

# PARK ROADS SURVEY RESULTS AND UPDATE

PRAB – February 10, 2021



**DENVER**  
PARKS & RECREATION

**GAME PLAN**  
for a Healthy City



# SURVEY RESULTS

- Over 4200 responses!
- Most folks loved the car-free park experience and want road closures extended
  - Approx. 82% supportive response rate for continued long-term closures generally
  - Approx. 68-83% supportive responses for continued closures at specific parks
- A few important considerations highlighted:
  - Barricade functionality issues
  - Accessibility – ADA and regional access/equity
  - Parking lots – resource for regional accessibility, events and significant park features access

# COMPLEMENTARY BIKE/PED ENHANCEMENTS ON ADJACENT STREET NETWORK

## Denver's Shared Street Initiative



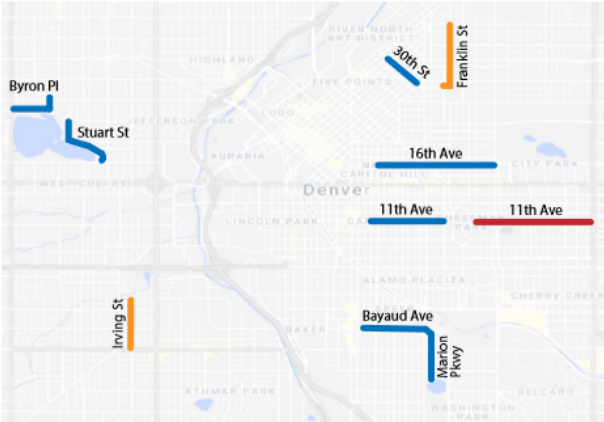
### WHAT'S A SHARED STREET?



To help mitigate the effects of COVID-19, Denver has created Shared Streets across the city to support physical distancing and make it safer for everyone to move around the neighborhood. Shared Streets are designed to deter non-local vehicle trips and reduce speeds to create a safer environment for all ages and abilities to

use the street for recreation and mobility while we're staying closer to home.

Everyone is allowed to use a Shared Street, including people walking, running, rolling and driving slowly.



### SHARED STREETS BY THE NUMBERS

- Used by 10,000+ people a day during the summer
- On average, walking & rolling use was 287% higher
- On average, vehicle trips were 77% lower
- On average, vehicle speeds were 28% slower

### SHARED STREETS UPDATE

To continue operating the Shared Street initiative through the winter, Denver will be updating locations and material configurations to withstand the elements and improve safety. The new materials will be temporary in nature and vary depending on the Shared Street. Improvements will start late 2020 and continue into early 2021.

# PROPOSED DPR ACTIONS



- Replace barricades with gates and/or bollards to provide:
  - More durable, functional, and attractive vehicle entry controls
  - Operational adaptability and flexibility
- Reopen parking lots or other access modifications in select areas to address accessibility issues
- DOTI coordination to see where parking regulations or other streetscape adjustments can be made to provide additional park accessibility
- Continue to adapt as necessary to changing circumstance



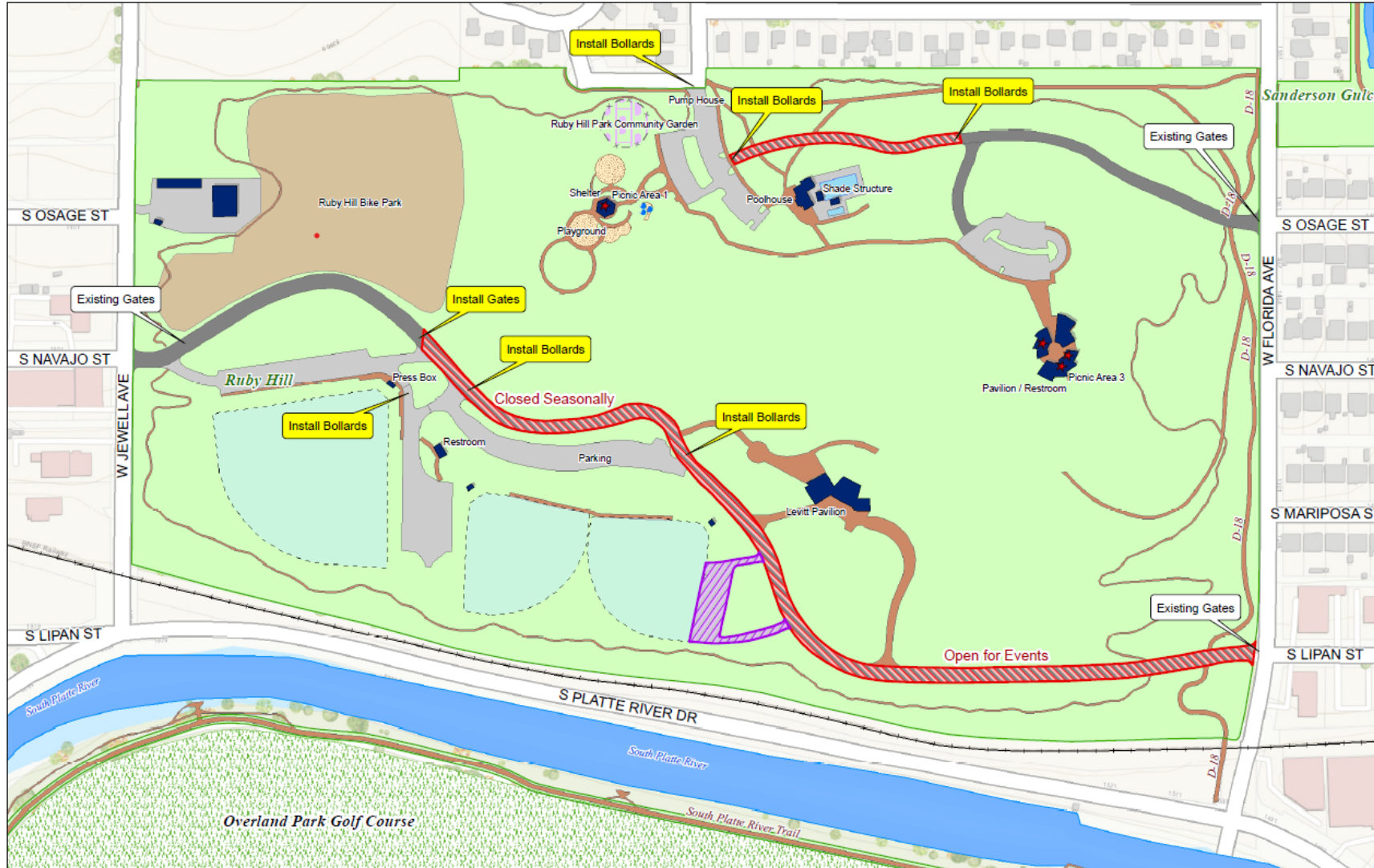


**Sloan's Lake Park**  
Proposed Road and Parking Closures

1 inch = 450 feet at 11x17  
100  
Map Scale In Feet

 Proposed Parking Lot Closure  
 Proposed Road Closure





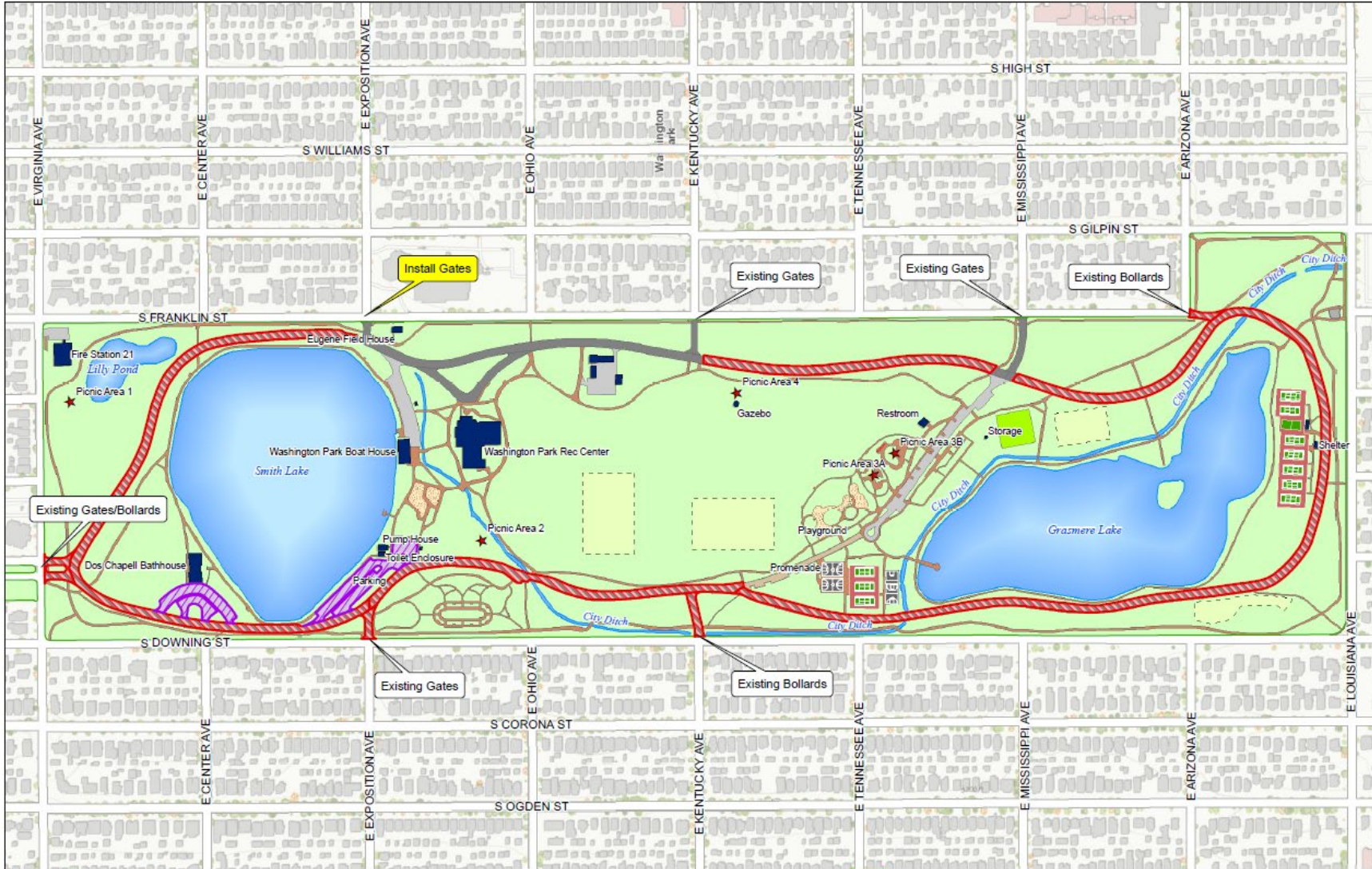
**Ruby Hill Park**  
Proposed Road and Parking Closures

1 inch = 200 feet at 11x17  
100  
Map Scale In Feet

Proposed Parking Lot Closure  
Proposed Road Closure







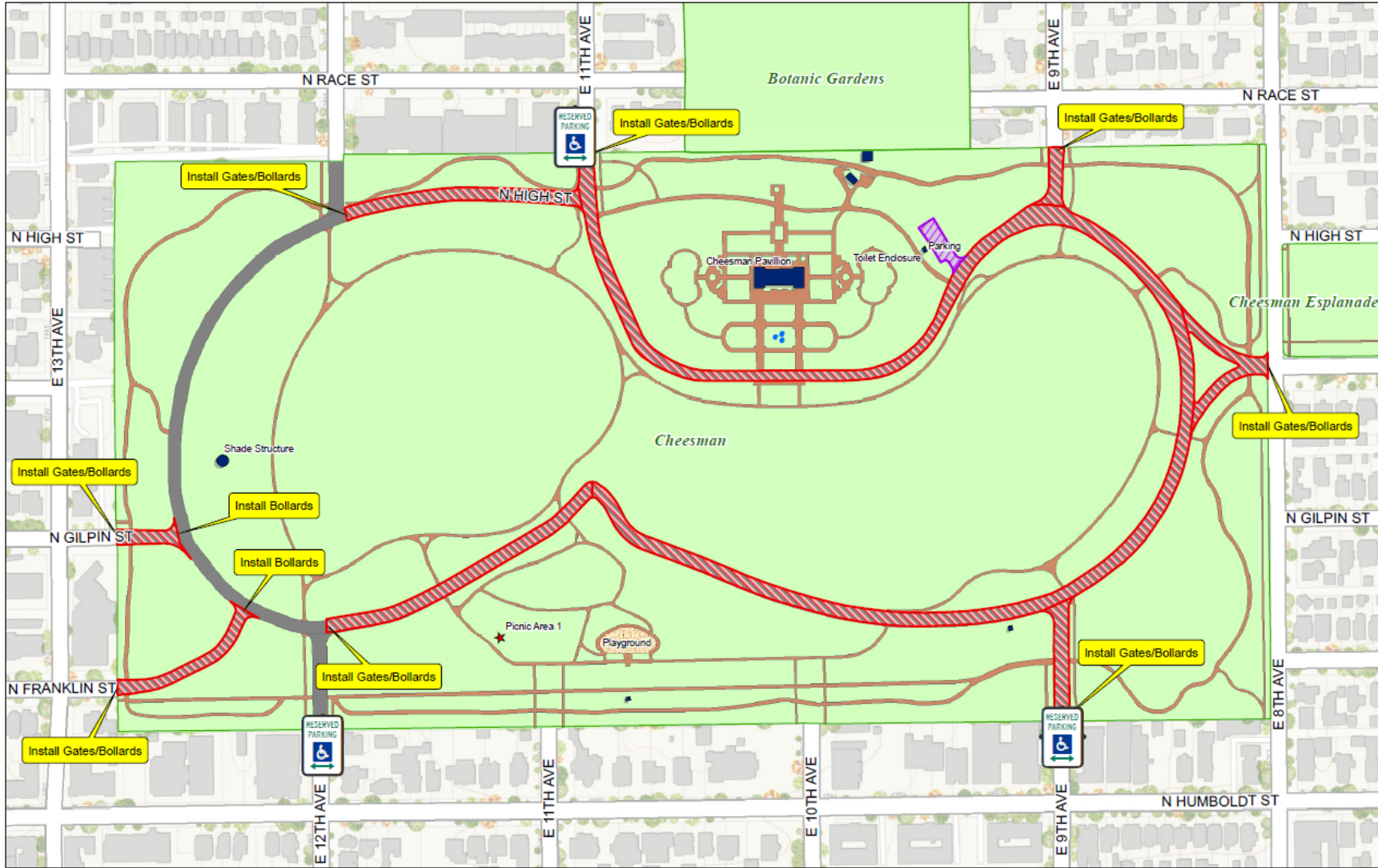


**Washington Park**  
Proposed Road and Parking Closures

1 inch = 350 feet at 11x17  
100  
Map Scale In Feet



-  Proposed Parking Lot Closure
-  Proposed Road Closure





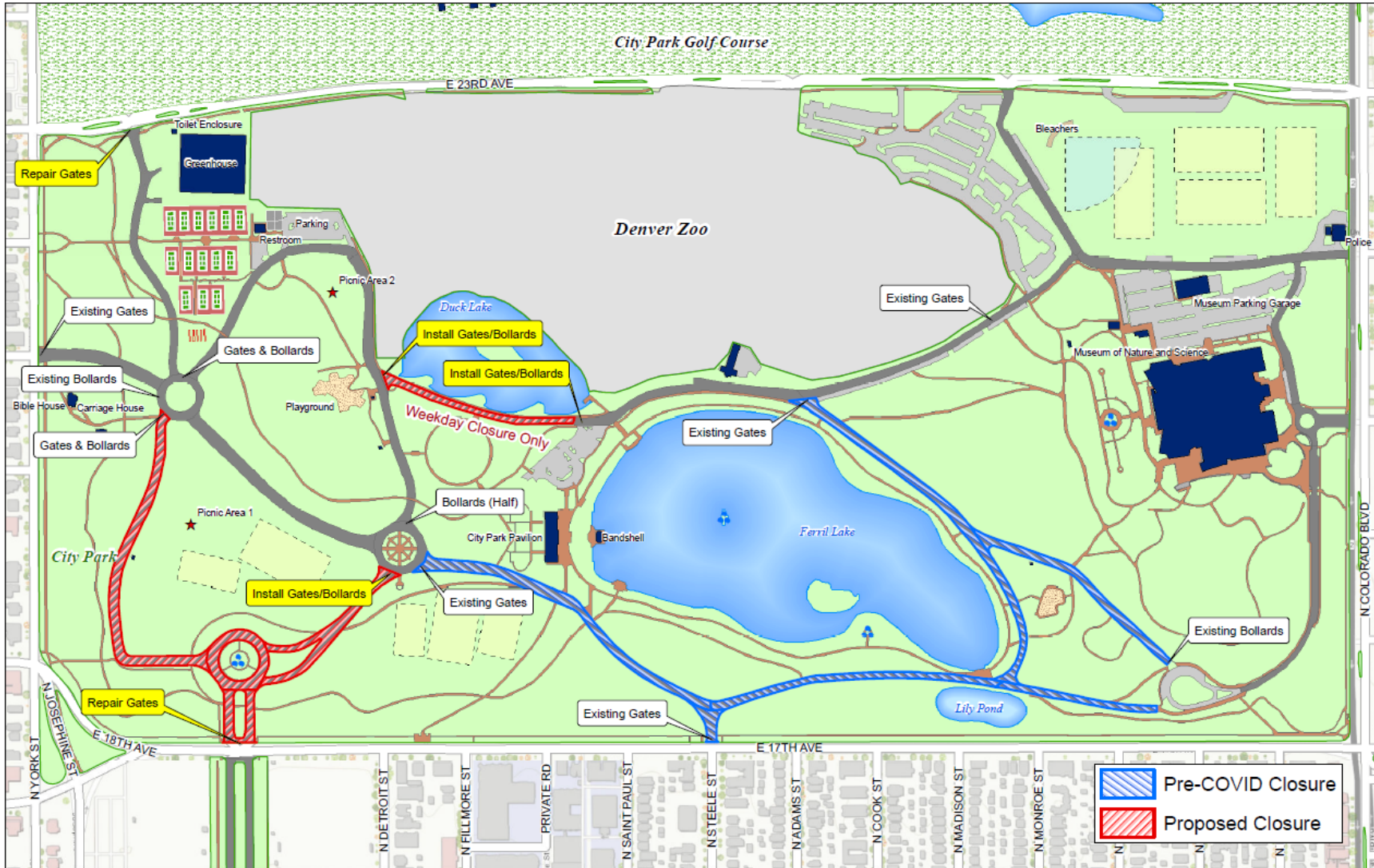
**Cheesman Park**  
Proposed Road and Parking Closures

1 inch = 200 feet at 11x17  
100  
Map Scale In Feet

 Proposed Parking Lot Closure  
 Proposed Road Closure







**City Park**  
Proposed Road and Parking Closures

1 inch = 350 feet at 11x17  
100  
Map Scale In Feet

# NEXT STEPS

- Maintain current closures for winter season
- Adjust operations where noted come spring season (approx. mid-April) while maintaining flexibility to adapt as necessary
- Planning and design work for swing gate/bollard fabrication and installation