



**LITTLETON LINKAGES**  
— TRAIL STUDY —

## Public Input Summary

Prepared for

The City of Littleton

Prepared by

**Felsburg Holt & Ullevig**

6400 S Fiddlers Green Circle, Suite 1500  
Greenwood Village, CO 80111

FHU Reference Number 121288-01

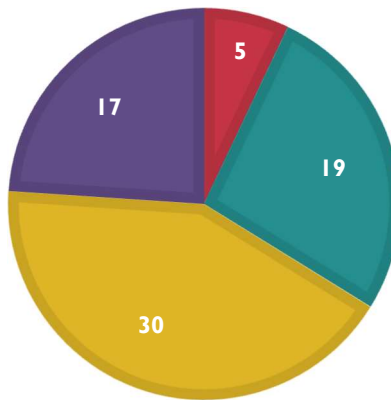
October 2023

# Phase 1 Engagement Summary

To support the Littleton Linkages Trail Study, a survey was conducted in February and March 2023. The primary intent of this survey was to find out how and why residents use Littleton’s local trails as well as figuring out their existing concerns and improvement priorities. A total of 71 registered respondents were included in the survey. The large majority of respondents (approximately 66%) were over the age of 40, and only around 7% were under the age of 30. The respondents were relatively evenly split amongst the four city council districts in Littleton, with about 9% of responses originating from outside of the Littleton city limits.

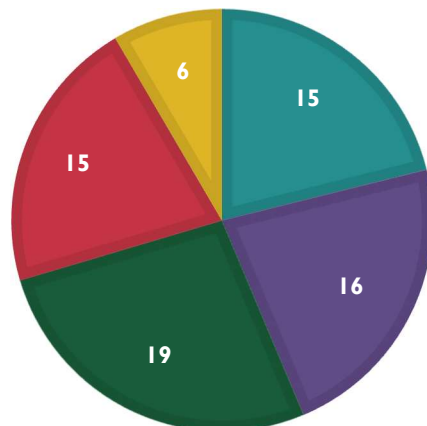
## AGE OF RESPONDENTS

■ 18 - 30 ■ 30 - 40 ■ 40 - 65 ■ 65+



## CITY COUNCIL DISTRICTS OF RESPONDENTS

■ District 1 ■ District 2 ■ District 3 ■ District 4 ■ Outside City Limits



## Reasons for Local Trail Use

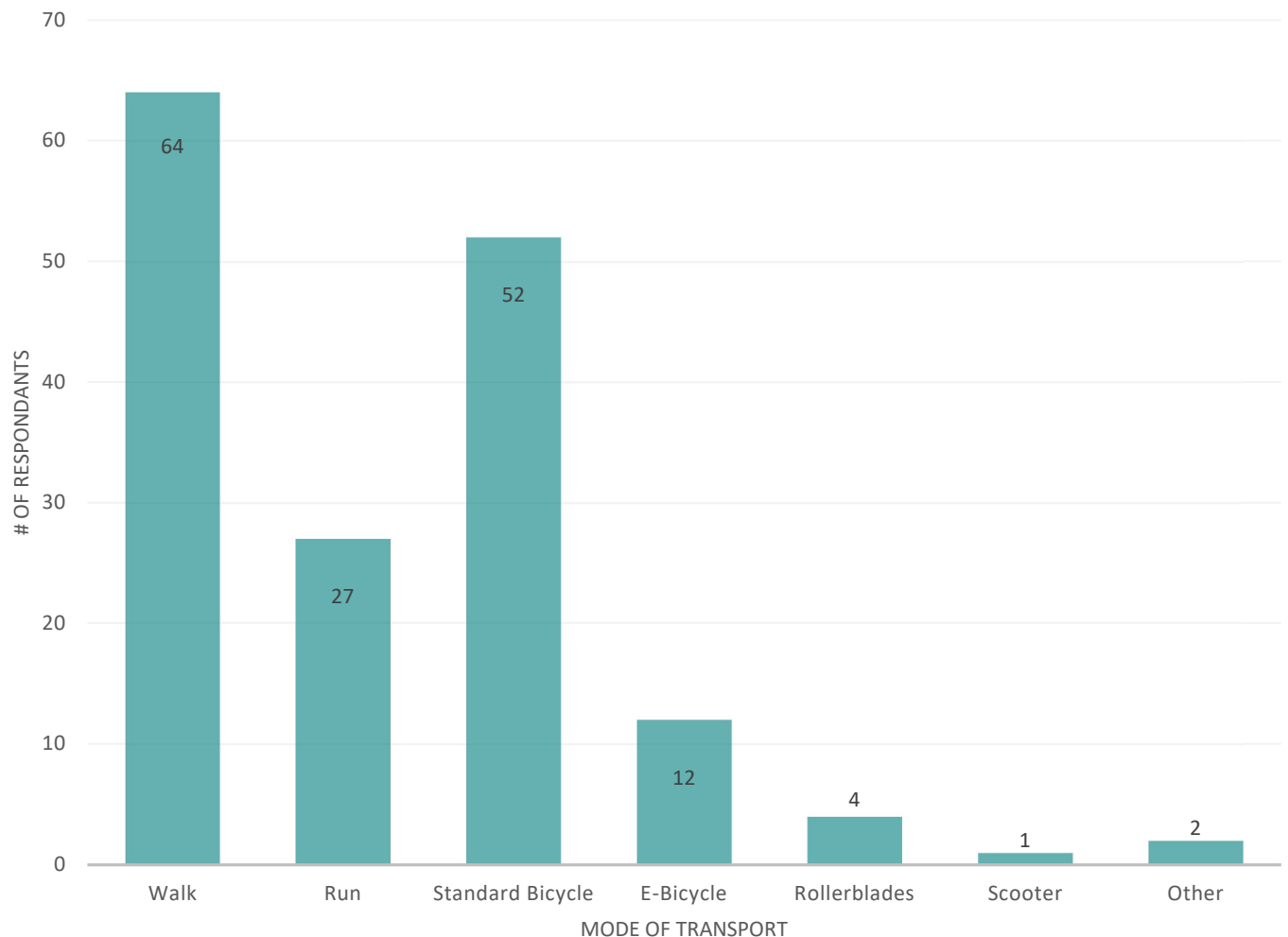
When asked why they typically utilize the local trails in Littleton, respondents identified exercise and connection to regional trails (e.g., Mary Carter Greenway, Lee Gulch) as their most common trip purposes. Social and solo recreation were both reasons for use that just over 60 percent of respondents identified. Only around 25 percent of respondents said they use the local trails as a way to commute to work or school.



## Mode of Transport on Local Trails

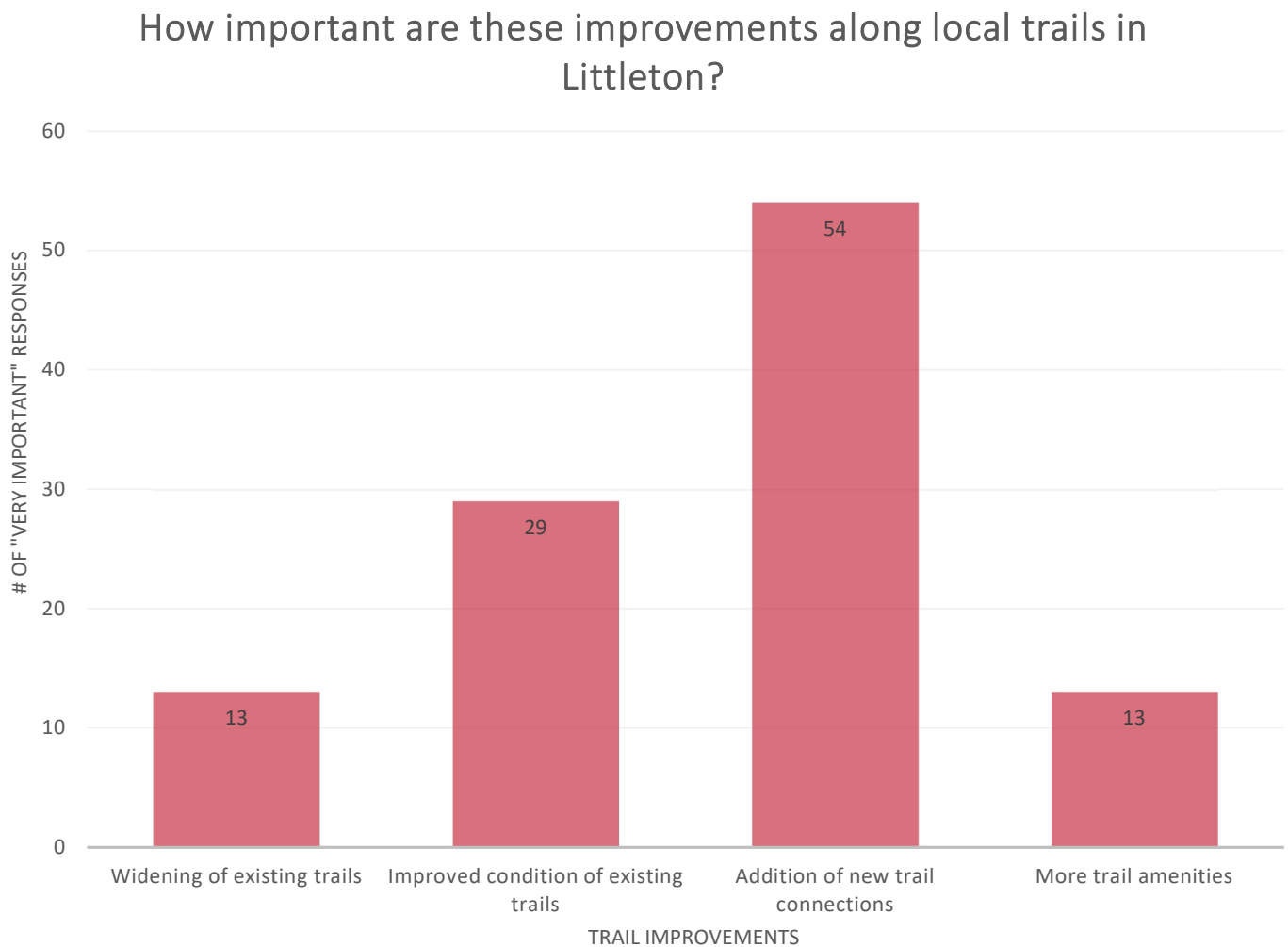
In terms of mode of choice, walking is by far the most common way that respondents use the local trails with about 90 percent of respondents identifying this mode of transport. Just under three quarters of respondents also said that they use a standard bicycle to get around the local trails. While walking and biking are the most common modes of transport for the local trails, just under 40 percent say they run, and 17 percent of respondents use an E-bike. Other modes of transport were identified by respondents, but none got over 6 percent.

How do you use local trails in Littleton?



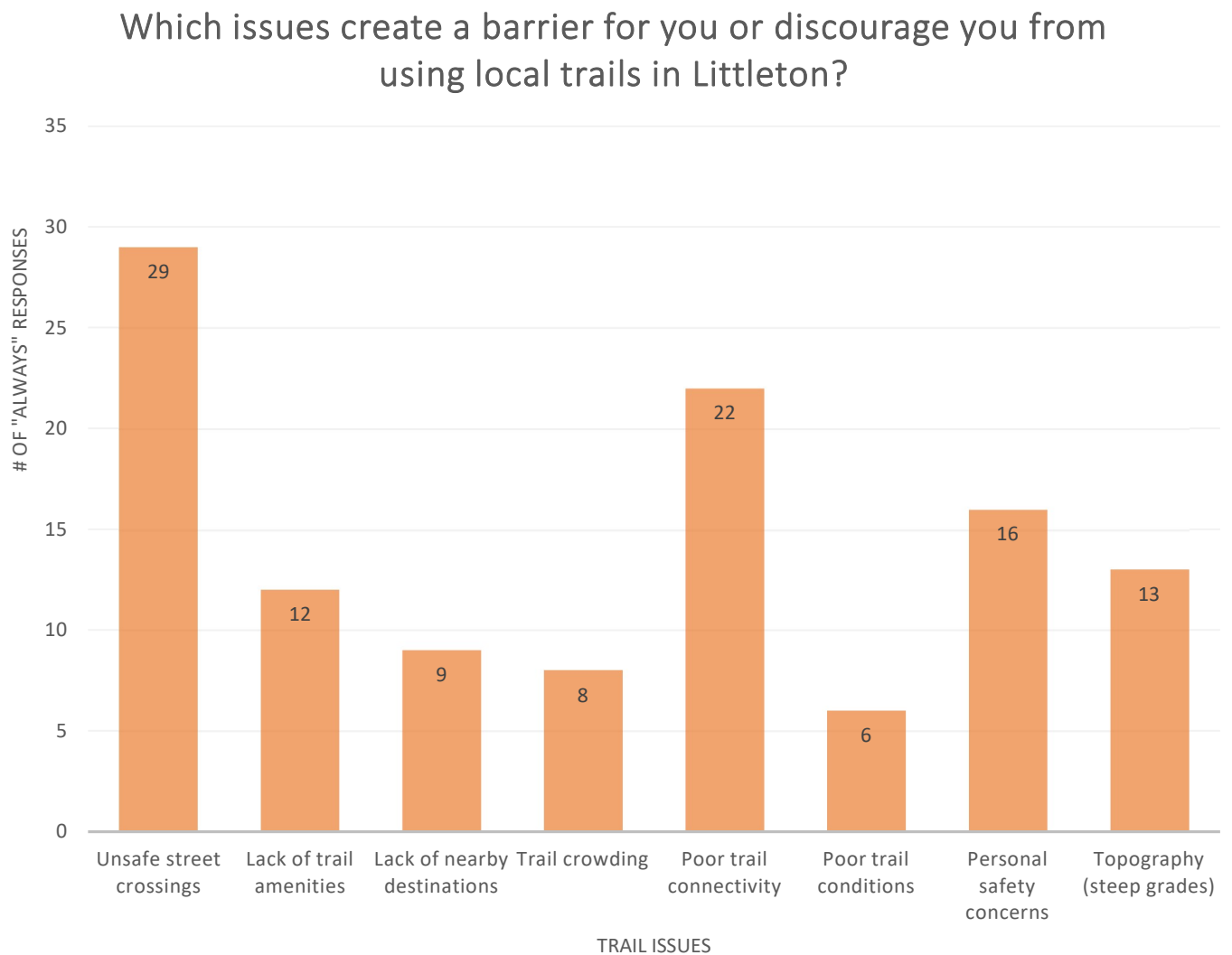
## Trail Improvement Importance

The fourth survey question presented four potential trail improvement categories and asked respondents to choose whether they were “not important”, “somewhat important”, or “very important”. The number of respondents who identified the improvement as “very important” are shown below for each improvement category. Over three quarters of respondents said that the addition of new trail connections was “very important”, which was by far the highest compared to the other categories. Around 40 percent said that improving the condition of existing local trails was “very important”. Lastly, only around 18 percent of respondents said that widening the trails and adding amenities was “very important”.



## Issues that Create Barriers

The final question provided a list of potential barriers and asked respondents to choose whether they were “never”, “sometimes”, or “always” a barrier that discouraged them from using the local trails. The number of people who said “always” for each barrier is shown below. Around 40 percent of respondents said that unsafe street crossings were always a barrier which was the highest of any of the options. The next highest barrier for respondents was poor trail connectivity with 31% identifying it as always an impediment to using the trails. The rest of the barriers were roughly equal (less than 25% of respondents) in terms of always discouraging people from using the trails. These barriers include personal safety, topography, lack of amenities, lack of nearby destinations, crowding, and poor conditions.



## Comment Summary

If you answered Always or Sometimes to any of the barriers above, on which trail(s) do you experience these limitations? (Max 500 characters)	Comment (from Public Commenting Map)
Little's Creek, Lee Gulch, Ridge Road, Highline Canal	Missing connection and safe crossing of S. Platte Canyon Rd. to Columbine Trail
In the winter the gravel trails ice up and are difficult to walk on, unlike the South Platte trail system which has both gravel and paved surfaces which tend to melt more quickly and make it easier to use. Also in a few places, like Broadway, crossing the busy roads make the trails less easy to use.	Need safe crossing of S. Platte Canyon Rd.
Platte River for safety; Highline Canal for street crossing	This intersection is dangerous for pedestrians to cross. Cars cannot see pedestrians until they are in the middle of the crosswalk.
<p>Mary Carter - Need to extend the west trail further south.</p> <p>Also convert Main St so that there is one lane of traffic and a split lane for pedestrians and bikers. Then we can connect to Little Creek trail and the Mary Carter.</p>	Better signage to prioritize pedestrians. Cars often do not stop for pedestrians. Maybe lighted crosswalk similar to the one on Littleton BLVD outside Bacon Social house.
The ice can get pretty bad on the Lee Gulch Trail as it goes by St. Mary's Church and under Santa Fe. When the lights aren't on under Santa Fe, in early morning or early evening, I sometimes feel unsafe and choose another route instead.	Sidewalks are very narrow.
Some of the trails lack connectivity. I look forward to seeing the Slaughterhouse Gulch trails connecting under Rio Grande.	No crosswalk to connect Angeline Greenway. Confuses traffic.

<p>Community Trail crossing of Prince needs warning lights and better aligned curb cut.</p> <p>Lee Gulch Trail has dangerous curve where it goes under rail line.</p> <p>Crowding on Mary Carter and Lee Gulch can be a problem.</p>	<p>Bike lane connecting to Angeline Greenway. Bike lane goes from right side (Broadway to S Apache St) then left side lane (S Apache to S Elati). This is confusing for both bike and car traffic.</p>
<p>Connectivity-</p> <p>Backside of Chatfield SP need trail connection to Highline Canal trail.</p> <p>Spur trails that connect to Highline are narrow</p> <p>Safety-West Side of the Platte from Littleton to Denver.</p>	<p>No sidewalk to access the trail from S Lakeview.</p>
<p>Connecting from the park at Federal and Bowles to downtown Littleton via a trail is very roundabout - you have to go pretty far south on the Platte Trail, then loop back north and go through the dark tunnel by that business. It would be great if there were a trail bridge under the Bowles bridge that goes over the South Platte so the trail would connect across the Platte in a safer, quieter, and more direct way.</p>	<p>No protected bike lane for a high speed road.</p>
<p>It would be great to have more direct trail connectivity between the Platte River Trail and the Highline Canal Trail near the Littleton downtown area.</p> <p>For unsafe street crossings, commuting to downtown from Bowles feels very loud and dangerous, and crossing at Bowles and Sante Fe is unpleasant on a bike (or even just walking).</p>	<p>No protected bike lane for high speed road.</p>
<p>Crowding on Highline canal trail. Steep grade at Elati and Highline. Poor trail connectivity along stern parkway, big dry creek trail head (hard to get too). Personal safety an issue there too</p>	<p>No protected bike lane for high speed road.</p>
<p>I live just south of Chatfield State Park and enjoy bicycle riding the trails from Platte Canyon Rd, Mineral and Kipling St to downtown Littleton and Clement Park, but I don't feel safe along some of the east-west routes like Ken Caryl, Coal Mine and Bowles/Alamo/Littleton Blvd.</p>	<p>No protected bike lane for high speed road.</p>





Mineral Avenue, Highline Canal. Snow/ice removal on South side of Mineral avenue - Santa Fe to Southpark Lane; intersection of Mineral and Jackass Hill / Long Avenue is a relatively hazardous place to cross via bicycle.	No protected bike lane for high speed road. Protected bike lanes save lives.
Getting between the Mary Carter Greenway and Downtown Littleton is frustrating and difficult. I could go down to Little's Creek Trail, but I'm coming from the north and it's frustrating to double back that much. I really wish Windermere had a protected bike lane.	This is a dangerous intersection for cyclists. Right turn traffic from access road and Santa fe do not see cyclists. Improve access to this trail.
Homeless activity along the trails has been increasing steadily. Not just a "Trail Problem" , but one that needs to be addressed.	Improve crosswalk signs. Traffic typically does not stop for pedestrians.
Living in NE Littleton, I'm always utilizing cut-throughs and significantly longer routes to connect existing trail structures. This is especially true in connecting to the Mary Carter Greenway, which has Federal Blvd, the SSPRD golf course, and a number of townhomes in the way of quick connectivity.	Widen sidewalks for our wheelchair bound and blind neighbors.
All trails that don't connect to downtown Littleton from the east	Surface is uneven and is a tripping hazard.
Highline canal	Crosswalk with pedestrian sign. And there is no sidewalk.
Primarily use the trails in the TrailMark neighborhood. It would be nice to have a maintained trail to connect the TrailMark neighborhood to C470 trails without requiring the need to use a mountain bike on the JeffCo trails or ride through Chatfield State Park.	This is wholly unmaintained. The stairs are falling apart. Very dangerous.
Broadway and Ridge Rd, Broadway and Arapahoe. Crossing Broadway is awful.	This connection to cross windermere over to slaughterhouse gulch isn't safe. The terrain hides pedestrians from fast moving traffic. A crosswalk, preferably lighted, is needed.



<p>Any of the surface trails near downtown. Its extremely difficult to safely get into downtown without a car. The design and engineering is extremely dangerous and borderline negligent. Its inexcusable that littleton doesn't already have a network of protected bike lines in the city. Powers Ave is not safe for bikes (paint != safety). The prince street bridge is very dangerous. Where Rapp street meets Littleton blvd is dangerous. Littleton Engineers MUST change their priorities.</p>	<p>Somewhere between Belleview and Littleton Blvd we need another way to cross over the railroad tracks. Honestly, not just walking, but driving, too.</p>
<p>Chatfield State Park to Waterton Canyon. C470 bike trail has some stop signs only further east, I believe University Ave?</p>	<p>Crosswalk should be lighted here. Motorists often dont see or have time to respond to people in crosswalk.</p>
<p>No good connections where we live near caley and elati.</p>	<p>Talk to the CO Center for the Blind. What do they need? Because I feel like crosswalks with sound (like chirping birds) are needed throughout their highly-trafficked corridor.</p>
<p>-Parts of the lakes area trails (e.g. west side of Eaglewatch Lake and connection to S Overlook Way) are a bit steep and slick when icy or muddy.</p> <p>-The trail on the east side of the Platte River between Mineral Ave and C-470 would be more accessible if it connected on the south end back to the Mary Carter or under C-470 to the bikeway; the only access to that area is at Mineral Ave.</p> <p>-Connecting the Columbine Trail to the S Platte Reservoir trail would also prevent the need to walk on the road.</p>	<p>trail parking needed</p>
<p>Lack of nearby destinations + poor trail connectivity: Large parts of Littleton local trails are connecting neighborhoods that aren't particularly functional for me for commuting or exercising, nor do they have good destinations. I think of the trail along Mineral, which has long stretches of just houses.</p> <p>Crowding: There are times where running can be difficult when passing because of narrow paths.</p> <p>Another note - walkways and bikeways on Mineral can be unusable in winter because of ice, water</p>	<p>need an underpass for High Line Canal under Mineral at Writers Vista Park</p>

<p>I am an avid road cyclist. Due to a prior accident, I am very careful on the trails. How we, most people are not. People stand in the middle of the trail, let their kids bike in the wrong side of the trail, runners and walkers will take up the entire trail, etc. It is very unsafe, especially around blind turns and under passes. There should be better guidelines on how to use the trail - walkers and runners should use the dirt path, don't take up the entire trail, don't stand in the middle, etc</p>	<p>The intersection of Ridge and Broadway is incredibly dangerous (left turning vehicles, running red lights, speeding etc.). An underpass here is needed for the High Liner Canal.</p>
<p>Primarily those trails that do not bypass Bowles or Ken Caryl/Mineral</p>	<p>Since this whole intersection is being rebuilt, use this opportunity to better connect the light rail station to East side of Sante Fe.</p>
<p>Lee Gulch @ Windermere, Elati xings</p>	<p>Connect the Littleton Downtown Station eastward using</p>
<p>Trail walker 27 years, safety has become an issue due to an increase in illegal 'camping' on the trail. Difficult street crossings include Mineral near Writer's Park and Ridge at Broadway. Trail amenities (Ridge to Mineral) should be kept at a minimum to preserve and sustain natural beauty. That is the main purpose of the trail, to experience nature and escape urban 'visual chaos'. Existing benches and trash cans are placed where needed. Annual resurface w/loose aggregate--no pavement please!</p>	<p>Connect the Littleton Downtown Station eastward using Little's Creek to Bemis and / or Spotswood for north and south travel (off of Prince).</p>
<p>The trail along Sterne; trying to get to Kettring Park; the park at Federal &amp; Bowles</p>	<p>I'd like to see this whole trail widened (don't feel comfortable using the Mineral bike lanes)</p>
<p>The sidewalks are too narrow for people to walk and forces people to walk in the streets. There are some major issues with crosswalk safety. Ridge and S Apache, W Caley and Little's Creek crosswalk are very dangerous for pedestrian traffic. Sterne parkway from Broadway to Elati St is confusing for bicycle and car traffic. The crosswalks are dangerous and the sidewalks force couples to walk partially in the street.</p>	<p>add a ped signal at caley</p>



<p>Pirates cove over Belleview and down to ballfield.</p> <p>Over Windermere to slaughterhouse Gulch. Low visibility and no crosswalk</p> <p>Over littleton Blvd at the entrance to downtown. This should be lighted like the one by davita/bacon social.</p> <p>But above all... all sidewalk blocks need one side where TWO ppl can walk side by side. I live on cedar and to walk anywhere together you must first walk in the middle of the road to get to all trails.</p>	<p>this is sort of an awkward segment - is it possible to realign?</p>
<p>Unsafe street crossings: Mineral and Broadway and every crossing from there to Santa Fe, Mineral and Santa Fe, Prince and Alamo/Main</p> <p>Lack of nearby Destinations: Our trails are primarily residential and don't prioritize commuting to destinations like grocery, dining and workplaces</p> <p>Poor trail connectivity: SouthGlenn isn't connected to any of the major trail systems, notably Mary Carter/South Platte</p>	<p>Harlow needs better sidewalks and more street crossings to get to it</p>
<p>There are some dangerous crossings on some of the Lee gulch trail and some areas that are covered in ice until May.</p>	<p>add a connected between sterne park and the railroad trail?</p>
<p>Little's Creek Trail between the light rail station and Mary Carter trail. Unhoused camps -1-5 people at times/trash/blocking path (especially under the Santa Fe bridge).</p> <p>Pedestrian crossing on Prince and Lake St intersection on the Centennial Link trail. Traffic is FAST and sometimes doesn't stop.</p>	<p>some of the trail segments around ketring park are narrow</p>
<p>Highline</p>	<p>this trail gets really muddy. a different surface type might be better</p>

<p>The most important issues to me are unsafe street crossings and poor connectivity. Littles Creek/downtown Littleton is a major issue area for poor crossings, and the lack of connectivity along Broadway and Littleton Boulevard east of downtown is probably the worst offender in that respect.</p> <p>Particularly for kids commuting to LHS (I once was one!), there needs to be better bike access to the school.</p>	<p>people walk through here all the time, so maybe an actual trail connection is worthwhile?</p>
<p>accessing Mary Carter around Bowles and Federal is dodgy even with the improved intersection. Lee Gulch heading east lacks destinations but offers great exercise. Also has poor trail conditions at times due to mud, ice and thawing pools. Entire trail system has homelessness concerns causing safety worries. East/West traffic on all trails could use some amenities updating.</p>	<p>please don't make these trails concrete!</p>
<p>Safety is a big concern. Mostly around theft and homelessness on the trails. I am always nervous to leave my bike out of sight (even locked up as it does not deter thieves). We would get so much more use (commuting to work, visiting bars / restaurants, meeting friends and families at parks ect.) if the constant fear of getting a bike stolen were not an issue. With the issue being so prevalent these trails are only good for exercise and do not meet the goal of a greener, more accessible city.</p>	<p>I would love for this dirt path to be a real trail</p>
<p>Getting to the platte trail from my neighborhood (near Goddard Middle school) can be tough - broken sidewalks or roads, lack of bike lanes. Also getting across Santa Fe is very limited.</p>	<p>trail underpass</p>
<p>In a general sense, I have felt the trail systems in Littleton lacking in connectivity.</p>	<p>there is an existing connection to high line here</p>
<p>Mary Carter Greenway and Littleton community trail. We also live on Littleton Blvd and there is no safe way to get to the community trail in order to access the larger trail system. Considering more bike lanes in our roads (especially main roads like Littleton Blvd) would be help for trail connection.</p>	<p>add a crosswalk</p>
<ol style="list-style-type: none"> <li>1. Unsafe crossing at Broadway and Lee Gulch. This a necessary improvement.</li> <li>2. Need more bathrooms and water filling.</li> <li>3. Would be so cool to have more fun stops on trails similar to coffee shop at hudson gardens, white water park at south platte, easy access to chatfield res.</li> <li>5. Lee Gulch to Highline access point near heritage high school would be great.</li> <li>6. Divets in hard dirt have caused pain at times. deep, Loose gravel is a hazard near windermere and lee gulch.</li> </ol>	<p>this crosswalk needs a flashing signal or something</p>

<p>Having a safe family friendly bicycle option to get to the light rail station and downtown littleton from the neighborhood southeast of downtown would be great.</p> <p>The crossing at Lake Ave and Prince is terrible, three way, busy, and people really drive fast on Prince. Scary with kids. The southwest corner of Prince and Church is very sloped and poor surface quality. We tend skip all that and cross at Littleton and Bemis.</p> <p>Also, Littles Creek and Lee Gulch could use better winter maintenance.</p>	<p>This would be a nice loop but this trail doesn't really exist?</p>
<p>Any trail that forces me onto the street</p>	<p>a crosswalk would be nice here</p>
<p>No passage,Road Work Ahead</p>	<p>These crossings on the little's creek trail can't be seen well by cars and always feel unsafe.</p>
<p>Bowles Ave between Sheridan and Platte Canyon, and then on down to the Platte River Trail...I feel very unsafe riding my bike or walking on the skinny sidewalk while traffic is going 50 mph a foot away.</p> <p>Connecting the trail on Platte Canyon and the Platte River trail to nearby neighborhoods is important.</p>	<p>There are no safe crossings of Santa Fe/the railroad between Littleton boulevard and the big Dry Creek trail. Even Littleton boulevard crossing the train tracks is not ped-friendly. We could use a dedicated pedestrian crossing.</p>
<p>Multiple High Line trail crossings across Broadway.</p>	<p>How are there no safe bike approaches to a high school? I used to bike there most every day, and broadway and littleton blvd are horrendous to bike on. Kids need a safe approach to school!</p>



<p>Lees Gulch and Highline Canal</p>	<p>Could use a crosswalk on the north side. A pedestrian trying to go north on the platte trail needs to make 5 crosswalk crossings</p>
<p>The neighborhood access to Big Dry Creek Trail at the progress park trailhead is awful. Huron+Prentice is an extremely dangerous intersection for peds, cars, and bikers alike, taking huron down to the parking lot/trail is steep, with no sidewalks, and a blind corner. And additionally, runoff from the unmaintained condo parking lot overflows the trail and is causing significant erosion.</p>	<p>Need a safe crosswalk or an alternate to the highline on the east side of roadway</p>
<p>Lee Gulch Trail</p>	<p>this light does not automatically change for cyclists. different light cycle or a crosswalk button accessible from the bike lane would be great.</p>
<p>The trails are unsafe for walkers due to aggressive bicyclists. Even when walking on the side "gravel walkers trail" bikes come up on that and almost run you over! Some yell at you aggressively if you are walking on the pavement due to snow or mud on the side. There needs to be signage to ensure all bicyclists know that PEDESTRIANS have the right of way AND to not allow them on the unpaved sections.</p>	<p>The side lanes along Berry are full of degraded asphalt and often used for parking. It would be nice to have dedicated bike lanes here.</p>
<p>Mary Carter Greenway and tributaries.</p>	<p>Santa Fe Crossing somewhere in this area would be very convenient. There are so few options to get across Santa Fe.</p>



<p>There needs to be a permanent, public connection between Jackass Hill Park and the Highline Canal Trail. The existing connection is private property, but it isn't well maintained. The City and SSPRD should seriously consider using eminent domain procedures and acquire that land. Pay them well!</p> <p>The Highline Canal Trail has installed a few amenities over the years, such as benches - but as we age, more opportunities to rest are needed. The trail gets crowded at times with people and dogs.</p>	<p>Formalize trail connection to neighborhood</p>
<p>HLC Trail, Lee Gulch Trail, Big Dry Creek Trail</p>	<p>Uncontrolled runoff from the condo parking lot is causing erosion and a constant mud puddle across the trail.</p>
<p>Accessing Mary Carter Greenway from the SW and W part of Littleton and beyond is very limited and restricted to very busy roads including crossings that are not always the safest with how aggressive and selfish drivers tend to be. More separated connections are vital to the community.</p> <p>The neighborhoods South of Mineral and East of Platte Canyon is particularly unsafe to traverse from in the winter as the Mineral crossing is often unmaintained (Snow/Ice) and neighborhood connection unpaved/iced</p>	<p>Also safety: There is no ped/bike infrastructure connecting the trail to the neighborhood here. The road is steep, and there is a blind corner for cars entering or exiting the parking lot. Additionally due to topo and shade cover, it is very icy</p>
<p>Trail at Bowles grove gets icy and poor drainage near the parking lot.</p>	<p>This intersection should be a main access point to the trails and parks, but its so dangerous for peds, very few people use it. Blind turns and way too much pavement for ped crossings</p>
<p>The icy conditions on the trail around Ketring Lake (especially the South side) are horrible and a falling danger. If the path could be regularly scraped, it would be a great improvement.</p>	<p>is there a possibility to add a staircase up to Cornerstone park here? There's an unofficial trail that is frequently used currently</p>





<p>I live in Trailmark. Trail layout is good but my main concern is the maintenance of the trails. South Suburban has really not taken much effort in keeping the trails maintained. They have not put any "trail mix" down for a couple of years and haven't even come through with a tractor pulling something to loosen up the trail and it's just become hard packed in places and muddy with no new gravel in others. I had to email them to get them to trim some bushes back that were encroaching on the trail</p>	<p>There are no connections into the park from the neighborhood without walking the gutter/ditch along Hickory and then thru the parking lot.</p>
<p>Slaughterhouse Gulch trail and trail alongside the train tracks next to Buck Rec Center</p>	<p>Is there any way to add a crossing from the trail to the HS? Could be gated and only open during school hours but would be great to have a bike option for kids that has bridge crossing across Broadway</p>
<p>Littleton Community Trail in SlaughterHouse Gulch area.</p>	<p>There's no sidewalk or bike lane here despite being the primary way to get from Big Dry Creek trail to a crosswalk/light. If you cross under Broadway there's no trail up from the creek on the other side, so it's a major access point to the neighborhood.</p>
<p>Ketring park has a lot of ice on the path in spots that make walking difficult throughout the winter.</p> <p>There should be a pedestrian crossing at Gallup and Shepperd and/or Library Lane and Gallup.</p> <p>The path gets a lot of use in nice weather so a wider path would be great. I think it signage should be improved to make it clear that motorized bikes are not allowed.</p>	<p>It's very hard to get from the trail to the neighborhood and school on this side of Broadway.</p>



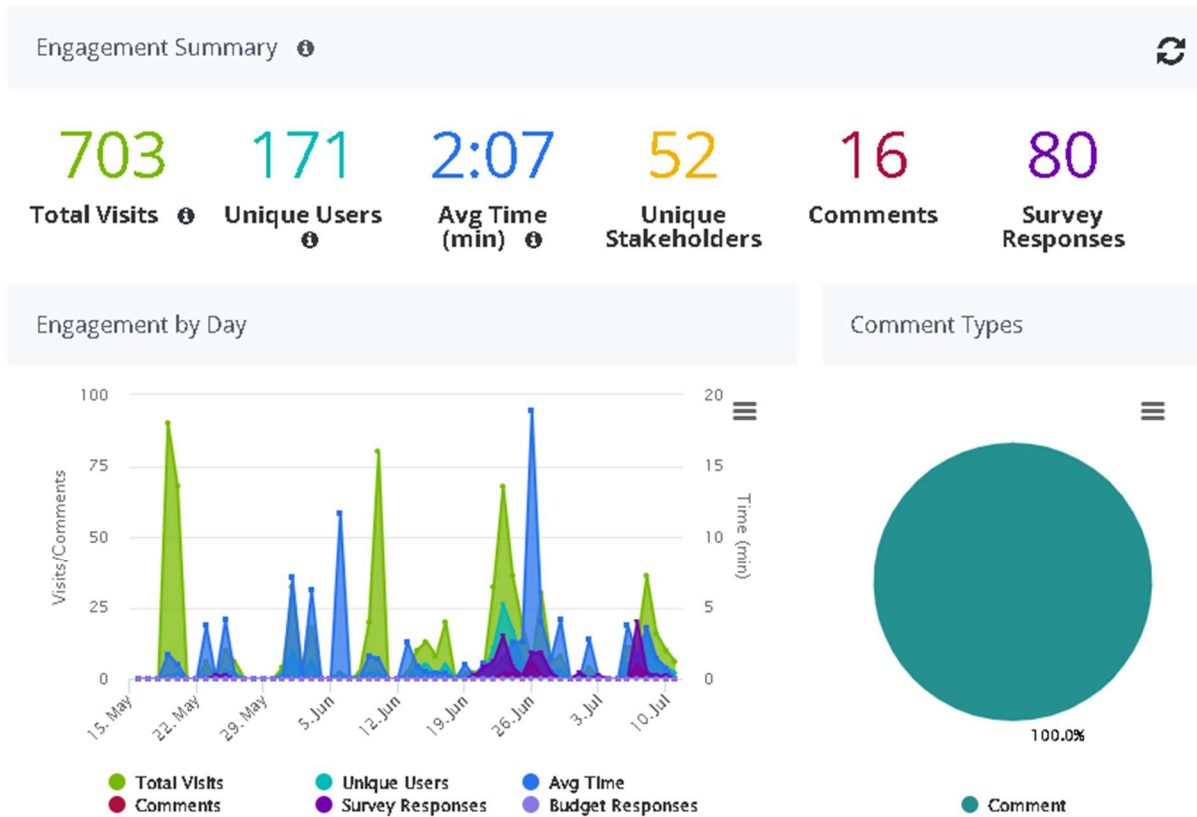
	<p>It would be so useful to have a pedestrian or bike crossing somewhere in here. The tracks between Belleview and Littleton are a barrier to easy access.</p>
	<p>Walk this loop 5 times a week and unofficial segment along Gallop desperately needs repaving and widening. Many handicapped people struggle with it.</p>
	<p>provide easy identification access for the blind to Ketring Park trail</p>
	<p>Consider a connection through Ridgeview</p>
	<p>Consider a trail connection along this drainage</p>
	<p>Formalize this access road/drainage corridor into a trail</p>



## Phase 2

The second phase of engagement was conducted after an initial set of draft improvement concepts had been developed and focused on collecting feedback on those concepts. Using the Social Pinpoint platform, a series of map-based mini-surveys broken up by City Council district and concept category were developed that asked participants to identify their priority improvements. The tool also allowed people to provide additional comments on the map. This phase of engagement occurred before the 2023 redistricting process was completed.

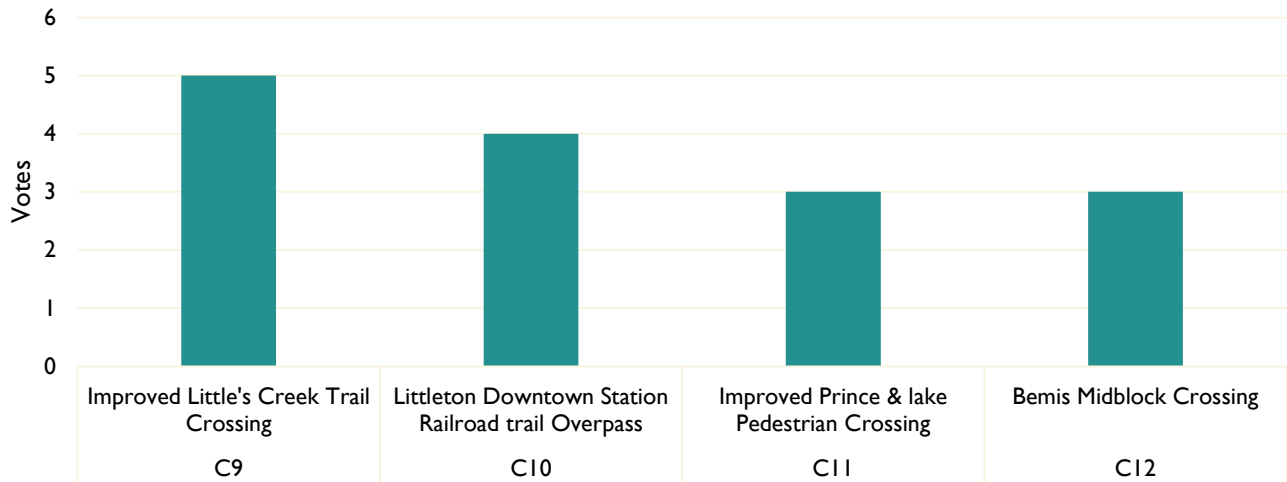
The online commenting map captured 80 survey responses and 16 comments from 52 unique stakeholders. The screen capture below summarizes the statistics.



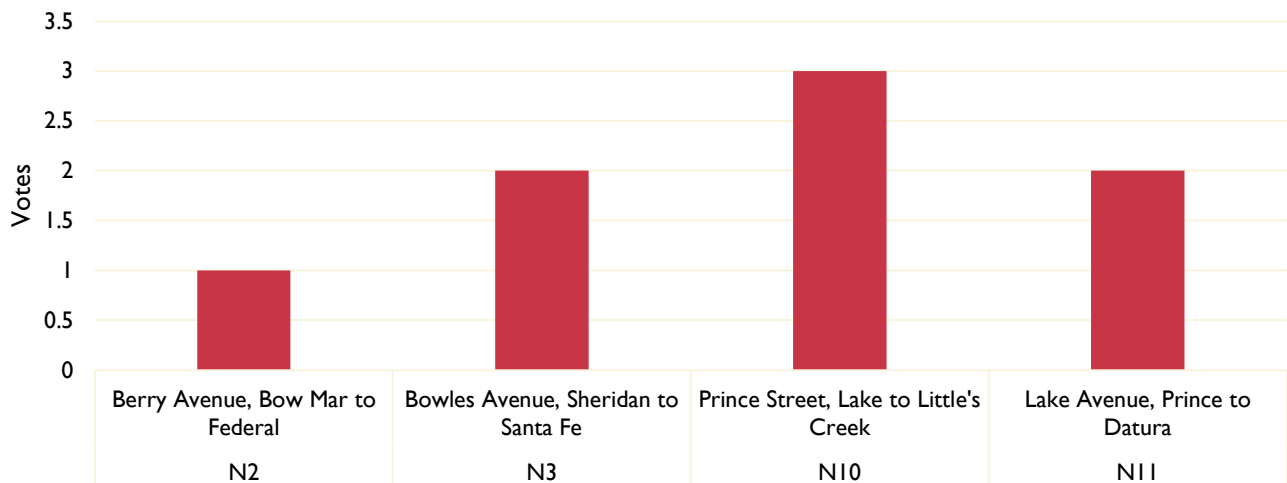
## Summary of Results

The map-based surveys were broken up by City Council district and by improvement category, for a total of 11 mini-surveys (Districts 1 and 2 only include one or two existing trail improvement concepts, so a prioritization exercise was not applicable). Each survey asked respondents to select their top two to four priority concepts, depending on how many total were available to choose from. The charts on the following pages show the results of each survey.

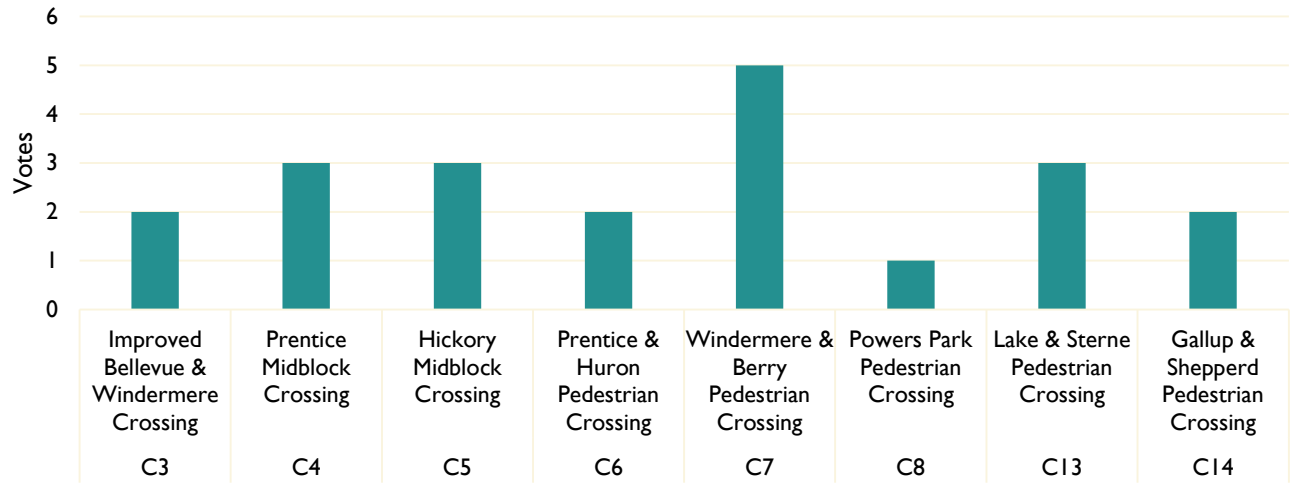
### District I - Trail Crossings



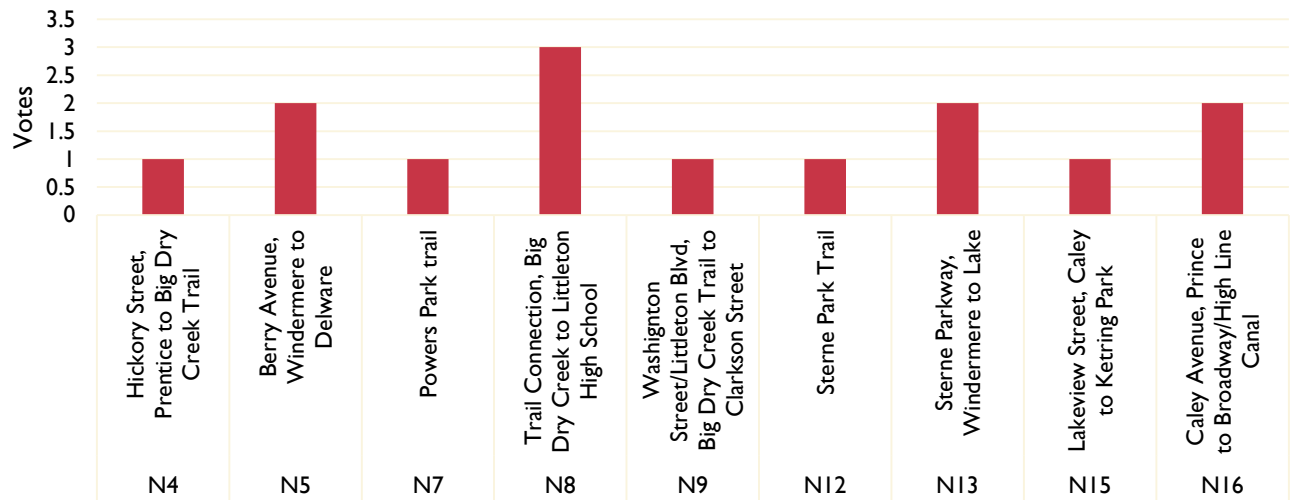
### District I - New Connections



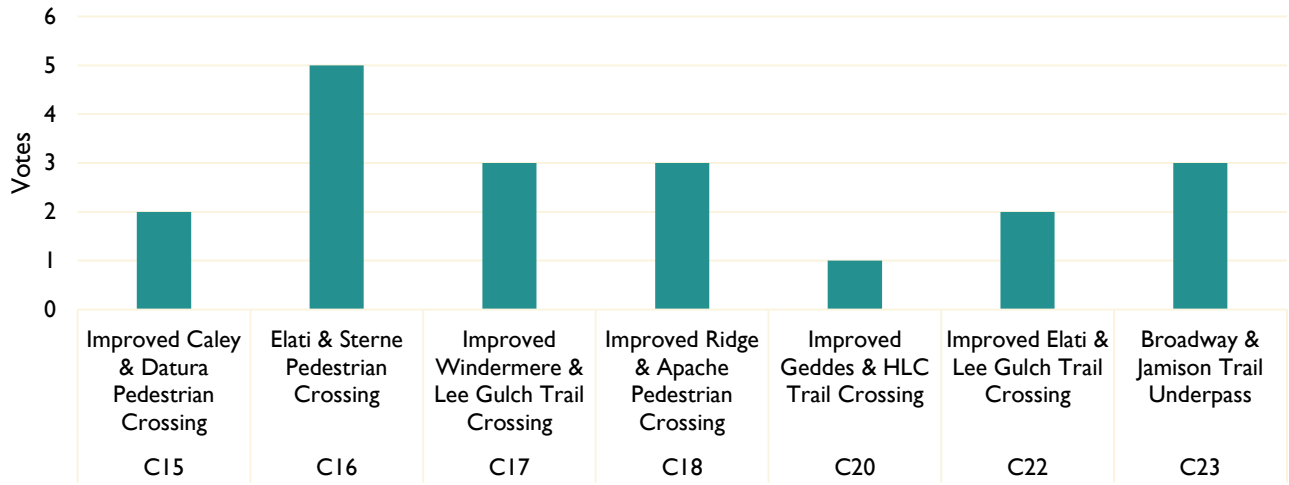
## District 2 - Trail Crossings



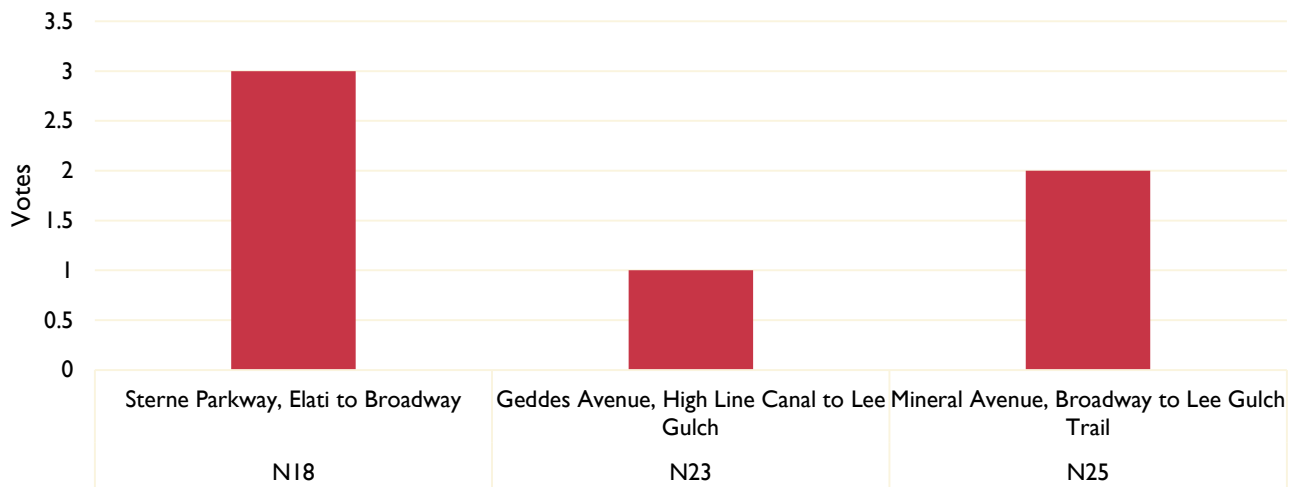
## District 2 - New Connections



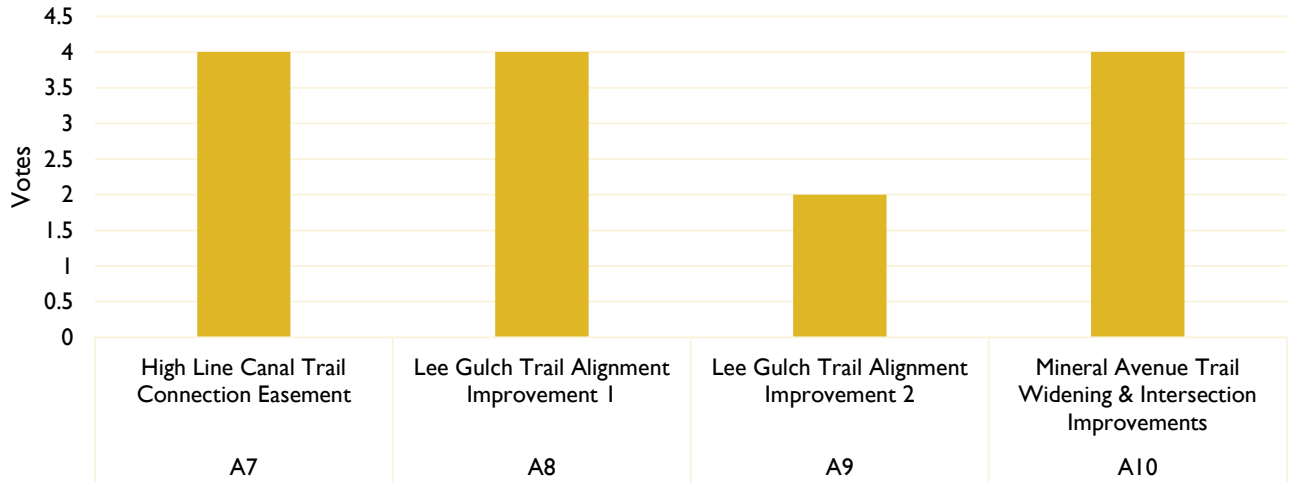
### District 3 - Trail Crossings



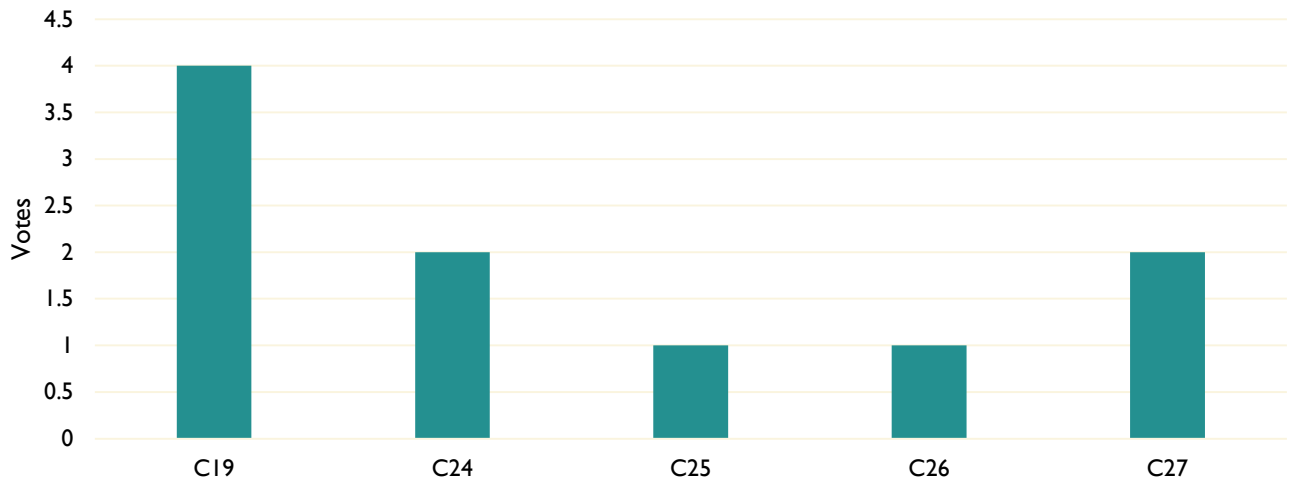
### District 3 - New Connections



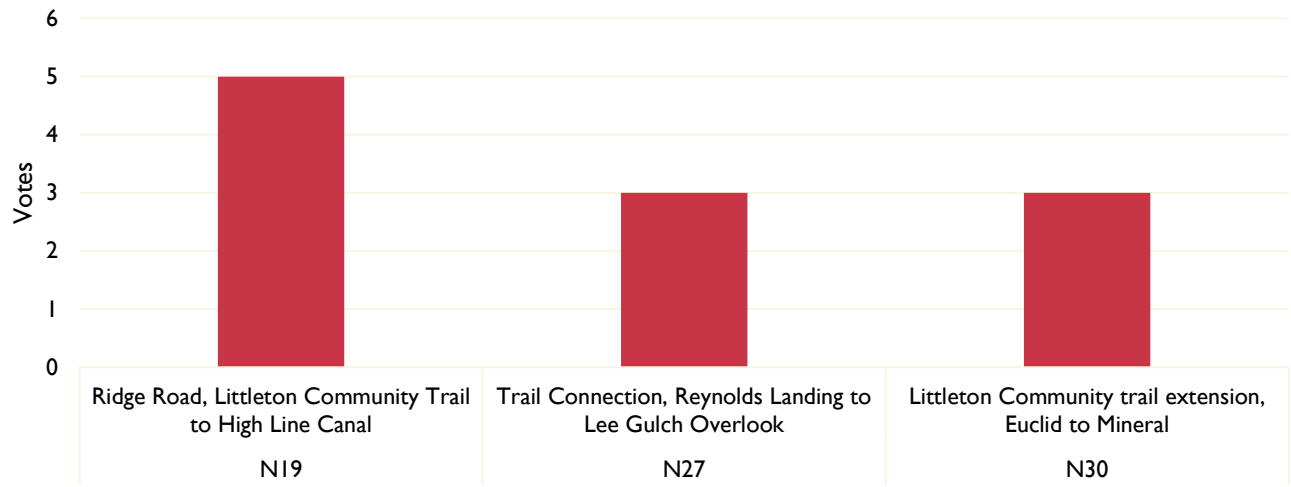
### District 3 - Trail Improvements



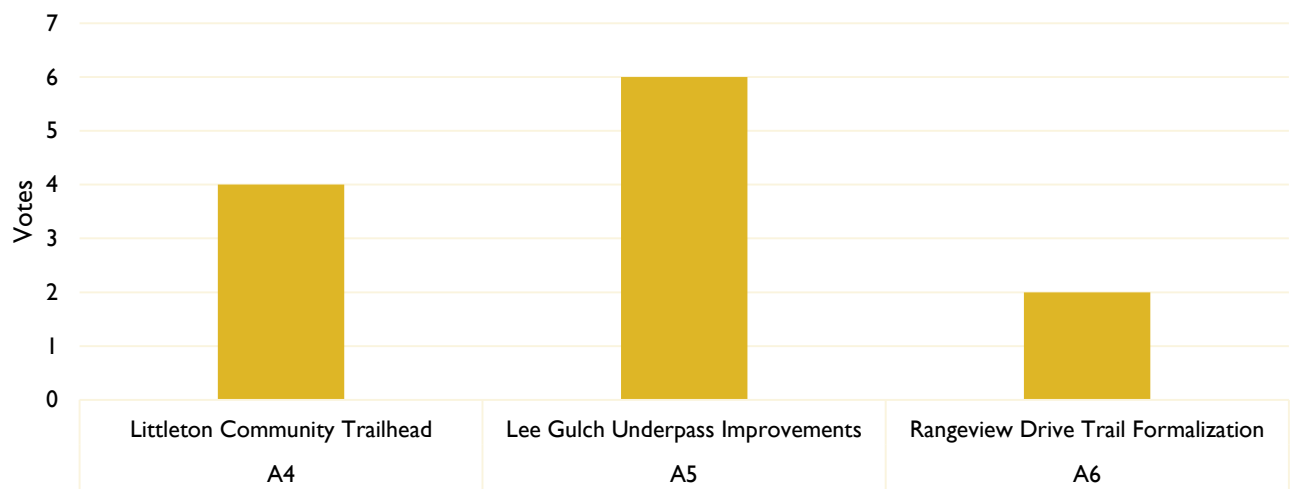
### District 4 - Trail Crossings



### District 4 - New Connections



### District 4 - Trail Improvements





## Summary of Additional Phase 2 Map Comments

<p>Let's finish the Slaughterhouse Gulch grade-separated crossing under the railroad and connecting to S Rio Grande; the culvert's already in place and it's on the Transportation Plan - project 46.</p>
<p>Gallup needs wider sidewalks; it could be a great connection to Littleton Blvd but the narrow attached walks combined with on-street parking make them hard to use. Connecting the Museum to Littleton Blvd should be a priority.</p>
<p>Strongly agree with the suggestion to complete this connection. Need to ensure that connection is well lit and maintained. That is, cannot tolerate the accumulation of refuse and graffiti</p>
<p>In terms of comfort, Gallup also needs restrooms. SSPRD and other users need to stop relying on Bemis Public Library for restrooms.</p>
<p>Need to limit access here - perhaps a gate or breakaway bollard post to keep unauthorized vehicles off the trail. Commercial vehicle from the adjacent warehouse often cut through using the trail.</p>
<p>Narrow trail here to limit unauthorized vehicles</p>
<p>Fence this area and add a gate or breakaway bollard post to limit access to authorized vehicles.</p>
<p>Trail users dump out here right where traffic going 3 ways comes together. Take trail slightly north along Court. Add a raised crossing in front of courthouse where sidewalk juts out. This gets users, especially bicycles, away from a dangerous crossing.</p>
<p>Gate Addition</p>
<p>Fencing, gate or bollard post, and trail narrowing for safety. Lots of unauthorized vehicles come through here. Authorized vehicles travel too fast.</p>
<p>Would love to see some safer crossings for pedestrians across Windermere. Would be nice to connect stern to the library, especially if there is a new proposed trail there would need to be safer crossing options.</p>