HALE PARKWAY: PLANNING FRAMEWORK

- Topography and Water Conveyance Needs
- History of the Parkway
- Roadway Classification, Configuration and Traffic
- Land Use and Development Patterns
- Residential and Commercial Access Points
- Denver Moves and Mobility Planning
- Adjacent Lindsley Park
CUBIC FEET PER SECOND (CFS)

Hydrologists’ measure of water flow
1 cubic foot per second is about 450 gallons per minute

Typical fire hydrant expels water at 3 cubic feet per second
DRAINAGE

78” Existing Reinforced Concrete Pipe (RCP)
15 – 18’ depth

Pipe underneath existing median
HISTORY OF HALE PARKWAY

is Denver's newest two-lane diagonal boulevard extending from Twelfth Avenue and Albion Street to Sixth Avenue and Grape Street. This section of the city, which lies in East Denver, is rapidly growing and the construction of the boulevard was conceived to relieve the congested condition of lanes leading to Air Corps Technical School at Lowry Field. The name Hale Parkway was suggested by the Hon. Benjamin F. Stapleton, Mayor of the City and County of Denver and the name was later adopted by the Denver City Council.

“Plans for this parkway were initially proposed in the late 1930s as a means of connecting the new Lowry Air Force Base with the rest of the City.”

-Phil Goodstein, Denver Streets
STREETS AND TRAFFIC

• Collector (Denver Street Classification)
• 4 Travel Lanes (2 WB, 2 EB)
• +/- 36’ Median, Some Left Turn Lanes
• On Street Parking (Both Sides, Various Restrictions)
• +/- 110’ Curb to Curb Width (ROW +/- 150’)

OV
STREETS AND AVERAGE DAILY TRAFFIC

- **Colorado Blvd**: 52,000
- **Colfax Ave**: 30,000
- **14th Ave**: 8,000
- **13th Ave**: 8,000
- **8th Ave**: 15,000
- **Hale Pkwy**: 7,000
- **6th Ave Pkwy**: 25,000
ADJACENT LAND USES

- Lindsley Park
- VA Medical Center
- Rose Medical Center
- 9th Avenue
- 8th Avenue
- 11th Avenue
- 12th Avenue
- 13th Avenue
- ALBION
- BELLAIRE
- CLERMONT
- DEXTER
- EUDORA
- FAIRFAX
- Palmer Elementary
- Christ the King Catholic School
- 9-CO Mixed Use Development (2018)
ACCESS POINTS & DRIVEWAYS
Site Access
- Primary access point at 8th / Colorado

Trip Generation
- 19,180 Daily Trips
- Supermarket, Shopping Center, Apartments, Townhomes, Office, Hotel & Athletic Club

Future Conditions / Recommendations
- Dual NB left turn lanes at 8th
- New traffic signal at 11th / Colorado and dual WB left turn lanes
- Little to no effect on Hale Parkway
BICYCLE FACILITIES

Shared Roadway
- Neighborhood Bikeway
- Shared Roadway

Separated Bikeways
- Bike Lane
- Shared Parking/Bike Lane
- Buffered Bike Lane

Denver Moves (Enhanced Bikeways 2016)
BICYCLE FACILITIES

- Bicycle Crossing Markings
- Maintain Alley and Driveway Access, Remove Stop Line For Cyclists
- Potential Parking Impact (2 Spaces)
- Potential Parking Impact (7 Spaces)
- Potential Retention Pond

12th Ave Bikeway Feasibility Study (2015)
Hale Parkway:
No National or Denver Historic Designation
HALE PARKWAY

How do we think about solving flooding?

Pipe for 100 YR  Hybrid  Channel for 100 YR
HALE PARKWAY EXISTING CONDITION

78 in. RCP

+/- 37 ft  +/+ 36 ft  +/+ 37 ft

+/- 110 ft  +/+ 150 ft
WORKSHOP QUESTIONS

What do you like about Hale Parkway Today?

What could be improved on Hale Parkway Today?

What are your priorities for Hale Parkway?