



March 5, 2006

To: Open Space and Mountain Parks  
Re: Eldorado Mountain/Doudy Draw Trail Recommendations

The Doudy Draw – Eldorado Mountain TSA represents the largest opportunity for addressing these unmet needs. Its relative size, topography, multiple access points compared with the other scheduled TSAs make it very desirable as a mountain bike destination. The extensive social trail system can give even the casual observer clear indications of travel patterns. Sustainable trails must be built to address these usage patterns. Failure to recognize and address this patterns of use will either make the TSA process fail (social trails will continue to proliferate), or OSMP will have to get into the enforcement business.

The Visitor Master Plan speaks to these issues clearly:

- In the Conditional Analysis for the Visitor Master Plan and in the Visitor Master Plan itself OSMP has noted that "the extent and variety of cycling ...experience is limited" and there is room for improvement in "access for mountain bikes". Of the 130 miles of OSMP trails, only 38 (29%) are open to bikes.
- The Visitor Master Plan Recreational Opportunities Initiative Management Strategies include "Retrofitting Trails for Bikes" and "New Bike Trails". The former strategy envisions providing bike access to presently closed trails. The later strategy includes "connections to Walker Ranch" and "more mountain biking opportunities west of Hwy. 93".

#### BOC System Map

BMA has partnered with the recreation groups associated with the Boulder Outdoor Coalition to develop and present a unified, coherent system of trails that addresses the needs of all our user groups. It should be noted that when we got together to create an aggregate of our requirements, there was no conflicting trail alignment. There were some omissions and discrepancies, but nothing that could not be clarified and adjusted to everyone's agreement.

Please refer to the map and the arbitrary names we have given the trails to correlate comments made about them:

#### System Comments:

- If our suggested trail corridor lines happen to sync up with an existing social trail, it is not an endorsement of that social trail. While the social trails have given excellent indicators

of traffic patterns, it does not mean that the existing social trail is sustainable. Put the trail where it needs to be just like there are no existing trails. Use the Trails Sustainability Guidelines.

- Unless there is an overriding physical reason to exclude a user group, all trails in this TSA should be multiple use.

#### Specific Trail comments

- Doudu Draw Trail –
  - The road that serves as the southern leg of this trail is not desirable to mountain bikers. Roads serve their purpose as “bailouts” for users that have trouble on the trail or have a need to leave the area quickly, so this feature does serve a good function.
  - The upper section of Doudu Draw Trail, the old railroad grade, is in dire need of rework.
  - The switchback on Doudu Draw Trail is simply wrong. The lower section below the switchback has grades in excess of 15% and requires too much maintenance. At a minimum, the trail should extend further south so the switchback can be lower and grades can ease
  - Doudu Draw Trail should extend south to Lindsey Pond to a trail junction that would connect the Spring Brook loop and the Bull Gulch Loop
  - The stream crossings on Lower Doudu Draw need to be armored.
- Doudu Rim Loop
  - The drainages in this area have the potential of creating some high quality riding if designed correctly. Once again, the lines on the map do not depict exactly where the trail belongs; use the guidelines and experts to create a fun, challenging, and sustainable trail.
  - The power line doubletrack is desirable only as a bailout
  - There should be a trail that links the upper part of this loop with the lower, effectively creating a figure 8 pattern. This increases the variability of the user experience.
  - There is an opportunity to create multiple access points to this loop from the Flatirons Vista Trailhead. This will disperse use quicker and therefore make for a better user experience.
  - The Doudu Rim Loop should have a trail junction where the Doudu Draw trail transitions from a road to a trail and the Flatirons Vista trail ends
- Flatirons Vista Trail
  - This trail should start at the Flatirons Vista Trailhead and head north toward the old Matterhorn site.
  - The trail should head west along the edge of the mesa and flow into the Doudu Draw/Doudu Rim trail junction
  - There is a promontory that spurs off this trail that affords a killer view and should be identified as a positive control point. This is an excellent place for a bench or picnic table.
  - Near the Matterhorn site, a spur should utilize the Highway 93 cattle underpass
- Highway 93 Cattle underpass
  - This access point was relatively ignored during the Marshall Mesa-Southern Grasslands TSA. We did not know how this access point would interface with another TSA until we got to that TSA. We believe this trail corridor makes sense as it is another connection that links a significant block of public land. One of the foundation principles of the VMP was adaptive management; OSMP needs to reevaluate this feature and look at the big

picture now, because we certainly didn't do it during the first TSA. How it connects with the system east of 93 is open to speculation.

- If this access cannot be realized, then the trail should progress north to the Community Ditch and a bridge should cross the ditch to link up with the Community Ditch Trail
- Community Ditch Trail and Loop
  - Get that underpass done!
  - A spur, the Community Ditch Connector should go generally north from the underpass and to the gate near the junction of Colorado 93 and 170. This would provide access to the South Boulder Creek Trailhead and the City Limits Trailhead.
  - At the west end, the trail should loop around the hill and back to the Doudy Draw trailhead. This would provide a short loop for users that bring out of state relatives or those that have a very short period of time to visit.
- Spring Brook Loop
  - This loop would access the Doudy Draw Trail at two points, first at the south end near Lindsey Pond and the second access point below the first stream crossing.
  - The trail would roughly parallel the Denver Water Board Road, but it is important to note that we prefer singletrack. The road may be fine for other users, and maybe we could have both.
  - The east and north parts of this loop should utilize the old railroad bed as much as possible.
  - The northernmost point of this trail should be linked to County Road 67 and the Post office trail. This linkage is one of the most important for mountain bikers, we need an off road link into the Fowler Trail and on to the Rattlesnake Trail and points west.
- Bull Gulch Loop
  - This loop is important for what it could be in the future; a link with public lands in Jefferson County. This is a critical need for mountain bikers and the multi agency effort called the "Front Range Trail" is a perfect fit for this area. We know and understand that land acquisition is necessary to make this happen.
  - The Loop follows existing travel patterns; this loop tries to minimize impacts by staying on the outskirts of the property.
  - The DWB will need to grant permission to cross their canal
- Sound of Music Trail
  - The Trail Suitability Guidelines will dictate whether mountain bikes can be allowed on this trail.
  - This would be a highly desirable trail with killer views that mountain bikers would love

There are 30 miles of trails in this TSA, which include 2.7 miles of designated and 27 miles of social trails. The estimated trail mileage that our plan proposes is x miles. That creates an y% overall reduction of trail mileage.

WE still need a conclusion paragraph....

Sincerely,

Board of Directors  
Boulder Mountainbike Alliance

Specific trail alignment comments:

- Note that many alignments tend to follow existing social trails, which indicate visitor access desires. This is not meant to imply the existing social trails should be adopted as is. Any new or improved trails must be sustainable. Put the trails where they should be, not just where they happen to be.
- The section of Doudy Draw Trail that descends from Flatiron Vista to Doudy Draw should be extended southwest to the Lindsey Pond, take a right turn and follow the railroad grade. The current switchback is too steep and should be moved further to the southwest.
- The Doudy Draw Trail should have a trail junction that allows travel south across the Denver Water Board road and then northwest paralleling the canal. This loop should connect with County Road 67 and to the State Park's Fowler trail.
- The stacked loops southwest of Flatirons Vista trailhead should not use the existing Doudy Draw Trail road alignment. New trail alignments to create flow with climbs and descents should be developed to the south of the road and a new trail alignment should be developed to the north of the road.
- The existing cattle underpass near the old Matterhorn site should be linked to the loop north of the Doudy Draw Road to connect to the City Limits Trailhead east of the Highway
- A trail connection north from the Community Ditch Trail (at the box culvert) to the junction of Highways 93 and 170 is also required.
- The trail plan should include provision for a future connector to Jefferson County Open Space west of Highway 93.