SUMMARY OF PUBLIC RESPONSES

During the Focus Groups, the design team shared design options to solicited input and encourage dialog.
The team incorporated the comments and insights while developing the preliminary bridge designs for the open house.

THEMES IN PUBLIC RESPONSES

Throughout the public engagement discussions several themes were reiterated and include:

- Participants emphasized the importance of historic context, natural context, stream protection, and use of natural materials. Respondents encouraged **selection of structures, colors and materials that blend with the Cañon**.
- Participants were concerned about the construction footprint and impacts to the canyon ecology and would like to see the **physical and ecological impacts minimized**.
- **Cañonwood residents support the replacement** of the structures and look forward to the improved access for service vehicles to their neighborhood.
- Participants—especially residents—strongly hoped to **minimize construction time** by building all three bridges at once in as short of time as possible.
- One focus group questioned the engineering need for replacing the bridges and speculated non-safety reasons for the project.
- Responses included **appreciation for the public engagement process**.

BRIDGE FACADES

Five vehicular bridge façade concepts were presented to the focus groups. Notable observations:

- Generally, all five bridge façade options received positive responses.
- Façade #4—the timber look rendered in steel—generated the strongest responses and was liked and disliked in equal measure.
- 25% of participants indicated that all the façade options were acceptable.
- Participants responded positively to the idea of continuing utilization of the round river rock lower in the canyon and more angular rock higher in the canyon.
- Participants were very interested in flood resiliency. Most groups asked if any design concepts offered benefits for flood conditions.
- Most focus groups asked about costs—whether any of the designs are significantly cheaper or more expensive to build. In response, the Team will provide relative costs when offering design options to the City and as available and appropriate at the public open house.

BRIDGE ABUTMENTS AND WALLS

Eight bridge abutment protection and wall possibilities were presented to the focus groups. Notable observations:

- Nearly all respondents would like to see resilient creek access included in abutment protection.
- Strongest preference is for native stone for abutment protection and walls.
- Many respondents accepted that the use of concrete may be necessary, and cost effective, for abutments.

GUARDRAILS

Numerous guardrail possibilities were presented to the focus groups. Notable observations:

- There is a preference for weathered W-rail and stone guardrails.
- Participants showed interest in the aesthetically lighter guardrails; two groups asked why the wire-rope based designs had been eliminated from consideration.
- One focus group showed a clear preference not to utilize reflective guardrail ends for safety.

NON-MOTORIZED ACCOMMODATIONS

Numerous concepts for non-motorized accommodations on bridges, and vehicular parking near bridges, were presented to the focus groups. Notable observations:

- Focus group participants were concerned with bicycle and pedestrian safety and wanted bridge designs to maximize support for safe passage of non-auto users.
- Participants suggested that all bridges should accommodate a bike lane.
- Crosswalk markings should be sensitive to bicycle traction and handling needs.
- Participants inquired about opportunities to slow vehicles.

HOW THE RESPOSES ARE INTEGRATED IN THE BRIDGE DESIGN

The design team utilized the responses from the public in the following ways:

- Incorporated design modifications to combine preferred aesthetics.
- Continued consideration for different facades on different bridges in the Cañon in relationship to cost implications.
- Continued coordination with Parks and Recreation staff on possible resilient creek access locations and impacts on park operations. *See the locations on the preliminary design drawings at the next station.*
- Discussed inputs with Park and Recreation Department staff including consideration to include bike lane accommodations on all new bridges. *Because of impacts to the canyon, and the infeasibility to widen the entire roadway for a bike lane and incompatibility with the North Cheyenne Cañon Park Master Plan, bridges will be constructed at the 24' width.*
- Communicated participants' keen interest in vehicle speed reduction via speed bumps or other traffic-slowing techniques (in the Park and on approach streets) to the appropriate city staff.
- Addressed relative costs at the Public Open House in January 2020.