HIGH LINE CANAL FRAMEWORK PLAN

PUBLIC OPEN HOUSE
JANUARY 23 & JANUARY 24, 2019

Community Feedback Summary
OPEN HOUSES

Community Feedback Summary

Two identical public open house meetings were held in January for the High Line Canal Framework Plan. Attendees were asked to prioritize opportunity areas, landscape guidelines elements and activation components. The two meetings included:

- Wednesday, January 23 2019 - 5pm to 7pm
  Euclid Middle School
- Thursday, January 24 2019 - 5pm to 7pm
  Eloise May Library

Total 220+ attendees
Equivalent of filling 4 coach buses

Total of 148 Scorecards recorded
SUMMARY OF FINDINGS

Attendees were asked to fill out comment cards with prioritization for the opportunity area designs and the landscape guidelines. They were also asked for general feedback. General themes and areas of strongest support or concern include:

- **Stormwater:**
The public expressed a strong desire to have stormwater directed to the Canal to support the trees, landscape and wildlife. The public was curious as to how quickly this can happen.

- **Crossings and Trail Gaps:**
Improved and safer crossings as well as closing trail gaps continues to be a top priority for all users. Underpasses are the preferred crossing treatment at busy roads.

- **Signage and Wayfinding:**
Consistent signage and wayfinding continues to be an important element for the future of the Canal especially to provide increased access, wayfinding and education.

- **Access and Connectivity:**
There was a strong desire for improved access and connectivity especially in the far northeast areas. Multiple comments also highlighted the desire to improve connections to other trails making trail loops easier and more accessible.

WHERE PEOPLE LIVE OR USE THE CANAL

Open house attendees use and/or live along the entire 71-miles.

Yellow and blue dots represent attendees from the January 2019 open houses, while the red and green dots represent attendees from the April 2018 open houses.

A majority of the attendees were from the central portions of the Canal with very few attendees from the southern areas in Douglas County and the far northeast in Aurora and Denver.

Public meeting boards and scorecards were made available online to collect additional inputs from people who could not attend the public meetings.
Conceptual design ideas for 7 opportunity areas were presented. These opportunity areas stretch beyond the 100’ width of the Canal to address key challenges and opportunities in a more comprehensive way.
It’s really important to connect the trail in as many places as possible.

Improving access along Broadway

Dirt and paved trails, creating safer crossings in corridor

Link to regional trails

Making the stormwater concept work - top priority
Attendees were asked to prioritize the elements within the guidelines. Improved crossings, stormwater, landscape and signage were identified as the top priorities.
DESIGN GUIDELINES ELEMENTS
COMMUNITY PRIORITIZATION

ACTIVATION COMPONENTS PRIORITIES

While activation components were not identified as a top priority within the design guidelines, when asked what kind of activation people want on the Canal, a majority of the respondents showed high interest in nature play/natural elements and gathering spaces, and only 17 people said they do not want activation on the Canal.

<table>
<thead>
<tr>
<th>Component</th>
<th>Priorities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nature Play / Natural Elements</td>
<td>65</td>
</tr>
<tr>
<td>Gathering Space</td>
<td>45</td>
</tr>
<tr>
<td>Exercise Station</td>
<td>28</td>
</tr>
<tr>
<td>Mountain Bike Tracks</td>
<td>27</td>
</tr>
<tr>
<td>Cross Country Ski</td>
<td>23</td>
</tr>
<tr>
<td>I do NOT Want Activation</td>
<td>17</td>
</tr>
<tr>
<td>Dog Runs</td>
<td>17</td>
</tr>
<tr>
<td>Swings</td>
<td>6</td>
</tr>
</tbody>
</table>

COMMENTS FROM THE COMMUNITY

“Trail Design: where at all possible, separating walkers from bikers would be ideal.”

“I would like to see the canal remain more like a natural area.”

“Busy street crossings should be addressed ASAP.”

“Signage, safe crossings are critical.”