folks could ride a loop instead of riding out and back which would cut the traffic down some.

Thanks for listening hope these thoughts help the process.

Ω Ω Ω

The proposed lot seems super dangerous to me....why would you have riders cross the road in what seems like a blind curve. I feel the parking should be put on BLM - perfect place would be the field on the left-hand side going up the Prince Creek Road on BLM Better plan is to NOT disrupt current residents who chose to live "rural" and figure out how to place the parking lot in between Cabin Dr and Handy Dr so neither

neighborhoods take the hit! Not sure how you could consciously impact the nearby homes with noise, lights, campers, etc. Totally not necessary to impact these nearby homes.

Ω Ω Ω

The Roaring Fork Mountain Bike Association is grateful for all work to date by Pitkin County to acquire the open space land and easements for this project. The vision of a new formal trailhead for recreation trail users accessing the Prince Creek and Crown BLM Special Recreation Management Area is one that we support wholeheartedly. Locating this parking at the "Bullpen" provides the opportunity for less driving on Prince Creek Road by trail users and is greatly improved by the addition of an access trail between this new lower parking area and the existing higher elevation trails. The potential for more people to forgo travel to this area by car is increased by bringing singletrack closer to the Hwy 133 and Crystal River bike path corridor.

The new trailhead parking area will be an improvement for both trail users and locals who live in the vicinity. Additional signage should be provided to calm vehicle traffic in the area, ensure a safe crossing from parking lot to new trail, and guide first time visitors in how to best experience the trail system.

RFMBA is advocating for the new trail to be two parallel trails for dedicated up and down travel wherever the new open space and easement corridor is wide enough. Dedicated direction trails would provide a superior user experience, taking into account both safety and fun factors.

RFMBA is willing to assist, through staff and volunteer time, with trail alignment design on the ground. Once the corridor boundaries are surveyed and clearly identified on the ground, we would be happy to study the existing conditions in detail to come up with best possible solutions for each segment of the trail corridor. We also look forward to working with our partner RFOV to implement any volunteer hand built sections of this new access trail corridor.

Given the length of trail to be constructed, especially if parallel trails are part of the final approved solution, a "hybrid" construction solution may be considered. During 2017 we have seen good examples of trails built in New Castle and Carbondale that utilize a mini excavator to achieve the initial trail bench cut, with volunteers providing all finishing work to complete the trail.

Thank you for investing in the wise evolution of the incredible trail system that already exists in this portion of Pitkin County. RFMBA looks forward to partnering on the implementation of this worthy project!

Mike Pritchard

Roaring Fork Mountain Bike Association, Executive Director

Ω Ω Ω

Thanks for the opportunity to comment. I have interests being a prince creek homeowner, regular walker on the road with my dog and wife, regular runner on the trails, east mesa ditch shareholder and interest in conservation, both trails and wildlife as an AVLT board member. I think the trail is a very nice plan for safety and improving the experience on that stretch of the road for walkers bikers and probably drivers. The issue seems to be battling neighborhoods s to where to put the parking. We live below the flying dog and a parking lot there at least needs to be bermed for view and sound. Also the precedent was set there with the original BOCC approval limiting events and number of cars at flying dog. The was at the behest and consideration of neighbors down the road, some of us still there. That precedent needs to be at least acknowledged and reviewed in regard to flying dog parking also. I have thought that a new lot would be fashioned just below the current flying dog lot?

The curve at the ranch is very dangerous with 5 drives coming in at the same place, the ditch, the blind curve and the fifty mph speeds around the corner. piping the ditch and berming the flying dog entrance to one opening might make that safer as a bike path traverses that stretch The bull pen proposed lot has the most open view both directions. The current parking at the end of the pavement is not acceptable for a number of reasons Many runners, hikers, families, and some bikers access the trails further up the road just short of the old shooting range. Can some small spaces be fashioned up the road also? A small parking lot up higher also.

I am concerned with wildlife impacts thru the Tybar, and up prince creek with winter use now with bikes and runners. Could we consider a stewardship council for the area involving the different constituencies for the area. Neighbors, ranchers bikers campers runners, etc.

The prince creek homeowners have had a yearly cleanup effort from the top of prince creek to Hwy 133. Involvement of all users in that would build pride and understanding of multiple use.

I would like to see an educational effort re wildlife ethic and outdoor ethic and the importance of conservation at the trailheads----that being one of the new commitments of OST with the recent tax election. This could be signs, email to registered users of the area, etc.

Neighbors and ranchers are concerned about speed! 50-55 mph is commonplace especially on the straight below flying dog. A speed registering sign similar to what we requested and was placed by Brian Pettit last year would be a start. Speed dips similar to those installed at the Crystal River Ranch would seem to me to be a necessity below the Flying dog and on either side of the parking entrance if it is to be a the bull pasture.

Thanks for listening and for your stewardship of open space!

Ω Ω Ω

As you are aware, the Prince Creek Home Owner's Association has been asking for improvements to the area at the bottom of Handy Drive for many years. We were encouraged some years back when you purchased the property and easements that would significantly improve the safety of our residents and the various trail users. For purposes of this set of comments, let's agree that this part of Prince Creek Road runs East and West with the Flying Dog at the West end and the Crown at the East end. Handy Drive would come in from the South.

Our primary concerns are for safety in these ways:

1. There are currently six or seven parking "spots" to the East of Handy Drive on the South Side of Prince Creek Road. When cars are parked here, there is no way for cars or cyclists coming down Prince Creek Road to see cars and bicycles coming out of Handy Drive. For those of us coming out of Handy Drive, we are never real sure if a car or cyclist is about to scream down the hill into the intersection. There have been several near misses at this location.
2. It is very similar situation with the cars parked to the West of Handy Drive on the South side of Prince Creek Road. People coming up the road in cars or on bicycles are not usually going as fast, but the visibility from Handy Drive is still very impaired.
3. This parking situation is at its worst, or most full, in early Spring and late Fall for obvious reasons. We have counted more than 40 cars parked along the sides of the road – North and South – which stretches a long way down Prince Creek Road. The shoulders

are not sufficient to totally get these cars off of the road so that on many occasions, there is barely enough space for an automobile to get through. If a fire truck or ambulance was needed in the Prince Creek Subdivision, they would not be able to get through and this is a serious health and safety problem.

4. Fire trucks, ambulances, trucks with trailers and the like do have larger turning radius requirements than regular automobiles, and times the parking at the Handy Drive intersection is so tight that egress and ingress by such vehicles is impossible. I do not think I should have to be trapped in my subdivision any more than I want safety vehicles to be trapped out of our subdivision.

So with that in mind, I think any solution which addresses these issues positively and permanently would likely be acceptable. I do not think that signage and enforcement is an adequate solution to the parking on the South side of Prince Creek Road for something like 75 feet to the East and West of Prince Creek Drive. I think there should be positive barriers, maybe a continuation of the existing boulders to eliminate parking in this area permanently.

As to some of the alternatives:

1. Putting a parking area down by the Bullpen area seems to work pretty well. I think it works better as a parking area if the road is moved over to close to the creek and at least some of the parking could be on the same side of the road as the trails are.

2. I am skeptical about the trail actually having any more function than connecting to the overall Crown trail system. If it were a paved trail it might help to get hikers and road bikers off of the road.

I personally don't have a problem with people parking up near Handy Drive. If parking could be limited to the North side of the road and off of the roadway, I think that would be acceptable. The trail should stay to the West from there and hopefully eventually connect to Highway 133.

4. I recognize that there are some restrictions, but there is a pretty good sized space between the creek and Prince Creek Road just East of the Western edge of the Conservation Easement. This might be the best place of all if it were possible.

Thanks for your consideration.

Ω Ω Ω

I live on Prince Creek Road. I see the dangerous bike traffic. A bike path from Hwy 133 to the Monte Carlo trailhead MUST be built irregardless if you build a parking lot or not! At this point I don't care what size or surface it has, just get the thing built....before someone gets run over!

My first choice: Build a bike path from Hwy 133 up Prince Creek Road to the start of Monte Carlo Trail, and do not build a parking lot anywhere. This is Carbondale - we're supposed to be this hip green town, so let's require people to ride from town.

My second choice: Build a bike path from Hwy 133 up to a parking lot at the Monte Carlo trailhead, not anywhere along the paved part of Prince Creek Road.

Ω Ω Ω

1. Speed dips should be installed especially in the straight away between McIntyre's barn and Meadow Court - too many people are driving well above the 35 mph speed limit.
2. Dog poop bags and a small trash can for dog poop only should be at the trailhead. Substantial fines should be given to people who don't pick up after their pets.
3. There needs to be a ban and enforcement of fines on burning pallets for fires - nails are a danger to pets, horses and bikes.
4. All the illegal camping sites along Prince Creek should be made unusable; establish a legal campground, with a restroom, of maybe 6 sites at the 'S' curve,
5. Bikers should be made to ride single file on Prince Creek Rd/County Rd 111. Riding 2-3 abreast creates dangerous situations for those of us who live and drive the road.

May 17, 2017

Lindsey Utter
Pitkin County Open Space & Trails
806 West Hallam St
Aspen, CO 81611
Via email: lindsey.utter@pitkincounty.com

RE: Prince Creek Trailhead and Trails Design

Dear Lindsey,

I wish to thank Pitkin County Open Space and Trails for recognizing the public need for trailhead solutions in the Prince Creek corridor, and for making the necessary acquisitions to enable the implementation of an improved system, thereby minimizing the impacts to adjacent landowners while improving the user experience.

As you proceed with the planning of this project, please consider the following items:

1. **TRAILS.** For safety and experiential reasons, I believe there should be both a designated climbing route and a designated descending route from the future trailhead/ parking area.
 - a. **Climbing Route** – this should be designed for the use of all levels of cyclists, including beginners. For this reason, the maximum gradient should not exceed 4% (if allowed by terrain and property constraints). The route should be designed to be interesting and enjoyable, with an abundance of gentle curves and grade dips for proper drainage and “rests”.
 - b. **Descending Route** – this route should generally parallel the climbing route, as allowed by property constraints. This route should also be designed for all levels of cyclists. The descending route should be designed with an abundance of speed-appropriate curves, which help to control speed without significant braking, thereby preserving the trail surface and diminishing the potential for erosion. Attention should be paid to designing the trail sections for a variety of speeds, for example: some sections may be designed with larger curve radii for greater speeds, while some segments may be designed for moderate speeds with smaller turn radii, using trees/vegetation as a natural component for speed control. Transitions between segments should be gradual, without abrupt changes in turn radii, which can be dangerous and damaging to the trail surface.

- c. **Coordinate New Routes with BLM** – the new climbing and descending routes should be coordinated with the BLM as follows: A second new BLM trail route should parallel the existing Monte Carlo trail up to the intersection with the Christmas Tree Trail, where trail traffic generally disperses. The existing portion of lower Monte Carlo is extremely dangerous as an up/down route, with many blind corners and high speed riders. Many user types and abilities use this trail, including children, runners, and dog walkers. It is important for the BLM to consider adding a second directional trail in this area, to connect to the County’s future parallel routes.
- 2. TRAILHEAD/ PARKING AREA.** The new trailhead parking area should be designed for efficient accommodation of current and future parking needs, while preserving the unique attributes of the site such as Prince Creek and the existing tree clusters. While an additional cost, it is important to consider the provision of pit toilets to maintain a sanitary trailhead environment. The trailhead should also include a commercially-available bike maintenance station with a pump. This will be helpful for all riders, but especially those visiting our trails from out of town that may not have adequate tools with them. Any materials used in the construction of the parking area/ trailhead should be contextually appropriate.
- 3. USER CONSIDERATIONS.** Many types of users currently recreate in the Prince Creek area, and these uses will likely expand greatly in the future.
- a. The new trailhead and trail connections should be designated for non-motorized and mechanized use only. Motorized use of the new trailhead and trail connection would present many user conflicts and safety issues, would not directly connect to any motorized-accessible trails on BLM land, and therefore should not be permitted.
 - b. If dogs are allowed on the new trails, leashing should be required for the safety of all users and for the protection of adjacent cattle operations.
 - c. Overnight parking/camping should be prohibited at the trailhead.

Thank you for the opportunity to provide these comments. I can be available to assist in any planning/design work sessions or field work as needed. Please call me with any questions at (970) 379-4155.

Sincerely,

LANDWEST

A handwritten signature in black ink, appearing to read 'Jon Fredericks', with a long horizontal flourish extending to the right.

Jon Fredericks
Principal

Cc: Mike Pritchard, RFMBA
Todd Fugate

Prince Creek Trail Access

NORTH SECTION



MAP COMMENTS

- Equestrians and hikers need trails for walking enjoyment. Equestrians are significant users and are part of our community and need soft track to ride on. Fast bikers can cause problems for the walking user groups. The Crown has many washed out straight up two track trails on the BLM. They are getting worse every year. Horse Council wants to help mitigate the situation. Better truck and trailer parking for equestrian access. Please include equestrians in trail parking and connection. Equestrians need soft track!
- I recommend a survey of majority users or dual trails for bikes and equestrian use to maintain peace amongst users.
- 2 trails (up and down) or at least in poor sightline areas (and get two ways for Monte Carlo or BLM).
- 2 fun single track trails (up and down) will move bikes off roads with less traffic and smiles for all. (this or I'll just ride the road)
- Posted "single file for bicycles" on Prince Creek Road and enforced!
- Garfield and Pitkin County enforce speed limits on cars
- Bathrooms at new parking lot, vault or permanent toilet
- Parking lot sign that has a trail map / trail signs. (wrong way on Ginormous) so no one gets hurt.
- A desirable trail (or trails), aesthetically pleasing facilities, easy to read signage.
- Make sure parking area has a detention pond for runoff

← Public Comment

— Trail

— Trail - Winter Access

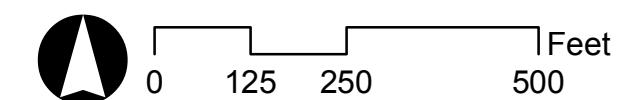
▭ Pitkin County Boundary

▭ Prince Creek Trail Easements

▭ Open Space (fee simple)

▭ Conservation Easement

▭ The Crown (BLM Lands)



Prince Creek Trail Access

MIDDLE SECTION / BULLPEN

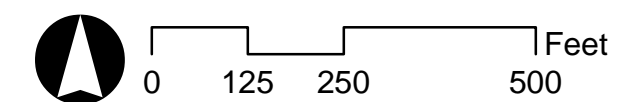


Bullpen Parcel Open Space



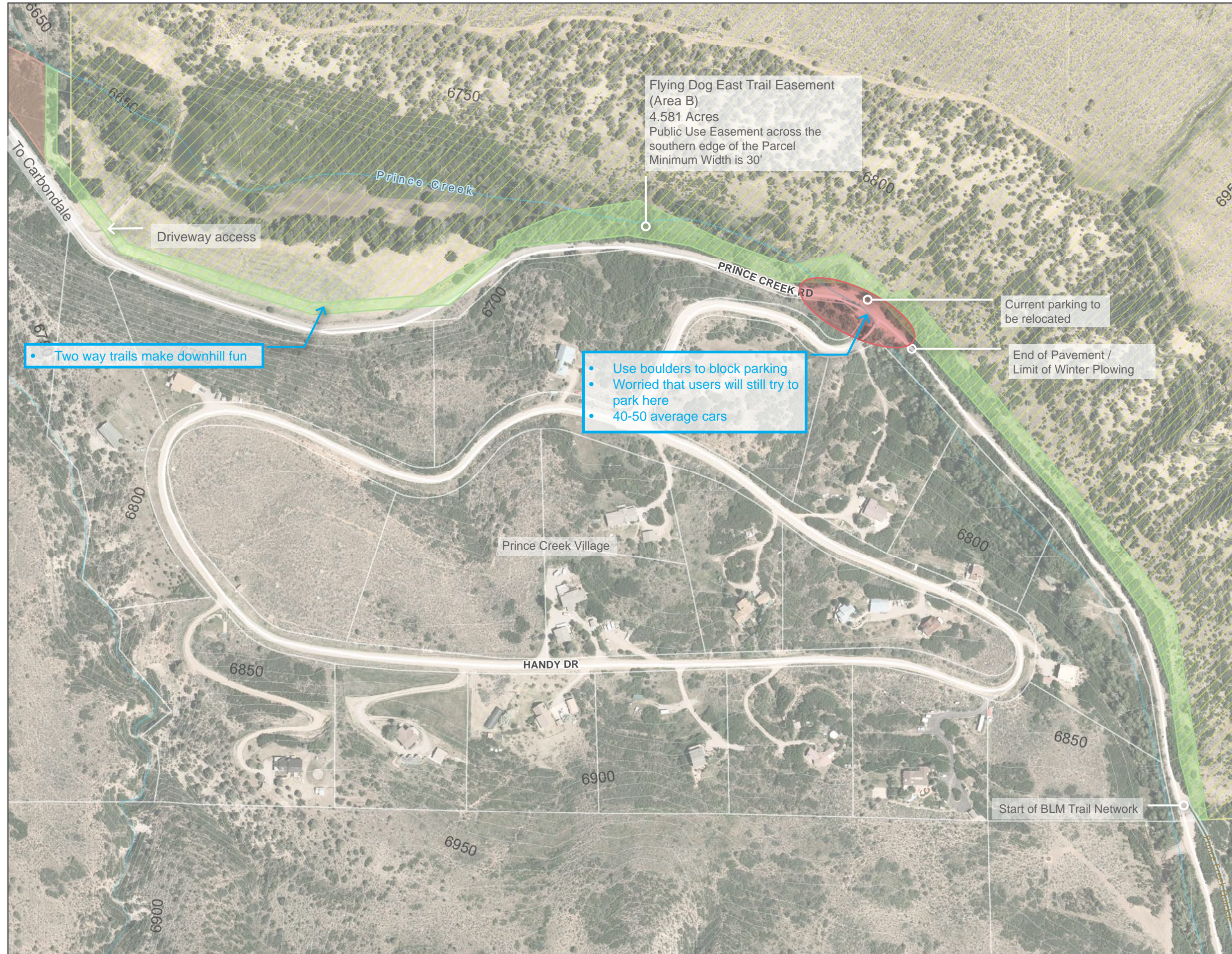
Parcel 2 from Angus Lane looking northwest

- ← Public Comment
- Trail
- Trail - Winter Access
- ⌈ Pitkin County Boundary
- ▭ Prince Creek Trail Easements
- ▭ Open Space (fee simple)
- ▨ Conservation Easement
- ▭ The Crown (BLM Lands)



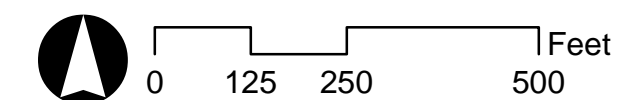
Prince Creek Trail Access

SOUTH SECTION



Trail corridor looking toward Prince Creek Village

- ← Public Comment
- Trail
- Trail - Winter Access
- ⌈ Pitkin County Boundary
- Prince Creek Trail Easements
- Open Space (fee simple)
- ▨ Conservation Easement



Comments Submitted Following Release of Draft Plan

Besides the fact that the bullpen is a terrible place for the parking lot, which would be much better at a wide space ABOVE Prince Creek, there is another problem.

BLM and forest service land is supposed to be MULTIPLE USE. Many of us who live on Prince Creek and pay Pitkin County taxes, have for many years walked or rode horses on these trails above the Prince Creek subdivision and up to the crown. We are already endangered by bikers coming down these trails at unsafe speeds, even around blind bends.

The idea of encouraging even more biking up there is dangerous to other users, including children and pets hiking with their families.

As it is, there should be only ONE trail, preferably on the north side of the road, designated for high speed descent and building of jump ramps. The jump ramps are another problem for hikers, difficult and too slippery for safety of those walking.

Please be sure all members of OST committee receive this letter.

Ω Ω Ω

Please include yield triangles in any trail area updates or building. There is the misconception that cyclists trump everyone else, when in fact they do not.

Cyclists yield to those on foot.

Pedestrian yield to horses.

Cyclists yield to horses.

When faced with someone with the same mode of transport coming in the opposite direction, the uphill traveler has the right of way.

This is a safety issue more than it is a manners issue.

Ω Ω Ω

Additional parking and off road trail is desperately needed. More trails on the crown would also be a great addition. This are will only become more popular and could become a driver for economic growth for the whole community. Home owners along

the road should not be allowed to "keep this for themselves" it is for everyone! That is the point of public lands.

Ω Ω Ω

I am in favor of the Bull Pen parking option and dual single-direction trails. Hopefully eventually Monte Carlo can also become single-direction between the cattle guard and the bottom of Ginormous.

This area is an important part of the community for recreation, and is also a benefit to our economy.

Ω Ω Ω

I was able to drive the trail and see the chaos that OST has created on the back side of Crown Mountain via the Prince Creek Trail. There were people everywhere, bicycles, trucks, cars, trash and people, people, people. How sad when once this was a quiet lovely place. Don't ever tell me that Open Space is about Open Space it has become about DEVELOPMENT. PLEASE STOP SPENDING MONEY ON ALL THIS AND OPENING THE BACKCOUNTRY TO HUMAN INTERVENTION. Wildlife has no refuge and people will just keep coming and ruining the area. How sad to ruin the environment.

Ω Ω Ω

My wife and I live in the Stark Mesa subdivision on Prince Creek Rd. We are very opposed to the Bull Pen Parking Lot! along with all the other residents and neighbors of Prince Creek Rd.. Has OST thought of the Nuche Park parcel as a parking lot? It is right at the end of Prince Creek Rd and Hwy 133. It is owned by the town of Carbondale in the interim use RFHS parking lot until the bike trail gets all the down Prince Creek Rd.. Having a possible parking lot on Prince Creek Rd and or up on the Crown the impact of vehicle traffic would be overwhelming. We have lived at our place for the past 26 years and have always dealt with more traffic that Prince Creek can handle. Putting in a trail to help make bikers safe is of course a good idea, but the approach is not going to work. There will be more cars and bike traffic as everyone that rides Prince Creek is not all TRAIL BIKERS. Several are leisure riders that will always be in the road. When the bikes come down Prince Creek they are going faster than the cars. Why do they not have to abide by the speed limit and other traffic rules. ‘

Ω Ω Ω

Prince Creek side on the Crown is inundated with too many mountain bike riders. The other users, hikers and horseback riders are harassed and intimidated by fast moving bikes and bike riders who just want a challenging physical workout. They care little for the peace, beauty, and fragile wildlife habitat that they plunder with their legal trail building. Enough is enough! There is no parking for equestrian trucks and trailers, and hikers are also challenged by the swarm of mtn. bike cars parking out every possible spot.

The other egregious infraction for the Prince Creek -Crown access points occurs when the BLM opens that side of the Crown on April 15th, one month before the CPW(DOW) recommended May 15th opening. This is having dire consequences for wildlife calving, which takes place below Mt. Sopris, near Hay Park and on all the foot hill calving areas skirted around the mountain's base. Early opening sees a deluge of mountain bikers rampage at every access point onto the Crown opening day, and every day there after. Pregnant deer and elk are driven to the Glassier side of the Crown, where it is reported they are aborting, abandoning calves. Even if calves survive, the trek to their summer range and their traditional calving grounds, will take newborns lives. This must stop. Pitkin OST must stand up for what is morally and ethically right, and support the other trail users, and the wildlife.

Make a formal request of the BLM to open the Prince Creek side May 15th. Limit the number of mountain bikes allowed everywhere. Things are getting out of hand. Thank you for standing up for what will insure a peaceful environment on the Crown for trail users and our precious wildlife.

Ω Ω Ω

I like the plan so far. I'm crossing my fingers for the dual (up/down) trail alignment and I'm really excited about the county investing in a "Town to Crown" campaign. Great idea!

I remain concerned about a parking-lot/trailhead midway up Prince Creek Road. It will create as many problems than it fixes. The mountain bike trailhead should be brew-pub parking in downtown Carbondale. The hiker, runner, winter access trailhead should be further up Prince Creek Road (near the lower entrance to the Crown Road).

There is one piece of language in the plan that may unnecessarily limit future options: Section 4.2.1 - "Phase II of the trail will focus on the easements downstream from the Bull Pen and will not begin until a parking area has been completed." I'd like to see OST

leave the option open to complete the full trail prior to adding parking. Maybe Phase 1 of the trail and the "Town to Crown" campaign can buy enough time to make that happen.

Thanks for all your efforts!

Ω Ω Ω

Comments are great, but when the persons involved (Will) are disinterested in meetings , dressed like they just got out of bed, don't care about anything but moving forward with out any input is very very discouraging . This is a railroaded joke and a shame of rich money and secret trading . Wexner gets what he wants and will is a pawn . Shame. Shame pitkin and their nieve foresight

Ω Ω Ω

I live up Prince Creek on Stark Mesa with my husband, clay Boland. We and all other Stark Mesa residents have protested the bullpen site for the parking lot due to the traffic congestion there with driveways and the blind curves above and below. You will create traffic accidents. Furthermore, you are encouraging the Crown area to be overrun by bikers, many of them descending much too fast for the safety of hikers, horseback riders and their pets and children. And that's not to mention that the Crown area is prime wildlife habitat.

If you must have more parking, it should be ABOVE Prince Creek subdivision or at the bottom of the road.

But first you really need to take a hard look at how many bikers can use the Crown without detriment to other taxpaying users and wildlife.

Ω Ω Ω

Mountain biking is one of the fastest growing sports in the world. With trail improvements on the Crown and the growth of the sport, it is critical that we move forward with not only better accommodating current users but also future users. I support the proposed Prince Creek trail and finding a better solution to parking. I'd also like to see directional trails where possible and practical. And I am happy to assist with any volunteer efforts to build the new facilities.

Is it possible to enlarge and expand the parking at the end of Prince Creek Road, past Handy Drive, with the closure just as the road enters private land. Plowing could end there and prevent cars from going farther.

Ω Ω Ω

Since we have the bull pen site for parking, we should look at a site plan diagram to show how the site would work as a parking area. Site could be most appropriate with appropriate planning. And, you guys know how to plan. Thanks.

Ω Ω Ω

The recent town hall meeting in Carbondale was very informative. Beyond the specifics of the plan for trail from bullpen to BLM land, it put this into context of the larger vision of a complete "feeder" trail from Carbondale/ hwy 133 to the planned complex of trails in the Crown area. It is clear that planning for the whole feeder is being actively pursued in conjunction with property owners and Garfield county. Realization of this larger vision is important to my opinion of the current, restricted plans for parking. Having lived off of Prince Creek road for 18 yrs and walking this stretch of the road frequently, I am very cognizant of the biking populations on Prince Creek. There are really three subsets of riders. One set rides from town up to the end of the pavement for a quick workout (this is a steady uphill challenge. Not for the unfit). A second set of riders wants a longer challenge and will ride from town farther up onto BLM land for varying times and distances. A third set has no interest in riding the paved, more heavily trafficked stretch of Prince Creek road and drives on up to access the dirt trails. Given these riding patterns, a trail that gets some of these riders off of the paved road will be valuable. A parking lot with signage and toilet facilities (one or more)would be be most appreciated close to the complex of trails on the BLM crown area. A parking facility part way along the paved segment of Prince Creek Road (closer to town than to the Crown trails) would not be really usefull. Although this is thought of as a rural area because of the open ranchland, there are actually numerous residences and associated motorized traffic along Prince Creek paved road. Given the safety and other issues raised by the homeowners in this area , it would seem to be ill-advised to plan for a large parking lot here. Plans for parking, camping etc. should be reserved for the Crown/ BLM land.

Ω Ω Ω

The Roaring Fork Mountain Bike Association continues to be grateful for all work to date by Pitkin County to acquire the open space land and easements, and now for planning trail and parking solutions for this project. The vision of a new formal trailhead for

recreation trail users accessing the Prince Creek and Crown BLM Special Recreation Management Area is one that we support wholeheartedly.

The draft plan identifies the Bullpen Parking Lot and Trailhead as Option 1, while Option 2 is an open ended potential to secure other land at different location for this function. The final plan should proceed with implementing Option 1 without further delay. Delaying a solution to the current parking issue may cause confusion for the public, difficulty with implementing closure and enforcement of existing parking locations (management action 4.1.3), and introduction of new parking problems along the county road.

A future Parking Lot located at the "Bullpen" provides the opportunity for less driving on Prince Creek Road by trail users and is greatly improved by the addition of an access trail between this new lower parking area and the existing higher elevation trails. The potential for more people to forgo travel to this area by car is increased by bringing singletrack closer to the Hwy 133 and the Crystal River bike path corridor. A solution should be designed for the parking lot, so that about 40 parking spots are provided initially, with either a future phase expansion area, or a simple overflow parking area provided to accommodate the public for many years to come.

The new trailhead parking area will be an improvement for both trail users and locals who live in the vicinity. Additional signage should be provided to slow and calm vehicle traffic in the area, ensure a safe crossing from parking lot to new trail, and guide first time visitors in how to best experience the trail system. RFMBA will be supportive of any PCOST programs designed to encourage mountain bikers to ride to from this trailhead from their homes and workplaces in nearby Carbondale.

RFMBA is continuing to advocate for the new trail to be two parallel trails for dedicated up and down travel wherever the new open space and easement corridor is wide enough. Dedicated direction trails will provide a superior user experience, taking into account both safety and fun factors.

RFMBA is willing to assist, through staff and volunteer time, with trail alignment design on the ground. Once the corridor boundaries are surveyed and clearly identified on the ground, we would be happy to study the existing conditions in detail to come up with best possible solutions for each segment of the trail corridor. We also look forward to working with our partner RFOV to implement any volunteer hand built sections of this new access trail corridor.

Given the length of trail to be constructed, especially if parallel trails are part of the final

approved solution, a "hybrid" construction solution may be considered. During 2017 we have seen good examples of trails built in New Castle and Carbondale that utilize a mini excavator to achieve the initial trail bench cut, with volunteers providing all finishing work to complete the trail.

Thank you for investing in the wise evolution of the incredible trail system that already exists in this portion of Pitkin County. RFMBA looks forward to partnering on the implementation of this worthy project!

Mike Pritchard
Roaring Fork Mountain Bike Association, Executive Director

Ω Ω Ω

Please don't put a parking lot on the entrance to our Stark Mesa road. You've already created a monster with all the traffic and inconsiderate bikers riding 3 and 4 abreast up the road. With a parking lot on the curve you are creating an unsafe situation. The parking problem occurs on the weekend when the lot at the high school is completely empty. Why can't the bikers park there and ride up to the trail? Also who will police this lot for camper and garbage. We are seeing traffic up our private road from bikers. If this trail is on BLM land and people won't park at high school, put the parking lot on BLM road! I've been told by a open space board member "we already bought this land" some I assume he meant it was a done deal. Please consider the peaceful life of the resident that live (and pay taxes) on Prince Creek road not just the bike lobby.

Ω Ω Ω

While I understand some of the concerns of local residents being impacted by a potential trailhead parking location at the bull pen pasture, I believe the impacts will be significantly lessened over the existing scenario. It is well documented that having direct access to trails will only help to improve local residents' property values. This location provides the greatest good for the greatest number of people, and will be well-managed by Pitkin County OST.

Concerns regarding safety and sight lines can be easily mitigated through adequate signage and crosswalk striping. It is a well known fact that constricted and narrow travel corridors are the most effective form of traffic calming. Any theory of "improving" the road corridor will only serve to increase traffic speeds. Leave the curves and vegetation in place - it works.

The proposed trailhead parking location is the best scenario based upon the currently available options. The only potentially better scenario would be a parking location further down the road toward Carbondale. Barring that possibility, I fully support trailhead parking at the bullpen.

Ω Ω Ω

It concerns me that there is an attitude of recreational use is going to keep increasing and therefore we have to keep expanding the overall areas where recreation can occur especially mountain bikes and motorized recreation. I believe as we keep building trails and taking another bite we will find that we have changed things so significantly that it won't benefit anyone if we are honest with ourselves.

I think Pitkin County and other entities need to take a step back from expansion and realize that historic uses such as grazing and also protection of wildlife and providing for their needs should be a priority. Local Ag needs a place to be grown (I.e. Vegetation and crops) and for cattle to graze in the summer and the ever expanding recreational trails are putting pressure on this to a point that much of Ag could disappear. More recreational trails brings more people and more people means more houses on historic land and use of resources like water and more recreating in the back country. More trails means less vegetation, erosion and negative impact on wildlife. Please consider these things and take the approach that more is not always better.

Ω Ω Ω

Dear County Commissioners and Open Space,

Thank you for hearing opinions and concerns related to the proposed Bull Pen parking area. We value our Prince Creek atmosphere and neighbors.

A makeshift parking situation has served bikers, hikers and the like for many years. The Handy Dr. Subdivision has endured many frustrations with the current parking situation. Please don't create the exact same situation lower down. A parking area needs to be created on B.L.M., this project should be jointly funded by the county and BLM. By pooling resources, the activity envelope could be further enhanced to create a better/more organized camping and day parking area.

1) Stark Mesa is located on the " upslope " of the proposed parking area and is prone to wildland fire, due to the dryland vegetation (Crested Wheat, Sage, Servus Choke, Gambel Oak as well as Invasives, Downy Brome, Mustard, Whitetop, Knapweed,

Tarweed etc.) located on the surrounding parcels.

How is the county planning to mitigate the exposure/risk and liability to the current residents? Concerns are ...stoves, campfires and illegal combustibles.

2) The proposed parking area will have upwards of 30 cars, campers and alternative uses that are difficult to regulate. No one living in the vicinity needs the hassle of policing the excess noise, dust, off leash dogs and after hour disturbances that come with a large "surfaced" industrial type area.

3) The corridor has an abundant array of Birds of Prey, which includes Eagle, Hawk, Osprey, and Owl. We understand with added environmental pressures that some species can be forced out. Is there a current plan to do an E/A or multi-year Raptor Survey?

Please consider the rural nature with which we all value, and consider moving the parking area to B.L.M. and working on a collaborative, expandable scenario that will have a scaled landscape to grow with future uses.

Ω Ω Ω

The draft Prince Creek Management plan should give full consideration under the multiple use doctrine the needs and cultural heritage of the rancher.

Ω Ω Ω

My concern at this point is the discussion of not using the bull pen pasture for additional parking for the bike path. Regardless of BLM planning a parking area up higher off Prince Creek Road, what is needed is the lower parking area for families. This path will be very scenic running along Prince Creek and is the ideal biking area for families. Families and recreational riders (not mountain bikers) need access to such a site. Families will not park at the Carbonale School parking areas to access this trail. The bull pen parking area will allow parking for them.

Putting only parking higher up along BLM entry will not solve the number of cars traveling along Prince Creek Road and the parking hazard for Prince Creek Subdivision.

I was unable to attend the open house at Carbondale Town Hall on June 19, or I would have made my case for multi use of the bike path to include others

than mountain bikers.

Ω Ω Ω

Due to the scale of your map -- and perhaps due to the possibility that the commissioners have not gone to "ground zero," I believe a decision to use the bullpen as a parking lot will bring about serious consequences in the form of injuries and death. I recommend the if you go to this area or have photographs taken of the blind curves and switchbacks involved, you could either drop the location as a possibility -- or at least change the parking lot name to the Deathtrap Parking lot. Obviously, the commissioners have never driven the part of 111 involved and are making a decision based on a map that makes the road (due to the scale used) look almost straight.

Ω Ω Ω

Under item 2.1 - Properties & Easements, you state that the bull-pen site has a water well. To my knowledge, there is no well and the large manhole pictured is merely access to the Vandevetter Spring domestic water line. If you plan to revegetate this property you would have to get irrigation water from TyBar. Putting adjudicated "old water rights" to new ground is clearly a water court issue and is generally denied without TyBar drying up acres currently being irrigated. Also, for the record, there has been no mention of how to address the encroachment upon the Vandevetter Spring water line easement as it runs beneath the proposed trail. I need some discussion/clarification on this issue please. Thanks.

Ω Ω Ω

I fully support the construction of a parking lot at the Bull Pen Property and directional trails (if two trails can fit in the r-o-w) from the Bull Pen to the existing trail network. I also support the acquisition of the necessary easements and construction of a trail down to Hwy 133. Getting the bikes off of the road will make it safer and more inviting.

Ω Ω Ω

Thank you for your extensive process as you create a long-term plan for the Prince Creek parking situation. I'm sure it's a task of its own to manage all the competing opinions of what to do up there.

Here are my two cents as you move forward with a plan. The Prince Creek trail system is a wonderful asset to the community and we're all lucky to have such ease of access.

While the current plan addresses parking and trails along the roadways for the mountain bikers, it seems a benefit that is being overlooked is a new road bike route into Emma. This would mean adding a shoulder or trail up from Highway 133 to connect with the current plans. Additionally, the new parking adds substantial distance for runners and walkers using the Prince Creek trail system. Possibly a separate runners' lot up higher? Thirdly, the curve on the road by Tybar without a trail easement is worrisome and will need some brainstorming. Possibly some speed culverts?

As the amenities of Prince Creek improve, so will popularity. I encourage PCOST to think ahead, planning for an influx of use on this parking and trail system.

Again, thanks for your time as you work through this process!

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To Pitkin County Commissioners + Open Space and Trails Committee:

1. The Open Space + Trails Committee has overstepped its mandate and is now using Pitkin County funds to promote “urbanization” of a rural enclave near Carbondale. Without a good “parking lot” solution, they are nevertheless forging ahead with a trail easement along Prince Creek.
2. You were asked to solve a “parking problem” at Prince Creek subdivision, but came up with the “Prince Creek Management Plan” after almost 3 years of “silent” planning and negotiations by staff (that included the Sutey Land Swap giveaway). Then within the last 2 months of 2017, you finally held public hearings on the plan, which included a very poor parking solution called the Bullpen (adjacent to the Stark Mesa subdivision) and a 1-mile trail easement mostly for mountain bikers to access the Crown.
3. When the federal government has a plan involving federal lands (BLM) they have to file an Environmental Impact Statement. Why have you not considered the “impact” of your trail on a rural area, as well as BLM land. It is time to consider “open space” for its own value!
4. Pitkin County Open Space and Trails must understand that instead of solving a parking lot + trail solution, they have moved into a new area called “generating growth” and ruining a rural area. They are abetted by the BLM, which has designated the Crown as a new “recreation district” for mountain bikers.

5. The real answer is to connect mountain bikers to the Crown via a parking area (or multiple parking areas on the left uphill side of BLM land adjacent to the Crown). Another solution would be to put a parking lot at the top of the trail easement area (opposite Prince Creek subdivision).
6. Your parking lot solution (Bullpen) is very poor planning and will create more “management” problems – bandit parking of campers, safety issues for crossing Prince Creek Rd., signage + water contamination issues, the “enormous” size of a 30 to 40 vehicle parking lot. These problems are better dealt with by the BLM further towards the Crown.

David and Peggi Amory
Aspen and Carbondale homeowners

Stark Mesa Homeowners
% 0288 Cabin Drive
Carbondale, CO 81623

June 8, 2017

Pitkin County Commissioners

Thanks you for listening to our comments and suggestions at the June 6th meeting at the Carbondale Fore Department. The meeting place was appropriate since the proposed Bullpen parking lot will, if implemented, create more need for the EMT unit housed there.

It is obvious to the Stark Mesa homeowners that the Prince Creek homeowners have been busy lobbying for a solution to the parking at the end of their switchback. Unfortunately, the "Bullpen solution" will cause worse problems for them than the present situation they wish to pass on down to Stark Mesa since the road between the Stark Mesa switchback and the Prince Creek switchback will now have many more bikers going up and down a very curvy and narrow rural road in addition to the car traffic to and from their subdivision as well as the acr traffic going up to and down from the unpaved section of the Prince Creek road.

The maps that showed proposed Bullpen parking lot were completely inaccurate in regard to the straightness of the road before and after the proposed Bullpen parking lot. Please send someone to photograph the road to the west and east of the proposed location. 20 yards to the east there is a blind curve. 40 yards to the west is another, but less radical, blind curve.

The fact that the proposed parking area is on the wrong side of the road is also a definite problem. **We strongly recommend that the parking be moved up to and on BLM land on the north side above the paved section of County Road 111.**

If the plan stays as lobbied by various entities, **please put a traffic light at the bottom of the Stark Mesa switchback** and keep a truck for hauling away car wrecks and a hut with emergency medical supplies (and the contact # for an EMT) in the parking lot

Of course, it is obvious that implementing a plan that is sure to cause injuries and death by disregarding the necessary safety precautions will lead to personal regrets, costly lawsuits, and even the closing of all biking trails.

With great concern for the safety of our children, grandchildren, and ourselves -- as well as anybody who will suffer as a result of a bad decision -- we thank you in advance for reaching a far safer solution.

The Stark Mesa homeowners



ROARING FORK VALLEY HORSE COUNCIL

P O Box 127

Snowmass, CO 81654

www.rfvhorsecouncil.org

7/3/2017

To Pitkin County BOCC, Pitkin County OST Staff and Board,

The RFVHC is responding to the Prince Creek Open Space Management Plan, during the public comment period. This letter is addressing the proposed Public Parking, the new proposed soft-track trail, which gives access to the 9,100 acres on the BLM lands of the Crown. We ask to become a partner and be included in the planning process, and finally we wish to call into action a co-ordination of matching, opening dates for both side of the Crown, resulting in to one clear mandate to protect wildlife on all lands now in discussion. The proposed parking and soft track trails are on Pitkin County Open Space Lands. Referencing the Charter, equestrians are included as part of the recreational community.

On page 4 of the Prince Creek Management Plan states: **“The County’s goal is to separate bike and pedestrian traffic from motorized traffic and provide off-road parking to accommodate the parking demands for the trail”**. No mention is made for providing parking for trucks and trailers, or equestrian access to this trail. The county stated goal leaves equestrians out of the picture.

In preparation for the draft of the Prince Creek Open Space Management Plan, staff met with the numerous entities, bikes and hiker, but never met with the Roaring Fork Valley Horse Council (RFVHC).

Pitkin County acquired lands along Prince Creek, from various owners under an amendment to the Conservation Easement held by Aspen Valley Land Trust (AVLT) to allow -” **covenants limit use to non-motorized activities including hiking, mountain biking and equestrian uses.**”

This plan, which Pitkin County is proposing, does not address connectivity or continuity with the big picture for these large open public lands. For example, a trail user might access Pitkin County Open Space land from the Glassier property, cross onto the BLM lands on the Crown, then continue back onto Pitkin County Open Space lands on the Prince Creek side, which could give them access to Redstone and beyond. The BLM is a separate entity from Pitkin County. The RfVHC strongly encourages Pitkin County to lead in forming a comprehensive, cohesive plan, identifying how all of the public lands, both BLM and Pitkin OST lands will mesh into a comprehensive master plan with connectivity and continuity. This master plan would address the physical connectivity for the trails.

Along with providing access via a trail, there comes the responsibility of monitoring the habitat, controlling the user numbers, and providing oversight for enforcement of rules and regulations, which solidify continuity.

BLM and Pitkin County must coordinate a cohesive plan for making the management of these lands seamless. One example of dysfunction and confusion is that the Prince Creek spring opening dates for BLM lands, differ from the CPW recommended dates of May 15th. Pitkin County respected the May 15th opening dates. The BLM early opening forces many pregnant does away from their calving grounds, and they have been reported as abandoning or aborting young on the Glassier, Pitkin County side of the Crown.

With respect to the Proposed Bull Pen Parking area, please note the photos, which show that this large pace will accommodate cars, and will also offer truck and trailer access for equestrians. There are two sections for parking, divided by changes in grade. A few scrub oak trees offer shade and this native vegetation divides the upper section from the lower parking section. The upper section would be a perfect place for a drive through entrance and exit for trucks and trailers, offering a better sight line than the lower section. The Glassier parking area is a good example of what can be planned and executed.



Bull Pen proposed parking for Prince Creek to access Pitkin OST for the Crown.



Upper level is left of the tree and could support a drive through loop with entrance and exit for horse trailers.

It was mentioned that the equestrians should use the upper, BLM Parking Lot on the top of the divide, between Prince Creek and West Sopris Creek. To drive from the proposed Bull Pen parking area to the top of the divide is 4.7 miles, and takes a truck and trailer 20 minutes to drive the distance. The steep hill causes wear and tear on the trucks and trailers, and wash boards the roads badly.



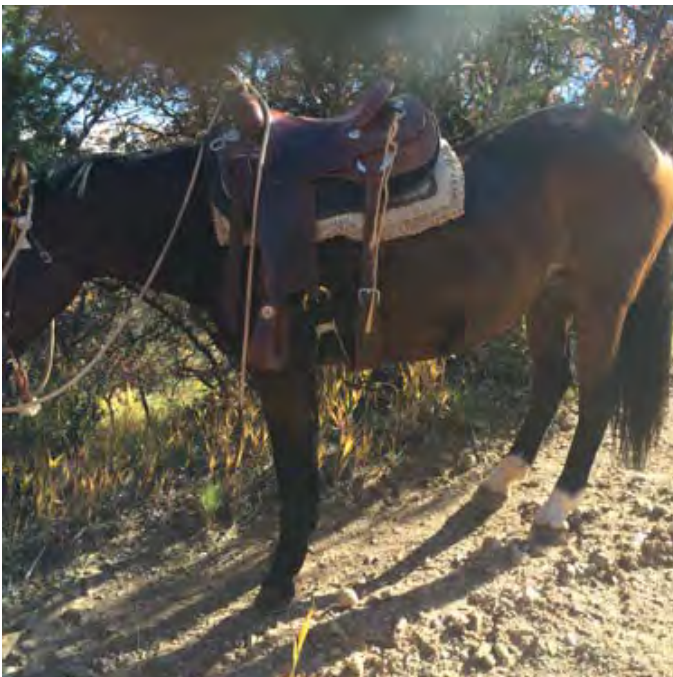
Excellent signage - posted sign to the right was produced with partnership of the RFMBA and RFVHC, to educated mountain bikers and horseback riders about safe interaction on trails.



BLM upper parking lot (Nail Parking Lot) Nails make this parking area dangerous for all users.



BLM upper parking lot at the Divide.



This saddle slipping is dangerous and is caused by steep slopes. Horseback riders want to ride trails less than 20% grade, the same type of pitch as mountain bike riders enjoy.



More than 20% grade trail from BLM upper Parking area.

Note that the signage at the Upper BLM parking area, trail head is informative, and excellent, and the parking lot is large enough for trucks and trailers. It is unfortunate that nails on the ground prevent most trail users from wanting to park at all. The RFVHC requests that Pitkin County OST, follow the example of the BLM and post the year- round, metal, horse and bike safety poster signs at all Pitkin OST equestrian parking and equestrian trail head areas, for trail safety and education.



A little over, mid-way up the Prince Creek Road hill, there is an excellent open meadow on the left side going uphill. This little pasture would be outstanding for truck and trailer equestrian access to the Crown. There are excellent equestrian trails to ride on directly from this meadow. Because of the lack of coordination between BLM and Pitkin OST, and lack of commitment from the BLM, there is no guarantee that this meadow would be allocated for truck and trailer parking. Therefore, we must rely on Pitkin OST to provide parking for equestrians on their lands.



Wire cowboy gate gives entry to trucks and trailers in this special meadow on the BLM, accessing marked equestrian and hiking trails



BLM meadow with potential truck and trailer parking.

On 6/30/2017, RFVHC discussed parking in this little meadow with the new District Ranger Gloria Tibbetts, Assistant Field Manager for the BLM, Colorado

River Valley Field Office in charge of the Crown. We will meet with Bryan Hopkins and Gloria Tibbetts after July 17th to discuss the meadow for equestrian parking use.



Equestrian and hiking signage for trails. This trail is excellent for neighboring and visiting equestrians and hikers to enjoy



Horses and hikers are welcome, but there is no parking for equestrians, without riding on the road, up and down the Prince Creek Rd.

The RFVHC would be excited and thrilled, if the BLM would provide truck and trailer parking for equestrians on this little meadow, for all the horseback riders who enjoy the Crown.

There are numerous multi use trails open for hiking and equestrian use, however there is no truck and trailer parking to access these well marked trails. The RFVHC supports a soft track trail from the proposed Bull Pen Parking area to these trails. This soft track trail should be able to accommodate all users. If the trail is only one trail, then it must be at least 10' wide, with enough head room for riders on horseback to pass unobstructed, and for horses and bikes to pass each other without incident. Ideally, equestrian-hiker trails should be separate from mountain bike trails. Downhill biker's speed should be regulated, so that it is safe. On-coming, speedy bikers are very unsettling to other, slow moving, hikers and horseback riders. Horseback riders are willing to share the trail, but if a bottleneck section of trail would preclude using separate trails, then signage, warning to reduce speed, and watch out for hikers and horsemen must be posted.

Warning and ticketing, with camera documentation, will prevent abuse.

There is orange and blue tape flagging that leads from the proposed Bull Pen Lot, going up-hill on the left side of the road. Has the trail planning already been initiated? Is the orange and blue flagging designating trails?

We attended the May 17th, Carbondale Open House, meeting with the staff, neighbors, and we posted comments. If the trail flagging has been plotted without the RFVHC input, and it only addresses the mountain biker's wishes, then why have we been left out of the process. Public comment ends June 30th. July 18th is the adoption date of the final management plan. This timeline seems short, and we would like to see comments about the wildlife habitat fragmentation. The RFVHC is concerned about the short timeline, and being left out of the process.



The adjoining ranch land and neighborhood has many enthusiastic equestrian – horseback riding trail users. Above is wooden horse safe fencing on a neighboring parcel, from which the owners could access the proposed soft track trail leading to the Crown. The neighboring “Sky Line” equestrian stables has no access for trail riding, but they would be able to ride from their stables, past Flying Dog Ranch, to the new soft track.

The equestrian community wants to support Pitkin County OST projects. All OST projects should consider protection of wildlife prior to any consideration for trail construction. Pitkin OST must enforce trail safety for all users.

Most Sincerely,
The Board of Directors of the RFVHC



COLORADO

Parks and Wildlife

Department of Natural Resources

Glenwood Springs Area Office
0088 Wildlife Way
Glenwood Springs, CO 81601
P 970.947.2920 | F 970.947.2936

June 29, 2017

Gary Tennenbaum
Assistant Director
Pitkin County Open Space and Trails
530 East Main St. Suite 300
Aspen, CO 81611

RE: Prince Creek Trail & Parking - CPW Comments

Dear Gary,

Colorado Parks and Wildlife (CPW) staff appreciates the opportunity to review the draft management plan for the Prince Creek trail connection project, and to provide recommendations to avoid, minimize, and mitigate possible impacts to local wildlife species and their habitats.

As you may be aware, CPW has a statutory responsibility to manage all wildlife species in Colorado; this responsibility is embraced and fulfilled through CPW's mission to protect, preserve, enhance, and manage the wildlife of Colorado for the use, benefit, and enjoyment of the people of the State and its visitors. One way we fulfill this mission is to provide comments for land use actions such as this draft management plan.

After reviewing the June 7th, 2017 Prince Creek Open Space Management Plan draft document and attending the June 19th open house, CPW supports the relocation of the existing parking area to a location farther down the Prince Creek drainage. Parking at the Bull Pen parcel would create approximately 1.4 miles of additional trail for users, while lowering pressure on the Crown during the winter months. CPW encourages Pitkin County OS&T to continue exploring Option #2 to relocate the parking area even farther down valley than the Bull Pen parcel. This would create even more trail miles between the parking area and access to the Crown Mountain BLM trail network. Ultimately, this separation should help alleviate impacts to important winter range habitat that currently occurs from recreational activities not covered under BLM's big game winter closure for the Crown (i.e. dog walkers, snow-shoers, etc.).

Any newly constructed trails should be done in a sustainable manner that minimizes sedimentation and erosion and avoids impacts to riparian habitats. Additionally, CPW recommends that signs/kiosks at the parking area include information about seasonal



wildlife closures and the effects of disturbing wildlife during winter and calving/fawning periods.

Colorado Parks and Wildlife appreciates the opportunity to review and submit comments for this project. If there are any questions or needs for additional information don't hesitate to contact Land Use Specialist, Taylor Elm, at (970) 947-2971 or District Wildlife Manager, John Groves, at (970) 947-2933.

Sincerely,



Perry Witt, Area Wildlife Manager

Cc. Lindsey Utter, Pitkin County Open Space & Trails
John Groves, District Wildlife Manager (CPW)
Taylor Elm, Land Use Specialist (CPW)
File